

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17407 *Erie Ave o/ Conrail (Bridge)*

LIMITS Between North Third Street and North Lawrence Street

Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLAN CENTER:

IPD: 6

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

PennDOT Class: Bridge Removal

PennDOT Improvement: Bridge Removal

NHPP: Y

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

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	185		40												
FD	185			269											
ROW	185				1,150										
UTL	STP					61									
UTL	185					16									
CON	STP						3,640								
CON	185						910								
		0	40	269	1,150	77	4,550	0	0	0	0	0	0		
		Total FY2017-2020			1,459	Total FY2021-2024				4,627	Total FY2025-2028				0

MPMS# 17409 *Coulter St/SEPTA *B2*

New

LIMITS

Est Let Date: 3/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: Gannett/S. New

CMP:

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves the rehabilitation or replacement of the Coulter Street (S.R. 4011) bridge over SEPTA, in the City of Philadelphia, Philadelphia County, Pennsylvania. This roadway is a vital local connector for the surrounding communities and is also on SEPTA's Bus Route K. The existing structure is a steel riveted thru girder superstructure founded on masonry abutments. The deck and superstructure of the bridge have been rated to be in poor condition with the substructure rated to be in fair condition. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	581	642													
PE	581			70											
FD	581			737											
ROW	581			153											
UTL	581			737											
CON	581					3,582									
		642	0	1,697	0	3,582	0	0	0	0	0	0	0		
		Total FY2017-2020			2,339	Total FY2021-2024				3,582	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17460 *40th Street Bridge Over Amtrak/SEPTA SR:7301*

Return

LIMITS Over Amtrak/SEPTA

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

The existing bridge (built in 1915) has two lanes, shoulders, and sidewalks on both sides. It currently has a 3-ton weight restriction, forcing the detour of two SEPTA bus routes. The new bridge will also have two lanes, shoulders, and sidewalks on both sides. The bicycle and pedestrian checklists will be incorporated into the project.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	STU		36												
FD	183		7												
FD	LOC		2												
UTL	STU		712												
UTL	183		134												
UTL	LOC		44												
CON	STP														
		0	935	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			935			Total FY2021-2024			0			Total FY2025-2028	

MPMS# 17511 *City Ave o/ SEPTA (Bridge)*

LIMITS over SEPTA Cynwyd Line

Est Let Date: 8/13/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	185	546													
FD	185		255												
ROW	NHPP		44												
ROW	185		11												
UTL	NHPP		44												
UTL	185		11												
CON	NHPP					4,514									
CON	185					1,128									
		546	365	0	0	5,642	0	0	0	0	0	0	0		
		Total FY2017-2020			911			Total FY2021-2024			5,642			Total FY2025-2028	

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Philadelphia

MPMS# 17521 *Pine Road Bridge over SEPTA (Act 13)*

New

LIMITS Pine Road Bridge over SEPTA

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Pine Road Bridge over SEPTA's (abandoned) Newtown Branch, north of Rhawn Street in Fox Chase (City Bridge No. 194), is designated as Structurally Deficient (SD) with a weight restriction for 20 tons and a sufficiency rating of 62, and requires a full superstructure replacement.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	ACT13		240											
FD	ACT13				160									
CON	ACT13						2,000							
		0	240	0	160	0	2,000	0	0	0	0	0	0	
		Total FY2017-2020			400	Total FY2021-2024				2,000	Total FY2025-2028			0

MPMS# 17657 *Market Street Signal and Pedestrian Improvements SR:3010*

Return

LIMITS 46th Street to 63rd Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/VLF

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

Install pedestrian crosswalks at 17 intersections beneath SEPTA's Market St. Elevated Line, modernize the traffic signals, and lengthen the left turn standby lane on Market St. where possible.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	CAQ		1,839											
CON	LOC		460											
		0	2,299	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,299	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Woodland Avenue to Bartram Avenue

Est Let Date: 3/1/2018

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLAN CENTER: Metropolitan Subcenter

IPD: 7

PROJECT MANAGER: TWB/V. Fleysh

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4C, 6B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

Upgrade the signal controls at six intersections including incidental stormwater improvements, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	CAQ	1,290											
FD	LOC	323											
CON	CAQ			9,121									
CON	LOC			2,280									
		1,613	0	11,401	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		13,014		Total FY2021-2024				0			
						Total FY2025-2028				0			

MPMS# 17782 *I-95 & Aramingo Ave., Adams Ave. Connector SR:1007*

LIMITS Betsy Ross Bridge to Torresdale Ave.

Est Let Date: 11/10/2016

IMPROVEMENT Intersection/Interchange Improvements

MRPID:68

MUNICIPALITIES: Near Northeast Philadelphia

FC: 16

AQ Code:2020M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

This project will extend Adams Avenue (SR 1026), which is located east of Tacony St. and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes, etc. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581	4,015											
CON	581		2,022										
CON	581			7,098									
CON	581				4,545								
		4,015	2,022	7,098	4,545	0	0	0	0	0	0	0	0
		Total FY2017-2020		17,680		Total FY2021-2024				0			
						Total FY2025-2028				0			

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Philadelphia

MPMS# 17791 *West Bank Greenway (C004) SR:0000*

Return

LIMITS 31ST ST., 32ND ST., & MANTUA AVE. (etc.)

No Let Date

IMPROVEMENT

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:X

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

Rebuild existing sidewalk as a pedestrian path/bikeway, rebuild fence and portions of a stone retaining wall, remove billboards, landscape to open views to the city skyline, plant street trees, install street lighting and signs, widen Spring Garden St. bridge sidewalk, construct ramp for pedestrians and bicyclists to connect the Spring Garden St. bridge to West River Drive.

LET EARLY 2006

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	CAQ		130											
CON	TOLL													
		0	130	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			130	Total FY2021-2024				0	Total FY2025-2028			0

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Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17816 Chestnut Street Bridges, Ramps, (8) at 30th Street SR:0003

LIMITS Over Amtrak/Schuylkill River/I-76/CSX Rail Line/

Est Let Date: 5/4/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 5

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

The purpose of the project is to maintain safe and efficient transportation access to serve existing and future transportation needs associated with Center City Philadelphia. Eight (8) total bridges will be rehabilitated. The four (4) structurally deficient or functionally obsolete Chestnut St. bridges are over 30th Street Lower and I-76 (Schuylkill Expressway), the Schuylkill River, the CSX freight railroad line that lies east of the Schuylkill River, and 24th St. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (2 structures), plus Ramp A and Ramp B (off and on ramps to I-76, 2 structures).

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

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

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185	250											
ROW	STU	1,460											
ROW	NHPP	2,400											
ROW	185	1,101											
ROW	NHPP			1,211									
ROW	185			227									
ROW	STU					1,329							
CON	NHPP	23,265											
CON	185	5,567											

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CON	581	250										
CON	SXF	1,538										
CON	NHPP	17,456										
CON	185	2,811										
CON	581	1,553										
CON	NHPP	19,223										
CON	581	1,370										
CON	185	3,435										
CON	NHPP		31,214									
CON	581		4,368									
CON	185		3,435									
		34,293	23,358	25,466	39,017	0	1,329	0	0	0	0	0
		Total FY2017-2020	122,134			Total FY2021-2024	1,329			Total FY2025-2028	0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Shackamaxon Street to Ann Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2025M

PLAN CENTER: Metropolitan Center

IPD: 5

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686 which has been let), GR2 (MPMS# 83640 which has been let), GR3 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS# 79828). The construction projects will provide widening and reconstruction of I-95 to eliminate the lane drop (from 3 to 4) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Additional direct access is being provided from Girard and Delaware Avenues to I-95 SB and from Aramingo Avenue to I-95 NB. No existing interchange movements will be eliminated. Pedestrian, bicycle and transit facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP*	2,102											
PE	581*	525											
FD	NHPP	3,875											
FD	581	969											
FD	NHPP		3,875										
FD	581		969										
FD	NHPP			6,000									
FD	581			1,500									
FD	NHPP				10,250								
FD	581				2,563								
UTL	NHPP	3,179											
UTL	581	795											
UTL	NHPP		3,179										
UTL	581		795										
UTL	NHPP			5,304									

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Philadelphia

UTL 581		1,326												
UTL NHPP			9,554											
UTL 581			2,389											
	11,445	8,818	14,130	24,756	0	0	0	0	0	0	0	0	0	
	Total FY2017-2020		59,149		Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 46956 **North Delaware Avenue Extension SR:0000**

LIMITS Lewis Street to Buckius Street

Actl Let Date: 11/7/2013

IMPROVEMENT Roadway New Capacity

MRPID:66

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:2020M

PLAN CENTER:

IPD: 6

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

CMP Subcorridor(s): 4B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP:

A new roadway and a new bridge across Frankford Creek will be constructed. The project has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. The new road will extend between Lewis Street, where it currently ends, and Buckius Street, approximately a mile and 1/2 further north. The roadway will include a sidewalk and shared-use sidepath, part of the North Delaware Riverfront Greenway trail. The road will also serve as an alternative to route for local truck traffic in order to get that traffic off of narrow Richmond Street. Phase 1A of this project has been let under this MPMS #46956 for construction on 11/7/2013, and this project is the design parent of MPMS #102102 (North Delaware Avenue Phase 1B).

Other recreational facilities associated with this project include the North Delaware River Greenway trail, sponsored by the PA Environmental Council. The trail is roughly 10 to 11 miles long and runs approximately from the Allegheny Ave. /Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue. MPMS #61712 provides a full description of these sections, which will be broken out to individual projects at the appropriate time:

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek, MPMS #46956 and #79830.
- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Princeton Avenue (Tacony Boat Ramp), MPMS #61712.
- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Princeton Avenue to Pennypack Park trail, MPMS #79832.
- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Pleasant Hill Park (Linden Avenue Boat Ramp), MPMS #79833.

MPMS #90482 for the North Delaware Riverfront Greenway was advanced with TIGER and CMAQ funding. Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	STU	699												
ROW	LOC	174												
UTL	STU	170												
UTL	LOC	42												
CON	STU	834												
CON	LOC	743												
		2,662	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		2,662		Total FY2021-2024				0	Total FY2025-2028			0

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Philadelphia

MPMS# 46958 Philadelphia Naval Shipyard Access

LIMITS Langley Ave. 26th Street to Broad Street

Actl Let Date: 11/3/2016

IMPROVEMENT Roadway Rehabilitation

MRPID:67

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S10

PLAN CENTER: Metropolitan Subcenter

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	SXF	2,405												
CON	e581	1,200												
CON	LOC	2,700												
CON	e581		3,000											
		6,305	3,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			9,305	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

Return

LIMITS Race St. to Neshaminy Creek

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

This project will provide assistance to the PennDOT project manager and design review services for the I-95 Reconstruction Projects in the City of Philadelphia. These projects include, but are not limited to, the following sections: Section RVS, GIR, AFC, BRI, BSR, and CPR. The limits of the contract cover the City of Philadelphia. The selected firm will be required to provide engineering management assistance and design review services during the preliminary and final design phases. They will be required to provide sufficient staff to assist the Department in adequately maintaining project coordination and schedule for design through bidding of the construction contracts. Other tasks required include, but are not limited to: review of design submissions, hydraulic reports, type size and location submissions, final bridge plans and computations, geotechnical reports, preliminary and final right of way plans, design plans, special provisions, specification and estimates prepared by other consulting engineering firms. Conduct design review meetings and plan checks; review environmental items of work; coordinate required permit applications; standardize design details, coordinate design and right of way acquisition activities, coordinate all traffic control plans to provide optimum traffic flow, coordinate with the various agencies, public officials, interested groups, communities, and utilities by means of periodic meetings; prepare master timetables to coordinate all phases of the projects; monitor schedule to assure compliance with master schedule; evaluate all value engineering submissions and make recommendations to the District. Tasks also include public involvement, development of project newsletters, environmental permit review and tracking of mitigation strategies, preparation of materials for the project website, assist in preparing applicable inter-agency agreements, and responding to public inquiries both through written and e-mail.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	NHPP	800												
PE	581	200												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 48191 *Germantown Ave. Reconstruction (south) at Ashmead SR:4005*

Return

LIMITS Ashmead to near Church

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 15A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

The scope of the project is the reconstruction of Germantown Avenue from Ashmead Street to a point south of Church Lane, a distance of approximately 2,000 feet. The project also includes a separate roadway section of Germantown Avenue from High Street to Walnut Lane and related water and sewer plans for the City of Philadelphia Water Department, a distance of approximately 400 feet. This project includes the reconstruction of the roadway, drainage improvements, replacement of the existing SEPTA trolley track facilities, roadway improvements, improvement of the north bound track area, removal of granite blocks, and removal of SEPTA tracks and replacement with new SEPTA T-rails and concrete. Both the north and south bound improvements include new sidewalks, new street lighting, new trees, and streetscape improvements.

