

# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17215 70th, 71st, 72nd Streets over Amtrak

LIMITS: over Amtrak

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

NHPP: N

FC:

No Let Date

MRPID:426

AQ Code:S19

IPD:

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	183	500											
PE	183		2,000										
PE	183			2,000									
FD	183						7,379						
UTL	183						3,262						
UTL	183							3,262					
UTL	183								3,262				
UTL	183									3,262			
CON	BRIP						1,000						
CON	BRIP							1,000					
CON	BRIP								1,655				
CON	BRIP									3,964			
CON	BRIP										15,099		
CON	BRIP											6,222	
CON	BRIP												8,116
		500	2,000	2,000	0	0	11,641	4,262	4,917	7,226	15,099	6,222	8,116
		Total FY2025-2028			4,500	Total FY2029-2032			20,820	Total FY2033-2036			36,663

# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17595 Margie Street over Amtrak

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: C. Carmichael

CMP:

Margie Street bridge is a single span, riveted Parker pony truss bridge, fabricated in 1919. The bridge crosses over four electrified tracks of the Northeast Corridor. It was officially closed in the summer of 2017, due to severe deterioration of the stringers on the end span at the abutment. Prior to closure, the bridge was posted for a 17-ton weight restriction.

This project aims to restore multimodal connectivity through Margie Street over Amtrak railroad, connecting the Strawberry Mansion and Glenwood neighborhoods of North Philadelphia. The scope of this project is to design and construct the rehabilitation of the bridge, to reopen it for safe public crossing. Rehabilitation is anticipated to include revisions to the through girders. Additionally, rehabilitation aims to be sensitive to the historic structure and generally minimize changes to character defining features.

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

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

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	BOF		954										
PE	TOLL												
PE	TOLL												
PE	BOF			546									
FD	BOF							1,250					
FD	TOLL												
UTL	TOLL												
UTL	BOF							274					
UTL	BOF								2,726				
UTL	TOLL												
CON	TOLL												
CON	BOF									13,847			
		0	954	546	0	0	0	1,524	2,726	13,847	0	0	0
		Total FY2025-2028			1,500	Total FY2029-2032			4,250	Total FY2033-2036			13,847

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17678

Spring Garden over Amtrak

LIMITS: over Amtrak

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

NHPP: N

FC:

No Let Date

MRPID:425

AQ Code:S19

IPD:

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	BRIP					5,015							
FD	185					1,254							
ROW	BRIP					19							
ROW	185					5							
UTL	BRIP						6,979						
UTL	BRIP							4,705					
CON	BRIP							10,472					
CON	185							2,618					
CON	BRIP								10,472				
CON	185								2,618				
CON	BRIP									10,472			
CON	185									2,618			
		0	0	0	0	6,293	6,979	17,795	13,090	13,090	0	0	0
Total FY2025-2028		0				Total FY2029-2032		44,157		Total FY2033-2036		13,090	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57902      City Wide 3R Betterments Line Item

LIMITS: City-wide      No Let Date

IMPROVEMENT Roadway Rehabilitation      NHPP:

MUNICIPALITIES: Philadelphia City      FC:

PLAN CENTER:      AQ Code:S10

PROJECT MANAGER: J. Korus      CMP: Not SOV Capacity Adding      IPD:

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 #112500 (CW110)  
See MPMS #112525 (CW111)  
See MPMS #112527 (CW ADA 3)  
See MPMS #116807 (CW ADA 4)

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP										
		0	0	0	0	0	0	0	0	0	0
Total FY2025-2028		0		Total FY2029-2032		0		Total FY2033-2036		0	

# DVRPC FY2025-2028 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:** Center City Philadelphia; West Philadelphia

**FC:** 14

AQ Code:S19

**PLAN CENTER:** Metropolitan Center

IPD: 14

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

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	185	2,814											
CON	BRIP	10,749											
CON	185	1,041											
CON	STU		3,153										
CON	BRIP		1,940										
CON	185		1,273										
CON	BRIP			7,967									
CON	STU			4,263									
CON	185			3,058									
CON	BRIP				12,409								
CON	STU				2,344								
CON	185				3,688								
CON	BRIP					1,600							
CON	185					400							
CON	BRIP						8,635						
CON	185						2,159						
CON	BRIP							16,170					
CON	185							4,043					
CON	BRIP								14,170				
CON	185								3,543				
CON	BRIP									12,170			
CON	185									3,043			
CON	BRIP										14,378		
CON	185										3,594		
CON	BRIP											38,072	
CON	185											9,518	

# DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

14,604	6,366	15,288	18,441	2,000	10,794	20,213	17,713	15,213	17,972	47,590	0
Total FY2025-2028		54,699		Total FY2029-2032		50,720		Total FY2033-2036		80,775	

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: AECOM/K. Caparra

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	185	1,061											
ROW	185	338											
UTL	185		580										
CON	185		1,631										
CON	185			1,000									
CON	185				2,517								
CON	185					1,716							
CON	185						1,716						
		1,399	2,211	1,000	2,517	1,716	1,716	0	0	0	0	0	0
Total FY2025-2028		7,127		Total FY2029-2032		3,432		Total FY2033-2036		0			

# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 70230** *Bells Mill Road and Valley Green Road over Wissahickon Creek SR:7301*

**LIMITS:** Ridge Avenue to Germantown Avenue

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** C. Carmichael

**CMP:** Not SOV Capacity Adding

Built in the 1800s, the Bells Mill Road and Valley Green Road bridges provide access to Wissahickon Valley Park, one of the city's noteworthy natural destinations, which experiences frequent flooding. Work includes bridge restoration, roadway rehabilitation, drainage improvements, guide rail replacement, and watershed improvements to reduce impacts from flooding and extreme weather events. Improvements also include restoration and creation of wetlands. See also MPMS #17581.

The Bells Mill Road Bridge is the only transportation link between the Roxborough and Chestnut Hill neighborhoods of Philadelphia. It is a key connector between the Ridge Avenue and Germantown Avenue corridors, both of which are heavily traveled. Additionally, the bridge provides motorists with access to Chestnut Hill Hospital. The Bells Mill Road Bridge also facilitates access to Wissahickon Valley Park and directly intersects with Forbidden Drive, a multi-use trail that traverses Wissahickon Valley Park's entire length. Forbidden Drive is a core part of the Philadelphia Circuit Trails network, connecting with other multi-use trails regionwide.

The Valley Green Road Bridge, which crosses the Wissahickon Creek, is more recreational and is actively used by pedestrians and cyclists. For motorists, the Valley Green Road Bridge has less regional connectivity than the bridge on Bells Mill Road. However, the Valley Green Road Bridge remains an integral gateway to the Wissahickon Valley Park, especially for pedestrians and cyclists.

