



## **Chapter 9: Project Listings**

Highway Projects for the FY2023 TIP for  
Pennsylvania

---

# DVRPC FY2023-2026 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: 12/13/2025

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:119

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

**FC:** 16

AQ Code:2035M

**PLAN CENTER:** Town Center

IPD: 14

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		2,000										
FD	STU			176									
ROW	TOLL												
ROW	STP					2,866							
UTL	STP						1,230						
UTL	581						307						
CON	STU						2,591						
CON	STP						3,280						
CON	STP							8,486					
CON	STP								14,493				
CON	STP									507			
		0	2,000	176	0	2,866	7,408	8,486	14,493	507	0	0	0
		Total FY2023-2026		2,176		Total FY2027-2030		33,253		Total FY2031-2034		507	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** NORTHAMPTON & WRIGHTSTOWN TWPS

Actl Let Date: 7/14/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Northampton Township; Wrightstown Township

**FC:** 17

AQ Code:S19

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STP												
UTL	STP												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

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

**LIMITS:** Maple Avenue to Farmers Lane

Est Let Date: 4/9/2026

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

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

**FC:** 17

AQ Code:S10

**PLAN CENTER:** Town Center

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	344											
FD	581	86											
UTL	STU				1,869								
UTL	581				467								
CON	STU				376								
CON	581				94								
		430	0	0	2,806	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,236		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Over Beaver Creek

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Tinicum Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 11

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

**CMP:** Not SOV Capacity Adding

Reconstruction of a 1909 reinforced concrete arch bridge located in 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034			
		0				0				0			

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

**LIMITS:** Over Kimples Creek

Est Let Date: 7/10/2025

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Haycock Township

**FC:** 7

AQ Code:S19

**PLAN CENTER:**

IPD: 12

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

**CMP:** Not SOV Capacity Adding

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	BRIP			1,814									
CON	STU				1,301								
CON	BRIP				648								
CON	TOLL					1,302							
CON	TOLL												
CON	STU												
		0	0	1,814	1,949	1,302	0	0	0	0	0	0	0
Total FY2023-2026		3,763				Total FY2027-2030				Total FY2031-2034			
						1,302				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Over Licking Creek

Est Let Date: 3/14/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Milford Township

**FC:** 14; 16; 17

AQ Code:S19

**PLAN CENTER:**

IPD: 13

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14G

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

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	150											
FD	185		350										
CON	NHPP	3,396											
CON	STU		699										
CON	STU			4,000									
CON	BRIP					50							
CON	BRIP						550						
CON	BRIP							500					
CON	STU									399			
CON	BRIP									500			
CON	BRIP										500		
CON	BRIP											500	
CON	BRIP												500
		3,546	1,049	4,000	0	0	50	550	500	899	500	500	500
		Total FY2023-2026		8,595		Total FY2027-2030		1,100		Total FY2031-2034		2,399	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** PA 413 - PA Turnpike

No Let Date

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:37

**MUNICIPALITIES:** Bensalem Township; Middletown Township

**FC:** 12; 14

AQ Code:2025M

**PLAN CENTER:**

IPD: 12

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

This is the design parent for a roadway reconstruction and widening and bridge improvement project that involves 5.3 miles of roadway, four (4) interchanges, ten (10) bridge structures and six (6) retaining walls. The project includes the addition of a third through travel lane in each direction between the Street Road interchange and the Pennndel 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 (Pennndel/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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP	2,400											
FD	581	600											
		3,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Over Conrail

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Middletown Township

**FC:** 17

AQ Code:S19

**PLAN CENTER:**

IPD: 12

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 5I

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	TOLL												
UTL	STP		16										
		0	16	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		16		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 6/20/2024

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Falls Township; Middletown Township

**FC:** 16; 17

AQ Code:R1

**PLAN CENTER:** Suburban Center

IPD: 19

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I

The proposed scope of work includes the reconstruction of N. Oxford Valley Road (SR 2029) as it approaches the Lincoln Highway (SR 2037) intersection from the north and south, in Falls and Middletown Townships, Bucks County, PA. Bristol-Oxford Valley Road (SR 2029) will be re-aligned to intersect N. Oxford Valley Road (SR 2053) to form a new signalized intersection across from the Oxford Point Shopping Center. The project limits extend along SR 2029 1,200 to the south of Lincoln Highway (SR 2037), and 750 to the north of Lincoln Highway (SR 2037). The project limits along SR 2053 begin at the new re-aligned intersection with SR 2029 and extend 383 to the south. The project limits along SR 2037 extend 1,017 to the west of SR 2029, and 930 to the east of SR 2029.

Improvements at the intersection of Oxford Valley Road (SR 2029) and Lincoln Highway (SR 2037) include widening of both roadways for dual left-turn lanes at all 4 (four) approaches to the intersection, and for a northbound right-turn lane. The project includes modification of curb radii and concrete islands, new curb, sidewalk, and ADA compliant curb ramps. The existing traffic signals and mast arms will be replaced, and new drainage structures such as inlets, manholes, and pipes will be installed throughout the project limits. Traffic signal improvements will include signal optimization, emergency pre-emption, and video detection. No structures are included with this project.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	800											
ROW	581	750											
UTL	STP				570								
UTL	581				143								
CON	TOLL												
CON	STU				1,967								
CON	STP				7,870								
		1,550	0	0	10,550	0	0	0	0	0	0	0	0
		Total FY2023-2026		12,100		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Tinicum Creek      Actl Let Date: 1/13/2022

IMPROVEMENT Bridge Repair/Replacement      NHPP: N

MUNICIPALITIES: Tinicum Township      FC: 8      AQ Code:S19

PLAN CENTER:      IPD: 11

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

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185			240									
CON	185	100											
		100	0	240	0	0	0	0	0	0	0	0	0
Total FY2023-2026		340				Total FY2027-2030				0	Total FY2031-2034		
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** N

**MUNICIPALITIES:** Bensalem Township

**FC:** 16

AQ Code:R1

**PLAN CENTER:**

IPD: 18

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

**CMP:** Minor SOV Capacity

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

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

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP*		1,000										
		0	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Cornwells Heights Shuttle Bus Operations

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

**PLAN CENTER:**

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

**CMP:** Not SOV Capacity Adding

**NHPP:** Y

**FC:**

No Let Date

MRPID:65

AQ Code:M1

IPD: 18

CMP Subcorridor(s): 4B, 12A

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	529											
CON	LOC	132											
CON	STP		529										
CON	LOC		132										
		661	661	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,322		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Quakertown Borough

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Quakertown Borough

**PLAN CENTER:**

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

**CMP:** Not SOV Capacity Adding

**NHPP:**

**FC:**

No Let Date

AQ Code:S8

IPD:

CMP Subcorridor(s): 14G

This project will upgrade RRX Warning Devices.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	RRX	51											
CON	TOLL												
CON	RRX		230										
CON	RRX			85									
CON	TOLL												
		51	230	85	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		366		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Route 663 to Route 309

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Milford Township; Richland Township

**PLAN CENTER:**

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

**CMP:** Minor SOV Capacity

**NHPP:**  
**FC:** 17

Actl Let Date: 10/6/2022

MRPID:118

AQ Code:NRS

IPD: 14

CMP Subcorridor(s): 14C

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	2,148											
		2,148	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,148		Total FY2027-2030		0		Total FY2031-2034		0			

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

**LIMITS:** Ferry Road to Broad Street

**IMPROVEMENT** Intersection/Interchange Improvements

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

**PLAN CENTER:**

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

**CMP:** Minor SOV Capacity

**NHPP:** Y  
**FC:** 14

Est Let Date: 1/11/2024

AQ Code:R1

IPD: 15

CMP Subcorridor(s): 14H

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	192											
ROW	581	48											
UTL	NHPP	339											
UTL	581	85											
CON	NHPP			6,993									
CON	NHPP				10,489								
		664	0	6,993	10,489	0	0	0	0	0	0	0	0
Total FY2023-2026		18,146		Total FY2027-2030		0		Total FY2031-2034		0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:** Y

**MUNICIPALITIES:** Quakertown Borough; Richland Township

**FC:** 14

AQ Code:2020M

**PLAN CENTER:** Town Center

IPD: 3

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14G

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	CAQ	244											
		0	244	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		244		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64778

State Road SR:2002

LIMITS: Elm Street to Neshaminy Creek

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Bristol Township

PLAN CENTER:

PROJECT MANAGER: EE/J. Brown

Est Let Date: 6/20/2024

MRPID:248

AQ Code:S10

IPD: 14

NHPP:

FC:

CMP: Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	2,461											
FD	581		2,130										
FD	581			2,022									
ROW	STU			2,172									
UTL	581			1,000									
UTL	581				1,367								
UTL	581					222							
CON	STU					13,073							
CON	STP					14,924							
CON	STU						779						
		2,461	2,130	5,194	1,367	28,219	779	0	0	0	0	0	0
		Total FY2023-2026		11,152		Total FY2027-2030		28,998		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Over Branch of Neshaminy Creek

Est Let Date: 10/9/2025

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Newtown Township

**FC:** 16

AQ Code:S19

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

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

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

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

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STP				121								
UTL	185				30								
CON	185				2,782								
		0	0	0	2,933	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,933		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

LIMITS: Rosedale Rd in Milford Twp

Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Milford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project is in Bucks County, Milford Township, on Rosedale Road (SR 4059) over a Branch of Unami Creek. The project involves two bridges on Rosedale Road (SR 4059) that are approximately 350 -feet apart. The first bridge is a single span reinforced concrete slab structure with a span length of 13- feet (BARKY 7433). The second bridge is a single span reinforced concrete stringer/girder structure with a span length of 29-feet (BARKY 7434).

The project involves the removal and replacement of the first bridge (BRKEY 7433), rehabilitation or replacement of the second bridge (BARKY 7434), reconstruction of the approach roadways and the roadway between the two structures, drainage improvements as needed, and installation of new guide rail as required.

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

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

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	185	197											
ROW	185	101											
UTL	185	39											
CON	185			250									
CON	185				250								
CON	185					1,652							
		337	0	250	250	1,652	0	0	0	0	0	0	0
		Total FY2023-2026		837		Total FY2027-2030		1,652		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 70218

Delaware Canal Pedestrian Tunnel

LIMITS: Under CSX Spur Line

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Falls Township

PLAN CENTER:

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:97

AQ Code:A2

IPD: 3

CMP Subcorridor(s): 5I

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
CON	STP	0	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				0				Total FY2027-2030				0			
										Total FY2031-2034				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 9/11/2025

**IMPROVEMENT** Streetscape

**NHPP:**

**MUNICIPALITIES:** Bristol Borough; Yardley Borough

**FC:**

AQ Code:X12

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4A

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

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU			464									
CON	STU				564								
CON	TOLL												
CON	STP					665							
		0	0	464	564	0	665	0	0	0	0	0	0
		Total FY2023-2026		1,028		Total FY2027-2030		665		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 78516

Bridge Replacement Brownsville Road

LIMITS: Brownsville Road over Neshaminy Creek

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: EE/J. Arena

NHPP:

FC: 17

CMP: Not SOV Capacity Adding

Est Let Date: 3/21/2024

AQ Code:S19

IPD: 16

CMP Subcorridor(s): 5I

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185				400								
CON	185				1,600								
CON	185					400							
CON	185					1,600							
CON	185						1,600						
CON	185						400						
CON	185							400					
CON	185							1,600					
		0	0	0	2,000	2,000	2,000	2,000	0	0	0	0	0
		Total FY2023-2026			2,000	Total FY2027-2030			6,000	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 84256      Old Street Rd/SEPTA

LIMITS: Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement      NHPP:

MUNICIPALITIES: Bensalem Township; Lower Southampton Township      FC:

PLAN CENTER:      AQ Code:S19

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

Old Street Road over SEPTA West Trenton Bridge  
Bensalem and Lower Southampton Townships  
Structure may be rehabilitated or replaced.

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU		380										
PE	185		95										
FD	STP	509											
FD	185	127											
FD	STU		536										
FD	185		134										
ROW	STP		44										
ROW	185		11										
UTL	BRIP				371								
UTL	TOLL												
UTL	BRIP				93								
CON	TOLL												
CON	BRIP				742								
CON	BRIP				2,968								
		636	1,200	0	4,174	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,010		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 84258

PA Avenue/ Delaware Canal

LIMITS: Morrisville Borough, Bucks County

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Morrisville Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

This project involves the replacement of the Pennsylvania Avenue Bridge (SR 2073) over the Delaware Canal in Morrisville Borough, Bucks County, Pennsylvania. The existing crossing is a 68-foot long, two-lane, single-span structure with a concrete deck and bituminous wearing surface on multiple rolled steel I-beams with riveted cover plates that are supported by reinforced concrete abutments. The existing structure was built in 1930. This corridor of roadway is currently classified as an urban minor arterial.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	1,091											
FD	185	273											
ROW	BRIP		273										
ROW	TOLL												
UTL	BRIP		109										
UTL	TOLL												
CON	STU				2,753								
CON	TOLL					2,753							
CON	STU												
CON	TOLL												
		1,364	382	0	2,753	2,753	0	0	0	0	0	0	0
		Total FY2023-2026		4,499		Total FY2027-2030		2,753		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 86244 River Road at Golden Pheasant over Delaware Canal

**LIMITS:**

Est Let Date: 6/4/2026

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Tinicum Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 11

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

**CMP:** Not SOV Capacity Adding

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185		100										
FD	185			400									
FD	185				221								
ROW	185		163										
ROW	185			163									
UTL	185		144										
CON	185					6,317							
		0	407	563	221	0	6,317	0	0	0	0	0	0
		Total FY2023-2026		1,191		Total FY2027-2030		6,317		Total FY2031-2034		0	

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

**LIMITS:** Church Road to Tollgate Road

Actl Let Date: 8/29/2019

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:** Y

MRPID:229

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

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

AQ Code:S10

**PLAN CENTER:**

IPD: 19

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** SR 532 to SR 413

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** N

**MUNICIPALITIES:** Lower Makefield Township; Newtown Township; Upper Makefield Tow

**FC:** 16; 17

AQ Code:S7

**PLAN CENTER:**

IPD: 15

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

**CMP:** Minor SOV Capacity

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

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

The first phase (S.R. 2028, Section ECF) was constructed in June 2010 (see MPMS #84096). This project has \$254,000 earmark funds remaining from a 2008 Appropriations Bill (PA ID #710).

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	581		492										
ROW	581			169									
UTL	581				138								
CON	STP					3,025							
		0	492	169	138	0	3,025	0	0	0	0	0	0
		Total FY2023-2026			799	Total FY2027-2030			3,025	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Solebury Township, Bucks County

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Solebury Township

**FC:** 6

AQ Code:S19

**PLAN CENTER:**

IPD: 16

**PROJECT MANAGER:** Davies/L. Fullard

**CMP:** Not SOV Capacity Adding

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

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
FD	STU																
ROW	BRIP																
UTL	BRIP																
CON	BRIP																
		0	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				0				Total FY2027-2030				0			
										Total FY2031-2034				0			

**MPMS# 90550** *Creamery Rd & Tohickon Cr (Bridge)*

**New**

**LIMITS:** North of Sweetbriar Rd over Tokickon Creek on Creamery Road.

Est Let Date: 1/9/2025

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Bedminster Township

**FC:** 8

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Creamery Road and Tohickon Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization. Improvements also include associated roadway approach reconstruction, guiderail and drainage improvements.

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	STU			950									
ROW	185									250			
UTL	185									50			
CON	185									5,000			
		0	0	950	0	0	0	0	0	5,300	0	0	0
		Total FY2023-2026			950	Total FY2027-2030			0	Total FY2031-2034			5,300

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 92641

Dublin Pk o/Morgan Creek

New

LIMITS:

Est Let Date: 2/12/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Dublin Pike over Morgan 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185		50										
FD	185			50									
FD	185				415								
ROW	BRIP							100					
UTL	BRIP							100					
CON	BRIP							382					
CON	BRIP									3,743			
		0	50	50	415	0	0	582	0	3,743	0	0	0
Total FY2023-2026		515				Total FY2027-2030 582				Total FY2031-2034 3,743			

## Pennsylvania - Highway Program (Status: TIP)

**Bucks****MPMS# 93445**      **Route 1 Improvement-North (Section RC2)****LIMITS:** Route 1 - Neshaminy and Penndel Interchanges, Bucks County

Actl Let Date: 1/14/2021

**IMPROVEMENT** Intersection/Interchange Improvements**NHPP:** Y

MRPID:37

**MUNICIPALITIES:** Middletown Township; Bensalem Township**FC:** 12; 14; 17

AQ Code:2035M

**PLAN CENTER:**

IPD: 18

**PROJECT MANAGER:** TSS/S. Hasan**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC2 project, located in Bensalem and Middletown Townships, Bucks County, PA, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2045 (Old Lincoln Highway), a distance of 1.5 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading 2 interchanges S.R. 8055 (Neshaminy) and S.R. 8067 (Penndel); and reconstruction of 3 bridges. The improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width to meet current design criteria.

- Raising the S.R. 0001 profile from just south of the Neshaminy interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structure over S.R. 2044 (Rockhill Drive).

- Adding a third travel lane along S.R. 0001 in each direction from just south of the Neshaminy interchange north to the Penndel interchange.

- Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.

- Reconfiguring the Neshaminy interchange to relocate the ramp from Rockhill Drive to S.R. 0001 northbound from the northeastern quadrant of the interchange to the southeastern quadrant as a loop ramp, eliminating the left turn movement immediately west of the existing Neshaminy Mall traffic signal. Improving the geometry of the interchange ramps, where feasible. Modification to both existing signalized intersections on Rockhill Drive to improve traffic flow into and out of the Neshaminy Mall and the Horizon Corporate Center.

- North of the Neshaminy interchange, adding/lengthening auxiliary (acceleration and deceleration) lanes along S.R. 0001 in both the northbound and southbound directions for ramps to and from Rockhill Drive.

- Structure improvements include the replacement of 3 existing bridges, the construction of 5 retaining walls and the possible construction of 1 noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over Rockhill Drive, Neshaminy Creek, and Business Route 1 and the CSX and SEPTA rail lines.

- S.R. 0001 southbound will be realigned across Neshaminy Creek to allow traffic to be maintained on the existing bridge during construction of the proposed structure on new alignment. Traffic will be switched to the new S.R. 0001 southbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 northbound structure. Similarly, S.R. 0001 northbound will be realigned across the CSX/SEPTA Railroad and Business Route 1 to allow traffic to be maintained on the existing bridge during construction of a new S.R. 0001 northbound structure. Traffic will be switched to the new S.R. 0001 northbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 southbound structure.

- Pedestrian walkways and transit stops along Rockhill Drive will be investigated.

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

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

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP*	38,173											
CON	STU*	4,327											
CON	NHPP*		3,000										
CON	NHPP*			4,500									
		<b>42,500</b>	<b>3,000</b>	<b>4,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2023-2026</b>		<b>50,000</b>		<b>Total FY2027-2030</b>		<b>0</b>		<b>Total FY2031-2034</b>		<b>0</b>	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 10/1/2026

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:37

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

**FC:** 12; 19

AQ Code:S10

**PLAN CENTER:**

IPD: 19

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

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

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

Design Parent is MPMS #13549

Route 1 Improvements Northern section RC2 is MPMS #93445

Route 1 Improvements Southern section RC1 is MPMS #93444

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

\$72.811M out of an estimated \$154.688M (2021 CON estimate of \$111.75M YOY'd to FY32) is programmed for construction beginning in FY32. The construction balance that is not shown in FY32-FY34 is in the Long-Range Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	3,965											
ROW	581	991											
ROW	STU		2,400										
ROW	NHPP		6,365										
ROW	581		2,191										
UTL	STU		1,821										
UTL	NHPP		802										
UTL	581		656										
CON	STP									13,071			
CON	BRIP									9,161			
CON	581									14,841			

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

CON	STP											15,140	
CON	NHPP											1,007	
CON	581											19,591	
CON	STP												
CON	581												
		4,956	14,235	0	0	0	0	0	0	0	37,073	35,738	0
		Total FY2023-2026		19,191		Total FY2027-2030		0		Total FY2031-2034		72,811	

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

LIMITS:

Est Let Date: 6/8/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Nockamixon Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 10

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

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

## TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183	920											
CON	LOC	230											
CON	183		200										
CON	LOC		50										
		1,150	250	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,400		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 6/20/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Northampton Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 15

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5I

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

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

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	581	60											
ROW	581	241											
ROW	581			200									
CON	185				100								
CON	185					100							
CON	185						100						
CON	185									16,838			
		301	0	200	100	100	100	0	0	16,838	0	0	0
		Total FY2023-2026			601	Total FY2027-2030			200	Total FY2031-2034			16,838

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 102309 PA 309 over Morgan Creek

New

#### LIMITS:

Est Let Date: 12/15/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project involves rehabilitating or replacing the Bridge at PA 309 over Morgan 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STU	50												
PE	STU		200											
FD	185									712				
ROW	185										346			
UTL	185										346			
CON	185										5,537			
		50	200	0	0	0	0	0	0	712	6,229	0	0	
		Total FY2023-2026			250	Total FY2027-2030				0	Total FY2031-2034			6,941

MPMS# 102664 PA309 over Beaver Run (Bridge)

New

#### LIMITS:

Est Let Date: 12/10/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at PA309 over Beaver Run. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185	250											
FD	185					148							
FD	185									452			
ROW	185									250			
UTL	185									250			
CON	185									4,000			
		0	250	0	0	0	148	702	250	0	4,000	0	0
		Total FY2023-2026			250	Total FY2027-2030			1,100	Total FY2031-2034			4,000

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 103614** *Stockton Avenue over Aquetong Creek (CB #36) (Act 13)*

**LIMITS:** New Hope Borough

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** New Hope Borough

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:**

This project will rehabilitate a bridge in order to preserve its structural integrity, extend its useful life, and retain the historic character of the bridge. Anticipated work of this project includes repairs to the arches, floorbeams, spandrels, and other structural concrete components that comprise the superstructure, repairs to the abutments and piers; and application of protective coating once repairs are made to both the superstructure and substructure units. Upon completion of this project, the poor superstructure classification and Structurally Deficient designation will be removed.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	ACT13	50											
FD	ACT13	50											
CON	ACT13	1,550											
		1,650	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,650		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 104746** *West Bridge Street over Tributary to Delaware River*

**New**

**LIMITS:**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Falls Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at West Bridge Street over Tributary to Delaware River. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	383											
CON	581		117										
		383	117	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		500		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 105845 Bridge Street Crossing D&L Canal Towpath

#### LIMITS:

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Morrisville Borough

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

NHPP:

FC:

No Let Date

MRPID:97

IPD:

Bridge Street Crossing  
D&L Canal Towpath

Bike/Ped

Funding for the project will come from the Circuit Line Item, MPMS# 105291

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	400											
CON	CAQ					1,228							
		400	0	0	0	0	1,228	0	0	0	0	0	0
		Total FY2023-2026		400		Total FY2027-2030		1,228		Total FY2031-2034		0	

MPMS# 107794 Langhorne Yardley Road at Woodbourne Road and Bridgetown Pike Intersection Improvements  
SR:2033

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

Est Let Date: 8/10/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

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

This project had previously been listed under MPMS #57624.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	LOC	633											
ROW	STU	530											
UTL	STU	557											
CON	STU		4,822										
CON	581		1,205										
CON	STU			4,496									
CON	581			1,124									
		1,720	6,027	5,620	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,367		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Est Let Date: 9/12/2024

IMPROVEMENT Bridge Repair/Replacement     NHPP:

MUNICIPALITIES: New Britain Township     FC:     AQ Code:S19

PLAN CENTER:     IPD: 14

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

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	sSTP	30											
ROW	TOLL												
UTL	sSTP	20											
UTL	TOLL												
CON	TOLL												
CON	sSTP		1,350										
		50	1,350	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,400		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

LIMITS: I-95/US 13/PA 132

Est Let Date: 2/19/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B, 12A

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	581	895											
FD	581		634										
ROW	581			68									
UTL	581					1,194							
CON	STP							5,067					
CON	STP								1,267				
		895	634	68	0	1,194	0	5,067	1,267	0	0	0	0
		Total FY2023-2026		1,597		Total FY2027-2030		7,528		Total FY2031-2034		0	

MPMS# 110310 Almshouse at Jacksonville Road

LIMITS:

Est Let Date: 8/1/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 13A

Provide intersection improvements at Jacksonville Road and Almshouse Road. This may include replacement of the intersection with a roundabout.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	STU			250									
CON	STU				250								
CON	STP						2,000						
CON	STP								100				
CON	STP									388			
CON	STU									388			
		0	0	250	250	0	2,000	0	100	776	0	0	0
		Total FY2023-2026			500	Total FY2027-2030			2,100	Total FY2031-2034			776

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 110763 Cold Spring Crmry Rd over Branch Pine Run

New

#### LIMITS:

Est Let Date: 9/25/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Cold Spring Creamery Road over Branch Pine 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185		116										
FD	185			179									
ROW	185				92								
UTL	185								25				
CON	185								1,500				
		0	116	179	92	0	0	0	1,525	0	0	0	0
Total FY2023-2026					387	Total FY2027-2030			1,525	Total FY2031-2034			0

MPMS# 110773 Neshaminy Greenway Trail

#### LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Middletown Township

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

A critical gap exists in the Neshaminy Greenway Trail (NGT) network in Central Bucks County. The Core Creek Park to Woodbourne Road Trail segment of the NGT will fill this gap and connect Core Creek Park, the second most frequently visited park in the Bucks County park system, to over 250 houses in the immediate area; to two office parks, Luxembourg Corporate Center and Silver Lake Executive Campus, which houses the Newtown campus of Lasalle University (via an existing segment of the NGT along Woodbourne Road and Lower Silver Lake Road); and further the development of the NGT to connect Newtown Borough and segments of Newtown Township, to Core Creek Park. The NGT will also connect to the proposed Newtown Rail Trail that the county is currently planning to develop which will extend from Newtown Borough to County Line Road where it will connect to the Pennypack Trail before terminating at the Fox Chase train station in Philadelphia.

The project will also address a current safety issue at the southwest corner of the intersection of Ellis Road and Woodbourne Road where there is currently a gravel driveway leading to an unofficial fishing spot and boat launch that comes into the intersection at a 45 degree angle. While there is an existing traffic signal at this intersection, it is for vehicles traveling on Ellis Road and Woodbourne Road. The access point for this driveway will be relocated to Ellis Road as part of this project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU		995										
		0	995	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026					995	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 6/15/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Doylestown Borough

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14F

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP	1,375											
CON	CAQ		2,125										
CON	sHSIP		1,000										
		1,375	3,125	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		4,500				Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Shady Retreat and Burpee Roads

Est Let Date: 8/10/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Doylestown Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 8G

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	2,621											
		2,621	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,621				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 111565 Chapman Road Bridge over Pine Run

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Chapman Road Bridge over Pine Run. Design is being completed by the locals.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF	1,525											
		1,525	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,525		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 115418 Route 113 & Minsi Trail Road Roundabout

LIMITS: Souderton Road and Minsi Trail

Est Let Date: 1/15/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14H

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CRPU	540											
CON	HSIP				634								
CON	HSIP					633							
		540	0	0	634	633	0	0	0	0	0	0	0
		Total FY2023-2026		1,174		Total FY2027-2030		633		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 115419 US 202 & York Rd Roundabout

LIMITS: US 202 & York Road

Est Let Date: 1/15/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8H, 8I

This project is for the implementation of a roundabout at US 202 & York Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	HSIP	50											
PE	CRPU	330											
FD	HSIP	224											
ROW	HSIP		1,255										
UTL	HSIP		37										
CON	HSIP			1,834									
		604	1,292	1,834	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,730		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 115420 Penndel Borough Intersection Improvements

LIMITS: Penndel Borough

Est Let Date: 5/22/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Penndel Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

The proposed scope of this project include:

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP				800								
		0	0	0	800	0	0	0	0	0	0	0	0
		Total FY2023-2026		800		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 116082 *Bellevue Ave Grade Crossing*

#### LIMITS:

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Langhorne Manor Borough; Middletown Township; Penndel Borough FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project will install holdout signals with crossing wrap to replace manual push button signals at the Bellevue Avenue at-grade crossing with the CSXT freight rail line. The purpose of this system installation is to lessen the wait time to cross the railroad crossing for emergency vehicles and the traveling public.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	RRX	200											
		200	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		200		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 116728 *Callowhill Road Over Branch Pleasant Spring*

LIMITS: Callowhill Road over Branch Pleasant Spring Ck

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Hamilton Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP:

This project will replace the existing bridge at Callowhill Road over Branch of Pleasant Spring Creek pursuant to damage from Hurricane Ida.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	FFL	1,185											
CON	582	296											
CON	FFL		395										
CON	582		99										
		1,481	494	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,975	Total FY2027-2030		0		Total FY2031-2034		0		

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 116879 *Ida Roadway Repairs FAS*

LIMITS: Bucks and Montgomery Counties

Actl Let Date: 11/3/2022

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: Harold Windisch ADE CONSTR CMP:

This project will make improvements include repairing and reconstructing eroded roadways and shoulders damaged during Hurricane Ida. These repairs are federally funded.

11/03/2022--Project let, District control has been changed from HNTB/N.Velaga to CONSTR. Low bidder was J.D. Eckman with a low bid amount of \$1,784,741.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	FFL	67												
CON	581	17												
		84	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			84	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 116892 *PA 32 over Tributary to Delaware River*

LIMITS: River Rd over Tributary to Delaware River

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Plumstead Township

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul CMP:

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	FFL	24											
UTL	185	6											
CON	FFL	732											
CON	185	183											
CON	FFL		156										
CON	185		39										
		945	195	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,140		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 116893 Edison Furlong Road over Pebble Creek

New

#### LIMITS:

Est Let Date: 12/11/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Raisul

CMP: Not SOV Capacity Adding

Improvements include replacing the scour damaged bridge over Pebble Creek pursuant to damage caused by Hurricane Ida.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STP	300												
FD	STP		25											
CON	STP			800										
		300	25	800	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,125	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 117953 Newtown Rail Trail P2

LIMITS: Bristol Road to Churchville Nature Center

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

This project involves constructing an extension (1.7 miles) of the Newtown Rail Trail from Bristol Road to Churchville Nature Center.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	470											
		0	470	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			470	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 117964** *Intersection Safety Improvements Project*

**LIMITS:** W. Trenton Ave.|Trenton Rd.|Lincoln Cir. and Lincoln Hwy.

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:M6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Joe Burns

**CMP:**

This project will include various safety improvements to seven intersections throughout the community that currently lack such accommodations. The improvements will include the installation of pedestrian signals, ADA curb ramps, and preemption devices on existing traffic signals for emergency vehicles to move quickly through intersections during emergency events.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	244	757											
		757	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		757				Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 118011** *Stoney Garden Rd over Branch Kimples Creek*

**New**

**LIMITS:** Bucks County

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Haycock Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Stoney Garden Road over Branch Kimples 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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>			
FD	TOLL															
FD	BOF															
CON	BOF															
CON	TOLL															
		0	0	0	0	0	0	0	0	0	0	0	0			
Total FY2023-2026		0				Total FY2027-2030				0				Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 118013 *Slifer Valley Road over Branch Cooks Creek*

New

LIMITS: Bucks County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Springfield Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Slifer Valley Road over Branch Cooks 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	TOLL												
FD	BOF												
CON	TOLL												
CON	BOF												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 118020 *Bustleton Pike/Second Street Pike Roundabout*

New

LIMITS:

Est Let Date: 8/22/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 13A

The intersection of Second Street Pike and Bustleton Pike will be replaced with a roundabout and a fourth leg will be added to connect to Township Road. Surrounding driveways will be realigned to function more efficiently. Pedestrian movements will be improved. The Township has completed preliminary design, but the design will need to be brought up to federal standards.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	250											
ROW	STU					122							
ROW	581					228							
UTL	STU					125							
CON	STU						1,779						
CON	STU							3,221					
		250	0	0	0	475	1,779	3,221	0	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030			5,475	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 118022 *Route 202/179 Roundabout*

New

#### LIMITS:

Est Let Date: 12/4/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Solebury Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8H

The intersection of Route 202 and Route 179 will be replaced with a roundabout. Surrounding driveways will be realigned to function more efficiently. Pedestrian movements will be improved.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	STU	855											
FD	STU					250							
ROW	STU					500							
UTL	STU					250							
CON	STU											8,000	
		855	0	0	0	1,000	0	0	0	0	0	8,000	0
		Total FY2023-2026			855	Total FY2027-2030			1,000	Total FY2031-2034			8,000

MPMS# 118190 *Fairview AVENUE Grade Crossing*

New

LIMITS: Fairview Avenue in Quakertown Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Quakertown Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Fairview Avenue, in Quakertown Borough Buck County.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
CON	TOLL																
CON	RRX									325							
		0	0	0	0	0	0	0	0	325	0	0	0				
		Total FY2023-2026				0				Total FY2027-2030				0			
										Total FY2031-2034				325			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 118349 TMA Bucks K-8 Safety

LIMITS: Bucks County

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

This project will provide bicycle and pedestrian safety education to children K thru 8 by providing the materials and guest speakers.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	65											
		65	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		65			Total FY2027-2030					Total FY2031-2034			
		65			0					0			

MPMS# 118390 Newtown Business Commons Sidewalk Connections

LIMITS: N. Sycamore St., Terry Dr., Friends Ln., Penns Trail and Lower Dolington Rd.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Newtown Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/M. Weiss

CMP:

This project proposes to construct approximately one half mile of five-foot wide concrete sidewalk in various areas throughout the Township Business Commons and on nearby streets. Also included will be stormwater management improvements as well as ADA curb ramp construction, improved striping and signage, benches, and landscaping.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	LOC	5											
CON	411	873											
CON	LOC	257											
		1,135	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,135			Total FY2027-2030					Total FY2031-2034			
		1,135			0					0			

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 118425    *Fleecy Dale Road Reconstruction*

LIMITS: Fleecy Dale Road between Old Carversville Road and Fretz Mill Road  
IMPROVEMENT Roadway Rehabilitation  
MUNICIPALITIES: Solebury Township  
PLAN CENTER:  
PROJECT MANAGER: Gannett/M. Urban

Est Let Date: 10/10/2024  
NHPP:  
FC:  
AQ Code:S10  
IPD:  
CMP:

This project consists of the reconstruction of Fleecy Dale Rd. Design and construction activities include the addition of a 350' retaining wall along the road adjacent to Paunnacussing Creek and the reconstruction of the roadway.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	250											
PE	581		250										
ROW	581			90									
UTL	581			25									
CON	581					122							
CON	581						250						
CON	581							250					
CON	581								250				
CON	581									407			
CON	581										407		
CON	581											407	
CON	581												407
		250	250	115	0	122	250	250	250	407	407	407	407
		Total FY2023-2026			615	Total FY2027-2030			872	Total FY2031-2034			1,628

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 119730 I-95, I-295, PA Turnpike Interchange Stage 2

#### LIMITS:

IMPROVEMENT Roadway New Capacity

NHPP:

No Let Date

MRPID:35

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Mark Raup

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

This Interstate completion project will fully connect I-95, I-295 and I-276 in Pennsylvania and complete remaining planned sections of Turnpike widening and reconstruction in PA. Considering this overall program completed a Final Environmental Impact Statement (FEIS) and received a Record of Decision (ROD) in 2003, subsequent design and construction activities have been continuously led by the PTC, in cooperation with PennDOT under FHWA oversight.

Stage 1 of this project was completed, opened to traffic, and facilitated a revised routing of I-95 in PA and NJ, thereby making I-95 continuous along the east coast from Florida to Maine. All of the construction funding in this action for Stage 2 is for Sections D30 and A (as well as the ROW funding). The design funding is for the two sections and some funding will be used for Section C as well. ROW and CON funding for the Stage 2 sections other than D30 and A will be better known regarding amounts and timing moving forward. This will be revisited when the Draft FY2025 TIP is being developed.

Stage 2 includes 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/I-295. Stage 3, currently still being studied, will replace the Delaware River Bridge with a new parallel bridge over the Delaware River.

Stage 2 includes the following distinct design/construction sections:

- D30 (mainline Turnpike widening and reconstruction between the Bensalem Boulevard and I-95 overpasses);
- Section A (mainline Turnpike widening and reconstruction near the Bensalem Interchange to the Neshaminy Falls toll plaza);
- Section C (mainline Turnpike widening and reconstruction from the Neshaminy Falls Toll Plaza to the Bensalem Boulevard overpass);
- Section E (Turnpike/US 13 mainline interchange reconstruction and mainline widening to the west); and
- Section D40 (the remaining six ramps of the I-276/I-95/I-295 Interchange and related mainline improvements).

Sections D30, A, and C are progressing through final design. Sections E and D40 completed preliminary design and await identified funding sources for the respective design/construction phases to enable them to proceed. Only Sections D30 and A are anticipated to proceed to the construction phase during the FY 2023 TIP. Updates will be made on section status and PTC Capital Plan funding allocations for Stage 2 as they occur or in future TIP updates.

Section D30 includes the reconstruction and widening of the Turnpike mainline (I-276) from west of the Bensalem Boulevard overpass to the I-95 flyover connection. Within this approximately 1.5-mile section, I-276 will be widened to 6 lanes with up to a 26-foot wide median. Tie-ins for future interchange ramps will be part of the contract as follows: Ramp A (I-276 EB to I-95 SB), Ramp C (I-295 WB to I-276 WB), and Ramp F (I-95 NB to I-276 WB). The structure work under this contract includes the reconstruction of one bridge (Turnpike eastbound and westbound mainline over the Neshaminy Creek and Newportville Road), as well as the construction of four noise walls. Additionally, gated emergency and authorized vehicle access ramps from Newportville Road to the Turnpike in both directions will be constructed as well as stormwater management facilities. An approximate 3-year construction duration will begin later in 2023.

Section A includes the reconstruction and widening of the Turnpike mainline (I-276) from west of the Bensalem Interchange to the Neshaminy Falls toll plaza. I-276 will be widened to 6 through lanes with additional auxiliary lanes to/from the interchange. The typical section transitions due to a median width reduction from 26' to 10' in the ultimate condition. Included in this project is the replacement and widening of three mainline bridge structures carrying the turnpike over CSX Railroad, Street Road (SR 0132), and Old Lincoln Highway (SR 2037) in addition to 7 retaining walls and 1 noise wall.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	TPK	1,500											
FD	TPK		3,100										
FD	TPK			2,000									
FD	TPK				2,000								
ROW	TPK	1,000											
ROW	TPK		1,500										
CON	TPK	10,000											
CON	TPK		37,000										

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks													
CON	TPK	59,000											
CON	TPK	36,000											
		12,500	41,600	61,000	38,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		153,100		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 119977 I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X5

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

The overall I-95, PA Turnpike Interchange project is an interstate completion project that will fully connect I-95, I-295, and I-276 in Pennsylvania and complete remaining planned sections of Turnpike widening and reconstruction in PA. The project also involves the replacement of the bridge over the Delaware River, considering the structure's age and the need to provide lane continuity between the Pennsylvania Turnpike Commission and the New Jersey Turnpike Authority facilities.

The overall I-95, PA Turnpike Interchange program completed a Final Environmental Impact Statement (FEIS) and received a Record of Decision (ROD) in 2003, and subsequent design and construction activities have been continuously led by the PTC, in cooperation with PennDOT under FHWA oversight. To facilitate continued FHWA oversight of the program, it is necessary to add this stage of the project to the TIP.

Stage 1 of this project was completed, opened to traffic, and now provides a revised routing of I-95 in PA and NJ, thereby making I-95 continuous along the east coast from Florida to Maine. Stage 2 includes construction of the remaining six proposed interchange ramp movements, and completion of the mainline reconstruction and widening from two lanes in each direction to three lanes in each direction in PA, in addition to the associated reconstruction work on I-295. Stage 2 was added to the FY2023 TIP earlier this year in April. Stage 3 will replace the Delaware River Bridge with a new parallel bridge over the Delaware River.

The Delaware River Bridge (DRB) is the final stage of the I-95, PA Turnpike Interchange Program. It will involve the construction of the new Delaware River Bridge, mainline improvements on the bridge approaches, ITS devices in PA and NJ, and tolling systems within the project limits in PA. The PTC and the New Jersey Turnpike Authority (NJTA) have conducted environmental studies over the past year and have initiated the Alternatives Analysis and Preliminary Engineering Design Phase. Interagency coordination and cost sharing are being conducted in accordance with a Memorandum of Understanding (MOU) executed jointly by the PTC and NJTA.

Stage 3 is progressing with an Alternatives Analysis to evaluate various bridge replacement and approach roadway alignments including, but not limited to, maintaining the existing alignment, going partially off-alignment, or using a new adjacent alignment. The corridor involved is generally the same corridor evaluated during the EIS and related ROD. Preliminary Engineering is anticipated to continue into 2024. The latest environmental resources have been inventoried and complete bridge and approach roadway criteria established. At the conclusion of Preliminary Engineering, the Commission and NJTA will determine the project delivery method (i.e., design-bid-build, design-build, etc.) before proceeding to Final Design.

As the Alternatives Analysis for the DRB is proceeding, and continuing with Preliminary Engineering through next year, the PTC expects to develop more refined cost estimates as this work proceeds. The PTC FY 2024 10-year Capital Plan contains \$54.2 Million for design, environmental clearance, permitting and related tasks. This total and the yearly amounts will be updated in future PTC capital plans as the design advances, costs are known, and the development of the project schedule is further defined.

All funding in this action for Stage 3 is for the Preliminary Engineering phase of the I-95 (Turnpike) Connector Bridge between Pennsylvania and New Jersey. The status and funding for this stage of the program will be revisited when the Draft FY2025 PA TIP is being developed.

When completed, the project will achieve design year capacity requirements on the bridge and address long established project needs. As importantly, it will achieve lane continuity between the six-lane PA Turnpike mainline west of US 1 over the Delaware River to the six-lane New Jersey Turnpike Extension.

Please see MPMS #119730 for Stage 2.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TPK	800											
PE	TPK		2,500										
PE	TPK			2,500									
PE	TPK				5,500								

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

	800	2,500	2,500	5,500	0	0	0	0	0	0	0	0	
	Total FY2023-2026		11,300		Total FY2027-2030				0		Total FY2031-2034		0

MPMS# 120198 *Easton Rd (SR 0611) and Edison-Furlong Rd (SR 2049)*

#### LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated traffic signal equipment at Easton Road (Route 611) & Edison Furlong Road (SR 2049).

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	073	279												
		0	279	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		279		Total FY2027-2030				0		Total FY2031-2034		0

MPMS# 120199 *Township of Middletown- Maple Ave Connectivity Improvements*

#### LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated traffic signal equipment throughout the township.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	073	139												
		0	139	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		139		Total FY2027-2030				0		Total FY2031-2034		0

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 120200PA 332 Traffic Signal Upgrades

LIMITS:

IMPROVEMENTSignal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES:Northampton Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at Newtown-Richboro Road (Route 332) & Holland Road (SR 2067), and Newtown-Richboro (Route 332) & Rock Way/Spring Garden Mill Road..

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	368											
		0	368	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		368		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS: Over Amtrak

Est Let Date: 7/25/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF		3,399										
CON	183		637										
CON	LOC		213										
CON	BOF			69									
CON	183			13									
CON	LOC			4									
CON	BOF					3,022							
CON	183					567							
CON	LOC					188							
		0	4,249	86	0	3,777	0	0	0	0	0	0	0
		Total FY2023-2026		4,335		Total FY2027-2030		3,777		Total FY2031-2034		0	

MPMS# 14332 Embreeville O/W Br Brandywine

LIMITS: Newlin Township

Actl Let Date: 9/28/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Newlin Township

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP:

This project will rehabilitate a bridge.

09/28/2022--Project (paper) let, District control has been changed from Gannett/A. Harper to CONSTR. Low bidder was Loftus Construction Company, with a low bid amount of \$1,749,000.

9/22/2021--Description updated. Bridge restoration pursuant to Hurricane Ida.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	FFL	179											
CON	185	44											
		223	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		223		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Downingtown Borough

**FC:**

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 1

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
UTL	BOF												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14363

Howelville Rd. (Bridge)

LIMITS: Over Conrail, north of Bodine Rd.

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP:

This project will replace a bridge.

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
FD	183			368										
FD	LOC			92										
UTL	183			224										
UTL	LOC			56										
CON	183		16											
CON	LOC		4											
CON	183			861										
CON	LOC			215										
CON	183				1,507									
CON	LOC				377									
		0	20	1,816	1,884	0	0	0	0	0	0	0	0	
		Total FY2023-2026		3,720		Total FY2027-2030				0		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:** Y

MRPID:48

**MUNICIPALITIES:** Sadsbury Township; West Caln Township; West Sadsbury Township; **FC:**

AQ Code:2045M

**PLAN CENTER:**

IPD: 18

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 7E, 7F

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

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP	5,375											
PE	STU	1,571											
PE	NHPP		1,000										
PE	STU		1,690										
PE	STU		602										
PE	STP		70										
PE	NHPP			4,031									
PE	NHPP				4,031								
PE	STU				32								
PE	STU					1,667							
PE	STU						87						
		6,946	3,362	4,031	4,063	1,667	87	0	0	0	0	0	0
		Total FY2023-2026		18,402		Total FY2027-2030		1,754		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: PA 472 to PA 896

Est Let Date: 7/24/2025

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

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

AQ Code:S10

PLAN CENTER: Rural Center

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	2,701											
UTL	STP		448										
UTL	STU		122										
CON	STP			5,608									
CON	581			1,402									
CON	NHPP				5,000								
CON	581				1,250								
CON	STU					6,499							
CON	581					1,624							
CON	STU						17,107						
CON	581						4,276						
CON	STU							17,107					
CON	581							4,276					
CON	STU								17,107				
CON	581								4,276				
CON	STU									17,107			
CON	581									4,276			
		2,701	570	7,010	6,250	8,123	21,383	21,383	21,383	21,383	0	0	0
Total FY2023-2026				16,531		Total FY2027-2030		72,272		Total FY2031-2034		21,383	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: PA 896 to PA 41

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Penn Township; East Marlborough Township; Kennett Township; Lon

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

Est Let Date: 1/14/2027

MRPID:3

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	125											
PE	581		125										
PE	581			745									
FD	581			255									
FD	581				2,170								
FD	581					3,825							
ROW	STP			1,217									
ROW	581			304									
UTL	STP					269							
UTL	581					67							
CON	SPK-NHPP						15,000						
CON	581						3,750						
CON	SPK-NHPP							15,000					
CON	581							3,750					
CON	STU								10,578				
CON	581								2,644				
CON	STU									16,141			
CON	NHPP									5,015			
CON	581									2,644			
CON	581									2,644			
CON	NHPP										10,578		
CON	581										2,644		
CON	NHPP											10,578	
CON	581											2,644	
CON	NHPP												10,578
CON	581												2,644
Total FY2023-2026		125	125	2,521	2,170	4,161	18,750	18,750	13,222	26,444	13,222	13,222	13,222
Total FY2027-2030				4,941				54,883					
Total FY2031-2034												66,110	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14652

Dutton Mill over Ridley Creek (CB #157)

New

LIMITS:

No Let Date

IMPROVEMENT

Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

East Goshen Township

FC:

PLAN CENTER:

AQ Code:S19

PROJECT MANAGER:

Gannett/A. Harper

CMP:

Not SOV Capacity Adding

IPD:

This project involves rehabilitating or replacing the Bridge at Dutton Mill over Ridley Creek (CB #157).

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	500											
FD	183					600							
ROW	183							50					
UTL	183							50					
CON	BRIP								2,500				
		500	0	0	0	600	0	100	2,500	0	0	0	0
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		500				3,200				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: East of Schuylkill River to East of Hanover Street

Est Let Date: 4/10/2025

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP		4,616										
FD	581		1,154										
ROW	NHPP	594											
ROW	581	149											
UTL	NHPP			450									
UTL	581			113									
CON	SPK-NHPP			36,000									
CON	581			9,000									
CON	SPK-NHPP				20,000								
CON	581				5,000								
CON	NHPP					10,000							
CON	581					2,500							
CON	NHPP						10,535						
CON	581						2,633						
		743	5,770	45,563	25,000	12,500	13,168	0	0	0	0	0	0
		Total FY2023-2026		77,076		Total FY2027-2030		25,668		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 47979 North Valley Road over Amtrak SR:0030

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Willistown Township; Tredyffrin Township

PLAN CENTER: Town Center

PROJECT MANAGER: TSS/M. Saintval

NHPP: Y

FC: 14; 17

CMP: Minor SOV Capacity

Est Let Date: 7/25/2024

MRPID:152

AQ Code:S19

IPD: 19

CMP Subcorridor(s): 7D

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	BRIP	2,546											
CON	BRIP		12,655										
CON	TOLL												
CON	TOLL												
CON	BRIP			558									
CON	TOLL												
CON	BRIP				3,926								
CON	BRIP					1,566							
CON	STU					3,150							
		2,546	12,655	558	3,926	4,716	0	0	0	0	0	0	0
		Total FY2023-2026		19,685		Total FY2027-2030		4,716		Total FY2031-2034		0	

MPMS# 57664 Newark Road Intersection Improvements SR:3033

LIMITS: At Hillendale Road

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township

PLAN CENTER:

PROJECT MANAGER: EE/J. Arena

NHPP: N

FC: 17

CMP: Minor SOV Capacity

No Let Date

AQ Code:R1

IPD: 2

CMP Subcorridor(s): 5A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: Keim Street to PA 724 Interchange

Est Let Date: 6/24/2027

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC: 12; 16

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP		5,865										
FD	TOLL												
FD	STU		1,135										
ROW	NHPP					609							
ROW	581					153							
UTL	NHPP					573							
UTL	581					143							
CON	NHPP						9,358						
CON	581						2,339						
CON	NHPP							9,358					
CON	581							2,339					
CON	NHPP								4,000				
CON	581								1,000				
CON	NHPP									9,358			
CON	581									2,339			
CON	NHPP										9,358		
CON	NHPP										5,358		
CON	581										2,339		
CON	581										1,339		
CON	NHPP											9,358	
CON	581											2,339	
CON	NHPP												9,358
CON	581												2,339
		0	7,000	0	0	1,478	11,697	11,697	5,000	11,697	18,394	11,697	11,697
Total FY2023-2026		7,000				Total FY2027-2030		29,872		Total FY2031-2034		53,485	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 78617 PA 41 over White Clay Creek

LIMITS: Avondale Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Avondale Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

This project will rehabilitate and restore a bridge.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	BRIP	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026				500	Total FY2027-2030				0	Total FY2031-2034		

MPMS# 78626 Pennocks Bridge Road (SR 3022) over West Branch of White Clay Creek

New

LIMITS: Penn Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Penn Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Pennocks Bridge Road (SR 3022) over West Branch of White Clay 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF												
FD	185												
ROW	BOF												
ROW	185												
CON	BOF												
CON	185												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 84284

Doe Run Rd/Buck Run (Bridge)

New

LIMITS: Chester County

Est Let Date: 3/26/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Marlborough Township

FC: 6

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Doe Run Road over Black Run. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
FD	STU			450											
ROW	185								100						
UTL	185									50					
CON	185									2,000					
		0	0	450	0	0	0	0	100	2,050	0	0	0		
		Total FY2023-2026				450	Total FY2027-2030				100	Total FY2031-2034			2,050

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 85949 SR 896 Safety Improvement

LIMITS: PA 896, Elbow Lane to Shepherd Lane

Est Let Date: 9/15/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: London Britain Township; New London Township

FC: 6; 16

AQ Code:2035M

PLAN CENTER:

IPD: 13

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

The scope of work for this project was developed from the Road Safety Audit which was conducted in November 2006 and undertaken by DVRPC in conjunction with the Pennsylvania Department of Transportation. The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate five mile section of PA Route 896, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township. This project will include: Increasing the lane width and shoulder width along PA Route 896; removing severe vertical crests at select locations; installing left turn lanes at select intersections; constructing a roundabout at the PA Route 896/PA Route 841 intersection; modifying the geometry at select intersections; improving drainage along PA Route 896; repaving PA Route 896 with pavement reconstruction at selection locations; relocating select utility poles; installing appropriate signage along PA Route 896; installing raised pavement markers (RPM), delineators, and rumble strips along PA Route 896. Estimated total project cost is \$13,800,000. PE (\$2,500,000 estimate), FD (\$2,800,000 estimate), ROW (\$1,500,000 estimate), UTL (\$500,000 estimate), and CON (\$6,500,000 estimate).

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ROW	HSIP*	900												
ROW	TOLL													
UTL	HSIP*	100												
UTL	TOLL													
CON	HSIP	1,809												
CON	TOLL													
CON	HSIP		7,961											
CON	TOLL													
CON	STU		3,100											
		2,809	11,061	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		13,870		Total FY2027-2030				Total FY2031-2034				0
						0				0				

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: Over Beaver Creek

Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Brandywine Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF		1,344										
CON	183		252										
CON	LOC		84										
		0	1,680	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,680		Total FY2027-2030		0		Total FY2031-2034		0	

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

LIMITS:

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	sSTP	40											
UTL	sSTP	40											
UTL	TOLL												
CON	sSTP		1,270										
CON	TOLL												
		80	1,270	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,350		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 86280 Wyebrooke County Bridge No. 143 over East Brandywine Creek

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Nantmeal Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP:

Chester County Bridge #143, Wybrooke Bridge, is a stone masonry arch bridge constructed in 1888 and partially rehabilitated in 1995 following collapse of a spandrel wall and a portion of one arch ring. Three arches span a total of 63 and support a 21-6 wide cartway that carries 290 vehicles a day of bi-directional traffic as counted in 2019. The 10 Ton restricted bridge is in poor condition due to cracking throughout the spandrels and arch barrels, outboard cracking between the barrels and arch rings, and scour at the piers with exposed footings.

The bridge is Scour Critical, Category B, with a Scour Critical Bridge Indicator of 3. Foundations determined to be unstable for assessed scour conditions, and as such, requires inspection after flood events.

The Wyebrooke Bridge is eligible for inclusion on the National Register of Historic Places and ranks 5th in suitability for preservation out of 124 evaluated bridges in the PennDOT Engineering District 6-0 Stone Arch Bridge Management Plan, April 2008.

The Stone Arch Maintenance Plan considers the bridge an excellent candidate for long term preservation because it is intact, carries a low volume of traffic, and is situated in an area of low development potential. Additionally, the bridge is considered locally and regionally important and garnered public support during development of the Stone Arch Plan. It is anticipated that the rehabilitation will enable the bridge to carry legal loads and greatly extend its service life.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	ACT13		175										
PE	ACT13			175									
FD	ACT13			200									
FD	ACT13				150								
ROW	ACT13			25									
UTL	ACT13				25								
CON	ACT13				250								
CON	LOC				250								
CON	LOC					1,250							
		0	175	400	675	1,250	0	0	0	0	0	0	0
		Total FY2023-2026		1,250		Total FY2027-2030		1,250		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 86287 East Locust Road Over Red Clay Creek

LIMITS: East Marlborough Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Marlborough Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP:

This project will rehabilitate a bridge.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183		132										
FD	LOC		33										
ROW	183		20										
ROW	LOC		5										
CON	183		740										
CON	LOC		185										
		0	1,115	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,115		Total FY2027-2030		0		Total FY2031-2034		0			

MPMS# 86301 LancasterAve/BrandywineCk

LIMITS: Lancaster Ave at Brandywine Creek

Est Let Date: 8/27/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	106											
UTL	185		45										
UTL	185			11									
CON	BRIP					1,672							
CON	BRIP					6,687							
CON	TOLL												
		106	45	11	0	8,359	0	0	0	0	0	0	0
Total FY2023-2026		162		Total FY2027-2030		8,359		Total FY2031-2034		0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 86302 Ewing Road over White Clay Creek Bridge

**LIMITS:**

Est Let Date: 3/13/2025

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Penn Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	141											
ROW	185	113											
UTL	185		17										
CON	STU		1,230										
CON	581		307										
		254	1,554	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,808		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Over Muddy Run

Actl Let Date: 2/2/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Oxford Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 16

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

**CMP:** Not SOV Capacity Adding

This project involves replacing county owned bridge (#21) on Watermark Road over Muddy Run in Upper Oxford Township. This project was included in the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF	1,073											
CON	183	202											
CON	LOC	67											
CON	BOF		447										
CON	183		84										
CON	LOC		28										
		1,342	559	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,901		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Caln Township

PLAN CENTER: Town Center

PROJECT MANAGER: TSS/S. Fellin

NHPP: Y  
FC: 12; 14; 16; 17;  
19

Est Let Date: 3/16/2028

MRPID:137

AQ Code:2045M

IPD: 17

CMP Subcorridor(s): 7E

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

The overall corridor construction cost estimate is \$784 million. MPMS# 14532 provides for the preliminary design portion of this project and the western section, as well as additional study work to determine the approach for this eastern section. MPMS #s 107551, 107553, and 107554 contains the construction of the western section, originally housed under MPMS# 84884.

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

\$125.353M out of an estimated \$582M (2021 CON estimate of \$459.65M YOY'd to FY29) is programmed for construction beginning in FY29. The construction balance that is not shown in FY29-FY34 is in the Long-Range Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP	1,061											
PE	NHPP*	1,700											
PE	NHPP*		4,639										
FD	NHPP		1,000										
FD	581		250										
FD	NHPP			10,062									
FD	581			1,757									
FD	581			757									
FD	NHPP				3,031								
FD	581				757								
FD	NHPP					7,000							
FD	NHPP					7,031							
FD	581					1,750							
FD	581					1,757							
ROW	STU			1,635									
ROW	STP			800									
ROW	STU				1,635								
ROW	STP				800								
ROW	STP					53							
UTL	NHPP					897							
UTL	581					224							
CON	STU							1,779					
CON	581							1,225					
CON	185							8,589					
CON	185								9,384				
CON	185									11,055			
CON	185										11,055		
CON	BRIP											9,682	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

CON	STU									5,000			
CON	BRIP										15,235		
CON	STU										45,533		
CON	581										6,816		
CON	NHPP												
CON	581												
		2,761	5,889	15,011	6,223	18,712	0	11,593	9,384	11,055	11,055	14,682	67,584
		Total FY2023-2026		29,884		Total FY2027-2030		39,689		Total FY2031-2034		104,376	

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

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

Est Let Date: 4/27/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** East Caln Township

**FC:** 16

AQ Code:S19

**PLAN CENTER:**

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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

Poor condition bridge breakout project from MPMS #88706 .