TIP Program Years (\$ 000)

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 48193 **Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003**

LIMITS Over SEPTA R8 Rail Line (South of Germantown Avenue)

Est Let Date: 12/21/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

The project consists of the replacement of the existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West (R8) Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The proposed bridge will consist of a 50-foot long single span structure comprised of adjacent prestressed concrete box beams supporting a reinforced concrete deck. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. The proposed sidewalk width has been set to 8 feet on both sides of the structure to conform to that of the existing sidewalks on the approaches. The sidewalks will be flanked by 3.5-foot high concrete parapet walls with the existing metal protective barrier mounted to the top of the parapets to provide further pedestrian safety. There will be approximately 115 feet of approach roadway work on each approach end of the project to meet the existing pavement and sidewalk conditions. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure. The proposed roadway consists of a normal crowned section within the project limits.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	STP	432												
PE	581	108												
FD	BOF	197												
FD	185	49												
UTL	STU	280												
UTL	581	70												
CON	581	3,500												
		4,636	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020	4,636		Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 50523 Westbank Greenway - Phase 2 SR:9153

Return

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

This project entails scenic beautification and creation and enhancement of pedestrian/bicycle paths along portions of the Schuylkill, connecting 30th St. Station, the Philadelphia Museum of Art, the Philadelphia Zoo, East and West segments of Fairmount Park, and the planned Schuylkill River Park. This phase includes construction or restoration of pedestrian/bicycle paths on the remaining portions of the Greenway, streetscaping, and landscaping.

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	TOLL														
CON	STU		66												
		0	66	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		66			Total FY2021-2024				0				Total FY2025-2028		0

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

Return

LIMITS Over Amtrak's Harrisburg Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 4

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

CMP Subcorridor(s): 7A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

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

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
UTL	STU	1,211													
UTL	183	227													
UTL	LOC	76													
		1,514	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		1,514			Total FY2021-2024				0				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57276 *Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301*

LIMITS Over Amtrak at 30th Street

Est Let Date: 8/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	BOF		208										
UTL	183		39										
UTL	LOC		13										
CON	BOF	1,738											
CON	183	325											
CON	LOC	108											
CON	BOF												
CON	183												
CON	LOC												
CON	BOF			2,089									
CON	183			392									
CON	LOC			131									
CON	BOF				5,234								
CON	183				981								
CON	LOC				326								
CON	BOF					1,138							
CON	183					213							
CON	LOC					71							
		2,171	260	2,612	6,541	1,422	0	0	0	0	0	0	0
		Total FY2017-2020		11,584		Total FY2021-2024			1,422	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57901 *Lincoln Drive (3R)*

LIMITS Ridge Avenue to Wayne Avenue

Est Let Date: 7/13/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC: 14; 16

AQ Code:S10

PLAN CENTER:

IPD: 6

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 15A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: N

This project involves the restoration, reconstruction, and resurfacing of Lincoln Drive between Ridge and Wayne Avenues in Philadelphia, including the replacement of portions of the central median barrier, guiderail, street lights, traffic signals at some intersections, and concrete collar inlets. The roadway will be resurfaced with bituminous material, and a portion of the retaining wall on the north side of Lincoln Drive near Rittenhouse Street will be replaced due to structural failure. Some curblines will undergo minor adjustments in order to improve traffic conditions. Also includes curb modifications and related improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STP	214												
FD	LOC	53												
CON	STU		2,987											
CON	STP		3,462											
CON	LOC		1,714											
CON	LOC		865											
CON	STU			3,462										
CON	LOC			865										
		267	9,028	4,327	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			13,622	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 57902 *City Wide 3R Betterments*

LIMITS City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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

See MPMS#91837 for CW103B package.

See MPMS #105092 for CW104 package.

September 2015 balance: FY15 – PE: \$132,000 Local; FY17 – CON: \$1,011,000 (\$809,000 STU/\$202,000 Local), FY18 – CON: \$2,500,000 (\$2,000,000 STP/\$500,000 Local), FY20 – CON: \$13,916,000 (\$10,600,000 STU/\$533,000 STP/\$2,783,000 Local)

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 61712 **North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item**

LIMITS North Delaware Riverfront

Actl Let Date: 1/7/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River Greenway and Trail, North Delaware River East Coast Greenway" or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail"), which entails a 12-foot wide multi-use trail along the Delaware riverfront. Consisting 4 main sections, the overall trail is about 10-11 miles long and runs approximately from the Allegheny Ave. /Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue. This line item (MPMS #61712) contains funding for all 4 sections which are approximated below, that have been or will be broken out into separate MPMS#s at the appropriate time.

(1) MPMS #46956 (constructed) and #79830 –The Delaware Avenue Extension extends the Port Richmond Trail from Lewis Street to Orthodox Street in MPMS #46956. A gap between Orthodox Street and Old Frankford Creek (MPMS #79830) remains. Note that the Port Richmond Trail (MPMS #90482) that has been constructed begins at Allegheny Ave. /Richmond St. intersection under the I-95 overpass near the Montkiewicz Playground, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge. The Port Richmond Trail (MPMS #90482) and North Delaware Avenue Extension (MPMS #46956) is approximately 2.25 miles long and was funded with TIGER and CMAQ funds.

(2) MPMS #61712 - The Wissinoming / Tacony (K&T Trail) section is approximately 3 miles long, begins at the Old Frankford Creek at the Frankford Arsenal Boat launch and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park (an existing Trail and Park) to Princeton Avenue (Tacony Boat Ramp).

(3) MPMS #79832 - The Holmesburg Trail section is approximately 2 miles long and begins at Princeton Avenue and runs north along the river's edge to tie into the existing Pennypack Park trail. The section between Rhawn Street and Pennypack Creek is completed.

(4) MPMS #79833 (let for construction on June 2014) - The Torresdale (Baxter) Section is approximately 3 miles long to cross the Pennypack Creek via a proposed bridge and pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp). This was advanced with \$51,795 earmark funds from LY10 of PA ID #464.

A total of \$2,562,976 earmark funds remaining from PA ID #s 242, 262, 464, 615, and 671 are for the sections (except MPMS #90482):
 -PA ID #242 - \$471,425 of the original \$546,425 from 2003 Appropriations Bill.
 -PA ID #262 - \$183,994 of the original \$750,000 from 2004 Appropriations Bill.
 -PA ID# 464 - \$0 of the original \$8,000,000 from SAFETEA DEMO #2649.
 -PA ID# 615 - \$1,406,386 of the original \$3,000,000 from SAFETEA DEMO #4805.
 -PA ID# 671 - \$501,171 of the original \$500,000 from SAFETEA DEMO #363.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF*	2,368											
		2,368	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,368		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Over Schuylkill River

Actl Let Date: 11/5/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

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

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF*	5,843											
		5,843	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		5,843		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Over Schuylkill River and CSX Railroad

Est Let Date: 10/31/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Center City Philadelphia; West Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 4

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 7A, 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	200											
FD	185	50											
FD	NHPP		2,151										
FD	NHPP			917									
CON	581		131										
CON	NHPP			797									
CON	581			23									
CON	185			339									
CON	NHPP				11,954								
CON	581				674								
CON	185				2,847								
CON	NHPP					12,396							
CON	185					2,459							
CON	581					553							
CON	STU												
CON	581						227						
CON	NHPP									7,719			
CON	581									1,930			
		250	2,282	2,076	15,475	15,408	227	0	0	9,649	0	0	0
		Total FY2017-2020			20,083	Total FY2021-2024			15,635	Total FY2025-2028			9,649

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69909 *Willits Road Bridge Over Wooden Bridge Run SR:1011*

LIMITS Over Wooden Bridge Run

Est Let Date: 3/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay. The project could also include upgrades to the guiderail approaches.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	STP	292											
UTL	TOLL												
UTL	STP	292											
CON	185			1,788									
		584	0	1,788	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,372		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Over Schuylkill River

Est Let Date: 3/29/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: AECOM/C. Suhoskey

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185		200										
UTL	185		1,400										
CON	581	2,854											
CON	185	2,486											
CON	581		3,463										
CON	185		3,410										
CON	185			1,440									
CON	581			2,150									
CON	185				2,100								
CON	185					197							
		5,340	8,473	3,590	2,100	197	0	0	0	0	0	0	0
		Total FY2017-2020		19,503		Total FY2021-2024		197		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Between West Bristol Street and Hunting Park Avenue

Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:NRS

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bridge Removal

PennDOT Improvement: Bridge Removal

NHPP:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STU		249											
FD	185		62											
ROW	STU			360										
ROW	185			90										
UTL	185				71									
CON	STP					2,866								
CON	185					716								
		0	311	450	71	3,582	0	0	0	0	0	0	0	
Total FY2017-2020		832			Total FY2021-2024				3,582			Total FY2025-2028		0

MPMS# 70231 *Swanson Street Reconstruction*

LIMITS Delaware Avenue to Oregon Avenue

Est Let Date: 4/15/2022

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, new drainage, street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STP			810										
FD	LOC			203										
ROW	STP					5,731								
ROW	LOC					1,433								
CON	STP						3,279							
CON	LOC						819							
CON	STP							3,279						
CON	LOC							819						
CON	STP								3,279					
CON	LOC								819					
		0	0	1,013	0	7,164	4,098	4,098	4,098	0	0	0	0	
Total FY2017-2020		1,013			Total FY2021-2024				19,458			Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70243 *American Street Streetscape (TIGER)*

LIMITS Girard Avenue to Indiana Avenue

Est Let Date: 9/14/2017

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This is an industrial corridor with plentiful local truck traffic, characterized by a wide right-of-way, on-street parking, few bicycle or pedestrian amenities, and extensive impervious surfaces resulting in large amounts of stormwater runoff. This project consists of streetscape improvements including curbing, paving, sidewalk improvements, crosswalks, traffic management, landscaping, and possible bicycle facilities, as well as extensive stormwater management improvements. TIGER grant funding awarded in 2015 will allow for reconstruction of the center median, formerly a rail right-of-way, to include expanded green stormwater improvements. American Street between Girard and Lehigh Avenues is classified as an urban collector on the Federal Functional Classification System.