A final alternative for 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>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>	<u>FY2035</u>	<u>FY2036</u>
PE	PRTCT	705											
PE	LOC	1,495											
FD	PRTCT	561											
FD	LOC	1,289											
ROW	PRTCT	160											
ROW	LOC	340											
CON	PRTCT		12,819										
CON	LOC		537										
		4,550	13,356	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		17,906		Total FY2029-2032				0		Total FY2033-2036	
													0

# DVRPC FY2025-2028 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/M. Washington

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, a new high-quality bicycle facility, 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP		3,945										
CON	LOC		986										
CON	STP			2,945									
CON	LOC			736									
CON	STU				1,945								
CON	LOC				486								
CON	STP					1,945							
CON	LOC					486							
CON	STU						5,000						
CON	LOC						1,250						
		0	4,931	3,681	2,431	2,431	6,250	0	0	0	0	0	0
		Total FY2025-2028		11,043		Total FY2029-2032		8,681		Total FY2033-2036		0	



# DVRPC FY2025-2028 TIP for PA

Final Version

## 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/G. Gumas

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	530											
FD	STU		530										
CON	STU		1,093										
CON	STU			1,000									
CON	STU				1,093								
CON	STU					2,093							
CON	STU						2,372						
		530	1,623	1,000	1,093	2,093	2,372	0	0	0	0	0	0
		Total FY2025-2028		4,246		Total FY2029-2032		4,465		Total FY2033-2036		0	

# DVRPC FY2025-2028 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

MRPID:245

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S19

**PLAN CENTER:** Metropolitan Center

IPD: 15

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

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	185	1,250											
UTL	185		1,250										
UTL	185			1,250									
UTL	185				1,250								
CON	NHPP		5,565										
CON	185		1,391										
CON	BRIP			2,188									
CON	185			547									
CON	BRIP				2,942								
CON	185				736								
CON	BRIP					6,000							
CON	185					1,500							
		1,250	8,206	3,985	4,928	7,500	0	0	0	0	0	0	0
		Total FY2025-2028		18,369		Total FY2029-2032		7,500		Total FY2033-2036		0	

# DVRPC FY2025-2028 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TOLL												
CON	STU		62										
CON	SXF		2,669										
		0	2,731	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,731		Total FY2029-2032				0		Total FY2033-2036	
												0	

## Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 79903 I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)

LIMITS: Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 21

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

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI Betsy Ross Interchange (MPMS #47812).

The project includes the required ramp construction to complete and/or improve the interchange connections from the local street system (Aramingo Ave) to I-95 and the Betsy Ross Bridge. This involves building the following ramp structures: Ramps C, D, EE, F, I (new), I (widened), and JJ. The associated approaches to these structures will be fully reconstructed, with exception of approaches of D, F, and JJ west of Aramingo Avenue. Temporary connections will be constructed for Ramps D and F to the existing ramp system. Ramp JJ will open after completion of the BS4 project (MPMS #103562). In addition, major utility relocations including the PWD culvert, PECO, and PGW are required. The PWD Culvert relocation is required in advance of the mainline construction and construction of the new ramps within this construction package. The PECO and PGW relocations are associated with Thompson Street Bridge Removal. This contract also includes approach pavements (Ramp EE and Ramp F) supported by column supported embankment and compensating fill. A new traffic signal will be constructed at Richmond Street and the Betsy Ross Bridge westbound off ramp intersection and a traffic signal upgrade will be constructed at Richmond Street and Lefevre Street intersection. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, and 79905.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP	502											
		502	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			502	Total FY2029-2032			0	Total FY2033-2036			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81219

25th St: Washington Ave to Passyunk Ave

New

LIMITS: 25th St: Washington Ave to Passyunk Ave

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Restore 25th Street under the railroad viaduct and provide street lighting, intersection improvements, and bicycle infrastructure improvements, to improve roadway conditions and safety.

Design and construction of roadway improvements including milling and paving, line painting, and street lighting.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	581	900											
FD	STP			600									
FD	TOLL												
CON	STP									16,500			
CON	TOLL												
		900	0	600	0	0	0	0	0	16,500	0	0	0
		Total FY2025-2028		1,500		Total FY2029-2032		0		Total FY2033-2036		16,500	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81230      Better Bus Stops - South 7th and 8th Streets

LIMITS:  
IMPROVEMENT Bicycle/Pedestrian Improvement  
MUNICIPALITIES: Philadelphia City  
PLAN CENTER:  
PROJECT MANAGER: C. Maria Merez      CMP:

NHPP:  
FC:  
IPD:

No Let Date

Better Bus Stops - S 7th & 8th Streets  
City of Philadelphia  
Bump outs for bus boarding

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP				500						
		0	0	500	0	0	0	0	0	0	0
Total FY2025-2028				500		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

**MPMS#** 81292

*Frankford Av/Frankford Ck (Bridge)*

**LIMITS:** Between Torresdale Avenue and Castor Avenue

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

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

**Est Let Date:** 1/25/2024

**NHPP:**

**FC:** 16

**AQ Code:**S19

**IPD:** 28

**CMP Subcorridor(s):** 4B

**CMP:** Not SOV Capacity Adding

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TOLL												
CON	BRIP	2,158											
CON	BRIP		2,158										
CON	TOLL												
CON	TOLL												
CON	BRIP			750									
CON	TOLL												
CON	BRIP				1,500								
CON	BRIP					750							
CON	TOLL												
		2,158	2,158	750	1,500	750	0	0	0	0	0	0	0
		Total FY2025-2028		6,566		Total FY2029-2032		750		Total FY2033-2036		0	



Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81305

Belmont Trail Reconstruction

LIMITS: Belmont Avenue between Montgomery Drive/S. Georges Hill Drive and Edgely A

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: M. Meraz

CMP:

Reconstruction of the multi-use trail on the west side of Belmont Avenue between Montgomery Drive/S. Georges Hill Drive and Edgely Avenue.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP										
				1,256							
		0	0	1,256	0	0	0	0	0	0	0
Total FY2025-2028				1,256		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81307

Cobbs B2 Trail Construction

LIMITS: Along Cobbs Creek from Island Avenue to 80th Street at Eastwick Park

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: M. Meraz

CMP:

Multi-use trail along Cobbs Creek from Island Avenue to 80th Street at Eastwick Park

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP			1,500							
		0	0	1,500	0	0	0	0	0	0	0
Total FY2025-2028				1,500		Total FY2029-2032				0	
										Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

**MPMS#** 81308

*Logan Elementary Slow Zone*

**LIMITS:** Logan Elementary School Zone

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

**PROJECT MANAGER:** M. Meraz

**NHPP:**

**FC:**

**CMP:**

No Let Date

AQ Code:S10

IPD:

Construction of speed tables, bump outs, and other traffic calming devices.  
Construction of sidewalks at select locations.  
Construction of a mini-roundabout at Ruscomb St & N 17th St.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	SRTSF			1,250							
		0	0	1,250	0	0	0	0	0	0	0
Total FY2025-2028				1,250	Total FY2029-2032				0	Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81309

Frankford Creek Phase 3 Trail

LIMITS: Torresdale Avenue, Worrell Street, Frankford Avenue, Adams Avenue, and Kens

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: M. Meraz

CMP:

Construction of improved bicycle facilities and shared use path

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TAP			1,500									
		0	0	1,500	0	0	0	0	0	0	0	0	0
Total FY2025-2028				1,500		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81726      Safe Routes Philly-Special Education Modules

LIMITS: No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Philadelphia City FC: AQ Code:A2

PLAN CENTER: IPD:

PROJECT MANAGER: M. Meraz CMP:

Bicycle and pedestrian safety programs for special education students in the School District of Philadelphia.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	SRTSF	300									
		300	0	0	0	0	0	0	0	0	0
Total FY2025-2028		300		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81729      Navy Yard Life Bridge Rehabilitation

LIMITS: 

No Let Date

IMPROVEMENT Bridge Repair/Replacement 

NHPP:

MUNICIPALITIES: Philadelphia City 

FC:

AQ Code:S10

PLAN CENTER: 

IPD:

PROJECT MANAGER: T. Stevenson 

CMP:

The Navy Yard Lift Bridge Rehabilitation Project (Project) is a top priority capital improvement to rehabilitate the 26th Street Lift Bridge and bring it into a state of good repair. The bridge is a critical piece of infrastructure that connects South Philadelphia and I-95 commuters to thousands of quality jobs and union jobs in the Navy Yards industrial core (e.g., the U.S. Navy, Philly Shipyard, and Rhoads Industries). As a vertical lift bridge, it also offers essential water access to the Reserve Basin, the U.S. Navys only freshwater East Coast port and home of the Inactive Fleet.