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	1,800											
CON	581	500											
CON	185		800										
CON	581		500										
CON	185			800									
CON	581			2,000									
CON	185				2,181								
CON	581				1,000								
CON	185					2,000							
CON	185						1,000						
CON	581							250					
CON	581								250				
CON	185									1,500			
		2,300	1,300	2,800	3,181	2,000	1,000	250	250	1,500	0	0	0
		Total FY2023-2026		9,581		Total FY2027-2030		3,500		Total FY2031-2034		1,500	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 95366 US 202 over AMTRAK

Return

LIMITS: West Whiteland Township, Chester County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:153

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

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

CMP Subcorridor(s): 7D, 8C

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

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

TIP Program Years (\$ 000)																	
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
CON	NHPP																
		0	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				0				Total FY2027-2030				0			
										Total FY2031-2034				0			

MPMS# 95430 US 202 at SR 926 Intersection Improvement

Est Let Date: 7/13/2023

LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:136

MUNICIPALITIES: Various

FC: 14; 16

AQ Code:R1

PLAN CENTER:

IPD: 14

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STP	99											
ROW	581	24											
UTL	STP	121											
UTL	581	31											
CON	STP	3,040											
CON	581	760											
		4,075	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026	4,075			Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98035 Water Works Road over Rock Run

New

#### LIMITS:

Est Let Date: 8/13/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Caln Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Water Works Road over Rock Run. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	BOF	250											
ROW	BOF					93							
ROW	185					23							
UTL	BOF							64					
UTL	185							16					
CON	BOF								1,332				
CON	185								334				
		250	0	0	0	0	116	80	1,666	0	0	0	0
Total FY2023-2026		250				Total FY2027-2030				Total FY2031-2034			
						1,862				0			

MPMS# 98036 Merlin Road over Pigeon Run (Bridge)

Actl Let Date: 3/23/2023

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	185	30											
CON	185	1,107											
		1,137	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,137				Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98039 Ship Road over Valley Creek (Bridge)

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 8/22/2024

AQ Code:S19

IPD: 17

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	150											
ROW	185	92											
UTL	STP	50											
UTL	185	12											
CON	185			871									
CON	185				100								
CON	185					462							
		304	0	871	100	462	0	0	0	0	0	0	0
Total FY2023-2026				1,275		Total FY2027-2030		462		Total FY2031-2034		0	

MPMS# 98041 Birchrun Road over Birch Run (Bridge)

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Vincent Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 11/7/2024

AQ Code:S19

IPD: 16

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	124											
ROW	185	92											
UTL	BOF	50											
UTL	185	12											
CON	185			871									
CON	185				100								
CON	185					296							
		278	0	871	100	296	0	0	0	0	0	0	0
Total FY2023-2026				1,249		Total FY2027-2030		296		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98042 Conestoga Rd o/ Pickering

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Pikeland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 8/22/2024

AQ Code:S19

IPD:

This project will include the replacement of the bridge spanning Conestoga Road over branch of Pickering Creek.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	141											
ROW	185	84											
UTL	185	56											
CON	STU		1,476										
CON	185		369										
		281	1,845	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,126		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 98223 Creek Road over Pickering Creek (Bridge)

LIMITS: Thompson Davis Bridge

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Schuylkill Township

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

AQ Code:S19

IPD: 12

CMP Subcorridor(s): 9B

This project is a replacement of the county owned Thompson Davis Bridge (#175), carrying Creek Road (T542) over Pickering Creek in Schuylkill Township, Chester County. This bridge is listed in the 1986 Bridge Bill (Act 100, pg 360, ID MM). BMS# 15701505420175.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183		48										
FD	LOC		12										
ROW	183		16										
ROW	LOC		4										
CON	183												
		0	80	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		80		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98224

Spring City Road over Stony Run (Bridge)

LIMITS:

IMPROVEMENT

Bridge Repair/Replacement

NHPP:

No Let Date

MUNICIPALITIES:

East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER:

TSS/GANNETT/S. New

CMP:

Not SOV Capacity Adding

CMP Subcorridor(s):

9A

This project is a replacement of the county owned Cromby's B ridge (#205) carrying Spring City Road over Stony Run in East Pikeland Township, Chester County. This project was included in the 2008 Bridge Bill (Act 96, pg 96). BMS# 15701505540205

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	183		20										
ROW	LOC		5										
CON	183												
		0	25	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				25		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 102708 PA 41 at PA 841 Improvements

#### LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

Est Let Date: 4/10/2025

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU			506									
ROW	581			127									
ROW	STU				506								
ROW	581				127								
UTL	STU			67									
UTL	581			17									
CON	581			250									
CON	581				350								
CON	581					400							
CON	581						500						
CON	581							500					
CON	581								704				
CON	581									704			
CON	581										703		
CON	581											703	
		0	0	967	983	400	0	500	500	704	704	703	703
Total FY2023-2026				1,950		Total FY2027-2030		1,400		Total FY2031-2034		2,814	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 102709** **PA 41 & SR 926 Improvements**

**LIMITS:** Intersection of PA 41 and SR 926

Est Let Date: 8/24/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Londonderry Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD: 13

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

**CMP:** Minor SOV Capacity

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

PE activities are being completed under MPMS# 14484.

Other PA 41 intersection projects:

PA 41 & Newark Rd - MPMS# 98096

PA 41 & SR 841 - MPMS# 102708

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	STP	75											
ROW	SXF	250											
UTL	SXF	100											
CON	SXF	1,295											
CON	STU	2,307											
CON	STP	859											
CON	STP		500										
CON	STU		2,020										
		<b>4,886</b>	<b>2,520</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2023-2026</b>		<b>7,406</b>		<b>Total FY2027-2030</b>				<b>Total FY2031-2034</b>			
									<b>0</b>				<b>0</b>

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 104786

Lancaster Av over Brandywine Creek

New

LIMITS: Downingtown Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Lancaster Ave over Brandywine 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185												
CON	185												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034			
		0				0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 107551 SR30/SR10 to Business 30 Interchange Improvement

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

Est Let Date: 9/17/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Sadsbury Township; West Sadsbury Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7F

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

This is a breakout of MPMS #84884

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP	4,583											
FD	581	1,146											
ROW	NHPP				2,409								
ROW	581				602								
ROW	NHPP					3,000							
ROW	581					750							
UTL	NHPP					1,665							
UTL	581					416							
CON	SPK-NHPP				20,000								
CON	581				5,000								
CON	SPK-NHPP					20,000							
CON	581					5,000							
CON	NHPP						2,846						
CON	581						711						
CON	NHPP							2,846					
CON	581							711					
CON	STU								2,846				
CON	581								711				
CON	NHPP									2,846			
CON	581									711			
CON	NHPP										2,846		
CON	581										711		
CON	NHPP											2,846	
CON	581											711	
CON	NHPP												2,846
CON	581												711
		5,729	0	0	28,011	30,831	3,557	3,557	3,557	3,557	3,557	3,557	3,557
Total FY2023-2026				33,740		Total FY2027-2030	41,502			Total FY2031-2034	14,228		

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 107553 SR30 & Airport Rd Interchange Improvement

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

Est Let Date: 1/29/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: West Caln Township; Valley Township

FC:

AQ Code:2045M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7F

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

This is a breakout of MPMS #84884

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		1,990										
FD	NHPP		1,623										
FD	581		903										
FD	STU			3,613									
FD	581			903									
FD	NHPP				3,613								
FD	581				903								
ROW	NHPP				4,706								
ROW	581				1,176								
ROW	NHPP					4,706							
ROW	581					1,176							
ROW	NHPP						4,706						
ROW	581						1,176						
UTL	NHPP					5,465							
UTL	581					1,366							
CON	SPK-NHPP				20,000								
CON	581				5,000								
CON	SPK-NHPP					10,000							
CON	581					2,500							
CON	NHPP						12,857						
CON	581						3,214						
CON	NHPP							5,201					
CON	581							1,300					
CON	STU								12,857				
CON	581								3,214				
CON	NHPP									12,857			
CON	STU									12,857			
CON	581									3,214			
CON	581									3,214			
CON	NHPP										12,857		
CON	581										3,214		
CON	NHPP											12,857	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester													
CON	581											3,214	
CON	NHPP												12,857
CON	581												3,214
		0	4,516	4,516	35,398	25,213	21,953	12,383	16,071	32,142	16,071	16,071	16,071
		Total FY2023-2026		44,430		Total FY2027-2030		75,620		Total FY2031-2034		80,355	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 107554 US30 & PA82 Interchange Improvement

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

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: West Caln Township; Valley Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

NHPP:

FC:

Est Let Date: 12/9/2027

MRPID:48

AQ Code:R3

IPD: 18

CMP Subcorridor(s): 7F

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

This is a breakout of MPMS #84884.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		3,113										
FD	581		778										
FD	NHPP			3,113									
FD	581			778									
FD	NHPP				3,113								
FD	581				778								
ROW	NHPP					10,916							
ROW	581					2,730							
UTL	NHPP					3,284							
UTL	581					820							
CON	NHPP					5,825							
CON	581					1,456							
CON	STU						10,000						
CON	581						2,500						
CON	SPK-NHPP							10,000					
CON	NHPP							14,285					
CON	581							3,571					
CON	581							2,500					
CON	SPK-NHPP								10,000				
CON	NHPP								14,285				
CON	581								2,500				
CON	581								3,571				
CON	SPK-NHPP									10,000			
CON	NHPP									14,285			
CON	581									2,500			
CON	581									3,571			
CON	NHPP										14,285		
CON	581										3,571		
CON	NHPP											14,285	
CON	NHPP												14,285
CON	581												3,571
CON	581												3,571
CON	NHPP												14,285
CON	581												3,571

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

	0	3,891	3,891	3,891	25,031	12,500	30,356	30,356	30,356	17,856	35,712	17,856
Total FY2023-2026			11,673		Total FY2027-2030		98,243		Total FY2031-2034		101,780	

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

LIMITS: West Pikeland Township

Est Let Date: 10/10/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	BOF	169											
ROW	TOLL												
UTL	BOF	56											
UTL	TOLL												
CON	BOF	2,745											
CON	TOLL												
CON	BOF		69										
		2,970	69	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				3,039		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 110311 PA 41 at State Road Intersection

LIMITS: PA 41 at State Road

Est Let Date: 3/12/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Avondale Borough

FC:

AQ Code:R1

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581		546										
ROW	STU			119									
UTL	581							253					
CON	STU							6,334					
		0	546	119	0	0	0	6,587	0	0	0	0	0
Total FY2023-2026				665		Total FY2027-2030			6,587	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: Baltimore Pike at Newark Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	684											
ROW	STP		1,229										
UTL	581						3,165						
CON	STU						6,966						
CON	581						1,742						
		684	1,229	0	0	0	11,873	0	0	0	0	0	0
		Total FY2023-2026		1,913		Total FY2027-2030		11,873		Total FY2031-2034		0	

MPMS# 110765 **Pickering Dam Road over Branch of Pickering Creek**

New

LIMITS:

Est Let Date: 10/9/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Charlestown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Pickering Dam Road over Branch Pickering Creek.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	100											
FD	185			10									
FD	581				140								
ROW	581					75							
UTL	581					30							
CON	581					248							
CON	185						360						
CON	581						1,194						
		100	0	10	140	353	1,554	0	0	0	0	0	0
		Total FY2023-2026		250		Total FY2027-2030		1,907		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 110775 Kennett Safer Active Trans(L)

LIMITS: Walnut, Broad and South Streets

Actl Let Date: 4/13/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Kennett Square Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

This project will install bicycle and pedestrian facilities.

2018 TA set aside regionally selected project, award amount \$915,000

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU	992											
		992	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		992		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 110949 Horseshoe Pike and Manor Road Intersection

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

Est Let Date: 5/25/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP	2,130											
CON	sHSIP	270											
		2,400	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,400		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 110963 *Manor Road Roundabout*

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

Actl Let Date: 10/20/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP	1,691											
		1,691	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,691				Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 111572 *St. Peter's Road Retaining Wall*

LIMITS:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Warwick Township

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/M. Urban

CMP: Not SOV Capacity Adding

This project will address roadway structural deficiencies at 4041 St. Peters Road, 190 feet north of Rock Run Road, where half of the southbound lane is subsiding away from the roadbed for approximately 300 feet. The roadway is cut and benched into a hillside with steep slopes. The pavement currently exhibits longitudinal tension cracking along the inside curve of the southbound lane between the guiderail to more than halfway into the southbound lane. The southbound lane is closed and protected by a concrete barrier. Both directions of traffic use the northbound lane under stop/yield conditions.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	356											
FD	581		330										
ROW	581			72									
UTL	581			72									
CON	581				4,670								
		356	330	144	4,670	0	0	0	0	0	0	0	0
Total FY2023-2026		5,500				Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111761 Lincoln Highway Streetscape Improvements

LIMITS: First Avenue to 4th Street

IMPROVEMENT Streetscape

MUNICIPALITIES: Coatesville City

PLAN CENTER:

PROJECT MANAGER: TSS/T. Stevenson

NHPP:

FC:

No Let Date

AQ Code:S18

IPD:

CMP: Not SOV Capacity Adding

This project is located on Lincoln Highway (Business Route US 30) between First Avenue (PA 82) and 4th Street in the City of Coatesville, Chester County. Lincoln Highway serves as the major east-west roadway in the City and First Avenue provides north-south connectivity. This project will improve pedestrian facilities between the recently completed intersection improvement at PA 82 and Lincoln Highway and the Third Street Streetscape, and will improve connectivity to AMTRAK's Coatesville Train Station. The City of Coatesville is continuing to advance projects to create opportunities for revitalization and redevelopment of the City core. This project is a continuation of the planned improvements and is intended to improve pedestrian facilities and refresh the appearance of the main street. This project was awarded TIIF(e581) funding previously.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	e581	90											
FD	e581	90											
UTL	LOC	50											
CON	e581		1,101										
		230	1,101	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,331		Total FY2027-2030		0		Total FY2031-2034		0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: PA/MD Line to PA 472

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: West Nottingham Township; East Nottingham Township; Lower Oxfor FC:

PLAN CENTER:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

NHPP:

Est Let Date: 8/15/2027

MRPID:3

AQ Code:S10

IPD:

CMP Subcorridor(s): 5A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Interchanges included in the work are at Sylmar Road, Ridge Road, and PA 272. See also MPMS #14580, #14581, and #113312.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP	5,304											
ROW	NHPP			1,080									
ROW	581			270									
UTL	STP		219										
UTL	581		55										
CON	STP					8,835							
CON	581					2,208							
CON	STU						7,209						
CON	STP						1,626						
CON	STP						8,835						
CON	581						2,208						
CON	581						2,208						
CON	STP							8,835					
CON	581							2,208		8,835			
CON	STP									2,208			
CON	581									8,835			
CON	STP									2,208			
CON	581										8,835		
CON	STP										2,208		
CON	581											10,507	
CON	STP											2,626	
CON	581												
		5,304	274	1,350	0	0	11,043	22,086	11,043	11,043	11,043	11,043	13,133
		Total FY2023-2026		6,928		Total FY2027-2030		44,172		Total FY2031-2034		46,262	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: PA 41 to Schoolhouse Road

IMPROVEMENT Roadway Rehabilitation

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

PLAN CENTER:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

NHPP:

Est Let Date: 11/4/2027

MRPID:3

AQ Code:S10

IPD:

CMP Subcorridor(s): 5A, 17A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Interchanges included in the work are at Newark Road, PA 82, and Baltimore Pike. See also MPMS #14580, #14581, and #113307.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581			499									
FD	581				3,245								
FD	581					2,000							
FD	581						2,245						
ROW	STP						4,919						
ROW	NHPP						2,706						
UTL	STU						307						
CON	STU						13,279						
CON	NHPP						21,579						
CON	NHPP							9,541					
CON	STU							10,412					
CON	NHPP								163				
CON	STU								5,130				
CON	NHPP									3,389			
CON	STU										26,630		
CON	NHPP											248	
CON	581											6,538	
CON	STP												5,380
		0	0	499	3,245	2,000	45,035	19,953	5,293	3,389	26,630	6,786	5,380
		Total FY2023-2026		3,744		Total FY2027-2030		72,281		Total FY2031-2034		42,185	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 114164 Nutt Rd & Starr St Improvements (Competitive CMAQ)

New-B

LIMITS: Nutt Road and Starr Street in Phoenixville Borough

Actl Let Date: 3/2/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Phoenixville Borough; Schuylkill Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9B

This project is for the addition of a left turn lane at the intersection of Nutt Road and Starr Street in Phoenixville Borough, Chester County, PA. The roadway suffers from poor operational efficiency due to the geometric design. Left turn movements were removed from eastbound Nutt Road due to safety concerns, because there was not sufficient offset between the eastbound left turn lane and the westbound through/right turn lane. Currently, left turning movements are prohibited from eastbound Nutt Road onto Starr Street. This condition requires vehicles wishing to make this movement to utilize the non-signalized Valley road intersection; approximately 175 feet to the east. Multiple rear end crashes and increased traffic congestion along Nutt Road can be contributed to this. Through the land development process, Phoenixville Borough was able to secure the additional right of way needed to provide an auxiliary lane in the westbound direction on Nutt Road. This will facilitate the reinstitution of the eastbound left turn lane, separate the three westbound lanes (left, through, right), and perform associated traffic signal upgrades and modifications at the intersection. Traffic operations, system reliability, and safety will be improved as a result of this project. This project was identified as a priority in the Phoenixville Region Multimodal Transportation Plan, recognized in the Phoenixville Regional Comprehensive Plan, and recommended in the PA 23: Road Safety Audit (DRAFT). As such, Phoenixville Borough is committed to implementing this key transportation improvement to reduce traffic congestion along a major corridor in Chester County.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	1,100											
		1,100	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,100		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 114166 PA 401 & Valley Hill Rd Improvement (Competitive CMAQ)

New-B

LIMITS: PA 401 (Conestoga Road) and Valley Hill Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Charlestown Township; East Whiteland Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

This project involves adding turn lanes with designated left turn phases for PA 401.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ	60											
FD	CAQ	442											
ROW	CAQ	100											
UTL	CAQ	50											
		652	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		652		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 115422 West Chester Pike Safety Improvements

LIMITS: West Chester Borough and West Goshen Township

Est Let Date: 1/25/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough; West Goshen Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project includes:

- Installation of pavement marking, chevrons, curve warning signs, mill and overlay pavement with sections of high friction surface treatment (HFST) on West Chester Pike from Prospect Ave to Morris Road;
- Installation of pavement marking, signage, mill and overlay pavement with sections of high friction surface treatment (HFST) on West Chester Pike at the intersection with Concord Road;
- Increase left storage length of the existing unsignalized intersection at the Route 202 NB on ramp and West Chester Pike EB;
- Improve pavement marking and signage at the northbound on ramp with the West Chester Pike westbound on ramp to Route 202;
- Closure of the median break and the installation of a right-out access on West Chester Pike at the intersection with Patrick Avenue ;
- Restriping to remove one travel lane on Paoli Pike in the WB direction from Prospect Ave to Westtown Road;
- Restriping East Gay Street in the WB direction to N. Worthington Street to provide a two-lane section (road diet);
- Partial extension of the median on WB East Gay Street (west of Westtown Road);
- West Chester Pike/East Gay Street WB 2 lane scissor ramp and EB Market Street 2 lane scissor ramp to Paoli Pike, reduction to single lane;
- Remove temporary flexible post median delineators and create permanent extension of median at EB West Chester Pike and Spring Lane;
- Shoulder improvements with striping and signing to intersection of Golf Club Apartment/Shopping Center signal on WB West Chester Pike from Spring Lane;

Signal improvements:

- The conversion of the Route 202 SB off ramp stop-controlled intersection to a signalized intersection;
- Installation of pavement markings, mill and overlay pavement with sections of high friction surface treatment (HFST) on West Chester Pike at the intersection with Five Points Road;
- Investigate pavement marking improvements of EB West Chester Pike right turn lane drop from the Route 202 northbound off ramp to Five Points Road.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP		126										
CON	CRPU	500											
CON	HSIP		2,117										
		500	2,243	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,743		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: From Ridge Road to Whitehorse Road

Est Let Date: 4/10/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Phoenixville Borough; East Pikeland Township; Schuylkill Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	500											
CON	HSIP			816									
CON	HSIP				816								
		500	0	816	816	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,132		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 115424 **US 322 West Chester Bypass Safety Improvements**

LIMITS: Downingtown Pike to US 202

Actl Let Date: 12/15/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Goshen Township; East Bradford Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B, 20A

The proposed scope of this project include:

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP	4,039											
		4,039	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,039		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 115425 *High Street Pedestrian Improvements*

**LIMITS:** Rosedale Avenue to Miner Street

Est Let Date: 1/11/2024

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** West Chester Borough

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8B

The proposed scope of this project include:

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

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	sHVRU	183											
FD	HSIP	141											
CON	HSIP		1,639										
CON	sHVRU		250										
CON	sHVRU			1,594									
		324	1,889	1,594	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,807		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 115875 Reese Street Railroad Warning Device

New

LIMITS: Between Pine St. and Church St.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Reese Street, between Pine St. and Church St. in New Garden Township, Chester County.

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX						315				
CON	TOLL										
		0	0	0	0	0	315	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030		315		Total FY2031-2034	
		0								0	

MPMS# 115876 Center Street Railroad Warning Device

New

LIMITS: Between Church St. and Willow St.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the Installation of railroad warning devices on Center Street, in New Garden Township, between Church Street and Willow Street.

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX						315				
CON	TOLL										
		0	0	0	0	0	315	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030		315		Total FY2031-2034	
		0								0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 116837 Schuylkill Road over Eckers Creek

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Actl Let Date: 6/27/2022

MUNICIPALITIES: North Coventry Township

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: H Windisch

CMP:

Bridge replacement to repair damage pursuant to Hurricane Ida. Schuylkill Rd over Eckers Ck, North Coventry Twp, Chester County

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	FFL	16											
PE	582	4											
CON	FFL	100											
CON	582	25											
		145	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		145				Total FY2027-2030				Total FY2031-2034			
						0				0			

MPMS# 117327 Valley Park Road over Anderson Brook

New

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 9/14/2023

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Raisiul

CMP: Not SOV Capacity Adding

This project involves permanent repairs to the bridge at Valley Park Road over Anderson Brook pursuant to damage caused by Hurricane Ida.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	FFL	300											
PE	185		15										
ROW	STP	25											
UTL	STP	120											
CON	STP		1,122										
CON	185		281										
CON	STP			90									
CON	185			22									
CON	185									1,000			
		445	1,418	112	0	0	0	0	0	1,000	0	0	0
Total FY2023-2026		1,975				Total FY2027-2030				Total FY2031-2034			
						0				1,000			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 117999 Thomas Road over Trout Creek (CB #300)

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Thomas Road over Trout Creek (CB #300).

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	183	500											
FD	183					500							
ROW	183								50				
UTL	183							50					
CON	183									2,350			
		500	0	0	0	500	0	50	50	2,350	0	0	0
		Total FY2023-2026			500	Total FY2027-2030			600	Total FY2031-2034			2,350

MPMS# 118024 US 202 and High Street Interchange

New

#### LIMITS:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Westtown Township; West Goshen Township

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

The scope of the project has three major elements: (1) The addition of one lane inside of the US 202 NB ramp. US 202 NB traffic in the right lane is able to turn onto either ramp lane at the exit. Traffic merging from High Street is stop-controlled; (2) The addition of one lane on the inside of the US 202 SB ramp. The existing center median is converted to an auxiliary merge lane to Old Wilmington Pike so that traffic on SB High Street has more time to merge. The roadway is slightly realigned, but no additional right-of-way is needed; (3) The addition of a left turn lane (40 feet with a 145-foot taper) from EB Matlack Street to NB US 202.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	384											
PE	STP	616											
PE	STU		450										
FD	581							500					
UTL	581							150					
CON	STU											3,000	
		1,000	450	0	0	0	0	650	0	0	0	3,000	0
		Total FY2023-2026			1,450	Total FY2027-2030			650	Total FY2031-2034			3,000

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 118025 PA 100 Northbound at Exton Station

New

#### LIMITS:

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:217

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B, 8C

The proposed improvements comprise four distinct elements: (1) Addition of a northbound through-lane from Pottstown Pike through the intersection with the US 30 Bypass ramps; (2) Shift the existing travel lanes and the center median to accommodate an additional through-lane, particularly under the Amtrak/SEPTA and Norfolk Southern railroad overpasses; (3) Modifications to Mountain View Drive intersection to retain right-in and right-out access to the Exton Train Station and Courts at Valley View neighborhood; (4) Modifications to Whiteland Woods Boulevard intersection to retain right-in and right-out access.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
PE	STU	487				480											
FD	STU																
UTL	581									50							
CON	STU									3,747							
		487	0	0	0	480	0	0	0	0	3,797	0	0				
		Total FY2023-2026				487				Total FY2027-2030		480		Total FY2031-2034		3,797	

MPMS# 118183 Lake Road West Railroad Crossing

New

LIMITS: Lake Road West Grade Crossing

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: Maint/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Lake Road West, in London Grove Township, Chester County.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	RRX						100							
CON	TOLL													
CON	RRX							200						
CON	TOLL													
		0	0	0	0	0	100	200	0	0	0	0	0	
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034				0
						300								

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 118184 Lake Road East Grade Crossing

New

LIMITS: Lake Road East Grade Crossing

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: Maint/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Lake Road East, in London Grove Township, Chester County.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
CON	RRX							300									
CON	TOLL																
		0	0	0	0	0	0	300	0	0	0	0	0				
		Total FY2023-2026				0				Total FY2027-2030				300			
										Total FY2031-2034				0			

MPMS# 118185 Woodland Ave Grade Crossing

New

LIMITS: Woodland Avenue West Grove Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Grove Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Woodland Ave, in Westgrove Borough, Chester County.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	RRX							300						
CON	TOLL													
		0	0	0	0	0	0	300	0	0	0	0	0	
		Total FY2023-2026				0		Total FY2027-2030		300		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 118186 *Kimble Road Grade Crossing*

New

LIMITS: Kimble Road in Lower Oxford Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Kimble Road, in Lower Oxford Township, Chester County.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	RRX								305				
CON	TOLL												
		0	0	0	0	0	0	0	305	0	0	0	0
		Total FY2023-2026				0				Total FY2027-2030		305	
										Total FY2031-2034		0	

MPMS# 118188 *Mt. Pleasant Grade Crossing*

New

LIMITS: Mt. Pleasant Road in Oxford Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Oxford Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Mt. Pleasant Road, in Oxford Borough, Chester County.

TIP Program Years (\$ 000)															
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>		
CON	TOLL														
CON	RRX								315						
		0	0	0	0	0	0	0	315	0	0	0	0		
		Total FY2023-2026				0		Total FY2027-2030			315		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 118189** *Crowl Toot Road Grade Crossing*

**New**

**LIMITS:** Crowl Toot Road in Lower Oxford Township

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Oxford Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Crowl Toot Road, in Lower Oxford Township, Chester County.

TIP Program Years (\$ 000)															
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>		
CON	TOLL														
CON	RRX									315					
		0	0	0	0	0	0	0	0	315	0	0	0		
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034			315

**MPMS# 118355** *Jennersville Sidewalk*

**LIMITS:** Jenners Pond Road

Est Let Date: 6/20/2024

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Penn Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:**

This project is for the installation of 500 feet of 5-foot wide sidewalk along Jenners Pond Road and Rt. 796.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	845											
		0	845	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		845		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 118552 *Harvey's Bridge Road over West Bridge Brandywine Creek (CB#92)*

LIMITS: Newlin Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Newlin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP: Not SOV Capacity Adding

This project will rehab or replace a bridge. Chester County Bridge #92 is a three-span, single lane, reinforced concrete through girder bridge supported by concrete abutments. Constructed in 1926, the bridge is weight restricted at 8 Tons. It is rated in poor condition due to advanced scour at the piers and is coded as Scour Critical Category B, requiring monitoring on a 12-hour interval during heavy rain of 2 or more in a 24-hour period. The concrete deck and girders are spalled with exposed and corroded steel reinforcement.

Harveys Bridge spans between two T intersections and constricts approaching two-lane, two-way traffic to one lane, resulting in a severely reduced Deck Geometry rating of 2- Basically intolerable condition requiring high priority of replacement, an indication of the bridges inability to meet current safety criteria.

The bridge provides the only crossing of a 3.5 mile stretch of the W. Branch of Brandywine Creek between PA State Route 162, Embreeville Road, and Strasburg Road. Because of its limited load carrying capacity, routine services to local residents are restricted and fire response times are increased, presenting increased risk of property damage and injury for local residents. Harveys Bridge has experienced numerous overloads following closure of the PA Route 162 bridge due to damage sustained during Tropical Storm Ida.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183		550										
FD	BOF					739							
FD	BOF							11					
ROW	BOF							200					
UTL	BOF							150					
CON	BOF									6,750			
		0	550	0	0	0	739	361	0	6,750	0	0	0
		Total FY2023-2026			550	Total FY2027-2030			1,100	Total FY2031-2034			6,750

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 119160 SR 322 IDA Slope Failure

LIMITS: West Goshen Township, Chester County

Est Let Date: 11/2/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: West Goshen Township

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project will construct a retaining wall to support the roadway.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	FFL	200											
PE	581	50											
CON	FFL	700											
CON	STU	500											
CON	581	300											
CON	STU		769										
CON	581		192										
		1,750	961	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,711			Total FY2027-2030					Total FY2031-2034			
					0					0			

MPMS# 120201 PA 926 and Shady Grove Way - Signal Modernization

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Westtown Township

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at Street Road (Route 926) & Shady Grove Way.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		267										
		0	267	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		267			Total FY2027-2030					Total FY2031-2034			
					0					0			

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 120202      Lancaster Avenue (SR 0030) Interconnect

LIMITS:  
IMPROVEMENT Signal/ITS Improvements  
MUNICIPALITIES: Willistown Township  
PLAN CENTER:  
PROJECT MANAGER:

NHPP:  
FC:  
CMP:

No Let Date  
AQ Code:2025M  
IPD:

For expansion of the fiber optic communication system along Lancaster Avenue (Route 30).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	486											
		0	486	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		486		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

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

Est Let Date: 7/27/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

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

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD: 16

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	1,854											
		1,854	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,854	Total FY2027-2030			0	Total FY2031-2034			0

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

**LIMITS:** Over Chester Creek

Est Let Date: 6/20/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Thornbury Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 12

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

**CMP:** Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF	427											
FD	179	107											
ROW	BOF	44											
ROW	183	8											
ROW	LOC	3											
UTL	BOF	68											
UTL	179	17											
CON	BOF		2,936										
CON	179		734										
		674	3,670	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,344		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over SEPTA and Cobbs Creek      Actl Let Date: 12/6/2018

IMPROVEMENT Bridge Repair/Replacement      NHPP: N

MUNICIPALITIES: Haverford Township      FC: 17      AQ Code:S19

PLAN CENTER:      IPD: 14

PROJECT MANAGER: HNTB/G. Gumas      CMP: Not SOV Capacity Adding      CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing two bridges on Ardmore Avenue between Golf House Road 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	BRIP													
FD	185	300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			300	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS:** At PA 352/Middletown Road

Est Let Date: 6/15/2029

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:5

**MUNICIPALITIES:** Middletown Township

**FC:** 12; 14

AQ Code:R3

**PLAN CENTER:**

IPD: 15

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5B

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

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

This road segment is included in the Delaware County Bicycle Plan. SEPTA 110, 111, 114, and 117 bus routes use Routes 1 and 352.

\$81.081M out of an estimated \$214M (2021 CON estimate of \$150M YO'E'd to FY33) is programmed for construction beginning in FY33. The construction balance that is not shown in FY33-FY34 is in the Long-Range Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		3,605										
FD	581		901										
FD	STU			3,605									
FD	581			901									
FD	STU				605								
FD	NHPP				3,000								
FD	581				901								
FD	STU					3,605							
FD	581					901							
ROW	NHPP			4,502									
ROW	581			1,125									
ROW	NHPP				4,502								
ROW	581				1,125								
ROW	NHPP					4,502							
ROW	581					1,125							
ROW	NHPP						4,502						
ROW	581						1,125						
ROW	NHPP							4,502					
ROW	581							1,125					
UTL	NHPP												4,985
UTL	581												1,246
CON	STU											40,720	
CON	581											2,053	
CON	BRIP												14,850
CON	581												17,227
CON	NHPP												
CON	STU												
CON	581												

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

	0	4,506	10,133	10,133	10,133	5,627	5,627	5,627	0	0	42,773	38,308
Total FY2023-2026			24,772		Total FY2027-2030		27,014		Total FY2031-2034		81,081	

MPMS# 15278 Chester Pike/9th Street Bridge over Darby Creek (CB #146)

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Collingdale Borough; Darby Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Chester Pike/9th Street Bridge over Darby Creek (CB #146).

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	185		900										
FD	185						750						
ROW	185							125					
UTL	185							150					
CON	BRIP								8,000				
		0	900	0	0	0	750	275	8,000	0	0	0	0
		Total FY2023-2026		900		Total FY2027-2030		9,025		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 15306 *Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line SR:2031*

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

Actl Let Date: 3/2/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Ridley Park Borough

**FC:** 17

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 16

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

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

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
UTL	185	60											
CON	TOLL												
CON	BRIP	10,354											
CON	STP	461											
		<b>10,875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2023-2026</b>		<b>10,875</b>		<b>Total FY2027-2030</b>		<b>0</b>		<b>Total FY2031-2034</b>		<b>0</b>	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 47147 3rd Street Dam Over Broomall Lake

LIMITS: Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 9/12/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5D

This project involves replacing the Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to the dam's deterioration. The project also includes roadway reconstruction and stormwater management improvements. A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183		400										
FD	LOC		100										
CON	183		140										
CON	LOC		35										
CON	183					2,492							
CON	LOC					623							
		0	675	0	0	3,115	0	0	0	0	0	0	0
Total FY2023-2026				675		Total FY2027-2030		3,115		Total FY2031-2034		0	

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

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

Est Let Date: 3/14/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

The Lloyd Street Bridge, which was constructed in 1899, served the industrial waterfront, was in poor condition and removed. This project will replace the bridge with a single span composite weathering steel plate girder bridge accommodating two twelve foot lanes with six foot shoulders and seven foot sidewalks on both sides.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF		4,968										
CON	183		931										
CON	LOC		310										
		0	6,209	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026			6,209			Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 64790 MacDade Boulevard Closed Loop Signal System SR:2006

LIMITS: South Avenue to Cherry Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES: Collingdale Borough; Glenolden Borough

FC: 14

AQ Code:2020M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 6A

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	31											
		31	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			31	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 64791 Kedron Avenue @ Franklin SR:0420

LIMITS: At Franklin Avenue

Actl Let Date: 8/25/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Ridley Township

FC: 14

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Plans/S. Hasan

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

Existing signalization and geometry is outdated. Substandard signal head configuration and size create a safety hazard. Roadway geometry is not adequate for proper turn movements, especially for buses. Traffic movement is impacted by inability of buses to negotiate turns. Intersection is heavily used by both SEPTA Route 107 and school buses. Proposed solution would be modernization of signals and improving the turn radius at the northeast and southeast corners of the intersection. Pedestrian Hand/Man signals with countdown indicators will be provided at each crossing. Project would alleviate safety problems and enhance turning movements. Design and ROW are being advanced by the township.

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

TIP Program Years (\$ 000)															
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>		
FD	LOC	159													
CON	CAQ	483													
CON	CAQ		50												
		642	50	0	0	0	0	0	0	0	0	0	0		
Total FY2023-2026		692				Total FY2027-2030				0	Total FY2031-2034				0

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

LIMITS: Over Brandywine Creek

Est Let Date: 9/14/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Chadds Ford Township; Pennsbury Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

This project takes place on SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County and Pennsbury Township in Chester County. The project involves rehabilitating or replacing an existing poor condition and functionally obsolete C.I.P. Reinforced Concrete Arch Deck Closed Spandrel bridge. Also included are bridge approach roadway reconstruction and minor utility relocations. This road segment is included in the Delaware County Bicycle Plan, and is Bicycle PA Route L.

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
UTL	581	27												
UTL	185	108												
CON	BRIP	4,387												
CON	BRIP		3,848											
CON	BRIP			2,848										
CON	BRIP				5,593									
		4,522	3,848	2,848	5,593	0	0	0	0	0	0	0	0	
Total FY2023-2026		16,811			Total FY2027-2030				0	Total FY2031-2034				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 69817 US 322, Featherbed Lane to Chelsea Parkway (Section 102) SR:0322

LIMITS: Featherbed Lane to Chelsea Parkway

Est Let Date: 8/21/2025

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

FC: 14; 16

AQ Code:2045M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

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

The following improvements will be implemented:

- The existing two-lane section of SR 322 will be widened to 4 lanes. A fifth center lane will accommodate left turns into and out of adjacent commercial properties.
- Limited widening to the north or about the center will be done at some locations to minimize sound barriers. Retaining walls will also be constructed in this section.
- A new traffic signal will be constructed at the intersection of Garnet Mine Road and the SR 322 eastbound ramps.
- Left turns from and into Colonial Drive will be eliminated.
- The existing traffic signal at the Bethel Road Connector and left turn lanes on SR 322 will be reconstructed.
- The total estimated cost for this project section is \$184,752,570.
- The anticipated let date is August 21, 2025.
- The anticipated completion date is September 21, 2028.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, 69817, and 114034 contain construction phases for the US 322 project TEA-21 DEMO 0486 - PA ID #116 - \$13,220,615

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581			773									
CON	NHPP					4,716							
CON	581					1,044							
CON	NHPP						3,091						
CON	581						772						
CON	NHPP							16,716					
CON	581							4,179					
CON	NHPP								16,716				
CON	581								4,179				
CON	STU									16,716			
CON	NHPP									4,179			
CON	STU										15,796		
CON	NHPP										920		
CON	STP										1,445		
CON	581										4,540		
CON	NHPP											16,716	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

CON	581											4,179	
CON	STU												13,625
CON	NHPP												27,271
CON	581												10,224
		0	0	773	0	5,760	3,863	20,895	20,895	20,895	22,701	20,895	51,120
		Total FY2023-2026			773	Total FY2027-2030			51,413	Total FY2031-2034			115,611

### MPMS# 70245 Chester City Access Improvements II SR:2028

**LIMITS:** Chestnut Street/Morton Avenue, 10th Street to 12th

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Chester City

**FC:** 14

AQ Code:R1

**PLAN CENTER:**

IPD: 5

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

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

This project entails the improvement of the Chestnut Street and Morton Avenue corridor which provides mobility between I-95 and PA 291 in the City of Chester. Specifically, work includes the widening of Chestnut Street from I-95 to 10th Street without adding additional travel lanes, and the reconfiguration of the intersections at 12th /Chestnut St., Chestnut St./10th St./ Morton Ave. (SR 0013), and Morton/Potter/5th/6th. Also includes drainage improvements, signalization and signing improvements along the corridor; vertical clearance improvements at the Amtrak overpass; and minor rehabilitation and painting of the I-95 overpass and maintenance of traffic during construction. This project was broken out from MPMS # 57780/TIP #7915.

This road segment is included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses Morton Avenue.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	165											
FD	581	41											
		206	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			206	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 75800** *College Avenue Bridge Over SEPTA Norristown High Speed Line and Cobb's Creek SR:1026*

**LIMITS:** Over SEPTA Norristown High Speed Line and Cobb's Creek

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Haverford Township

**FC:** 17

AQ Code:S19

**PLAN CENTER:**

IPD: 1

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

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing the College Avenue (SR 1026) bridge over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STU												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				0		Total FY2027-2030		0		Total FY2031-2034		0	

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

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

No Let Date

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:117

**MUNICIPALITIES:** Upper Chichester Township; Aston Township; Chester City; Chester T **FC:** 14; 17

AQ Code:2035M

**PLAN CENTER:**

IPD: 16

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8A

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. This project complements and was a breakout project of MPMS 15477 (I-95/US 322/Highland Avenue interchange).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP			1,075									
FD	581			269									
ROW	STU				831								
ROW	581				208								
UTL	STU					855							
UTL	581					214							
CON	STU						3,464						
CON	581						866						
CON	STU							5,610					
CON	581							1,402					
CON	STU								8,548				
CON	581								2,137				
Total FY2023-2026		0	0	1,344	1,039	1,069	4,330	7,012	10,685	0	0	0	0
Total FY2027-2030				2,383		Total FY2027-2030		23,096		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 84269 Victory Avenue over SEPTA Norristown High Speed Line

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project will replace the bridge on Victory Avenue over SEPTA's Norristown High Speed Line in Delaware County. This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	STU	550											
PE	BRIP		250										
PE	TOLL												
CON	TOLL												
CON	BRIP							1,500					
		550	250	0	0	0	0	1,500	0	0	0	0	0
		Total FY2023-2026		800		Total FY2027-2030		1,500		Total FY2031-2034		0	

MPMS# 86321 Smithbridge Road over Webb Creek

No Let Date

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Concord Township

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: H. Windisch

CMP:

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185	200											
CON	185	503											
CON	581		1,000										
CON	185			447									
		703	1,000	447	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,150		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Delaware County      Actl Let Date: 2/19/2021

IMPROVEMENT Roadway Rehabilitation      NHPP: Y

MUNICIPALITIES:      FC: 12; 14      AQ Code:S10

PLAN CENTER:      IPD: 17

PROJECT MANAGER: Plans/S. Hasan      CMP: Not SOV Capacity Adding      CMP Subcorridor(s): 5B, 8A

Delaware County Route 1 Paving and ADA Ramp Reconstruction

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP*	2,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,000				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 92323 Wanamaker Ave o/ Darby Ck (Bridge) SR:0420

**LIMITS:** Delaware County - Darby Ck is border between Tinicum Township and Prospect

Actl Let Date: 3/23/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

MRPID:205

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

**FC:** 14

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 15

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

The project consists of the replacement of both the southbound bridge (BMS 23-0420-0031-0000) and the northbound bridge (BMS 23-0420-0030-0000) which carries S.R. 420 over Darby Creek between the Tinicum Township and Prospect Park Borough in Delaware County. Proposed work for the southbound structure includes full replacement of the structure (superstructure and substructure). The existing northbound bridge is a three span prestressed concrete composite adjacent box beam bridge carrying Northbound S.R. 0420 over Darby Creek. Proposed work for the northbound structure includes full replacement of the structure (superstructure and substructure). At the request of Delaware Valley Regional Planning Commission and the Clean Air Council, a Shared Use Path crossing will be constructed under the bridges adjacent to the southern abutments. This path will provide a connection to the adjacent John Heinz Wildlife Refuge. poor condition bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance. This road segment is included on the Delaware County Bicycle Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	374											
CON	STP	6,598											
CON	TOLL												
CON	NHPP	7,907											
CON	TOLL												
CON	STU		2,500										
CON	TOLL												
CON	NHPP			5,365									
CON	BRIP				14								
CON	TOLL												
CON	TOLL												
CON	BRIP					14							
CON	BRIP						14						
CON	STU						2,498						
CON	TOLL												
CON	STU							361					
CON	TOLL												
CON	BRIP							1,314					
CON	BRIP								14				
CON	STU								7,213				
CON	TOLL												
CON	TOLL												
CON	BRIP									14			
CON	STU									1,306			
CON	STP									74			
CON	STU										1,306		
CON	TOLL												
CON	BRIP										14		
CON	STP										74		
CON	STP											74	
CON	STU											1,307	
CON	BRIP											14	
CON	TOLL												
CON	STP												72

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

CON	STU												1,308
CON	TOLL												
CON	BRIP												14
		14,879	2,500	5,365	14	14	2,512	1,675	7,227	1,394	1,394	1,395	1,394
		Total FY2023-2026		22,758		Total FY2027-2030		11,428		Total FY2031-2034		5,577	

MPMS# 92324 Gov Printz Blvd o/ Conrail (Bridge)

New

LIMITS: Delaware County, Tinicum Township

Est Let Date: 10/19/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Gov Printz Blvd over Conrail. 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.

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	BRIP							400					
ROW	TOLL												
UTL	TOLL												
UTL	BRIP							1,000					
CON	TOLL												
CON	STP	1,000											
CON	BRIP		14,745										
CON	STU		2,300										
CON	TOLL												
CON	TOLL												
CON	STU			675									
CON	BRIP				5,255								
CON	STU				675								
CON	TOLL												
CON	TOLL												
CON	BRIP					100							
CON	BRIP						2,250						
CON	TOLL												
		1,000	17,045	675	5,930	0	100	3,650	0	0	0	0	0
		Total FY2023-2026		24,650		Total FY2027-2030		3,750		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92808

Marshall Rd o/ Cobbs Crk (Bridge)

LIMITS: Between Cobbs Creek Parkway and 69th Street

Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City; Upper Darby Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

Bridge rehabilitation or replacement of state bridge over Cobbs Creek on Marshall Road between Cobbs Creek Parkway and 69th Street in Upper Darby Township and City of Philadelphia. poor condition bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance.

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	721											
FD	185	180											
ROW	185	64											
ROW	185	16											
UTL	STP	17											
UTL	185	4											
CON	BRIP					9,150							
CON	185					2,288							
		1,002	0	0	0	0	11,438	0	0	0	0	0	0
		Total FY2023-2026		1,002		Total FY2027-2030		11,438		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

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

Est Let Date: 12/14/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Springfield Township; Upper Darby Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C

Bridge rehabilitation of State Road over Darby Creek.

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	300											
FD	185		994										
ROW	185	30											
CON	185				800								
CON	185					3,242							
CON	185						250						
CON	185							50					
CON	185								1,170				
CON	185									1,170			
CON	185										1,170		
CON	185											1,170	
		330	994	0	800	3,242	250	0	50	1,170	1,170	1,170	1,170
		Total FY2023-2026		2,124		Total FY2027-2030		3,542		Total FY2031-2034		4,680	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 95429 US 202 and US 1 Intersection Area Improvements

LIMITS: 202/1 Intersection and Looproad

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Chadds Ford Township

PLAN CENTER:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Major SOV Capacity

NHPP: Y

FC: 14

Est Let Date: 8/22/2024

MRPID:123

AQ Code:2030M

IPD: 17

CMP Subcorridor(s): 5B, 8A

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	320											
FD	581	80											
ROW	STP	152											
ROW	581	38											
UTL	STP					294							
UTL	581					73							
CON	STP					2,795							
CON	581					699							
		590	0	0	0	3,861	0	0	0	0	0	0	0
		Total FY2023-2026		590		Total FY2027-2030		3,861		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project is a bridge rehabilitation/replacement of the County owned Michigan Avenue bridge over Little Crum Creek, which is poor condition. The bridge is posted with a 12 ton weight restriction and requires continual maintenance to remain open. Various elements of the bridge are in poor condition. The project needs are listed below: 1) Load Carrying Capacity - Eliminate the "poor condition" designation. - Accommodate school buses, local delivery vehicles and emergency vehicles. 2) Structure Integrity - - Bring the facility up to current design standards. The existing 12-ton carrying capacity restricts the type of traffic that can use the bridge. With an ADT of 6,583 vehicles per day, the bridge no longer provides the necessary community link that it once did. The bridge is a concrete slab that is in poor condition with heavy spalling revealing corroded reinforcement steel, especially near the deck drains. In addition, the substructure of the bridge is in poor condition with exposed, heavily scaled abutments. The channel rating is poor as a result of the alignment resulting in heavy scaling and pockets of undermining at the exposed north abutment. The existing safety features associated with the bridge do not meet PennDOT standards.

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

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

TIP Program Years (\$ 000)																									
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034												
ROW	183	8																							
ROW	LOC	2																							
		10	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2023-2026				10				Total FY2027-2030				0				Total FY2031-2034				0			

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: No Let Date

IMPROVEMENT Bridge Repair/Replacement NHPP:

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

PLAN CENTER: IPD: 18

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

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

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

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

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

TIP Program Years (\$ 000)																
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
CON	183															
CON	LOC															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Norwood Borough; Glenolden Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

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

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

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

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	183												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 99668 PA 291 Drainage Improvement

LIMITS: Between Crum Creek and Darby Creek

Est Let Date: 10/24/2024

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:X13

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

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

PennDOT will acquire land in the project area for the future location of a multiuse trail for the East Coast Greenway and September 11th Memorial Trail.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	581	796												
ROW	581	85												
UTL	581	56												
CON	STU		3,234											
CON	581		808											
CON	STU			3,234										
CON	581			808										
		937	4,042	4,042	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			9,021	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 103217 Main Street Grade Crossing

LIMITS: Between 5th and 7th Streets

Est Let Date: 8/24/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Darby Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

IPD: 25

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	340											
CON	FRA	1,000											
CON	RRX	369											
CON	TOLL												
CON	STU	2,172											
CON	STP	193											
CON	LOC	250											
CON	TOLL												
CON	STU		1,000										
CON	TOLL												
CON	STU			2,000									
		4,324	1,000	2,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		7,324		Total FY2027-2030				Total FY2031-2034			
						0				0			

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103521

Reed Road over Whetstone Run (CB #36)

New

LIMITS:

No Let Date

IMPROVEMENT

Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

Marple Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The project will involve the rehabilitation or replacement of the County-owned bridge that carries Reed Road over Whetstone Run, located in Marple Township, Delaware County. The bridge was constructed in 1962. It is anticipated that the bridge will be replaced on the existing alignment with minimal approach work to tie back into existing conditions. Pedestrian/Bike facilities on bridge to connect Darby Creek Trail with trail system proposed in County park on Don Guanella tract.

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	BOF					450							
FD	185						350						
ROW	BRIP									75			
UTL	BRIP								50				
CON	STP						3,025						
CON	BRIP									2,000			
		0	0	0	0	450	3,375	0	50	75	2,000	0	0
		Total FY2023-2026			0	Total FY2027-2030			3,875	Total FY2031-2034			2,075

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 103528 Mattson Road over the West Branch of the Chester Creek

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester Heights Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project is for the bridge rehabilitation or replacement of the County-owned Mattson Road bridge spanning over the West Branch of the Chester Creek in Chester Heights Borough, Delaware County.

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

This project is a \$5 fee matching funds (sSTP) project.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	sSTP	350											
PE	TOLL												
PE	STP	106											
FD	TOLL												
FD	sSTP	300											
ROW	TOLL												
ROW	sSTP	20											
UTL	TOLL												
UTL	sSTP	15											
CON	TOLL												
CON	sSTP		1,315										
		791	1,315	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,106		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 104343 US 322 over CSX (Bridge)

LIMITS: I-95 Interchange to PA 452 Interchange

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Chichester Township; Chester City

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 11/2/2023

MRPID:50

AQ Code:S19

IPD: 16

CMP Subcorridor(s): 8A

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	12,099											
CON	TOLL												
CON	TOLL												
CON	NHPP		10,263										
CON	NHPP			2,099									
CON	TOLL												
CON	STP			10,000									
CON	NHPP				2,561								
CON	TOLL												
CON	BRIP				6,659								
CON	TOLL												
CON	BRIP					4,715							
		12,099	10,263	12,099	9,220	4,715	0	0	0	0	0	0	0
		Total FY2023-2026		43,681		Total FY2027-2030		4,715		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 104879 **Cheyney Road Bridge Replacement**

**LIMITS:**

Est Let Date: 9/26/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Thornbury Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	113											
ROW	STU	67											
ROW	185	17											
UTL	185				49								
CON	STU				492								
CON	185				123								
		197	0	0	664	0	0	0	0	0	0	0	0
		Total FY2023-2026			861	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 107178 **Springfield Township Sidewalk Improvements (TAP)**

**LIMITS:** SEPTA Transit Station and Health Campus/Golf View Estates

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Springfield Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 5C

The Sproul Road corridor will be enhanced with a continuous sidewalk connection between the SEPTA Springfield Mall trolley 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 107634** *Media Borough Pedestrian Enhancements(L)©*

**LIMITS:** Media Borough

Actl Let Date: 12/8/2022

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Media Borough

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Harold Windisch ADE CONSTR **CMP:**

This project will complete gaps in sidewalk network throughout the borough.

12/8/2022--Project Let, District control has been changed from EE/DVRPC/D. Snyder to CONSTR. Low bidder was Premier Concrete, Inc. with a low bid amount of \$684,746.25.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	790											
		790	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		790		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Smithbridge Road in Concord Township

Est Let Date: 11/2/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Concord Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/J. Natale **CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	HSIP	52											
CON	CAQ	1,843											
CON	HSIP	1,000											
		2,895	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,895		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

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

**IMPROVEMENT** Other

**MUNICIPALITIES:** Chester City; Chester Township

**PLAN CENTER:**

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

**CMP:** Not SOV Capacity Adding

Est Let Date: 12/14/2028

**NHPP:**

MRPID:230

**FC:**

AQ Code:X6

IPD: 26

CMP Subcorridor(s): 4D

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,591											
ROW	581	796											
UTL	STU			573									
UTL	581			143									
CON	581			2,271									
CON	581				8,107								
CON	581					1,979							
CON	581					8,332							
CON	581						8,548						
		2,387	0	2,987	8,107	1,979	8,332	8,548	0	0	0	0	0
		Total FY2023-2026		13,481		Total FY2027-2030		18,859		Total FY2031-2034		0	

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

**LIMITS:** Fairview to Ashland

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Ridley Township; Glenolden Borough

**PLAN CENTER:**

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

**CMP:** Minor SOV Capacity

No Let Date

**NHPP:**

**FC:**

AQ Code:S2

IPD:

CMP Subcorridor(s): 6A

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP				2,796								
		0	0	0	2,796	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,796		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

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

Est Let Date: 11/5/2026

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Upper Chichester Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8A

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CRPU	1,600											
FD	sHSIP	36											
CON	sHSIP		100										
CON	sHSIP			749									
		1,636	100	749	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,485		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** State Route 202 to Temple Road

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Concord Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP			1,163									
		0	0	1,163	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,163		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

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

Est Let Date: 10/5/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Chadds Ford Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	842											
CON	TAP		1,158										
		842	1,158	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,000				Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:**

Est Let Date: 10/5/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Media Borough

**FC:**

AQ Code:X9

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP		400										
		0	400	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		400				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 112052 PA FLAP DOT WANA

#### LIMITS:

IMPROVEMENT Streetscape

NHPP:

No Let Date

MUNICIPALITIES: Various

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

Grading, paving, line painting of parking lots east and west of PA 420 (Wanamaker Avenue), and installing lighting, bicycle racks, signage, and trash cans at the southern entrance to the John Heinz Wildlife Refuge.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	FLTP		90										
CON	FLAP		678										
		0	768	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026			768			Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 113251 Highland Avenue Railroad Preemption

LIMITS: State Route 291 and Highland Avenue

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S1

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	RRX		200										
CON	TOLL												
		0	200	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026			200			Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

LIMITS: Chelsea Parkway to Market St. Interchange

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 10/19/2023

MRPID:50

AQ Code:2035M

IPD:

CMP Subcorridor(s): 8A

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

•The total estimated cost for this project section is \$80,000,000 in 2019 dollars).

•To make use of the available right of way, the Market Street interchange will be reconfigured as a partial cloverleaf configuration, including two new traffic signals.

•The anticipated let date is February 2023

•The anticipated completion date is October 31, 2026.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	4,008											
CON	581	1,002											
CON	NHPP		4,000										
CON	581		1,000										
CON	NHPP			9,008									
CON	581			2,252									
CON	STU				5,600								
CON	STP				8,400								
CON	581				2,100								
CON	581				1,250								
CON	STP					2,628							
CON	STU					3,380							
CON	581					1,502							
CON	NHPP						5,000						
CON	581						1,250						
CON	NHPP							12,000					
CON	581							3,000					
CON	NHPP								18,008				
CON	581								4,502				
		5,010	5,000	11,260	17,350	7,510	6,250	15,000	22,510	0	0	0	0
		Total FY2023-2026		38,620		Total FY2027-2030		51,270		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 114102 West Chester Pk & 476 (Competitive CMAQ)

New-B

LIMITS: West Chester Pike & I-476

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Marple Township; Haverford Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Not SOV Capacity Adding

The improvements involve the delineation of an additional westbound lane on West Chester Pike that will carry traffic through the signalized intersection of South Lawrence Road. The lane will be separated from the other travel lanes such that it will not be controlled by the traffic signal, and will be free-flowing onto the I-476 Northbound On-Ramp.

Funding for this project will be drawn down from the Competitive CMAQ Line Item (MPMS# 48201) at the appropriate time.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	CAQ	502											
UTL	CAQ	100											
CON	CAQ												
		602	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		602		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 114112 Media Bypass ITS (Competitive CMAQ)

New-B

LIMITS: Media bypass (Route 1) corridor in Delaware County

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Marple Township; Media Borough; Upper Providence Township; Middl

FC:

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

The purpose of this project is to help reduce congestion, improve traffic flow and reduce emissions along the Route 1 corridor by adding ITS elements to the corridor. This project proposes the following work: equipping traffic signals with communication equipment to allow for Unified Command and Control, deployment of CCTV, DMS and Travel Time Detection and the installation of fiber optic cable to expand PennDOT's existing fiber communications network. The project proposes to install 19 CCTVs, 5 DMS, 10 Travel Time Detectors, 6.5 miles of fiber optic cable along with upgrading 33 signalized intersections to allow for unified command and control. The Section of PA Route 252 within the project area will equip 6 signalized traffic signals with hardware to allow for unified command and control and construct a dedicated left-turn lane from Route 252 onto the Media Bypass.