This project has been awarded \$5,000,000 in Federal TIGER grant funding which will be used for construction.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	LOC	852												
FD	STU	1,279												
FD	LOC	888												
CON	TIGER		5,000											
CON	STU		11,457											
CON	LOC		7,389											
CON	STU			4,079										
CON	LOC			1,019										
		3,019	23,846	5,098	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			31,963	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 72597 *Ben Franklin Bridge Philadelphia Operational Improvement*

LIMITS Vine Street, Benjamin Franklin Bridge to 9th St No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:R3

PLAN CENTER: Metropolitan Center IPD: 2

PROJECT MANAGER: AECOM/P. Shultes **CMP:** Minor SOV Capacity **CMP Subcorridor(s):** 3A, 10A, 15A

PennDOT Class: Safety Improvement **PennDOT Improvement:** Safety Improvement **NHPP:** Y

This project will improve signing on the westbound Ben Franklin Bridge and the roadway system exiting the bridge in Philadelphia. The purpose is to improve traffic flow efficiency and safety for vehicles exiting the bridge onto I-676, local Vine Street and other city streets and the west end of the Ben Franklin Bridge. (All of the proposed signing is on the downside of the Benjamin Franklin Bridge as it enters Philadelphia. There is no work west of 6th Street.)

PA ID#251

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL	0	0	0	0	0	0	0	0	0	0	0	0
CON	SXF	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		0				Total FY2021-2024				0			
Total FY2025-2028						0				0			

MPMS# 73136 *Mt. Airy Main Street Streetscape HTSSRS*

Return

LIMITS No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2

PLAN CENTER: IPD:

PROJECT MANAGER: CONSTR **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 15A

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

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project will provide for the construction of streetscape improvements along the 6300 to 7500 blocks of Germantown Avenue in the Mt. Airy section of Philadelphia. Improvements will include street trees, trash receptacles, lighting, repair and replacement of sidewalk as well as beautification through art and landscaping.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$936,100 funding will be drawn down at the appropriate time.

SAFETEA LU earmark 1622, PA ID# 403 -\$1,856,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		0				Total FY2021-2024				0			
Total FY2025-2028						0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS City-wide

Est Let Date: 1/25/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city.

Phase 1 was funded by MPMS# 72996 and Phase 2 is a companion project that is funded through MPMS# 77475. Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

SAFETEA DEMO ID #2622, PA ID# 460- \$3.2 MILLION

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	SXF	2,564												
CON	LOC	679												
		3,243	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,243	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 74833 *Frankford Avenue/Mayfair Streetscape Improvements SR:0013*

Return

LIMITS Cottman Avenue to Harbison Avenue

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLAN CENTER:

IPD:

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP: Y

The project will include streetscape improvements such as pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings on Frankford Ave between Harbison Road and Cottman Avenue. The project will be completed in conjunction with Mayfair CDC, who plans to revitalize Frankford Avenue from Harbison Avenue to Cottman Avenue, specifically in the vicinity of the Devon Theater and other surrounding businesses. Any additional funds required to complete the project will be provided locally.

SAFETEA-LU Earmark- (ID 2935/PA ID 484) \$1 Million, PA

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	SXF	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			0	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

Return

LIMITS South Philadelphia Port

Actl Let Date: 2/16/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/S. New

CMP: Minor SOV Capacity

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

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU	634												
CON	TOLL													
		634	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			634	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 74859 *City Wide 3R #102 Resurfacing*

Return

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

This project includes FAM resurfacing and base repairs, upgrade of all impacted Curb Ramps and cross walks to current federal standards, replacement of traffic signs to comply to federal mandate, and replacement of aluminum streetlight poles with nonconductive fiberglass at several locations: 33rd Street from Lancaster Avenue to Mantua Avenue (\$575,000); 5th Street from Godfrey Avenue to Cheltenham (\$1,120,000); 66th Avenue from 5th Street to 2nd Street (\$475,000); American Street from Hunting Park Avenue to Luzerne Street (\$345,000); 9th Street from Wyoming Avenue to Roosevelt Blvd (\$195,000); Luzerne Street from 5th Street to 9th Street (\$385,000); Sedgley Avenue from Erie Avenue to Allegheny Avenue (\$611,000); 44th Street from Baltimore Avenue to Market Street (\$390,000); 43rd Street from Baltimore Avenue to Powelton Avenue (\$430,000); Greene Street from Cheltenham Avenue to Manheim Street (\$490,000), Comly Avenue from Roosevelt Blvd to Academy Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	STU	175												
		175	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			175	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Between Grays Ferry Avenue and Schuylkill Expressway

Est Let Date: 12/6/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

This project involves rehabilitating or replacing state bridge over the CSX rail line on University Avenue between Grays Ferry Avenue and Schuylkill Expressway in City of Philadelphia. It is a structurally deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	NHPP			675										
PE	185			169										
FD	NHPP					716								
FD	185					179								
ROW	185						61							
UTL	185						61							
CON	NHPP							3,547						
CON	185							887						
		0	0	844	0	895	122	4,434	0	0	0	0	0	
Total FY2017-2020		844			Total FY2021-2024				5,451			Total FY2025-2028		0

MPMS# 76870 *Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301*

Return

LIMITS Over SEPTA R8 Rail Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Germantown-Chestnut Hill

FC:

AQ Code:S19

PLAN CENTER:

IPD: 2

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

CMP Subcorridor(s): 15B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves rehabilitating or replacing the Willow Grove Avenue Bridge over the SEPTA R8 rail line. The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforces concrete abutments, reconstruction of the roadway approach, and the construction of a new single span stringer bridge, concrete parapets and an electrification barrier over the SEPTA track. The bridge is currently closed to vehicular traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	BOF	70												
PE	179	4												
PE	183	13												
CON	BOF	52												
CON	183	10												
CON	LOC	3												
		152	0	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020		152			Total FY2021-2024				0			Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 77464 Chinatown Plaza Revitalization (TE) SR:2676

Return

LIMITS At 10th Street and Vine Street

No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: CONSTR

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

Implement streetscape and traffic calming measures at the area of 10th and Vine Streets in the Chinatown neighborhood of Center City.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. \$980,250 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		0				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

MPMS# 77475 Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2

LIMITS Vicinity of Philadelphia District Schools

Actl Let Date: 11/5/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

Installation of bumpouts and related safety improvements in school zones throughout the City of Philadelphia.

In the spring of 2006 this project was recommended for funding through the Safe Routes to School Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	94											
CON	STU*	1,039											
CON	STU												
Total FY2017-2020		1,133				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 78757 *JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station)*

New-B

LIMITS Between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch).

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD:

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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

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

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

This is a breakout from MPMS #69828.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	NHPP	400											
STUDY	TOLL												
STUDY	TOLL												
STUDY	NHPP		500										
PE	185	975											
PE	185		150										
PE	185			125									
FD	185	175											
FD	185		500										
FD	185			575									
ROW	NHPP												
ROW	TOLL												
ROW	185												
ROW	TOLL												
ROW	NHPP												
ROW	185			750									
ROW	185				1,250								
UTL	TOLL												
UTL	NHPP												
UTL	581		1,000										
UTL	TOLL												
UTL	NHPP												
CON	NHPP												
CON	185												
CON	NHPP				2,369								
CON	185				592								
CON	NHPP					3,300							
CON	185					1,400							
		1,550	2,150	1,450	4,211	4,700	0	0	0	0	0	0	0
		Total FY2017-2020		9,361		Total FY2021-2024			4,700	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 78758 *JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets*

Return

LIMITS Over 21st Street/22nd Street/23rd Street

Actl Let Date: 9/29/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 4

PROJECT MANAGER: AECOM/C. Suhoskey

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

This project involves the superstructure replacement or rehabilitation of the bridges carrying JFK Boulevard over 21st Street (BMS 67-3037-0012-1666), 22nd Street (BMS 67-3037-0012-1210) and 23rd Street (BMS 67-3037-0012-0886). The current scope is to replace or rehabilitate the existing superstructures (prestressed non-composite adjacent box beams) with new superstructures. No widening of the bridges or abutment work is anticipated. The bridges will most likely be constructed in half-widths, with one lane of traffic maintained in each direction. Right-of-Way impacts are to be determined, but are anticipated to be limited to temporary construction easements. This project includes funding for MPMS #78761 (JFK Blvd over 21st Street) and MPMS #78757 (JFK Blvd over 23rd Street).

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581	2,973											
		2,973	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,973		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

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

LIMITS City of Philadelphia

Est Let Date: 11/2/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 5

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	134											
ROW	185	33											
ROW	NHPP			78									
ROW	185			20									
UTL	NHPP	479											
UTL	185	120											
UTL	NHPP			200									
UTL	185			50									
CON	NHPP			4,826									
CON	185			1,207									
		766	0	6,381	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		7,147		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79686 *I-95, Columbia Avenue to Ann Street (GR1)*

LIMITS Columbia Ave. to Ann Street

Actl Let Date: 7/28/2011

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 5

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

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint. This project is a breakout of MPMS# 17821 (GIR).

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

This project is integral to the Delaware Valley Freight Corridors Initiative.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	NHPP	4,250											
ROW	TOLL												
ROW	NHPP		4,250										
UTL	TOLL												
UTL	NHPP	3,600											
CON	NHPP	2,337											
CON	STU	1,000											
CON	581	834											
CON	NHPP		250										
CON	581		63										
		12,021	4,563	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		16,584		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

Return

LIMITS City of Philadelphia

Est Let Date: 8/23/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The project is a 12' wide multi-use trail extending the completed K&T Trail Phase 1 (MPMS 61712) at Magee Avenue and continuing along the Delaware River to the Tacony Boat Launch at Princeton Avenue.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$1,000,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAP			1,000										
		0	0	1,000	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 79832 *North Delaware Riverfront Greenway project, Sec 3*

LIMITS Milnor/Disston Sts. to Pennpack Cr

Est Let Date: 3/28/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The City of Philadelphia Parks and Recreation and Delaware River City Corporation (DRCC) are working together to complete the multi-use trail network known as the North Delaware River East Coast Greenway. The bike/pedestrian trail covers the North Delaware riverfront consists of four sections. The Tacony Holmesburg Trail, Section 3, is approximately two miles long and begins at Princeton Avenue and runs north along the river's edge into the existing Pennpack Park trail.

BREAK INTO 4 SEPARATE PROJECTS

MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2

MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony

MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail

-PA ID #242 - \$471,425 of the original \$546,425 from 2003 Appropriations Bill.

-PA ID #262 - \$183,994 of the original \$750,000 from 2004 Appropriations Bill.

-PA ID# 464 - \$0 of the original \$8,000,000 from SAFETEA DEMO #2649.

-PA ID# 615 - \$1,406,386 of the original \$3,000,000 from SAFETEA DEMO #4805.

-PA ID# 671 - \$501,171 of the original \$500,000 from SAFETEA DEMO #363.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU	688												
CON	TOLL													
		688	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			688	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Allegheny Avenue Interchange

Est Let Date: 2/15/2018

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Interstate Maintenance Program **PennDOT Improvement:** Interstate Maintenance Program

NHPP: Y

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	NHPP	3,183											
UTL	NHPP		984										
UTL	581		109										
UTL	NHPP			1,734									
UTL	581			193									
CON	NHPP		10,943										
CON	STU		719										
CON	STP		282										
CON	581		749										
CON	185		578										
CON	NHPP			16,462									
CON	581			1,017									
CON	185			812									
CON	NHPP				2,961								
CON	185				201								
CON	581				128								

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

CON	NHPP											
CON	185											
CON	581											
		3,183	14,364	20,218	3,290	0	0	0	0	0	0	0
		Total FY2017-2020		41,055		Total FY2021-2024		0		Total FY2025-2028		0

MPMS# 80054 **Bridges Over Vine Street Expressway (I-676) (PAB)**

LIMITS Over I-676 Expressway at 20th St Bridge. Free Library Pedestrian Bridge/20th St to 21st St Recon ictl Let Date: 12/11/2014

IMPROVEMENT Bridge Repair/Replacement MRPID:104

MUNICIPALITIES: Philadelphia City **FC:** 11; 14 AQ Code:S19

PLAN CENTER: Metropolitan Center IPD: 4

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding .jbcorridor(s): 3A, 4B, 7A, 10A, 14A

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

This project involves rehabilitating or replacing four superstructures (19th Street, 20th Street, Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway) over I-676 in the City of Philadelphia. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and includes the intersection realignment of 20th and Winter Street. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 20th Street to 21st Street. There are existing sidewalks along both sides of 20th Street, Ben Franklin Parkway and Winter Street that will be replaced in kind. Existing bike lanes along Ben Franklin Parkway and 20th Street will also be replaced in kind. Enhancements along the Franklin Institute at the intersection of Winter Street and the Ben Franklin Parkway, and enhancements at the Free Library Pedestrian Bridge that were previously included in MPMS# 79473 and 85059 respectively, have been incorporated into this project.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. The project will now be advanced to construction under one contract with funding reflected in two MPMS #: 80054 and 88767. The total cost for reconstruction of the seven structures is approximately \$125 million.