The Lift Bridge is 80+ years old and was last rehabilitated in 2003. In the two decades since its last rehabilitation, the bridge has experienced multiple failures that disrupt transportation access and marine operations, causing extensive traffic backups at shift changes and stranding vessels inside and outside the Reserve Basin, costing tens of thousands of dollars in tugboat fees, U.S. Navy labor charges, and additional operator fees. Absent funding, the bridge will continue to fail, and the frequency of failure is expected to accelerate as the structure deteriorates further.

The Lift Bridge is on the National Bridge Inventory (structure number 69671), currently rated as fair condition and at risk of falling into poor condition within the next 3 years. The Project is two-phased: 1) Design and Engineering (this project proposal); and 2) construction. The Project will support essential above-water and below-water reconstruction and repair of the structural, mechanical, and electrical systems namely a full replacement of the fender system which will ensure reliable bridge operation, minimize disruption for Navy Yard users, enhance safety, and bring the bridge into a state of good repair.

TIP Program Years (\$ 000)														
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	SXF	1,666												
PE	LOC	344												
CON	LOC			17,735										
		2,010	0	17,735	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028		19,745		Total FY2029-2032			0		Total FY2033-2036			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81884      *Historic Philadelphia Streets R10*

LIMITS: No Let Date

IMPROVEMENT Streetscape NHPP:

MUNICIPALITIES: Philadelphia City FC: AQ Code:S10

PLAN CENTER: IPD:

PROJECT MANAGER: J. Fry CMP:

Rehabilitation of five historic streets in the Washington Street West neighborhood.

		TIP Program Years (\$ 000)											
Phase	Fund	<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>	<u>FY2035</u>	<u>FY2036</u>
CON	411	1,430											
		1,430	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,430		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81930Philadelphia Vision Zero Capital Plan Implementation Project

LIMITS:No Let Date

IMPROVEMENT Bicycle/Pedestrian ImprovementNHPP:

MUNICIPALITIES: Philadelphia CityFC:AQ Code:S6

PLAN CENTER:IPD:

PROJECT MANAGER:CMP:

The Philadelphia Vision Zero Capital Plan Implementation project will implement traffic safety improvements along priority Vision Zero corridors that are disproportionately impacted by traffic crashes.

Construction improvements will focus on systematically applying multiple proven safety countermeasures at intersections and other vulnerable areas. These improvements will include raised medians and pedestrian refuge islands, raised pedestrian crossings, roadway and intersection modifications, traffic signal improvements, speed management measures, corridor access management strategies, and other transportation infrastructure upgrades.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PRA	SS4A	560											
PRA	LOC	140											
PE	SS4A	1,931											
PE	LOC	483											
FD	SS4A	4,118											
FD	LOC	1,029											
CON	SS4A		23,391										
CON	LOC		5,848										
		8,261	29,239	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		37,500		Total FY2029-2032				0			
										Total FY2033-2036			
										0			



# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 81936 Complete & Safe Streets Philadelphia: Vision Zero High Injury Network Corridors

#### LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

The Complete & Safe Streets Philadelphia: Vision Zero High Injury Network Corridors Project will build critically needed protected bike infrastructure along corridors that are part of the High-Injury Network (HIN), and transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty.

The City will use funds to advance final design and construction for bicycle lane separation and traffic calming demonstration projects and construction for the High Injury Network priority projects. The City expects to use funds to complete final design for bicycle lanes on approximately ten centerline miles of roadway, all on roadway segments identified as part of both the High-Quality Bike Network and the High Injury Network.

Hunting Park - This is an important corridor that connects through multiple neighborhoods. It is on the High Injury Network, part of the High-Quality Bike Network, and identified as a priority corridor in the Vision Zero Capital Plan. The corridor is an important transit route, serving multiple bus routes including a forthcoming Direct Bus, continuing the Direct Bus connections from Roosevelt Boulevard. There is a transit hub at Wissahickon Avenue and a major high school, among other destinations. Currently, DVRPC is evaluating a separated side path to improve the corridor's level of biking and walking safety.

Old York Road - This north/south corridor crosses Hunting Park Avenue and Roosevelt Boulevard, connecting multiple neighborhoods and existing/planned bike routes. It is on the High Injury Network. Design funding was approved through the 2022 Safe Streets for All award, and additional funding would see the project through construction and implementation.

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

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PRA	SS4A	295											
PRA	LOC	74											
PE	SS4A	256											
PE	LOC	64											
FD	SS4A	384											
FD	LOC	96											
CON	SS4A		15,486										
CON	LOC		3,872										
		1,169	19,358	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		20,527		Total FY2029-2032				Total FY2033-2036			
									0				0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81939 Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation

LIMITS: No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Philadelphia City FC: AQ Code:NRS

PLAN CENTER: IPD:

PROJECT MANAGER: CMP:

The Community Program focuses on developing three pilot locations for community-oriented multimodal two dual port public charging hubs in three Historically Disadvantage Communities (HDCs) that have recreational connectivity and are impacted by poor air quality. Also, the project will develop a citywide approach to charging infrastructure deployment beyond the pilot locations. Incorporate strategies to support workforce development.

3 of the 12 potential locations will be selected for the pilot program – Happy Hollow Recreation Center, Howard Sayre Morris Recreation Center, Haddington-Marshall L. Shepard Sr. Recreation Center, James L. Wright Playground, Mayfair Recreation Center, Robert T. Heitzman Recreation Center, Feltonville Recreation Center, William (Billy) Gambrel Playground, Ramblers Recreation Center, Ramonite Negrón Rivera Recreation and Community Center, and John J. McCreesh Sr. Playground.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CFI	3,160											
PE	LOC	790											
CON	CFI		3,600										
CON	LOC		900										
		3,950	4,500	0	0	0	0	0	0	0	0	0	0
Total FY2025-2028				8,450		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81942 Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation

LIMITS: No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Philadelphia City FC: AQ Code:NRS

PLAN CENTER: IPD:

PROJECT MANAGER: CMP:

The Corridor project will install four dual port DCFC fast-chargers with the Cell Phone Waiting Lot at Philadelphia International Airport (PHL). The project will fill the gap in the charging network and proximity to the next available charging location.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CFI	278											
PE	LOC	70											
CON	CFI		1,946										
CON	LOC		487										
		348	2,433	0	0	0	0	0	0	0	0	0	0
Total FY2025-2028				2,781		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 82005      Honor Square at 5 Points Streetscape and Traffic Improvements

LIMITS:      No Let Date

IMPROVEMENT Intersection/Interchange Improvements      NHPP:

MUNICIPALITIES: Philadelphia City      FC:

PLAN CENTER:      AQ Code:S6

PROJECT MANAGER: M. Washington      CMP:      IPD:

Project includes the construction of multimodal intersection safety improvements, including curb line changes, bump outs, traffic signal upgrades, ADA curb upgrades, roadway resurfacing, installation of pavement markings, and beautification of the existing memorial island.