Funding for this project will be drawn down from the Competitive CMAQ Line Item (MPMS# 48201) at the appropriate time.

The Route 252 road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ	865											
FD	CAQ		1,000										
CON	CAQ												
		865	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,865		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS:** Landover Road to County Line Road

Est Let Date: 1/16/2025

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Haverford Township

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7B

The proposed scope of this project include:

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

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

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

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	HSIP	102											
CON	HSIP				2,229								
		102	0	0	2,229	0	0	0	0	0	0	0	0
		<b>Total FY2023-2026</b>		<b>2,331</b>		<b>Total FY2027-2030</b>		<b>0</b>		<b>Total FY2031-2034</b>		<b>0</b>	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 115427** *Lansdowne Avenue Corridor Safety Improvements*

**LIMITS:** Darby Borough Line to Marshall Road

Est Let Date: 3/13/2025

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Yeadon Borough; Darby Borough; Lansdowne Borough

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5E

The proposed scope of this project include:

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	CRPU	200												
FD	HSIP	144												
UTL	HSIP	250												
CON	CRPU	1,300												
CON	HSIP				2,348									
		1,894	0	0	2,348	0	0	0	0	0	0	0	0	
		Total FY2023-2026		4,242		Total FY2027-2030				0		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 115872** **4th Avenue Railroad Warning Devices**

**New**

**LIMITS:** Between Powhattan Ave. and Massasoit Ave.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Tinicum Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project is for the installation of railroad warning devices on 4th Avenue, in Tinicum Township, between Powhattan Avenue and Massasoit Avenue.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	RRX	210											
CON	TOLL												
		0	210	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		210				Total FY2027-2030				Total FY2031-2034			
						0				0			

**MPMS# 115873** **Wanamaker Street Railroad Warning Device**

**New**

**LIMITS:** Between 3rd Street and SR 291

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Tinicum Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project is for the Installation of railroad warning devices on Wanamaker Street, in Tinicum Township, between 3rd Street and SR 291.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	RRX	275											
CON	TOLL												
		0	275	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		275				Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 115874** *Jansen Avenue Railroad Warning Device*

**New**

**LIMITS:** Between 4th Street and SR 291

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Tinicum Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Jansen Avenue, between 4th Street and SR 291 in Tinicum Township, Delaware County.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	RRX	240												
CON	TOLL													
		0	240	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		240		Total FY2027-2030			0			Total FY2031-2034		0

**MPMS# 115969** *Regional GIS Coordination 2022-23*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Jim Mosca

**CMP:**

The focus of this continuing project will be to integrate transportation data developed by federal, state, and local governments and DVRPC into a regional database that allows for the open exchange of data. This project benefits all member governments and agencies by providing support to DVRPC to develop and coordinate transportation data development and data sharing and includes the continued growth of DVRPC's transportation GIS system, including the update and maintenance of it's web mapping and data sharing capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	STU	350											
PE	STU		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		700		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 117917** *Pedestrian Safety Improvements at West Providence*

**LIMITS:** West Providence Road (SR 2010) at Penn Pines Park

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Upper Darby Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Joe Burns

**CMP:**

The project is proposing to improve pedestrian safety along the Providence Road corridor at Penn Pines Park.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	244	107											
CON	LOC	25											
		132	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			132	Total FY2027-2030			0	Total FY2031-2034			0

**MPMS# 118006** *Ridley Creek Road over Branch of Ridley Creek*

**New**

**LIMITS:**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Providence Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Ridley Creek Road over Branch of Ridley Creek.

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 in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	STP		250										
FD	TOLL												
FD	STP	350											
CON	TOLL												
CON	STP								500				
		350	250	0	0	0	0	0	500	0	0	0	0
		Total FY2023-2026			600	Total FY2027-2030			500	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 118029 *Bethel Roundabout*

New

LIMITS: Concord and Foulk- Concord and Chelsea/Valleybrook

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Bethel Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

Reconfigure the intersection to accommodate a roundabout to address the congestion at the intersection of Concord/Chelsea/Valleybrook/Foulk Rd Intersection.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU		250										
FD	STP									150			
ROW	STP											320	
UTL	STP											300	
CON	STP												2,750
		0	250	0	0	0	0	0	0	0	150	620	2,750
		Total FY2023-2026			250	Total FY2027-2030			0	Total FY2031-2034			3,520

MPMS# 118030 *Bryn Mawr Ave Extension*

New

LIMITS:

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:101

MUNICIPALITIES: Newtown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Masi

CMP: Major SOV Capacity

CMP Subcorridor(s): 10C

The scope of this project will provide a loop road to divert traffic from the intersection of PA 252 and PA 3.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581		400										
FD	581					400							
CON	581									6,623			
		0	400	0	0	400	0	0	0	0	6,623	0	0
		Total FY2023-2026			400	Total FY2027-2030			400	Total FY2031-2034			6,623

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 118353** *West Cobbs Creek Pkwy Infrastructure*

**LIMITS:** West Cobbs Creek, Church, Chester Ave, and MacDade

No Let Date

**IMPROVEMENT** Streetscape

**NHPP:**

**MUNICIPALITIES:** Yeadon Borough

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/M. Meraz

**CMP:**

This project will make crosswalk striping, ADA Ramps and landing strips

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP		600										
CON	TAP			400									
		0	600	400	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,000		Total FY2027-2030			0	Total FY2031-2034			0

**MPMS# 118358** *Garrett Road Connectivity*

**LIMITS:** Garrett Road between Lansdowne Ave and Fairfield Ave in Upper Darby Townsh

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Upper Darby Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:**

This project will improve roadways and sidewalks.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP		600										
CON	TAP			700									
		0	600	700	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,300		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 118360 Walkable Wallingford

LIMITS: Along Providence Road from Mother of Providence School up to East Rose Valle

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

This project will make sidewalk improvements.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	TAP		1,000										
		0	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,000	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 118392 Hillman Drive Extension MTF

LIMITS:

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Chadds Ford Township

FC:

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/J. Fry

CMP:

This project involves the extension of Hillman Drive to US 1 to complete the loop road around the US 1 and US 202 intersection.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411	1,089											
		0	1,089	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,089	Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 118494    Eastern Delaware County Bikeway Implementation Plan (TOP)

LIMITS: Municipalities of Upper Darby, Lansdowne, East Lansdowne, and Yeadon  
IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Natale

Est Let Date: 11/7/2024

NHPP:

FC:

AQ Code:A2

IPD:

CMP: Not SOV Capacity Adding

This project will implement concepts of The Eastern Delaware County Bikeway Prioritization Study, that was previously funded through a DVRPC TCDI grant. The project will also create a connected bicycle network through the four municipalities of Upper Darby, Lansdowne, East Lansdowne, and Yeadon. The network will connect neighborhoods to regional trails, such as the Darby Creek Trail, the Cobbs Creek Trail, and the Bike Baltimore Avenue Route, as well as schools, parks, transit stations, other areas of interest, and the established bicycle network in the City of Philadelphia.

This conceptual network was developed through a comprehensive stakeholder and public involvement process and will serve to encourage and promote bicycle usage throughout the region. A high-quality bicycle network will allow cyclists to use these routes for both recreational and commuting purposes, thus reducing their dependence on cars and single occupancy vehicle (SOV) trips. Furthermore, it will allow for connection opportunities to neighboring municipalities to the west including Aldan, Haverford, Clifton Heights, Darby, and Springfield and may encourage further investment in bicycle options in other areas of Delaware County.

This project includes investments in many heavily urbanized, dense, and economically distressed communities and will provide more affordable travel options for those with limited access to automobiles who may be dependent on non-motorized or public transportation. It will also provide another option for commuters who may decide to bike to work or to transit stations. Due to the connections to schools and parks, it will also provide safer opportunities for students to get to schools and recreational areas nearby. This may, in turn, take much of the burden off parents who may not be available to transport them nor the option to work from home.

The projects that will be completed as part of the TOP grant are as follows:

- 1) Bywood Road, Fairfield Ave and Connectors
- 2) Baltimore Ave to Philadelphia
- 3) Bywood, Stonehurst, and Beverly Hills Connectors
- 4) West Baltimore Ave and Gladstone Connectors
- 5) Chestnut St
- 6) Garrett Rd--Multi-Use Connector

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ		521										
PRA	LOC		130										
		0	651	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				651		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 120203 *Ridley Township Signal Upgrades*

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Ridley Township

PLAN CENTER:

PROJECT MANAGER:

CMP:

NHPP:

FC:

No Let Date

AQ Code:R2

IPD:

For updated signal equipment at the intersections of Kedron Avenue (Route 420) & Academy Avenue/Fourth Avenue, South Avenue (SR 2017) & Academy Avenue, Morton Avenue (SR 2025) & Michigan Avenue, and South Avenue (SR 2017) & Franklin Avenue.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	781											
		0	781	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		781				Total FY2027-2030				Total FY2031-2034			
		781				0				0			

MPMS# 120204 *Sproul Road (SR 0320) and Shopping Center Driveway Intersection Upgrade*

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Springfield Township

PLAN CENTER:

PROJECT MANAGER:

CMP:

NHPP:

FC:

No Let Date

AQ Code:R2

IPD:

For updated signal equipment at Sproul Road (Route 320) & Shopping Center Driveway.

TIP Program Years (\$ 000)															
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>		
CON	073	296													
		0	296	0	0	0	0	0	0	0	0	0	0		
Total FY2023-2026		296				Total FY2027-2030				0				Total FY2031-2034	0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 120205 Chichester Avenue Traffic Signal System

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For interconnecting and coordinating traffic signals along Chichester Avenue (SR 3009).

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	073	372															
		0	372	0	0	0	0	0	0	0	0	0	0				
Total FY2023-2026		372				Total FY2027-2030				0				Total FY2031-2034		0	

MPMS# 120206 Bethel Township Detection Upgrades

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Bethel Township

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment along Naamans Creek Road (Route 491) and along Foulk Road (Route 261).

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	073	193															
		0	193	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				193				Total FY2027-2030				0			
										Total FY2031-2034				0			

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over Tookany Creek      Est Let Date: 4/10/2025

IMPROVEMENT Bridge Repair/Replacement      NHPP:

MUNICIPALITIES: Cheltenham Township      FC:      AQ Code:S19

PLAN CENTER:      IPD: 16

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

This project involves rehabilitating or replacing the weight-limit posted Tookany Creek Parkway bridge over the tributary of the Tookany Creek in Cheltenham Township, just east of New 2nd Street (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	BOF	50											
ROW	183	9											
ROW	LOC	3											
UTL	STP	55											
UTL	183	10											
UTL	LOC	3											
CON	STP		1,967										
CON	183		369										
CON	LOC		122										
		130	2,458	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,588		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: Over SEPTA West Trenton Line (Noble Station)

Est Let Date: 6/22/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Abington Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The Old York Road bridge is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents and must be replaced with a new structure. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69 feet and structure length of approximately 113 feet. Pedestrian access will be provided to both sides of the bridge from the SEPTA Noble regional rail station. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2019. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	185	200												
UTL	185	106												
CON	STU		1,000											
CON	185		250											
CON	STU			4,370										
CON	185			1,092										
CON	STU				3,511									
CON	BRIP				4,229									
CON	185				1,092									
CON	185				842									
		306	1,250	5,462	9,674	0	0	0	0	0	0	0	0	
		Total FY2023-2026		16,692		Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**LIMITS:** Over Amtrak/SEPTA Paoli Rail Lines

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides. Sufficiency Rating: 26.0

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	BOF	180											
UTL	183	34											
UTL	LOC	11											
		225	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		225		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Greenwood Avenue to Rice's Mill Road

Est Let Date: 9/14/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Cheltenham Township

**FC:** 14; 16

AQ Code:2035M

**PLAN CENTER:**

IPD: 20

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14E

This project involves the addition of turn lanes at the PA 73 intersections with Greenwood Avenue and at Rices Mill Road. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves into final design.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	CAQ	1,938											
UTL	TOLL												
UTL	CAQ	278											
CON	TOLL												
CON	CAQ		11,907										
		2,216	11,907	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		14,123		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: Over Perkiomen Creek

Est Let Date: 6/18/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF	592											
FD	183	111											
FD	LOC	37											
ROW	BOF	66											
ROW	183	13											
ROW	LOC	3											
CON	BOF					2,797							
CON	183					525							
CON	LOC					175							
CON	BOF						2,866						
CON	183						537						
CON	LOC						179						
CON	BOF								69				
CON	183								12				
CON	LOC								4				
		822	0	0	0	3,497	3,582	0	85	0	0	0	0
		Total FY2023-2026			822	Total FY2027-2030			7,164	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

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

**IMPROVEMENT** Roadway New Capacity

**MUNICIPALITIES:** Franconia Township; Towamencin Township; Lower Salford Townshi **FC:** 14; 16

**PLAN CENTER:**

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

**CMP:** Major SOV Capacity

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

No Let Date

MRPID:57

AQ Code:NRS

IPD:

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

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

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

Phase 2 will include the following improvements:

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

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16577 Ridge Pike: Harmon Road to Crescent Avenue SR:0000

LIMITS: Harmon Road to Crescent Avenue

Est Let Date: 4/24/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:163

MUNICIPALITIES: Springfield Township; Whitemarsh Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 15B

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

Project CMP (Congestion Management Process) commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU	1,504											
ROW	LOC	376											
ROW	STP		1,297										
ROW	STU		207										
ROW	LOC		376										
UTL	STU					287							
UTL	LOC					72							
CON	STU									30,248			
CON	LOC									7,562			
		1,880	1,880	0	0	359	0	0	0	0	37,810	0	0
		Total FY2023-2026		3,760		Total FY2027-2030		359		Total FY2031-2034		37,810	

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16665** **US 202, Markley Street Southbound (Section 500) SR:0202**

**LIMITS:** Main Street to Johnson Highway

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:21

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

**FC:** 14

AQ Code:S10

**PLAN CENTER:** Town Center

IPD: 26

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), 106068 (Section 530) and Section 540, which will be used for the respective construction contracts.

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

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16738 US 422 Expressway Section M1B SR:0422

LIMITS: Norfolk Southern RR to Park Rd.

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Pottsgrove Township

PLAN CENTER:

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

NHPP: Y

FC:

Est Let Date: 9/28/2023

MRPID:2

AQ Code:S10

IPD: 18

CMP Subcorridor(s): 9A

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP		10,000										
CON	581		2,500										
CON	STU			5,000									
CON	581			1,250									
CON	STU				18,522								
CON	581				4,630								
CON	STU					8,409							
CON	NHPP					5,515							
CON	581					3,481							
CON	STU						5,000						
CON	581						1,250						
CON	STU							4,998					
CON	581							1,249					
CON	STU								16,167				
CON	581								4,043				
		0	12,500	6,250	23,152	17,405	6,250	6,247	20,210	0	0	0	0
		Total FY2023-2026		41,902		Total FY2027-2030		50,112		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: Moore Rd to Geerdes Blvd

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Merion Township

PLAN CENTER: Metropolitan Subcenter

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

NHPP:  
FC: 16

Est Let Date: 1/15/2026

MRPID:161

AQ Code:2035M

IPD: 21

CMP Subcorridor(s): 9B

Replace poor condition, functionally obsolete, weight restricted (26 tons) bridge on a new alignment to eliminate a 90 degree turn on the western end of the bridge and adjacent stop controlled intersection due to sight distance of Mancill Mill Road intersection. New bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP		983										
ROW	STU			405									
ROW	581			101									
UTL	STP			990									
UTL	581			248									
CON	STU					6,007							
CON	581					1,501							
CON	STU						5,700						
CON	581						1,425						
CON	BRIP							5,000					
CON	581							1,250					
		0	983	1,744	0	7,508	7,125	6,250	0	0	0	0	0
		Total FY2023-2026		2,727		Total FY2027-2030		20,883		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

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

Est Let Date: 7/24/2025

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:184

**MUNICIPALITIES:** Upper Dublin Township; Horsham Township

**FC:** 14; 16

AQ Code:2035M

**PLAN CENTER:**

IPD: 15

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

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

Scope: SR 0063 is to be one lane in each direction with a 2-way center turn lane and added turn lanes at intersections. Norristown and Limekiln Roads are similar. The Townships involved expressed interest in bike lanes, which are not part of this project, but the shoulders were designed to be wide enough for them to be added later on if desired. New signalization and possible replacement of worn out road signage.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,697											
ROW	STU									14,216			
ROW	581									3,555			
CON	STP									14,306			
CON	581									3,850			
CON	STP										1,094		
		1,697	0	0	0	0	0	0	0	35,927	1,094	0	0
		Total FY2023-2026		1,697		Total FY2027-2030		0		Total FY2031-2034		37,021	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 48175 Ridge Pike: Belvoir Road to Chemical Road SR:0000

LIMITS: Belvoir Road to Chemical Road

Est Let Date: 4/27/2023

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:35

MUNICIPALITIES: Plymouth Township

FC: 14

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	3,820											
CON	LOC	602											
CON	STU		1,410										
CON	LOC		352										
CON	STU			1,502									
CON	LOC			500									
CON	LOC				229								
		4,422	1,762	2,002	229	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,415		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

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

**IMPROVEMENT** Roadway New Capacity

**MUNICIPALITIES:** Upper Merion Township

**PLAN CENTER:**

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

**CMP:** Major SOV Capacity

**NHPP:** Y

**FC:** 14

No Let Date

MRPID:54

AQ Code:2035M

IPD: 16

CMP Subcorridor(s): 1A, 9B

This project includes construction for widening to four lanes along South Henderson Road from South Gulph Road to Queens Drive as well as widening to four lanes along South Gulph Road from the approach of Crooked Lane to PA 320-I-76 East Ramp Intersection.

This is Phase II of the project. See MPMS# 68064 for Phase I.

Project CMP (Congestion Management Process) commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)															
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
ROW	STP							581							
ROW	581							145							
UTL	STP									947					
UTL	581									237					
CON	581										3,994				
		0	0	0	0	0	0	726	0	1,184	3,994	0	0		
		Total FY2023-2026				0	Total FY2027-2030				726	Total FY2031-2034			5,178

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**LIMITS:** Over abandoned Reading Railroad Tracks

Actl Let Date: 11/3/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Pennsburg Borough

**FC:** 14

AQ Code:S2

**PLAN CENTER:** Rural Center

IPD: 14

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

A narrow bridge over former railroad tracks constrains traffic and restricts sight distance on Route 29 (Gravel Pike) in Pennsburg Borough between 10th and 11th Streets. The bridge would be removed and Route 29 would be connected with the adjacent wider road sections. A pedestrian underpass for the future Perkiomen Trail extension is planned. This is a bridge bill project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	1,538											
CON	185		1,000										
CON	185			1,091									
		1,538	1,000	1,091	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			3,629	Total FY2027-2030			0	Total FY2031-2034			0

**MPMS# 57865** **Edge Hill Road Reconstruction SR:2034**

**LIMITS:** Easton Road to Jenkintown Road

Actl Let Date: 9/27/2018

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Abington Township

**FC:** 17

AQ Code:S10

**PLAN CENTER:** Town Center

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	373											
CON	581	93											
		466	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			466	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63486** **US 202, Johnson Highway to Township Line Road (61S) SR:0202**

**LIMITS:** Johnson Highway to Township Line Road

Actl Let Date: 1/14/2021

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:56

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

**FC:** 14

AQ Code:2035M

**PLAN CENTER:**

IPD: 21

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8F, 9B

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. This section is designed under Section 610. ITS elements are included in this project. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP*	10,000											
CON	TOLL												
CON	NHPP*		5,000										
CON	TOLL												
		10,000	5,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 63491 US 202, Morris Road to Swedesford Road (65S) SR:0202

LIMITS: Morris Road to Swedesford Road

Actl Let Date: 9/12/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

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

AQ Code:2025M

PLAN CENTER: Suburban Center

IPD: 18

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

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

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	1,952											
		1,952	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,952		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 63493 PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) SR:0202

LIMITS: At Old US 202/PA 309/PA 463

Est Let Date: 7/13/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Montgomery Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

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

This project involves modifications to the intersection of PA 309 (Bethlehem Pike) with PA 463 (Horsham Road/Cowpath Road) and Business US 202 (Doylestown Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5-Points Intersection," will include the installation of additional through lanes on both PA 463 approaches and the PA 309 southbound approach, and the retiming of the existing eight (8) phase traffic signal. Other improvements will include modifying the existing drainage system by installing Stormwater Management basins, implementing Best Management Practices facilities for erosion and sediment pollution control, replacing the existing traffic signal structures, adjusting several existing driveways to accommodate additional lanes, upgrading the signing and pavement markings, and adding sidewalks and ADA complaint curb ramps.

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU	1,085											
CON	NHPP	950											
CON	STU		118										
CON	TOLL												
CON	STP		4,967										
CON	NHPP		3,926										
CON	TOLL												
CON	STU			3,085									
		2,035	9,011	3,085	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		14,131		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64795

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

LIMITS: I-76 to Rock Hill Road

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Lower Merion Township

PLAN CENTER:

PROJECT MANAGER: Gannett/B. Masi

Est Let Date: 2/15/2024

MRPID:120

AQ Code:2045M

IPD: 17

CMP Subcorridor(s): 3B, 7B

NHPP:

FC: 16

CMP: Major SOV Capacity

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

Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project.

\$21.214M out of an estimated \$44M (2021 CON estimate of \$30M) is programmed for construction in FY34. The construction balance that is not shown in FY34 is in the Long-Range Plan.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU*	2,000											
CON	BRIP												11,214
CON	STU												10,000
CON	STU												
CON	581												
		2,000	0	0	0	0	0	0	0	0	0	0	21,214
		Total FY2023-2026		2,000		Total FY2027-2030			0		Total FY2031-2034		21,214

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

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

LIMITS: Over Amtrak/SEPTA Paoli

Est Let Date: 1/11/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Narberth Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF		88										
CON	581		16										
CON	LOC		6										
CON	BOF			1,590									
CON	581			298									
CON	LOC			99									
CON	BOF				2								
CON	581				1								
CON	LOC				1								
CON	BOF					2,559							
CON	183					159							
CON	581					321							
CON	LOC					160							
		0	110	1,987	4	3,199	0	0	0	0	0	0	0
		Total FY2023-2026			2,101	Total FY2027-2030			3,199	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422

LIMITS: US 422 to North Gulph Road

Est Let Date: 5/23/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MRPID:96

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:R3

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

This project will relocate PA 23 (Valley Forge Road) and SR 3039 (North Gulph Road) in the vicinity of the PA 23/US 422 interchange to improve operations and reduce traffic impacts within Valley Forge National Historic Park. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$6,864,799

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	SXF		6,865										
CON	STU			2,433									
CON	TOLL												
CON	TOLL												
CON	STU				6,000								
		0	6,865	2,433	6,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,298		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: Over Wissahickon Creek

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitmarsh Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15B

This project involves the rehabilitation or replacement of the existing bridge, constructed in 1884, is a 174' long, three-span, wrought iron, pin-connected Pratt pony truss. The bridge carries two lanes of traffic on a narrow 18'-8" curb-to-curb width. The bridge was determined eligible for the National Register of Historic Places for its technological significance. The county will provide pedestrian access on the bridge if replaced to provide a connection from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		522										
FD	183		98										
FD	LOC		33										
ROW	STU		111										
ROW	183		21										
ROW	LOC		7										
CON	BRIP					3,542							
CON	183					664							
CON	LOC					221							
		0	792	0	0	0	4,427	0	0	0	0	0	0
		Total FY2023-2026		792		Total FY2027-2030		4,427		Total FY2031-2034		0	

MPMS# 74813 Ambler Pedestrian Sidewalk Improvements

LIMITS: Orange Avenue/Highland Avenue/Southern Park Avenue

Est Let Date: 6/1/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Ambler Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

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

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STP		365										
		0	365	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		365		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: Allentown Road to Souderton Pike

Actl Let Date: 10/21/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC: 12; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 12B, 14C

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

Phase 2 will include the following improvements:

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

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU*	5,102											
CON	STP*	7,363											
CON	STU*		1,037										
		12,465	1,037	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,502		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**Return**

**LIMITS:** Main Street to Harding Boulevard

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:21

**MUNICIPALITIES:** Norristown Borough

**FC:**

AQ Code:S10

**PLAN CENTER:** Town Center

IPD: 7

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and replacement of the box beam structure carrying the southbound lanes over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction will occur. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	784											
CON	581	196											
CON	STU		560										
CON	581		140										
		980	700	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,680		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 80052** **Fetters Mill Bridge Over Pennypack Creek**

**LIMITS:** Over Pennypack Circle

Est Let Date: 9/14/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Bryn Athyn Borough; Lower Moreland Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 21

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 12A

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF	2,546											
CON	185	477											
CON	LOC	159											
		3,182	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,182		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 82115 Ridge/Germantown Realignment - Adv Demolition

LIMITS: Ridge Pike: Pechins Mill Rd to Crosskeys Rd

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Lower Providence Township

FC:

AQ Code:X7

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project is for the advance demolition of buildings that have been acquired as part of MPMS# 102273

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	600											
		0	600	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		600				Total FY2027-2030				Total FY2031-2034			
		600				0				0			

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

LIMITS: Abington Township

Actl Let Date: 1/30/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 20

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

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.

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	289											
		289	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		289				Total FY2027-2030				Total FY2031-2034			
		289				0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 83742 Keim Street Bridge Over Schuylkill River

LIMITS: Over Schuylkill River

Est Let Date: 9/14/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Pottstown Borough; North Coventry Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project is the replacement of the existing bridge carrying South Keim Street over the Schuylkill River with minor approach roadway work. Additionally, there will be widening of Industrial Highway, to accommodate a right lane along the eastbound side and a left turn lane along the westbound side. The project is located in the Borough of Pottstown in Montgomery County and North Coventry Township in Chester County. The bridge is currently closed to traffic. A programmatic agreement has been signed by all parties for the replacement of this structure.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	120											
FD	183	22											
FD	LOC	8											
ROW	STU	200											
ROW	183	37											
ROW	LOC	13											
ROW	STU		16										
ROW	183		3										
ROW	LOC		1										
UTL	STP	54											
UTL	183	10											
UTL	LOC	4											
CON	STU		1,000										
CON	183		187										
CON	LOC		62										
CON	STP			4,946									
CON	183			927									
CON	LOC			309									
CON	STP				8,892								
CON	183				1,667								
CON	LOC				556								
		468	1,269	6,182	11,115	0	0	0	0	0	0	0	0
		Total FY2023-2026		19,034		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 92637 Pleasant View Rd/Sanatoga (Bridge)

New

LIMITS: North of Linfield Rd and South of Sanatoga Station Rd over Sanatago Crk on Ple

Est Let Date: 11/2/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Pottsgrove Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Pleasant View Road over Sanatoga 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185		225										
ROW	185		50										
UTL	185		225										
CON	BOF		3,250										
		0	3,750	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,750		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 92807 PA 73 - Skippack Pike Bridge Replacement

LIMITS: over the Skippack Creek

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Skippack Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP	300											
FD	185	75											
ROW	NHPP	120											
ROW	185	30											
UTL	185	352											
CON	BRIP	5,216											
CON	TOLL												
		6,093	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,093		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: PA Turnpike to Carland Road

Est Let Date: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU		295										
ROW	183		55										
ROW	LOC		18										
CON	STU	7,238											
CON	183	669											
CON	LOC	224											
CON	STU		3,648										
CON	183		683										
CON	LOC		228										
CON	STU			2,581									
CON	183			1,168									
CON	LOC			390									
		8,131	4,927	4,139	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		17,197		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 93015 Gravel Pike o/Swamp Creek (Bridge)

New

LIMITS: Lower Fredericks Township, Montgomery County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Lower Frederick Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Gravel Pike over Swamp 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		0		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**LIMITS:**

Est Let Date: 12/7/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Douglass Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 12

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E, 8C

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185		174										
ROW	185		93										
UTL	185				26								
CON	185					1,851							
		0	267	0	26	1,851	0	0	0	0	0	0	0
Total FY2023-2026					293	Total FY2027-2030			1,851	Total FY2031-2034			0

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

**LIMITS:** over Prophecy Creek

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Dublin Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 13

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14B

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

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183	240											
CON	LOC	60											
CON	183		1,200										
CON	LOC		300										
		300	1,500	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026					1,800	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

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

Est Let Date: 5/23/2024

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:160

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

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 14

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 9B, 11A

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	215											
ROW	581	5,074											
ROW	581		2,352										
UTL	TOLL												
UTL	CAQ		765										
CON	TOLL												
CON	CAQ					8,358							
		5,289	3,117	0	0	8,358	0	0	0	0	0	0	0
		Total FY2023-2026		8,406		Total FY2027-2030		8,358		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103371

Woodmont Road Bridge Replacement (CB #10)

New

LIMITS:

No Let Date

IMPROVEMENT

Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

West Conshohocken Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

L. Guarini

CMP:

Not SOV Capacity Adding

The project would involve the rehabilitation or replacement of the bridge that carries Woodmont Road over Arrowmink Creek, located in West Conshohocken Borough, Montgomery County. The bridge was constructed in 1932. It is anticipated that the proposed bridge will be replacement on the existing horizontal alignment with minimal approach work to tie back into existing conditions. To maintain access to properties, half width construction will be investigated.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581			600									
FD	BRIP							400					
ROW	BRIP									200			
UTL	BRIP								110				
CON	BRIP										4,450		
		0	0	600	0	0	0	400	110	200	4,450	0	0
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		600				510				4,650			

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Waverly Road over Tacony Creek  
IMPROVEMENT Bridge Repair/Replacement  
MUNICIPALITIES: Cheltenham Township  
PLAN CENTER:  
PROJECT MANAGER: L. Guarini

NHPP:  
FC:  
CMP: Not SOV Capacity Adding

Est Let Date: 3/14/2024  
AQ Code:S19  
IPD: 15  
CMP Subcorridor(s): 14E

Montgomery County Bridge #275 is a 28-foot long single span steel I-beam bridge that carries approximately 2,400 vehicles per day. The bridge is poor condition and the superstructure is in poor condition. The superstructure exhibits significant paint loss with moderate to heavy rust, section loss and pitting. The substructure is exhibiting vertical cracks.

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	BOF	25												
FD	TOLL													
ROW	TOLL													
ROW	sSTP	25												
UTL	TOLL													
UTL	sSTP	25												
CON	TOLL													
CON	sSTP		1,300											
		75	1,300	0	0	0	0	0	0	0	0	0	0	
Total FY2023-2026		1,375			Total FY2027-2030				0	Total FY2031-2034				0

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103440

Penllyn Pike Bridge Replacement (CB #289)

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP: Not SOV Capacity Adding

The project would involve the rehabilitation or replacement of the bridge that carries Penllyn Pike (Penllyn Blue Bell Pike) over Wissahickon Creek, located in Whitpain Township, Montgomery County. The bridge was constructed in 1964. It is anticipated that the proposed bridge will be replacement on the existing horizontal alignment with minimal approach work to tie back into existing conditions.

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STU		386											
FD	185									300				
ROW	185											75		
UTL	185											50		
CON	185												4,400	
		0	386	0	0	0	0	0	0	0	300	125	4,400	
		Total FY2023-2026			386	Total FY2027-2030				0	Total FY2031-2034			4,825

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103461     Lincoln Over West Bridge Neshamin

LIMITS: Lincoln over West Branch of Neshaminy Creek

IMPROVEMENT

MUNICIPALITIES: Hatfield Borough

PLAN CENTER:

PROJECT MANAGER: TSS/Gannett/A. Harper

NHPP:

FC:

No Let Date

AQ Code:S19

IPD:

CMP:

This project will replace a bridge.

2/14/2021--District Control has been changed from TSS/GANNETT to Gannett/AEH.

03/03/2020-this project is a retro reimbursement

10/30/19--District Control has been changed from TSS/RKK to TSS/GANNETT.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	204											
FD	LOC	51											
ROW	183	1											
ROW	LOC												
UTL	183	76											
UTL	LOC	19											
CON	183	804											
CON	LOC	201											
CON	183		92										
CON	LOC		23										
		1,356	115	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,471		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: Souderton Pike to PA 309

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 12/10/2026

MRPID:57

AQ Code:2035M

IPD: 19

CMP Subcorridor(s): 14C

The PA PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed/widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438. Phase 2 is listed under MPMS #77211 and will extend Wambold Rd. on a new alignment and upgrade a portion of Township Line Rd.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803. Phase 3 will begin along Township Road just east of Hatfield Souderton Road, the terminus of Phase 2. Township Line Road will be widened and the intersection of Bethlehem Pike and Township Line Road will be totally reconstructed to include additional turn lanes. The proposed connector will continue after the intersection to follow existing Fairhill Road and the existing bridge over PA 309 will be reconstructed. The interchange will consist of two ramps, the northbound on ramp intersection will be a proposed roundabout with the proposed connector and existing Fairhill Road. Along Bethlehem Pike improvements will be made to the Bergey Road intersection to the south and Spur Road intersection and County Line Road intersection to the north. The intersection of Bethlehem Pike and County Line will be the location of a proposed roundabout to improve safety and traffic flow.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU		1,685										
ROW	581		421										
ROW	STU			2,000									
ROW	581			500									
ROW	STU				5,000								
ROW	581				1,000								
ROW	STU					3,000							
ROW	581					750							
ROW	STU						3,486						
ROW	STU						4,486						
ROW	581						1,993						
UTL	STU						5,073						
UTL	581						1,268						
CON	STU							5,406					
CON	STU								4,656				
CON	STU									28,399			
CON	STU										12,299		
		0	2,106	2,500	6,000	3,750	16,306	5,406	4,656	28,399	12,299	0	0
		Total FY2023-2026		10,606		Total FY2027-2030		30,118		Total FY2031-2034		40,698	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: US 202 Parkway Trail with the Township Building and Community and Recreation  
IMPROVEMENT Bicycle/Pedestrian Improvement  
MUNICIPALITIES: Montgomery Township  
PLAN CENTER:  
PROJECT MANAGER: EE/DVRPC/J. Coscia      CMP: Not SOV Capacity Adding      CMP Subcorridor(s): 8G, 12B, 14C

Est Let Date: 1/25/2024  
MRPID:97  
AQ Code:A2  
IPD: 18

NHPP:  
FC:

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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	TAU	850											
CON	TOLL												
		850	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			850	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 110313 Belmont Avenue Bridge over Schuylkill River

LIMITS: Belmont Avenue/Green Lane over Schuylkill River

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Lower Merion Township

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP: Y  
FC: 14

Est Let Date: 9/3/2026

MRPID:175

AQ Code:S19

IPD: 10

CMP Subcorridor(s): 3B

This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This bridge is Montgomery County bridge #200 and is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and Montgomery County.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		1,336										
FD	183		250										
FD	LOC		83										
UTL	STU			506									
UTL	183			95									
UTL	LOC			32									
CON	BRIP									17,475			
CON	581									3,276			
CON	LOC									1,091			
		0	1,669	633	0	0	0	0	0	21,842	0	0	0
		Total FY2023-2026		2,302		Total FY2027-2030		0		Total FY2031-2034		21,842	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

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

Est Let Date: 4/10/2025

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:176

**MUNICIPALITIES:** Lower Moreland Township

**FC:**

AQ Code:R3

**PLAN CENTER:**

IPD: 16

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 12A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,591											
ROW	581		538										
ROW	581			200									
UTL	581		250										
UTL	581			100									
UTL	581				450								
UTL	581					400							
CON	STU						17,735						
CON	TOLL												
		1,591	788	300	450	0	400	17,735	0	0	0	0	0
		Total FY2023-2026		3,129		Total FY2027-2030		18,135		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: School Lane to Belvoir Road

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plymouth Township

PLAN CENTER:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 1/9/2025

MRPID:64

AQ Code:S19

IPD: 17

CMP Subcorridor(s): 1A

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	360											
FD	183	508											
FD	LOC	132											
ROW	STU	200											
ROW	183	3,772											
ROW	LOC	946											
UTL	183		326										
UTL	LOC		326										
CON	STU			1,000									
CON	183			187									
CON	TPK			21,050									
CON	LOC			63									
CON	STU				2,000								
CON	183				375								
CON	LOC				125								
CON	STU					1,500							
CON	STP					2,000							
CON	183					656							
CON	LOC					219							
CON	STP						1,500						
CON	STU						500						
CON	183						375						
CON	LOC						125						
CON	STP							2,000					
CON	183							375					
CON	LOC							125					
CON	STP								2,000				
CON	STU								2,500				
CON	183								844				
CON	LOC								281				
CON	STP									407			
CON	183									77			
CON	LOC									25			

Pennsylvania - Highway Program (Status: TIP)

Montgomery												
	5,918	652	22,300	2,500	4,375	2,500	2,500	5,625	509	0	0	0
Total FY2023-2026	31,370				Total FY2027-2030	15,000			Total FY2031-2034	509		

MPMS# 110761

Gilbertsvle Rd over Branch of Ministers Creek

New

LIMITS:

Est Let Date: 10/10/2024

IMPROVEMENT

Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

Douglass Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

Plans/S. Hasan

CMP:

Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Gilbertsville Road over Ministers 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185				75								
FD	185							125					
ROW	185								75				
UTL	185									50			
CON	185										650		
		0	0	0	75	0	0	125	75	50	650	0	0
Total FY2023-2026		75				Total FY2027-2030		200		Total FY2031-2034		700	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**LIMITS:**

Est Let Date: 9/26/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Frederick Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	169											
ROW	185		116										
UTL	185				25								
CON	STU				1,919								
CON	185				480								
		169	116	0	2,424	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,709		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 110779 *Parkside Cynwyd Trail Extension (L)*

**LIMITS:** Lower Merion Township

Est Let Date: 7/27/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:**

This project will extend the Cynwyd Heritage Trail nearly 1/2 mile from Cynwyd Station to City Ave. along the SEPTA ROW. Extension will ultimately continue into Philadelphia and would connect with the network of existing paths in Fairmount Park and to Parkside Ave.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU	1,191											
CON	TAU		157										
		1,191	157	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,348		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 110971 Main Street Safety Improvements

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

Est Let Date: 4/23/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: West Norriton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8E, 9B

The project will implement a 4-lane partial "road diet" configuration along Main Street (SR 3009) between Egypt Road (SR 4002) and Forest Avenue/West Airy Street. The existing four-lane undivided roadway will maintain two (2) through lanes in the westbound direction, one (1) lane eastbound, and a shared left-turn lane throughout the project limits with dedicated turn lanes at the signalized intersections. In addition to the improvements along Main Street, the intersection of Main Street & Egypt Road/Jefferson Avenue/Orchard Lane will be reconstructed as a 5-leg "hybrid roundabout". The "hybrid roundabout" will include a 2-lane exit for Main Street and a single lane exit for Egypt Road. Temporary and permanent right-of-way acquisitions will be required in the area of the "hybrid roundabout". The existing traffic signals at Schuylkill Avenue, Whitehall Road, and Forrest Avenue/West Airy Street will be modified, as necessary. The ADA and pedestrian facilities along the corridor will be evaluated and updated, as necessary, to meet current ADA standards.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CRPU	750											
ROW	sHSIP			68									
UTL	sHSIP			34									
CON	sHSIP			4,774									
		750	0	4,876	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,626		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 111005 Conshohocken Garage (I-76 ICM)

LIMITS: Conshohocken Train Station

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:132

MUNICIPALITIES: Conshohocken Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 11

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2B, 3C

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	8,000											
		8,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 111129 Cannon Ave. Grade Xing

LIMITS: Cannon Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12B, 14D

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	RRX	50											
CON	TOLL												
CON	RRX		300										
CON	TOLL												
		50	300	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		350			Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 111492 Limekiln Pike Multimodal Safety Initiatives

LIMITS: Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary

Actl Let Date: 1/12/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 14C

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

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

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	TAP													
CON	TAU	307												
		307	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026				307				Total FY2027-2030				0
										Total FY2031-2034				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 111494** *Kriebel Road Trail*

**LIMITS:** Trumbauer Rd to Valley View Way

Actl Let Date: 8/12/2021

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Towamencin Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 2A

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU	131											
		131	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		131		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** PA 29 in Schwenksville

Est Let Date: 10/13/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Schwenksville Borough

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP			401									
CON	TAP				281								
		0	0	401	281	0	0	0	0	0	0	0	0
		Total FY2023-2026		682		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 112232 I-76 Slope Repair Westbound

#### LIMITS:

IMPROVEMENT Roadway Rehabilitation

NHPP:

Actl Let Date: 5/12/2022

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	581	216												
CON	581		250											
CON	581			50										
		216	250	50	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			516	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 112472 Pleasantview & Park Road Bridges

New-B

LIMITS: Lower Pottsgrove Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Pottsgrove Township; Montgomery Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

Pleasantview & Park Road Bridges  
Lower Pottsgrove Township. Montgomery County  
Bridge Replacement

04/01/2019--NHPP funding for construction has been deemed eligible by FHWA(Clint Beck) as this is a breakout project from MPMS# 16738 SR 422 Sec M1B

This project is advance replacement of two (2) overhead bridges carrying Pleasantview Road and Park Road over SR 0422 within the limits of SR 0422, Section M1B (MPMS 16738) project. SR 0422, Section M1B includes reconstruction of approximately 1.7 miles of expressway including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek (35.0 Sufficiency Rating). 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. The expressway will be reconstructed on both existing and new alignments meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. Acceleration lane for westbound on-ramp from Sanatoga Interchange will be improved to meet the current design standards. 16'-6" vertical clearance will be provided under both overhead bridges once SR 0422 mainline is reconstructed.

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

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	STU		242										
CON	581		60										
		0	302	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		302		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114172     Dreshertown Rd CC Trl Ext (Competitive CMAQ)

LIMITS: Est Let Date: 3/14/2024

IMPROVEMENT Bicycle/Pedestrian Improvement NHPP:

MUNICIPALITIES: Upper Dublin Township FC: AQ Code:A2

PLAN CENTER: IPD:

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

Upper Dublin Township (UDT) and Municipal Authority (MA) committed to construction of the regional Cross County Trail along 2.5 miles through the Fort Washington Office Park. UDT and the MA have received 13 grants for over \$14.3 Million of the total \$22.8 Million estimated cost to install the trail from Pennsylvania Avenue to Susquehanna Road. Three projects are constructed and the remaining three will be constructed by 2021. UDT and MA are committed to extending this Circuit Trail to the municipal boundary at Welsh Road along Dreshertown Road. A Complete Streets approach is required to accommodate all transportation modes. The focus of this grant is Construction funding for the first phase of the overall program to extend the Cross County Trail 0.7 miles between Susquehanna Road and Beacon Hill/Bantry Drives, construct missing segments of sidewalk, widen Dreshertown Road north of Limekiln Pike to provide a common center left turn lane to Beacon Hill/Bantry Drives, upgrade traffics signals and replace a culvert to accommodate the trail and three lane roadway.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ		2,194										
CON	LOC		3,188										
		0	5,382	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				5,382		Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114492     422 Modeling & Corridor Analysis

LIMITS: 422 Corridor in Montgomery County

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: EE/M. Holva

NHPP:

FC:

No Let Date

IPD:

CMP:

As per PennDOT's suggestion and request, a PennDOT procured consultant is needed to assist with tasks which are outside of the scope of work and beyond the limits of DVRPC's resources. This entails conducting a thorough and comprehensive examination of the US 422 corridor. Work may include the impacts of additional impervious surfaces, stormwater management, socioeconomic impacts, and detailed cost estimates.

A consultant would assist with the detailed Vissim analysis and modeling efforts. DVRPC could oversee work that involves defining where Flex Lanes would begin and end by direction. Tasks could also focus on looking at opportunities where Flex Lanes may reduce the need for implementing the full programmed widening between PA 363 Trooper Road and US 202.

A consultant would assist in sensitivity testing for the operational impacts of this improvement strategy. It is likely that the Flex Lanes would operate with the use of ITS technology. This may include how the Lanes are opened and closed, hours of operation, and inner/outer lane configurations testing. Other ITS technologies, such as ramp metering, speed harmonization, dynamic lane assignment, and queue warning systems may also be explored.

For the transit component, consultant tasks may include developing preliminary BRT routes, schedules, station location, vehicle operations, system right-of-way, and potential ridership forecasts.

A consultant would prepare a comprehensive final report detailing findings and recommendations for all aspects of their work. DVRPC's modeling work and deliverables would serve as an appendix to the larger report.

This approach would satisfy PennDot's request to look at the US 422 holistically and would set the foundation for implementation of the recommended improvements.

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
STUD	STP	165									
		165	0	0	0	0	0	0	0	0	0
Total FY2023-2026		165		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 114944 **Bethlehem Pike Safety Improvements**

**LIMITS:** Sunnybrook Road to paper Mill Road

Est Let Date: 6/22/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Springfield Township; Whitmarsh Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Ashwin Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14B, 15B

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	HSIP	75											
CON	HSIP	1,279											
CON	sHSIP	1,497											
		2,851	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,851		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Lancaster Ave and Remington Rd

Est Let Date: 1/15/2027

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Ashwin Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7B

The scope of this project entails safety countermeasures which include:

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	sHSIP			90									
ROW	sHSIP			100									
UTL	sHSIP			50									
CON	sHSIP			1,202									
		0	0	1,442	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,442		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 115428 *Sumneytown Pike Intersections Safety Improvements*

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

Est Let Date: 1/15/2027

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP:

**MUNICIPALITIES:** Salford Township

FC:

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

The proposed scope of this project include:

¿ Install Exclusive Left-Turn Lanes at:

- o Barndt Road (2 LTLs)
- o Ridge Road/Skipack Road (2 LTLs)

¿ Remove Skew Angle of Ridge Road at Sumneytown Pike

¿ Install intersection lighting at Barndt Road and Ridge Road

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CRPU	600											
FD	HSIP	197											
ROW	HSIP		144										
UTL	HSIP			719									
CON	HSIP			2,186									
		797	144	2,905	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,846		Total FY2027-2030		0		Total FY2031-2034		0	

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

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

Est Let Date: 1/15/2027

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP:

**MUNICIPALITIES:** Lower Merion Township

FC:

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5F

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CRPU	350											
PE	HSIP	50											
FD	HSIP	240											
ROW	HSIP		481										
UTL	HSIP			48									
CON	HSIP			2,457									
		640	481	2,505	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,626		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 115974 District 6 Modeling Assistance 2022-23

**LIMITS:** I-95 Reconstruction areas, other areas as needed across the District

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

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

**CMP:**

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 dedicate two-person years of DVRPC modeling staff time to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania and on other District 6 projects as required. The staff members will report to the Manager, Office of Travel Trends and Forecasts, and work with other 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.

#### Tasks

1. Coordinate with PennDOT and their consultants; attend meetings and make presentations as needed.
2. Focus and calibrate regional travel demand model on the I-95 corridor, and other facilities as needed.
3. Conduct computerized traffic assignments to determine horizon year traffic volumes under No-Build and Build scenarios.
4. Prepare average weekday daily traffic (AWDT) traffic volumes for I-95 mainline, ramps, and selected facilities impacted by the I-95 scenarios throughout Sectors A, B, C, and D.
5. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements for the No-Build and Build scenarios, as needed.
6. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
7. Prepare forecasts to evaluate the impact of new or improved transit connections on highway patterns, volumes, and interchange operations, as needed.
8. Prepare forecasts to evaluate the impacts of new land uses and/or redevelopment on travel patterns, volumes, and interchange operations, as needed.
9. Prepare maps and tables for transmittal of the data and travel forecasts to PennDOT and their consultants.
10. Prepare technical memorandums documenting the results of the travel forecasting; incorporate any comments from PennDOT and their consultants.
11. Continue supporting PennDOT's consultants for US 422 and the Market Street Bridge Closure modeling efforts.
12. Provide daily traffic forecasts the six proposed movements at the I-95 and PA Turnpike interchange.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	368											
PRA	581	92											
PRA	NHPP		368										
PRA	581		92										
		460	460	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		920		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 117850** *Bethlehem Pike/Skipack Pike/Camp Hill Road Safety Improvements*

**LIMITS:** Bethlehem Pike/Skipack Pike/Camp Hill Road

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Whitmarsh Township

**FC:**

AQ Code:M6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Joe Burns

**CMP:**

This project will modernize the existing signal equipment at the intersection of Bethlehem Pike (SR 2018), Skipack Pike (SR 0073) and Camp Hill Road (SR 2028) to improve the safety of the intersection

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	244	454												
		454	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026				454				Total FY2027-2030				0
										Total FY2031-2034				0

**MPMS# 117853** *Township Line Road - Main Street and Tenth Street - Private Drive*

**LIMITS:** ownship Line Rd-Main St and Tenth St-Private Driveway

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Limerick Township

**FC:**

AQ Code:M6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Joe Burns

**CMP:**

This project will construct new pedestrian signals and pushbuttons to provide positive guidance to all pedestrians for crossing this signalized intersection.

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	244	37															
CON	LOC	9															
		46	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				46				Total FY2027-2030				0	Total FY2031-2034		0

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 117857 York Road and Summit Avenue Pedestrian Crossing Improvements

LIMITS: York Road and Summit Avenue

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Hatboro Borough

PLAN CENTER:

PROJECT MANAGER: Joe Burns

NHPP:

FC:

No Let Date

AQ Code:S6

IPD:

CMP:

This project will construct the following safety features: a curb bump out, advanced warning signage, piano key cross walk, and an overhead/post mounts RRFB system for pedestrians.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	244	84											
CON	LOC	7											
		91	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			91	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 117931 Regional TOP Competitive Administration 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project supports ongoing administration, strategic planning, and priority-setting work for the regional competitive Travel Options Program (TOP), which funds implementation of TDM projects in Southeastern PA.

In FY2021, DVRPC convened a new Regional TDM Advisory Committee with relevant partner agencies, which developed and help staff reach consensus on goals, objectives, and an initial Vision Statement for this new regional approach to prioritizing TDM strategies in the DVRPC region, and incorporating new efforts. This Committee also helped develop and prioritize strategies to guide the selected pilot projects for testing, and helped determine ways to measure performance and impact. This planning and administration work also includes ongoing peer/best practice assessment for successful historic and current TDM plans and programs, here and in other regions, and evaluation of current plans and data that can be used to inform new priorities.

This project can include development and oversight of competitive expression of interest (EOI) and project application process(es), and establishing tracking procedures for measuring the impact of the program's projects and tasks. It may include outreach on release of the EOI and subsequent updates on selected projects. DVRPC also manages the contracts and invoicing activities with each of the selected grantees under this program.

A performance-based and outcome-driven approach to developing, evaluating, selecting, and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and determine new longer-term initiatives that can serve as a foundation for the regional TDM portfolio in future years. Completion of this work may require the purchase of equipment or services.

#### Tasks

1. Convene regular meetings and/or workshops of the Regional TDM Advisory Committee, comprised of DVRPC member governments, State DOTs, transit agencies, partner MPOs and others, as appropriate, to continue providing input to and support for the Regional TDM Program.
2. Manage administrative functions associated with grants and reporting, as well as contract management and accounting activities.
3. Based on the outcomes of funded projects, including pilot programs, and relevant TDM practice nationally, further develop and prioritize strategies and pilot programs for testing in the DVRPC region, as well as ways to measure performance. Document historic and ongoing TDM activities, in our region and nationally, as applicable, and consider relevant, available plans and data that can be used to inform new regional priorities for action.
4. In collaboration with multiple departments across DVRPC, continue to monitor and report on COVID-related travel and behavior changes and their implications for TDM strategies, as relevant.
5. Review and revise, if necessary, the Regional TDM Plan (vision, goals, outcomes, and strategies) for our approach to TDM in the DVRPC region. Maintain a living strategic plan of priority TDM projects that builds on current activities and success, and also cultivates new strategies for trial, evaluation, and growth.
6. Based on the outcome of initial pilot projects, continue to develop proposed 'early action' projects for advisory committee consideration, with programs added to PA and NJ TIPs as appropriate.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PRA	CAQ	50											
PRA	CAQ		50										
		50	50	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		100		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 117950** *Upper Hanover Traffic Signal Modernization*

**LIMITS:** John Fries Highway (SR 0663) and Geryville Pike

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Upper Hanover Township

**FC:**

AQ Code:M6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Joe Burns

**CMP:**

This project will utilize standard traffic signal equipment and will be implemented with standard procedures.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	244	495											
		495	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		495				Total FY2027-2030				0			
Total FY2031-2034										0			

**MPMS# 117963** *Old Allentown Road over Branch Towamencin Creek*

**New**

**LIMITS:**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Gwynedd Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Old Allentown Road over Branch Towamencin 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP	250											
PE	TOLL												
CON	STP							800					
CON	TOLL												
		250	0	0	0	0	0	800	0	0	0	0	0
Total FY2023-2026		250				Total FY2027-2030				800			
Total FY2031-2034										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 118005 *Black Rock Road over Tributary of Schuylkill River*

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Black Rock Road over Tributary of Schuylkill River.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	250											
CON	STU		1,000										
		250	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,250		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 118031 *PA 29 & PA 113*

New

#### LIMITS:

Est Let Date: 9/17/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Perkiomen Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 11A

This project will provide left turn lanes at all four approaches, a right turn lane on the southbound approach of SR 113, update signals and ADA ramps, and provide crosswalks

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	636											
PE	STP	413											
FD	581					900							
ROW	581					300							
UTL	581					200							
CON	STU						590						
CON	STU							1,900					
CON	581							262					
CON	STU								248				
		1,049	0	0	0	1,400	590	2,162	248	0	0	0	0
		Total FY2023-2026		1,049		Total FY2027-2030		4,400		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 118032** *Dekalb Street Two-Way Reconstruction*

**New**

**LIMITS:** Lafayette Street to Johnson Highway

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Norristown Borough

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Linda Guarini

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8E

The project will fund full-depth reconstruction of the final remaining segment of US 202 in Montgomery County, along with restriping and traffic signal installation to permit two-way traffic along DeKalb Street in the Municipality of Norristown.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU		500										
FD	581								1,500				
ROW	581									250			
UTL	581									500			
CON	STU											6,000	
		0	500	0	0	0	0	0	1,500	750	0	6,000	0
Total FY2023-2026					500	Total FY2027-2030			1,500	Total FY2031-2034			6,750

**MPMS# 118033** *PA 309 Connector HT4*

**New**

**LIMITS:** PA 63 Sumneytown Pike/Mainland Rd/Old Forty Foot Rd

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Towamencin Township

**FC:**

AQ Code:R3

**PLAN CENTER:**

IPD:

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 2A, 12B

Improvements will take place at PA 63 Sumneytown Pike/Mainland Rd./Old Forty Foot Rd. to improve traffic flow through the eastern edge of the previously completed Section HAT (16438). The scope includes reconfiguring access from Mainland Rd. onto PA 63 and increasing left turn lane capacity along PA 63 onto the PA Turnpike Northeast Extension (I-476) southbound slip ramp at Forty Foot Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	200											
FD	STU		400										
ROW	581								300				
UTL	581								100				
CON	581								3,600				
		200	400	0	0	0	0	0	4,000	0	0	0	0
Total FY2023-2026					600	Total FY2027-2030			4,000	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 118187 Central Avenue Grade Crossing

New

LIMITS: Central Avenue in Souderton Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Souderton Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Central Avenue, in Souderton Borough, Mountgomery County.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	RRX								325					
CON	TOLL													
		0	0	0	0	0	0	0	325	0	0	0	0	
		Total FY2023-2026				0	Total FY2027-2030			325	Total FY2031-2034			0

MPMS# 118237 Markley and Elm Street over Stony Creek

No Let Date

LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/J. Brown

CMP:

This project is a breakout of the US 202 Section 510 project (MPMS #80021) currently in construction and scheduled for completion in Fall 2023. The project will rehabilitate the existing stone arch bridge that is currently in poor condition. The repairs to the bridge include stone masonry repairs, repointing of mortar joints, scour protection, replacing stone barriers with concrete moment slab barriers with stone facing, and removal of soil cover and backfilling with lightweight concrete fill. The proposed improvements also include full-depth pavement reconstruction of the Markley Street approaches and side road adjustments on Elm Street, curb, sidewalk, Americans with Disabilities Act (ADA) curb ramps, signing and pavement markings, utility relocations and a new traffic signal. Work will be performed under a full detour (southbound Markley Street car detour - 0.6 miles; southbound Markley Street truck detour - 2.0 miles; northbound Markley Street detour - 3.3 miles; Elm Street detour - 0.9 miles).

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	581		5,720										
CON	185		1,800										
CON	581			1,024									
		0	7,520	1,024	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			8,544	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 118350 *Center Street Pedestrian Improvements*

LIMITS: Center Street: Walnut to Washington Avenue

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: North Wales Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

This project will create a new sidewalk and ADA ramps.