Preliminary engineering for all seven structures was included in MPMS# 80054, including \$975,000 that addressed two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. Separate construction projects for the Spring Garden Street structures have been broken out to MPMS# 90096 and MPMS# 90097.

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Henry Ave. from Lincoln Drive to Port Royal Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This 4.0 mile corridor consists of Henry Avenue from Lincoln Drive (near the Wissahickon Creek) to Port Royal Avenue through Philadelphia's Roxborough neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report including; installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase, except integrated corridor management initiative; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #102134.

FD (\$1,200,000 estimate), UTL (\$100,000 estimate), ROW (\$100,000 estimate), and CON (\$5,500,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		0				Total FY2021-2024				0			
Total FY2025-2028		0											

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Between Torresdale Avenue and Castor Avenue

Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 7

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

Bridge rehabilitation or replacement of state bridge over Frankford Creek on Frankford Avenue between Torresdale Avenue and Castor Avenue in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	185			675											
FD	185					984									
ROW	185							63							
UTL	185							1,267							
CON	185								5,871						
		0	0	675	0	0	984	1,330	5,871	0	0	0	0		
		Total FY2017-2020			675	Total FY2021-2024				8,185	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Over Wayne Junction

Est Let Date: 3/8/2018

IMPROVEMENT Bridge Repair/Replacement

MRPID:102

MUNICIPALITIES: Philadelphia City

FC: 12

AQ Code:S19

PLAN CENTER:

IPD: 6

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard SR 0001 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation or replacement will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185		240										
FD	185			360									
UTL	581	1,167											
CON	NHPP			8,440									
CON	581			2,110									
CON	NHPP				8,440								
CON	185				2,110								
CON	NHPP					16,882							
CON	185					4,220							
CON	NHPP						16,882						
CON	185						4,220						
CON	NHPP							16,881					
CON	185							4,220					
		1,167	240	10,910	10,550	21,102	21,102	21,101	0	0	0	0	0
		Total FY2017-2020		22,867		Total FY2021-2024		63,305		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 85415 *Olney Ave Safety Improvements*

Return

LIMITS Olney Ave. from Broad St to Rising Sun Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 6

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

CMP Subcorridor(s): 5G, 14A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate 1.5 mile section of Olney Avenue, between Broad Street and Rising Sun Avenue, in the City of Philadelphia.

CON (\$5,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
FD	HSIP															
UTL	HSIP		40													
CON	TOLL															
CON	HSIP	500														
		500	40	0	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020			540				Total FY2021-2024				0			
									Total FY2025-2028				0			

MPMS# 85417 *Allegheny Avenue Safety Improvements*

LIMITS Ridge Ave to Aramingo Ave

Actl Let Date: 11/3/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:A2

PLAN CENTER:

IPD: 7

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

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

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: N

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

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
CON	HSIP	7,630														
		7,630	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020			7,630				Total FY2021-2024				0			
									Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Vicinity of Philadelphia District Schools

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 5

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

PennDOT Class: Federal Safe Routes to Schools **PennDOT Improvement:** Federal Safe Routes to Schools

NHPP:

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

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

TIP Program Years (\$ 000)

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

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS Byberry Road over CSX Rail Line

Est Let Date: 4/26/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 6

PROJECT MANAGER: Gannett/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

NHPP:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	STU		120											
PE	185		30											
FD	STU	1,018												
FD	185	255												
ROW	STP		87											
ROW	185		22											
UTL	STP		19											
UTL	185		5											
UTL	STP			680										
UTL	185			170										
CON	185							11,401						
		1,273	283	850	0	0	0	11,401	0	0	0	0	0	
Total FY2017-2020		2,406			Total FY2021-2024				11,401	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90482 **North Delaware Riverfront Greenway (TIGER)**

Return

LIMITS Allegheny Avenue to Lewis Street near Betsy Ross Bridge

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES:

FC:

AQ Code:A2

PLAN CENTER:

IPD: 3

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

CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement

NHPP:

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway", Delaware River Heritage Trail" or "Bridesburg Trail"), which entails a bike/pedestrian trail along the Delaware riverfront, is a multi-phase project throughout Northeast Philadelphia. This TIGER funded connecting segment of the trail known as the Port Richmond Trail will begin at Allegheny Ave./Richmond St. intersection under the I-95 overpass near the Montkiewicz Playground, along Allegheny Ave., to Delaware Ave./Lewis St. near the Betsy Ross Bridge.

This trail network is intended for transportation purposes and will ultimately connect to Center City and South Philadelphia via the Schuylkill River Trail as well as suburban communities to the North via the East Coast Greenway. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities to provide an extensive trail network through the DVRPC region.

\$1.76 million for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery - and has been combined with \$740,000 CMAQ for a \$2.5 million construction phase.

The greenway/trail consists of additional sections which have or will be broken out from the Greenway line item (MPMS #61712) at the appropriate time:

- (1) MPMS #46956 (constructed) and #79830 –The Delaware Avenue Extension extends the Port Richmond Trail from Lewis Street to Orthodox Street in MPMS #46956. A gap between Orthodox Street and Old Frankford Creek (MPMS #79830) remains.
- (2) MPMS #61712 - The Wissinoming / Tacony (K&T Trail) section is approximately 3 miles long, begins at the Old Frankford Creek at the Frankford Arsenal Boat launch and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park (an existing Trail and Park) to Princeton Avenue (Tacony Boat Ramp).
- (3) MPMS #79832 - The Holmesburg Trail section is approximately 2 miles long and begins at Princeton Avenue and runs north along the river's edge to tie into the existing Pennypack Park trail. The section between Rhawn Street and Pennypack Creek is completed.
- (4) MPMS #79833 (let for construction on June 2014) - The Torresdale (Baxter) Section is approximately 3 miles long to cross the Pennypack Creek via a proposed bridge and pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp).

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	CAQ		860											
		0	860	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			860	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

LIMITS I-76, I-95, and I-676 in Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLAN CENTER:

IPD: 4

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

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

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delays significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	NHPP*		2,300											
CON	TOLL													
CON	NHPP				2,800									
		0	2,300	0	2,800	0	0	0	0	0	0	0	0	
		Total FY2017-2020			5,100	Total FY2021-2024				0	Total FY2025-2028			0

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

Return

LIMITS Over Wissahickon Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 1

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

CMP Subcorridor(s): 15A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU		550											
CON	TOLL													
CON	NHPP		2,210											
		0	2,760	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,760	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92413 *Schuylkill River Trail - Manayunk Bridge Project (PCTI) - Round 2*

LIMITS

Actl Let Date: 1/16/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class: PA Community Transportation I **PennDOT Improvement:** PA Community Transportation Ini

NHPP:

Construct a ped/bike trail atop the unused Manayunk RR Bridge spanning the Schuylkill River. The project creates an intercounty link between the Cynwyd Trail in Montgomery County to the Schuylkill River. Trail in Philadelphia's historic Manayunk neighborhood.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU													
		1,500												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		1,500	Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 92417 *Race Street Connector*

Return

LIMITS Race Street, from 2nd Street to Columbus Blvd

Actl Let Date: 6/30/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 4B, 10A

PennDOT Class: PA Community Transportation I **PennDOT Improvement:** PA Community Transportation Ini

NHPP:

This project includes construction of infrastructure and streetscape improvements on Race St. between 2nd St. and Columbus Blvd, to improve neighborhood connections and pedestrian and cycling access to waterfront activities, parks and trails.

The project consists of the construction of a two way multi-use trail connection to the East Coast Greenway on Delaware Avenue and streetscape and beautification improvements along the north side of Race Street between 2nd Street and Columbus Boulevard (approximately 900 linear feet) in the City of Philadelphia, Pennsylvania. Improvements include but are not limited to: pedestrian amenities along the north side of Race Street; a revision to the horizontal geometry of the I-95 on-ramp to reduce speeds and accommodate a sidewalk and crossing for pedestrians; ADA compliant crossings at the 2nd Street and Columbus Boulevard intersection; landscape and lighting improvements consistent with the recently completed Phase 1 (south side of roadway) and the Race Street Pier projects; site furniture, wayfinding and directional signs and screen wall similar to Phase 1; and minor utility and drainage improvements required to accommodate the new roadway geometry and site amenities.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU													
		1,393												
		1,393	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		1,393	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 7/18/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

This project 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP		656										
PE	185		164										
FD	STP			656									
FD	185			164									
ROW	STP				198								
ROW	185				50								
UTL	STU				102								
UTL	STP				223								
UTL	185				81								
CON	STP					1,910							
CON	185					477							
CON	STU						1,910						
CON	185						477						
		0	820	820	654	2,387	2,387	0	0	0	0	0	0
		Total FY2017-2020		2,294		Total FY2021-2024		4,774		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92809 *Roosevelt Blvd Exit (Bridge)*

LIMITS Roosevelt Boulevard exit at PA 611/Broad Street

Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

Bridge rehabilitation or replacement of state bridge on the Roosevelt Boulevard exit at PA 611/Broad Street in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	796											
FD	STP				742								
FD	185				185								
ROW	581					10							
ROW	185					50							
UTL	185					299							
CON	NHPP						2,952						
CON	185						738						
		796	0	0	927	359	3,690	0	0	0	0	0	0
		Total FY2017-2020		1,723		Total FY2021-2024		4,049		Total FY2025-2028		0	

MPMS# 96073 *Philadelphia Bridge Deck Seal*

Return

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This is a preventative maintenance project that countains various structures in the City of Philadelphia for bridge deck sealing.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	68											
CON	TOLL												
		68	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		68		Total FY2021-2024		0		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96109 City ADA Ramps Project

LIMITS City of Philadelphia

Est Let Date: 6/22/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project will include the design and construction of ADA ramps that were originally included in the scope of other Federal Aid projects, such as, but not limited to: 1)South Street Bridge(MPMS# 17724), 2) CW 101 Resurfacing(MPMS# 72446), and 3) CW 103 Resurfacing(MPMS# 91837). The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrant further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties, and other considerations as necessary.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STP	771												
FD	LOC	193												
CON	STP		2,625											
CON	LOC		656											
CON	STU													
CON	LOC													
		964	3,281	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		4,245		Total FY2021-2024				0		Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96213 *Manayunk Bridge Trail*

Return

LIMITS

Actl Let Date: 1/16/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 1

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

CMP Subcorridor(s): 3B

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

The project will repurpose an existing abandoned rail infrastructure into a bicycle and pedestrian connection between Lower Merion, Cynwyd Trail, and Manayunk. It will provide direct access to the Ivy Ridge and Cynwyd stations, as well as improved access to the Manayunk Station and the Wissahickion Transit Center. This project was awarded \$204,246 CMAQ funds from DVRPC 2011-12 Competitive CMAQ Program. Companion project with MPMS# 92413.