The project was allocated funding through the Transportation, Housing and Urban Development, and related Agencies Appropriations Act of 2024, a section of the Consolidated Appropriations Act of 2024.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	LOC	500											
CON	SXF		1,616										
CON	LOC		1,024										
		500	2,640	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		3,140		Total FY2029-2032				Total FY2033-2036			
									0				0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 82007      Westpark Redevelopment

LIMITS:      No Let Date

IMPROVEMENT Other      NHPP:

MUNICIPALITIES: Philadelphia City      FC:      AQ Code:NRS

PLAN CENTER:      IPD:

PROJECT MANAGER: B. Jenkins      CMP:

The Westpark Redevelopment Project will reconnect neighborhoods in West Philadelphia by constructing a new street grid. The project will reconnect 1,000 units of mixed-income housing in the Westpark campus with the SEPTA rail station to the southwest, park space to the north, and adjacent streets to the north, west, and south with a new network of shared streets, sidewalks and bicycle infrastructure. The Project will support the transformation of the existing 12-acre site from an isolated campus with three high rises in a state of disrepair into a dynamic, mixed-income community. The project will involve a public-private partnership between the Philadelphia Housing Authority, the City of Philadelphia, and committed urban development partners. The investment will provide connection and inclusive growth in a neighborhood where residents are fearing displacement, in a census tract that is an Area of Persistent Poverty in an urban area.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	RAISE	1,824											
FD	LOC	911											
CON	RAISE	19,571											
CON	LOC	4,221											
CON	OTH-S	2,000											
		28,527	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		28,527		Total FY2029-2032			0	Total FY2033-2036			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 82012      Philadelphia Community Charging Stations

LIMITS:  
IMPROVEMENT Other  
MUNICIPALITIES: Philadelphia City  
PLAN CENTER:  
PROJECT MANAGER: A. Kelly

NHPP:  
FC:  
CMP:

No Let Date  
AQ Code:NRS  
IPD:

The City of Philadelphia will utilize Carbon Reduction TIP funding to invest in the equitable expansion of electric vehicle charging infrastructure throughout the City. Given the density of row homes and multifamily housing in the City, investment in neighborhood charging solutions is key to facilitate the uptake of electric vehicles for residents who do not have access to charging overnight. Funds will be used for the acquisition, installation, and operation of publicly accessible electric vehicle charging infrastructure. In partnership with the Philadelphia Parking Authority, the City has identified community parking lot locations that are ideal locations for publicly available EV charging stations. Community lots were selected based on the following criteria:

- High rates of electric vehicle registrations in the surrounding zip code
- Proximity to disadvantaged communities
- Proximity to regional rail stations
- Filling in gaps in existing EV charging infrastructure
- Ease of installation and operation according to existing surface lot operations

In addition to these surface lot locations, the City is underway with an RFP process to select a vendor for curbside charging locations that will serve areas of the City with high densities of multifamily housing. Charging stations would be predominately level two, with potential for level three installation in appropriate locations. Where possible, charging locations will be determined in collaboration with the Office of Sustainability and Fleet Services to ensure that public charging stations can be utilized by fleet vehicles in addition to the public.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CRP	2,029									
CON	CRP		1,971								
		2,029	1,971	0	0	0	0	0	0	0	0
Total FY2025-2028		4,000		Total FY2029-2032				0		Total FY2033-2036	
										0	

## 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  
**IMPROVEMENT** Intersection/Interchange Improvements

Est Let Date: 1/28/2027

NHPP: Y

MRPID:65

**MUNICIPALITIES:**

FC: 14

AQ Code:2045M

**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.

# DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	TOLL												
ROW	NHPP	1,273											
UTL	NHPP				6,260								
UTL	581				696								
CON	NHPP			3,000									
CON	185			750									
CON	NHPP				3,605								
CON	581				901								
CON	NHPP					2,477							
CON	581					619							
CON	NHPP						5,477						
CON	581						1,369						
CON	NHPP							3,477					
CON	185							869					
CON	NHPP								5,477				
CON	581								1,369				
CON	NHPP									7,477			
CON	581									1,869			
CON	NHPP										5,477		
CON	581										1,369		
CON	NHPP											5,477	
CON	581											1,369	
CON	NHPP												8,477
CON	581												2,119
		1,273	0	3,750	11,462	3,096	6,846	4,346	6,846	9,346	6,846	6,846	10,596
		Total FY2025-2028		16,485		Total FY2029-2032		21,134		Total FY2033-2036		33,634	



Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490Expressway Service Patrol - Philadelphia

LIMITS: I-76, I-95, and I-676 in PhiladelphiaNo Let Date

IMPROVEMENT Signal/ITS ImprovementsNHPP:

MUNICIPALITIES: Philadelphia CityFC:

PLAN CENTER:IPD: 25

PROJECT MANAGER: Gannett/B. MasiCMP: Not SOV Capacity AddingCMP 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP*	1,350											
CON	NHPP*		1,350										
		1,350	1,350	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,700		Total FY2029-2032		0		Total FY2033-2036		0	

# DVRPC FY2025-2028 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	1,358											
FD	185	339											
ROW	STP	694											
ROW	185	174											
UTL	BRIP			1,291									
UTL	185			323									
CON	BRIP			1,278									
CON	185			320									
CON	BRIP				2,278								
CON	185				570								
CON	BRIP					2,427							
CON	185					607							
CON	BRIP						2,278						
CON	185						570						
CON	BRIP							3,129					
CON	185							782					
		2,565	0	3,212	2,848	3,034	2,848	3,911	0	0	0	0	0
		Total FY2025-2028		8,625		Total FY2029-2032		9,793		Total FY2033-2036		0	

# DVRPC FY2025-2028 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:2035M

**PLAN CENTER:**

IPD:

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

**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	<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>	<u>FY2035</u>	<u>FY2036</u>
PRA	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			0	Total FY2029-2032			0	Total FY2033-2036			0

# DVRPC FY2025-2028 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/RKK/C. Carmichael

**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, a new high-quality bicycle facility, 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	BOF	1,906											
UTL	LOC	477											
UTL	BOF		4,578										
UTL	LOC		1,145										
CON	BOF		1,055										
CON	183		197										
CON	LOC		66										
CON	BOF			5,192									
CON	183			973									
CON	LOC			324									
CON	BOF				7,954								
CON	183				1,491								
CON	LOC				497								
CON	BOF					8,850							
CON	183					1,659							
CON	LOC					553							
CON	BOF						6,624						
CON	183						1,242						
CON	LOC						414						
CON	BRIP									1,918			
CON	BOF									1,918			
CON	183									720			
CON	LOC									240			
		2,383	7,041	6,489	9,942	11,062	8,280	0	0	4,796	0	0	0
		Total FY2025-2028		25,855		Total FY2029-2032		19,342		Total FY2033-2036		4,796	

# DVRPC FY2025-2028 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/RKK/C. Carmichael

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP	2,215											
CON	183	554											
CON	LOC	138											
CON	STP		1,634										
CON	183		409										
CON	LOC		102										
CON	BRIP			1,634									
CON	183			409									
CON	LOC			102									
CON	STP				1,234								
CON	183				308								
CON	LOC				77								
CON	STP					2,000							
CON	183					375							
CON	LOC					125							
CON	STU						1,934						
CON	183						484						
CON	LOC						121						
CON	STU							1,234					
CON	183							309					
CON	LOC							77					
		2,907	2,145	2,145	1,619	2,500	2,539	1,620	0	0	0	0	0
		Total FY2025-2028		8,816		Total FY2029-2032		6,659		Total FY2033-2036		0	

## 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:2045M

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. This project is a part of the Circuit Trails network.

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.

# DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP*	5,347											
ROW	NHPP*		3,753										
UTL	STU		2,150										
UTL	STU			4,390									
UTL	STU				5,760								
CON	NHPP		2,000										
CON	581		500										
CON	NHPP			4,000									
CON	581			1,000									
CON	NHPP				6,000								
CON	581				1,500								
CON	NHPP					8,000							
CON	581					2,000							
CON	NHPP						6,000						
CON	581						1,500						
CON	NHPP							6,000					
CON	581							1,500					
CON	NHPP								14,000				
CON	581								3,500				
CON	NHPP									5,952			
CON	STU									261			
CON	STP									1,787			
CON	581									2,000			
CON	STU										7,994		
CON	581										1,998		
CON	STU											17,006	
CON	581											4,501	
CON	STU												8,000
CON	581												2,000
		5,347	8,403	9,390	13,260	10,000	7,500	7,500	17,500	10,000	9,992	21,507	10,000
		Total FY2025-2028		36,400		Total FY2029-2032		42,500		Total FY2033-2036		51,499	

# DVRPC FY2025-2028 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/G. Gumas

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU		1,049										
FD	581		262										
ROW	STP		55										
ROW	TOLL												
CON	581									1,502			
CON	581										13,725		
		0	1,366	0	0	0	0	0	0	0	1,502	13,725	0
		Total FY2025-2028		1,366		Total FY2029-2032				0		Total FY2033-2036	
												15,227	



# DVRPC FY2025-2028 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:** Harold Windisch ADE CONSTR

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP*	2,500											
CON	STU*	2,625											
CON	SPK-STP	20,093											
CON	NHPP*	8,850											
CON	SPK-STP		2,908										
CON	NHPP*		3,568										
CON	NHPP*			18,299									
CON	NHPP*				10,084								
CON	NHPP*					16,924							
CON	NHPP*						10,000						
CON	NHPP*							5,000					
		34,068	6,476	18,299	10,084	16,924	10,000	5,000	0	0	0	0	0
		Total FY2025-2028		68,927		Total FY2029-2032		31,924		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107648    N. 5th Street Reformatting Signals

LIMITS: Rising Sun Ave to US 1

NHPP:

No Let Date

IMPROVEMENT Signal/ITS Improvements

FC:

AQ Code:2035M

MUNICIPALITIES:

IPD:

PLAN CENTER:

PROJECT MANAGER: HNTB/N.Velaga    CMP:

Reformatting N. 5th St. Philadelphia Signal upgrades and fiber interconnection

Signal upgrades, fiber interconnection, geometric improvements, and traffic calming for a 1 mile corridor along N. 5th St. from Rising Sun Ave. to US 1.

2016 CMAQ award of \$2,020,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU	1,400											
CON	CAQ	2,020											
CON	STU		1,000										
		3,420	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		4,420		Total FY2029-2032		0		Total FY2033-2036		0	

# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS: Falls Road Bridge

Est Let Date: 8/22/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 5G, 15A

This project is for improvements to the Falls Road Bridge in Philadelphia to extend its useful life. The bridge is currently considered in poor condition, with a five-ton posted weight limit and a sufficiency rating of 13, and will continue to deteriorate without rehabilitation. Anticipated work includes demolition and replacement of the existing deck and floorbeams, bearing replacement, repairs to existing stone abutments, repairs to select steel truss members and pins, repainting of existing superstructure steel, full depth roadway reconstruction & limited repaving, curb & sidewalk reconstruction (including ADA curb ramp construction), street lighting improvements, and other miscellaneous construction. The current cross-section will be maintained, as will the significant character-defining features of this National Register-eligible structure.

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

This project is a component of the County Bridge Line Item (MPMS #95447).

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	183	67											
UTL	LOC	17											
CON	STP	2,195											
CON	STU	2,263											
CON	183	836											
CON	LOC	279											
CON	STU		2,184										
CON	183		410										
CON	LOC		137										
CON	STU			2,184									
CON	183			410									
CON	LOC			137									
CON	STU				2,184								
CON	183				410								
CON	LOC				137								
CON	STP					2,184							
CON	183					410							
CON	LOC					137							
CON	STU						1,400						
CON	BRIP						2,784						
CON	183						785						
CON	LOC						262						
CON	BRIP							1,184					
CON	183							222					
CON	LOC							74					
CON	BRIP								3,000				
CON	BRIP								5,184				
CON	183								1,535				
CON	LOC								512				
		5,657	2,731	2,731	2,731	2,731	5,231	1,480	10,231	0	0	0	0
Total FY2025-2028				13,850		Total FY2029-2032		19,673		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108129

MLK Drive over Schuylkill River (Bridge)

LIMITS: MLK Drive

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Harold Windisch ADE CONSTR

NHPP:

FC:

CMP: Not SOV Capacity Adding

Actl Let Date: 9/29/2022

AQ Code:S19

IPD: 14

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP*	2,708											
CON	BRIP*		4,292										
		2,708	4,292	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		7,000		Total FY2029-2032				Total FY2033-2036			
						0				0			

# DVRPC FY2025-2028 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	BOF	1,600											
FD	183	300											
FD	LOC	100											
UTL	BOF	68											
UTL	183	12											
UTL	LOC	5											
CON	BOF			3,210									
CON	183			602									
CON	LOC			201									
CON	BOF				4,116								
CON	183				772								
CON	LOC				62								
CON	BOF					1,000							
CON	183					187							
CON	LOC					655							
CON	BOF						7,403						
CON	183						1,388						
CON	LOC						462						
CON	BOF							12,332					
CON	183							2,312					
CON	LOC							771					
		2,085	0	4,013	4,950	1,842	9,253	15,415	0	0	0	0	0
		Total FY2025-2028		11,048		Total FY2029-2032		26,510		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

**MPMS#** 110958

**Castor Avenue Roundabout**

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

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

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

**FC:**

**NHPP:**

**CMP:** Minor SOV Capacity

Est Let Date: 9/12/2024

AQ Code:2035M

IPD:

CMP Subcorridor(s): 5G

The project involves the reconstruction of the intersection of Castor Avenue (SR 1005) and Wyoming Avenue in the City of Philadelphia, PA from a rotary to a modern roundabout. This includes retrofitting the approach geometry and narrowing the circulatory roadway to slow the speeds of vehicles navigating the roundabout. Sidewalks and crossings will be upgraded for ADA compliance and bicycle ramps will also be installed to allow cyclists to navigate the roundabout as pedestrians. Trackless trolley poles will be relocated as needed and transit stops upgraded to accommodate transit users. Where possible the intersection will be milled/overlaid to avoid full depth reconstruction.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP	5,072									
		5,072	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		5,072		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111194

Castor Avenue Corridor Safety Improvements

LIMITS: Castor Ave from Comly to Rhawn Ave

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

NHPP:

FC:

CMP: Not SOV Capacity Adding

Est Let Date: 10/10/2024

AQ Code:S6

IPD:

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	TOLL													
CON	HSIP	6,048												
CON	TOLL													
CON	HSIP		921											
		6,048	921	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028		6,969		Total FY2029-2032				0		Total FY2033-2036		0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

**MPMS#** 111515

**Cherokee Street Bridge over Valley Green Road**

**LIMITS:** Cherokee Street Bridge over Valley Green Road

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

**PROJECT MANAGER:** TSS/RKK/C. Carmichael

**NHPP:**

**FC:**

**CMP:** Not SOV Capacity Adding

**Est Let Date:** 10/10/2024

**AQ Code:**S19

**IPD:**

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TOLL												
CON	sSTP	1,660											
CON	STP	3,890											
		5,550	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		5,550		Total FY2029-2032			0	Total FY2033-2036			0



## 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:**

MRPID:427

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** PWB/M. Washington

**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)

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	1,000											
CON	STU*		2,000										
CON	STU*			2,000									
CON	STU*				3,940								
CON	STU*					3,036							
CON	STU*						6,024						
		1,000	2,000	2,000	3,940	3,036	6,024	0	0	0	0	0	0
		Total FY2025-2028		8,940		Total FY2029-2032		9,060		Total FY2033-2036		0	