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	TAP	770															
		0	770	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				770				Total FY2027-2030				0			
										Total FY2031-2034				0			

MPMS# 118354 *My School in Motion GVF*

LIMITS: Montgomery County

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP:

This projects focuses on traffic safety education K-8

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	TAP	230											
		230	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			230	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 118356 *Liberty Bell Trail*

LIMITS: Orvilla road

Est Let Date: 9/26/2024

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Hatfield Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP:

This project will construct a multi-use trail.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP		550										
CON	TAP			360									
		0	550	360	0	0	0	0	0	0	0	0	0
Total FY2023-2026				910		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 118387 *PA 29: Yerkes - Hopwood Road*

LIMITS:

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/M. Weiss

CMP:

The project will widen PA 29/Collegeville Rd from 2-lane to 4-lane roadway; will add turn lanes and signalization/crosswalk at the Hopwood Rd intersection, and will build a multiuse trail extension from the intersection to Perkiomen Trail.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411		2,933										
		0	2,933	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				2,933		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 118389 PA Turnpike Willow Grove Interchange

**LIMITS:**

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Upper Moreland Township

PLAN CENTER:

PROJECT MANAGER: AECOM/E. Reagle

CMP:

NHPP:

FC:

No Let Date

AQ Code:2035M

IPD:

The project will widen the southbound PA 611 ramp to the PA Turnpike from one lane to two lanes

This project will be a local let, not through ECMS.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411		1,350										
		0	1,350	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,350		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 118393 East Norriton Bridge Repairs

LIMITS: Hannah Ave, Woodland Ave, Norris City Ave

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Norriton Township

PLAN CENTER:

PROJECT MANAGER: AECOM/K. Caparra

CMP:

NHPP:

FC:

No Let Date

AQ Code:S19

IPD:

This project will repair a bridge within the geographic limits of Hannah Ave, Woodland Ave and Norris City Ave in East Norriton Township, Montgomery County.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411		93										
CON	LOC		28										
		0	121	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				121		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 118394 **Brownlie Road Culvert Replacement**

**LIMITS:** Brownlie Road over Abrams Run

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Merion Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:**

This project will replace a culvert within the geographic limits of Brownlie Road over Abrams Run in Upper Merion Township, Montgomery County.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411		780										
CON	LOC		238										
		0	1,018	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,018		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 118395 **West Monument Avenue Bridge**

**LIMITS:** W. Monument Ave over Pennypack Creek

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Hatboro Borough

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:**

This project will replace a bridge over the Pennypack Creek on West Monument Avenue in Hatboro, Montgomery County.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411	499											
CON	LOC	382											
		881	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				881		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 119481 *Cross County Trail Extension*

New

#### LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Plymouth Township; Whitmarsh Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Jonathan Korus

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15B

Federal earmark funds were awarded to this project under the Consolidated Appropriations Act of 2023 in the amount of \$2,500,000. The project will extend the Cross County Trail from its current terminus at the Germantown Pike/Chemical Road intersection in Plymouth Township east to Joshua Road in Whitmarsh Township. It will include a new pedestrian-only bridge over Germantown Pike and a 1.9-mile trail segment. To the maximum extent feasible, the trail will be designed and constructed to meet multi-use Circuit Trail standards, including an off-road alignment and a paved width of 10-12'. The Cross County Trail is part of The Circuit Trails network and this segment will serve as an important local and regional transportation resource.

The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	SXF		800										
PE	LOC		200										
PE	SXF			850									
PE	LOC			213									
FD	SXF				850								
FD	LOC				213								
		0	1,000	1,063	1,063	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,126		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 119908 *PART Bus Stop Amenities*

#### LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PART Bus Stop Amenities & Walkshed Improvements. These funds will be flexed to PART and will help them to implement recommendations identified in Enhancing PART Bus Stops in the Pottstown Area plan( Feb. 2023).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CRPU	850											
		850	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		850		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 120207 Old Welsh Road and Edge Hill Road Signal Modernization

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Abington Township

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at Old Welsh Road (Route 63/SR 2029) & Edge Hill Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	340											
		0	340	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		340				Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 120208 Ashbourne Road and New Second Street Traffic Signal Modernization

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at Ashbourne Road (SR 2025) & New Second Street (SR 2060).

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	305											
		0	305	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		305				Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 120209 Cowpath Road and Snyder Square Traffic Signal Modernization

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Hatfield Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at Cowpath Road (Route 463) & Snyder Square.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	255											
		0	255	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		255				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 120210 *Route 611/263 Detection Upgrades*

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Upper Moreland Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment along the York Road (Route 611/Route 263) and Easton Road (Route 611) corridors.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	513											
		0	513	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		513				Total FY2027-2030				Total FY2031-2034			
		513				0				0			

MPMS# 120211 *Main Street/Sumneytown Pike (SR 0063) Adaptive Traffic Signal Upgrades*

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Lower Salford Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment along the Main Street/Sumneytown Pike (Route 63) corridor.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	359											
		0	359	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		359				Total FY2027-2030				Total FY2031-2034			
		359				0				0			

MPMS# 120213 *Bethlehem Pike and English Village/Gwynedd Crossing Traffic Signal Modernization*

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Montgomery Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at Bethlehem Pike (Route 309) & English Village Drive/Gwynedd Crossing Drive.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073	528											
		0	528	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		528				Total FY2027-2030				Total FY2031-2034			
		528				0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 120214 Jolly Road and Wentz Road Traffic Signal Upgrades

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at Jolly Road & Wentz Road.

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	073	128															
		0	128	0	0	0	0	0	0	0	0	0	0				
Total FY2023-2026		128				Total FY2027-2030				0				Total FY2031-2034		0	

MPMS# 120215 Walnut Street (SR 2021) and Runnymede Avenue Traffic Signal Upgrades

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Jenkintown Borough

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at Walnut Street (SR 2021) & Runnymede Avenue.

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	073	51															
		0	51	0	0	0	0	0	0	0	0	0	0				
Total FY2023-2026		51				Total FY2027-2030				0				Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17215

70th, 71st, 72nd Streets over Amtrak

New

LIMITS: over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: RKK/C. Carmichael

CMP: Not SOV Capacity Adding

Rehabilitation of 70th, 71st and 72nd Street Bridges over rail facilities and upgrades of adjacent intersections.

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

The 71st and 72nd St. bridges were previously determined eligible for listing on the National Register of Historic Places.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	2,000											
PE	183		1,000										
PE	183			1,500									
FD	183					6,000							
UTL	183							10,000					
CON	BRIP									2,445			
CON	BRIP										6,938		
CON	BRIP											22,617	
		2,000	1,000	1,500	0	0	6,000	0	10,000	2,445	6,938	22,617	0
Total FY2023-2026		4,500				Total FY2027-2030		16,000		Total FY2031-2034		32,000	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17511 City Ave o/ SEPTA (Bridge)

LIMITS: over SEPTA Cynwyd Line

Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City; Lower Merion Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

This project involve rehabilitating or replacing the state bridge over the SEPTA rail line on City Avenue (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Poor condition bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP	400											
FD	185	100											
ROW	NHPP	360											
ROW	185	90											
CON	STU	3,873											
CON	185	968											
CON	STU		3,873										
CON	185		968										
		5,791	4,841	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		10,632		Total FY2027-2030		0		Total FY2031-2034		0			

MPMS# 17678 Spring Garden over Amtrak

New

LIMITS: over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project will rehabilitate or replace the Spring Garden Street Bridges over rail facilities, north of 30th St. Station..

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	1,000											
PE	183		1,000										
PE	183			1,500									
FD	183						5,250						
UTL	BRIP							9,500					
CON	BRIP							18,913					
CON	BRIP									9,361			
CON	183									1,426			
		1,000	1,000	1,500	0	0	0	5,250	28,413	10,787	0	0	0
Total FY2023-2026		3,500		Total FY2027-2030		33,663		Total FY2031-2034		10,787			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Woodland Avenue to Bartram Avenue

Actl Let Date: 11/3/2022

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:** 14

AQ Code:2025M

**PLAN CENTER:** Metropolitan Subcenter

IPD: 24

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4C, 6A, 6B

Upgrade and interconnect the signal controls at six intersections including incidental stormwater improvements, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes).

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	CAQ	817											
CON	TOLL												
		817	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		817		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 17782** *I-95 & Aramingo Ave., Adams Ave. Connector SR:1007*

**LIMITS:** Betsy Ross Bridge to Torresdale Ave.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:68

**MUNICIPALITIES:** Near Northeast Philadelphia

**FC:** 16

AQ Code:2020M

**PLAN CENTER:**

IPD: 6

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

CMP Subcorridor(s): 4B

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STU	60											
UTL	TOLL												
		0	60	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		60		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 57276 *Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301*

LIMITS: Over Amtrak at 30th Street

Actl Let Date: 7/29/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project is the complete reconstruction of a five span, concrete encased steel thru girder bridge over Amtrak's Northeast Corridor along with historically sensitive approach paving restoration, utility, and railroad electrification work. The new bridge will be a single span steel girder bridge founded atop new reinforced concrete abutments.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	BOF	500											
UTL	BOF		1,000										
CON	BOF*	3,000											
CON	BOF	600											
CON	183	113											
CON	LOC	37											
		4,250	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,250		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 57902 *City Wide 3R Betterments Line Item*

LIMITS: City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

See MPMS#108092 for CW107 package

See MPMS#108097 for CW109 package

See MPMS #108098 (CW ADA 2)

See MPMS #112500 (CW110)

See MPMS #112525 (CW111)

See MPMS #112527 (CW ADA 3)

See MPMS #116807 (CW ADA 4)

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		0		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 64844 30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines SR:8012

LIMITS: Over Amtrak's Northeast Corridor Rail Lines, 30th

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: West Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

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

CMP Subcorridor(s): 3A

This project involves the rehabilitation of complex structures around 30th Street Station and over Amtrak's Northeast Corridor rail lines in the City of Philadelphia. There are six structures within the project limits. The work area includes Market Street and Little Market Street (S.R. 3010 and S.R. 3026), Arch Street (S.R. 3030), and Chestnut (S.R. 0003) between 30th Street and Schuylkill Avenue West. It also includes 30th St. Street (S.R. 3026) between Arch Street and Market Street. The roadways around the station are built on a structure to accommodate the railroad tracks (AMTRAK, SEPTA) and highway (I-76, Schuylkill Expressway) that pass underneath. Also, no changes to the horizontal or vertical geometry or clearances are anticipated. This affected section of Market Street is on the NHS.

The purpose of the project is to maintain and enhance safe and efficient transit to serve the existing and future transportation needs associated with the highly urban center of Philadelphia, PA. Areas of structural deterioration include deck joints, structural members with corrosion and fatigue cracks, and road deck calcification. Painting of existing structural steel is included. Extensive coordination with Amtrak is required for the substructure repairs between the tracks. The roadway surface and drainage capabilities will be improved on Market, Little Market and Chestnut Streets. On Arch Street and 30th Streets, surface improvements have previously been completed under a separate project and this project will only address rehabilitation of the substructures for these structures.

Traffic will be maintained during construction using staged construction methods. The deck configuration for the Market, Little Market and Chestnut Street structures entails a sub-deck as part of the encasement of the steel substructure. Membrane waterproofing and a concrete protective layer are on top of the sub-deck. Above the concrete protective layer is varying height fill, a level of concrete and a bituminous overlay. The project only entails milling and overlaying the bituminous in the roadway with full depth replacement at the joints and sidewalks.

The project is located in a rolling urban setting with a variety of industrial, commercial, and transportation land uses immediately adjacent to the project area. The area has a high level of pedestrian traffic to and from 30th Street Station and public bus stops. For Market and Little Market Streets, pedestrian enhancements will be incorporated as part of the City of Philadelphia's planned "Station Square" concept between 30th Street Station and the IRS Building (formerly housing the Post Office).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034			
		0				0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

LIMITS: Over Schuylkill River and CSX Railroad

Est Let Date: 8/22/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:245

MUNICIPALITIES: West Philadelphia; Center City Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 7A, 10A

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River, the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 and is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The bridge is poor condition due to severe rust in in the substructure and spalling in the superstructure.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register. This bridge will be replaced with a 1 span bridge with wider sidewalks.

The 3 span bridge over I-76 at the Schuylkill Avenue West intersection was built in 1932 and significantly modified in the late 1950s when I-76 was constructed. The bridge has significantly deteriorated and will be replaced.

Pedestrian and bicycle improvements are being coordinated with the City of Philadelphia throughout the project.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BRIP		4,000										
FD	185		1,000										
ROW	185	1,600											
UTL	185	2,486											
UTL	185		2,300										
UTL	185			1,500									
CON	BRIP		6,000										
CON	NHPP		5,641										
CON	185		2,910										
CON	BRIP			34,385									
CON	NHPP			9,647									
CON	185			10,331									
CON	581			677									
CON	BRIP				7,175								
CON	185				1,793								
CON	BRIP					16,372							
CON	NHPP					9,304							
CON	185					6,419							
CON	BRIP						20,683						
CON	185						5,170						
CON	BRIP							6,817					
CON	185							1,704					
CON	BRIP								4,000				
CON	NHPP								15,978				
CON	185								3,994				
CON	185								1,000				

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

	4,086	21,851	56,540	8,968	32,095	25,853	8,521	0	24,972	0	0	0
Total FY2023-2026			91,445		Total FY2027-2030		66,469		Total FY2031-2034		24,972	

MPMS# 69909 Willits Road Bridge Over Wooden Bridge Run SR:1011

LIMITS: Over Wooden Bridge Run

Est Let Date: 2/13/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay. The project could also include upgrades to the guiderail approaches.

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	185	318											
ROW	185		109										
UTL	185					119							
CON	TOLL												
CON	BRIP					7,403							
		318	109	0	0	7,522	0	0	0	0	0	0	0
		Total FY2023-2026		427		Total FY2027-2030		7,522		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS: Delaware Avenue to Oregon Avenue

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: PWB/V. Fleysch

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 1/15/2026

MRPID:266

AQ Code:S10

IPD: 22

CMP Subcorridor(s): 4B

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, new drainage and stormwater improvements (including GSI where appropriate), street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	1,613											
FD	LOC	403											
ROW	STU*	2,046											
ROW	STU*	5,000											
CON	STU			3,918									
CON	LOC			979									
CON	STU				4,264								
CON	LOC				1,066								
CON	STU					3,694							
CON	LOC					923							
CON	STU						371						
CON	LOC						93						
CON	STU								371				
CON	LOC								93				
CON	STP									468			
CON	STU									371			
CON	LOC									210			
CON	STP										468		
CON	LOC										117		
CON	STP											468	
CON	LOC											117	
CON	STP												468
CON	LOC												117
		9,062	0	4,897	5,330	4,617	464	0	464	1,049	585	585	585
		Total FY2023-2026		19,289		Total FY2027-2030		5,545		Total FY2031-2034		2,804	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 72597

Benjamin Franklin Bridge Safety Improvements

LIMITS: Benjamin Franklin Bridge

Est Let Date: 8/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 15A

This project will resurface and rehabilitate the pavement on the bridge and all approach roadways. The project will also reconstruct and rehabilitate the bridge expansion joints on the suspension spans and approach spans. The project will also replace existing overhead guide signs on the bridge for eastbound traffic, and repair deteriorated concrete on the ceiling and walls of the 5th Street Pedestrian Tunnel.

The Benjamin Franklin Bridge (BFB) is a long span suspension bridge across the Delaware River that connects Philadelphia, Pennsylvania and Camden, New Jersey. The overall length of the structure from end to end is approximately 8,240 feet, and the roadway width is 77'-10". The bridge roadway carries seven lanes and the total average daily traffic is approximately 100,000 vehicles per day. The bridge was last resurfaced in 2004.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	896											
CON	STP									5,958			
		0	896	0	0	0	0	0	0	0	0	0	5,958
		Total FY2023-2026			896	Total FY2027-2030			0	Total FY2031-2034			5,958

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 78757** **JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)**

**LIMITS:** Between Market Street and 30th Street at 32nd Street over SEPTA double track

Est Let Date: 1/16/2025

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S19

**PLAN CENTER:** Metropolitan Center

IPD: 15

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

**CMP:** Not SOV Capacity Adding

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

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

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

This is a breakout from MPMS #69828.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185				100								
UTL	185					250							
UTL	185						250						
UTL	185								100				
UTL	185									1,175			
UTL	185										1,175		
UTL	185											1,175	
UTL	185												1,175
CON	STU			2,000									
CON	185			500									
CON	STU				7,904								
CON	185				1,976								
		0	0	2,500	9,980	250	250	0	100	1,175	1,175	1,175	1,175
		Total FY2023-2026		12,480		Total FY2027-2030		600		Total FY2031-2034		4,700	

## Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 79686 I-95, Columbia Avenue to Ann Street (GR1)

LIMITS: Columbia Ave. to Ann Street

Actl Let Date: 7/28/2011

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 21

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

CMP Subcorridor(s): 4B

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint. This project is a breakout of MPMS# 17821 (GIR).

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

This project is integral to the Delaware Valley Freight Corridors Initiative.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	NHPP	133											
CON	581	33											
		166	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		166		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79830

North Delaware Riverfront Greenway Project, Sec 1 (TAP)

LIMITS: City of Philadelphia

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Banks

NHPP:

FC:

CMP: Not SOV Capacity Adding

Actl Let Date: 5/12/2022

MRPID:97

AQ Code:A2

IPD: 21

CMP Subcorridor(s): 4A, 4B

The project is a 12' wide multi-use trail extending the completed K&T Trail Phase 1 (MPMS 61712) at Magee Avenue and continuing along the Delaware River to the Tacony Boat Launch at Princeton Avenue.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$1,000,000 out of the \$9.4 million awarded to the region.

PA ID: PA242, PA251, PA262, PA615.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	500											
CON	TAP		500										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 79832**      **North Delaware Riverfront Greenway project, Sec 3**

**LIMITS:** Milnor/Disston Sts. to Pennpack Cr

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

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

**CMP:** Not SOV Capacity Adding

**NHPP:**

**FC:**

Est Let Date: 10/10/2024

MRPID:97

AQ Code:A2

IPD: 21

CMP Subcorridor(s): 4B

The City of Philadelphia Parks and Recreation and Riverfront North Partnership (formerly known as Delaware River City Corporation (DRCC)) are working together to complete the multi-use trail network known as the North Delaware River East Coast Greenway. The bike/pedestrian trail covers the North Delaware riverfront consists of four sections. The Tacony Holmesburg Trail, Section 3, is approximately two miles long and begins at Princeton Avenue and runs north along the river's edge into the existing Pennpack Park trail.

#### BREAK INTO 4 SEPARATE PROJECTS

MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2

MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony

MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail

-PA ID #242 - \$471,425 remains of the original \$546,425 from 2003 Appropriations Bill.

-PA ID #262 - \$183,994 remains of the original \$750,000 from 2004 Appropriations Bill.

-PA ID# 464 - \$0 remains of the original \$8,000,000 from SAFETEA DEMO #2649.

-PA ID# 615 - \$1,907,557 remains of the original \$3,000,000 from SAFETEA DEMO #4805.

-PA ID# 671 - \$6 remains of the original \$500,000 from SAFETEA DEMO #363.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU		2,102										
CON	SXF		1,863										
CON	LOC		991										
		0	4,956	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,956		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 18

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This 4.0 mile corridor consists of Henry Avenue from Lincoln Drive (near the Wissahickon Creek) to Port Royal Avenue through Philadelphia's Roxborough neighborhood. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #102134.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	TOLL												
UTL	HSIP*	350											
CON	TOLL												
CON	HSIP	700											
CON	TOLL												
CON	HSIP		385										
		1,050	385	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,435		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Between Torresdale Avenue and Castor Avenue

Est Let Date: 1/25/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:** 16

AQ Code:S19

**PLAN CENTER:**

IPD: 28

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

Bridge rehabilitation or replacement of state bridge over Frankford Creek on Frankford Avenue between Torresdale Avenue and Castor Avenue in Philadelphia. Poor condition bridge breakout project from MPMS #88706.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	1,073											
FD	185		178										
ROW	185		139										
UTL	185		250										
UTL	185			250									
UTL	185				1,196								
CON	TOLL												
CON	BRIP	3,896											
CON	BRIP		3,000										
CON	TOLL												
		4,969	3,567	250	1,196	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,982		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Over Wayne Junction

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

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

**CMP:** Not SOV Capacity Adding

Actl Let Date: 10/18/2018

**NHPP:** Y

MRPID:102

**FC:** 12

AQ Code:S19

IPD: 21

CMP Subcorridor(s): 14A

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard US 1 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. This project will also include the rehabilitation of the Fox Street Bridge over US 1.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	NHPP*	690											
CON	NHPP*	2,500											
CON	NHPP		10,000										
CON	581		3,125										
CON	NHPP			5,955									
CON	581			1,489									
		3,190	13,125	7,444	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		23,759		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Vicinity of Philadelphia District Schools

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

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

**CMP:** Not SOV Capacity Adding

Est Let Date: 5/25/2023

**NHPP:**

**FC:**

AQ Code:A2

IPD: 21

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

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	754											
CON	SRTSF					1,000							
		754	0	0	0	0	1,000	0	0	0	0	0	0
		Total FY2023-2026		754		Total FY2027-2030		1,000		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 87784**      **Aramingo/Harbison: Church Street to Amtrak (Section BS3)**

**LIMITS:** Aramingo Ave from Duncan S to Tacony St; Harbison Ave from Tacony St to the

Est Let Date: 1/28/2027

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:65

**MUNICIPALITIES:**

**FC:** 14

AQ Code:S10

**PLAN CENTER:**

IPD:

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811 ).

This phase of SR 95 Section BSR covers the reconstruction of Aramingo Avenue from Church Street to Tacony Street, and the reconstruction of Harbison Avenue from Tacony Street to Torresdale Avenue, including traffic signal modifications at the following intersections:

- Aramingo Avenue at Orthodox Street
- Aramingo Avenue at Margaret Street
- Aramingo/Harbison Avenues at Tacony Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Bridge Street
- Harbison Avenue at Torresdale Avenue

This project will construct a multi-use sidepath on the east side of Aramingo Avenue from Church Street to Orthodox Street and Margaret Street. The existing bicycle lanes and the sidewalk on the east side of Aramingo Avenue will be removed. Also, the area vacated by the removal of the southbound I-95 on-ramp in the BR4 project (MPMS #103559) will be converted to a community amenity. The existing veterans' memorial will be preserved. For an overall description of the SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

\$10M out of an estimated \$60M (2021 CON estimate of \$41M YOE'd to FY34) is programmed for construction in FY34. The construction balance that is not shown in FY34 is in the Long-Range Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	1,013											
ROW	581	113											
UTL	NHPP			5,373									
UTL	581			597									
CON	STU												10,000
CON	NHPP												
CON	185												

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

	1,126	0	5,970	0	0	0	0	0	0	0	0	10,000
Total FY2023-2026	7,096			Total FY2027-2030	0			Total FY2031-2034	10,000			

MPMS# 88085 Byberry Road Bridge Replacement

LIMITS: Byberry Road over CSX Rail Line

Est Let Date: 11/2/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU*	87											
UTL	STU*	699											
CON	BRIP	7,053											
CON	TOLL												
CON	TOLL												
CON	BRIP		1,610										
CON	TOLL												
CON	BRIP			1,483									
CON	TOLL												
CON	BRIP				2,766								
CON	BRIP					500							
CON	TOLL												
		7,839	1,610	1,483	2,766	500	0	0	0	0	0	0	0
Total FY2023-2026		13,698			Total FY2027-2030	500			Total FY2031-2034	0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 91490** *Expressway Service Patrol - Philadelphia*

**LIMITS:** I-76, I-95, and I-676 in Philadelphia

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD: 25

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

**CMP:** Not SOV Capacity Adding

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

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delays significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	2,712											
CON	NHPP		2,713										
		2,712	2,713	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,425		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 92147** *Broad St over Loading Dock (Bridge)*

**LIMITS:** North of Callohill Road to Noble Street on Broad Street

Actl Let Date: 5/7/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:**

**FC:** 14

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

SD bridge breakout project from MPMS #88706.

Broad Street o/ Reading RR

Bridge Replacement

City of Philadelphia

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STU*	350											
CON	STU	723											
CON	BRIP	202											
CON	TOLL												
CON	TOLL												
CON	STU		625										
		1,275	625	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,900		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 92554 Ridge Ave Over Amtrak (Bridge)

LIMITS: 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 6/18/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street; ) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	185	1,623											
ROW	185		842										
UTL	TOLL												
UTL	BRIP					8							
UTL	BRIP						1,426						
UTL	TOLL												
CON	BRIP					2,376							
CON	TOLL												
CON	TOLL												
CON	BRIP						6,348						
CON	TOLL												
CON	BRIP							1,426					
		1,623	842	0	0	2,384	7,774	1,426	0	0	0	0	0
		Total FY2023-2026		2,465		Total FY2027-2030		11,584		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

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

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has now advanced the retiming of over 30 corridors with local, state and federal funding, with at least 4 more currently pending.

The City will continue to conduct signal retiming along corridors throughout Philadelphia as funding allows, with the following sub corridors currently being advanced as part of this project:

Adams Ave - Tookany Creek Parkway to Whitaker – 4 intersections – Excluding Tabor Ave  
 Cecil B Moore Ave - 32nd to 8th. – 21 intersections – excluding Ridge Ave and Broad St  
 Cedar Ave - 52nd to Cobbs Creek. – 11 intersections – excluding 52nd St  
 Diamond St - 31st to 5th. – 21 intersections – excluding Ridge Ave and Broad St  
 Elmwood Ave - 73rd to 57th. – 14 intersections – excluding 70th St  
 Front St - Berks to York. – 6 intersections  
 Kingsessing Ave - 46th to 65th.- 16 intersections – excluding 58th St  
 Monument Ave - Ford to Target. – 3 intersections  
 Oxford Ave - Frankford to Sanger. – 9 intersections  
 Washington Ln - Morton to Limekiln. – 13 Intersections  
 Wayne Ave - Windrim to Walnut. – 13 intersections – excluding Cheltenham Ave  
 Girard Avenue – Lancaster Ave to 33rd St – 14 Intersections  
 Market Street – 63rd St to 39th St – 24 intersections  
 Packer Ave – 10th St to 7th St – 3 intersections  
 Pattison Ave – 11th St to Front St – 6 intersections  
 Darien Street – Hartranft St – 1 intersection  
 Broad Street – Oregon Ave to 11st St – 11 intersections  
 Front St – Oregon Ave to Pattison – 5 Intersections

Additional corridors may be added as funding allows and as new priorities are identified.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 98229 59th Street over AMTRAK (Bridge)

LIMITS: 59th Street over AMTRAK

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP:  
FC:

Est Let Date: 4/24/2025

MRPID:201

AQ Code:S19

IPD: 23

CMP Subcorridor(s): 7A

This project is a bridge replacement of 59th Street over AMTRAK in the City of Philadelphia.

The current structure was built in 1926, and consists of a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch superstructure atop reinforced concrete abutment and pier substructures. The anticipated work includes demolition and removal of the existing superstructure and portions of the existing reinforced concrete abutments & piers and construction of a new steel multi-girder bridge with reinforced concrete composite deck atop reinforced concrete abutments and piers; as well as roadway approach reconstruction and repaving, curb and sidewalk reconstruction, streetlighting improvements, ADA accessibility improvements, railroad electric traction (ET) system modification and utility relocations, and other related work.

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

This project is a component of the County Bridge Line Item (MPMS #95447).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	849											
FD	LOC	212											
UTL	183		1,614										
UTL	LOC		403										
UTL	183			1,328									
UTL	LOC			332									
UTL	183				3,238								
UTL	LOC				809								
CON	BOF			8,355									
CON	183			1,567									
CON	LOC			522									
CON	BOF				15,696								
CON	183				2,943								
CON	LOC				981								
CON	BOF					5,007							
CON	183					939							
CON	LOC					312							
CON	BOF						69						
CON	183						12						
CON	LOC						4						
CON	BOF									2,000			
CON	183									375			
CON	LOC									125			
		1,061	2,017	12,104	23,667	6,258	85	0	0	2,500	0	0	0
		Total FY2023-2026		38,849		Total FY2027-2030		6,343		Total FY2031-2034		2,500	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 98230 Tabor Road over Tacony Creek (Bridge)

LIMITS: Tabor Road over Tacony Creek

Est Let Date: 4/25/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 29

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.

The bridge carrying Tabor Road over Tacony Creek is a three span, non-composite, adjacent box beam bridge that was built in 1957. Anticipated work includes demolition and replacement of the superstructure; rehabilitation of the existing reinforced concrete abutments, wingwalls, and piers; full depth pavement reconstruction of the bridge approaches; replacement of the parapet, railing, curb and sidewalk; reconstruction of ADA curb ramps; coordinated relocation of utility facilities; and other miscellaneous construction. Construction will be staged, allowing the bridge to remain open for traffic and avoiding the need for a lengthy detour. Temporary pedestrian and multi-use trail detours may be required.

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

This project is a component of the County Bridge Line Item (MPMS #95447).

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	328											
FD	LOC	82											
UTL	183		80										
UTL	LOC		20										
UTL	183			396									
UTL	LOC			100									
CON	STU		3,482										
CON	183		652										
CON	LOC		217										
CON	STU			1,000									
CON	183			187									
CON	LOC			62									
CON	STU				5,964								
CON	183				1,118								
CON	LOC				372								
		410	4,451	1,745	7,454	0	0	0	0	0	0	0	0
		Total FY2023-2026		14,060		Total FY2027-2030				0		Total FY2031-2034	
													0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 102134 Henry Ave Corridor Safety Improvements, Phase 2

**LIMITS:** Henry Ave. from Abbotsford Avenue to Barnes Street

Actl Let Date: 9/30/2021

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP: Y

**MUNICIPALITIES:** Philadelphia City

FC:

AQ Code:S6

**PLAN CENTER:**

IPD: 20

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5G, 15A

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Barnes Street in Philadelphia's East Fallsand Wissahickon neighborhoods. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion, Geometric changes to a traffic island to reduce the turning radius for vehicles, Left turn lanes, A raised intersection, Bumpouts and medians, including sidewalk and ADA ramps, Roadway lighting, A shared-use bicycle and pedestrian path, High-friction surface treatments on horizontal curves, Pavement markings and signing, speed reduction pavement markings, Electronic speed feedback signs, Delineators and updated guide rail, Philadelphia Water Department drainage and water relocation, Interconnected and coordinated traffic signals, and Upgraded traffic signals including new mast arms, signal heads, pre-emption equipment, timing optimization with video and radar detection, and the addition of pedestrian countdown timers and accessible signals.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that are occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #80104. PE will be funded and completed under MPMS# 80104.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	STU	325												
CON	sSTP	325												
CON	TOLL													
CON	TOLL													
CON	STU		177											
		650	177	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		827		Total FY2027-2030				Total FY2031-2034				0
						0				0				

## Pennsylvania - Highway Program (Status: TIP)

## 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:

PROJECT MANAGER: AECOM/A. Kim

CMP: Not SOV Capacity Adding

NHPP:

FC:

Actl Let Date: 12/7/2017

MRPID:196

AQ Code:A2

IPD: 3

CMP Subcorridor(s): 10A

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 to the 2013 American Community Survey.

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

This project has been awarded \$3,265,000 in Federal TIGER grant funding which will be used for construction.

## TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	890											
CON	185		2,340										
CON	185			1,770									
CON	185				3,500								
CON	185					10,094							
		890	2,340	1,770	3,500	10,094	0	0	0	0	0	0	0
		Total FY2023-2026		8,500		Total FY2027-2030		10,094		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 103563** **I-95: Delaware Avenue Extension (BS5)**

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

Est Let Date: 1/30/2025

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:65

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 21

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

The BS5 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the 1.3 mile extension of North Delaware Avenue from Buckius Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. A roadway connection from the North Delaware Avenue Extension to the vicinity of the Richmond Street/Bridge Street intersection will be investigated. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek.

The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on ramp to I-95 northbound.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	2,658											
ROW	581	664											
ROW	NHPP		8,658										
ROW	581		2,164										
ROW	STU			2,658									
ROW	581			664									
UTL	TOLL												
UTL	NHPP			5,970									
CON	STU			5,290									
CON	NHPP			9,399									
CON	581			3,672									
CON	NHPP				3,000								
CON	581				750								
CON	NHPP					13,636							
CON	581					3,408							
CON	NHPP						5,000						
CON	581						1,250						
CON	NHPP							3,025					
CON	581							756					

## Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

CON	NHPP								24,506				
CON	581								6,126				
CON	NHPP									17,714			
CON	581									4,428			
CON	NHPP										10,000		
CON	581										2,500		
		3,322	10,822	27,653	3,750	17,044	6,250	3,781	30,632	22,142	12,500	0	0
		Total FY2023-2026		45,547		Total FY2027-2030		57,707		Total FY2031-2034		34,642	

MPMS# 105092      *Citywide Resurfacing 104*

**LIMITS:** City of Philadelphia

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

NHPP:

**MUNICIPALITIES:** Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

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

CMP:

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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>			
CON	STU															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 105290** *Ben Franklin Bridge Eastbound Operational Improvements*

**LIMITS:** Eastbound approach to the Ben Franklin Bridge; vicinity of 5th St & 6th St

Est Let Date: 10/9/2025

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:R3

**PLAN CENTER:** Metropolitan Center

IPD: 13

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 14A

This project will improve traffic operations on the eastbound approaches to the Benjamin Franklin Bridge, and improve the safety and connectivity of the pedestrian and bicycle facilities within the approach areas.

Currently, eastbound traffic enters onto the bridge from three local streets; Sixth Street, Race Street (SR 3032) and Fifth Street, Three or four lanes are provided on the bridge in the eastbound direction, depending on the configuration of the movable barrier. Three travel lanes are available during the morning peak period and four travel lanes during the evening peak period. Existing operations create vehicular conflicts, reduced speeds and congestion created by high volumes.

Pedestrians and bicycles within the vicinity of the eastbound approach are confronted with several, uninterrupted traffic streams and a lack of clearly defined crossings. Pedestrians and bicycles destined for the bridge or the Philadelphia Plaza use inappropriate routes, creating conflicts with vehicular traffic.

Proposed improvements include realigning the Fifth Street approach north of Race Street to intersect with the Race Street approach at a new, signalized intersection. Shifting the Fifth Street intersection to the west can improve the turning radius for larger vehicles, and eliminate the need to dedicate Lane 7 on the Bridge for the exclusive use of the Fifth Street approach. A mountable concrete island is proposed to separate the Fifth Street/Race Street approach from the Sixth Street approach. Proposed improvements also include signage to direct pedestrians and bicycles to appropriate routes, and barriers to reduce potential conflicts with vehicular traffic.

Related to MPMS #72597

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STP		757											
PE	581		189											
FD	STU			881										
FD	581			220										
ROW	STP				41									
CON	STU												9,562	
		0	946	1,101	41	0	0	0	0	0	0	0	9,562	
		Total FY2023-2026			2,088	Total FY2027-2030				0	Total FY2031-2034			9,562

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

LIMITS: I-676 Interchange to south of Washington Ave

Actl Let Date: 12/16/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 10A

This project creates an innovative complex of a cap structure, viaduct, road, and trail structures that re-establish a strong connection between central Philadelphia and its waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. The new cap/bridge structure will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets, providing more direct access to the waterfront.

The scope of this project includes 5 major components: 1) replacing and expanding the existing cap/bridge structure near Penn's Landing and constructing a new, extended cap/bridge structure which will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets for pedestrian and vehicular use (note the current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut Street span Columbus Boulevard); 2) extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing; 3) reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing; 4) constructing a section of the Delaware River Trail along Christopher Columbus Boulevard; and 5) inspection and repairs of underwater concrete piles located in the Penn's Landing area.

Note that \$60 million local funds will be provided by the City of Philadelphia via bonding for structure construction, and a series of private contributions will be made available for the project: \$25 million for amenities; and \$20 million for reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	2,272											
FD	NHPP	492											
FD	NHPP		950										
FD	STU		5,066										
UTL	NHPP	1,126											
CON	TOLL												
CON	CAQ	21,500											
CON	STP	35,522											
CON	STU*	12,844											
CON	NHPP*	45,416											
CON	SPK-STP	26,466											
CON	SPK-STP		13,816										
CON	NHPP*		16,471										
CON	STU*			525									
CON	NHPP*			12,509									
CON	SPK-STP			19,482									
CON	NHPP*				34,736								
CON	SPK-STP				2,909								
CON	TOLL												
CON	STU					3,025							
CON	TOLL												
CON	BRIP									6,250			
CON	TOLL												
CON	BRIP										6,250		
CON	BRIP											6,250	
CON	TOLL												
CON	TOLL												

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

CON	BRIP													6,250
		145,638	36,303	32,516	37,645	0	3,025	0	0	6,250	6,250	6,250	6,250	
		Total FY2023-2026		252,102		Total FY2027-2030		3,025		Total FY2031-2034		25,000		

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

**LIMITS:** Girard Avenue to Knights Road

Actl Let Date: 9/15/2022

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD: 28

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4B

The project will implement the PennDOT Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will also systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps and intersection lighting. The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Replacing the existing outdated signal controllers results in the need to address coordination along the corridor, and installing interconnect to ensure effective progression along this corridor of closely spaced traffic signals to help mitigate congestion-related crashes, minimize aggressive driving, and operate the corridor on a real-time basis from the City's new Traffic Operations Center. The project will also include the installation of curb extensions as traffic calming measures at select documented problematic locations to improve pedestrian safety.

The limits of the signalized interconnect is Frankford Avenue from Girard Avenue to Knights Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP	835											
		835	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		835		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 107632** *Fox Chase Lorimer Trail(L)©*

**LIMITS:** Fox Chase SEPTA station, Philadelphia

Actl Let Date: 12/8/2022

**IMPROVEMENT**

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Harold Windisch ADE CONSTR

**CMP:**

This project will construct a 0.5 mile multi-use trail system connection Fox Chase SEPTA station and 16 mile trail system in Montgomery county and Philadelphia along old rail ROW.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	728											
		728	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		728		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 107637 Ramping up to Rapid Transit on Roosevelt Boulevard

New

LIMITS:

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
CON	STU															
CON	CAQ															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034				0

MPMS# 107803 2016 Phila Co ADA Ramps

New-B

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/F.Hanney

CMP:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
CON	STU																
		0	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				0				Total FY2027-2030				0			
										Total FY2031-2034				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS: City of Philadelphia

Actl Let Date: 12/9/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 25

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

Roadway surface conditions along the project's street sections have deteriorated over time due to traffic, weather conditions, and utility excavations. As such, the primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets included in this resurfacing package include:

Minerva Street (G184) from Umbria Street to Shawmont Avenue  
 Morris Street (G012) from Front Street to 34th Street  
 Race Street (G010) from Benjamin Franklin Parkway to Broad Street  
 Race Street (G010) from 6th Street to 2nd Street  
 Red Lion Road (G164) from Verree Road to Roosevelt Boulevard  
 Shawmont Avenue (G184) from Minerva Street to Ridge Avenue  
 Tasker Street (G014) from Front Street to 34th Street  
 Umbria Street (G184) from Leverington Avenue to Minerva Street  
 Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	250											
CON	STU*	4,541											
		4,791	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,791		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

Dock Street, Spruce Street, 38th Parallel Place and Front Street are all Federal Aid Network segments surfaced with historic granite block or "Belgian Block" pavers. All street segments will have granite block reset and regouted as needed along with necessary base repairs and accessibility improvements. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade noncompliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Dock Street (G307/G710) from 2nd Street to Christopher Columbus Boulevard

38th Parallel Place (G307) from Dock Street to Spruce Street

Spruce Street (G008) from 38th Parallel Place to Christopher Columbus Boulevard

Front Street (G005) from Vine Street to Ellen Street

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU												
CON	STU												
CON	STU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 108098 Citywide ADA Ramps 2

LIMITS: City of Philadelphia

Actl Let Date: 9/30/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

This project will include the design and construction of ADA ramps that were transitioned from other Federal Aid projects, including, but not limited to, Center City SE Quad Signals (MPMS #17655), Passyunk Ave Signals (MPMS #16987), 52nd St. Streetscape (MPMS #17829), Citywide Resurfacing 103 (MPMS #91837), and various streetscape projects; and as well as ramps located on Center City Philadelphia Federal Aid routes that were repaved with local funding. The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	500											
CON	STP		1,500										
		500	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			2,000	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS: Falls Road Bridge

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

NHPP:  
FC: 16

Est Let Date: 8/22/2024

MRPID:265

AQ Code:S19

IPD: 14

CMP Subcorridor(s): 3A, 5G, 15A

This project is for improvements to the Falls Road Bridge in Philadelphia to extend its useful life. The bridge is currently considered in poor condition, with a five-ton posted weight limit and a sufficiency rating of 13, and will continue to deteriorate without rehabilitation. Anticipated work includes demolition and replacement of the existing deck and floorbeams, bearing replacement, repairs to existing stone abutments, repairs to select steel truss members and pins, repainting of existing superstructure steel, full depth roadway reconstruction & limited repaving, curb & sidewalk reconstruction (including ADA curb ramp construction), street lighting improvements, and other miscellaneous construction. The current cross-section will be maintained, as will the significant character-defining features of this National Register-eligible structure.

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

This project is a component of the County Bridge Line Item (MPMS #95447).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	1,080											
FD	LOC	269											
UTL	183		56										
UTL	LOC		14										
CON	STU			10,500									
CON	183			1,968									
CON	LOC			656									
CON	STU				7,778								
CON	183				1,458								
CON	LOC				486								
CON	STU					3,500							
CON	183					656							
CON	LOC					218							
		1,349	70	13,124	9,722	4,374	0	0	0	0	0	0	0
		Total FY2023-2026		24,265		Total FY2027-2030		4,374		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108129 MLK Drive over Schuylkill River (Bridge)

LIMITS: MLK Drive

Actl Let Date: 9/29/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

The purpose of this project is to rehabilitate the MLK Drive (formerly West River Drive/Spring Garden St. Lower) Bridge over the Schuylkill River near Center City Philadelphia. Work will include complete bridge deck replacement, new expansion joints, new scuppers and down spouting, new bearings, bridge painting, and limited substructure repair. The single 5 ft. sidewalk, used by both pedestrians and bicycles, will be widened to accommodate a normal width, multi-use bike path. The bridge is currently posted for 33 tons with a sufficiency rating of 48. This work is necessary to remove the current posting and prevent continued deterioration that could lead to further restrictions.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	183	47											
UTL	LOC	12											
CON	STU	25											
CON	TOLL												
CON	BRIP	7,361											
CON	TOLL												
CON	BRIP		7,793										
CON	STU				6,063								
CON	TOLL												
CON	BRIP				874								
		7,445	7,793	0	6,937	0	0	0	0	0	0	0	0
		Total FY2023-2026		22,175		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

LIMITS: Market Street and Walnut Street

Est Let Date: 7/16/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The purpose of the project is to rehabilitate the 30th Street Viaduct over 30th Street Lower between Market Street and Walnut Street to extend the useful life of the bridge. Work is planned to include deck replacement, superstructure and substructure cleaning & repair, and possible further rehabilitation. The underside of the bridge superstructure will be cleaned and repainted, with steel repairs as necessary. The bridge's drainage system will also be replaced and upgraded as needed. Recent bridge repairs have revealed accelerated deterioration of the structure, which will continue to worsen without rehabilitation, and could result in eventual weight restrictions or closure. Recent high-density development in the area has increased use of the viaduct, and pending future developments in the 30th Street Station area will further increase its importance, making future restrictions or closures highly disruptive.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	BOF		377										
PE	183		71										
PE	LOC		23										
FD	BOF	1,199											
FD	183	179											
FD	LOC	60											
UTL	BOF		60										
UTL	183		11										
UTL	LOC		4										
CON	BOF			6,684									
CON	183			1,253									
CON	LOC			417									
CON	BOF				3,000								
CON	183				562								
CON	LOC				187								
CON	BOF					3,684							
CON	183					690							
CON	LOC					368							
		1,438	546	8,354	3,749	4,742	0	0	0	0	0	0	0
		Total FY2023-2026		14,087		Total FY2027-2030		4,742		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Shawmont Avenue, Philadelphia

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:M8

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

The restoration of the Historic Shawmont Station will repair a nearly 200-year-old, nationally significant building, add interpretative signage, and improve public access and safety at this important site, while enhancing the Schuylkill River Trail.

2018 TA set aside regionally selected project, award amount \$1,000,000 - Line Item MPMS# 64984

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0	
Total FY2023-2026					0	Total FY2027-2030				0	Total FY2031-2034			0

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

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

Est Let Date: 9/12/2024

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5G

Roundabout installation at Castor Avenue (SR 1005) and Wyoming Avenue

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	sHSIP		50										
CON	sHSIP		262										
CON	sHSIP			500									
		0	312	500	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			812	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111194** *Castor Avenue Corridor Safety Improvements*

**LIMITS:** Castor Ave from Comly to Rhawn Ave

Est Let Date: 10/10/2024

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	206											
FD	TOLL												
FD	HSIP		244										
FD	TOLL												
CON	HSIP		1,971										
CON	TOLL												
		206	2,215	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,421		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Race Street: 6th St. - 8th St.

Est Let Date: 6/8/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/M. Merez

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A, 14A

This project will construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	432											
CON	TAU	850											
CON	TOLL												
CON	TAU		430										
		1,282	430	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,712		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111500** *Manayunk Canal Masonry Wall Restoration*

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

Est Let Date: 4/24/2025

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/M, Meraz

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3B

Funds for this project will go to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP			1,000									
		0	0	1,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

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

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

Est Let Date: 5/11/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

Fund will go to construct a mid-block crosswalk across Chestnut Street between 33rd and 32nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
CON	TAP	1,000															
		1,000	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				1,000				Total FY2027-2030				0			
										Total FY2031-2034				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Roosevelt Boulevard

Est Let Date: 7/13/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will construct six (6) sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct northbound Direct Bus station at Broad Street/Roosevelt Boulevard; make sidewalk improvements on Broad Street to improve pedestrian safety to the Broad Street Line.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	TAP	1,531											
CON	TAU		701										
		1,531	701	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,232		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Philadelphia's Fairhill Neighborhood

Est Let Date: 12/7/2023

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Funding will establish a school slow zone near Cramp Elementary through traffic safety improvements, bumpouts & upgraded ADA ramps, speed cushions, signage, and upgraded crosswalks.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	1,297											
CON	TAU		420										
CON	TOLL												
		1,297	420	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,717		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

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

Est Let Date: 6/8/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4C

This project will construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.

The South Broad Street sidepath will connect NRG Station (formerly named Pattison Avenue and AT&T Station) to the Navy Yard through a sidepath on the west side of South Broad Street. The sidepath will run from Hartranft Street to the Navy Yard entrance at League Island Boulevard. To accommodate the sidepath near the Terminal Avenue intersection, the southbound lane configuration will be converted from two (2) left turn lanes and two (2) through lanes to one (1) left turn lane, one (1) shared left/through lane, and one (1) through lane. The project also proposes to include appropriate lighting, pavement markings and signage, and an upgrade of ADA facilities.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	TAP	1,537											
CON	TOLL												
CON	TAU		323										
		1,537	323	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,860		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:** Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/10/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered to be in poor condition due to substructure issues, and requires rehabilitation to remove its poor condition status and extend its useful life. Proposed construction includes demolition of the superstructure and portions of the existing abutments, substructure spall and crack repairs, partial abutment reconstruction, installation of new elastomeric bearings, construction of a new prestressed concrete multi-girder superstructure, installation of a new cast-in-place concrete deck and approach slabs, new sidewalks and parapets, stormwater improvements, approach roadway & sidewalk improvements, repairs to the adjacent stone stairway, and related construction.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	BOF		98										
PE	TOLL												
FD	TOLL												
FD	BOF		499										
CON	sSTP		1,660										
CON	TOLL												
		0	2,257	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,257		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112463    ADA Ramps in Center City Philadelphia

LIMITS: Market, Chestnut and Walnut Streets in Philadelphia  
IMPROVEMENT Bicycle/Pedestrian Improvement  
MUNICIPALITIES: Philadelphia City  
PLAN CENTER:  
PROJECT MANAGER: HNTB/N. Velaga      CMP: Not SOV Capacity Adding

NHPP:  
FC:  
Est Let Date: 12/14/2023  
AQ Code:S10  
IPD:

This project will involve the repair or reconstruction of damaged and or deteriorated ADA curb ramps in various historic districts in Philadelphia along Market, Chestnut, and Walnut Streets between the Delaware and Schuylkill River.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	STP		150										
UTL	TOLL												
UTL	STU		22										
CON	TOLL												
CON	CRP	2,208											
CON	CRPU	292											
CON	STU		980										
		2,500	1,152	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,652		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 112500 Citywide 3R 110

LIMITS: City of Philadelphia

Est Let Date: 6/15/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments except Barnett Street and Elbridge Street will be resurfaced with bituminous material and restriped. Barnett and Elbridge, currently existing concrete roadways, will receive base repair and will be considered for a possible asphalt overlay. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. Broad Street, Front Street, and portions of Belfield & Gray's Ferry Avenues are part of the National Highway System (NHS).

Streets included in this package include:

North 2nd Street (G168) Old 2nd Street to Cheltenham Avenue (Minor Arterial)  
 North 5th Street (G001) Luzerne Street to Roosevelt Boulevard (Minor Arterial)  
 North 5th Street (G001) Spring Garden Street to Lehigh Avenue (Minor Arterial)  
 61st Street (G095) Passyunk Avenue to Lindbergh (Minor Arterial)  
 70th Street (G069) Essington Avenue to Cobbs Creek Parkway (City Limit) (Minor Arterial)  
 Algon Avenue (G123) from Levick Street to Cottman Avenue (Minor Arterial)  
 Barnett St (G060) from Tacony Street to Levick Street (Minor Arterial)  
 Belfield Avenue (G248) from Old York Road to Baynton Street (Principal Arterial/Collector)  
 North Broad Street (G703) Old York Road to Cheltenham Avenue (Principal Arterial)  
 Byberry Road (G193/G197) Philmont Avenue to Roosevelt Boulevard (Minor Arterial)  
 Elbridge Street (G060) Levick Street to New State Road (Minor Arterial)  
 Front Street (G005) Oregon Avenue to Pattison Avenue (Principal Arterial)  
 G Street (G495) from Hunting Park Avenue to Wyoming Avenue (Collector)  
 Grays Ferry Avenue (G016/G021) South St. to 34th St. (Principal Arterial/Minor Arterial)  
 Haldeman Avenue (G200) Red Lion Road to Bustleton Avenue (Collector)  
 Lansdowne Avenue (G064) Cobbs Creek (City Limit) to Lancaster Avenue (Minor Arterial)  
 Montgomery Drive (G082) Martin Luther King Jr. Dr. to Belmont Ave. (Minor Arterial)  
 Powelton Avenue (G020) Market Street to 31st Street (Collector)  
 Race Street (G010) from Broad Street to 8th Street (Minor Arterial)  
 Rising Sun Avenue (G056/G003) from Broad Street to Luzerne Street (Collector)  
 Rowland Avenue (G496) Cottman Avenue to Solly Avenue (Minor Arterial/Collector)  
 South Street (G018) 27th Street to Broad Street (Minor Arterial)  
 Woodland Ave. (G726/G097) Baltimore Ave to Grays Ferry Ave (Principal/Minor Arterial)  
 Woodland Avenue (G097) South 49th Street to Island Avenue (Minor Arterial)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP*	255											
CON	STU	6,594											
CON	LOC	1,649											
CON	STP		2,690										
CON	STU		1,952										
CON	LOC		1,160										
CON	STU			2,025									
CON	LOC			506									
CON	STP				878								
CON	LOC				1,285								
CON	STP					819							
CON	STU					17,042							
CON	LOC					4,465							

Pennsylvania - Highway Program (Status: TIP)

Philadelphia											
	8,498	5,802	2,531	2,163	22,326	0	0	0	0	0	0
Total FY2023-2026			18,994		Total FY2027-2030	22,326			Total FY2031-2034	0	

## Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 112525 Citywide 3R 111

New

LIMITS: City of Philadelphia

Est Let Date: 1/30/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments will be milled and resurfaced with bituminous material and restriped. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. All roadway segments will be evaluated for low-cost safety improvements to reduce the risk of crashes; the segments on 21st, 58th, Cecil B. Moore, Diamond, Ford, Front, Packer, Tabor, Wyncote, and Wyoming are part of the Vision Zero High Injury Network, a network of Philadelphia streets with the highest rates of fatalities and severe injuries per mile, and will receive particular attention.

34th, Poplar, Red Lion, Sedgley, and Warfield are all part of the National Highway System (NHS).