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

TIP Program Years (\$ 000)

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

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

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has advanced the retiming of 19 corridors total with local and state funding, with a further 8-9 currently pending.

The City will continue to conduct signal retiming along corridors throughout Philadelphia as funding allows, with the following sub corridors currently identified to be advanced as part of this project:

- 2nd: Duncannon - 66th, Girard - Allegheny
- 33rd: Lehigh - Oxford, Powleton - Haverford
- 34th: Powleton - Mantua
- 54th/Jefferson: Overbrook - 53rd
- 57th: Landeshdown - Baltimore
- Castor: Comley - St. Vincent
- Essington: 67th - Bartram
- Frankford: Girard - Torresdale
- Johnston: Chew - Lincoln
- Kelly: Calumet - Hunting Park
- Lancaster: 52nd - 36th
- Lansdown: 63rd - 52nd
- Levick/Robbins: State - City Limit
- Monument: Ford - Target
- Oxford: Frankford - Sanger
- Rhawn: Verree - Frankford
- Ridge: Ferry - Main
- Rising Sun: Duncannon - Devereaux
- Spring Garden: 33rd - 31st
- Summerdale: Pratt - Oxford
- Synder: Front - 25th
- Whitaker: Erie - Garland

DVRPC Competitive CMAQ Awarded Project FY 2011-2012

CMAQ award \$1,000,000

Matching funds \$1,000,000

TIP Program Years (\$ 000)

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96951 **15th Street Bridge over the Callowhill Cut (Act 13)**

New

LIMITS North of Callowhill Street in Center City

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/S.New

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The purpose of the project is to rehabilitate the bridge to prolong the useful life and to remove the structural deficient (SD) status of the structure. The scope includes steel repairs, painting, bearing and substructure repairs and the replacement of the bridge deck and joints. The bridge is currently posted for three tons with a sufficiency rating of 29.0. The City of Philadelphia deems this work necessary to remove the current posting and prevent continued deterioration that could lead to a bridge closure.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	ACT13	350													
FD	ACT13	150													
CON	ACT13			2,500											
		500	0	2,500	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			3,000			Total FY2021-2024			0			Total FY2025-2028	

MPMS# 98229 **59th Street over AMTRAK**

No Let Date

LIMITS 59th Street over AMTRAK

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

This project is a bridge rehabilitation/replacement of 59th Street over AMTRAK in the City of Philadelphia.

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	183														
		0	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			0			Total FY2021-2024			0			Total FY2025-2028	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98230 *Tabor Road over Tacony Creek*

LIMITS Tabor Road over Tacony Creek No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	183		480											
FD	LOC		120											
		0	600	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			600	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 98232 *Woodland Avenue over SEPTA*

Return

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

This project is a bridge rehabilitation/replacement of Woodland Avenue over SEPTA in the City of Philadelphia. This bridge is a multi-modal bridge that was originally constructed in 1928 and has exceeded its useful life. Due to the poor condition of the bridge, it is currently weight restricted. This structure was considered an orphan bridge, but is now owned by the City of Philadelphia, with SEPTA handling maintenance responsibilities. In addition, SEPTA's Media/Elwyn Regional Rail line operates beneath the bridge and SEPTA's Trolley Routes 11 and 36 run on the bridge.

The bridge was initially programmed under the County Bridge Line Item (MPMS# 95447) which sets aside funding for county owned bridges in need of repair in the DVRPC region. SEPTA is managing the project on behalf of the City of Philadelphia.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STP		3,500											
CON	LOC		3,500											
		0	7,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			7,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102102 North Delaware Avenue Phase 1B

LIMITS Orthodox St to Buckius Street

Est Let Date: 10/10/2019

IMPROVEMENT Roadway New Capacity

MRPID:66

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This project completes the first phase of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. This segment extends between the end of section 1A at Orthodox Street and Buckius Street, just over a quarter mile to the northeast. The roadway will include sidewalks and a shared-use sidepath, part of the North Delaware Riverfront Greenway trail. The road will also serve local truck traffic as an alternative to narrow Richmond Street. This is a breakout of design parent MPMS #46956.

Other recreational facilities associated with this project include the \$15 million North Delaware Riverfront Greenway Trail, sponsored by the PA Environmental Council. The trail is roughly 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. MPMS #61712 provides a full description of these sections which will be broken out to individual projects at the appropriate time.

Project CMP (Congestion Management Process) commitments include amenities for bicycles and pedestrians. The road will also serve as an alternate route for local truck traffic accessing I-95 from local industrial and commercial businesses. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU		1,348											
CON	LOC		1,217											
CON	STU					3,107								
CON	LOC					30								
CON	STU						790							
CON	LOC						64							
		0	2,565	0	0	3,137	854	0	0	0	0	0	0	
		Total FY2017-2020		2,565		Total FY2021-2024			3,991			Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Henry Ave. from Abbotsford Avenue to Hermit Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD: 6

PROJECT MANAGER: Gannett/B. Masi

CMP:

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Hermit Lane in Philadelphia's East Falls neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report and includes installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #80104. PE will be funded and completed under MPMS# 80104.

FD (\$300,000 estimate), UTL (\$250,000 estimate), ROW (\$500,000 estimate), and CON (\$3,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102157 *Roosevelt Boulevard Operational Strategies*

Return

LIMITS Roosevelt Boulevard, Philadelphia

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

DVRPC Work Program project.

Goals:

To rationalize vehicular movements along Roosevelt Boulevard that would address pedestrian and vehicular safety issues. To identify near term and long term improvements that would bring the boulevard in conformance with modern design standards.

Description:

Roosevelt Boulevard is major traffic artery that is a 12-lane surface arterial with local and express lanes and at-grade intersections in northeast Philadelphia. The speed limit is predominately 45 mph. Pedestrian safety along the roadway has gained national attention and some safety experts have called Roosevelt Boulevard one of the most dangerous highways in the nation. Proposals have been made to both reduce the number of lanes and speed limit on the Boulevard. This project would build upon other planning efforts along the Boulevard, including the Roosevelt Boulevard Safety Task Force and the Alternatives Development for Roosevelt Boulevard Transit Investments by using DVRPC's Travel Demand Model to analyze and quantify the traffic effects on the Boulevard and adjacent arterials under alternative lane configurations, travel speeds, and transit service. Lane crossovers will be evaluated, and strategies would be developed that would identify ways to lengthen, consolidate or eliminate crossovers so that they would be compliant with modern design standards.

Tasks:

1. Create a study advisory committee of engineers, planners and other stakeholders at the city, state and regional level.
2. Identify where consolidation of crossovers is most effective in eliminating redundancy.
3. Develop an improvement strategy for sub-standard crossovers by lengthening the acceleration and/or deceleration lanes to permit a smooth transition.
4. Examine the relationship and proximity of crossovers to pedestrian crosswalks.
5. Investigate the operational issues of heavy vehicles using crossovers along the Boulevard.
6. Develop a prioritized list of crossovers that should be upgraded or eliminated.
7. Prepare conceptual diagrams illustrating recommended improvements
8. Model the impact of lane and speed reductions on traffic volumes, travel patterns, and transit ridership.
9. Prepare an implementation strategy for the final recommendations

Products:

1. Meeting materials
2. Existing and Year 2040 performance measures
3. Summaries of analysis of different concepts
4. A technical report with design concepts

TIP Program Years (\$ 000)

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102274 *Schuylkill River Swing Bridge (TIGER)*

LIMITS Schuylkill River south of Grays Ferry Ave.

Est Let Date: 8/10/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MRPID:196

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 3

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

Part of the Schuylkill River Trail and the regional trail network, 'The Circuit,' this project will provide a bicycle and pedestrian connection between the Kingsessing and Grays Ferry neighborhoods of Philadelphia across the Schuylkill River, allowing users to access destinations and services throughout South and Southwest Philadelphia and Center City. Completing a river crossing in the vicinity of the Philadelphia, Wilmington & Baltimore Railroad Bridge No. 1, an abandoned swing bridge set in the 'open' position since its closing in 1976, will connect the recently completed Grays Ferry Crescent Trail with the Bartram's Mile Trail currently in design by Philadelphia Parks and Recreation, further connecting with the East Coast Greenway and Cobbs Creek Trail through the TIGER funded Bartram's Garden Trail and 58th Street Connector. The project will utilize portions of the abandoned bridge to construct a multi-purpose bicycle and pedestrian trail structure, replacing the main truss with a smaller, lighter movable span to maintain access for river traffic and reconstructing approach spans on both sides of the river including on-grade approaches. The crossing will also accommodate emergency vehicles. A conceptual study and initial engineering has been completed by the Schuylkill River Development Corporation (SRDC) with funding from DVRPC's Regional Trails Program and the Pennsylvania Department of Conservation & Natural Resources (DCNR).

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

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

This project has been awarded \$3,265,000 in Federal TIGER grant funding which will be used for construction.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC	474											
FD	LOC	316											
ROW	STU		50										
UTL	STP		50										
CON	TIGER		4,255										
CON	CAQ		6,854										
CON	581		5,000										
CON	LOC		1,010										
CON	OTH		475										
		790	17,694	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		18,484		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102280 *Broad Street Pedestrian Crossing Improvements (ARLE 4)*

ARLE

LIMITS Crosswalks on South Broad Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of brick crosswalk replacement at two signalized intersections and pavement marking upgrade at crosswalks on South Broad Street.

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

Round 4 (2013 ARLE funds) award: \$1,200,000 (\$400,000 Final Design/ \$800,000 Construction). Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	244	400											
CON	244	1,134											
		1,534	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		1,534		Total FY2021-2024		0		Total FY2025-2028		0	

MPMS# 102281 *L.E.D. Street Light Improvement Program (ARLE 4)*

ARLE

LIMITS Throughout the City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of LED street lights within city limits.

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

Round 4 (2013 ARLE funds) award: \$850,000 (\$260,000 Final Design/ \$590,000 Construction). Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	244	260											
CON	244	590											
		850	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		850		Total FY2021-2024		0		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102328 *Center City Bridge Model*

LIMITS Center City Philadelphia

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: C. Davies

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Starting in December 2014 and extending through 2018, PennDOT will be reconstructing or rehabilitating the Vine Street expressway bridges from 18th Street to 22nd Street and Schuylkill River bridges from Spring Garden to Chestnut Street. The reconstruction work will involve considerable lane closures and traffic detours. It will also impact bus operations and pedestrian movements across the bridges to/from Center City.

To assist traffic management and mitigation planning for the reconstruction work, travel forecasts and analysis will be conducted using DVRPC's regional travel simulation model and the recently completed Center City simulation model. The regional model will be used to estimate the change of travel patterns due to the reconstruction work at the regional level. The Center City model will be extended and used for operational analysis regarding queuing, bottleneck locations, and bus delay on the construction sites and adjacent areas in Center City and University City. The analysis will provide inputs to City traffic management and SEPTA detour planning during the reconstruction.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	STU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 102399 *Philadelphia TOC Electrical*

Return

LIMITS City Sign Shop - Ramona & G Streets

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:**

PennDOT Class: Intelligent Transportation System **PennDOT Improvement:** Intelligent Transportation System

NHPP:

This work includes the installation of lighting and required electrical services to the new TOC and locker room. Specific items include the installation of lighting fixtures, wiring, fuses and panel boards, outlets and switches, grounding, and raceways within the building. Outside the building a new generator will also be installed to provide uninterruptible power to the TOC and other critical building spaces in the event of a local power outage.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102400 - Phila TOC Mechanical, 102401 - Phila TOC Plumbing, 102413 - Phila TOC General

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102413 Philadelphia TOC General

Return

LIMITS City Sign Shop - Ramona & G Streets

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:**

PennDOT Class:

PennDOT Improvement:

NHPP:

This work includes the demolition of the two rooms that will comprise the finished TOC space. One (1) of these rooms is currently being utilized as a locker room, so work will also include the fit out of existing storage space to accommodate a new locker room. Within the finished TOC space and the new locker room, work will include all miscellaneous carpentry, flooring, furniture, operator console, windows, doors, ceiling, painting and other architectural work. Within the two bathrooms, this work will include the demolition of the existing space.