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 112525** *Citywide 3R 111*

**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/M. Washington

**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 FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU	5,460											
CON	LOC	1,365											
CON	STU		2,069										
CON	LOC		517										
CON	STU			2,069									
CON	LOC			517									
CON	STU				678								
CON	LOC				169								
CON	STU					5,069							
CON	LOC					1,267							
CON	STU						4,917						
CON	LOC						1,229						
CON	STU							4,069					
CON	LOC							1,017					
CON	STU								16,221				
CON	LOC								4,055				
		6,825	2,586	2,586	847	6,336	6,146	5,086	20,276	0	0	0	0
		Total FY2025-2028		12,844		Total FY2029-2032		37,844		Total FY2033-2036		0	

# DVRPC FY2025-2028 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:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/M. Washington

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	<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>	<u>FY2035</u>	<u>FY2036</u>
FD	STP	1,384											
FD	LOC	347											
CON	STP		1,880										
CON	LOC		470										
CON	STU			1,880									
CON	LOC			470									
CON	STP				880								
CON	LOC				220								
CON	STP					2,880							
CON	LOC					720							
CON	STP						1,880						
CON	LOC						470						
		1,731	2,350	2,350	1,100	3,600	2,350	0	0	0	0	0	0
		Total FY2025-2028		7,531		Total FY2029-2032		5,950		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 113762      Broad Street Interchange

LIMITS:

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: E. Elbich

NHPP:

FC:

CMP:

No Let Date

IPD:

This work is the planning and project development activities of conceptual level plans, engineering studies and environmental mitigations for the reconstruction of Interstate 95 between Girard Point Bridge and Pattison Avenue 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 Pattison Avenue 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
STUD	NHPP	500											
STUD	NHPP		500										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,000		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 113763     Walt Whitman Bridge Interchange

LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: E. Elbich

CMP:

This work is the planning and project development activities of conceptual level plans, engineering studies and environmental mitigations for the reconstruction of Interstate 95 between Pattison and Morris streets for the given limits on the I-95 mainline 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.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	NHPP	500									
STUD	NHPP		500								
		500	500	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,000		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 113764      *Penns Landing Interchange*

LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: E. Elbich

CMP:

This work is the planning and project development activities of conceptual level plans, engineering studies and environmental mitigations for the reconstruction of Interstate 95 between Morris and Spring Garden streets on the I-95 mainline for the given limits 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.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	NHPP	500									
STUD	NHPP		500								
		500	500	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,000		Total FY2029-2032		0		Total FY2033-2036	
										0	



Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 113765 Christopher Columbus Blvd Corridor

LIMITS:  
IMPROVEMENT Roadway Rehabilitation  
MUNICIPALITIES: Philadelphia City  
PLAN CENTER:  
PROJECT MANAGER: E. Elbich

NHPP:  
FC:  
CMP:

No Let Date  
IPD:

This work is the planning and project development activities of conceptual level plans, engineering studies and environmental mitigations for the reconstruction of Interstate 95 connections and effects between Oregon and Spring Garden streets for the given limits on Christopher Columbus Boulevard (SR 2001) 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	NHPP	500									
STUD	NHPP		500								
		500	500	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,000		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 114173    *Roosevelt Blvd Crossover Lanes (Competitive CMAQ)*

LIMITS: Roosevelt BlvdNo Let Date

IMPROVEMENT Intersection/Interchange ImprovementsNHPP:

MUNICIPALITIES: Philadelphia CityFC:AQ Code:R1

PLAN CENTER:IPD:

PROJECT MANAGER: EE/J. ArenaCMP: Minor SOV CapacityCMP 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	3,000											
CON	CAQ		1,500										
		3,000	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		4,500		Total FY2029-2032			0	Total FY2033-2036			0

# DVRPC FY2025-2028 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:** Traff/A. Patel

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	TOLL												
FD	HSIP	313											
CON	TOLL												
CON	HSIP	2,376											
CON	TOLL												
CON	HSIP		2,375										
		2,689	2,375	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		5,064		Total FY2029-2032				0		Total FY2033-2036	
													0

# DVRPC FY2025-2028 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:2045M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/L. Fullard

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	TOLL												
FD	HSIP	1,500											
FD	TOLL												
FD	HSIP		1,500										
UTL	TOLL												
UTL	HSIP		500										
CON	581					488							
CON	STU						3,571						
CON	581						738						
CON	581							1,421					
CON	581								6,127				
CON	581									4,793			
CON	581										3,729		
CON	581											3,255	
		1,500	2,000	0	0	488	4,309	1,421	6,127	4,793	3,729	3,255	0
		Total FY2025-2028			3,500	Total FY2029-2032			12,345	Total FY2033-2036			11,777

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

**MPMS#** 115440

*Washington Lane Corridor Safety Improvements*

**LIMITS:** Stenton Ave to Cheltenham Ave

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

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

**NHPP:**

**FC:**

**CMP:** Minor SOV Capacity

Est Let Date: 5/7/2026

AQ Code:2035M

IPD:

CMP Subcorridor(s): 14A, 15A

This project will implement countermeasures to improve safety along Washington Ln (SR 4019) from Stenton Ave (SR 4002) to Cheltenham Ave (SR 0309) in the City of Philadelphia. Pedestal mounted signal head will be converted to overhead mast arms including the installation of retroreflective back plates and coordination of signals along the corridor. Pedestrian safety improvements include the installation of pedestrian countdown signals at signalized intersections and the installation of curb bump outs at high pedestrian volume intersections. The installation of raised crosswalks and flashing beacons at the 76th St/Briar Road intersection is also planned as part of this project.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP		3,450								
		0	3,450	0	0	0	0	0	0	0	0
Total FY2025-2028		3,450		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

**MPMS# 115442**     *Vine Street Corridor Safety Improvements*

LIMITS: 7th Street to Broad Street

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

NHPP:

FC:

AQ Code:S6

IPD:

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	HSIP	352											
FD	TOLL												
UTL	HSIP		50										
UTL	TOLL												
CON	TOLL												
CON	HSIP			3,893									
CON	sHVRU			7,000									
		352	50	10,893	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		11,295		Total FY2029-2032				0		Total FY2033-2036	
													0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

**MPMS#** 115444

**Wyoming Avenue Corridor Safety Improvements**

**LIMITS:** Roosevelt Boulevard to Whitaker Avenue

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

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

**Est Let Date:** 3/12/2026

**NHPP:**

**FC:**

**AQ Code:**S6

**IPD:**

**CMP:** Not SOV Capacity Adding

This project will implement countermeasures to improve safety along local route Wyoming Ave from Roosevelt Blvd to Whitaker Ave in the City of Philadelphia. Pedestal mounted signal heads will be converted to overhead mast arms throughout the corridor to improve visibility of the signal heads. Flashing beacons will be installed at the three unsignalized intersections: 3rd St, A St, and B St.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP										
			3,600								
		0	3,600	0	0	0	0	0	0	0	0
		Total FY2025-2028		3,600		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

**MPMS#** 115445

**5th Street Corridor Safety Improvements**

**LIMITS:** Spring Garden Street to Erie Avenue

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

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

**Est Let Date:** 2/12/2026

**NHPP:**

**FC:**

**AQ Code:**S6

**IPD:**

**CMP:** Not SOV Capacity Adding

This project will implement countermeasures to improve safety along local route 5th St from Spring Garden St to Erie Ave in the City of Philadelphia. Pedestal mounted signal heads will be converted to overhead mast arms to improve visibility of signal heads at intersections. Pedestrian safety improvements include the addition of pedestrian countdown signals as part of the intersection improvements.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP										
			7,500								
		0	7,500	0	0	0	0	0	0	0	0
		Total FY2025-2028		7,500		Total FY2029-2032		0		Total FY2033-2036	
										0	



# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 116807 Citywide ADA Ramps 4

LIMITS: City of Philadelphia

Est Let Date: 3/13/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/M. Washington

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	720											
FD	LOC	180											
CON	STP		1,855										
CON	LOC		464										
CON	STP			1,000									
CON	LOC			250									
CON	STP				2,005								
CON	LOC				501								
CON	STP					3,722							
CON	LOC					931							
CON	STP						693						
CON	LOC						173						
		900	2,319	1,250	2,506	4,653	866	0	0	0	0	0	0
		Total FY2025-2028		6,975		Total FY2029-2032		5,519		Total FY2033-2036		0	

# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 117341** *Penn's Landing Project Development - Local DEVELOPMENT - LOCAL*

**LIMITS:** Spans both I-95 and Christopher Columbus Boulevard between Chestnut and W

No Let Date

**IMPROVEMENT** Other

**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	<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>	<u>FY2035</u>	<u>FY2036</u>
CON	PRIV	25,000											
CON	LOC	80,000											
		105,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		105,000		Total FY2029-2032				Total FY2033-2036			
						0				0			

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117966      Overbrook Education Center Slow Zone

LIMITS: Overbrook Education CenterNo Let Date

IMPROVEMENT Bicycle/Pedestrian ImprovementNHPP:

MUNICIPALITIES: Philadelphia CityFC:AQ Code:A2

PLAN CENTER:IPD:

PROJECT MANAGER: EE/DVRPC/M. MerazCMP: 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TAU	985											
		985	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			985	Total FY2029-2032			0	Total FY2033-2036			0

# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 118014 2023 Bridge Painting Pkge

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

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	<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>	<u>FY2035</u>	<u>FY2036</u>
FD	185		437										
UTL	BRIP		874										
UTL	TOLL												
CON	TOLL												
CON	BRIP					3,502							
CON	TOLL							3,339					
CON	BRIP								3,900				
CON	BOF												
		0	1,311	0	0	0	3,502	3,339	3,900	0	0	0	0
		Total FY2025-2028		1,311		Total FY2029-2032		10,741		Total FY2033-2036		0	

# DVRPC FY2025-2028 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 118034 *Spring Garden Connector*

New

LIMITS: Pennsylvania Ave to N. Christopher Columbus Blvd.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:261

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	LOC	1,000											
FD	OTH	500											
CON	TOLL												
CON	STU		2,660										
CON	TOLL												
CON	STU			2,660									
CON	CRP			1,300									
CON	CRPU			8,822									
CON	TOLL												
CON	CRP				1,320								
CON	STU				2,660								
CON	CRPU					280							
CON	TOLL												
CON	STU					5,320							
CON	STU						5,320						
CON	CRPU						6,006						
CON	CRP						1,368						
CON	TOLL												
CON	STU							5,320					
CON	TOLL												
CON	CRPU							5,000					
CON	TOLL												
CON	STU								1,000				
CON	TOLL												
CON	CRPU									1,904			
CON	STU										1,110		
CON	TOLL												
		1,500	2,660	12,782	3,980	5,600	12,694	10,320	1,000	1,904	1,110	0	0
Total FY2025-2028				20,922		Total FY2029-2032		29,614		Total FY2033-2036		3,014	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 1180355th Street Improvements

LIMITS: Roosevelt Blvd. to Godfrey Ave.No Let Date

IMPROVEMENT StreetscapeNHPP: N

MUNICIPALITIES: Philadelphia CityFC:

PLAN CENTER:AQ Code:2035M

PROJECT MANAGER: PWB/M. WashingtonCMP: Not SOV Capacity AddingIPD:

To design and construct complete street improvements on 5th Street between Roosevelt Boulevard and Godfrey Avenue. Improvements include signal modernization, interconnect, resurfacing, channelization, ADA ramps, safety improvements, and streetlighting

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581		705										
CON	STP			1,000									
CON	581			250									
CON	STU				2,576								
CON	581				644								
CON	STP					1,566							
CON	581					391							
CON	STP						556						
CON	581						139						
CON	STP							2,132					
CON	581							533					
CON	STP								1,566				
CON	581								391				
		0	705	1,250	3,220	1,957	695	2,665	1,957	0	0	0	0
Total FY2025-2028		5,175				Total FY2029-2032		7,274		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118359

Logan Square Sidewalk

LIMITS: Logan Square

NHPP:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

MUNICIPALITIES: Center City Philadelphia

IPD:

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

This project will construct ADA ramps, concrete sidewalk replacement and granite curb along the inner circle of Logan Square roadway matching work surrounding the improved areas of the Benjamin Franklin Parkway.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	1,500									
		1,500	0	0	0	0	0	0	0	0	0
Total FY2025-2028				1,500	Total FY2029-2032				0	Total FY2033-2036	
										0	

# DVRPC FY2025-2028 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. 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.

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.

TIP Program Years (\$ 000)														
Phase	Fund	<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>	<u>FY2035</u>	<u>FY2036</u>	
CON	CAQ	592												
CON	LOC	147												
CON	TAP		1,000											
		739	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028		1,739		Total FY2029-2032				0		Total FY2033-2036		0



Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	RAISE	734											
PE	LOC	1,234											
FD	LOC	2,201											
CON	RAISE		24,266										
CON	LOC		886										
		4,169	25,152	0	0	0	0	0	0	0	0	0	0
Total FY2025-2028				29,321		Total FY2029-2032		0		Total FY2033-2036		0	

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:

PLAN CENTER:     AQ Code:X1

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

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
STUD	581	500											
STUD	581		500										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,000		Total FY2029-2032				0			
										Total FY2033-2036			
										0			

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 119822

US 1: Broad Street - Adams Avenue

LIMITS: Broad Street(SR 611) to Adams Avenue

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Gannett/A. Harper

NHPP:

FC:

CMP: Minor SOV Capacity

No Let Date

MRPID:188A

AQ Code:2035M

IPD:

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. Improvements include curb extensions to shorten crossing distances, realigned crosswalks, realigned lane configurations and turn lanes, upgrades to traffic signals and timing, changes to traffic movements, and new or upgraded transit shelters and stations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	MEGA		11,100										
CON	STU		3,833										
CON	LOC		4,227										
CON	STU			3,833									
CON	MEGA			11,100									
CON	LOC			4,227									
CON	MEGA				11,100								
CON	STU				3,833								
CON	LOC				4,227								
		0	19,160	19,160	19,160	0	0	0	0	0	0	0	0
		Total FY2025-2028		57,480		Total FY2029-2032				0		Total FY2033-2036	
												0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 119836

US 1: Adams Avenue - Old Lincoln Highway

LIMITS: Adams Ave to Old Lincoln Highway

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bensalem Township; Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Gannett/A. Harper

NHPP:

FC:

CMP: Minor SOV Capacity

No Let Date

MRPID:188A

AQ Code:2035M

IPD:

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. Improvements include curb extensions to shorten crossing distances, realigned crosswalks, realigned lane configurations and turn lanes, upgrades to traffic signals and timing, changes to traffic movements, and new or upgraded transit shelters and stations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU		5,140										
CON	MEGA		14,900										
CON	LOC		5,667										
CON	MEGA			14,900									
CON	STU			5,140									
CON	LOC			5,667									
CON	STU				5,140								
CON	MEGA				14,900								
CON	LOC				5,667								
		0	25,707	25,707	25,707	0	0	0	0	0	0	0	0
		Total FY2025-2028		77,121		Total FY2029-2032				0		Total FY2033-2036	
												0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 119896     Reconnecting our Chinatown

LIMITS: 

No Let Date

IMPROVEMENT Bridge Repair/Replacement 

NHPP:

MUNICIPALITIES: Philadelphia City 

FC:

AQ Code:A2

PLAN CENTER: 

IPD:

PROJECT MANAGER: AECOM/P. Schultes 

CMP:

This project will ensure that residents and visitors in Chinatown can safely travel by any mode they choose. It will increase access to greenspace, and reconnect the two sides of Chinatown divided by the Expressway.