Potential Street Segments include:

21st St (G013) MARKET ST to OREGON AVE (Minor Arterial)  
 22nd St (G031/ G108) RIDGE AVE to W ERIE AVE (Collector/Minor Arterial)  
 34th St (G051) Walnut St to Market St; LANCASTER AVE to MANTUA AVE (Principal Arterial)  
 49th St (G520) Baltimore Ave to WOODLAND AVE (Collector)  
 58th St (G065) HOFFMAN AVE to LINDBERGH BLVD (Collector)  
 59th St (G230) LANSDOWNE AVE to LANCASTER AVE (Collector)  
 6th St (G002) WASHINGTON AVE to OREGON AVE (Collector)  
 7th St (G003) OREGON AVE to PATTISON AVE (Minor Arterial)  
 Arch St (G711) N 16TH ST to N 23RD ST (Collector)  
 Ashburner St (G118) FRANKFORD AVE to STATE RD (Minor Arterial)  
 Ashton Rd (G205) HOLME CIR to GRANT AVE (Minor Arterial)  
 Bells Mill Rd (G181) RIDGE AVE to GERMANTOWN AVE (Minor Arterial)  
 Bloomfield Ave (G158) PINE RD to KREWSTOWN RD (Collector)  
 Cecil B Moore Ave (G036) RIDGE AVE to N 33RD ST (Collector)  
 Cemetery/Chester Ave (G086/G527) 65TH ST to WOODLAND AVE (Minor Arterial)  
 Diamond St (G032) N 5TH ST to N 33RD ST (Minor Arterial)  
 Ford Rd (G152) GREENLAND DR to MONUMENT RD (Minor Arterial)  
 Front St (G005) E VENANGO ST to E ROOSEVELT BLVD (Collector)  
 Greenland Dr (G152) MARTIN LUTHER KING DR RAMP N to FORD RD (Minor Arterial)  
 Hagys Mill Rd (G182) PORT ROYAL AVE to SPRING LN (Minor Arterial)  
 Ivy Hill Rd (G499) STENTON AVE to CHELTENHAM AVE (Collector)  
 Lefevre/ Margaret St (G104) ARAMINGO AVE to RICHMOND ST (Minor Arterial)  
 Locust St (G709) W WASHINGTON SQ to S 18TH ST (Collector)  
 Manayunk Ave (G526) RIDGE AVE to ROXBOROUGH AVE (Collector)  
 Orthodox St (G102) ARAMINGO AVE to RICHMOND ST (Minor Arterial)  
 Oxford Ave (G121) FRANKFORD AVE to OXFORD CIR (Minor Arterial)  
 Packer Ave (G042) S FRONT ST to S BROAD ST (Minor Arterial)  
 Poplar Dr (G029) SEDGELEY DR to W GIRARD AVE (Principal Arterial)  
 Red Lion Rd (G164) CITY BOUNDARY to BUSTLETON AVE (Principal Arterial)  
 School House Ln (G105) GERMANTOWN AVE to RIDGE AVE (Minor Arterial)  
 Sedgley Dr (G029) KELLY DR to LEMON HILL DR (Principal Arterial)  
 Spring Ln (G181) HAGYS MILL RD to Ridge Ave (Minor Arterial)  
 Strawberry Mansion Brg (G152) MARTIN LUTHER KING DR RAMP N to STRAWBERRY MANSION DR (Minor Arterial)  
 Susquehanna Ave (G572) N Front St to N BROAD ST (Collector)  
 Tabor Rd (G083) RISING SUN AVE to ADAMS AVE (Minor Arterial)  
 Warfield St (G734) WHARTON ST to MOORE ST (Collector)  
 Wyncote Ave (G137) E CHELTEN AVE to OGONTZ AVE (Minor Arterial)  
 Wyoming Ave (G054) N BROAD ST to CASTOR AVE (Collector/ Minor Arterial)

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP	424											
PE	LOC	106											
CON	STP					1,179							
CON	LOC					1,194							
CON	STP						1,179						
CON	LOC						294						
CON	STP							1,179					
CON	LOC							294					
CON	STP								1,179				
CON	LOC								294				
CON	STP									3,899			
CON	LOC									974			
CON	STP										3,899		
CON	LOC										974		
CON	STP											3,899	
CON	LOC											974	
CON	STP												3,899
CON	LOC												974
		530	0	0	0	2,373	1,473	1,473	1,473	4,873	4,873	4,873	4,873
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		530				6,792				19,492			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 112527 Citywide ADA Ramps 3

LIMITS: City of Philadelphia

Est Let Date: 2/15/2024

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects – primarily Center City Signals NE Quad (MPMS# 70014), completed in 2017, and the cancelled Citywide Bumpouts project (MPMS# 64805) – as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	1,344											
FD	LOC	336											
CON	STP		3,402										
CON	LOC		850										
CON	STP			3,699									
CON	LOC			924									
CON	STP				2,297								
CON	LOC				574								
		1,680	4,252	4,623	2,871	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,426		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 114173 *Roosevelt Blvd Crossover Lanes*

LIMITS: Roosevelt Blvd

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5H

Roosevelt Blvd Crossover Lanes

Philadelphia

Modification of crossover lanes

This project will aim to improve traffic flow and reduce congestion for vehicles and buses along Roosevelt Boulevard. This will be accomplished through modifying crossovers at six locations, offsetting left hand turns at Grant Avenue, and intersection improvements at Woodhaven Road off ramp to Roosevelt Boulevard Northbound. Crossover locations include:

- 1) Revere Street, includes mid-block pedestrian crossing and pedestrian signal
- 2) Winchester Avenue
- 3) Fulmer Street
- 4) Michener Street
- 5) Strahle Street
- 6) Faunce Street

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	CAQ	700											
		700	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		700			Total FY2027-2030					Total FY2031-2034			
		700			0					0			

MPMS# 114174 *Indego 2.0*

LIMITS: Philadelphia City

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

The Indego 2.0: Increasing Core Capacity project enables the strategic and sustainable expansion of Philadelphia's Indego Bike Share system by deploying 32 new bike share stations in high demand locations in Central Philadelphia. This project contributes to the City's goal of encouraging Philadelphian's to use low-carbon transportation options.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ		1,125										
		0	1,125	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,125			Total FY2027-2030					Total FY2031-2034			
		1,125			0					0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 114942 SR 0001 Roosevelt Blvd IHSDM Study

LIMITS: Roosevelt Blvd, Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Not Yet Determined

This Interactive Highway Safety Design Model (IHSDM) study will look at two sample sections, which are being selected as representative of Roosevelt Boulevard north end and south end of the Boulevard. These two selections have curves and high ADT intersections within them and do represent Roosevelt Boulevard as a whole. Due to the high estimate for an IHSDM study to be completed for an entire corridor it was decided to choose these sections as a first studies area. First area is F Street to Pratt Street. Second area is Grant Avenue to Red Lion Road.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
STUD	sHSIP	250											
STUD	sHSIP		700										
		250	700	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		950		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 115430 Broad Street Corridor Safety Improvements

LIMITS: Allegheny Avenue to the Roosevelt Boulevard

Est Let Date: 3/14/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project will implement the replacement of the two-way left-turn lane with raised concrete medians with pedestrian refuges.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	HSIP	63											
UTL	HSIP		56										
CON	CRPU	1,300											
CON	HSIP		826										
		1,363	882	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,245		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115431** *Verree Rd Corridor Safety Improvements*

**LIMITS:** Bloomfield Avenue to Red Lion Road

Est Let Date: 9/14/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5H, 12A

The proposed scope of this project include:

- Conversion of signals from pedestal-mounted to mast arm
- Addition of pedestrian countdown timers and pushbuttons
- Coordination of arterial signals
- Modification of left turn signal phasing at Welsh Road

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	201											
CON	HSIP	3,860											
CON	HSIP		344										
		4,061	344	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,405		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 115433** *Welsh Road Corridor Safety Improvements*

**LIMITS:** Alburger Avenue to Kismet Road

Est Let Date: 9/14/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 12A

The proposed scope of this project include:

- Road diet of Welsh Road from Alburger Avenue to Kismet Road
- Addition of exclusive left turn lane(s) (LTLs)
- Addition of pedestrian countdown timers at signalized intersections
- Coordination of arterial signals
- Installation of retroreflective backplates on signals

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	105											
UTL	HSIP	312											
CON	HSIP	2,640											
CON	HSIP		301										
		3,057	301	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,358		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115434** *Frankford Avenue Corridor Safety Improvements*

**LIMITS:** Oxford St to Convent Lane

Est Let Date: 3/13/2025

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4B

The proposed scope of this project include:

Convert signals from pedestal-mounted to mast arm

Add pedestrian countdown timers

Install retroreflective backplates

Upgrade signal cabinets

Coordinate arterial signals at the following intersections:

Berks St

Norris St

Susquehanna Ave

Dauphin St

Cumberland St

Huntingdon St

Somerset St

Cambria St

Orleans St

Ann St

Westmoreland St

Venango St

Glenwood Ave

Pike St

Torresdale Ave

Convert minor road stop control to all-way stop control at Palmer St

Install curb extensions

Install ADA ramps

Install intersection lighting over crossings

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	HSIP	341											
CON	HSIP			5,523									
CON	HSIP				2,497								
		341	0	5,523	2,497	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,361		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115435** **63rd Street Corridor Safety Improvements**

**LIMITS:** 63rd Street/Cobbs Creek Parkway corridor from Lancaster Ave (SR 0030) to 62n

Est Let Date: 1/25/2024

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A, 10A

The proposed scope of this project include:

- Adding lane lines on corridor – the corridor is two lanes in each direction for the majority of the length but pavement markings are not currently visible to drivers.
- Upgrading signal equipment by replacing 8" signal heads with 12" signal heads, installing retroreflective back plates, adding additional signal heads (one for each lane, currently only one head per approach), installing countdown pedestrian signal heads.
- Evaluating and updating left-turn phasing at several intersections with a high number of angle crashes for left-turning vehicles.
- Evaluating and updating vehicle and pedestrian clearance timings.
- Convert the signalized intersection of Cobbs Creek Parkway (SR 3015) and Spruce Street/Marshall Road (SR 3031) to a single-lane roundabout.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	1,000											
PE	581		1,000										
FD	HSIP	342											
ROW	HSIP	91											
CON	HSIP			5,209									
CON	HSIP				1,088								
		1,433	1,000	5,209	1,088	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,730		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 115440** **Washington Lane Corridor Safety Improvements**

**LIMITS:** Stenton Ave to Cheltenham Ave

Est Let Date: 5/7/2026

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14A, 15A

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers
- Coordination of signals
- Conversion of signals from pedestal to mast-arm
- Installation of curb bumpouts
- Installation of raised crosswalks and flashing beacons at the 76th Avenue/Briar Road intersection

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	385											
CON	HSIP		2,000										
CON	HSIP			2,412									
		385	2,000	2,412	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,797		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115442 *Vine Street Corridor Safety Improvements*

LIMITS: 7th Street to Broad Street

Est Let Date: 12/11/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Road Diet of Vine Street between 8th Street and Broad Street (SR 0611)
- Install a curb protected bike lane in each the eastbound and westbound directions
- Remove on-street parking
- Update signal equipment where necessary

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CRPU	625											
FD	HSIP		122										
CON	HSIP					1,567							
		625	122	0	0	1,567	0	0	0	0	0	0	0
		Total FY2023-2026			747	Total FY2027-2030			1,567	Total FY2031-2034			0

MPMS# 115444 *Wyoming Avenue Corridor Safety Improvements*

LIMITS: Roosevelt Boulevard to Whitaker Avenue

Est Let Date: 3/12/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Convert signals from pedestal-mounted to mast arm
- Provide flashing beacons at unsignalized intersections

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP		386										
CON	HSIP			3,017									
		0	386	3,017	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			3,403	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115445 5th Street Corridor Safety Improvements

LIMITS: Spring Garden Street to Hunting Park Avenue

Est Let Date: 2/12/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Convert all signals from pedestal to mast arm from Spring Garden Street to Lycoming Street
- Install pedestrian countdown timer signal heads from Spring Garden Street to Lycoming Street

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	HSIP	350											
FD	HSIP	400											
CON	HSIP		2,000										
CON	HSIP			2,658									
		750	2,000	2,658	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,408		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 115905 2022-23 ADA Ramps Philadelphia County

LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: N Velaga

CMP:

Design and construction of ADA curb ramps, signal appurtenances, and other miscellaneous sidewalk features for various state routes in Philadelphia County, within the Philadelphia municipality. Signal upgrades could include new or relocated pedestrian push buttons, pedestrian signal heads, or signal poles. Other miscellaneous sidewalk features could include grading, seeding, signage installation, pavement striping and roadway adjustments.

This project will improve ADA facilities along several main roadways in the City of Philadelphia, including SR 0003 (Chestnut/Walnut Streets), SR 2003 (Fifth Street), and SR 2006 (Spring Garden Street). A total of 258 ramps have been identified as having ADA barriers.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP	176											
PE	581	44											
CON	CRPU	5,000											
		5,220	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,220		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115913Philadelphia Trip Generation Model

LIMITS:No Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: Philadelphia CityFC:AQ Code:X1

PLAN CENTER:IPD:

PROJECT MANAGER: Jim MoscaCMP: Not SOV Capacity Adding

The goal of this project is to develop a tool that can accurately quantify impacts of new, mixed-use developments in terms of total person-trips generated and mode shares of vehicular, transit, bicycle, and pedestrian; collect necessary data and apply and validate the tool for Philadelphia County. Phase I will focus on the software development. Phase II will be the model estimation and validation tasks, specifically to determine AM and PM peak period person trip rates for mixed-use developments in Philadelphia as a function of locations, dwelling units, parking supply and retail employment.

## Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 115965 TAP Project Engineering/Management 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region.

Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction.

The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services.

For more information, see the following website: <http://www.dvrpc.org/ProjectImplementation/>

## Tasks

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website.

## TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PRA	STU	712											
PRA	581	178											
PRA	STU		712										
PRA	581		178										
		890	890	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,780		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 115971 *Transportation Systems Management and Operations (TSMO)*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will ease traffic congestion and improve the efficiency of existing transportation facilities and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) with Transportation Systems Management and Operations.

Federal metropolitan planning regulations require MPOs to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two longstanding related initiatives. The Transportation Operations Program Area (23-52-050) and the Transportation Systems Management and Operations Project highlight key activities undertaken by these programs. The Transportation Systems Management and Operations (TSMO) Project incorporates strategies to help proactively manage the transportation system by addressing recurring and nonrecurring congestion. Strategies such as traffic incident management, traveler information services, safety service patrols, work zone management, and freight management improve system efficiency, enhance public safety, help reduce traveler delays and improve information access. Successful integration of these and other TSMO strategies will help to make the region more cohesive, and enhance communications and collaboration among transportation partners.

DVRPCs TSMO program encompasses a wide range of activities including the coordination of multi-agency regional initiatives. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. A virtual video wall component allows operations center and field personnel to view traffic video feeds in the region.

RIMIS became operational in 2010 and since it is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOTs database. To receive PennDOT incident information, a data interface to PennDOTs Road Conditions Reporting System (RCRS) was constructed in FY 2011. A data interface to the City of Philadelphia Streets Departments Road Permit system provides street closure information related to events such as utility work, block parties, special events, and construction. This not only greatly increased the amount of usable data for RIMIS users, but was a critical project for the Philadelphia Traffic Management Center. DVRPC has continued to roll out RIMIS to regional transportation agencies, county 911/emergency management centers, local police and fire departments in major corridors, and counties' engineering/public works departments in New Jersey as requested. Assistance in using RIMIS in local municipalities for Integrated Corridor Management (ICM) purposes is offered, especially with respect to the I-76 ICM Project in Pennsylvania.

In FY 2023, the primary emphasis will be operating and maintaining RIMIS software, continuing to expand the number of agencies participating in RIMIS, continued exploration of the RIMIS SPATEL tool, and working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues that they may be encountering.

Other focus areas of DVRPCs TSMO program include updating DVRPCs Interactive Detour Route Mapping (IDRuM) application, providing training programs for ITS operators and emergency response personnel, monitoring performance measures, security planning, and providing technical assistance to agencies.

IDRuM is being enhanced and updated into a new online web version. IDRuM is designed to give emergency responders access to the detour routes that allow them to be prepared when an incident occurs on a nearby highway. Typically traffic is diverted off the highway onto the arterial network and those arterials often become congested. By planning these routes and identifying key control points, local police can provide traffic control assistance to help ease the flow of traffic in their communities. The new online version was rolled out for Pennsylvania detours in FY2021 and work continues this year to incorporate the New Jersey detour routes.

There continues to be emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability, which tell us that conditions are better or worse than in the past. DVRPC will continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our regions performance measures.

Activities listed below fall under two broad categories: RIMIS and Other TSMO Tasks. The former includes Operations and Maintenance (O&M) tasks performed by the software vendor (TRANSCOM) and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC staff activities that support programs for greater integration among the regions TSMO stakeholders, and more general activities. Some of these activities may require DVRPC to purchase equipment and/or services.

## Tasks

RIMIS Software Vendor Tasks

## Pennsylvania - Highway Program (Status: TIP)

**Philadelphia**

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the system administrator, adding additional ITS devices to the RIMIS database and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.
4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will periodically meet with DVRPC and the users to review RIMIS status and discuss and resolve operational issues.

## DVRPC RIMIS Tasks:

1. Coordinate software vendors activities with the RIMIS users and the Transportation Operations Task Force.
2. Supervise the RIMIS software vendors adherence to its contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure that information entered into RIMIS is accurate and timely, and that agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arises.

## Other TSMO Tasks

1. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies.
2. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Work toward developing a new web version of IDRuM program, including using GIS to make necessary updates to the detours to reflect changes to any routes or construction activity.
3. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
4. Continue to maintain the regions ITS Infrastructure Inventory.
5. Participate in appropriate security planning efforts by attending external meetings, webinars and other events such as the Delaware Valley Intelligent Center (DVIC) security roundtable quarterly meetings.
6. Continue to promote and provide training programs on TSMO and ITS strategies. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.
7. Continue coordination and participation with local and regional partners and their committees, such as The Eastern Transportation Coalition, Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee.
8. Continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our regions performance measures.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	310											
PRA	581	78											
PRA	STU		310										
PRA	581		78										
		388	388	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		776		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115972 I-95 Planning Assistance 2022-23

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

The purpose of this program is to support the implementation of I-95 Reconstruction Projects by serving as a planning and coordination resource for PennDOT.

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 as needed. Assist with design coordination and implementation of congestion mitigation strategies.
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 SEPTAs West Trenton Line.
5. Facilitate coordination between SEPTA, PennDOT, and other agencies, including multiple agencies/departments within the City of Philadelphia.
6. Coordinate communications and outreach activities with the TMAs.
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, detour routes, long range planning, and general coordination.
12. Provide mapping and Geographic Information Systems (GIS) support as requested.
13. Provide support in coordinating and developing legal agreements, as needed.
14. Assist with identifying and cataloging transportation infrastructure projects within the corridor.
15. Assist with coordination related to other transportation and land development projects in the corridor, as requested.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	80											
PRA	581	20											
PRA	NHPP		80										
PRA	581		20										
		100	100	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		200		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 116807 Citywide ADA Ramps 4

New

LIMITS: City of Philadelphia

Est Let Date: 3/13/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysch

CMP: Not SOV Capacity Adding

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP		1,048										
PE	LOC		262										
FD	STU			720									
FD	LOC			180									
CON	STU					3,191							
CON	LOC					797							
CON	STU							6,648					
CON	LOC							1,662					
		0	1,310	900	0	0	3,988	8,310	0	0	0	0	0
		Total FY2023-2026		2,210		Total FY2027-2030		12,298		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 117341 Penn's Landing Project Development - Local  
DEVELOPMENT - LOCAL

New-B

LIMITS: Spans both I-95 and Christopher Columbus Boulevard between Chestnut and W

No Let Date

IMPROVEMENT

NHPP:

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project will involve the landscaping, building and amenities portion of the I-95 CAP project being paid for by local and private dollars.

12/3/2021--This project has been created for the items that are essential for functioning of the public spaces but not eligible for transportation funding. The funding for this portion of the work is City of Philadelphia bond and private.

This second contract will be let under an open bid by the Delaware River Waterfront Corporation, a registered 501(c)3 nonprofit corporation that acts as the steward of the waterfront and funded in part by the City. The parameters for the ownership, responsibility, and maintenance of all the cap components listed above are identified in a license agreement with the City that is currently in the process of execution. The Department will only be responsible for the heavy infrastructure with all landscape, building and amenities being the responsibility of the City and DRWC. Agreement language has been developed by the Office of Chief Counsel, Counsel for Department of General Services, and the office of the City Solicitor.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	LOC	105,000											
		105,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		105,000		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 117867 Bus Boarding Islands

LIMITS: Citywide

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Joe Burns

CMP:

This program will install safe bus boarding islands on multimodal corridors with priority transit service routes in Philadelphia. The raised concrete islands provide safe bus boarding and alighting zones for users of SEPTA bus network.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	244	1,500											
		1,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,500		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 117868** *Priority Corridor Safety Improvements*

**LIMITS:** Citywide

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Joe Burns

**CMP:**

This program is expected to include a combination of low-cost safety improvements and heavy construction interventions. This project may include some signal retiming. Exact locations of will depend on safety audit findings.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	244	1,500											
		1,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,500		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 117870** *Corridor ITS and Emergency Preemption*

**LIMITS:** Citywide

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Joe Burns

**CMP:**

This project is for the Corridor ITS and Emergency Preemption program. This program intended to improve safety for the traveling public by reducing emergency incidents related crashes and by reducing red-light running.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	244	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
Total FY2023-2026		500			Total FY2027-2030				0	Total FY2031-2034				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 117875 *Bike Network Curb Separation*

LIMITS: Citywide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Joe Burns

CMP:

This project is for the physical separation of Philadelphia's high-quality bikeway network will encourage more Philadelphians and visitors alike to bicycle for transportation and recreation.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	244	1,500											
		1,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,500		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 117904 *PA Transportation and Community Development Initiative (TCDI) 2022-23*

LIMITS: District wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X2

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

The Transportation and Community Development Initiative (TCDI) is a grant program that supports smart growth in the individual municipalities of the Delaware Valley through initiatives that implement the regions long-range plan, Connections 2050 Plan for Greater Philadelphia. Central to the effort is the objective to enhance quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI provides a mechanism for our planning partners to undertake locally-directed actions to improve their communities, which in turn implements their local county comprehensive plans and supports the goals and vision of the regions long-range plan. This grant program seeks to support and leverage state and county programs, by providing funding to undertake planning, analysis or early-stage design projects which improve the efficiency of the regional transportation system.

Through a competitive selection process, DVRPC will award \$1.2 million to select projects in the 5-county Pennsylvania region which includes the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia.

#### Tasks

1. Distribute \$1.2 million dollars to selected projects within Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
PE	STU		1,200											
PE	TOLL													
		0	1,200	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		1,200		Total FY2027-2030			0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117906

Intersection Transit Safety Improvements

LIMITS: Citywide

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Joe Burns

NHPP:

FC:

CMP:

No Let Date

AQ Code:S6

IPD:

This program focuses on street designs that slow driver speeds and encourage safer driving behaviors, creating safer, more walkable neighborhood streets for the families who live on them.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	244	1,500											
		1,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,500		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 117935 *Philadelphia Trip Generation Model 2022-23*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The project will be undertaken in three phases. The first phase will design and build the tools software and user interface, assemble various transportation and land use datasets, and create a data collection plan and tablet-based survey instrument. It is assumed that the software will be an extension and modification of DVRPCs TIM data viewer and the geographic level of analysis will be the travel models Traffic Analysis Zones (eg, Census Block Groups in Philadelphia).

Phase II will focus on site selection and data collection. This phase will be deferred until FY2023 to avoid any temporary travel behavior changes due to the COVID-19 pandemic. The final phase will analyze the collected data, develop the relationships between input and output variables, and validate the tool for mixed-use developments in Philadelphia. A Users Guide with instructions for using the tool will be written as part of Phase III. This phase will begin in FY2023 and continue into FY2024. Later phases could be added to extend the tool to urban areas in other counties in the DVRPC region.

This project may require the purchase of goods and/or services, including temporary survey workers.

#### Tasks

##### Phase I Software Development Tasks:

1. Coordinate with Philadelphia Planning Commission and Office of Transportation, Infrastructure, and Sustainability to identify the tools functions and outputs.
2. Review relevant literature on adjustments to ITE Trip Generation Rates.
3. Specify software design including functionality, interface, background layers and tiles, input data, calculations to perform, output data, graphics and reports, and results for download and export results.
4. Prepare GIS and other existing datasets including retail employment, accessibility measures, transit score, distance to transit stations, parking availability and cost, occupied housing units, land-use mix/entropy variable, level of bicycle traffic stress, sidewalk connectivity, density, and real estate characteristics.
5. Prepare ITE Trip Generation Rate and TIM3.1 travel model data for comparisons to model outputs.
6. Populate PostGRES database by exporting GIS and VISUM datasets.
7. Modify TIM Data Viewer and add functions to view existing input datasets, to modify input data to account for proposed developments, and to calculate and report person trips by vehicular, transit, bicycle, and pedestrian modes for AM and PM peak periods.
8. Modify Data Viewers Tile Server to display additional layers.
9. Create Python scripts to facilitate data import and calculations.
10. Modify zonal reporting, downloading, and exporting functions.

##### Phase II Data Collection Tasks:

1. Coordinate with Philadelphia Planning Commission and Office of Transportation, Infrastructure, and Sustainability to identify candidate sites to survey. Coordinate with neighborhood groups and improvement districts on outreach to building owners and managers.
2. With assistance from PCPC and oTIS, create data collection plan, specify site characteristics, and identify candidate sites.
3. Interview, hire, and train temporary surveyors.
4. Prepare data collection schedules and itineraries.
5. Create intercept survey form and code survey onto tablet computers.
6. Execute Survey
7. Tabulate and process survey data, clean data, and expand survey results.

##### Phase III Model Estimation and Validation Tasks:

1. Perform regression analyses and other calculations to determine AM and PM peak period person trip rates for mixed-use developments in Philadelphia as a function of location, dwelling units, parking supply, and retail employment.
2. Perform regression analyses and other calculations to determine AM and PM peak period mode shares for vehicular, transit, bicycle, and pedestrian trips.
3. Incorporate calculated relationships into Philadelphia Trip Generation Tool
4. Configure Tool to be hosted on City of Philadelphia's server and website.
5. Test and validate tools predictions by predicting trip rates for additional sites, collecting data at those sites, and comparing predicted to observed results.
6. Modify model as needed.
7. Prepare Users Guide and Instructions.

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PRA	STU	150											
PRA	TOLL												
		150	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			150	Total FY2027-2030			0	Total FY2031-2034			0

**MPMS# 117966** **Overbrook Education Center Slow Zone**

**LIMITS:** Overbrook Education Center

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/M. Meraz

**CMP:** Not SOV Capacity Adding

2021 Regional TASA award for \$985,000.

Traffic calming devices

Installation of speed cushions, bump outs and other traffic calming devices surrounding Overbrook Educational Center.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	TAU	985											
		0	985	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			985	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 118014 2023 Bridge Painting Pkge

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This bridge painting project will prevent, delay, or reduce deterioration of bridge elements by painting exposed steel in order to restore the function of several existing bridges, keep them in good or fair condition, thereby extending their service lives without costly rehabilitation projects. Painting steel bridge elements, replacing bridge joints, bearing repairs, and related select steel repairs, all necessitated by failing paint systems.

67730102300033 Northwestern Avenue over Wissahickon Creek;  
 67730101900042 Southampton Road over Conrail;  
 67730100200079 Calumet Street over SEPTA;  
 67730102500094 Red Lion Road over Conrail;  
 67730100180103 18th Street over Conrail;  
 67730100900124 49th Street over SEPTA;  
 67730102700125 42nd Street over AMTRAK and Conrail;  
 67730100100135 Front Street over Conrail;  
 67730100100136 Front Street over AMTRAK;  
 67730100500145 Glenwood Avenue over SEPTA;  
 67730100600166 Kensington Avenue over Frankford Creek;  
 67730100300180 McCallum Street over Cresheim Creek;  
 67730100170234 17th Street over Conrail;  
 67730100170235 17th Street over SEPTA;  
 67730100200252 Scotts Lane over Roosevelt Boulevard;  
 67730100200268 20th Street over Conrail;  
 67730101300292 Wyoming Avenue over Tacony Creek and Fishers Lane (I Street);  
 67730100170309 17th Street over Penn Center Underground Street System

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	800											
FD	185							400					
UTL	BRIP								800				
CON	BRIP										4,750		
		800	0	0	0	0	0	400	800	0	4,750	0	0
		Total FY2023-2026			800	Total FY2027-2030			1,200	Total FY2031-2034			4,750

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 118034 *Spring Garden Connector - Phase 1*

New

LIMITS: East of Broad

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

To develop a complete street design for Spring Garden Street, in order to better and more safely accommodate all road users, contribute to the sense of place on the corridor, advance the city's green stormwater management and traffic safety goals, and complete the Center City section of the East Coast Greenway

Spring Garden Street's current configuration and state of repair does not provide adequate access or safety, resulting in decreased levels of service as well as conflicts and unsafe conditions for all road users.

Design is funded locally with \$500,000 of Automated Speed Enforcement (ASE) funds, \$1,000,000 City Capital, \$1,000,000 PA DCNR Funds, and \$2,000,000 of private funds.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	OTH	1,000											
PE	PRIV	2,000											
FD	LOC		1,000										
FD	OTH		500										
CON	STU											26,000	
		3,000	1,500	0	0	0	0	0	0	0	0	26,000	0
		Total FY2023-2026		4,500		Total FY2027-2030		0		Total FY2031-2034		26,000	

MPMS# 118035 *5th Street Improvements*

New

LIMITS: Roosevelt Blvd. to Godfrey Ave.

No Let Date

IMPROVEMENT Streetscape

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

To design and construct complete street improvements including signal modernization, interconnect, resurfacing, channelization, ADA ramps, safety improvements, and streetlighting

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	810											
FD	581							540					
CON	581							2,000					
CON	581								1,929				
CON	581									3,025			
CON	581										2,046		
		810	0	0	0	0	0	2,540	1,929	3,025	2,046	0	0
		Total FY2023-2026		810		Total FY2027-2030		4,469		Total FY2031-2034		5,071	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 118351 Chestnut St. Ped. Islands

LIMITS: Chestnut Street: 34th to 63rd

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M. Meraz

CMP:

This project will replace painted pedestrian areas on Chestnut Street with concrete pedestrian islands to elevate pedestrian safety along the corridor and expand the project area west to 63rd Street.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,000				Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 118352 Safe Routes Philly: MS

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M. Meraz

CMP:

This program is a bicycle and pedestrian education program for middle school students

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	450											
		450	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		450				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 118359 *Logan Square Sidewalk*

LIMITS: Logan Square

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

This project will construct ADA ramps, concrete sidewalk replacement and granite curb matching work surrounding the improved areas of the Benjamin Franklin Parkway.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
Total FY2023-2026				1,000		Total FY2027-2030				0		Total FY2031-2034		0

MPMS# 118386 *Roosevelt Boulevard at Southampton Road (Statewide "MTF")*

LIMITS: SR 1 (Roosevelt Blvd) and Southampton Rd

Est Let Date: 9/14/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

This project will construct intersection improvements at SR 1 (Roosevelt Blvd.) and Southampton Road, including driveways on SR 1 and Southampton Road. Improvements will add turning lanes, new signalized and reconfiguration of existing signalized intersection.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	411	3,000												
CON	LOC	5,135												
		8,135	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			8,135	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 118388** *Parkside Ave - Safe Access to Parks*

**LIMITS:** Parkside Avenue, West Fairmount Park

No Let Date

**IMPROVEMENT** Streetscape

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** AECOM/J. Fry

**CMP:**

This project will construct two roundabouts on Parkside Ave at N 53rd St and at Bryn Mawr Ave to improve safety, calm traffic, and enhance multimodal connectivity to the adjacent park.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411				3,000								
CON	LOC				1,000								
		0	0	0	4,000	0	0	0	0	0	0	0	0
Total FY2023-2026					4,000	Total FY2027-2030			0	Total FY2031-2034			0

**MPMS# 118391** *5th Street: Luzerne - Mentor*

**LIMITS:** N. Fifth Street from Luzerene Street to Mentor Street.

Est Let Date: 4/25/2024

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:**

This project will construct pedestrian, bicycle and streetscape improvements on N. 5th Street from Luzerne Street to Mentor Street in the City of Philadelphia.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	411	175											
PE	LOC	278											
CON	411	2,825											
CON	LOC	1,222											
		4,500	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026					4,500	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 118496 The Woodland Avenue Trolley Portal Complete Streets Project (TOP)

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

The project will improve traffic safety for all users and enhance transit service performance and reliability along Woodland Avenue in West Philadelphia.

TOP funding will support purchasing traffic signal equipment and materials as well as bicycle infrastructure materials in the project area. TOP funds will not be used for the installation of the equipment and materials purchased using TOP funding. The proposed improvements will include transit priority capabilities and protected bike lane infrastructure on Woodland Avenue.

**Traffic Signal Equipment** TOP funding will be used to purchase new traffic signal materials and equipment. Specific materials and equipment will be identified after final design is completed. The signal will include transit priority capabilities and allow for the completion of a pedestrian crosswalk between the 40th Street Trolley Portal and Woodland Avenue. In the installation of the signal equipment purchased by the TOP grant, the City will also install the pedestrian crosswalk and ADA curb ramps at the appropriate locations. This new signal will: (1) allow pedestrians to cross to the Woodlands, (2) allow trolleys to safely and reliably, (3) include emergency vehicle preemption, and (4) calm vehicle speeds on Woodland Avenue.

**Bicycle Infrastructure Materials** TOP funding will be used to purchase bicycle infrastructure materials. Through the use of precast curb molds, the proposed bicycle infrastructure improvements will allow concrete curb to be installed on top of the asphalt after paving. This is seen as a similar level of protection for the bike lane as a traditional concrete curb but does not require full-depth reconstruction and restoration of the roadway. This will reduce the amount of time and effort required to implement this project and will allow the City to test an innovative approach for constructing safer, quick-build multimodal infrastructure that is easier to maintain.

The protected bike lanes will connect West and Southwest Philadelphia with University City via Woodland Walk, a popular bike/pedestrian only facility through the University of Pennsylvania. The bike lanes also connect to the Woodlands, a popular park in the neighborhood. Safe bike and pedestrian connections to the Woodlands have been a long-standing community request, and this project will allow for improved access to the Woodlands while also greatly improving transit operations.

Funds will be flexed to SEPTA to administer the project in FFY24.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ		592										
PRA	LOC		147										
		0	739	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		739		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 119415 Jefferson Station Escalators FLEX

New

LIMITS: Jefferson Station, Center City Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project is for the replacement of four escalators at the Convention Center and Jefferson Station and the flexing of funds over to SEPTA.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sSTP	2,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,000				Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 119437 Great Streets Philadelphia RAISE 22

LIMITS: Philadelphia

Est Let Date: 3/12/2026

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

The City of Philadelphia's capital project will implement critically needed transportation safety improvements, accessibility enhancements, and state of good repair upgrades along seven high crash corridors totaling nearly five miles located in historically disadvantaged communities and areas of persistent poverty. Proposed improvements include traffic safety treatments based on FHWA's Proven Safety Countermeasures, signal modernization, ADA ramps, curb extensions and corner bumpouts, raised crosswalks, RRFB's, resurfacing, and sidewalk upgrades.

Locations include: 57th Street (Upland Way to Wynnefield Avenue); Westminster Avenue (40th to 52nd Streets); Springfield Avenue (51st to 57th Streets); Limekiln Pike (Medary Avenue to Haines Street); Tioga Street (5th to 15th Streets); 11th Street (Master Street to Diamond Street); and Longshore Avenue (Roosevelt Boulevard to Frontenac Street)

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	LOC	1,200											
FD	LOC		2,468										
CON	RAISE			25,000									
CON	LOC			652									
		1,200	2,468	25,652	0	0	0	0	0	0	0	0	0
Total FY2023-2026		29,320				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 119480** *Roosevelt Boulevard Study*

**LIMITS:** From SR 611 (Broad Street) in North Philadelphia to the Pennsylvania Turnpike (

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Bensalem Township

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project is a study of the SR 1 (Roosevelt Blvd.) corridor. SR 1 is a high traffic roadway with significant crash history. The study will include traffic operations, transit operations, safety analysis, right-of-way utilization, economic analysis and identification of legal issues.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	581	500											
STUD	581		250										
STUD	581			250									
		500	250	250	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 119487** *Philadelphia Railroad Bridges Study*

**LIMITS:** City of Philadelphia

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** TSS/RKK/C. Carmichael

**CMP:**

This is a planning Study to develop strategies for the removal of attached railroad catenary systems

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	SXF	1,560											
STUD	LOC	390											
		1,950	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,950		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 119496 Woodland Avenue Complete Streets Project

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

Develop a comprehensive and efficient data collection methodology and plan for DVRPC's next Household Travel Survey and Transit On-Board Survey.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	140											
		140	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		140		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 119822 US 1: Broad Street - Adams Avenue

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

Intersection and roadway improvements along US 1 from Broad Street to Adams Avenue in the City of Philadelphia. The design of the project will be funded by ARLE funding and CON will be partially funded by the MEGA grant.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	244		4,800										
CON	MEGA				33,300								
		0	4,800	0	33,300	0	0	0	0	0	0	0	0
		Total FY2023-2026		38,100		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 119836 US 1: Adams Avenue - Old Lincoln Highway

#### LIMITS:

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5H, 5I

Intersection improvements along US 1 from Adams Avenue to Old Lincoln Highway, City of Philadelphia, and Bensalem Township, Bucks County. The design of the project will be funded by ARLE funding and CON will be partially funded by the MEGA grant.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	244		4,800										
CON	MEGA				44,700								
		0	4,800	0	44,700	0	0	0	0	0	0	0	0
		Total FY2023-2026			49,500	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 120216 Lincoln Drive Traffic Signal Modernization

#### LIMITS:

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For full modernization upgrades at 6 signalized intersections along Lincoln Drive.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		2,156										
		0	2,156	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,156		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 120217 North Broad Street Traffic Signal Improvements

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For full modernization upgrades at 10 signalized intersections along North Broad Street.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	073		3,220										
		0	3,220	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,220		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 120218 South Philadelphia Controller Upgrade and Integration

**LIMITS:**

IMPROVEMENT Signal/ITS Improvements

NHPP:

No Let Date

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

For updated signal equipment at 95 intersections throughout the city.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	073		1,371										
		0	1,371	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,371		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120702      ADA Ramps Philadelphia 2024

LIMITS: 

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement 

NHPP:

MUNICIPALITIES: Philadelphia City 

FC:

AQ Code:A2

PLAN CENTER: 

IPD:

PROJECT MANAGER: 

CMP:

The Philadelphia ADA Ramps project will improve approximately 295 ADA ramps across the county to provide greater accessibility and further connect the pedestrian network. Recommended changes include upgrading outdated ramps, providing ADA-accessible crossings adjacent to bus stops, and connecting existing pedestrian facilities with new ADA ramps where ramps do not currently exist. Recommended improvements vary by intersection and existing conditions. The roadways identified as receiving these improvements include:

- Levick Street
- Linden Avenue
- Knights Road
- Academy Road
- Torresdale Avenue

Prioritizing accessibility improvements to pedestrian facilities near transit stops, which are present along many of these roadways, is a key strategy identified in DVRPC’s Equity Through Access Plan.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581		250										
CON	STP		2,000										
CON	STU		500										
CON	TOLL												
		0	2,750	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,750				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 16178**      **Construction Management Tasks**

**LIMITS:** Regionwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Keith Dawson

**CMP:** Not SOV Capacity Adding

This project funds a Construction Management Open End Consultant that assists with projects selected by the District. The Consultant regularly meets with District Construction Management and performs various tasks as directed by the Construction unit.

#### Agreement Management Functions

- Completion of work orders and supplemental quality control
- Fiscal document completion
- Agreement, work order, and supplement status tracking and reporting
- Agreement closeout functions

#### Accrued Unbilled Costs (AUC) Resolution

- Research and clearing of Accrued Unbilled Costs from MPMS
- Preparation of a summary report on the project items responsible for the AUCs
- Preparation of the appropriate fiscal/justification documents
- DBE and Trainee Tracking and Shortfall Resolution

#### Project Startup Assistance

- Provision of CM Support Services until project-specific work orders have been executed
- Attendance at Pre-Bid and Pre-Construction meetings
- Review of project plans, specifications, and schedule submissions
- Completion of Constructability Reviews

#### PennDOT Project Collaboration Center (PPCC)

- Management of project setups
- Delivery of user training and support
- Preservation of District 6 submittal types and workflows

#### Curb Ramp Verification

- Verification of the "as built" conditions of curb ramps
- Documentation of these conditions for conformance with ADA requirements
- Submission of electronic forms to PennDOT's Central Archive.

#### Construction Documentation Services Support

- Assistance with RTKL processes
- Assistance with CDS V3 migration, additional documentation, and project closeout tasks

Additional Administrative Functions as determined by Construction Unit management

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
PRA	581	300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			300	Total FY2027-2030				0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17928PA Air Quality Action Supplemental Services

LIMITS: Region-wideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:NRS

PROJECT MANAGER:IPD:

CMP: Not SOV Capacity Adding

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may include design and production of education and outreach materials and advertising, printing, and placement of advertising on television, online, radio, and in newspapers.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.

TIP Program Years (\$ 000)															
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
PRA	CAQ														
PRA	LOC														
PRA	CAQ														
PRA	LOC														
		0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2023-2026		0				Total FY2027-2030				0				Total FY2031-2034	0

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 48201** *DVRPC Competitive CMAQ Program*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Project types that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

MPMS #96221 - Multi-modal Access to New Britain Train Station - \$212,000 (\$169,600 CMAQ/ \$42,400 Matching funds)  
 MPMS #96215 - City Avenue Adaptive Signals - \$1,143,500 (\$800,000 CMAQ/ \$343,500 Matching funds)  
 MPMS #96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - \$600,000 (\$400,000 CMAQ/ \$200,000 Matching funds)  
 MPMS #96227 - Traffic Operations Center Cameras - \$600,000 (\$480,000 CMAQ/ \$120,000 Matching funds)  
 MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - \$260,253 CMAQ/ \$304,832 Matching funds)  
 MPMS# 96240 - Park Road Trail - \$1,455,908 (\$764,726 CMAQ/ \$691,182 Matching funds)

The following projects selected in the calendar year 2016 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

1) MPMS# 107636 - Neshaminy Greenway Trail - \$2,279,000 (\$1,823,000 CMAQ/ \$456,000 Matching funds)  
 2) MPMS# 107630 - Paoli Pike Trail Segment D-E - \$2,415,000 (\$1,736,000 CMAQ/ \$679,400 Matching funds)  
 3) MPMS# 107652 - US 202/US 1 ITS Corridor - \$3,300,000 (\$3,300,000 CMAQ/ State Matching funds)  
 4) MPMS# 107642 - Smithbridge Rd. Corridor Improvement Project - \$2,027,500 (\$1,589,500 CMAQ/ \$438,000 Matching funds)  
 5) MPMS# 107639 - Installation of Adaptive Signal Control Along Route 3 - \$700,000 (\$560,000 CMAQ/ \$140,000 Matching funds)  
 6) MPMS# 107634 - Pedestrian Enhancements for Media Borough - \$909,818 (\$727,854 CMAQ/ \$181,964 Matching funds)  
 7) MPMS# 107649 - Connecting Wallingford to Mass Transit - \$471,162 (\$370,168 CMAQ/ \$100,994 Matching funds)  
 8) MPMS# 107650 - Easton Road Traffic Signal System Project - \$975,244 (\$780,195 CMAQ/ \$195,049 Matching funds)  
 9) MPMS# 107644 - Fayette Street Traffic Signal Improvements – Phase 2 - \$870,999 (\$799,606 CMAQ/ \$71,393 Matching funds)  
 10) MPMS# 107640 - Route 463 Traffic Signal System Project - \$1,141,450 (\$913,160 CMAQ/ \$228,290 Matching funds)  
 11) MPMS# 107646 - West Main Street Traffic Signal Improvements - \$551,455 (\$487,825 CMAQ/ \$63,630 Matching funds)  
 12) MPMS# 107654 - Advancing CNG in Philadelphia - \$7,154,000 (\$2,000,000 CMAQ/ \$3,350,000 Matching funds)  
 13) MPMS# 107637 - Ramping up to Rapid Transit on Roosevelt Boulevard - \$2,989,500 (\$1,999,500 CMAQ/ \$990,000 Matching funds)  
 14) MPMS# 107648 - Reformatting N. 5th Street as a Complete Street - \$2,575,000 (\$2,020,000 CMAQ/ \$555,000 Matching funds)  
 15) MPMS# 107632 - Fox Chase Lorimer Trail - \$1,004,700 (\$868,700 CMAQ/ \$136,000 Matching funds)  
 16) MPMS# 107631 - Navy Yard Contra Flow Loop Shuttle - \$845,040 (\$416,280 CMAQ/ \$428,760 Matching funds)

The following projects selected in the calendar year 2019 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

1) MPMS #114093 - SEPTA Work Train Locomotive Replacement - \$6,000,000 (\$3,800,000 CMAQ/ \$2,200,000 Matching funds)  
 2) MPMS #114096 - Falls Township Adaptive Traffic Signal System - \$1,335,900 (\$1,084,720 CMAQ/ \$251,180 Matching funds)  
 3) MPMS #114164 - Nutt Road (SR 0023) and Starr Street Operational Improvements - \$1,300,856 (\$868,656 /\$432,200 Matching funds)  
 4) MPMS #114166 - PA 401 and Valley Hill Road Intersection Improvements - \$2,110,000 CMAQ  
 5) MPMS #114167 - Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes - \$668,900 (\$535,100/ \$133,800 Matching funds)  
 6) MPMS #114102 - West Chester and Route 476 Improvements - \$2,849,000 CMAQ  
 7) MPMS #114112 - Media Bypass ITS Corridor - \$5,000,000 CMAQ  
 8) MPMS #114114 - Traffic Flow Improvements – Conshohocken State Rd (SR 0023) and Spring Mill Rd (SR 3032) - \$943,490 (\$754,792 CMAQ/ \$188,698 Matching funds)  
 9) MPMS #114116 - Skippack Pike Traffic Signal System - \$962,007 (\$892,007 CMAQ/ \$70,000 Matching funds)

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

- 10) MPMS #114172 - Dreshertown Rd Cross County Trail Extension - \$4,642,200 (\$1,892,200 CMAQ/ \$2,750,000 Matching funds)  
 11) MPMS #114173 - Roosevelt Blvd Cross Over Lanes - \$1,500,000  
 12) MPMS #110415 - Schuylkill River Park Extension – Christian to Crescent - \$50,622,771 (\$1,650,000 CMAQ/ \$48,972,771 Matching funds)  
 13) MPMS #114174 - Indego 2.0: Increasing Core Capacity - \$3,122,000 (\$2,250,000 CMAQ/ \$872,000 Matching funds)

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	CAQ		5,982										
CON	CAQ			9,747									
CON	CAQ				7,847								
		0	5,982	9,747	7,847	0	0	0	0	0	0	0	0
		Total FY2023-2026			23,576	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 48202      *Regional GIS Support - DVRPC*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

TIP Program Years (\$ 000)																
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
PE	TOLL															
PE	STU															
PE	TOLL															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034				0

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 48203**      *Aerial Photography*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** DVRPC

**CMP:** Not SOV Capacity Adding

This project continues DVRPC's 5-year aerial imagery acquisition cycle, which dates back to 1965. It offers a unique way of tracking change, from a historical perspective, throughout the Delaware Valley region.

This project provides digital orthoimagery which is integrated into geographic information systems (GIS) and other mapping applications. This orthoimagery is used by DVRPC, our member governments, and the public to create and update spatial data, and for cartographic purposes. It serves as an invaluable resource in support of the region's planning and mapping activities.

Planning for this project involves determining the aerial imagery needs of DVRPC and its member governments. It is also necessary to evaluate technological and business changes such as imagery acquisition advancements, cloud-based, Software as a service (SaaS) imagery options, supplemental products, etc. In addition, if feasible, the project will be coordinated with any similar imagery acquisition efforts that may be undertaken by federal or state agencies, member governments, operating agencies, or other parties. Acquisition of hardware, software, or training may be required to take full advantage of the data.

#### Tasks:

1. Assess imagery and supplemental imagery product needs for 2025.
2. Identify preferred imagery characteristics and other potential products such as impervious surface data (including building footprints), LiDAR, etc., and determine expected costs.
3. Coordinate with other interested parties, if possible.
4. Consider alternative methods for obtaining aerial imagery, such as licensed imagery products.
5. Develop all necessary administrative documents that may be required.
6. Plan for and complete vendor selection process, if required.
7. Seek to upgrade equipment necessary for imagery distribution (web-based or otherwise), storage, and hardcopy reproduction.
8. Work with member governments to ensure that they are able to access and use the imagery.

Any work done in or for New Jersey is funded via the New Jersey TIP.

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

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
STUD	TOLL												
STUD	STU		737										
		0	737	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		737		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 51095      ITS Program Integrator

LIMITS:      No Let Date

IMPROVEMENT Signal/ITS Improvements      NHPP:      MRPID:236

MUNICIPALITIES: Various      FC:      AQ Code:S7

PLAN CENTER:      IPD:

PROJECT MANAGER: Gannett/V. Genua      CMP: Minor SOV Capacity      CMP Subcorridor(s): 3A, 3B

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STP	400											
PRA	581	100											
PRA	STP		400										
PRA	581		100										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 57927**      **Regional Safety Initiatives (HSIP)**

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

MPMS #85949 – SR 896 Safety Improvements – Chester County - \$2,327,000 for Preliminary Engineering

MPMS #80104 – Henry Avenue Corridor Safety Improvements, Phase 1 – City of Philadelphia - \$3,363,000 for PE

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$298,000 for UTL, \$4,000,000 CON

Chester County:

MPMS #85949 – SR 896 Safety Improvements – \$1,273,000 for FD, \$1,000,000 ROW/ \$800,000 UTL/ \$8,200,000 CON

Delaware County:

MPMS #111167 - Lansdowne Avenue (SR 2006) Corridor Safety Improvements - \$287,000 for FD, \$2,674,000 for CON

MPMS #107642 - Smithbridge Road Corridor - \$1,100,000 HSIP and \$1,600,000 CMAQ

Philadelphia:

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD, \$100,000 UTL, \$100,000 ROW, \$8,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$500,000 FD, \$250,000 UTL, \$500,000 ROW, \$3,000,000 CON

MPMS #111194 - Castor Avenue (SR 1005) Corridor Safety Improvements (from Comly to Rhawn, north of Boulevard) - \$178,000 for FD, \$1,665,000 for CON

MPMS #106995 - Castor Avenue (SR 1005) (Aramingo Ave to Hunting Park Ave, South of Boulevard) Signal Improvements - \$1,257,000 for CON

MPMS #111062 - University Avenue and I-76 Off Ramp Intersection Safety Improvements - \$304,000 for FD, \$2,038,000 for CON

Districtwide

2018 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

2019 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

Districtwide Systemic Improvements - \$5,600,000 for CON

MPMS #112524 - District 6-0 Low Cost Safety Improvements - \$2,000,000 for PE, \$4,200,000 for CON

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP		468										
CON	HSIP			2,414									
CON	HSIP				13,747								
CON	HSIP					24,976							
CON	HSIP						27,176						
CON	HSIP							27,176					
CON	HSIP								27,176				
CON	HSIP									27,176			
CON	HSIP										27,176		
CON	HSIP											27,176	
CON	HSIP												27,176
		0	468	2,414	13,747	24,976	27,176	27,176	27,176	27,176	27,176	27,176	27,176
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		16,629				106,504				108,704			

MPMS# 63406 *Retrofit for Bike Lanes and Shoulders*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jonathan Korus

CMP: Not SOV Capacity Adding

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, coincident with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and revising traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, Montgomery counties, and the City of Philadelphia.

There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ	200											
PE	CAQ		200										
CON	581	100											
CON	581		100										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		600				0				0			

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64652      *Transportation Community Development Initiative (TCDI)*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	STU										
		0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		0		Total FY2027-2030		0		Total FY2031-2034	
										0	

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 64984 *Transportation Alternatives - Urban (TAU) Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside the funding allocated by FHWA for the new Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law's (IIJA/BIL) Surface Transportation Block Grant Set-aside for the continuation of the Transportation Alternatives Set-Aside Program (TASA/TAP) in the DVRPC region. The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-aside) provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects. 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. Federal law requires that 59% of the funds are sub-allocated to regions with populations greater than 200,000 (TAU).

The IIJA/BIL apportions \$7,932,000 TAU in FY23, \$8,097,000 TAU in FY24, \$8,266,000 TAU in FY25, and \$8,438,000 TAU in FY26 and thereafter annually, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2024 Round) of two years' worth of MPO funding occurred in fall of 2023, with final projects awarded in winter 2024. Selected projects are assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time. Each project will be broken out of the Line Item as an individual project at the appropriate time.

The following projects were added to the Transportation Alternatives – Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2024:

Bucks - Levittown Trail Project – MPMS #81923 - \$2,000,000  
 Bucks - South Easton Road Township to Borough Connector Trail – MPMS #81294 - \$1,500,000  
 Chester - Route 100 Pedestrian Path – MPMS #81794 - \$1,000,000  
 Chester - Sidley Road to Chester Valley Trail Connection – MPMS #81799 - \$1,850,000  
 Delaware - Chester Creek Rail Trail Phase 2 Construction – MPMS #116147 - \$1,500,000  
 Delaware - Norris Street Complete Streets - MPMS #82011 - \$1,300,000  
 Montgomery - Memorial Park Improvements – MPMS #82085 - \$850,000  
 Montgomery - Upper Moreland Power Line Trail – MPMS #82086 - \$2,466,000  
 Philadelphia - Better Bus Stops- South 7th and 8th Streets – MPMS #81230 - \$1,000,000  
 Philadelphia - Chestnut Pedestrian Islands – Phase 2 – MPMS #81223 - \$1,500,000  
 Philadelphia - Woodland Avenue Complete Streets Project – MPMS #118496 - \$500,000

The following projects were added to the Transportation Alternatives – Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2022:

Bucks – Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center – MPMS #117953 - \$650,000  
 Bucks – Route 332 & Tyler Park Connection – MPMS #117971 - \$825,000  
 Chester – Toughkenamon Streetscape Improvements – MPMS #117969 - \$965,000  
 Chester – Moores Road Sidewalk – MPMS #117970 - \$500,000  
 Delaware – Highland Avenue Complete Streets – MPMS #117957 - \$1,135,000  
 Delaware – Media - Smedley Connector Trail - Phase 1 – MPMS #117972 - \$450,000  
 Montgomery – Main St. East to Ruth Road Sidewalk Connections – MPMS #117961 - \$985,000  
 Montgomery – Liberty Bell Trail - Phase 3 – MPMS #117965 - \$600,000  
 Philadelphia – Franklin Square Pedestrian Access P2 – MPMS #111496 - \$850,000  
 Philadelphia – Overbrook Educational Center Slow Zone – MPMS #117966 - \$985,000

The following projects were approved through the TA Set-Aside program in Winter 2018:

Bucks – Neshaminy Greenway Trail (Core Creek Park to Woodbourne Road) – MPMS #110773 - \$995,000  
 Bucks – Iron Work Creek Sidewalk – MPMS #110774 - \$894,000  
 Chester – Kennett Area Safer Active Transportation Routes – MPMS #110775 - \$915,000  
 Chester – Paoli Trail, Segment A – MPMS #110776 - \$483,000  
 Delaware – Pennsy Trail – Phase II Improvements – MPMS #110777 - \$1,163,000  
 Montgomery – Jenkintown to Pennypack Trail – MPMS #110778 - \$715,000  
 Montgomery – Parkside Cynwyd Trail Extension – MPMS #110779 - \$534,000  
 Philadelphia – North Broad Street – Vision Zero Priority Corridor – MPMS #110780 - \$300,000

## Pennsylvania - Highway Program (Status: TIP)

**Various**

Philadelphia – Renewing Philadelphia's Historic Streets – MPMS #110781 - \$1,000,000  
 Philadelphia – Restoration of Historic Shawmont Station – MPMS #110782 - \$1,000,000

\$4,000,000 of the Winter 2018 solicitation is to be used for regionally significant trail projects in the future, including projects in the Circuit Line Item – MPMS #105291.

The following projects were approved through the TAP program in Spring 2016:

Bucks – Neshaminy Greenway Trail (Bristol to Upper State) – MPMS #102830 - \$1,255,000  
 Chester – Paoli Pike Trail, Segment C – MPMS #107176 - \$1,000,000  
 Delaware – Moore Road Sidewalk Project – MPMS #107177 - \$825,000  
 Delaware – Springfield Township Sidewalk Improvements – MPMS #107178 - \$280,000  
 Montgomery – FWOP, Cross County Trail Final Segment – MPMS #107179 - \$750,000  
 Montgomery – Powerline Trail Connection – Phase 1 – MPMS #107180 - \$850,000  
 Philadelphia – Chetlens-Greene Plaza Reconstruction – MPMS #107181 - \$370,000  
 Philadelphia – City of Philadelphia SRTS (Non-Infrastructure) – MPMS #107182 - \$450,000  
 Philadelphia – Make Way for Children, Expanding Ped. Infrastructure – MPMS #107183 - \$950,000  
 Philadelphia – Manayunk Bridge Trail Site Amenities – MPMS #107197 - \$600,000  
 Philadelphia – Safe Spaces for Cyclists: Building a Protected Bicycle Network – MPMS #107198 - \$300,000

The following projects were approved through the TAP program in Spring 2014:

Bucks – Neshaminy Greenway Trail to Lenape Lane – MPMS # - \$800,000  
 Bucks – Solebury Route 202 Gateway Trail – MPMS #102831 - \$980,859  
 ChesCo – Kennett and New Garden Township Sidewalk Project – MPMS #102832 - \$850,000  
 ChesCo – Village of Eagle Trail Connections – MPMS #102833 - \$560,000  
 DelCo – Pedestrian and Bicycle Accessibility Enhancements – MPMS #102834 - \$420,000  
 DelCo – Hillside Road Pedestrian Safety Improvements – MPMS #102835 - \$530,000  
 DelCo – Nether Providence Township Sidewalks (SRTSF) – Round 1 – MPMS #87119 - \$225,000  
 MontCo – Walk and Bike Pottstown Phase 1 & 2 – MPMS #102836 - \$1,000,000  
 MontCo – Liberty Bell Trail Connection – MPMS #102837 - \$635,000  
 Philadelphia Bike Share Program – MPMS #102838 - \$1,250,000  
 South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU		4,086										
CON	TAU			8,266									
CON	TAU				8,438								
CON	TAU					8,438							
CON	TAU						8,438						
CON	TAU							8,438					
CON	TAU								8,438				
CON	TAU									8,439			
CON	TAU										8,439		
CON	TAU											8,439	
CON	TAU												8,439
		0	4,086	8,266	8,438	8,438	8,438	8,438	8,438	8,439	8,439	8,439	8,439
		Total FY2023-2026			20,790	Total FY2027-2030			33,752	Total FY2031-2034			33,756

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY 2013-2020 funding in the amount of \$136,664,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

SEPTA will continue to utilize FY 2021-20224 FHWA Transit Flex funding in the amount of \$68,332,000 to support the SEPTA Bus Purchase Program (MPMS #90512).

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
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 FY2023-2026		68,332		Total FY2027-2030		68,332		Total FY2031-2034		68,332	

MPMS# 66460 *TAP Project Engineering and Management - DVRPC*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 66461** *CMAQ Project Engineering and Management - DVRPC*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X5

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

**MPMS# 72738** *Transportation Systems Management and Operations (TSMO)*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** James Mosca

**CMP:** Not SOV Capacity Adding

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

This project is integral to the Delaware Valley Freight Corridors initiative.

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 75854 *District Program Management Services "A"*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	581	2,500											
PRA	581		2,500										
		2,500	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,000		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 75855 *District Program Management Services "B"*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	581	2,500											
PRA	581		2,500										
		2,500	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 79927 Highway Reserve Line Item-STP

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	LOC	327											
CON	STP		711										
CON	STP			910									
CON	STP				305								
CON	STP					1,600							
CON	LOC					900							
CON	STP						511						
CON	581						176						
CON	LOC						807						
CON	STP							1,600					
CON	581							194					
CON	LOC							896					
CON	STP								1,816				
CON	581								194				
CON	LOC								807				
CON	STP									76			
CON	581									84			
CON	LOC									80			
CON	STP										76		
CON	581										84		
CON	LOC										80		
CON	STP											76	
CON	581											84	
CON	LOC											80	
CON	STP												76
CON	581												84
CON	LOC												80
		327	711	910	305	2,500	1,494	2,690	2,817	240	240	240	240
		Total FY2023-2026		2,253		Total FY2027-2030		9,501		Total FY2031-2034		960	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 79929 Bridge Reserve Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	348											
CON	LOC	205											
CON	BOF		1,615										
CON	185		1,533										
CON	LOC		1,444										
CON	185			280									
CON	LOC			25									
CON	LOC				491								
CON	BOF					1,560							
CON	185					8							
CON	185						165						
CON	BOF							273					
CON	BOF								297				
CON	185								38				
CON	BOF									66,040			
CON	185									59,268			
		553	4,592	305	491	1,568	165	273	335	125,308	0	0	0
		Total FY2023-2026		5,941		Total FY2027-2030		2,341		Total FY2031-2034		125,308	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 79980 STU Reserve Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU		7,861										
CON	581		439										
CON	STU			6,784									
CON	STU			4,343									
CON	581			689									
CON	LOC			250									
CON	STU				2,006								
CON	581				1,590								
CON	LOC				1,836								
CON	STU					1,223							
CON	581					246							
CON	LOC					3,623							
CON	STU						108						
CON	LOC						152						
CON	STU								1,178				
CON	581								957				
CON	STU									283			
		0	8,300	12,066	5,432	5,092	260	0	2,135	283	0	0	0
		Total FY2023-2026		25,798		Total FY2027-2030		7,487		Total FY2031-2034		283	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 81227 PA Air Quality Action Supplemental Services

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The goal of this project is to improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and place based advertisements.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast to be unhealthy for people susceptible to ozone and PM 2.5 pollution.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index; focus of materials may change depending on the audience and messaging from EPA/DEP.

#### Tasks:

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ		100										
PRA	LOC		25										
		0	125	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		125		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 81232 *Transportation Operations*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This program will promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

Federal metropolitan planning regulations require MPO's to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Program (25-52-170) highlight key activities undertaken by these programs. The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include incident after action reviews, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management and I-476 Travel Management Projects). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

As a result of ongoing discussion within various IMTFs about the challenges responders face dealing with EV vehicle fires, DVRPC established an Electrical Vehicle Task Force. The task force is a coalition of first responders and other related parties dedicated to improving outcomes of EV-related incidents on roadways. The goal of the EV Task force is to act as a conduit for information sharing and resource management of existing national and local best practices and EV trainings.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost-effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

## Pennsylvania - Highway Program (Status: TIP)

### Various

DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and/or services.

#### Tasks:

##### Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, electrical vehicle fire response, emerging technologies, severe weather preparedness and work zone traffic management.
5. Facilitate coordination between PennDOT and emergency responders on various Active Traffic Management projects (I-76 ICM, I-476/I-95, US 422), including working with PennDOT project managers to bring responders and design consultants together to identify issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
8. Social Media awareness campaigns for quick clearance.
9. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
10. Provide technical support, including mapping services, GIS, and other assistance as requested.
11. Continue to manage and implement the EV Taskforce, including sharing information and supporting collaboration efforts and communication, EV training and general awareness amongst various stakeholders.

##### Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

##### Transportation Operation Task Force

1. Host the Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials
2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

#### Products:

##### Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List

## Pennsylvania - Highway Program (Status: TIP)

### Various

3. Provide topical specialized training session(s) to be determined.

#### Incident Management Task Force Products

1. Incident management task force training sessions agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay.
4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Roster and contact information of regional emergency agencies
8. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

#### Traffic Signal Optimization Products

1. Products developed for both the Pennsylvania and New Jersey Signal Retiming Programs.
2. MOU and concept of operations for each corridor when necessary.
3. Proposed and final signal timing plans
4. Implementation of Optimized Signal Timing Plans
5. Technical Memorandum which can include Performance Measures such as Travel Time, Delay, stops and fuel consumption.

Any work performed in or for New Jersey will be funded via the New Jersey TIP.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PRA	CAQ		208										
PRA	581		52										
		0	260	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		260		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 81237**      **2025 On-Board & Household Travel Surveys**

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:**

This program will support the economic vitality of the region; improve accessibility and equity; enhance connectivity between modes; promote the efficient management and operation of the transportation system; and support the development and use of transportation, air quality, economic development, and land use models by collecting data on the systems users and their travel-related behavior.

On-Board and Household Travel Surveys are necessary both to understand the travel behavior of a regions residents and workers, and also to build and validate travel models that reflect that behavior. They provide up-to-date trip and tour rates by purpose and household or person type; insights into the interactions between transportation and land use; origin, destination, and trip length frequency data; detailed statistics on the factors that affect mode choice and transit ridership; and information on how auto operating costs, tolls, fares, and parking charges impact the transportation system. As the COVID pandemic recedes, several structural changes that impact trip making behavior and the transportation system are likely to endure, including a greater propensity to work-from-home, a greater reliance on Ecommerce, and less of a traditional downtown/CBD focus for work trips. Long-term impacts to transit ridership and trip rates by purpose and time-of-day are less well understood.

Planning for new federal, state, and local transportation policies and programs would also benefit from new survey data. These include the federal Carbon Reduction Program and Justice40 Initiative, expanded efforts to improve equity through transportation projects, and Vision Zero programs to improve safety. All of these are likely to lead to changes in the types and locations of transportation programs and projects that are pursued over the next several decades. Accurate, up-to-date data on the characteristics of the users of the system and how they use the system will be essential to forecast the impacts of these projects, and to plan for their implementation.

There are several new and emerging technologies that may offer significant benefits over traditional pen and paper surveys in terms of easier facilitation and implementation of the data collection process, higher survey response rates, and more accurate survey results. These include the use of smartphone applications and tracking devices by survey respondents, purchasing cell phone location data from Location Based Service (LBS) vendors, purchasing add-on surveys to the National Household Travel Survey (NHTS) program, and mining SEPTA Key data. It is anticipated that the most effective and efficient data collection program will combine elements of these programs with traditional survey diaries and on-board interviews.

In FY2024, data collection plans for both a comprehensive On-Board Survey and a Household Travel Survey were developed. This project will implement those plans. Survey data will be collected, tabulated, cleaned, processed and analyzed over the course of three fiscal years. DVRPC will draft and release RFPs for data collection for both surveys; evaluate and rank the proposals, and hire consultants to perform data collection. Data collection will begin in FY2025 - pilot surveys targeting small segments of the population will be used to test the survey questions and methodology, and determine if any adjustments or refinements need to be made before official launch. Once the On-Board and Household Travel surveys are officially underway, DVRPC will monitor and supervise data collection and perform other administrative tasks as needed. Data collection will continue throughout FY2026 and FY2027. The project will culminate in FY2027 with consultant delivery of cleaned and processed databases for both the On-Board and Household Travel surveys. Following delivery of the databases, the final tasks will be divided between DVRPC and the consultants in an as yet to be determined way, and will include geocoding survey responses, survey expansion, summarizing the results, and writing the technical reports documenting the survey methodologies and results.

This project will require the purchase of goods and/or services including any/all of the following: Hiring consultants, hiring temp agency workers, purchasing NHTS add-on data, purchasing cell phone location data from LBS vendors.

#### Tasks:

1. Create steering committee to evaluate and rank proposals.
2. Draft RFP for On-Board Survey data collection.
3. Review, evaluate, and rank consultant proposals for On-Board Survey data collection.
4. Hire consultant team for On-Board Survey data collection.
5. Draft RFP for Household Travel Survey data collection.
6. Review, evaluate, and rank consultant proposals for Household Travel Survey data collection.
7. Hire consultant team for Household Travel Survey data collection.
8. Monitor and supervise data collection for both the On-Board and Household Travel surveys
9. Review consultants' work products.
10. Expand On-Board Survey to represent regional universe of transit riders.
11. Write technical report documenting On-Board survey methodology and results.
12. Expand Household Travel Survey to represent regional universe of households.
13. Write technical report documenting household travel survey methodology and results.

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU		1,095										
PRA	TOLL												
		0	1,095	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,095		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 82216 NHPP Reserve Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP		273										
CON	581		47										
CON	NHPP			4,843									
CON	581			704									
CON	NHPP				18,491								
CON	NHPP					1							
		0	320	5,547	18,491	1	0	0	0	0	0	0	0
Total FY2023-2026				24,358		Total FY2027-2030			1	Total FY2031-2034			0

MPMS# 83743 ADA Ramps Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581		250										
		0	250	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				250		Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84318      CAQ Reserve Line Item

LIMITS: Region-wide  
IMPROVEMENT Other  
MUNICIPALITIES: Various  
PLAN CENTER:  
PROJECT MANAGER:

NHPP:  
FC:  
CMP: Not SOV Capacity Adding

No Let Date  
AQ Code:NRS  
IPD:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	68											
CON	CAQ		8,154										
CON	LOC		714										
CON	CAQ			7,585									
CON	CAQ				7,965								
CON	LOC				991								
CON	CAQ					3,353							
CON	CAQ						11,965						
CON	CAQ							8,353					
CON	CAQ								11,965				
CON	CAQ									10,159			
CON	CAQ										10,159		
CON	CAQ											10,159	
CON	CAQ												10,159
		68	8,868	7,585	8,956	3,353	11,965	8,353	11,965	10,159	10,159	10,159	10,159
		Total FY2023-2026		25,477		Total FY2027-2030		35,636		Total FY2031-2034		40,636	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 84457 *Signal Retiming Program*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
PRA	CAQ	350															
PRA	TOLL																
PRA	CAQ			350													
PRA	TOLL																
		350	0	350	0	0	0	0	0	0	0	0	0				
Total FY2023-2026		700				Total FY2027-2030				0				Total FY2031-2034		0	

MPMS# 86077 *Enhance and Maintain Travel Forecasting Tools - DVRPC*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)																
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>			
PRA	TOLL															
PRA	TOLL															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 92182** *Expressway Service Patrol - Suburban Counties (2022-2026)*

**LIMITS:** I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delawa

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S7

**PLAN CENTER:**

IPD: 1

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

**CMP:** Minor SOV Capacity

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	NHPP	3,550											
CON	NHPP		3,800										
CON	TOLL												
CON	NHPP			3,800									
CON	TOLL												
		3,550	3,800	3,800	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		11,150		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 95447 County Bridge Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Rural Center; Town Center

IPD: 29

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

## Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township, FD \$59,000, CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244 PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, PE \$300,000, FD \$375,000, ROW \$90,000, UTL \$50,000, CON \$2,000,000. The total cost of this project is \$2,630,000.

## Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FD \$120,000, ROW \$31,000, CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, PE \$300,000, FD \$300,000, ROW \$75,000, CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, PE \$300,000, FD \$200,000, ROW \$40,000, CON \$1,400,000. The total cost of this project is \$1,940,000.

## Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, PE \$350,000, FD \$250,000, ROW \$50,000, UTL \$50,000, CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE \$410,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON 2,850,000. The total cost of this project is \$3,660,000.

-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, PE \$450,000, FD \$300,000, ROW \$50,000 UTL \$50,000, CON \$2,900,000. The total cost of this project is \$3,700,000.

## Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township, PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FD \$143,000, CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FD \$350,000, CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Store Road Bridge (MPMS #98228) in Lower Salford Township PE \$11,000, FD \$80,000, CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project. Drawn down in FY16 of the FY2015 TIP.

## City of Philadelphia

-59th Street over Amtrak (MPMS #98229) PE \$3,000,000, FD \$2,000,000, UTL/RR \$4,100,000, CON \$20,000,000. The total cost of this project is \$29,100,000, project is BOF eligible;

-Woodland Avenue over SEPTA (MPMS #98232) PE of \$480,000, FD \$320,000, CON \$952,000, CON \$10,048,000. The total cost of this project is \$10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP.

-Tabor Road over Tacony Creek (MPMS #98230) PE \$240,000, FD \$600,000, CON \$6,000,000. The total cost of this project is \$6,840,000.

## Pennsylvania - Highway Program (Status: TIP)

### Various

Round 2 (summer 2016 selections):

MPMS #s will be created once invoices are received by PennDOT.

#### Bucks County

-Walnut Street Bridge over Perkiomen Creek (CB #13) (MPMS #13248), Perkasio Borough, CON \$5,150,000. This is a retro-reimbursement project.

-Frosty Hollow Road over Mill Creek - CB #15 (MPMS #103620), Middletown Township, PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project. Drawn down in FY2017 TIP.

-Mill Creek Road over Martins Creek - CB #220 (MPMS #102598), Falls Township, PE \$41,000, FD \$250,000, ROW \$50,000, CON \$2,464,000. Total cost \$2,805,000. This is a retro-reimbursement project.

#### Chester County

-State Street in Avondale - CB #289 (MPMS #14246), Avondale Borough, PE \$100,000, FD \$250,000, ROW \$20,000, UTL \$150,000 CON \$1,800,000. Total cost \$2,320,000. This is a retro-reimbursement project.

-Mill Road in Tredyffrin Twp - CB #167 (MPMS #13981), Tredyffrin Township, Study \$150,000, PE \$300,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,000,000. Total cost \$2,925,000. This is a retro-reimbursement project.

-Bertolet School Road - CB #196 (MPMS #86271), East Vincent Township, Study \$200,000, PE \$450,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,775,000. Total cost \$3,900,000. This is a retro-reimbursement project.

#### Delaware County

-Paper Mill Road over Darby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township, Engineering \$410,000, ROW \$15,000, CON \$2,900,000. Total cost \$3,325,000. This is a retro-reimbursement project.

-Fox's Bank Bridge - CB #94 (MPMS #TBD), Middletown Township, Engineering \$300,000, ROW \$50,000, CON \$2,500,000. Total cost \$2,850,000. This is a retro-reimbursement project.

#### Mongtomgery County

-Moreland Avenue over Branch Pennypack Creek - CB #38 (MPMS #TBD), Hatboro Borough, PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,500,000. Total cost \$3,150,000. This is a retro-reimbursement project.

-Easton Road over Branch Tacony Creek - CB #268 (MPMS #TBD), Cheltenham Township, PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,550,000. Total cost \$3,200,000. This is a retro-reimbursement project.

-Moyer Road over East Branch Perkiomen Creek - CB #262 (MPMS #TBD), Upper Salford Township, PE \$350,000, FD \$250,000, ROW \$25,000, UTL \$20,000, CON \$4,355,000. Total cost \$5,000,000. This is a retro-reimbursement project.

#### City of Philadelphia

-MLK Drive over Schuylkill River - (MPMS #108129), City of Philadelphia, PE \$960,000, FD \$640,000, CON \$10,000,000. Total cost \$11,600,000.

-Falls Road Bridge over Schuylkill River - (MPMS #108099), City of Philadelphia, PE \$1,200,000, FD \$800,000, CON \$10,000,000. Total cost \$12,000,000.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183			1,104									
CON	LOC			245									
CON	183				796								
CON	LOC				166								
CON	183					934							
CON	LOC					233							
CON	183						8,158						
CON	LOC						2,039						
CON	183							6,318					
CON	LOC							1,579					
CON	183								14,766				
CON	LOC								3,621				
		0	0	1,349	962	1,167	10,197	7,897	18,387	0	0	0	0
		Total FY2023-2026		2,311		Total FY2027-2030		37,648		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 97311      *Transportation Community Development Initiative (TCDI) Administration*

LIMITS: Region-wideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:AQ Code:X1

PLAN CENTER:IPD:

PROJECT MANAGER:CMP: Not SOV Capacity Adding

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	TOLL												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 102105 *Municipal Bridge Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Nine (9) local bridge projects requesting \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local) for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval.

## Bucks County

(1) Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);

(2) Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local)

## Chester County

(3) East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);

(4) Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);

## Montgomery County

(5) Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);

(6) Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);

(7) Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);

(8) Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);

(9) Pulaski Drive Bridge (Bridge Key 28142) in Whitpain Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

Thirteen (13) projects requesting \$12.595 million for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval, except for Dowling Forge Bridge over Shamona Creek (item #6 below).

## Bucks County

(1) Rockhill Road Bridge over Three Mile Run in East Rockhill Township - \$1,059,094 (\$847,275 State 183/\$211,819 Local) (Bridge Key 7599) - MPMS #86209 - COMPLETED

(2) Forsythia Crossing over Mill Creek (aka Forsythia Gate Bridge) in Middletown Township - \$394,133 (\$315,306 State/\$78,827 Local) (Bridge Key 48823) - MPMS #103828

## Chester County

(3) Howellville Road Bridge over Norfolk Southern Corp. in Tredyffrin Township- \$2,980,000 (\$2,384,000 State 183/\$596,000 Local) (Bridge Key 10821) - MPMS #14363;

(4) Kulp Road Bridge over Pigeon Creek in East Coventry Township - \$675,000 (\$540,000 State 183/\$135,000 Local) (Bridge Key 10774) - MPMS #86293 - COMPLETED;

(5) East Boot Road Bridge over Ridley Creek in East Goshen Township - \$500,000 (\$400,000 State 183/\$100,000 Local)(Bridge Key 10781) - MPMS #103573 - COMPLETED;

(6) Dowlin Forge Bridge over Shamona Creek in Uwchlan Township - \$400,000 (\$320,000 State 183/\$80,000 Local) (Bridge Key 10829) - MPMS #103574 - COMPLETED.

(7) East Locust Road over Red Clay Creek - \$1,115,000 (\$892,000 State 183/\$223,000 Local) - MPMS #86287

## Delaware County

(8) 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;

(9) Bullens Lane Bridge over Crum Creek in Ridley Township - \$980,000 (\$784,000 State 183/\$196,000 Local) (Bridge Key 15433) - MPMS #103573 - COMPLETED.

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

Montgomery County

(10) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$2,165,000 (\$1,732,000 State 183/\$433,000 Local) (Bridge Key 28046) - MPMS #103341 - COMPLETED;

(11) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$1,850,000 (\$1,480,000 State 183/\$370,000 Local) (Bridge Key 28044) - MPMS #103340 - COMPLETED;

(12) Walnut St. Bridge over West Branch of Neshaminy Creek in Hatfield Township - \$1,613,000 (\$1,290,400 State 183/\$322,600 local) (Bridge Key 28019) - MPMS #103466 - COMPLETED;

(13) 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183					344							
CON	LOC					31							
CON	BOF						15,000						
CON	183						2,625						
CON	LOC						625						
CON	BOF							18,000					
CON	183							11,625					
CON	LOC							2,875					
CON	BOF								17,000				
CON	183									1,981			
CON	LOC									494			
CON	183										1,981		
CON	LOC										494		
CON	183											1,981	
CON	LOC											494	
CON	183												1,981
CON	LOC												494
		0	0	0	0	375	18,250	32,500	17,000	2,475	2,475	2,475	2,475
		Total FY2023-2026			0	Total FY2027-2030			68,125	Total FY2031-2034			9,900

MPMS# 102275 Study Line Item

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not Yet Determined

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581		1,000										
		0	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,000	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 102320** *District Wide Bridge Rehab Group P*

**LIMITS:** Districtwide

Est Let Date: 8/10/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 17

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

**CMP:** Not SOV Capacity Adding

Ten bridges in Bucks, Chester, Delaware, and Montgomery counties that are poor condition will be replaced with minimal roadway improvements. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Souderton Pike over Branch Mill Creek (Bridge Key 6883)

Carver-Wisner Road over Hickory Creek (Bridge Key 7105)

Allentown Road over Branch of the Unami Creek (Bridge Key 7403)

The bridges in Chester County are:

West Miner Street over Branch of Blackhorse Run (Bridge Key 10267)

Hill Church Road over Tributary of Stony Run (Bridge Key 10366)

The bridges in Delaware County are:

Bethel Road over Branch of Marcus Hook Creek (Bridge Key 15314)

Smith Bridge Road over Webb Creek (Bridge Key 15341)

The bridges in Montgomery County are:

Allentown Road over Branch of Skippack Creek (Bridge Key 27524)

Black Rock Road over Crossmans Run (Bridge Key 27779)

Linfield Road over Tributary of the Schuylkill River (Bridge Key 27822)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185	200											
CON	185	3,435											
CON	185		332										
CON	185			1,519									
CON	185				3,500								
		3,635	332	1,519	3,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,986		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102665Signal Upgrade Line Item

LIMITS:No Let Date

IMPROVEMENTSignal/ITS ImprovementsNHPP:

MUNICIPALITIES: VariousFC:AQ Code:NRS

PLAN CENTER:IPD:

PROJECT MANAGER: L. GuariniCMP: Not SOV Capacity Adding

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	1,000											
CON	CAQ		1,000										
		1,000	1,000	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,000				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 104639 *Travel Monitoring*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

#### Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

#### Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	TOLL												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 106648 Sink Holes Line Item

LIMITS: District Wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581												
CON	581												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 106649 Stormwater Permits/Environmental Mitigation Design

LIMITS:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Reserve Line Item for Stormwater Permits

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	750											
CON	581		750										
		750	750	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,500	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 106654 I-95 Transportation Demand Mgt (TMA)

#### LIMITS:

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: EE/E. Elbich

NHPP:

FC:

No Let Date

MRPID:65

AQ Code:NRS

IPD:

CMP: Not SOV Capacity Adding

Perform outreach on TDM options specifically to employers and employees located and/or working along the I-95 corridor currently under construction, in order to help reduce traffic congestion and improve accessibility to a variety of safe and affordable modes of travel during construction that can delay and reroute travel.

This project supports contractor work to educate targeted employers about TDM options and encourage them to implement commute alternative programs and benefits, as well as encourage commuters to choose travel alternatives to the single occupancy vehicle (SOV). Similar to the PA TDM Base program, but specific to this defined geographic area, this work can include educational programming, promotional materials and placements, and relevant services and programming.

PennDOT is in the midst of a long-term initiative to rebuild and improve I-95, a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring counties. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by crashes and construction. 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.

The goal of the TDM implementation strategy is to help mitigate congestion on I-95 during (and beyond) construction by reducing the number of drivers on the road, particularly during AM and PM peak hours. With a considerable number of the region's workers adopting teleworking during the COVID-19 pandemic, there is a unique opportunity to utilize marketing efforts to promote the continuation of teleworking following the pandemic's end as a means to minimize traffic within the construction area.

To achieve this goal, the participating TMAs/subrecipients will engage in direct outreach to employers, employees, and residents of the targeted areas, as appropriate. A particular focus will be placed on minimizing a shift to SOV commuting along the I-95 corridor in the recovery from COVID-19, by promoting telework, biking, and transit use.

#### Tasks:

1. Develop two-year Work Programs, updated annually.
2. Ensure this work involves outreach to both employers located along or near I-95, and the general commuting public using this corridor.
3. Utilize the DVRPC communications guide and coordinated materials whenever possible; some may need to be revised or new ones created for specific construction segments or issues.
4. Plan and coordinate TDM education and outreach efforts and placement of relevant materials; using cooperative efforts whenever possible is encouraged.
5. Submission of monthly or quarterly invoices and reports for each of nine subrecipients.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	250											
PRA	TOLL												
PRA	NHPP		465										
PRA	TOLL												
		250	465	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		715		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 107175 US 202 and PA 29 Sinkhole Remediation

#### LIMITS:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Upper Merion Township; East Whiteland Township

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project includes remediation of sinkholes at two locations within District 6-0: SR 202 (DeKalb Pike) in Upper Merion Township, Montgomery County between Henderson Road and Saulin Boulevard, and SR 29 (Morehall Road) in East Whiteland Township, Chester County between Great Valley Parkway and the PA Turnpike eastbound on-ramp, just north of Atwater Drive.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581		1,500										
CON	PRTCT		12,000										
		0	13,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,500		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 109599 Bridge Group U

New

LIMITS: Various Locations

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Seven bridges in Bucks, Chester and Montgomery counties that are poor condition 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:

Stoney Hill Road over Brock Creek (Bridge Key 7305)

Lower State Road over Branch of Mill Creek (Bridge Key 7363)

The bridges in Chester County are:

5th Street over Branch of Little Elk Creek (Bridge Key 10415)

Saginaw Road over Big Elk Creek (Bridge Key 10450)

Barnsley-Chrome Road over Northeast Creek (Bridge Key 10580)

The bridges in Montgomery County are:

Salford Street over Branch Perkiomen Creek (Bridge Key 27560)

Washington Lane over Branch Pennypack Creek (Bridge Key 27674)

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185		2,000										
		0	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 109847 ROW Divestment 6-0

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	1,600											
PE	581		1,000										
		1,600	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,600		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 110127 District 6 Modeling Assistance

LIMITS: I-95 reconstruction and other areas as needed across the District

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will require an expansion of DVRPC staff to include a dedicated travel modeler to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania. The additional staff member will report to the Manager, Office of Modeling and Analysis, and work with other OMA staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

TIP Program Years (\$ 000)																					
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034								
		0	0	0	0	0	0	0	0	0	0	0	0								
Total FY2023-2026		0				Total FY2027-2030				0				Total FY2031-2034				0			

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110460Commuter Services

LIMITS: Regionwide

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Jim Mosca

NHPP:

FC:

No Let Date

AQ Code:A1

IPD:

CMP: Not SOV Capacity Adding

Commuter Services is a DVRPC Unified Planning Work Program TIP Funded Task. Note that funding for this task was formerly shared with the Transportation Management Associations (TMA) work programs under MPMS# 17900. The DVRPC Work Program Task funding has now been broken out under this MPMS# 110460 for distinction from the TMA work programs task and for more efficient administration purposes. The TMA portion is now covered under MPMS# 110429.

The DVRPC Comptroller will establish a “Sub-Account” charging number in the DVRPC UPWP totaling \$50,000 so that the non-CMAQ eligible administrative tasks can be charged to that specific charge code. The funding for this project will break down as follows: \$201,000 CMAQ which will be toll credit matched, \$34,000 State 581 which will be a state contribution to the project, and \$16,000 in DVRPC Local funds. This arrangement will require PennDOT to develop two new WBS elements for FY21. The first new WBS element will be to address the CMAQ funds while the second WBS element will address the state contribution and DVRPC Local Funds.

TIP Program Years (\$ 000)																
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
PRA	TOLL															
PRA	CAQ															
PRA	TOLL															
PRA	CAQ															
		0	0	0	0	0	0	0	0	0	0	0	0			
Total FY2023-2026		0				Total FY2027-2030				0				Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 110494** *Regional Traffic Management Center (RTMC) General Contract*

**LIMITS:** PennDOT District 6-0

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Upper Merion Township

**PLAN CENTER:**

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

**CMP:** Not SOV Capacity Adding

Actl Let Date: 9/12/2019

**NHPP:**

MRPID:236

**FC:**

AQ Code:NRS

IPD: 20

Regional Traffic Management Center (RTMC) planning, designing and building/commissioning of a facility to optimize the performance of the surface transportation network by expanding the current function of the freeway management systems to include active traffic management of dynamic junction control, flex lanes, and, part time shoulder use, ramp metering, multimodal coordination, and proactive management of traffic signals along major regional arterial corridors. In addition the RTMC will collect and process/disseminate real time transportation data in order to measure performance. This facility will be the technical and institutional hub to bring together the various regional jurisdictions, modal interests, and service providers to focus on the common goal of optimizing the performance of the transportation network.

The total cost estimate for this project is \$59,952,000. However, FHWA has indicated that federal funds are eligible on the RTMC but not for the parking structure as it will not be open to the public. As a result of this decision, PennDOT will be using \$48,152,000 for the RTMC and \$11,800,000 of Department of General Services (DGS) state funding for the parking structure.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	4,496											
CON	STU	3,500											
CON	TOLL												
CON	STU												
		7,996	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		7,996		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 111424** *Transportation Management Associations (TMA) SR:0000*

**LIMITS:** Region-wide

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

**PLAN CENTER:**

**PROJECT MANAGER:** Jackie Koons-Felion

**CMP:** Not SOV Capacity Adding

No Let Date

**NHPP:**

**FC:**

AQ Code:A1

IPD:

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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
PRA	CAQ																
PRA	LOC																
PRA	CAQ																
PRA	LOC																
		0	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026				0				Total FY2027-2030				0			
										Total FY2031-2034				0			

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 112280     *Districtwide Barrier Repair*

LIMITS: No Let Date

IMPROVEMENT Roadway Rehabilitation NHPP:

MUNICIPALITIES: Philadelphia City; Lower Merion Township; Coatesville City FC:     AQ Code:S9

PLAN CENTER: IPD:

PROJECT MANAGER: Harold Windisch ADE CONSTR     CMP:

This project involves the repair and replacement of damaged and deteriorated roadway barriers in District 6-0. The majority of work will be done on approximately 2,500 linear feet of barriers on State Route (SR) 76 (the Schuylkill Expressway) in Philadelphia and Montgomery Counties and approximately 5,800 linear feet of metal and concrete barriers on SR 82 (Manor Road) in Chester County.

The continued deterioration of barriers along SR 76 and SR 82 has led to conditions which urgently require the extensive replacement of whole sections of barrier. For segments where barrier repairs are needed, SR 76 carries over 200,000 vehicles per day and SR 82 carries over 15,000 vehicles per day. The median barrier within the project limits along SR 76 was initially built in 1967 and was rehabbed in 1986. Over the years, it has deteriorated due to age and vehicular impacts. Temporary repairs have been completed using W-beam rail; however, full replacement is needed to maintain the safety of the barrier. The attached photos below show some of the deteriorated sections. The median barrier on SR 82 consists of steel tubular rail. Due to its age and vehicular impacts, the barrier has deteriorated to a point where it needs to be addressed. Unfortunately, repair materials for this type of rail are no longer available and therefore replacement is required.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	STP	150												
CON	STU													
		150	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		150		Total FY2027-2030			0			Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 112977 TMA Competitive Grant Program

New

#### LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Minor SOV Capacity

The TMA Competitive Grant Program (TMA CGP) provides a mechanism for southeastern Pennsylvania's TMAs and MAP contractors to supplement their regular Work Programs with additional funding to carry out supplemental activities that are core to their missions, related to transportation issues of reducing traffic congestion, improving air quality by lowering vehicle emissions, facilitating multi-modalism, embracing new technology, and promoting commute alternatives to the single-occupant vehicle, and that concurrently help implement the region's long-range plan. All of the TMAs and MAP contractors submit annual Work Programs under a two-year contract period with PennDOT, and the TMA CGP funding program can either bolster and leverage existing, effective strategies, or be applied for new initiatives consistent with the CMAQ funding source.

The projects that were selected in April of 2019 are:

Partnership TMA - Bicycle Audits and Employee Workshops for Commuters. Expected benefits from this project are improvements that encourage more employees to bike to work.

Delaware County TMA - TDM Targeted Social Media Campaign. Expected benefits from this project would increase awareness of TDM options available and encourage more mode changes for commuting with a younger demographic.

Greater Valley Forge TMA - TDM Outreach and Education along Route 422. Expected benefits from this project are education on TDM options along this corridor and how implementing them can help reduce congestion and improve air quality along the corridor on a more regular basis.

TIP Program Years (\$ 000)																									
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034												
PRA	CAQ	0	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2023-2026				0				Total FY2027-2030				0				Total FY2031-2034				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 113257 Outdoor Advertising Control

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: ROW/B. Dicianno

CMP: Not SOV Capacity Adding

PennDOT District 6-0 is federally required (23 CFR 750.705b) since 2006 to conduct regular surveillance and ongoing illegal sign surveillance for outdoor advertising devices.

The current surveillance must be completed before December 2020. An average of 16 approved sign per week must be surveilled, over a two year cycle, to meet the deadline for regular surveillance.

A total of 1,450 approved signs must be surveilled on a regular basis:

Bucks County – 300 signs  
 Chester County – 150 signs  
 Delaware County – 150 signs  
 Montgomery County – 150 signs  
 City of Philadelphia – approximately 700 signs

The ongoing surveillance of illegal signs will: 1) identify illegal signs for the purpose of legalization, 2) assure that signs erected comply, at a minimum, with size, spacing, and lighting, and 3) remove illegal signs expeditiously.

In addition, the District will continue to perform the administrative responsibilities of application processing by reviewing available documentation and conducting routine field inspections to make recommendations for approval or denial of Outdoor Advertising Device Permits. The District will also continue to log all signs identified as illegal and follow through with written requests for permit applications or removal of the signs.

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PRA	STU	300											
PRA	TOLL												
PRA	TOLL												
PRA	STU		300										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		600		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 113813 Group HB1 Bridge Rehabilitation

New

LIMITS: District Wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City; Abington Township; Doylestown Borough; Haycock FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: V. Gaudiosi

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the following bridges:  
 SR 0063 Woodhaven Road (EB and WB) over Poquessing Creek in Philadelphia.  
 SR 0563 Mountain View Drive over Tohickon Creek in Bucks County  
 SR 2033 Woodbourne Road over Interstate 295 in Bucks County  
 SR 2043 Trevoise Road over Poquessing Creek in Bucks County  
 SR 2194 New Britain Road over Doylestown Bypass in Bucks County  
 SR 1002 Swedesford Road over Chester Valley Trail in Chester County  
 SR 1019 Charlestown Road over Pickering Creek in Chester County  
 SR 2036 Tyson Avenue over Susquehanna Road in Montgomery County  
 SR 2036 Tyson Avenue over Susquehanna Road in 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581	400											
CON	BRIP							8,500					
CON	STU							1,667					
CON	TOLL												
CON	STU								833				
		400	0	0	0	0	0	10,167	833	0	0	0	0
		Total FY2023-2026			400	Total FY2027-2030			11,000	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 114939 *Regional TDM Program*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region, in a coordinated, cost-effective, and environmentally-positive way. It centers on the strategies that more efficiently distribute travel demand across all modes, and especially reduce single-occupant vehicle (SOV) travel. An important element of TDM is providing public education and outreach to commuters, employers, residents and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system. Traditional TDM strategies include public transportation and biking/walking incentives, forming car and van pools - often facilitated by robust park-and-ride lot options - as well as encouraging adding flextime and compressed work weeks, telework plans, and emergency ride home programs into an employer's benefits package.

The time is right for a fresh approach to TDM in the DVRPC region. Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use like Waze and Google Maps are themselves a form of TDM, enabling a more efficient use of transportation networks but not reducing SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms - "mobility as a service (MaaS)." These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives and Transportation Control Measures (TCM), such as variable road pricing, trip-reduction ordinances, and transit benefit ordinance requirements. All of these conditions warrant a fresh consideration of which TDM or TCM strategies can work most effectively in the greater Philadelphia region.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there has not been, to date, a formal, coordinated TDM program for the full DVRPC service region. This new coordinated program of projects and activities will help DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to reduce congestion and improve air quality. In coordination with the development of the Commission's 2050 Long-Range Plan, new regional TDM direction and efforts will allow for a broad and strategic approach to TDM in the region, which differs from the mostly ad hoc and service area-based approach used now.

A performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio.

CMAQ-funded activities carried out through this program are eligible under FHWA's 2013 CMAQ Guidance VII.F.5. Transportation Control Measures; VII.F.8. Travel Demand Management; and VII.F.9. Public Education and Outreach Activities. Additional Innovative Projects, to be determined, may also be eligible for the use of CMAQ funding under section VII.F.16.

TIP Program Years (\$ 000)																
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
PRA	CAQ															
PRA	CAQ															
PRA	LOC															
PRA	CAQ															
PRA	LOC															
		0	0	0	0	0	0	0	0	0	0	0	0			
Total FY2023-2026		0				Total FY2027-2030				0				Total FY2031-2034		0

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 114967 *Transportation Operations*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

Goals: Promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Project (21-41-060) highlight key activities undertaken by these programs which were re-organized for FY 2021 to make sure that all the associated tasks were eligible for the appropriate federal funding sources assigned to each. This required the movement of some tasks from one program to another. The overall project budget for the Transportation Systems Management and Operations Project went down considerably while the Transportation Operations Program Area budget went up significantly. Overall, between both projects, there was a slight decrease in funding while still providing the on-going level of effort from previous fiscal years.

The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance. As transportation operations activities tend to be short-term oriented, tasks listed under technical assistance are likely to change as new needs arise.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held quarterly for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include Post-Incident debriefings, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management Project). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

DVRPC will hold a Regional IMTF Conference in FY 2021 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be

## Pennsylvania - Highway Program (Status: TIP)

**Various**

supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. In FY 2021, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and or services.

**Tasks:****Incident Management Task Forces Tasks**

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. TIM Performance Measure Data Analysis. Work with partner agencies and collect TIM data regarding time of lane closures, and incident duration. These measures will be tracked and measured over time and will be presented and or produced in periodic data bulletins
8. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
9. Social Media awareness campaigns for quick clearance
10. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
11. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
12. Provide technical support, including mapping services, GIS, and other assistance as requested.

**Traffic Signal Optimization Tasks**

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

**Transportation Operation Task Force**

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials

## Pennsylvania - Highway Program (Status: TIP)

### Various

2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

#### TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Coordinate with PennDOT District 6-0 Traffic Operations, and assist them with maintaining their Regional Operations Plan (ROP)
4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the Regional ITS Architecture.
6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.
7. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or other member governments.

#### Products:

##### Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

##### Incident Management Task Force Products

1. Incident management task force training session's agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay.
4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Produce periodic bulletins to highlight incident management and transportation operations data as available.
8. Roster and contact information of regional emergency agencies
9. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

##### Traffic Signal Optimization Products

1. MOUs, Concept of Operations, memorandums, and final reports, developed for both the Pennsylvania and New Jersey Regional Signal Retiming Initiative Programs.

#### TSMO Planning Efforts

1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.
4. Technical assistance to agencies.

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115962PA Supportive Regional Highway Program (SRHPP)

LIMITS:IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Jim Mosca

NHPP:

FC:

No Let Date

AQ Code:X1

IPD:

CMP: Not SOV Capacity Adding

This project provides for county participation in the regional transportation planning process, for each of the five counties in the DVRPC region; Delaware, Chester, Bucks, Montgomery and Philadelphia, and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects. This project also covers DVRPC performing a travel movde counting program as well.

TIP Program Years (\$ 000)															
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
PRA	TOLL														
PRA	TOLL														
PRA	STU														
		0	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034			0

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 115963 TCDI Administration

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This project will support the key policies of Connections 2050 by ensuring a diverse and competitive regional and local economy by encouraging reinvestment in the region by coordinating regional transportation, land use, redevelopment, and economic development.

At the regional level, staff will continue to lead, participate, and support economic development investment strategies in the region; including managing and maintaining the regions Comprehensive Economic Development Strategy (CEDS), as required by the US Economic Development Administration (EDA). Tasks may include completing and submitting the CEDS updates to EDA, amending the list of vital projects as appropriate, assisting in grant applications to EDA, and working with federal and regional partners to identify how to best advance the CEDS goals. To continue to comply with EDA guidelines, staff will explore the regions vulnerability with regard to a major economic downturn caused by natural events, loss of a major employer, pandemic or similar major health crises, or international trends. Staff will continue to engage and build partnerships with US EDA and other economic development practitioners and provide for potential US EDA funding applications. Additional activities may include convening economic development partners for project development and reaching out to county partners outside of the DVRPC service area. Staff will continue to analyze employment and industry data and report on regional trends and any other data requests as part of our economic analyses supporting the long-range plan and CEDS.

Rating the Region: Staff will provide updated data and analysis for the regional comparisons report (Rating the Region), as part of our Connections 2050 efforts, by collaborating with long-range planning staff to add the Rating the Region indicators to DVRPCs existing Tracking Progress dashboard. Indicators for the regional CEDS will also be combined with the Tracking Progress indicators to expand the Tracking Progress dashboards scope. Updates will be made to increase user accessibility and readability.

Access to Tourist Destinations: Staff will continue to identify livability and sustainability strategies to tie the quality and location of transportation facilities to multi-modal accessibility of tourist destinations and employment. Tasks may include working with local communities to make better use of their tourist destinations, convening tourism stakeholders in the region, and addressing multi-modal feasibility to tourist destinations.

Camden County Missing Middle Housing: Since many of the regions mature communities face social, economic, transportation (motorized and nonmotorized), and infrastructure challenges, staff will continue community development and revitalization efforts that strive to implement Connections 2050, and assist with investment and equitable development strategies at the local level. Specifically, staff will collaborate and assist on the Housing Initiative developing specific case studies in Camden County on missing middle housing. As part of the Housing Initiative, staff will use the Regional Economic Development Forum (RCEDF) to provide outreach to communities highlighted in the identified case studies to discuss the research and best practices.

Retail Districts: Staff will continue to monitor community resilience, specifically for the regions identified retail districts and downtowns to address pandemic recovery needs. This may include zoning recommendations, street design flexibility, and/or convening stakeholders. The retail district typology work will continue to be evaluated and enhanced.

Roebbling Steel Plant Land Use and Feasibility Study (Florence Township, Burlington County, NJ): Staff will assist on the Roebbling Steel Plant Land Use and Feasibility Study to determine the highest and best use of this brownfield transit-oriented development, including market feasibility. Tasks may include land use and zoning research, census and retail data collection, regulatory document research, and outreach including stakeholder interaction and presentations.

Regional Community and Economic Development Forum (RCEDF): Staff will hold a minimum of two but up to four meetings of the Regional Community and Economic Development Forum (RCEDF). At least two meetings will be used for the Housing Initiative case study outreach meetings. The RCEDF facilitates networking and coordination between the region's transportation, economic development, and land use planning professionals on issues of regional importance; fosters greater cooperation between agencies; and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community.

TCDI: Program administration of the Transportation and Community Development Initiative (TCDI) grant program will continue. FY 2023 will include project solicitation for eligible New Jersey communities with project selection in spring 2023. Projects will then be managed by DVRPC staff and this will include all tasks related to procurement, invoicing, progress reports, and outreach meetings, as necessary. Staff will continue to maintain the TCDIdirect (project management) database specifically providing project management for previously awarded FY22 Pennsylvania projects.

Municipal Outreach: Staff will continue municipal outreach through educational events and workshops. These events provide Certification Maintenance (CM) credits for American Institute of Certified Planners (AICP) members. Staff will maintain the Municipal Funding Resource (MFR) which provides a list of grant programs for stakeholders. The MFR is a shared online database with our county partners that enables

## Pennsylvania - Highway Program (Status: TIP)

### Various

each to share programs and opportunities.

Completion of this work may require the purchase of equipment and data services.

#### Tasks

1. Work with EDA and regional stakeholders on the development of the regional CEDS.
2. Maintain the economic development webpage and subpages with current data.
3. Update Tracking Progress interface to include regional and CEDS-related economic development indicators.
4. Analyze multi modal access to tourist destinations.
5. Assist on the Camden County Housing Missing Middle analysis.
6. Identify and engage local stakeholders and community leaders, as well as provide local technical assistance to communities on revitalization strategies through educational events and workshops.
7. Provide analysis on the Roebling Steel Plant Land Use and Feasibility Study.
8. Convene a minimum of two (2) but up to four meetings of the Regional Community and Economic Development Forum (RCEDF). Two meetings specifically for the Housing Initiative outreach and case studies.
9. Develop the FY 23 TCDI Program Guidelines and updated webpage.
10. Maintain the TCDI Direct project management database.
11. Deliver Municipal Outreach presentations as requested.
12. Provide AICP CM credits as requested.
13. Work with county partners to maintain the Municipal Funding Resource Database.

#### Products

1. CEDS Key Regional Economic Development Project Database.
2. Memos or products as requested by US EDA (as it pertains to our pending Economic Development District (EDD) status), as well as EDA support letters for potential funding applicants.
3. Economic Data bulletins and/or Snapshots.
4. Updated Tracking Progress dashboard that includes metrics to compare regions.
5. Technical memo on increasing multimodal access to tourist destinations.
6. Deliverable/Report on Camden County Missing Middle Housing.
7. Retail District analysis.
8. Roebling Steel Land Use and Feasibility Study deliverable(s).
9. Minutes of the Regional Economic Development Forum Meetings (RCEDF)
10. FY 23 TCDI Program Guidelines and updated webpage.
11. TCDI Direct project management database.
12. Municipal Outreach presentations as requested.
13. AICP CM credit event surveys.
14. Municipal Funding Resource Database.

\*PA TIP - MPMS #115963 - \$170,000 STU/Toll Credit Match for TCDI Admin;

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU	190											
		190	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			190	Total FY2027-2030			0	Total FY2031-2034			0

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 115964 *Transportation Operations*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Minor SOV Capacity

This project will promote more efficient and cost-effective use of the existing transportation network.

Federal metropolitan planning regulations require MPO's to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Project (23-52-170) highlight key activities undertaken by these programs. The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held quarterly for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include incident after action reviews, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTFs in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management and I-476 Travel Management Projects). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

DVRPC will hold a Regional IMTF Conference in FY 2023 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

## Pennsylvania - Highway Program (Status: TIP)

### Various

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. In FY 2022, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and/or services.

#### Tasks

##### Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, severe weather preparedness and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. TIM Performance Measure Data Analysis. Work with partner agencies and collect TIM data regarding time of lane closures, and incident duration. These measures will be tracked and measured over time and will be presented and or produced in periodic data bulletins.
8. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
9. Social Media awareness campaigns for quick clearance
10. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
11. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
12. Provide technical support, including mapping services, GIS, and other assistance as requested.

##### Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPCs Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

##### Transportation Operation Task Force

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials
2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOTs and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

##### TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Perform as needed any data collection and analysis of various travel data to identify trends in system performance across the network.

## Pennsylvania - Highway Program (Status: TIP)

### Various

4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOTs Regional Operations Plan, or in the Regional ITS Architecture.
6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

### Products

#### Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

#### Incident Management Task Force Products

1. Incident management task force training sessions agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay.
4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Produce periodic bulletins to highlight incident management and transportation operations data as available.
8. Roster and contact information of regional emergency agencies
9. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

#### Traffic Signal Optimization Products

1. Products developed for both the Pennsylvania and New Jersey Signal Retiming Programs.
2. MOU and concept of operations for each corridor when necessary.
3. Proposed and final signal timing plans
4. Implementation of Optimized Signal Timing Plans
5. Technical Memorandum which can include Performance Measures such as Travel Time, Delay, stops and fuel consumption.
6. Corridor Summary fact sheets

#### TSMO Planning Efforts

1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	208											
PRA	581	52											
		260	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			260	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 115966 CMAQ Project Engineering/Management

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This line item will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region. Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction.

The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set-Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services.

For more information, see the following website: <http://www.dvrpc.org/ProjectImplementation/>

#### Tasks

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website.

Any work done in or for New Jersey is funded via the New Jersey TIP.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	120											
PRA	581	30											
PRA	STU		120										
PRA	581		30										
		150	150	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		300				Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 115968 *Travel Monitoring*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This program will improve efficiency of the regions transportation system by collecting and analyzing traffic data to determine the utilization of the regions transportation network.

This ongoing regional program 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 Vehicle Miles Traveled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis, traffic monitoring, and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. Traffic count information from the database may be queried at <https://www.dvrpc.org/webmaps/TrafficCounts/>. The program is supported by funding from various sources. Because this is a regional program, the federal PL funds help support the operations and infrastructure required as base elements to run a travel monitoring program region wide. These base elements include the leases on a fleet of travel monitoring vehicles, operations and maintenance of those vehicles, an inventory of data collection and safety equipment, editing, processing and uploading of the count data into the database system which feeds the count viewers on the DVRPC website

To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, repairs, or services as needed.

## Tasks

1. Coordinate with PennDOT, NJDOT, and member governments to review traffic count locations.
2. DVRPC will conduct traffic counts for PennDOT at assigned locations, with at least 40% of assigned locations being classification counts, if the total assignment cannot be reached then the percentage of classification counts will be increased until total assignment amount is reached even with 100% of assigned locations being classification counts.
3. Establish weekly schedules, staff assignments, and control procedures.
4. Collect traffic data at approximately 3,000 selected locations.
5. Process counts, edit for quality control, upload data into the DVRPC Traffic Count Database.
6. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
7. Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
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 as requested.
10. DVRPC will also coordinate with PennDOT and NJDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory (as requested).

See also MPMS #104639

## TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	145											
PRA	TOLL												
PRA	TOLL												
PRA	STU		225										
		145	225	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		370		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 115970** *Air Quality Action Supplemental Services*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:**

This project will improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and placebased advertisements.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index; focus of materials may change depending on the audience and messaging from EPA/DEP.

#### Tasks

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

See also MPMS #17928.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	CAQ	100												
PRA	LOC	25												
		125	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			125	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 115973 Enhance and Maintain Travel Forecasting Tools

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to the requirements associated with the FHWA conformity demonstrations, NEPA requirements, FTA New Starts program, and other environmental regulations. This project is for the updating and enhancing travel simulation models is especially important in the era of changing travel behaviors (post-COVID) and emerging travel technologies (e.g. autonomous vehicles). Major activities in the Enhance and Maintain Travel Forecasting Tools project include updating the highway and transit networks to reflect base conditions; enhancing the demand modeling methods to better present real-world travel behaviors and emerging travel technologies; calibrating and re-validating the models with current data; integrating emerging computer and software technology and new data sources to enhance the efficiency and credibility of the models; and supporting model applications to evaluate the impacts and benefits of various transportation investment and planning scenarios.

The goal of this project is to support the economic vitality of the region, improve accessibility and mobility for people, goods and services, protect the environment, enhance connectivity between modes, and promote the efficient management and operation of the existing transportation system by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data used in the model.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
PRA	TOLL													
PRA	STU	454												
PRA	TOLL													
PRA	STU		455											
		454	455	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		909		Total FY2027-2030				Total FY2031-2034				0
						0								

MPMS# 117793 Systemic Improvements - Lane Departure

New

LIMITS:

Est Let Date: 8/24/2023

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

This project uses a systemic approach to identify locations that have an overrepresentation of fatal and serious injury lane departure crashes in curves where low-cost safety countermeasures can be constructed to reduce the number and severity of crashes.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
PE	sHSIP	1,000															
CON	sHSIP	2,000															
CON	sHSIP		3,920														
		3,000	3,920	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026		6,920		Total FY2027-2030				0				Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 117796 Systemic Improvements - Vulnerable Users

New

LIMITS:

Est Let Date: 8/24/2023

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

This systemic project will implement roadway context appropriate traffic calming strategies with specific focus on speed management to address non-motorized roadway user safety in urban and urban-core areas.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	sHSIP	1,000											
CON	sHSIP		3,000										
CON	sHVRU			2,000									
		1,000	3,000	2,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,000		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 117912 PA SHRPP

LIMITS: District Wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This project will improve the efficiency of the region's transportation network by preparing special sub-regional studies to supplement core planning efforts.

Through the Supportive Regional Highway Planning Program (SRHPP) and Transit Support Program (TSP), DVRPC passes through federal funds to member governments to support their core planning functions and their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which helps inform the development of regional plans and programs such as the TIP, Long-Range Plan, and Congestion Management Process. In addition to providing direct support, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients. In some cases, the recipients pass back the Special Study funding and request that the studies be conducted by DVRPC staff because of some specific expertise or staff capacity. Detailed individual scopes of work for each Special Study are found in Chapters Three and Four of this document. This project represents the tasks and combined budgets of those Special Studies.

See also MPMS #115962

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU	798											
PRA	STU		828										
PRA	TOLL												
		798	828	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,626		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 117928** *Travel Options Program(TOP)*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Jim Mosca

**CMP:**

This work program supports the delivery of the regional transportation demand management (TDM) program for both PA and NJ counties within DVRPC's service area (with administration and coordination tasks funded separately under project 25-52-100). This program's purview includes an application and grant award program (Travel Options Program or TOP) to fund traditional TDM activities with demonstrated reduction of single-occupant vehicle (SOV) trips, develop pilots for new TDM projects and tools to manage SOV demand, as well as help to create and cultivate new mobility opportunities for residents and workers. This program will fund a two-year project round over FYs 2025-2026.

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region for other purposes, in a coordinated, cost-effective, and environmentally-positive way. It involves the strategies that more efficiently distribute travel demand across all modes, and especially reduce SOV travel. An important element of TDM is providing education and outreach to commuters, employers, residents, and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system.

Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use, like Waze and Google Maps, are themselves a form of TDM, enabling a more efficient use of transportation networks, but they don't necessarily reduce SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms mobility as a service (MaaS). These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives such as variable road pricing, trip-reduction plans, and transportation benefit ordinance requirements. All of these conditions warrant novel consideration of which TDM strategies can work most effectively in the greater Philadelphia region; therefore a Regional TDM Plan was developed and is used as a guide for these efforts.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there was not a formal, coordinated TDM program for the full DVRPC service region until FY21. This new competitive and coordinated program of projects and activities helps DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to provide connections to various safe and affordable transportation modes, and to reduce congestion and improve air quality. In coordination with the development of the Commissions 2050 Long-Range Plan and new direction will allow for a broader, more strategic approach to TDM in the region, which differs from the service area-based approach.

A uniform, performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio. Completion of this work may require the purchase of equipment or services. This program will be funded largely with Surface Transportation Block Grant funds (also called STU in PA), instead of Congestion Mitigation Air Quality (CMAQ) funds; however, some projects in DVRPC's NJ counties (especially outside of the Philadelphia Urbanized Area) will continue to be partially funded with CMAQ dollars. Staff are familiar with the eligibility requirements for CMAQ funds from the previous TOP funding cycle, so can properly evaluate any projects submitted in the geographic areas that will require CMAQ instead of STBG funds; FHWA-NJ will also be consulted.

#### Tasks

1. With planning and administrative tasks funded under project 25-52-100, DVRPC will work with partners as appropriate to solicit and deliver projects showing demonstrable results related to the five principles in the Regional TDM Plan, in both PA and NJ. This may include managing vendor/provider contracts.
2. Obtain and record relevant data to support analysis of each activity's impact; strategy effectiveness will inform subsequent program rounds.

Note that any work done in New Jersey is funded via the New Jersey TIP.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	918											
PRA	CAQ		1,011										

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

918	1,011	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,929		Total FY2027-2030		0		Total FY2031-2034		0		

MPMS# 117929 PA Transportation Demand Management (TDM) Base Program

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will fund and guide the TMAs and contractors that will work with employers and residents to encourage them to choose travel alternatives to the single-occupancy vehicle (SOV). This will happen through educational programming and relevant products and services within specific service areas, through the tasks listed below. These tasks will result in improved accessibility to a variety of safe and affordable travel modes and a reduction in SOV travel that will lead to reduced traffic congestion and improved air quality in the region.

This program was renamed TripSmart PA, as it replaces the former Mobility Alternatives Program (MAP). TripSmart allows for a broader education and outreach effort beyond just commuters. The Transportation Management Associations (TMAs) and other related partners in Southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for nearly three decades, in the form of two grants funded by PennDOT; for FY2023, DVRPC and PennDOT created a TDM grant program that combines these two "legacy" grants into one new "base" TDM grant for each organization previously funded through one or both of the legacy grants. Each TMA/Contractor will contract and collaborate with DVRPC on work program development and implementation, along with their respective county planning department(s), PennDOT (Central Office and District- 6), and FHWA, to ensure relevant TDM issues and needs are addressed. Completion of this work may require the purchase of equipment or services.

#### Tasks

1. TDM education and outreach to the general public.
2. TDM education and outreach to employers and municipalities.
3. TDM education and outreach to other commute-related groups, professional organizations, community groups, etc.
4. Promotion of and assistance with the Share-A-Ride (SAR) ride match program and the Emergency Ride Home (ERH) program.
5. Locally-based projects that enhance commuters ability to choose a mode other than driving alone to work.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	800											
PRA	LOC	200											
PRA	CAQ		1,928										
PRA	LOC		682										
		1,000	2,610	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,610		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 117930 PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This work program will manage the work of TMAs and contractors that serve employers implementing commute alternatives programs and encourage commuters to choose travel alternatives to the single-occupancy vehicle (SOV).

The Transportation Management Associations (TMAs) and other related partners in southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and program for over two decades, in the form of two grants funded by PennDOT the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in SE PA). For FY2023, DVRPC and PennDOT have developed a new TDM grant program that combines these two legacy grants into one new base TDM grant for each organization previously funded through one or both of the legacy grants. Each organization will be awarded an amount of funding to perform activities like education and outreach on TDM options, TDM strategies, and the advantages for both employers and employees to implement or use these options. DVRPC will contract with and oversee the work program development and approval for each subrecipient receiving these grants and work with their respective county planning department(s) as well as PennDOT (Central Office and District 6) and FHWA in this development and in tracking progress and results from their efforts.

This program supports DVRPC staff activities for planning, marketing, procurement and accounting, as well as funding to lease software for and manage the regional Share-A-Ride (SAR) ride match program, the Emergency Ride Home (ERH) program and provide necessary materials, schedules and tools to help contractors promote TDM with a unified message in the SE PA region. This program is part of the larger coordinated regional TDM effort that includes the Travel Options Program (TOP) competitive grant program. Completion of this work may require the purchase of equipment or services.

#### Tasks

1. Work with TMAs/Contractors to develop Work Programs for base TDM efforts.
2. Ensure this work involves outreach to both employers and the general commuting public.
3. Oversee TMA/Contractor TDM education and outreach efforts and development and placement of relevant materials; encourage cooperative efforts whenever possible.
4. Operation of the Share-A-Ride (SAR) ride match program, including annual software lease agreements, database management and quarterly reporting, registrant communications and training.
5. Creation and administration of contracts with each of nine subrecipients.
6. Review and payment of monthly or quarterly invoices and reports for each of nine subrecipients.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	325											
PRA	CAQ		325										
		325	325	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		650		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 117936 *Regional Electric Vehicle Plan*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will support the region's transition to an electrified transportation system by sharing data and information, participating in federal, state, and local electrification coordination efforts, and supporting electrification efforts by providing planning assistance and support for funding opportunities.

This project leads planning efforts to prepare the region for the anticipated increase in the number of battery electric vehicles (EVs) in the DVRPC region by assisting with planning for, and funding of, electric vehicle charging equipment (EVSE).

The past few years have seen tremendous growth in the use of electricity in transportation. This includes private passenger vehicles, e-bikes, public transit buses, and delivery vehicles. The electrification of the transportation sector presents a wide range of planning challenges. DVRPC will leverage existing planning tools and data to assist planning partners in identifying logical locations for investing in EV infrastructure. DVRPC will offer data and technical support to assist in funding applications and EVSE deployment plans. The project will promote federal, state, and utility funding programs for EVSE and support member governments and partners funding applications. This project supports both states' National Electric Vehicle Infrastructure (NEVI) deployment plans as well as the goals of the State of New Jersey P.L. 2019, c. 362, and PennDOT and PA DEP programs and policies that serve to increase electric vehicles including passenger vehicles, medium and heavy duty vehicles, and transit vehicles.

- Tasks: 1. Facilitate EV coordination and discussion among partner organizations within the region.  
 2. Investigate and promote funding opportunities for EV fleet replacement and publicly accessible EVSE.  
 3. Work with municipalities and counties to provide guidance on EVs through online municipal resource guides, workshops, technical assistance, and charging infrastructure analyses.  
 4. Update and maintain the DVRPC EV webpages. Distill and streamline the webpages to reference NJ and PA state web resources.  
 5. Use the available data to assist planning partners in identifying locations for public EVSE.  
 6. Participate in relevant local, regional, state, and national efforts related to electric vehicles and electric vehicle charging, including work with PA DEP, PennDOT, NJ DEP, NJ DOT, and NJ BPU. Coordinate as needed with planning partners to share consistent messaging around EVs and EVSE adoption.  
 7. Participate in conversations regarding implementation of the "Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Memorandum of Understanding" signed by the governors of Pennsylvania and New Jersey.  
 8. Work with both states to update electric vehicle registration data and make this data available for planning purposes.

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PRA	TOLL												
PRA	STU	75											
PRA	STU		75										
PRA	TOLL												
		75	75	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			150	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 117997 *Bridge Investment Program Line Item*

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	BRIP												
CON	BRIP												
CON	BRIP												
CON	BRIP												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 118015 *CMAQ Flex for SEPTA Projects of Significance Line Item*

New

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

This project is for CMAQ funds to be FLExed to SEPTA in order to support the Trolley Modernization, KOP Rail Extension, Bus Revolution, and Rail Fleet Replacements projects.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ			20,379									
PE	CAQ				23,283								
PE	CAQ					30,884							
PE	CAQ						30,630						
PE	CAQ							34,242					
PE	CAQ								30,630				
PE	CAQ									34,242			
PE	CAQ										30,630		
PE	CAQ											34,242	
PE	CAQ												30,630
		0	0	20,379	23,283	30,884	30,630	34,242	30,630	34,242	30,630	34,242	30,630
		Total FY2023-2026			43,662	Total FY2027-2030			126,386	Total FY2031-2034			129,744

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 118036 *HSIP Supportive Line Item*

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP: Not SOV Capacity Adding

This Line Item has been established to assist in delivering HSIP funded projects with elements that are not HSIP eligible.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581					2,000							
		0	0	0	0	2,000	0	0	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030		2,000		Total FY2031-2034		0	

MPMS# 119299 *Carbon Reduction Program Line Item*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jonathan Korus

CMP:

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.