Work will also include the modifications of the existing parking lot and entrance way to meet ADA requirements. Specific work will include the restriping of the parking lot to include two (2) handicapped accessible parking spaces and the construction of a ramp leading to the front entrance of the building.

The General Contractor will also be responsible for coordinating the schedules and work for the Electrical, Mechanical, and Plumbing Contractor within the existing Streets Department Building.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102399 - Phila TOC Electrical, 102400 - Phila TOC Mechanical, 102401 - Phila TOC Plumbing

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 102839 South Philadelphia Neighborhood Bikeway (TAP)

LIMITS 13th and 15th Streets from South Street to Oregon Ave

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER: Metropolitan Center

IPD: 7

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

This project provides for installation of high level street treatments to sign bikeway routes, such as green-backed sharrows, white parking lines, new crosswalks and signage on a pair of north-south streets and brand them as "Neighborhood Bikeways" so that they attract bicyclists away from Broad Street and serve as bicycle friendly streets. As a pair they would create a bicycle friendly corridor serving the heart of South Philadelphia, a rapidly revitalizing area that has a high bicycle mode share.

\$250,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103218 *Ashton Road Grade Crossing*

LIMITS Between Tolbut Street and Jenny Place

Est Let Date: 5/17/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER:

IPD: 3

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

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

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	RRX			215											
		0	0	215	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		215			Total FY2021-2024				0				Total FY2025-2028		0

MPMS# 103219 *Blue Grass Road Grade Crossing*

LIMITS Between Gregg Street and Welsh Road

Est Let Date: 6/14/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER: Suburban Center

IPD: 7

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

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

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	RRX					215									
		0	0	0	0	215	0	0	0	0	0	0	0		
Total FY2017-2020		0			Total FY2021-2024				215				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

New-B

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

Est Let Date: 10/3/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project is a construction breakout of Section BSR (MPMS #47811). The BS5 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the 1.3 mile extension of North Delaware Avenue from Buckius Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. A roadway connection from the North Delaware Avenue Extension to the vicinity of the Richmond Street/Bridge Street intersection will be investigated. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek.

The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on ramp to I-95 northbound.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	SXF		1,968										
ROW	581		32										
UTL	SXF	3,000											
CON	NHPP					14,448							
CON	581					3,612							
CON	NHPP						14,448						
CON	581						3,612						
CON	NHPP							14,448					
CON	185							3,612					
CON	NHPP								14,448				
CON	185								3,612				
		3,000	2,000	0	0	18,060	18,060	18,060	18,060	0	0	0	0
		Total FY2017-2020			5,000	Total FY2021-2024			72,240	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104179 Philadelphia Traffic Calming (ARLE 5)

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. A toolbox of traffic calming measures will be employed together with clear warrants for their use for 10 to 15 locations citywide.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		1,000	Total FY2021-2024				0	Total FY2025-2028			0

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

Return

LIMITS Spring Garden to Broad

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

PennDOT Class: Study Phase of Project

PennDOT Improvement: Study Phase of Project

NHPP: Y

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	TOLL												
STUDY	NHPP	1,300											
STUDY	TOLL												
STUDY	STU		1,454										
STUDY	STP		546										
STUDY	NHPP		1,590										
STUDY	TOLL												
STUDY	NHPP			411									
		1,300	3,590	411	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		5,301	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104284 *Frankford Creek Greenway Section 1*

LIMITS Aramingo Drive to Delaware Avenue

Actl Let Date: 3/23/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 7

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The project will fund the construction for the greenway from Aramingo Dr. to Delaware Ave, linking two integral disconnected trail facilities and the surrounding on-road bicycle network. Significant amount of unused right-of-way on Wheatsheaf Lane and Lewis Street provides opportunity to convert area into multi-use greenway sidepath without changing lane widths and maintaining the functionality of roadway. Gateways at either end of greenway will provide trail users with information and directional signage which will direct greenway users to the East Coast Greenway (Port Richmond Trail) and Adams Avenue Connector. The route will be 100% within City right of way along Wheatsheaf Lane, Richmond Street and Lewis Street, connecting Adams Ave Connector to East Coast Greenway.

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

This project additionally received \$1,250,000 DVRPC/Large Urbanized Area regional (TAU) funds.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAU													
CON	TAP	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 104367 *Robbins Ave ISIP*

LIMITS Robbins Avenue (SR 0013)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will install pedestrian countdown signal heads at four intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers and mast arms with two overhead signals for motor vehicles on Robbins Street at 4 intersections. The corridor will be interconnected with fiber optic cable.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	175												
CON	sHSIP		325											
		175	325	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			500	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104368 *Cottman Ave ISIP*

LIMITS Cottman Avenue (SR 0073)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will install pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install 170 new controllers at 16 intersections and additional second overhead signals for motor vehicles on Cottman Ave at 8 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)																
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
PE	sHSIP	280														
CON	sHSIP		520													
		280	520	0	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020			800				Total FY2021-2024				0			
									Total FY2025-2028				0			

MPMS# 104381 *Levick Street ISIP*

LIMITS Levick Street (SR 1008)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will install pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers and mast arms with two overhead signals for motor vehicles on Levick Street at 7 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)																
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
PE	sHSIP	344														
CON	sHSIP		639													
		344	639	0	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020			983				Total FY2021-2024				0			
									Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104383 Kelly Drive Novachip

Return

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will install the Novachip application to address the wet pavement crashes on a corridor. The resurfacing involves applying Novachip to the pavement, which is a thin application of liquid asphalt emulsion and a single layer of stone, coated with asphalt. The purpose of this Novachip application is to seal the pavement from water and extend the life of the pavement. The life cycle of very high friction values for a Novachip application has shown to be approximately ten years which is in line with replacement of any asphalt pavement surface.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP	350											
		350	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			Total FY2021-2024				Total FY2025-2028				
		350			0				0				

MPMS# 104385 Ridge Ave ISIP

LIMITS Ridge Avenue (SR 3009)

Est Let Date: 6/22/2017

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Center

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project will install pedestrian countdown signal heads at 12 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers at 11 intersections with mast arms and two overhead signals per approach for motor vehicles Ridge Ave. at 11 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	420											
CON	sHSIP		780										
		420	780	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			Total FY2021-2024				Total FY2025-2028				
		1,200			0				0				

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105092 *Citywide Resurfacing 104*

LIMITS City of Philadelphia

Est Let Date: 12/21/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

The primary purpose of this project is to restore roadway surfaces to fully functional and optimal conditions; provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:

- 5th St. - Lehigh Ave. to Luzerne St.; G001, Minor Arterial
- 40th St. - Baltimore Ave. to Girard Ave.; G080, Urban Collector
- Bainbridge St. - Broad St. to Grays Ferry Ave.; G022, Urban Collector
- Enterprise Ave. - Island Ave. To I-95; G178, Minor Arterial
- Green Ln - Main St. to Ridge Ave.; G558, Minor Arterial
- Island Ave. - Penrose Ave. to Enterprise Ave.; G178, Minor Arterial
- Krewstown Rd. - Grant Ave. to Rising Sun Ave.; G497, Minor Arterial
- Leverington Ave. - Main St. to Ridge Ave.; G114, Minor Arterial
- Morrell Ave. - Academy Rd. to Frankford Ave.; G701, Urban Collector
- South St. - Broad St. to Front St.; G018, Minor Arterial/Principal Arterial

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	764											
FD	LOC	191											
CON	STU		4,079										
CON	LOC		1,019										
CON	STP			4,079									
CON	LOC			1,019									
CON	STU				1,053								
CON	LOC				265								
		955	5,098	5,098	1,318	0	0	0	0	0	0	0	0
		Total FY2017-2020		12,469		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105290 *Ben Franklin Bridge Operational Improvements*

LIMITS Eastbound approach to the Ben Franklin Bridge; vicinity of 5th St & 6th St

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R3

PLAN CENTER: Metropolitan Center

IPD: 2

PROJECT MANAGER: AECOM/P. Shultes

CMP:

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

This project will improve traffic operations on the eastbound approach to the Benjamin Franklin Bridge by realigning the Fifth Street approach and installing new traffic signal equipment, signage, and intelligent transportation systems (ITS).

Currently eastbound vehicles approach the Bridge from I-676 (Vine Street Expressway), Sixth Street, Race Street, and Fifth Street. Drivers must execute a series of turn and merge maneuvers within a short distance. The existing geometry and lane configuration on these approaches reduces operating speeds and creates vehicular conflicts. The proposed improvements would provide motorists positive guidance for merging, advanced warning of lane drops and advanced guidance for lane selection.

Related to MPMS #72597

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	TOLL													
FD	STU		400											
CON	TOLL													
CON	STU			2,061										
CON	TOLL													
CON	STU					1,289								
		0	400	2,061	0	1,289	0	0	0	0	0	0	0	
		Total FY2017-2020			2,461	Total FY2021-2024				1,289	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105488 Citywide Resurfacing 105

LIMITS City of Philadelphia

Est Let Date: 2/15/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped - with the exception of Germantown Avenue, which is surfaced with historically-designated granite block pavers. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:

- Chestnut Hill Avenue, Seminole St. to Bethlehem Pike
- Seminole Avenue, Chestnut Hill Ave to St. Martins Ln.
- St. Martins Lane., Highland Ave. to Mermaid Ln.
- Mermaid Lane, St. Martins Ln. to McCallum St.
- McCallum Street, Mermaid Ln. to Allens Ln.
- Germantown Avenue, Bethlehem Pike to Rex Ave.
- Ogontz Avenue, Cheltenham Avenue to Belfield Avenue

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	679											
FD	LOC	170											
CON	STU												
CON	LOC												
CON	STU				4,079								
CON	LOC				1,019								
CON	STU							8,158					
CON	LOC							2,038					
		849	0	0	5,098	0	0	0	10,196	0	0	0	0
		Total FY2017-2020		5,947		Total FY2021-2024			10,196	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105695 *Cottman Avenue Corridor*

New

LIMITS Cottman Avenue from Castor Avenue to Roosevelt Boulevard

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project addresses a section of Cottman Avenue consisting of five lanes: two eastbound lanes, one center lane and two westbound lanes. This is a heavily trafficked commercial corridor is a concentration point for pedestrian-related crashes. It consists of design and construction of fiber optic signal interconnect as well as safety and transit improvements which also leverage and green storm water management infrastructure and pedestrian enhancements. The project seeks to improve safety and the user experience for pedestrians, transit riders and drivers within this busy transit hub. Currently, the center lane alternates between a dedicated left turn lane and a shared left turn lane. The project proposal calls for the construction of medians will lead to clearer definition of turn bays and more reliable traffic progression and safer pedestrian crossing and circulation. These segments have been chosen mitigate pedestrian activity with the effect on vehicular traffic. The medians will incorporate stormwater management practices contributing to environmental benefits as well.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	A-073	25													
PE	LOC	25													
FD	A-073	25													
FD	LOC	25													
CON	A-073	678													
CON	LOC	678													
		1,456	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			1,456	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105696 *Germantown Avenue Fiber Connection and Pedestrian*

New

LIMITS Walnut Lane to Washington Lane, Johnson to Upsal Streets, and Seymour to Rockland Streets