Specific project components include:

1. Construction of a 1.3-acre, 730-foot-long cap over the Vine Street Expressway between 10th and 12th streets, with green space and other community amenities;
2. Implementation of a road diet, extensive streetscaping, and other pedestrian and bike improvements along the local Vine Street lanes;
3. Connection to the Reading Viaduct Rail Park;
4. Construction of a signature pedestrian bridge at 9th Street over the Vine Street Expressway; and
5. Rehabilitation of the 10th and 11th Street bridges including rehab of the sidewalks and ADA curb ramps.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	RACP	8,397											
FD	RACP	12,476											
CON	RACP		138,037										
		20,873	138,037	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		158,910		Total FY2029-2032				Total FY2033-2036			
									0				0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120282

Fairhill Neighborhood Slow Zone Phase 2

LIMITS: Between 5th Street, Glenwood Ave, 2nd Street, and Allegheny Ave

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Fry

CMP:

The proposed work seeks to make permanent, effective safety measures guided by the USDOTs National Roadway Safety Strategy, FHWA Proven Safety Countermeasures initiative and Neighborhood Slow Zone pilot program data to address critical safety concerns and insufficient ADA accessibility within the Fairhill Neighborhood Slow Zone.

The project includes upgrading effective interventions from temporary to permanent materials. Proposed improvements include new raised crosswalks at Neighborhood Slow Zone gateways; redesigned Slow Zone advisory signage for drivers entering Slow Zone limits; concrete curb extensions in place of painted corner clearances at locations adjacent to Luis Muñoz-Marin Elementary, Mann Older Adult Center, the Rivera Recreation Center (currently under renovation through the City's Rebuild program), and at multiple crossings along Glenwood Avenue; installation of Continental crosswalks in place of several standard crosswalks and new ADA ramps at multiple locations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	411	3,000											
CON	LOC	900											
		3,900	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		3,900		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120298      Schuylkill Banks: Batram-Passyunk Phase 2

LIMITS: 

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement 

NHPP:

MUNICIPALITIES: Philadelphia City 

FC:

AQ Code:A2

PLAN CENTER: 

IPD:

PROJECT MANAGER: P. Shultes 

CMP:

This project is to acquire the land needed to extend Schuylkill Banks approximately 3,400 feet south to connect to the pedestrian infrastructure and public transportation routes along Passyunk Avenue, which is a major thoroughfare connecting multiple communities throughout South and Southwest Philadelphia. Schuylkill River Development Corporation (SRDC) will manage the land acquisition process in partnership with the City of Philadelphia, the eventual project site owner.

Acquiring the land needed to build the Bartrams to Passyunk Phase II trail segment ensures the expansion of low- and no-cost transportation options to more residents, encourages new bicycle and pedestrian trips between dozens of Philadelphia neighborhoods and transportation hubs, and increases multimodal transportation throughout the city. Additionally, completing the project ensures the fair and equitable distribution of high-quality transportation facilities to underserved populations in Southwest Philadelphia.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	411	2,385											
CON	LOC	715											
		3,100	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		3,100		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120762

Cobbs Creek Parkway: Market - Woodland

New-B

LIMITS: Cobbs Creek Parkway: Market Street to Woodland Avenue

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/L. Fullard

CMP: Not SOV Capacity Adding

This project will construct safety improvements on Cobbs Creek Parkway for the first phase of the 6.9 mile corridor. Improvements include pedestrian crossings, full signal upgrades, a modified road diet, and curb bump outs in various locations between Market Street and Church Street. The project area involves coordination with various City of Philadelphia departments including Philadelphia Water Department, Rebuild, and SEPTA.

Design activities will be completed under the parent project, 63rd Street Corridor Safety Improvements (MPMS #115435).

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TOLL												
CON	HSIP	1,700											
CON	581								9,300				
		1,700	0	0	0	0	0	0	9,300	0	0	0	0
		Total FY2025-2028			1,700	Total FY2029-2032			9,300	Total FY2033-2036			0



Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120940Philadelphia County ADA Ramps

New

LIMITS: Various locations in the City of Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The project involves constructing ADA ramp improvements at various intersections along state highways in Philadelphia County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	TOLL												
PE	CRPU	400											
FD	TOLL												
FD	CRPU		300										
CON	TOLL												
CON	CRPU				2,346								
CON	CRPU					2,654							
CON	TOLI												
		400	300	0	2,346	2,654	0	0	0	0	0	0	0
		Total FY2025-2028		3,046		Total FY2029-2032		2,654		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120993    North Philadelphia School Zones RAISE 23

LIMITS: PhiladelphiaNo Let Date

IMPROVEMENT Bicycle/Pedestrian ImprovementNHPP:

MUNICIPALITIES: Philadelphia CityFC:AQ Code:A2

PLAN CENTER:IPD:

PROJECT MANAGER: CH2MHill/P. ContiCMP: Not SOV Capacity Adding

This project will construct multimodal, accessibility, and mobility improvements around six schools and on adjacent high injury corridors. The work includes raised crosswalks at Slow Zone gateways, Slow Zone advisory signage for drivers, curb extensions at key community locations and hazardous crossings, installation of continental crosswalks, ADA ramps, pavement resurfacing, and traffic signals and communications upgrades.

Four (4) project zones encompass six (6) schools along high injury corridors, all in close proximity, and all within Area of Persistent Poverty and Historically Disadvantaged Communities.

The project is located in North Philadelphia, including the Fairhill and Tioga sections, in the vicinity of six schools: Mary McLeod Bethune, Kenderton, Kipp Elementary, Julia DeBurgos Elementary, Pan-American, and Potter-Thomas.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	RAISE	560											
PE	LOC	560											
FD	LOC	1,119											
CON	RAISE		24,441										
CON	LOC		2,322										
		2,239	26,763	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		29,002		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 121096City Wide 112

LIMITS:No Let Date

IMPROVEMENT Roadway RehabilitationNHPP:

MUNICIPALITIES: Philadelphia CityFC:AQ Code:S10

PLAN CENTER:IPD:

PROJECT MANAGER: PWB/M. WashingtonCMP:

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. Most street segments will be milled and resurfaced with bituminous material and restriped. S 2nd St is paved in historically designated granite block, and will be regouted with other select repairs. Martin Luther King Dr was recently resurfaced but will receive a high-friction surface treatment along with guiderail repairs to enhance roadway safety, while the concrete surface on South St will be restriped and will be evaluated for other safety improvements. 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; segments on N 2nd, 10th, 42nd, 52nd, Cecil B. Moore, Cedar, Hunting Park, and Oxford 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. N 2nd, 5th, Broad, Germantown, and Spring Garden are all part of the National Highway System (NHS).

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	STU	400											
PE	LOC	100											
CON	STU				391								
CON	LOC				98								
CON	STU											2,059	
CON	LOC											515	
CON	STU												17,550
CON	LOC												4,387
		500	0	0	489	0	0	0	0	0	0	2,574	21,937
		Total FY2025-2028			989	Total FY2029-2032			0	Total FY2033-2036			24,511

Total For Philadelphia	2025	2026	2027	2028	2025-2028	2029-2032	2033-2036
	\$322,452	\$413,427	\$180,598	\$151,101	\$1,067,578	\$452,611	\$305,333