Eligibility for projects funded by this funding source includes, but not limited to, establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energyefficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	CRPU		8,891										
CON	CRPU			10,690									
CON	CRPU				10,904								
		0	8,891	10,690	10,904	0	0	0	0	0	0	0	0
		Total FY2023-2026			30,485	Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 119301    District 6-0 Systemwide Pedestrian Countdown Signals

LIMITS: Districtwide  
IMPROVEMENT Bicycle/Pedestrian Improvement  
MUNICIPALITIES: Various  
PLAN CENTER:  
PROJECT MANAGER: Traff/A. Patel      CMP:

NHPP:  
FC:  
Est Let Date: 9/14/2023  
AQ Code:M6  
IPD:

This project will implement a system wide safety improvement for vulnerable road users (VRUs) by implementing Pedestrian countdown timers. This will require several different tiered projects based on the level of effort to install PCTs. The complexity varies for each location.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	sHSIP	2,165											
CON	sHVRU		2,000										
CON	sHVRU			3,052									
		2,165	2,000	3,052	0	0	0	0	0	0	0	0	0
Total FY2023-2026		7,217			Total FY2027-2030					Total FY2031-2034			
		0			0					0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 119483 CARS I 2 - SEPTA

New

#### LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/E.Reagle

CMP:

SEPTA was awarded an FY 2022 FHWA Commuter Authority Rail Safety Improvements (CARS I) grant in the amount of \$15,000,000 requiring a state/local match of \$2,000,000. The project includes dynamic envelope marking improvements at 20 grade crossings and the installation of four-quadrant gates at 11 of those locations. The specific locations and improvements are listed below:

- Amosland Road Grade Crossing. Grade Crossing on Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Bishop Avenue Grade Crossing on the Lansdale-Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Byberry Road Grade Crossing. Grade Crossing on Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gates.
- Church Street Grade Crossing on the Lansdale/Doylestown Regional Rail Line – Safety Measure(s): Pavement markings.
- County Line Road Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): – Quad-gates and pavement markings.
- Edgewood Road Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): – Pavement markings.
- Eulmor Avenue Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): - Quad-gates and pavement markings.
- Heacock Street Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): Pavement markings.
- Jenkintown Road Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Pavement markings.
- Meadowbrook Avenue Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Montgomery Avenue Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Moreland Avenue Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Quad-gates.
- Mt. Pleasant Avenue Grade Crossing on the Lansdale/Doylestown Regional Rail Line – Safety Measure(s): Pavement markings.
- Rydal Road Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): Pavement markings.
- Scotts Lane Grade Crossing on the Manayunk/Norristown Regional Rail Line – Safety Measure(s): Pavement markings.
- South Oak Avenue Grade Crossing on the Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Tomlinson Road Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): Pavement markings.
- Township Line Road Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): Pavement markings.
- Walnut Street Grade Crossing on the Lansdale/Doylestown Regional Rail Line – Safety Measure(s): Pavement markings.
- Warminster Road Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- West 7th Street Grade Crossing on the Lansdale/Doylestown Regional Rail Line – Safety Measure(s): Pavement markings.
- Wycombe Avenue Grade Crossing on the Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gate and pavement markings.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	SXF	3,441											
CON	SXF		11,559										
		3,441	11,559	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 119495 Carbon Reduction Program UPWP

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The Carbon Reduction Program (CRP) created under the BIL aims to reduce transportation greenhouse gas emissions by funding projects designed to reduce transportation emissions. The CRP will provide approximately \$52 million and \$31 million in funding annually to Pennsylvania and New Jersey respectively for fiscal years 2022-2026. Funds will be distributed across each state according to formulas set in the BIL. Under the program, state DOTs are required to develop a statewide Carbon Reduction Strategy in consultation with MPOs by November 15, 2023. The purpose of the Carbon Reduction Strategy is to identify and prioritize projects and strategies to reduce transportation-related greenhouse gas emissions and inform the distribution of CRP funds. Broadly speaking, eligible CRP activities include projects and strategies that facilitate the use of single-occupancy vehicle (SOV) alternatives such as public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips; facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled (i.e., EVs, etc.); and facilitate approaches to reduce emissions from the construction of transportation assets.

This project will develop an overall approach to, and identify priorities for, CRP funding in consultation with PennDOT and NJDOT. Staff will provide outreach toward traditional regional transportation planning partners, and focus additional outreach to traditionally underserved and underrepresented populations in transportation planning, such as minority and low-income populations that face challenges engaging with the transportation planning process. This engagement will assist with the identification of projects and strategies that support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in this program and others are distributed to disadvantaged communities. Other considerations include how CRP funds can be used in conjunction with (or flexed to) other Federal-aid apportioned programs with similar goals, such as CMAQ, to create appropriately scaled funding awards that meaningfully reduce carbon while achieving other regional planning goals.

Through tasks outlined in this project area, staff will develop a regional Carbon Reduction Strategy supportive to both Pennsylvania and New Jersey's statewide Carbon Reduction Strategies. Given the limited amount of funding available, an important outcome of this effort will be to achieve some level of regional consensus on priority project categories and/or project types for funding. For example, the region may choose to prioritize specific shared priorities such as continued development of the regional sidewalk maintenance and street tree planting program, the expansion of EV charging infrastructure, or completion of transportation-focused bicycle infrastructure priority projects, among other projects.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CRPU	100											
		100	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			100	Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 119558     *Chester and Delaware Counties ADA Ramps*

LIMITS: No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement NHPP:

MUNICIPALITIES: FC: AQ Code:A2

PLAN CENTER: IPD:

PROJECT MANAGER: HNTB/N. Velaga CMP:

The Chester and Delaware Counties ADA Ramps project will repair or reconstruct damaged ADA ramps across the two counties. Some of the intersections identified as receiving repairs or reconstructions are in Delaware County along Chester Road, New Middletown Road, Darby Road, Sproul Road, Chichester Avenue, and Lancaster Avenue, as well as in Chester County along Street Road and Birmingham Road, among other projects.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	CRPU	600											
CON	CRPU	5,411											
CON	CRPU		1,589										
		6,011	1,589	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		7,600		Total FY2027-2030		0		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 119793 Technical Assistance - TASA 2023-2024

## LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The IJA allows 5% of statewide Transportation Alternatives Set-Aside (TASA) funding to be dedicated to providing technical assistance (TA) for TASA projects. DVRPC recognizes the importance, value and need for more TA to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit; and to effectively manage projects post-award. DVRPC coordinated with southeastern Pennsylvania partners including PennDOT District 6 and Bucks, Chester, Delaware, Montgomery and Philadelphia counties to identify an appropriate strategy for technical assistance for TASA for our region. This strategy requests funding from PennDOTs statewide allocation of TASA funds to support an on-retainer consultant for TASA engineering and planning services and to hire a new Project Implementation Engineer, for these tasks:

1. Consultant on Retainer for TASA engineering and planning services for pre-design activities (ROW, environmental clearances, developing credible cost estimates) to get good projects across the region ready for applications. Activities could include, but are not limited to:  
Development of detail cost estimates  
ROW deed or title investigations to support project sponsor ROW negotiations.  
Detailed environmental input pertaining to Historic Properties, Permitting, Archeology, or any NEPA support.  
Marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.

2. New DVRPC Project Implementation Engineer to join the Project Implementation team. Hiring an additional Project Implementation Engineer team member will allow the team to expand their work with project sponsors to develop stronger projects up front, provide attention and assistance to Justice40 communities, and to manage post grant awards. Specifically, the funding will support these TASA tasks:

Coordinate with partners across the region to identify good projects to advance, with a particular focus on Justice40 communities  
Assist with the marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.  
Work with DVRPC staff and County Planners to identify specific TASA projects in our region to support TASA applications.  
Meet with potential project sponsors in our region to ensure compliance with Justice40.  
Help project sponsors understand and strategize for funding the pre-construction phases of the design development process.  
Identify and revise project scope as needed in order to advance through the requirements for PennDOT's Policies and Procedures.  
Support the advancement of projects and project concepts by local project sponsors to submit applications to the TASA funding cycle  
Help sponsors follow federal rules and delivery requirements post award  
Craft an RFP, conduct a competitive solicitation process, procure the consultant, and administer the contract  
Oversee the consultants milestones and deliverables  
Help interface between the consultant and project sponsors, prioritize needed tasks, and convene regular progress meetings

## Products:

1. Marketing and outreach materials for the TASA program
2. Lists of municipalities, including Justice40 communities, with candidate projects
3. Support for project applications to the TASA program
4. Materials needed for the procurement process to bring a consultant on retainer for TASA program assistance.
5. Meeting minutes from coordination with member governments and project Sponsors

## TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TAP	450											
PRA	TAP		450										
		450	450	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		900		Total FY2027-2030		0		Total FY2031-2034		0	



## Transit Projects for the FY2023 TIP for Pennsylvania

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### PennDOT

MPMS# 93586      **Downingtown Train Station Rehabilitation**

Return

#### LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:AF

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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. The existing station is an enclosed shelter with a low-level platform, about 360 parking spaces, and is not ADA accessible. The new station location is along a section of tangent track in Downingtown Borough, selected as a result of the alternatives analysis conducted in 2013 by PennDOT with Amtrak, SEPTA, and local communities. PennDOT has acquired property and completed preliminary design.

The new station will continue to serve Amtrak and SEPTA train service and provide full ADA accessibility with two 550-foot-long high-level platforms for inbound and outbound trains. The platforms will have canopies and will be accessed via elevator/stair towers from the ground level parking areas, which combined will have over 500 parking spaces. The existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable addition of a turning lane for vehicular station-related movements. Additional features of the site include retaining walls, bike racks, sidewalks, visual screening (as required for mitigations), stormwater management, site lighting, and security. The railroad right-of-way through the new bridge and station will require modifications, including removal of the DOWNS Interlocking.

Downingtown Station is a component of the Keystone Corridor between Philadelphia and Harrisburg, a 104-mile line owned and operated by Amtrak. The line shares some of the operating characteristics of the Northeast Corridor (NEC) main line, including multiple tracks, full electrification, and full grade separation from the highway grid. Amtrak operates up to 14 Keystone Service intercity round trips per day between Harrisburg and Philadelphia (and extending to New York City) with up to 22 stops at Downingtown Station. SEPTA operates Paoli/Thorndale Line commuter trains on the eastern portion of the line, with up to 42 stops per day at Downingtown Station. Amtrak ridership numbers for the station are 81,326 (FFY 2019).

This Keystone Corridor project, totaling approximately \$113,575,000 million, is funded with federal Keystone Corridor funds provided by FTA which will be reflected in TIPs of three different UZA areas: DVRPC (FY23: \$11,508,000), Harrisburg Area Transportation Study (FY23: \$3,834,000), and Lancaster MPO (FY23: \$10,656,000).

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	5337	5,446											
CON	341	1,341											
CON	5307		10,740										
CON	5337		20,320										
CON	341		7,765										
CON	5307			9,000									
CON	5337			20,000									
CON	341			7,250									
CON	5337				10,000								
CON	341				2,500								
		6,787	38,825	36,250	12,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		94,362		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 108843      Parkesburg Station Improvements

LIMITS:  
IMPROVEMENT Transit Improvements  
MUNICIPALITIES: Parkesburg Borough  
PLAN CENTER:  
PROJECT MANAGER: PennDOT BPT

NHPP:  
FC:  
CMP:

No Let Date  
AQ Code:M8  
IPD:

This project will complete site evaluation, concept development, and environmental activities for the station. The project will focus on ADA compliance and create a walkway between the north and south side of Parkesburg Station, construct high level-boarding platforms, improve parking, improve pedestrian access, and reconfigure tracks to accommodate freight through trains and Amtrak maintenance of way equipment. 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 20 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	5337	3,761											
CON	341	960											
		4,721	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,721		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### Pottstown

MPMS# 59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

LIMITS: Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds. Capital projects planned in FY23-26 include (also see MPMS# 95739): FY 22 Rolling stock; FY23 Shelter replacement \$230,000; FY24 Shelter amenities \$10,000; FY25 Lift replacement \$60,000.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
OP	5307	773											
OP	1513	1,476											
OP	LOC	108											
OP	5307		813										
OP	1513		1,550										
OP	LOC		113										
OP	5307			854									
OP	1513			1,628									
OP	LOC			119									
OP	5307				897								
OP	1513				1,709								
OP	LOC				125								
		2,357	2,476	2,601	2,731	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,165		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### Pottstown

MPMS# 95739      *Transportation Capital Improvements*

#### LIMITS:

IMPROVEMENT Transit Improvements

NHPP:

No Let Date

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M7

PLAN CENTER:

IPD:

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

Pottstown Area Rapid Transit plans to begin replacing aging shelters, amenities, and equipment to maintain a state-of-good repair and achieve the TAM goals set out in the PA TAM Group Plan.

Capital projects planned in FY23-26 include: FY 22 Rolling stock; FY23 Shelter replacement \$230,000; FY24 Shelter amenities \$10,000; FY25 Lift replacement \$60,000.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CAP	ARPA	200												
CAP	5307	24												
CAP	1517	3												
CAP	LOC	3												
CAP	5307		8											
CAP	1517		1											
CAP	LOC		1											
CAP	5307			48										
CAP	1517			6										
CAP	LOC			6										
CAP	5307				160									
CAP	1517				20									
CAP	LOC				20									
		230	10	60	200	0	0	0	0	0	0	0	0	
		Total FY2023-2026			500	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### Pottstown

MPMS# 119810 *PART Service Vehicle*

#### LIMITS:

IMPROVEMENT Transit Improvements

NHPP:

No Let Date

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M2

PLAN CENTER:

IPD:

PROJECT MANAGER: Kourtney High

CMP:

This project is for the procurement of a Pottstown Area Rapid Transit (PART) Service Vehicle. This vehicle will be equipped with a mechanics service body, air compressor, welder, generator, and snow plow. This will allow the mechanics to address smaller issues on the road rather than requiring the buses to return to the garage.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	5307	120											
PUR	1514	20											
PUR	LOC	1											
		141	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			141	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 121330 *PART Bus Stop Amenities (Transit TIP)*

#### LIMITS:

IMPROVEMENT Transit Improvements

NHPP:

No Let Date

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Kourtney High

CMP:

PART Bus Stop Amenities & Walkshed Improvements. These funds will be flexed to PART and will help them to implement recommendations identified in Enhancing PART Bus Stops in the Pottstown Area plan( Feb. 2023). This study is intended as a guide to help PART apply best practices in bus stop design and access across their system. Recommended improvements include standard bus stop signs, clear and accessible passenger loading areas, lighting, easy-to-find schedules and route information, and shelters. PART will focus on bus shelters, lighting, pedestrian access improvements, and travel information as part of the project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	CRPU		850										
		0	850	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		850		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407

Villanova Intermodal Station SR:0030

LIMITS: Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP: Y

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 13

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

This project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 improved station accessibility and included construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities, completed in 2019. Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.

The total project cost is \$31.46M. Funding is programmed as follows: Prior year funds in the amount of \$21.01M, and \$10.45M in FY 2024 - FY 2026.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514		339										
ERC	LOC		11										
ERC	1514			5,577									
ERC	LOC			186									
ERC	1514				4,052								
ERC	LOC				135								
		0	350	5,763	4,187	0	0	0	0	0	0	0	0
Total FY2023-2026				10,300		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 59966 Capital Asset Lease Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAL	5337	6,612											
CAL	1514	11,781											
CAL	LOC	393											
CAL	5307		2,000										
CAL	5337		72,825										
CAL	1514		6,662										
CAL	LOC		222										
CAL	5337			28,605									
CAL	1514			7,493									
CAL	LOC			766									
CAL	5337				42,160								
CAL	1514				11,330								
CAL	LOC				378								
CAL	5307					12,462							
CAL	1514					3,015							
CAL	LOC					100							
CAL	5337						50,446						
CAL	1514						13,447						
CAL	LOC						448						
CAL	5337							54,811					
CAL	1514							14,556					
CAL	LOC							485					
CAL	5337								56,455				
CAL	1514								15,009				
CAL	LOC								500				
CAL	5337									58,150			
CAL	1514									15,476			
CAL	LOC									516			
CAL	5337										59,893		
CAL	1514										15,953		
CAL	LOC										532		
CAL	5337											61,690	
CAL	1514											16,443	
CAL	LOC											548	
CAL	5337												63,541
CAL	1514												16,949
CAL	LOC												565

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

18,786	81,709	36,864	53,868	15,577	64,341	69,852	71,964	74,142	76,378	78,681	81,055
Total FY2023-2026		191,227		Total FY2027-2030		221,734		Total FY2031-2034		310,256	

**MPMS# 59973** *Utility Fleet Renewal Program - Non Revenue Vehicles*

**LIMITS:** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:M2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority.

The utility fleet comprises the following types of vehicles and equipment:

- Utility vehicles for transit and paratransit supervisors, and SEPTA police officers.
- Maintenance-of-way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	1514	12,233											
PUR	LOC	408											
PUR	1514		12,790										
PUR	LOC		5,206										
PUR	1514			10,271									
PUR	LOC			342									
PUR	1514				9,293								
PUR	LOC				310								
PUR	1514					11,919							
PUR	LOC					397							
PUR	1514						9,712						
PUR	LOC						324						
PUR	1514							9,447					
PUR	LOC							315					
PUR	1514								9,672				
PUR	LOC								322				
PUR	1514									9,904			
PUR	LOC									330			
PUR	1514										10,016		
PUR	LOC										334		
PUR	1514											10,770	
PUR	LOC											359	
PUR	1514												10,645
PUR	LOC												355
Total FY2023-2026		12,641	17,996	10,613	9,603	12,316	10,036	9,762	9,994	10,234	10,350	11,129	11,000
Total FY2027-2030				50,853				42,108					
Total FY2031-2034												42,713	

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60275**      **Debt Service**

**LIMITS:** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:M1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

Payments on Capital Grant Receipts Bonds, Series 2011/2017- \$156.88M (Final year of debt service funding for Series 2011-2017 Bonds - FY 2029)

Acquisition of 120 Silverliner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of \$319.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.

Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 - \$103.25M (Final year of debt service funding for Series 2017-2019 Bonds - FY2028)

Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds

Capital Financing- EB5 Loan - \$241.90M (Refinancing in FY 2022)

In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC) pursuant to the Employment Based Immigration-5th Preference (EB-5) Program administered by United States Citizenship and Immigration Services (USCIS). The loan was made available to SEPTA over a period of several years and was used to partially fund the acquisition of electric locomotives, expansion of Frazer Yard, and substation rehabilitation projects. This loan will be refinanced as part of the Bond Issuance SEPTA is undertaking in calendar year 2022.

Payments on Capital Grant Receipts Bonds, Series 2020 - \$130.89M (Final year of debt service funding for other Capital Financing – FY 2032)

Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice annunciation of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual purpose Passenger Wifi system, and a Qpod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.

Payments on State Motor Vehicle Sales Tax Bonds, Series 2022- \$984.50M (Final year of debt service funding for other Capital Financing (Estimated – FY 2034)

On February 24, 2022, the SEPTA Board approved the Authority to issue bonds in an amount not to exceed \$800 M to support SEPTA's capital program. This approval is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

Pennsylvania Consolidated Statutes. The Authority expects to proceed with an initial bond issuance of \$550 million to fund various capital projects, including refinancing of SEPTA's outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
DS	5307	17,570											
DS	5337	24,749											
DS	PTAF 44	11,728											
DS	1514	29,314											
DS	OTH	241,897											
DS	LOC	1,381											
DS	5337		12,375										
DS	5307		8,783										
DS	PTAF 44		11,730										
DS	1514		39,913										
DS	LOC		1,734										
DS	5307			8,786									
DS	5337			12,374									
DS	PTAF 44			11,724									
DS	1514			47,328									
DS	LOC			1,981									
DS	5337				12,377								
DS	5307				8,785								
DS	PTAF 44				11,727								
DS	1514				58,581								
DS	LOC				2,356								
DS	5307					8,786							
DS	5337					12,374							
DS	PTAF 44					10,515							
DS	1514					69,836							
DS	LOC					2,690							
DS	5337						12,373						
DS	5307						8,785						
DS	1514						81,092						
DS	LOC						2,702						
DS	5307							8,784					
DS	1514							89,351					
DS	LOC							2,978					
DS	5307								8,785				
DS	1514								100,611				
DS	LOC								3,353				
DS	5307									8,782			
DS	1514									111,865			
DS	LOC									3,728			
DS	1514										120,993		
DS	LOC										4,032		
DS	1514											132,249	
DS	LOC											4,407	
DS	1514												143,507
DS	LOC												4,782
		326,639	74,535	82,193	93,826	104,201	104,952	101,113	112,749	124,375	125,025	136,656	148,289
		Total FY2023-2026		577,193		Total FY2027-2030		423,015		Total FY2031-2034		534,345	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Federal Preventive Maintenance provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
OP	5337					36,200								
OP	LOC					9,050								
OP	5337						36,200							
OP	LOC						9,051							
OP	5337							36,200						
OP	LOC							9,050						
OP	5337								36,200					
OP	LOC								9,050					
OP	5337									6,892				
OP	5307									29,308				
OP	LOC									9,050				
OP	5307										4,753			
OP	5337										31,447			
OP	LOC										9,050			
OP	5307											2,366		
OP	5337											33,834		
OP	LOC											9,050		
OP	5337												36,200	
OP	LOC												9,050	
		0	0	0	0	45,250	45,251	45,250	45,250	45,250	45,250	45,250	45,250	
		Total FY2023-2026				0	Total FY2027-2030			181,001	Total FY2031-2034			181,000

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60335**      **City Hall / 15th Street Stations**

**LIMITS:** City Hall / 15th Street Station in Philadelphia

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Center City Philadelphia

**PLAN CENTER:** Metropolitan Center

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

**NHPP:**

**FC:**

No Let Date

MRPID:AD

AQ Code:M8

IPD: 14

CMP Subcorridor(s): 10A, 14A

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. Specifically, the project will:

- 1) Provide full access for riders with disabilities through fourteen new elevators and ramps to all levels of both stations, new and wider ramped corridors connecting the stations, and new accessible fare line gates;
- 2) Improve passenger flow with new and reconfigured fare lines outfitted for the new SEPTA Key program, new and wider stairs and railings, and more open areas in the 15th Street Mezzanine and on the platforms;
- 3) Update station interiors and systems including new architectural finishes, new signs, Art-in-Transit, new seating and other amenities, new lighting and public address systems, new updated fire alarm system, closed-circuit TV and security systems; and,
- 4) Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms.

The City Hall / 15th Street Stations project has been divided into the following phases:

- Dilworth Park Phase (complete): Included work to prepare for the park's construction by the Center City District (CCD); construction of the new station entrance outside the west portal of City Hall; and five new elevators connecting street level to the rebuilt fare lines and 15th Street Station and the eastbound trolley platform.
- 15th Street Station (complete): Five new elevators for 15th Street Station connecting street level to MFL and trolley platforms and overall interior renovations and upgrades to station finishes, platforms, lighting, fare lines, security system and accessibility improvements.
- Interlocking Reconfiguration: Modification of the interlocking at Fairmount to allow for track outages necessary for City Hall underpinning and station construction.
- Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms.
- City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators to complete ADA compliance and new or renovated platforms, stairs, lighting and amenities.

The total project cost is \$189.04M (Prior year funds - FY 2029).

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	13,307											
ERC	LOC	443											
ERC	1514		2,051										
ERC	LOC		69										
ERC	1514			14,323									
ERC	LOC			477									
ERC	1514				19,839								
ERC	LOC				661								
ERC	1514					19,746							
ERC	LOC					661							
ERC	1514						17,358						
ERC	LOC						578						
ERC	1514							12,792					
ERC	LOC							426					

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

13,750	2,120	14,800	20,500	20,407	17,936	13,218	0	0	0	0
Total FY2023-2026		51,170		Total FY2027-2030		51,561		Total FY2031-2034		0

MPMS# 60540 *Parking Improvements*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 24

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will provide for the construction, renovation, and expansion of SEPTA's parking facilities.

Currently programmed projects include:

- Conshohocken Station Parking Garage\* - \$38.22M (Prior Years - FY2025)
- Holmesburg Junction Parking Expansion - \$690,000 (Prior Years - FY2023)

Due to reduced ridership resulting from the COVID-19 pandemic and as part of the Reimagining Regional Rail initiative, SEPTA is re-evaluating station parking needs. The following projects listed under the previous capital budget will be revisited in coordination with the results of Reimagining Regional Rail and as ridership returns and the need for parking at each location is more clear.

- 69th Street Transportation Center Parking Garage
- Gwynedd Valley Station Parking
- Ivy Ridge Parking
- Noble Station Parking Garage and Storage Track
- Philmont Station Parking
- Fern Rock Transportation Center Complex

\*\$8M of FHWA CMAQ Flex funding is programmed in FY 2023 of MPMS #111005 to fully fund the project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	FLEX	621											
ERC	5307	15,000											
ERC	1514	3,696											
ERC	LOC	123											
ERC	5307		4,386										
ERC	1514		1,061										
ERC	LOC		1,553										
		19,440	7,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		26,440		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS: Paoli Transportation Center in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

PLAN CENTER: Town Center

PROJECT MANAGER:

NHPP:

FC:

No Let Date

MRPID:E

AQ Code:M8

IPD: 19

CMP: Not SOV Capacity Adding

This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The facility is located on SEPTA's Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206.

The project includes two phases. Phase 1, completed in September 2019, made the existing station ADA accessible.

Phase 2 includes construction of an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, improved station access. A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. This companion project needs to be completed prior to advancement of Phase 2. The estimated cost is \$50.28M (FY 2028 - FY 2034 Design and Construction).

Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 3 will be developed as ridership levels increase and necessity for additional parking becomes more clear.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514									2,419			
ERC	LOC									81			
ERC	OTH										11,550		
ERC	OTH											12,740	
ERC	OTH												23,490
		0	0	0	0	0	0	0	0	2,500	11,550	12,740	23,490
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			50,280

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.

Vehicles are scheduled for overhauls during their service lives based on vehicle type and age 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 overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner.

Highlights of the Fiscal Year 2023 program includes the following activities:

Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior and 30-foot MiDi Series fleets.

Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and support vehicles and equipment.

Highlights of rail transit campaigns for Fiscal Year 2023 include: M-4 LCU Software Upgrade; M-4 carbody bolster repairs. Regional Rail campaigns include Push-Pull cab/coach center door overhaul, HVAC control box upgrade and various Silverliner IV equipment and system overhauls.

Zero Emission Bus Retrofit Pilot: Development and testing of battery-electric retrofit kits on twelve of SEPTA's 40-foot diesel-hybrid buses.

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CAP	5307	37,792											
CAP	5337	34,394											
CAP	1514	20,903											
CAP	LOC	697											
CAP	5307		6,371										
CAP	5337		71,346										
CAP	1514		12,512										
CAP	LOC		417										
CAP	5307			28,000									
CAP	5337			24,390									
CAP	1514			17,043									
CAP	LOC			568									
CAP	5337				33,201								
CAP	5307				30,800								
CAP	1514				15,484								
CAP	LOC				516								
CAP	5337					16,227							
CAP	1514					3,926							
CAP	LOC					131							
CAP	5307						40,418						
CAP	1514						47,983						
CAP	LOC						1,599						
CAP	5307							28,000					

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA														
CAP	5337							19,999						
CAP	1514							42,387						
CAP	LOC							1,413						
CAP	5337								8,443					
CAP	5307								28,324					
CAP	1514								55,033					
CAP	LOC								1,834					
CAP	5307									28,001				
CAP	5337									48,406				
CAP	1514									18,486				
CAP	LOC									616				
CAP	5307										28,002			
CAP	5337										49,935			
CAP	1514										18,855			
CAP	LOC										628			
CAP	5337											51,494		
CAP	5307											28,000		
CAP	1514											19,233		
CAP	LOC											640		
CAP	5307												28,000	
CAP	5337												53,084	
CAP	1514												19,617	
CAP	LOC												655	
		93,786	90,646	70,001	80,001		20,284	90,000	91,799	93,634	95,509	97,420	99,367	101,356
		Total FY2023-2026		334,434			Total FY2027-2030		295,717		Total FY2031-2034		393,652	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA.

SEPTA ownership of these vehicles provides the following benefits:

The flexibility to rapidly exchange vehicles between carrier networks should the need arise

Creates an economic incentive for carriers to provide quality service

More control over fleet composition and standardization of the fleet

More control over vehicle design features.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	5307	8,967											
PUR	1514	2,170											
PUR	LOC	72											
PUR	5307		18,201										
PUR	5307		1,930										
PUR	1514		467										
PUR	LOC		16										
PUR	5307			6,499									
PUR	1514			1,572									
PUR	LOC			52									
PUR	5307				6,400								
PUR	1514				1,548								
PUR	LOC				52								
PUR	5307					6,528							
PUR	1514					1,579							
PUR	LOC					53							
PUR	5307						6,590						
PUR	1514						1,594						
PUR	LOC						53						
PUR	5307							7,587					
PUR	1514							1,836					
PUR	LOC							61					
PUR	5307								6,928				
PUR	1514								1,676				
PUR	LOC								56				
PUR	5307									7,066			
PUR	1514									1,710			
PUR	LOC									57			
PUR	5307										7,207		
PUR	1514										1,744		
PUR	LOC										58		
PUR	5307											7,352	
PUR	1514											1,779	
PUR	LOC											59	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
PUR	5307												7,498
PUR	1514												1,814
PUR	LOC												60
		11,209	20,614	8,123	8,000	8,160	8,237	9,484	8,660	8,833	9,009	9,190	9,372
		Total FY2023-2026		47,946		Total FY2027-2030		34,541		Total FY2031-2034		36,404	

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60611** **SEPTA Key (Fare Collection System/New Payment Technologies)**

**LIMITS:** System-wide

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Various

**PLAN CENTER:**

**PROJECT MANAGER:**

**NHPP:**

**FC:**

**CMP:** Not SOV Capacity Adding

No Let Date

MRPID:B

AQ Code:M5

IPD:

The SEPTA Key (New Payment Technologies) Project is modernizing SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. New Fare Kiosks located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Key Cards will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; or 3) through an on-line transaction or the Call Center.

SEPTA Key is unique because it will include all of SEPTA's service modes. In addition to bus, rail transit, and regional rail fare collection improvements, this project will include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will support the enhanced system-wide fare collection system.

SEPTA Key deployment is substantially complete for Transit services (Bus, Trolley, Trackless Trolley and High Speed Lines). Regional Rail phased roll-out is underway with Trailpasses in service. Railroad deployment will continue through 2020 with Travel Wallet, conductor sales, and other features and products. CCT development is underway with deployment starting in 2020. Upcoming Key features include: upgraded Key Card readers, mobile ticketing and open payment/ mobile wallets.

Companion projects supporting the SEPTA Key project include: SEPTA Key 2.0 Fare Payment System, bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five Center City Regional Rail stations (Temple University, Jefferson Station, Suburban Station, 30th Street Station and Penn Medicine Station); Broad Street Line, Market-Frankford Line and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; Railroad station waiting room security; provision of power to Railroad Parking Payment Stations; and 30th Street Railroad Station ticket office/vendor relocations. These SEPTA Key companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements. Most of this work is complete or nearing completion.

Proposed future funding will ensure SEPTA Key technology remains up-to-date are included in the Safety and Security Technology Upgrades project within the Safety & Security Program.

The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to partially finance this project. The total project cost includes the loan repayment, interest, and companion project costs.

The total project cost is \$315M. Funding is programmed as follows: Prior year funds in the amount of \$310M and \$5M in FY 2023.

Also included in this program is SEPTA Key 2.0. The total estimated cost of the SEPTA Key 2.0 project is currently \$225,000,000. Only \$15M is programmed for the design phase of the SEPTA Key 2.0. SEPTA is in the process of incorporating the project into its FY 2024 Capital Program development. SEPTA is planning to initiate the procurement process for this project and needs to be on the TIP in order to meet Federal requirements. SEPTA will submit a future TIP action to program the remaining \$210 million of project funding upon completion of the FY2024 Capital Budget Development process.

The SEPTA Key 2.0 Fare Payment System project includes upgrading the existing infrastructure to a next-generation, account-based electronic fare collection system, which is necessary in order to meet future needs. This will also provide a more flexible and secure back-office system and will include the replacement of obsolete field equipment. The SEPTA Key 2.0 Fare Payment System supports the implementation of the SEPTA Forward Strategic Plan, which includes the following goals and objectives:

Improve the customer experience with simple, intuitive interfaces

Use modern technology to streamline operations

Reduce fare evasion

Improve financial controls

Maximize system flexibility with an open architecture to integrate with other mobility providers

Enhance data security

Deploy equitable fare policies

In addition to the System Upgrade, SEPTA Key 2.0 will also include the following:

Parking System - To support revenue collection at SEPTA controlled parking lots and garages, the Parking System will be integrated with the new core Fare Payment System and will provide an open lot, garage and parking permit.

Continual Fare Media Order - This contract will provide for new forms of fare media inventory required to support future fare collection

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

operations and sales. The types of fare media include:

Extended-Use Media (reloadable smart cards)

Limited-Use Media (Disposable Smart media aka DSM)

Paper Tickets (QR-code)

Virtual Key Cards

Improved mobile payment applications

Building Access System - SEPTA will procure the supplies, equipment and software required to support building access at designated SEPTA facilities accessed by SEPTA staff, contractors and building tenants.

Call Center Operations - The build-out, equipping, and staffing of a call center to process inbound calls and contacts from SEPTA Key customers.

More powerful and secure back-office system.

Project status updates are available online at <http://www.septa.org/key/>.

### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
ERC	5337	4,000											
ERC	1514	5,807											
ERC	LOC	193											
ERC	5307		6,708										
ERC	5337		20,000										
ERC	1514		1,623										
ERC	LOC		789										
		10,000	29,120	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		39,120		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60636 *Elwyn to Middletown Service Restoration*

**LIMITS:** Elwyn to Wawa, Delaware County

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Middletown Township

**PLAN CENTER:**

**PROJECT MANAGER:**

**NHPP:**

**FC:**

No Let Date

MRPID:P

AQ Code:2025M

IPD: 16

CMP Subcorridor(s): 5B

This project will provide restoration of rail service from the existing Media/ Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Middletown/Route 1, Delaware County along the existing right-of-way referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system replacement; and the replacement and rehabilitation of bridges and culverts. The installation of a bi-directional signal system and communications system improvements including Positive Train Control (PTC) is being funded separately under a competitive PTC grant from the Federal Transit Administration.

The new terminus at Middletown/Route 1 will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; a 600+ car parking deck; and connections to SEPTA bus service. The new facility will be fully ADA compliant. The project also includes the construction of a new traffic intersection and access road connecting U.S. Route 1 to the station. A railcar storage/maintenance yard and crew facility will be constructed on SEPTA property in Lenni, Delaware County.

The total project cost is \$197.21M. Funding is programmed as follows: Prior year funds in the amount of 184.50M and \$12.71M in FY 2023.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	12,301											
ERC	LOC	410											
		12,711	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		12,711		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60638 *Regional Rail Car and Locomotive Acquisition*

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:CQ

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Multi-Level Regional Rail Cars - \$179.20M (Prior Years- FY 2025)

This project provides for the acquisition of new multi-level push-pull passenger railcars. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice annunciation and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems.

### TIP Program Years (\$ 000)

<u>Phase</u>	<u>Fund</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
PUR	5307	2,000												
PUR	1514	7,258												
PUR	LOC	242												
PUR	5337		61,712											
PUR	1514		1,935											
PUR	LOC		65											
		9,500	63,712	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		73,212		Total FY2027-2030				0		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60651**      **Substations and Power Improvements**

**LIMITS:** System-wide railroad substations

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:M6

**PLAN CENTER:**

IPD: 0

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying. Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP) MPMS #90497.

Currently programmed substation and power projects include:

Multimodal Substation Overhaul Program:

- Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade - \$18.50M (FY 2028 – FY 2034)
- Substation Design and Equipment Purchase - \$28.23M (Prior Years – FY 2024)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years – FY 2027)

Railroad Substation:

- Railroad Substation 18th Street Switching Station - \$13M (FY 2023 – FY 2025)
- Railroad Substation Brill - \$12.8M (FY 2025 – FY 2028)
- Railroad Substation Chestnut Hill - \$22.54M (FY2022 – FY 2026)
- Railroad Substation Cresheim Valley - \$25.79M (FY 2022 – FY 2026)
- Railroad Substations Lansdale, Hatboro, & 12th/Portal - \$31.54M (FY 2019 – FY 2022)
- Wayne Junction Static Frequency Converters #1-4 - \$85.70 (Design - Prior Years - FY2021) (Construction - FY 2022 – FY 2027)
- Railroad Substation Woodbourne - \$23.79M (FY2023 - FY2026)

Transit Substations Program:

- Transit Substation Ellen - \$12.68M (FY 2025 – FY 2028)
- Transit Substation Market - \$12.50M (FY 2022- FY2024)
- Transit Substations Park, Broad, Loudon, Castor - \$19.95M (FY2022 - FY2024)
- Transit Substation Ranstead - \$12.68M (FY 2027– FY 2029)

Transit Substation Program - \$140M (FY 2028 - FY 2034)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	2,063											
ERC	1514	9,580											
ERC	OTH	15,000											
ERC	LOC	365											
ERC	5337		63,979										
ERC	1514		4,946										
ERC	LOC		165										
ERC	OTH		5,000										
ERC	5337			22,594									
ERC	1514			5,466									
ERC	OTH			14,000									
ERC	LOC			182									
ERC	5337				32,966								
ERC	1514				7,976								
ERC	LOC				266								
ERC	5337					25,070							
ERC	1514					6,065							

## Final Version

**SEPTA**Page 383

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 73214 *Ardmore Transportation Center*

**LIMITS:** Ardmore Transportation Center

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:M8

**PLAN CENTER:** Town Center

IPD: 17

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.

Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage.

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. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 2 will be developed as ridership levels increase and necessity for additional parking becomes more clear.

The total project cost (Phases 1 & 2) is \$79.65M. The Phase 1 budget is \$53.60M Funding is programmed as follows: Prior year funds in the amount of \$50.6M. The Phase 2 budget is \$26.05M (Construction TBD).

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

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
ERC	5307		2,800										
ERC	5337		2,400										
ERC	1514		677										
ERC	LOC		3,523										
		0	9,400	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,400		Total FY2027-2030				Total FY2031-2034			
						0				0			

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 77183** *Transit and Regional Rail Station Program*

**LIMITS:** System-wide stations

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 17

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

Currently programmed projects include:

Multi-Modal Improvements and ADA Accessibility Projects:

- ADA Bridge Plates - \$2.21M (FY 2020 – FY 2023)
- Bicycle Transit Access Program - \$2.26M (Ongoing)
- Center City Concourses Improvements - \$59.65M (Prior Years – FY 2029)
- Rail Transit Wayfinding & Signage - \$40M (FY 2021 – FY 2025)

Regional Rail Station ADA Accessibility and Improvement Program

- Bristol Station on Trenton line - \$30M (FY 2022- FY 2023 Design) (FY 2024 – FY 2026 Construction)
- Chestnut Hill East ADA Improvements - \$11.17M (FY 2021 – FY 2026)
- Conshohocken Station - \$15.00M (Prior Years – FY 2024)
- Cornwells Heights Station Improvements - \$13.1 M (Prior Years - FY2023)
- Cornwells Heights Station Project - \$30.5M FRA ICR
- Jenkintown-Wyncote Station - \$50.28 (Prior Years – FY 2026)
- Malvern Station High Level Platforms - \$15.26M (FY 2022 – FY 2027)
- Marcus Hook Station - \$22.50M (FY 2022 – FY 2037)
- Noble Station on the West Trenton Line - \$28.20M – (Prior Year – FY 2023 Design) (FY 2027 – FY 2031 Construction)
- Regional Rail Roof Program - \$12M (Ongoing)
- Swarthmore Station - \$7.96M (FY 2022 – FY 2025)
- Willow Grove Station - \$39.44M (Prior Years - FY2023 Phase 1) (FY 2024 - FY 2033 Phase 2)

Broad Street Subway Stations

- Design for Broad Street Subway Station ADA Accessibility - \$12.48M (FY 2022 – FY 2024)
- Chinatown Station on the Broad-Ridge Spur - \$10M (FY 2025 – FY 2028)
- Ellsworth-Federal Station - \$19.82M (FY 2022 – FY 2031)
- Erie Station on the Broad Street Line - \$23.27M (Prior Years – FY 2025)
- Fairmount Station - \$35.05M (Prior Years – FY 2028)
- Hunting Park Station - \$24.76M (FY 2022 – FY 2030)
- Logan Station - \$24.76M (FY 2022 - FY2030)
- Lombard-South Station - \$19.82M (FY 2022 - FY2032)
- Snyder Station - \$30.36M (FY 2022 - FY2026)
- Susquehanna-Dauphin Station - \$23.87M (Prior Years - FY2026)
- Tasker-Morris Station - \$19.21M - (Prior Years - FY2023)
- Wyoming Station - \$24.76M (FY 2022 - FY2029)

Market Frankford Line Stations

- 11th Street Station - \$23.81M (Prior Years – FY 2025)
- 34th Street Station - \$31M (FY 2024 – FY 2028)
- Spring Garden Station - \$7.37M (FY 2024- FY 2026)

Norristown High Speed Line Stations

- Bridgeport Station - \$4M (FY 2022 - FY 2025)
- Villanova Station - \$4M (FY 2022 – FY 2025)

Boulevard Direct Bus Phase B - \$2.50M (FY2023 - FY2025)

All Stations Accessibility Program (ASAP)

Accessibility improvements to the 11th Street Station on the Market-Frankford Line, and the Fairmount (upper & lower), Snyder, Chinatown,

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

and Erie Stations on the Broad Street Subway - \$56.050M (FY 2023)

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5339B	2,000											
ERC	5337	15,800											
ERC	5307	24,000											
ERC	FLEX	13,109											
ERC	1514	1,410											
ERC	1514	22,569											
ERC	OTH	15,000											
ERC	LOC	47											
ERC	LOC	752											
ERC	FRA ICR		30,500										
ERC	ASAP		56,050										
ERC	5337		36,169										
ERC	5307		18,024										
ERC	1514		16,109										
ERC	OTH		15,000										
ERC	LOC		537										
ERC	5307			20,000									
ERC	5337			12,000									
ERC	1514			45,997									
ERC	OTH			32,254									
ERC	LOC			1,533									
ERC	5307				33,220								
ERC	5337				5,271								
ERC	1514				9,313								
ERC	OTH				53,431								
ERC	LOC				310								
ERC	1514					53,575							
ERC	OTH					14,803							
ERC	LOC					1,785							
ERC	1514						46,765						
ERC	LOC						1,558						
ERC	1514							40,202					
ERC	LOC							1,340					
ERC	1514								52,366				
ERC	LOC								1,745				
ERC	1514									61,436			
ERC	LOC									2,047			
ERC	1514										42,563		
ERC	OTH										28,450		
ERC	LOC										1,418		
ERC	1514											42,433	
ERC	OTH											27,260	
ERC	LOC											1,414	
ERC	1514												39,232
ERC	LOC												1,307
ERC	OTH												16,510
		94,687	172,389	111,784	101,545	70,163	48,323	41,542	54,111	63,483	72,431	71,107	57,049
		Total FY2023-2026		480,405		Total FY2027-2030		214,139		Total FY2031-2034		264,070	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration by SEPTA forces of SEPTA's City and Suburban 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, culverts, bridges, retaining wall, 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, parking, and accessibility improvements.

-Communications and Signals 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, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	52,259											
ERC	LOC	1,742											
ERC	1514		53,304										
ERC	LOC		7,156										
ERC	1514			54,370									
ERC	LOC			1,812									
ERC	1514				55,457								
ERC	LOC				1,848								
ERC	1514					56,566							
ERC	LOC					1,885							
ERC	1514						57,698						
ERC	LOC						1,923						
ERC	1514							58,852					
ERC	LOC							1,961					
ERC	1514								60,029				
ERC	LOC								2,000				
ERC	1514									61,229			
ERC	LOC									2,040			
ERC	1514										62,454		
ERC	LOC										2,081		
ERC	1514											63,703	
ERC	LOC											2,123	
ERC	1514												64,977
ERC	LOC												2,165
		54,001	60,460	56,182	57,305	58,451	59,621	60,813	62,029	63,269	64,535	65,826	67,142
		Total FY2023-2026		227,948		Total FY2027-2030		240,914		Total FY2031-2034		260,772	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses. SEPTA is planning for a full transition to zero-emission buses (ZEBs) by the year 2040. The Zero Emission Bus (ZEB) Master Plan will lay the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring battery electric buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan will evaluate fuel cell electric buses (FCEBs) and the necessary fueling infrastructure to support them. To ensure the safety and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option on the third year to allow flexibility to transition to a zero-emission bus procurement sooner if technology is available. This bus procurement will allow SEPTA to retire the last of the all-diesel fleet which is now more than 15 years old (purchased in 2005). Future bus purchases will be guided by the ZEB Master Plan.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	5339	16,634											
PUR	5307	157,336											
PUR	1514	46,211											
PUR	LOC	1,540											
PUR	5339		6,685										
PUR	5307		79,671										
PUR	1514		21,637										
PUR	LOC		722										
PUR	5307				20,727								
PUR	5339				7,149								
PUR	1514				10,877								
PUR	LOC				362								
PUR	5339					8,785							
PUR	1514					6,258							
PUR	LOC					208							
PUR	5339						9,048						
PUR	5307						42,921						
PUR	1514						16,706						
PUR	LOC						556						
PUR	5307							68,088					
PUR	5339							9,320					
PUR	1514							22,861					
PUR	LOC							762					
PUR	5307								71,867				
PUR	5339								9,599				
PUR	1514								23,843				
PUR	LOC								794				
PUR	5307									46,297			
PUR	5339									9,887			
PUR	1514									17,726			
PUR	OTH									28,000			
PUR	LOC									590			
PUR	5339										10,184		

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

PUR	5307									77,764			
PUR	1514									25,411			
PUR	LOC									846			
PUR	5339										10,489		
PUR	5307										79,374		
PUR	1514										25,874		
PUR	LOC										862		
PUR	5339											10,803	
PUR	5307											95,255	
PUR	1514											29,793	
PUR	LOC											992	
		221,721	108,715	0	39,115	15,251	69,231	101,031	106,103	102,500	114,205	116,599	136,843
		Total FY2023-2026		369,551		Total FY2027-2030		291,616		Total FY2031-2034		470,147	

MPMS# 93588      *Exton Station*

LIMITS: Exton Station in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:AG

AQ Code:M8

IPD: 17

CMP Subcorridor(s): 7E

Phase 1 of this project, completed in 2020, consisted of the construction of high-level platforms with canopies and wind screens; stormwater management improvements; a new station building, new lighting, signage, security features, and passenger amenities. The station facilities are fully ADA accessible. The total cost of Phase 1 was \$28.23M.

Phase 2 initiate design and implement of Exton Station Multimodal Improvements project on the Paoli-Thorndale Regional Rail Line. This phase will design and implement multimodal improvements, including the construction of a bus loop with bus shelter. Derived from the recommendations of Bus Revolution, the planned bus circulator loop will promote intermodal access to the station. Phase 2 is estimated to cost \$6M (FY 2022 - FY 2024)

Phase 3 will provide for the development and construction of a fully accessible parking expansion. Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking project schedules. A schedule for this phase will be determined as ridership returns.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	11,000											
ERC	1514	2,660											
ERC	LOC	63											
		13,723	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,723		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 95402 Bridge Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges and associated bridge support structures. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - \$30.00M (FY 2022 - FY 2026)

Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive

- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35.00M (FY 2022 - FY 2028) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue

- Critical Bridge Program (System wide) - \$164.19M (Ongoing). Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair Bridges programmed for design and/or construction in FY 2023 include but are not limited to:

-Fox Chase Line MP 7.03 (3rd St. Philadelphia), Built 1910

-Lansdale/Doylestown Line MP 11.62 (Keswick Ave.), Built 1904

-Lansdale/Doylestown Line MP 11.83 (Easton Road), Built 1928

-Media/Elwyn Line MP 10.12 (Small Run), Built 1965

-Media/Elwyn Line MP 13.81 (Park Ave.), Built 1917

-Norristown Line MP 17.16 (Dekalb St.), Built 1931

-Norristown Line MP 17.77 (Stoney Creek), Built 1900

-West Trenton Line MP 31.63 (Delaware & Raritan Canal), Built 1902

- Mainline-Schuylkill Bridges (Philadelphia) - Total project of \$59M (Phase 1 Complete; Phase 2 \$10.95 (FY2021-2024; Phase 3 \$45.05M FY2022 - FY2028) Mile Post 0.49 over 21st Street; Mile Post 0.58 over 22nd Street; Mile Post 0.61, 0.64, & 0.68 over 22nd / 23rd Street; Mile Post 0.72 over CSX Tracks; Mile Post 0.76 over the Schuylkill River

- Stone Arch Bridges Phase 2 (Multiple Locations) - \$13.20M (Design Prior Years - FY2017- FY 2020) (Construction FY 2025-2028)

Doylestown Line Mile Post 4.87 Built 1915; Lansdale Line Mile Post 18.91 Built 1903; Media/Elwyn Line Mile Post 12.68 Built 1854; West Trenton Line Mile Post 13.70 Built 1912; West Trenton Line Mile Post 15.95 Built 1876; West Trenton Line Mile Post 18.52 Built 1948; West Trenton Line Mile Post 22.65 Built 1876.

- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$4.00M (Prior Years - FY 2023)

- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (FY2022 - FY2025)

- Suburban Rail Transit Critical Bridge Program - \$29.85M (Ongoing). Bridges programmed for design and/or construction in FY 2023 include but are not limited to:

-Sharon Hill Line MP 3.06 (Darby Creek), Built 1905

-Media Line MP 3.70 (Darby Creek), Built 1912

-Media Line MP 3.77 (Darby Creek), Built 1912

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	10,190											
ERC	1514	5,368											
ERC	OTH	3,250											
ERC	LOC	178											
ERC	5337		26,439										
ERC	1514		2,042										
ERC	OTH		5,000										
ERC	LOC		67										
ERC	5337			23,425									

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

ERC	1514		5,667										
ERC	LOC		189										
ERC	OTH		13,128										
ERC	5337			34,231									
ERC	1514			8,282									
ERC	LOC			276									
ERC	5337				29,408								
ERC	1514				7,115								
ERC	LOC				237								
ERC	OTH				3,939								
ERC	1514					24,250							
ERC	LOC					808							
ERC	1514						19,818						
ERC	LOC						660						
ERC	5337							16,383					
ERC	1514							3,964					
ERC	LOC							132					
ERC	5337								1,006				
ERC	1514								18,844				
ERC	LOC								628				
ERC	5307									5,384			
ERC	1514									15,962			
ERC	OTH									6,600			
ERC	LOC									532			
ERC	1514												
ERC	OTH										28,478		
ERC	OTH											28,478	
		18,986	33,548	42,409	42,789	40,699	25,058	20,478	20,479	20,478	28,478	28,478	28,478
		Total FY2023-2026		137,732		Total FY2027-2030		106,714		Total FY2031-2034		105,912	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 102565 Track Improvement Program

LIMITS: System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER:

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:AY

AQ Code:M9

IPD:

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).

Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Track 2 - \$16.68M (Prior Year Funding – FY 2023)
- Market-Frankford Line Bridge Street Yard Program - \$3.00M (Prior Year Funding - FY2023)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$33.60 (Prior Years - FY2023)
- Route 101/102 Yard Tracks Program - \$7.10M (Prior Year Funding – FY 2024)
- Track and Right of Way Improvements - \$18M (FY 2026 – FY 2034)
- Trolley Tunnel Track - \$42.80M (Ongoing)
- Norristown Station Regional Rail 3rd Track - \$34.50M (FY 2028 – FY 2034)
- MFL Haunches - \$1,000 (FY 2023)
- Norristown Line and Airport Freight Separation - \$50M (FY 2023 - 2028)
- Coatesville Service Restoration - \$2M (FY 2023 - FY 2025)
- Removal of Abandoned Trolley Tracks - \$12M (FY 2023)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5307	1											
CAP	1514	7,666											
CAP	LOC	255											
CAP	1514		7,103										
CAP	LOC		14,317										
CAP	1514			5,617									
CAP	LOC			187									
CAP	1514				3,387								
CAP	LOC				113								
CAP	1514					3,387							
CAP	LOC					113							
CAP	1514						3,387						
CAP	LOC						113						
CAP	1514							3,387					
CAP	LOC							113					
CAP	1514								3,387				
CAP	LOC								113				
CAP	1514									8,710			
CAP	LOC									290			
CAP	1514										9,194		
CAP	LOC										306		
CAP	1514											14,516	
CAP	LOC											484	
CAP	1514												15,000
CAP	LOC												499

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
	7,922	21,420	5,804	3,500	3,500	3,500	3,500	3,500	9,000	9,500	15,000	15,499
	Total FY2023-2026			38,646	Total FY2027-2030			14,000	Total FY2031-2034			48,999

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 102567 Roof Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems.

Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75M (FY 2024 – FY 2025)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.10M (Prior Years - FY2023)
- Frankford Depot Roof Replacement - \$8.80M (FY2023 - FY2026)
- Maintenance, Stations, & Substations Roof Program - \$19.50M (Ongoing)
- Midvale Roof Replacement - \$29.90M (Prior Years - FY2023)
- Southern Garage Roof Replacement - \$7.58M (FY 2026 – FY 2029)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	4,896											
ERC	1514	8,055											
ERC	LOC	268											
ERC	5307		7,200										
ERC	1514		2,031										
ERC	LOC		3,188										
ERC	1514			5,121									
ERC	LOC			171									
ERC	1514				4,606								
ERC	LOC				154								
ERC	1514					5,613							
ERC	LOC					187							
ERC	1514						3,074						
ERC	LOC						102						
ERC	1514							2,903					
ERC	LOC							97					
ERC	1514								2,419				
ERC	LOC								81				
ERC	1514									2,419			
ERC	LOC									81			
ERC	1514										2,419		
ERC	LOC										81		
ERC	1514											2,419	
ERC	LOC											81	
ERC	1514												2,419
ERC	LOC												81
		13,219	12,419	5,292	4,760	5,800	3,176	3,000	2,500	2,500	2,500	2,500	2,500
		Total FY2023-2026		35,690		Total FY2027-2030		14,476		Total FY2031-2034		10,000	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's bus and rail maintenance shops, administrative facilities, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. Remediation and clean up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability are also included in this program.