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will extend the City's fiber optic network along the Germantown Avenue commercial corridor serving the northwest section of the City including historic Germantown and Mt. Airy. The corridor is served by the longest transit Route in the City (SEPTA Route 23) which has been identified for potential restoration of trolley service. This is a prime location for future implementation of TSP. The project incorporates a number of pedestrian improvements including pedestrian countdown signals and LED pedestrian street lights to fill in five blocks cut out of previous pedestrian lighting projects because of funding limitations.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	A-073	12												
PE	LOC	12												
FD	A-073	12												
FD	LOC	13												
CON	A-073	361												
CON	LOC	361												
		771	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			771	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105697 *Roosevelt Boulevard ITS Communication Expansion*

New

LIMITS Roosevelt Boulevard from Southampton Road to Harbison Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER: Suburban Center

IPD: 7

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Installation of OTN switches and related communication hardware at 29 controllers along Roosevelt Blvd in order to access and connect to the city's integrated traffic management system (KITS). Roosevelt Blvd is a Class 1 Arterial street with several transit routes. Roosevelt Blvd is not presently tied into the integrated traffic management system (KITS). Signals along this corridor regularly experience communication breakdowns. State has already approved fiber optic cable installation with direct connection to the traffic management center.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	131												
CON	LOC	131												
		262	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			262	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105698 *West Girard Avenue Signal Upgrades*

New

LIMITS West Girard Avenue between W. College Avenue & N. 31st Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Center

IPD: 6

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Proposed project will include the following improvements: Streetscape improvements including gateway features at both ends of West Girard Avenue shopping district, street trees, wayfinding signage and repair of existing Belgian block. Full signal upgrades, including controller upgrades, fiber interconnect installation along the corridor to optimize signals and to communicate directly with TOC for real-time Kimley-Horn integrated traffic systems (KITS) management. The project location is a dilapidated, but vital, commercial section of Lower North Philadelphia. Existing problems include pedestrian accessibility and safety, lack of a positive sensibility, aging infrastructure, aging traffic equipment, and a lack of communication with the future City Traffic Operations Center.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	10											
PE	LOC	10											
FD	A-073	10											
FD	LOC	10											
CON	A-073	270											
CON	LOC	260											
		570	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		570				0				0			

MPMS# 106362 *Westmoreland Street over Conrail (TIGER)*

New

LIMITS Between 3rd and 4th Streets

Est Let Date: 8/10/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: HNTB/A. Kim

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will remove the Westmoreland Street pedestrian footbridge over the abandoned rail right-of-way between 3rd and 4th Streets and replace it with a continuous, at-grade roadway including ADA-compliant sidewalks. Located in close proximity to two schools, a recreation center, the new roadway will provide continuous vehicle access and increased pedestrian safety, improving neighborhood circulation and connectivity.

This project has been awarded \$2,000,000 in Federal TIGER grant funding which will be used for construction. All other costs will be covered by the City.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC	450											
FD	LOC	300											
CON	TIGER		1,010										
CON	LOC												
		750	1,010	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		1,760				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106708 I-95 Planning Assistance

New

LIMITS I-95 Corridor Philadelphia

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, and general research as needed. Subject areas include congestion mitigation strategies, as well as transit, Transportation Management Association, environmental, freight, historic, and bicycle/pedestrian issues. District 6 has limited planning staff, while DVRPC planning staff has multiple areas of expertise which are beneficial for this work and have been utilized in the past.

Tasks:

- 1.Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements.
- 2.Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
- 3.Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
- 4.Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTA's West Trenton Line.
- 5.Facilitate coordination between SEPTA, Amtrak, PennDOT, and other agencies.
- 6.Coordinate communications and outreach activities with the TMAs, particularly with TMAs in Center City, and Bucks and Delaware counties.
- 7.Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
- 8.Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.
- 9.Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
- 10.Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
- 11.Coordinate with freight industry representatives on construction activities and detour routes.
- 12.Provide mapping and Geographic Information Systems (GIS) support as requested.
- 13.Provide support in coordinating and developing legal agreements, as needed.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PRA	STU		124											
PRA	581		31											
		0	155	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			155	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

New

LIMITS Godfrey Ave to Cheltenham Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 8

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	sHSIP	125													
FD	sHSIP	175													
		300	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		300			Total FY2021-2024				0				Total FY2025-2028		0

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

New

LIMITS Lehigh Avenue to Rising Sun Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	sHSIP	125													
FD	sHSIP	175													
		300	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		300			Total FY2021-2024				0				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106993 *Frankford Ave Signal Improvements*

New

LIMITS Girard Avenue to Knights Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will also systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps and intersection lighting. The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Replacing the existing outdated signal controllers results in the need to address coordination along the corridor, and installing interconnect to ensure effective progression along this corridor of closely spaced traffic signals to help mitigate congestion-related crashes, minimize aggressive driving, and operate the corridor on a real-time basis from the City's new Traffic Operations Center. The project will also include the installation of curb extensions as traffic calming measures at select documented problematic locations to improve pedestrian safety.

The limits of the signalized interconnect is Frankford Avenue from Girard Avenue to Knights Road.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	150												
FD	sHSIP	250												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			400	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 106994 *Rising Sun Ave Signal Improvements*

New

LIMITS Wingohocking Street to Olney Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	125												
FD	sHSIP	175												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			300	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106995 *Castor Ave Signal Improvements*

New

LIMITS Aramingo Avenue to Hunting Park Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	150												
FD	sHSIP	250												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			400	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

New

LIMITS Chelten-Greene Plaza

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

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

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	TAU			370										
		0	0	370	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			370	Total FY2021-2024				0	Total FY2025-2028			0

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

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAU													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			0	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Stephen Girard Elementary School and Southwark School No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2

PLAN CENTER: IPD: 8

PROJECT MANAGER: EE/DVRPC/J. Banks **CMP:** **NHPP:**
PennDOT Class: **PennDOT Improvement:**

A critical pedestrian and bicycle safety infrastructure around two of our highest crash schools will be installed. This will complement current child pedestrian and bicycle safety education efforts. Two schools have been selected for pedestrian and bicycle safety infrastructure improvements, including Stephen Girard Elementary School and Southwark School. Both schools are located in South Philadelphia in dense urban neighborhoods.

Project was awarded \$950,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	TAU		950											
		0	950	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			950	Total FY2021-2024				0	Total FY2025-2028			0

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

LIMITS Philadelphia to Montgomery County No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2

PLAN CENTER: IPD: 2

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:** **NHPP:**
PennDOT Class: **PennDOT Improvement:**

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	TAU			600										
		0	0	600	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			600	Total FY2021-2024				0	Total FY2025-2028			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107198 **Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP)**

New

LIMITS High priority bicycle corridors throughout the City

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will fund construction of bicycle facility improvements throughout the City of Philadelphia (various locations). It proposes to convert over 27 lane miles into protected bicycle facilities by adding flexible delineator posts, a vertical element proven to act as a superior visual reference to clearly separate vehicle and bicycle space in the right of way. There are fifteen high priority bicycle corridors spread throughout the City identified for potential improvements as part of this project. These may include the following, subject to change:

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

12. N 33rd Street Protected Bicycle Lanes from Girard Avenue to Oxford Avenue.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$250,000 out of the \$9.4 million awarded to the region. This project also received \$300,000 of Regional TAP funds.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	TAP		250												
CON	TOLL														
CON	TAU			262											
CON	TOLL														
CON	TAU				38										
		0	250	262	38	0	0	0	0	0	0	0	0		
Total FY2017-2020		550			Total FY2021-2024				0				Total FY2025-2028		0

MPMS# 107508 *Holme Avenue over Wooden Bridge Run*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/K. Caparra

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Holme Avenue Bridge is a single span, closed spandrel concrete arch bridge that carries a four lane road and a striped median with flanking sidewalks over Wooden Bridge Run in Pennypack Park, Philadelphia. Construction on the bridge was completed in 1921. Reinforced concrete sidewalks were replaced in 2016 with the replacement of an adjacent bridge. The rehabilitation of the Holme Avenue Bridge will include sealing cracks; concrete repairs to arches, arch rings, spandrel walls, substructure units, and pylons as needed; select concrete repairs to retain integrity of the railing system; conserving bridge plaques; tree and vegetation removal; debris removal from the stream channel; rebuilding the drainage headwalls; and removal of concrete foundations in the stream channel.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	TOLL														
FD	STP	20													
		20	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		20			Total FY2021-2024				0				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107596 *Signal Integration - 2015 ARLE (ARLE 6)*

New

LIMITS Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The City of Philadelphia's has nearly 3,000 traffic signals distributed throughout the City of Philadelphia. Many of these signals were installed decades before computerized and centralized control systems were widely developed. The City has upgraded about 1,000 intersections to Type 170 controllers. Most of the Type 170 controllers are on high-volume arterial corridors and most are being linked to permit centralized control. The City also has dozens of ITS devices that will be brought on-line. The City has recently upgraded its KITS software system which provides the ability to controls these signals and devices, but needs to migrate the signals into the new software system. This new system will allow the City to control all Type 170 controllers and ITS equipment in the system (many through web access) and will increase the number of signal timing plans in each individual signal.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			300	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107597 *Low Cost Safety Improvements - 2015 ARLE (ARLE 6)*

New

LIMITS Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Safety evaluations and audits will occur at target locations where there are disproportionate numbers of crashes at intersections and corridors throughout the City. Evaluations will identify straight-forward means to correct issues and help target potential low cost safety improvements. Such low cost improvements will include pavement marking and signing, green bicycle conflict zones, rumble strips, semi-permanent curb extensions, and more. Reducing motor vehicle speeds to 25mph or less can significantly diminish severe and fatal pedestrian crashes. A toolbox of low cost traffic calming measures will also be employed together with clear warrants for their use. Low Cost Safety measures have been found to improve traffic safety for all users, especially pedestrians. Studies have shown that slower speeds in urban areas, result in fewer crashes in general, but also dramatically reduce severe and fatal pedestrian crashes when speeds are less than 25mph. In addition to pavement marking, signing, and signal retiming, other low-cost improvements can be found in the traffic calming toolbox, as per Philadelphia's Complete Streets manual as well as PennDOT's Publication 383, Traffic Calming Handbook. A combination of low cost measures including vertical and/or horizontal deflection as traffic calming will be employed as appropriate on a case by case basis. These measures are specifically designed to improve safety, enhance mobility, and improve air quality. When a street is perceived as safer to walk or ride bicycle, mode-share increases and simultaneously helps to reduce congestion and pollution caused by vehicle emissions.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107598 LED Street Lighting - 2015 ARLE (ARLE 6)

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will increase pedestrian safety through improved street lighting while promoting walkability within commercial and residential corridors. The project will help to encourage walkability after dark, helping to create a sense of place while reducing crime, improving the local economy, and boosting civic pride and engagement. LED Street lighting has proven to be a significantly better light source in terms of the expected maintenance, energy efficiency, and quality of light. Better street lighting, including sidewalks helps to improve personal safety and transportation safety, while also encouraging walking as a more favorable mode of transportation. Some LED lighting has already been installed in Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	525												
		525	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			525	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107599 Fiber Optic Network expansion - 2015 ARLE (ARLE 6)

New

LIMITS Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The City of Philadelphia is currently in the process of expanding and upgrading a number of arterials with state-of-the-art technology by incorporating them into an automated traffic management system (ATMS). With the installation of such technology, new signal controllers are being interconnected with single-mode fiber optic cable. As the City of Philadelphia builds a centrally located Traffic Control Network, the "last mile" of previous arterial upgrades must be connected, thus enhancing the City's communication infrastructure. As Intelligent Transportation Systems grow with technology, the City of Philadelphia must participate; evaluating and incorporating future growth of the network with CCTV, Video Detection, Microwave Detection, Passive Loops, GPS Preemption, Temperature Sensing Loops, Smart sensing LED's, Ramp Metering, etc.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	275												
		275	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			275	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107600 *Chestnut & Walnut Streets Fiber Optic Network - 2015 ARLE (ARLE 6)*