Currently programmed projects include:

- Boiler Replacement Program - \$16.00M (FY 2027 - FY 2034)
- Bus Lift Program - \$8M (FY 2027 - FY 2034)
- Courtland Shop Improvements - \$22.50 (FY 2018 - FY 2022 Design) (FY 2023 - FY 2025 Construction)
- Environmental Cleanup - \$24.64M (Ongoing)
- Facilities Critical Infrastructure Program - \$43M (Ongoing)
- Frazer Rail Shop and Yard Upgrade\* - \$139.00M (Prior Years - FY 2026)
- Frazer Transportation Building - \$25M (FY 2021 - FY 2023 Design) (FY 2025 - FY 2030 Construction)
- Garage/Shop Overhead Doors - \$7.50M (FY 2029 - FY 2034)
- Maintenance Shop Equipment Program - \$61M (Ongoing)
- Powelton Yard Facility Improvements - \$5.53M (Prior Years - FY2023)
- Steel Wheel Lift Program - \$12.32M (FY 2023 - FY 2034)
- Vehicle Washer Program - \$14M (FY 2025 - FY2028)
- Wheel Truing Program - \$10.5M (FY 2024 - FY 2034)
- Wyoming Complex Storm Water Retrofits - \$8.36M (FY2020 - FY2021 Design) (FY 2022- FY20234 Construction)
- Victory Shop and Storage - \$18.75M (FY 2023 - FY 2024 Design) (FY 2024 - FY 2026 Construction)
- Maintenance Facilities Improvement Program - \$55M (FY 2028 - FY 2034)
- SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency Project - \$22.4M (FY 2023 - FY 2027)
- Midvale Depot Electric Bus Infrastructure Project - \$5.375 (FY 2023 - FY 2025)
- Zero Emissions Bus Fleet Transition Upgrades - \$100M (FY2024 - FY2028)
- 1234 Market Street State of Good Repair - \$10M (FY 2024 - 2032)
- Facilities Furnishings Program - \$7M (Ongoing)

\*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including multi-level cars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be replaced, and mechanical equipment will be replaced. The budget for this project is \$139 million.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5339(C)	3,340											
ERC	1514	14,657											
ERC	OTH	11,544											
ERC	LOC	488											
ERC	5339(C)		103,360										
ERC	1514		19,738										
ERC	LOC		38,008										
ERC	OTH		14,544										
ERC	1514			22,282									
ERC	LOC			743									
ERC	OTH			25,427									
ERC	OTH				25,959								
ERC	1514					20,372							

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC				679								
ERC	1514				26,818								
ERC	LOC				894								
ERC	1514					31,290							
ERC	LOC					1,042							
ERC	1514						30,314						
ERC	LOC						1,010						
ERC	1514							27,168					
ERC	LOC							905					
ERC	1514								32,045				
ERC	LOC								1,068				
ERC	1514									32,085			
ERC	LOC									1,069			
ERC	1514										32,126		
ERC	LOC										1,071		
		30,029	175,650	48,452	25,959	21,051	27,712	32,332	31,324	28,073	33,113	33,154	33,197
		Total FY2023-2026		280,090		Total FY2027-2030		112,419		Total FY2031-2034		127,537	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 102571** *Communications, Signals, & Technology Improvements*

**LIMITS:** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:M6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure - including vehicle and facility video systems. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, install Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, and Enterprise applications. This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

Currently programmed projects include:

- Harrisburg Line Capacity Improvements - Paoli to Overbrook - \$21.90M (FY 2022 - FY 2028)
- Positive Train Control - \$174.02M (Prior Year funding \$160.3M - FY 2021) (Continuing Integration with Partner Railroads FY 2021 - FY 2023)
- Positive Train Control - Onboard Survey Mapping - \$3.3M (FY 2021 - FY 2023)
- Railroad Interlocking Improvement Program - \$183.96M (Ongoing)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$57.99M (Prior Years - FY 2022)
- Regional Railroad Signal Improvement Program - \$40M (FY 2028 - FY 2034)
- Broad Street Line Ridge Spur Signals - \$14.66M (Prior Years - FY2023)
- Broad Street Line Signals (Broad Street Subway) - \$65.00M (FY 2028 - FY 2034)
- Market Frankford Line Positive Train Control - \$82M (FY 2022 - FY 2028)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control and ROW Improvements - \$90.12M (Prior Years - FY 2023)
- Signal System Renewal on the Norristown High Speed Line - \$80M (FY 2022 - FY 2023 Design) (FY 2023 - FY 2030 Construction)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$124.82M (Prior Years - FY2026)
- Control Center Wall Display - \$6.39M (FY2021- FY2023)
- Crash Hardened Video Recorders - \$7.73M (Prior Years - FY2022)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2024)
- Telecommunications System Replacement - \$13.71M (FY 2022 - FY 2025)
- Facilities Video System - \$1.86M (Prior Years - FY 2022)
- Fare Payment System Equipment (\$28M) (FY 2023 - FY 2024)
- Information Technology Program - \$134.32M (Ongoing)
- Operations Training Simulators - \$6.59M (Prior Years - FY2022)
- SEPTA Transformation - Efficiency and Accountability Capital Support - \$1.9M (FY 2022 - FY 2024)
- Transit Asset Management - \$6.77M (Prior Years - FY 2023)
- Video Systems Refreshment Program - \$42.37M (FY 2023 - FY 2034)
- Regional Rail VHF Radio Upgrade - \$57M (FY2024 - FY2028)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5307	13,600											
CAP	5337	11,381											
CAP	1514	50,427											
CAP	OTH	15,000											
CAP	LOC	1,680											
CAP	5337		47,968										
CAP	5307		35,008										
CAP	1514		24,710										
CAP	OTH		5,000										
CAP	LOC		13,949										
CAP	5307			10,400									
CAP	5337			8,000									

## Final Version

**SEPTA**Page 398

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 107011 Safety and Security Improvements

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S6

PLAN CENTER:

IPD: 20

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Jenkintown Flood Mitigation - \$19.98M (FY 2022 – FY 2023)
- Railroad Signal Power Reinforcement - \$43.23 M (Prior Years – FY 2024 Construction)
- Sharon Hill Flood Mitigation - \$15.37M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.70M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY 2022 Design) (Prior Years – FY 2024 Construction)
- Grade Crossing Enhancement Program - \$22.17M (Ongoing)
- Safety & Security Infrastructure Hardening Program - \$50.44M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$42.44M (Ongoing)
- Safety & Security Technology Upgrades - \$30M (Ongoing)
- Suburban Station Ventilation Improvements- \$12.82M (FY 2022 – FY 2024 Construction)
- Tank Replacement Program - \$24.5M (Ongoing)
- NRG Station Ventilation Improvements - \$10M (FY 2032 – FY 2034)
- On-Site Power for Major Facilities - \$6.00M (FY2028 - FY2034)
- Fern Rock Transportation Center Pedestrian Access - \$25M (FY 2024- FY 2035)
- Light Rail Vehicle Collision Avoidance System
- Vacuum Train Project - \$1M (FY 2024 - FY 2030)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	TIGER	332											
ERC	1514	23,976											
ERC	LOC	866											
ERC	5307		12,987										
ERC	1514		29,832										
ERC	LOC		7,168										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							
ERC	5307						2,400						
ERC	1514						16,742						
ERC	LOC						558						
ERC	5307							2,400					
ERC	1514							17,274					
ERC	LOC							576					
ERC	5307								2,400				
ERC	1514								17,758				

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC							592					
ERC	5307								2,400				
ERC	1514								20,661				
ERC	LOC								689				
ERC	5307									2,400			
ERC	1514									25,984			
ERC	LOC									866			
ERC	5307										2,400		
ERC	1514										25,500		
ERC	LOC										850		
ERC	5307											2,400	
ERC	1514											20,661	
ERC	LOC											689	
		25,174	49,987	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750
		Total FY2023-2026		116,799		Total FY2027-2030		80,399		Total FY2031-2034		105,500	

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 115472 *Projects of Significance*

#### LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA and its regional partners continue to advance key Projects of Significance to build towards a shared lifestyle transit network vision for Southeastern Pennsylvania. These projects are instrumental to ensuring SEPTA is able to achieve the goals set forth in our strategic plan, SEPTA Forward. SEPTA's Bus Revolution, Trolley Modernization, King of Prussia Rail and railcar replacement projects are all critical links to ensuring SEPTA achieves its goal for a more resilient, prosperous and equitable region for everyone, with transit at the core.

#### Regional Rail Master Plan Implementation:

This process will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design. Work may include progression of appropriate NEPA work with a focus on increasing grant-program readiness. Specific components for further study are currently being identified but will include continued coordination with external stakeholders.

#### Bus Revolution includes the following projects:

- Bus Network Enhancements Project - \$105M (FY 2022 – FY 2034 Property Acquisition, Design and Construction)
- South Philadelphia Transportation Center - \$12.25M (FY 2022 – FY 2026 Property Acquisition, Design and Construction)
- Wissahickon Transportation Center - \$37.64M (Prior Years – FY 2025 Construction)
- Micro Transit Service Implementation Project - \$6.11M (FY 2024 - FY 2025)

King of Prussia Rail- 30% Non-CIG Share Funding Commitment - \$390M (FY 2021 – FY 2029 Design and Construction).

SEPTA's King of Prussia Rail Project (KOP Rail) will extend the existing Norristown High Speed Line (NHSL) 4 miles into King of Prussia. The project includes five ADA accessible stations and will provide a "one-seat" ride from any station along the NHSL, including the 69th Street Transportation Center in Upper Darby and the Norristown Transportation Center in Norristown.

The KOP Rail Project is currently proceeding towards 30 percent design. In October 2021, the Federal Transit Administration (FTA) officially approved entry of the project into the Project Development stage of its Capital Investment Grant (CIG) program. Project Development activities will add more design and engineering detail to KOP Rail and the five stations and supporting documentation, including a draft financial plan and evaluation of project delivery methods. The total project is currently estimated at \$2.08 billion dollars.

#### The Market-Frankford Line Vehicle Replacement - \$720M (FY 2021 – FY 2022 MFL Vehicle Design) (FY 2023 – FY 2029 Rail Vehicle Replacement

This project will purchase modern trainsets to replace the aging Market-Frankford Line M-4 Railcars. Included within the budget of this project is vehicle specification development as well as signal system and other infrastructure improvements needed to enhance operational efficiency of the new railcars.

#### Regional Rail Cars Silverliner IV Replacement - \$250M (FY 2028 – FY 2034)

This project is for pursuing future procurement of regional rail cars to replace the Authority's aging Silverliner IV railcar fleet. The Silverliner IV railcar fleet was built between 1974 and 1976. This initial investment in the replacement of the aging fleet will ensure that service on Regional Rail continues to be safe and reliable.

#### Trolley Modernization \$1.15B (FY 2021 – FY 2025 Design and Initial Enhancements) (FY 2022 – FY 2032 Trolley Acquisition) (FY 2023 – FY 2029 Construction).

These capital funds allow SEPTA to advance early action trolley infrastructure design and construction for the Trolley Modernization program. The new ADA accessible vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power, ADA stations, bridge improvements and maintenance facilities.

#### The goals of the Trolley Modernization program are:

- Accessible Trolleys that are fast and easy to use
- A system in full compliance with the Americans with Disabilities Act including vehicles and stations
- Providing quick, reliable and higher capacity service
- A safe and improved customer experience
- This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities.

Specific activities to be addressed include the following:

- Property acquisition for the new accessible vehicle Facility/Facilities
- ADA Accessibility and State of Good Repair Improvements to 19th and 37th Street Trolley Stations

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

- Bridge enhancements to support the new vehicles
- Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation
- Develop modern station design standards and identify locations with public input and community engagement
- Study and advancement of end-of-line improvements
- Coordination with utilities and the City of Philadelphia
- Preliminary engineering and program management for overall project
- ADA Accessible vehicle acquisition.

69th Street Transportation Center Comprehensive Plan Implementation - \$4M (FY 2022 - FY 2024 Design and Early Actions)  
Development of a comprehensive master plan and undertake early actions to rehabilitate and improve service at the 69th Street Transportation Center. These infrastructure and intermodal connectivity improvements are critical to the success of Trolley Modernization, King of Prussia (KOP) Rail, and Bus Revolution.

Rebirth of Southwest Philadelphia Transportation Network - \$25M (FY 2024)  
The project will implement trolley modernization and complete streets improvements on approximately 3.85 miles of roadway along the Route 36 corridor from 49th Street and Grays Avenue to 56th Street and Island Avenue.

Regional Rail Master Plan Implementation Project - \$3M (FY 2024 - Ongoing)  
Provides funding for planning and design activities related to the Regional Rail Master Plan.

Microtransit Service Implementation project - \$6.11 M (FY 2024 - FY 2025)

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5305	300											
ERC	5337	26,864											
ERC	ARPA	500											
ERC	5307	10,038											
ERC	1514	69,311											
ERC	OTH	46,411											
ERC	LOC	2,308											
ERC	5339c		9,800										
ERC	RVR		48,453										
ERC	RAISE		40,000										
ERC	5337		45,699										
ERC	1514		96,335										
ERC	OTH		94,892										
ERC	LOC		3,211										
ERC	RVR			134,757									
ERC	5337			66,718									
ERC	5339			6,891									
ERC	5307			69,517									
ERC	1514			68,280									
ERC	OTH			58,330									
ERC	LOC			2,276									
ERC	RVR				133,950								
ERC	5307				8,001								
ERC	5337				23,998								
ERC	1514				127,143								
ERC	OTH				120,607								
ERC	LOC				4,233								
ERC	5307					63,107							
ERC	1514					70,739							
ERC	OTH					202,596							
ERC	LOC					2,355							
ERC	1514						5,398						
ERC	OTH						200,000						

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC					180							
ERC	5337						6,510						
ERC	1514						13,451						
ERC	LOC						448						
ERC	OTH					200,000							
ERC	1514						21,622						
ERC	LOC						720						
ERC	OTH						200,000						
ERC	OTH							171,143					
ERC	OTH							113,400					
ERC	1514								11,797				
ERC	OTH								91,522				
ERC	LOC								393				
ERC	5337											1,659	
ERC	1514											401	
ERC	LOC											13	
ERC	OTH											93,981	
		155,732	138,390	406,769	417,932	338,797	205,578	220,409	222,342	171,143	113,400	103,712	96,054
		Total FY2023-2026		1,318,823		Total FY2027-2030		987,126		Total FY2031-2034		484,309	

This Page Intentionally Left Blank



Interstate Management Program for the  
Draft FY2023 STIP for the DVRPC  
Pennsylvania Subregion

This Page Intentionally Left Blank

## I-95 Reconstruction Project Roadmap

The I-95 Corridor is home to many regional destinations. These destinations include employment centers like Center City Philadelphia, major transportation/port facilities like the Philadelphia International Airport and several port terminals, and sports, recreational, and entertainment venues. The corridor also provides access to portions of New Jersey and Delaware via connections with other Interstates and state routes. This corridor is a limited access facility built in the 1960s, with major sections still under construction in the 1970s and the Girard Point Bridge not opening until the middle of the 1980s.

More than \$2.7 billion has been programmed for PennDOT's long-term, multiphase initiative to rebuild and improve approximately eight miles of I-95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia in Pennsylvania, also known as Sector A. Over the next decade, PennDOT will continue to focus on reconstructing this eight-mile stretch of Interstate 95. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are broken out into more than 40 individual subprojects with separate MPMS#s, most of which appear in the IMP, and some of which appear in the Regional Highway Program of the DVRPC TIP. As of the publication of the FY2023 TIP, the following sections are currently under construction: the Cottman/Princeton Interchange (CPR), the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), the Bridge Street Interchange (BSR), from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC), and the Girard Avenue Interchange (GIR). Table 70: on the next page, shows a breakdown of the individual projects and programming amounts in the FY2023 STIP.

PennDOT has a number of projects that are smaller in scope, but significant nonetheless, presently in design or under construction on I-95 in Philadelphia, Bucks County, and Delaware County (Sectors B, C, and D), as well as some that are "off-line", e.g., not on the I-95 mainline, that provide benefit, or are required for I-95 roadway construction improvements in the corridor. There is more work still yet to be added to the region's TIP that will methodically rebuild the entire Interstate over time. As engineers and contractors redesign and rebuild I-95 and its interchanges, planners and community groups are exploring ideas for creative, green, and sustainable ground-level enhancements for those living and working in the neighborhoods along the corridor so that appropriate pedestrian, bicycle, and transit facilities along the corridor may also be expanded, depending on the particular construction section. For example, a major enhancement along the corridor will cap I-95 and Columbus Boulevard near Penn's Landing and will reconnect Center City with the Delaware River Waterfront.

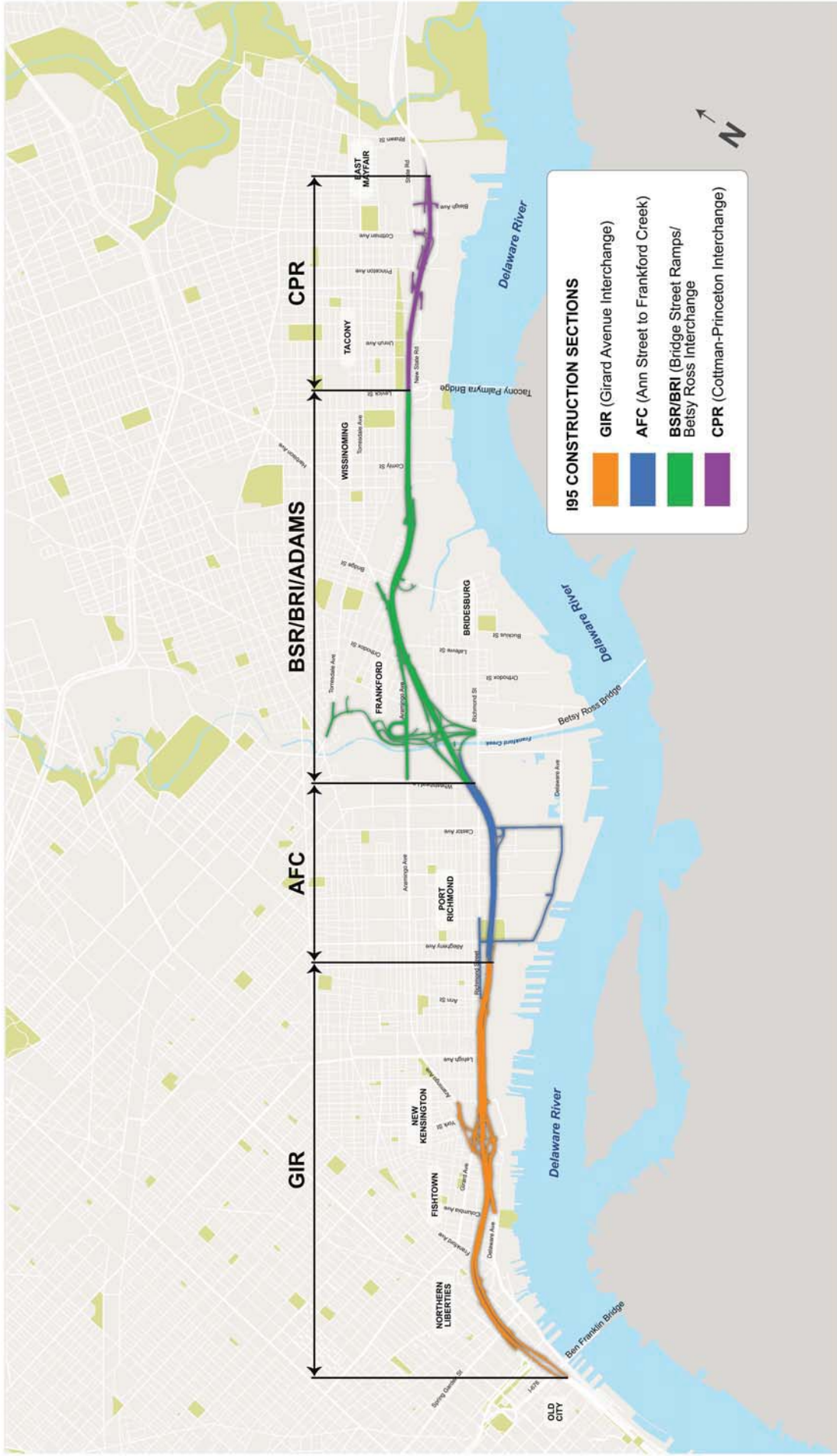
The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the approximately 40.7 miles of I-95 in Pennsylvania, 29 percent is located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. 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 70: I-95 FY2023 STIP Funding

SECTOR A	Sections	Subsections	MPMS #	Limits (Project Title)	Amount of Funds Programmed in the FY2023 STIP for PA (\$000)				
					First FY (2023i2026)	Second FY (2027–2030)	Third FY (2031–2034)	Total Amount Programmed	
Cottman-Princeton Interchange (CPR)	CP3	80014	I-95, Utility Relocation and Surface Sts		44,000			44,000	
	BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section		24,700			24,700	
	BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange		9,297			9,297	
	Levick Street to Bridge Street (BSR)	BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange		127,900	110,000		237,900
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass		7,096		41,000	48,096
		BS5	103563	I-95 Bridge Street Ramps		55,015	48,065	34,642	137,722
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (Design)		21,000			21,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatsheaf Lane to north side of Orthodox St. Crossing)		27,626			27,626
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatsheaf Lane to I-95 north of Margaret St.		102,000	120,000	65,800	287,800
		BR4	103559	I-95 Betsy Ross Mainline SB		600	190,020		190,620
		BR5	103560	I-95 Betsy Ross Conrail Bridges		3,700	46,000		49,700
		BR6	103561	I-95 Betsy Ross Interchange Drainage			8,100		8,100
	Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatsheaf Lane/Frankford Creek (AFC) (Design)		17,000	36,100		53,100
		AF2	79912	I-95: Allegheny Ave. Interchange		8,800			8,800
		AF3	103557	I-95N Ann St. to Wheatsheaf Lane, Allegheny Ave. South of Frankford Creek		76,100	120,000	36,000	124,100
		AF4	103558	I-95SB Ann St. to Wheatsheaf Lane			101,560	99,700	201,260
			115687	I-95: Allegheny & Castor Ave Int.		45,000			45,000
	Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)		54,000	7,000		61,000
		GR1	79686	I-95: Columbia Ave. to Ann St.		This project has been Let for construction and does not have funds programmed in the FY2023 STIP			
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)		13,068			13,068
		GR5	79828	I-95: Race to Shackamaxon Sts.		61,582	180,360	85,701	327,643
		GR6	103553	I-95 Race - Shackamaxon 2 Sts.		123,478	120,000	37,522	281,000
		GR8	103555	I-95 Corridor ITS		23,000			23,000
		GR9	103556	I-95 ATMS (GR9)			41,400	36,000	83,554
		95/322-Sector C	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)		32,500	85,927		118,427
		95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)		1,322			1,322
	Other I-95 Projects		92581	I-95: Pavement Preservation NB		This project has been Let for construction and does not have funds programmed in the FY2023 STIP			
			46959	I-95 Design Review Manager		8,000	8,000		16,000
			92289	I-95 Consultant Management		4,000			4,000
			98207	I-95 Congestion Management		36,400			36,400
		CSXT-Sector C	104343	US 322 over CSX		43,681	4,715		52,396
		CAP	106264	I-95 Central Access Philadelphia/Waterfront Access		328,432			328,432
			106708	I-95 Planning Assistance		200			200
			106654	I-95 Transportation Demand Management (TMA)		500			500
			107709	I-95 Bridge Repairs (95/MB4)		51,000			51,000
			116391	I-95 Bridge Rehabilitations		15,000	15,000		32,000
			114876	Studies Line Item		8,000			8,000
			115805	I-95 Bridge Rehab: Island Ave-Phila Navy Yard		250,000	250,000		500,000
Total Amount of Funds Programmed in FY2023 STIP/TIP for PA for I-95 Reconstruction in Philadelphia (\$000):								3,456,763	

	Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
	Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.
	Red shading denotes project in the DVRPC region is currently programmed in the Statewide Interstate Management Program (IMP).

Source: DVRPC, 2022



**I95 SECTOR A**  
Map Of Construction Sections

Figure 12: I-95 Sector A Map of Construction Sections



This Page Intentionally Left Blank

## Pennsylvania - Interstate Management Program

## Delaware

MPMS# 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

MRPID:115

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/J.Arena

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

The SR 95, Section 322 project entails the reconfiguration of the interchange connecting two heavily traveled corridors, I-95 and US 322. The I-95 / US 322 interchange, constructed in the late 1960's, employs poor geometry that includes a left-lane on-ramp requiring a major weave across three high volume lanes of traffic. Limited sight distances, minimal acceleration and deceleration ramp lengths, and roadway segments without shoulders compound the fundamental design problems. Consequently, this area has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative. There are five existing bridges associated with the interchange: I-95 Southbound over US 322 and Ramp A; I-95 Northbound over Ramp A; Ramp N over US 322 and Ramp A; Highland Avenue over I-95 and Engle Street over I-95. The project will involve the replacement of these structures. Other structures in the project vicinity include culverts carrying waterways under I-95. The project limits along I-95 extend from just south of the US 322 interchange to the Commodore Barry Bridge Off Ramp. The US 322 bridge over CSXT, has been broken out to a separate MPMS#104343, and will be funded under the DVRPC TIP. The project limits along US 322 extend from the interchange with Bethel Road to the I-95 interchange. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB.

A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. Local roadway improvements are also anticipated for Township Line Road. This section of I-95 has ITS equipment and is a crucial link in PennDOT's Traffic and Incident Management System (TIMS) Program. This project will maintain and improvement upon existing ITS equipment along the I-95 corridor and approaching highways.

This project is integral to the Delaware Valley Freight Corridors Initiative.

## TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581-IM	1,500											
PE	581-IM		1,000										
ROW	581-IM	300											
ROW	581-IM		300										
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							25,927					
		1,800	1,300	0	30,000	30,000	30,000	25,927	0	0	0	0	0
		Total FY2023-2026		33,100		Total FY2027-2030		85,927		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 104821 I-476 Travel Management

LIMITS: Between PA 3 and I-95

No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Ridley Township; Springfield Township

MRPID:130

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2030M

PLAN CENTER:

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

:MP Subcorridor(s): 2C, 2D, 4D, 5C

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following: 1) Dynamic lane assignments, shoulder, and junction control improvements--The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents; and 3) Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM		6,500										
FD	581-IM			5,100									
ROW	581-IM				300								
UTL	581-IM				200								
CON	NHPP-IM					24,000							
CON	NHPP-IM					24,000							
		0	6,500	5,100	500	24,000	24,000	0	0	0	0	0	0
		Total FY2023-2026		12,100		Total FY2027-2030		48,000		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 112298 SR 476: I-76 Interchange to MacDade

LIMITS: I-76 Interchange to MacDade Blvd

No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Radnor Township; Ridley Township; Lower Meri

MRPID:202

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

1-476 (Mid County Expressway) in Montgomery and Delaware County is a limited access highway in an urbanized setting. The project is located along I-476, between the I-95 (Delaware Expressway) and I-76 (Schuylkill Expressway), within Delaware and Montgomery Counties, in PennDOT District 6-0. It is an Urban Interstate/Freeway classified roadway located within the National Highway System. It is a divided highway, in the NB and SB directions, with two to three lanes in each direction and inside and outside shoulders of varying width. Portions of the highway are separated by concrete median barrier or grade-separated grassed median.

The project is needed because of the deterioration of the existing bituminous overlay which has reached its useful service life within the project limits. Also the current condition of roadside elements such as drainage inlets, guide rail and signs are in poor condition.

The project will include the following work: milling, concrete base repairs, shoulder repairs as needed, bituminous overlay, saw and seal the overlay, minor grade adjustments may be required for inlets, and selective inlets and drain cleaning. Also, all guide rail will be brought up to current standards and the following work will be completed: new pavement markings, the installation of Raised Pavement Markings (RPMs) delineators and rumble strips, and replacement of damaged or missing signs. One Auxiliary Lane will be lengthened as a part of the project but will remain within the existing footprint. It is anticipated that minor bridge work such as deck and barrier repair, will be necessary and determined as the design progresses.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	32,602											
CON	581-IM	1,889											
CON	NHPP-IM		20,800										
CON	581-IM		3,200										
CON	NHPP-IM			9,700									
CON	581-IM			1,923									
		34,491	24,000	11,623	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		70,114		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 116225 I-476 Advance Travel Management

#### LIMITS:

No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Ridley Township; Springfield Township

MRPID:130

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:S7

#### PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

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

This is an advance project on I-476 that will look to provide some traffic relief through the installation of systems and devices for variable speed limits and queue detection prior to the start of the companion project on I-476, MPMS# 104821.

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the 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.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
UTL	NHPP-IM	150												
CON	NHPP-IM	9,000												
CON	NHPP-IM		3,000											
		9,150	3,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		12,150		Total FY2027-2030				0				
										Total FY2031-2034				0

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Delaware	\$45,441	\$34,800	\$16,723	\$30,500	\$127,464	\$133,927	\$0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

LIMITS: PA Turnpike to US 1

No Let Date

MUNICIPALITIES: Upper Merion Township; Lower Merion Township; West Conshohocken Borough

MRPID:132

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Major SOV Capacity

corridor(s): 1A, 2B, 3B, 3C, 8C, 9B

This project will provide for the active management of transportation and demand by providing operational improvements on I-76 and supporting arterials between the PA Turnpike and the US 1 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following:

- Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present. The limits for this work are as follows: PA Turnpike to US 1.
- Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents. This work includes reconstruction of shoulders up to current standard width and depth for part time shoulder use, and may necessitate increasing pavement or bridge deck width where insufficient, and lengthening of overhead bridge spans as required. Bridge and roadway drainage and storm water management will be improved as required. It is expected that part time shoulder use will be provided on I-76 in both eastbound and westbound directions from the PA Turnpike to I-476, and on I-76 westbound from US 1 to Belmont Avenue as it relates to Junction controls for I-76 WB from City Avenue (US 1).
- Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads. The Limits are from the PA Turnpike to US 1.
- Installation of systems and devices for continuous monitoring of the transportation network, whether by video or other detectors, to aid in traffic incident management coordination and primary /secondary crash reduction, throughput increases, reducing speed differential in traffic flow and increasing trip reliability. The Limits are PA Turnpike to US 1 and it includes US 202, US 422 and US 1 and access roads.
- Installation of a responsive traffic signal system to be coordinated real time with the Regional Transportation Management Center. This should include the traffic signal system network in the proximity of I-76. Arterial signals will be coordinated with ramp metering. Transit signal priority included where applicable. Installation of communications network as required. The limits include Ridge Pike and PA 23 (Conshohocken to US1) .
- Enhanced coordination of operations with SEPTA on bus or regional rail that is parallel to the I-76 corridor including dynamic messaging on DMS to motorists of available parking / travel times of alternate mode and travel availability .

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM	2,050											
FD	NHPP-IM	3,500											
FD	NHPP-IM		4,000										
ROW	NHPP-IM			13,659									
UTL	NHPP-IM			9,548									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								96,906				
		5,550	4,000	23,207	30,000	30,000	30,000	30,000	96,906	0	0	0	0
		Total FY2023-2026		62,757		Total FY2027-2030		186,906		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 119500    Interstate ITS Contract 2023

LIMITS: Districtwide - Interstates

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Signal/ITS Improvements

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/M. Carroll

CMP:

This project will maintain Existing Hardware and Software

This IMP funded project is a companion to 118956.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	NHPP-IM	250												
CON	NHPP-IM		250											
CON	NHPP-IM			250										
		250	250	250	0	0	0	0	0	0	0	0	0	
Total FY2023-2026				750		Total FY2027-2030				0	Total FY2031-2034			0

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Montgomery	\$5,800	\$4,250	\$23,457	\$30,000	\$63,507	\$186,906	\$0

## Pennsylvania - Interstate Management Program

## Philadelphia

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

LIMITS: Shackamaxon Street to Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER: Metropolitan Center

IPD: 21

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686 which has been let), GR2 (MPMS# 83640 which has been let), GR3 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS# 79828). The construction projects will provide widening and reconstruction of I-95 to eliminate the lane drop (from 3 to 4) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Additional direct access is being provided from Girard and Delaware Avenues to I-95 SB and from Aramingo Avenue to I-95 NB. No existing interchange movements will be eliminated. Pedestrian, bicycle and transit facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM					800							
PE	581-IM					200							
FD	NHPP-IM	14,400											
FD	581-IM	3,600											
FD	NHPP-IM		14,400										
FD	581-IM		3,600										
FD	NHPP-IM			14,400									
FD	581-IM			3,600									
FD	NHPP-IM						2,400						
FD	581-IM						600						
FD	NHPP-IM							2,400					
FD	581-IM							600					

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

**Philadelphia**

	18,000	18,000	18,000	0	1,000	3,000	3,000	0	0	0	0
Total FY2023-2026			54,000		Total FY2027-2030		7,000		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

LIMITS: Race St. to Neshaminy Creek

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Other

FC: 11

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

This project will provide assistance to the PennDOT project manager and design review services for the I-95 Reconstruction Projects in the City of Philadelphia. These projects include, but are not limited to, the following sections: Section RVS, GIR, AFC, BRI, BSR, and CPR. The limits of the contract cover the City of Philadelphia. The selected firm will be required to provide engineering management assistance and design review services during the preliminary and final design phases. They will be required to provide sufficient staff to assist the Department in adequately maintaining project coordination and schedule for design through bidding of the construction contracts. Other tasks required include, but are not limited to: review of design submissions, hydraulic reports, type size and location submissions, final bridge plans and computations, geotechnical reports, preliminary and final right of way plans, design plans, special provisions, specification and estimates prepared by other consulting engineering firms. Conduct design review meetings and plan checks; review environmental items of work; coordinate required permit applications; standardize design details, coordinate design and right of way acquisition activities, coordinate all traffic control plans to provide optimum traffic flow, coordinate with the various agencies, public officials, interested groups, communities, and utilities by means of periodic meetings; prepare master timetables to coordinate all phases of the projects; monitor schedule to assure compliance with master schedule; evaluate all value engineering submissions and make recommendations to the District. Tasks also include public involvement, development of project newsletters, environmental permit review and tracking of mitigation strategies, preparation of materials for the project website, assist in preparing applicable inter-agency agreements, and responding to public inquiries both through written and e-mail.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM	1,600											
PE	581-IM	400											
PE	NHPP-IM		1,600										
PE	581-IM		400										
PE	NHPP-IM			1,600									
PE	581-IM			400									
PE	NHPP-IM				1,600								
PE	581-IM				400								
PE	NHPP-IM					1,600							
PE	581-IM					400							
PE	NHPP-IM						1,600						
PE	581-IM						400						
PE	NHPP-IM							1,600					
PE	581-IM							400					
PE	NHPP-IM								1,600				
PE	581-IM								400				

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

**Philadelphia**

	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	0	0	0	0
Total FY2023-2026				8,000	Total FY2027-2030			8,000	Total FY2031-2034			0	

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 47811 Bridge Street Design (Section BSR)(IMP) SR:0095

LIMITS: Orthodox Street to Levick Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps section.

The overall section improvements of BSR consist of eliminating the lane drop at the James St. ramp in the southbound direction and eliminating the add lane (i.e. providing four lanes northbound from the BRI section up to Bridge Street) at the Bridge St. on-ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Margaret St. to Levick St. with exclusive acceleration/deceleration lanes. The project includes the replacement of six mainline structures. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatsheaf La. to the south to the Amtrak bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to construct a portion of the Adams Ave. Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave. Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR0095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of two ramps at the Bridge St. Interchange. One of the ramps to be removed is an off-ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an on-ramp from Aramingo Ave. SB to SR 0095 SB.

As part of this project, Delaware Ave. will be extended approximately 1.3 miles from Buckius Street to Tacony St. This will include a new bridge over Old Frankford Creek. The project also consists of removing the SR 0095 SB off-ramp at the Bridge St. Interchange (at James Street), and the removal of the Bridge St. on-ramp to SR 0095 NB. These ramps are being moved further north to the intersection of Tacony St. and the Delaware Ave. Extension. A SR 0095 SB off-ramp will provide direct access to Tacony St. and the Delaware Ave. Extension. A new on-ramp from Tacony St. and the Delaware Ave. Extension will provide access to SR 0095 NB.

The BSR section also includes the construction of the Frankford Creek Greenway along Aramingo Ave. from Wheatsheaf La. To the Adams Ave. Connector, and then along the Adams Ave. Connector to the adjoining MPMS #17782 project. A multi-use trail will extend further along Aramingo Ave. from the Adams Ave. Connector to the existing bicycle lanes on Orthodox St. and Margaret St. The East Coast Greenway will also be constructed along the North Delaware Ave. Extension to connect with the K&T Trail. The project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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.

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
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									
ROW	NHPP-IM		1,260										
ROW	581-IM		140										
ROW	NHPP-IM			900									
ROW	581-IM			100									
ROW	NHPP-IM				900								
ROW	581-IM				100								
		5,000	6,400	12,300	1,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		24,700		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095

LIMITS: Wheatsheaf Lane to Orthodox Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange.

The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 northbound and southbound will be eliminated from the Betsy Ross Interchange. Within Section BRI, the multi-lane NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from 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)

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP-IM	5,600											
FD	581-IM	1,400											
FD	NHPP-IM		5,600										
FD	581-IM		1,400										
FD	NHPP-IM			5,600									

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia													
FD	581-IM	1,400											
		7,000	7,000	7,000	0	0	0	0	0	0	0	0	0
Total FY2023-2026		21,000				Total FY2027-2030				0	Total FY2031-2034		
											0		

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 47813 I-95: Ann Street to Wearsheaf Lane (AFC) SR:0095

LIMITS: Ann St. to Wearsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the AFC Design Parent.

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of replacing 12 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from the bridge over Ann Street. to the bridge over Wearsheaf Lane for a length of approximately 1.3 miles. I-95, Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will be split to provide both access to I-95 Northbound and the Betsy Ross Bridge which will provide direct access to the Betsy Ross Bridge from NB I-95

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge.

Complete reconstruction and widening of the existing pavement. Reconstruction or replacement of all existing bridges. Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing structure from Westmoreland Street to Tioga Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

PennDOT will utilize four construction contracts to rebuild and improve the 1.3 miles this portion of I-95: AF1(79911), AF2(79912), AF3(103557) and AF4(103558).

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185-IM	6,000											

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia													
FD	581-IM	2,000											
FD	581-IM		2,000										
FD	185-IM		6,000										
FD	581-IM			2,000									
FD	185-IM			6,000									
FD	581-IM				2,000								
FD	185-IM				6,000								
		8,000	8,000	8,000	8,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		32,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 79827 I-95 Southbound: Columbia-Ann St N (GR4)

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Aramingo Ave. will be reconstructed between Delaware Ave. and Cumberland St. Additionally, a shared-use path will be constructed under the viaduct between Girard Avenue Interchange and Lehigh Avenue with connections to bike lanes on Richmond Street, Aramingo Avenue, and Lehigh Avenue. A shared-use path will be constructed along Aramingo Avenue from Delaware Avenue to York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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, 102305.

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP-IM	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034	
		0				0				0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79828** **I-95 Northbound: Race - Shackamaxon (GR5)**

**LIMITS:** Race Street to Shackamaxon Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2035M

**PLAN CENTER:** Metropolitan Center

IPD: 14

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 northbound between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connection with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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, 102305.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	2,115											
ROW	581-IM	235											
ROW	NHPP-IM		2,115										
ROW	581-IM		235										
UTL	185-IM		8,441										
UTL	185-IM			8,441									
CON	NHPP-IM				5,092								
CON	BRIP-IM				34,908								
CON	NFP-IM					60,360							
CON	NHPP-IM						40,000						
CON	NHPP-IM							40,000					
CON	NHPP-IM								40,000				
CON	NHPP-IM									85,701			
		2,350	10,791	8,441	40,000	60,360	40,000	40,000	40,000	85,701	0	0	0
		Total FY2023-2026		61,582		Total FY2027-2030		180,360		Total FY2031-2034		85,701	

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 79904 I-95: Betsy Ross Section Ramps A&amp;B (BR2)

LIMITS: Wheatshaf Lane to Orthodox St. Crossing

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:R1

PLAN CENTER:

IPD: 20

PROJECT MANAGER: Harold Windisch 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 (MPMS #47812).

The BR2 section is a part of the I-95 Reconstruction, I-95 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work in the City of Philadelphia. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM												
CON	NHPP-IM												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 79905 I-95: Betsy Ross Mainline Northbound (BR3)

LIMITS: Wheatsheaf Lane to I-95 north of Margaret St.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

Project includes the northbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the northbound collector/distributor and ramp which connects I-95 northbound and the Betsy Ross Bridge to the local street system (Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street). This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including new bridges for I-95 northbound over Frankford Creek, Orthodox Street and Margaret Street. Pearce Street will be relocated out from underneath I-95. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the northbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing noise wall in this section will be replaced. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM		2,000										
ROW	185-IM		4,000										
ROW	581-IM			1,000									
ROW	581-IM				4,000								
ROW	581-IM					4,000							
UTL	581-IM	1,000											
CON	BRIP-IM		14,657										
CON	NHPP-IM		20,343										
CON	NHPP-IM			22,105									
CON	BRIP-IM			7,895									
CON	BRIP-IM				20,000								

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia												
CON	NHPP-IM				10,000							
CON	NHPP-IM					49,200						
CON	NHPP-IM						50,000					
CON	NHPP-IM							30,000				
CON	NHPP-IM								30,000			
CON	NHPP-IM									65,800		
		1,000	41,000	31,000	34,000	49,200	54,000	30,000	30,000	65,800	0	0
		Total FY2023-2026		107,000		Total FY2027-2030		163,200		Total FY2031-2034		65,800

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 79908 I-95: Kennedy to Levick (Section BS1) (IMP)

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: Harold Windisch 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 BSR (MPMS #47811).

The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Carver Street to Levick Street, including work to:

-Reconstruct northbound and southbound I-95 (four lanes in each direction) from Carver Street to Levick Street;

-Replace the bridges that carry I-95 over Comly Street, and Van Kirk Street; and

-Modify the traffic signals at Tacony Street and Van Kirk Street, Tacony Street and Comly Street, and Tacony Street and Newman Co. driveway.

-This project will add interconnection to the traffic signals on Tacony Street from Fraley Street to Barnett Street and on New State Street from Elbridge Street to Milnor Street.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	NHPP-IM	9,297												
		9,297	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			9,297	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79910** **I-95: Margaret to Kennedy (Section BS2) (IMP)**

**LIMITS:** Margaret to Kennedy

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2035M

**PLAN CENTER:**

IPD: 21

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of I-95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Carver Street, and the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street which will be relocated to the new intersection of Tacony Street and Delaware Avenue in the City of Philadelphia. This project includes work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Carver Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; (2) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (3) reconstruct Tacony Street from Aramingo Avenue to Levick Street; (4) modify the traffic signals at Bridge and Tacony Streets, Bridge and James Streets, Tacony and Fraley Streets, and construct a new traffic signal at Tacony Street and Delaware Avenue; reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581-IM	3,000											
UTL	581-IM		3,900										
CON	NHPP-IM	25,000											
CON	NHPP-IM		22,675										
CON	SXF		2,325										
CON	NHPP-IM			30,000									
CON	NHPP-IM				40,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								20,000				

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

28,000	28,900	30,000	40,000	30,000	30,000	30,000	20,000	0	0	0	0
Total FY2023-2026		126,900		Total FY2027-2030		110,000		Total FY2031-2034		0	

**MPMS# 79912** **I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2)**

**LIMITS:** Philadelphia County

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**PLAN CENTER:**

IPD: 14

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. New signals are not interconnected. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks, where appropriate, will be included on Allegheny, Delaware and Castor Avenue. A multi-use path is proposed on the north side of Castor Avenue that will extend from Richmond Street to Delaware Avenue is proposed as a connection to the east Coast Greenway trail that currently exists along Delaware and Allegheny Avenues.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	8,800											
		8,800	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026	8,800		Total FY2027-2030		0		Total FY2031-2034		0		

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 80014 I-95: Cottman On-Ramp (C)

LIMITS: Cottman-Princeton Utility, Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S10

PLAN CENTER:

IPD: 21

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G, 5H

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section CPR (MPMS #47394). This project will construct Ramp F, the southbound I-95 on-ramp from Cottman Avenue.

Utility relocation consists of relocating Philadelphia Water Dept sewer (114"-) main in Wissinoming Street (between Princeton and Bleigh Avenues). Associated roadway work includes pavement reconstruction on: Wissinoming Street, Milnor Street (between New State Rd and Bleigh Avenue) and Bleigh Avenue (between Milnor Street and State Rd). Left turn lanes will be added to SR 73 (New State Road) at Magee Avenue. Additional traffic, bicycle and pedestrian operational improvements will be made on surface streets that are part of the Cottman/Princeton interchange. Additional construction includes 1 retaining wall and traffic signal construction and/or timing modifications at up to 4 locations.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	11,068											
CON	NHPP-IM		5,000										
		11,068	5,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		16,068		Total FY2027-2030			0	Total FY2031-2034			0

Philadelphia

MPMS# 92289I-95 Consultant Mgmt

LIMITS: I-95 in Bucks, Delaware, and Philadelphia CountiesNo Let Date

MUNICIPALITIES: Various

IMPROVEMENT: OtherFC:AQ Code:X5

PLAN CENTER:IPD:

PROJECT MANAGER: EE/E. ElbichCMP: Not SOV Capacity Adding

Contract to hire a consultant to provide engineering and design assistance to PennDOT to advance necessary projects for I-95 in Bucks, Delaware and Philadelphia Counties.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM	1,800											
PE	581-IM	200											
PE	NHPP-IM		1,800										
PE	581-IM		200										
		2,000	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,000		Total FY2027-2030				0		Total FY2031-2034	
												0	

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 98207 I-95 Congestion Management

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Ongoing mainline work in section BS1 will be followed by upcoming work in sections BS2, GR6, BR3, and AF3, all expected to start in the next five years. Traffic impacts to the mainline are expected throughout the duration of each of those projects. Prior to the COVID-19 pandemic, investment focused on enhancing the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. Improvements included purchase of additional rolling stock and improvements to provide additional parking at regional rail stations. With the decline in regional rail ridership that resulted from the pandemic and public health measures to control it, enhancements to modernize and offer improved customer experience at regional rail stations are vital to entice commuters back to transit services. Continued investments in transit facilities support the broader congestion mitigation strategy for the corridor, including efforts to provide real-time transit and vehicular travel time information on I-95.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP-IM		24,200										
PRA	NHPP-IM			12,200									
		0	24,200	12,200	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		36,400		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103553** *I-95 Southbound: Race to Shackamaxon (GR6)*

**LIMITS:** I-95 Race St to Shackamaxon South

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 14

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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, 102305.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	9,000											
ROW	581-IM	1,000											
ROW	NHPP-IM		4,500										
ROW	581-IM		500										
UTL	NHPP-IM	4,500											
UTL	581-IM	500											
CON	BRIP-IM	23,478											
CON	BRIP-IM		20,000										
CON	NHPP-IM			30,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								30,000				
CON	NHPP-IM									37,522			
		<b>38,478</b>	<b>25,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>37,522</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2023-2026</b>		<b>123,478</b>		<b>Total FY2027-2030</b>		<b>120,000</b>		<b>Total FY2031-2034</b>		<b>37,522</b>	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103555 I-95 Corridor ITS (GR8)**

**LIMITS:** I-95 Corridor in the City of Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:2035M

**PLAN CENTER:** Suburban Center

IPD: 30

**PROJECT MANAGER:** CONSTR

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5G, 5H

Traffic signal interconnection and implementation of ITS devices along the US-1/Roosevelt Boulevard from 9th Street to Woodhaven Road in Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	3,000											
		0	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,000		Total FY2027-2030				0		Total FY2031-2034	
												0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 103556 I-95 ATMS (GR9)

LIMITS: I-95 Corridor

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:S7

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

This is a line item for various Active Traffic Management System (ATMS) components, such as Variable Speed Limits, Advanced Signal Systems, and Adaptive Ramp Metering. ATMS will be used to integrate technology to improve the flow of vehicle traffic and improve safety on the I-95 corridor.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581-IM							1,400					
CON	NHPP-IM								40,000				
CON	NHPP-IM									36,000			
		0	0	0	0	0	0	1,400	40,000	36,000	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			41,400	Total FY2031-2034			36,000

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103557** **I-95 Northbound: Ann Street to W heatsheaf Lane (AF3)**

**LIMITS:** I-95 Allegheny Ave. South of Frankford Creek

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 20

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to W heatsheaf Lane, including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, reconstruction of the NB on-ramp from Castor Avenue, removal of the NB off-ramp at Westmoreland Street, and construction of a new NB off-ramp at Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

\*Westmoreland Viaduct (I-95 NB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Widen and Reconstruct existing NB Structure from Westmoreland Street to Tioga Street.

\*I-95 NB over Venango Street - Total Replacement

\*I-95 NB over Castor Avenue - Total Replacement

\*I-95 NB over Richmond Street - Total Replacement

\*I-95 NB over W heatsheaf 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 (4 through lanes and a collector-distributor lane) and 5 lanes southbound (4 through lanes and a collector-distributor lane). 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).

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	4,050											
ROW	581-IM	450											
ROW	NHPP-IM		4,050										
ROW	581-IM		450										
UTL	NHPP-IM	1,890											
UTL	581-IM	210											
CON	NHPP-IM			35,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						

Pennsylvania - Interstate Management Program

Philadelphia													
CON	NHPP-IM					30,000							
CON	NHPP-IM									30,000			
CON	NHPP-IM									36,000			
		6,600	4,500	35,000	30,000	30,000	30,000	30,000	30,000	36,000	0	0	0
		Total FY2023-2026			76,100	Total FY2027-2030			120,000	Total FY2031-2034			36,000

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 103558 I-95 Southbound: Ann Street to Wheetshaeaf Lane (AF4)

LIMITS: I-95 Ann St to Frankford Crk Interchange SB

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheetshaeaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

\*Westmoreland Viaduct (I-95 SB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Replace the existing SB Structure from Westmoreland Street to Tioga Street.

\*I-95 SB over Venango Street - Total Replacement

\*I-95 SB over Castor Avenue - Total Replacement

\*I-95 SB over Richmond Street - Total Replacement

\*I-95 SB over Wheetshaeaf 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 (4 through lanes and a collector-distributor lane) and 5 lanes southbound (4 through lanes and a collector-distributor lane). 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).

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

## TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM						600						
UTL	581-IM					600							
CON	NHPP-IM							40,000					
CON	NFP-IM								60,360				
CON	NHPP-IM									99,700			

Pennsylvania - Interstate Management Program

Philadelphia

	0	0	0	0	600	600	40,000	60,360	99,700	0	0	0
Total FY2023-2026				0	Total FY2027-2030		101,560		Total FY2031-2034		99,700	

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 103559 I-95: Betsy Ross Mainline Southbound (BR4)

## LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

## PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

Project includes the southbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including new bridges for I-95 southbound over Frankford Creek, Orthodox Street and Margaret Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the AdvanSix Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
UTL	581-IM				600									
CON	NHPP-IM					30,000								
CON	NFP-IM						60,360							
CON	NFP-IM							60,360						
CON	NHPP-IM								39,300					
		0	0	0	600	30,000	60,360	60,360	39,300	0	0	0	0	
		Total FY2023-2026				600	Total FY2027-2030			190,020	Total FY2031-2034			0

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 103560 I-95: Betsy Ross Section Conrail Bridges (BR5)

LIMITS: Conrail bridges over I-95, Thompson St, and Ramps A &amp; C

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR5 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. The Section BR5 project includes construction for the replacement, removal, or rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM				2,200								
UTL	581-IM			1,500									
CON	NHPP-IM					23,000							
CON	NHPP-IM					23,000							
		0	0	1,500	2,200	23,000	23,000	0	0	0	0	0	0
		Total FY2023-2026		3,700		Total FY2027-2030		46,000		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103561** **I-95: Betsy Ross Interchange Drainage (BR6)**

**LIMITS:** In the City of Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR6 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange section. This phase of SR 95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary.

For an overall description of the SR 95 Section BRI section, see MPMS #47812.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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 115687.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM						8,100						
		0	0	0	0	0	8,100	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			8,100	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

LIMITS: I-95 Corridor

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD: 23

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

The I-95 Section MB4 project includes the repair of 12 structures along the I-95 corridor including 2 structures in Bucks County, 2 in Delaware County and 8 in Philadelphia. Typical repairs include replacement/repair of leaking deck joints, rehabilitation of bearings, repair of structure drainage features, replace under bridge lighting, substructure concrete repair, beam end repairs and deck overlay to extend the life of these structures by a minimum of 15 years. Additionally, this project includes repair or replacement of high mast lighting poles on I-95 located near the Philadelphia Airport. 10 of the 12 structures will require additional repairs such as substructure concrete and beam repairs, replacements of leaking deck expansion joints and frozen sliding plate bearing.

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	4,590											
CON	185-IM	510											
CON	NHPP-IM		6,251										
CON	185-IM		695										
		5,100	6,946	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		12,046		Total FY2027-2030				Total FY2031-2034			
									0				0

MPMS# 112299 I-76: Rte 1- I 676 Paving/Guiderail

LIMITS: Route 1 to I-676

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:200

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

Pavement preservation and guiderail upgrades on I-76 (Schuylkill Expressway) from Route 1 to I-676 (Vine St. Expressway) in the City of Philadelphia, Philadelphia County.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	32,100											
CON	NHPP-IM		8,475										
		32,100	8,475	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		40,575		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 114876 Studies Line Item

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not Yet Determined

This Line Item sets aside funding to address the following studies that will be addressed:

#### 113762 Broad Street Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline at the Interchange (SR 8001) with Broad Street (SR 0611) from the northern approach to the Girard Point Bridge to Lawrence Street in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113763 Walt Whitman Bridge Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Lawrence Street to Snyder Avenue at the Walt Whitman Interchange (SR 8003) with I-76 in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113764 Penn's Landing Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Snyder Avenue to Spring Garden Street at the Penn's Landing Interchange (SR 8007) with Christopher Columbus Boulevard (SR 2001) in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113765 Christopher Columbus Boulevard Offline

This work is the planning and project development activities for the given limits on Christopher Columbus Boulevard (SR 2001) from Spring Garden Street to Oregon Avenue and selected local connecting streets in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	NHPP-IM	2,000											
STUD	NHPP-IM		2,000										
STUD	NHPP-IM			2,000									
STUD	NHPP-IM				2,000								
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0
Total FY2023-2026				8,000		Total FY2027-2030			0	Total FY2031-2034			0

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 115687 I-95: Allegheny &amp; Castor Ave Int.

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Other

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

This project is for the ROW acquisition and separation out from the parent project (MPMS #79912) of four (4) commercial parcels. The separation of the commercial properties was done so that the ROW clearance for MPMS #79912 could be given and the project could be advertised. The project was then on hold until the commercial parcels are fully acquired before issuing ROW clearance for MPMS #115687.

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). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. New signals are not interconnected. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks will be included on Allegheny, Delaware and Castor and Bicycle Facilities will be improved along Castor Avenue.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	15,000											
ROW	NHPP-IM		12,000										
ROW	NHPP-IM			10,000									
		15,000	12,000	10,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			37,000	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 115805 I-95 Brdg Rehab: Island Ave-Phila Navy Yard

LIMITS: I-95 between Island Avenue and Phila. Navy Yard

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

The purpose of this project is to perform comprehensive bridge rehabilitation activities on twenty bridges carrying Interstate 95 between Island Avenue and the Philadelphia Navy Yard in Philadelphia, PA. This is roughly a 5 mile stretch which includes the Girard Point Bridge (Interstate 95 over the Schuylkill River) and the approach structures to the bridge including mainline Interstate 95 bridges and on and off ramps. The rehabilitation will increase the remaining service life of the structures and will provide an overall NBIS bridge condition rating of "good". The bridge rehabilitation will include the following: latex modified concrete deck overlays, painting of structural steel, steel repairs, jacking and bearing repairs and replacements, substructure repairs (including the installation of a fender system on Pier 8 of the Girard Point Bridge, presently there is none provided) and joint replacement and repairs.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	MBP3-IM			125,000									
CON	MBP3-IM				125,000								
CON	MBP3-IM					125,000							
CON	MBP3-IM						125,000						
		0	0	125,000	125,000	125,000	125,000	0	0	0	0	0	0
Total FY2023-2026				250,000		Total FY2027-2030		250,000		Total FY2031-2034		0	

MPMS# 116391 I-95 Bridge Rehabilitations

New

I-95 Bridge Rehabilitations

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

The 95-MB5 Bridge Rehabilitation project will consist of repairs to structures on I-95 mainline and ramps in the City of Philadelphia between Penn's Landing and Broad Street. Typical construction activities will include deck repairs, replacement and/or elimination of expansion deck joints with link slabs, replacement and/or repair of bearings and bearing pedestals, substructure concrete repairs, beam end repairs, and painting of structural steel. The proposed improvements will keep the bridges in "Fair" condition extending their service life. In addition, select overhead sign structures will be replaced and select integral steel box girder pier caps will be rehabilitated on interstates within District 6.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	185-IM				15,000								
CON	185-IM					17,000							
CON	185-IM						8,000						
		0	0	0	15,000	17,000	8,000	0	0	0	0	0	0
		Total FY2023-2026			15,000	Total FY2027-2030		25,000		Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 117881 Post IDA Study on D6 Transportation Infrastructure

LIMITS: Districtwide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

This project will study of Effects and System Failures on District 6 Transportation Infrastructure During Hurricane Ida.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
STUD	581-IM	400												
STUD	581-IM		450											
		400	450	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			850	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 117934 I-95 Traffic Forecasts

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT:

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project coordinates with the another UPWP project, MPMS #115985.

To support the implementation of all I-95 and I-295 Projects by providing traffic data, modeling and forecasting services throughout the I-95/I-295 corridor, and along other facilities as needed.

PennDOT is currently undertaking a long-term, multi-phase initiative to reconstruct and improve Interstates 95 and 295 in Pennsylvania. Projects are underway that will reconstruct approximately eight miles of I-95 north of Center City Philadelphia, known as Sector A. These projects include the Cottman/Princeton Interchange area, the Bridge Street Interchange area, the Betsy Ross Bridge/Aramingo Avenue Interchange area, the Allegheny Avenue Interchange area, and the Girard Avenue Interchange area. Planning and design work is proceeding for Sector B between the Girard Point Bridge and Spring Garden Street to improve the Broad Street, Walt Whitman Bridge, and Penn's Landing area interchanges. Additional planning activities are occurring in both Sector C (Delaware State line to Girard Point Bridge) and Sector D (Academy Road to NJ State line).

Over the last several years, DVRPC prepared traffic data and forecasts throughout the I-95/I-295 corridor to analyze the traffic volume impacts of alternative interchange configurations, support the screening of construction staging and closure alternatives, mitigate congestion along detour routes, address community concerns, and support point-of-access studies.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	STP-IM	155												
PRA	TOLL													
PRA	STP-IM		150											
PRA	TOLL													
		155	150	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			305	Total FY2027-2030				0	Total FY2031-2034			0

Philadelphia

MPMS# 120933    I-95: Tioga St to Wheatsheaf Lane

LIMITS: PhiladelphiaNo Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway RehabilitationFC:AQ Code:X7

PLAN CENTER:IPD:

PROJECT MANAGER: CH2MHill/P. ContiCMP:

This MPMS# will be used for acquisition of 15 additional parcels needed to construct 95/AF#, MPMS 103557.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	8,000											
		0	8,000	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		8,000				Total FY2027-2030				Total FY2031-2034			
						0				0			

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Philadelphia	\$202,348	\$223,812	\$332,441	\$329,800	\$1,088,401	\$1,370,640	\$360,723

Various

MPMS# 115868      District 6-0 Interstate Guiderail

LIMITS: No Let Date

MUNICIPALITIES: Philadelphia City; Upper Merion Township; Marple Township; Nether Providence Township; Rad

IMPROVEMENT: Intersection/Interchange Improvements      FC: AQ Code:S9

PLAN CENTER: IPD:

PROJECT MANAGER: Plans/S. Hasan      CMP:

This project involves updating the guiderail and end treatments to comply with MASH on Interstate Route 476, Route 95 and Route 76 in Delaware, Montgomery and Philadelphia Counties.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	NHPP-IM			116										
CON	NHPP-IM		950											
CON	NHPP-IM					4,919								
		0	950	116	0	0	4,919	0	0	0	0	0	0	
		Total FY2023-2026				1,066		Total FY2027-2030		4,919		Total FY2031-2034		0

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Various	\$0	\$950	\$116	\$0	\$1,066	\$4,919	\$0

This Page Intentionally Left Blank