New

LIMITS Cobbs Creek Parkway to 34th Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER: Metropolitan Center

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The City of Philadelphia is currently in the process of expanding and upgrading a number of arterials with state-of-the-art technology by incorporating them into an automated traffic management system (ATMS). With the installation of such technology, new signal controllers are being interconnected with single-mode fiber optic cable. Arterial upgrades on critical streets like Chestnut and Walnut Streets must be interconnected to enhance the City's communication and transportation infrastructure. Incorporating these improvements on Chestnut and Walnut will permit the City of Philadelphia to enhance, evaluate, and incorporate future growth specific to these corridors, not only permitting better signal operations maintenance, but also permitting the incorporation of CCTV, Video Detection, Microwave Detection, Passive Loops, GPS Preemption, Temperature Sensing Loops, Smart sensing LED's, etc.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	700												
		700	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			700	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107631 *Navy Yard Contra Flow Loop Shuttle*

LIMITS Between Navy Yard and AT&T Station on Broad St Line

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R.Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Funding will allow the existing shuttle service between the Navy Yard and AT&T Station on SEPTA's Broad Street Line to increase to 11 minute headways by adding second loop shuttle for service throughout the day.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	CAQ			416										
		0	0	416	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			416	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107637 *Ramping up to Rapid Transit on Roosevelt Boulevard*

New

LIMITS

No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/JPB

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Construction of ten bus stations on Roosevelt Blvd. to support enhanced express bus service between Frankford Transportation Center and Neshaminy Mall. Stations are the first step in introducing enhanced express service on Roosevelt Blvd.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ	2,286											
CON	TOLL												
CON	STU	320											
		2,606	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,606		Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 107654 *CNG Philadelphia*

New

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J.Banks

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Purchase 25 CNG waste haulers. Fueling station will be at Balfour and Venango St.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ	586											
CON	TOLL												
CON	CAQ		1,414										
		586	1,414	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,000		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107698 I-76 Bridge Repair Section SRE

New

LIMITS University Avenue through Arch Street

Est Let Date: 3/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N.Velaga

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The scope of this project contains replacement/rehabilitation of the structure along with the existing bridge deck is proposed along with repairs to piers, abutments and other components of the substructure.

The I-76 Bridge carries I-76 along and over the Schuylkill River in the City of Philadelphia from University Avenue through Arch Street. Located adjacent to the 30th Street Regional Rail Station, this bridge carries a high volume of traffic and is an important interstate route for the local and regional needs of the greater Philadelphia area. As a result of the continued deterioration of the bridge deck and deck joints, several spalls were observed with exposed reinforcement which required immediate action by the Department.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	581	300												
FD	581	300												
CON	TOLL													
CON	NHPP		12,202											
CON	TOLL													
CON	NHPP			13,698										
		600	12,202	13,698	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		26,500		Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107803 2016 Phila Co ADA Ramps

New-B

LIMITS City of Philadelphia

Est Let Date: 8/24/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/F.Hanney

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project is Design Build. This project involves the construction of ADA ramps in Philadelphia County. This project contains 88 ADA ramps from the District ADA Transition List.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	581	75												
CON	TOLL													
CON	STU	700												
CON	TOLL													
CON	STU		427											
		775	427	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		1,202		Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107826 *South St.-Christian St. Trail Ext (MTF)*

New

LIMITS South Street to Christian Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The final phase of construction for the South Street to Christian St extension of the Schuylkill River Trail; tasks include trail and plaza paving, fencing, trail furniture installation, landscaping, irrigation, pavement markings, and signage.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	LOC	35												
CON	411	912												
CON	LOC	238												
		1,185	0	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020		1,185			Total FY2021-2024				0		Total FY2025-2028			0

MPMS# 107831 *Make Way for Children Phila*

New

LIMITS Frances Willard Elementary, Commodore John Barry Elementary and John H. Taggart Elementary

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project invests in critically needed pedestrian and bicyclist safety infrastructure along corridors to three public elementary schools that have been identified as "high child pedestrian crash schools." The three elementary schools that have been identified are Frances Willard Elementary, Commodore John Barry Elementary and John H. Taggart Elementary in Philadelphia.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	411	812												
		812	0	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020		812			Total FY2021-2024				0		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107832 *City Ave (US 1) Road/Ped Safety Improvements (MTF)*

New

LIMITS City Line Ave.- between Conshohocken Rd and Lancaster Ave.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Road and pedestrian safety improvements on City Avenue, Philadelphia. The project will include the installation of 100 ft. left turn lanes at Old Lancaster Avenue and 54th Street. In addition, the project will include the improvement of pedestrian facilities, such as the reconstruction raised crosswalks and installation of ADA ramps.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	411	890												
		890	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			890	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107870 *Logan Pointe Roadway (MTF)*

New

LIMITS Wyoming Avenue between 11th and Roosevelt Boulevard

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Logan Pointe Roadway Improvements Project will prepare the Logan Triangle in N. Philadelphia for redevelopment by vacating a series of unused, dilapidated streets and completely reconstructing the arterial access roads, 9th St. & Wyoming Ave.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	411	2,000												
		2,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

New

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

Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$600,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAP	600												
		0	600	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			600	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 108009 Demand-Driven Indego Expansion

New

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$984,692 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAP	985												
		0	985	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			985	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108090 Citywide Resurfacing 106

New

LIMITS City of Philadelphia

Est Let Date: 9/17/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

- Southampton Road (G196) from Roosevelt Boulevard to Worthington Road
- Dunks Ferry Road (G444) from Byberry Road to the City Limit
- Welsh Road (G125) from Holme Circle to Rowland Avenue
- Alburger Avenue (G174) from Pine Road to Welsh Road
- G Street (G495) from Hunting Park Avenue to Wyoming Avenue
- Rising Sun Avenue (G003) from Broad Street to Luzerne Street
- Kensington Avenue (G046) from Allegheny Avenue to Frankford Avenue
- Kensington Avenue (G046) from Allegheny Avenue to Front Street
- Front Street (G005) from Kensington Avenue to Girard Avenue
- Fairmont Avenue (G502) from Broad Street to Kelly Drive

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP		480										
PE	LOC		120										
FD	STP		368										
FD	LOC		92										
FD	STU			32									
FD	LOC			8									
CON	STU							4,000					
CON	LOC							1,000					
CON	STU								4,800				
CON	LOC								1,200				
		0	1,060	40	0	0	0	5,000	6,000	0	0	0	0
		Total FY2017-2020			1,100	Total FY2021-2024			11,000	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108092 Citywide Resurfacing 107

New

LIMITS City of Philadelphia

Est Let Date: 9/26/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLFV. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

- Race Street (G010) from Benjamin Franklin Parkway to 7th Street
- Race Street (G010) from 5th Street to 2nd Street
- 22nd Street (G011) from Snyder Avenue to South Street
- 22nd Street (G011) from South Street to Market Street
- 22nd Street (G011) from Market Street to Benjamin Franklin Parkway
- Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue
- Tasker Street (G014) from Columbus Boulevard to 34th Street
- Morris Street (G012) from Columbus Boulevard to 34th Street

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP	520											
PE	LOC	130											
FD	STP	8											
FD	LOC	2											
FD	STP		432										
FD	LOC		108										
CON	STU					1,693							
CON	LOC					1,170							
CON	STU						4,010						
CON	LOC						1,136						
CON	STU							120					
CON	LOC							30					
CON	STU								790				
CON	LOC								64				
		660	540	0	0	2,863	5,146	150	854	0	0	0	0
		Total FY2017-2020		1,200		Total FY2021-2024			9,013	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108095 Citywide Resurfacing 108

New

LIMITS City of Philadelphia

Est Let Date: 9/26/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLFV. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

- Presidential Boulevard (G140) from Neill Drive to City Avenue
- Neill Drive (G140) from Martin Luther King Jr. Drive to Presidential Boulevard
- Martin Luther King Jr. Drive (G079) from Falls Bridge to Benjamin Franklin Parkway
- Wister Street (G117) from Germantown Avenue to Belfield Avenue
- Main Street (G076) from Leverington Avenue to Ridge Avenue
- Shurs Lane (G111) from Main Street to Ridge Avenue
- Domino Lane (G139) from Ridge Avenue to Valley Avenue
- Domino Lane (G139) from Ridge Avenue to Umbria Street
- Valley Avenue (G138) from Wigard Avenue to Henry Avenue
- Windrim Avenue (G083) from Wanye Avenue to Fisher Avenue
- Spruce Street (G066) from 63rd Street to 38th Street
- Spruce Street (G066) from 34th Street to South Street
- 34th Street (G051) from Spruce Street to Walnut Street

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP	520											
PE	LOC	130											
FD	STP		444										
FD	LOC		111										
CON	STU					4,800							
CON	LOC					1,200							
CON	STU						4,800						
CON	LOC						1,200						
		650	555	0	0	6,000	6,000	0	0	0	0	0	0
		Total FY2017-2020		1,205		Total FY2021-2024		12,000		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108097 Citywide Resurfacing 109

New

LIMITS City of Philadelphia

Est Let Date: 9/17/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

All street segments will have cobbles reset, and base repaired, and historically designated cobble stone on Dock Street, Spruce Street, 38th Parallel Place and Front Street. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Dock Street (G307) from 2nd Street to 38th Parallel Place

Dock Street (G710) from 38th Parallel Place to Christopher Columbus Boulevard

38th Parallel Place (G307) from Dock Street to Spruce Street

Spruce Street (G008) from 38th Parallel Place to Christopher Columbus Boulevard

Front Street (G005) from Callowhill Street to Vine Street

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP	240											
PE	LOC	60											
FD	STP	120											
FD	LOC	30											
FD	STP		40										
FD	LOC		10										
CON	STU							4,000					
CON	LOC							1,000					
		450	50	0	0	0	0	5,000	0	0	0	0	0
		Total FY2017-2020			500	Total FY2021-2024			5,000	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108098 Citywide ADA Ramps 2

New

LIMITS City of Philadelphia

Est Let Date: 9/17/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will include the design and construction of ADA ramps that were transitioned from other Federal Aid projects, including, but not limited to, Center City SE Quad Signals (MPMS #17655), Passyunk Ave Signals (MPMS #16987), 52nd St. Streetscape (MPMS #17829), Citywide Resurfacing 103 (MPMS #91837), and various streetscape projects; and as well as ramps located on Center City Philadelphia Federal Aid routes that were repaved with local funding. The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	STU			528										
PE	LOC			132										
FD	STU			244										
FD	LOC			61										
CON	STU								3,200					
CON	LOC								800					
		0	0	965	0	0	0	0	4,000	0	0	0	0	
		Total FY2017-2020			965	Total FY2021-2024				4,000	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108099 Falls Road Bridge

New

LIMITS Falls Road Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. New

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	183		480										
PE	LOC		120										
PE	183			480									
PE	LOC			120									
FD	183			320									
FD	LOC			80									
FD	183				320								
FD	LOC				80								
		0	600	1,000	400	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,000		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108129 *MLK Drive over Schuylkill River*

New

LIMITS MLK Drive

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The purpose of this project is to rehabilitate the MLK Drive (formerly West River Drive/Spring Garden St. Lower) Bridge over the Schuylkill River near Center City Philadelphia. Work will include complete bridge deck replacement, new expansion joints, new scuppers and down spouting, new bearings, bridge painting, and limited substructure repair. The single 5 ft. sidewalk, used by both pedestrians and bicycles, will be widened to accommodate a normal width, multi-use bike path. The bridge is currently posted for 33 tons with a sufficiency rating of 48. This work is necessary to remove the current posting and prevent continued deterioration that could lead to further restrictions.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	183		240											
PE	LOC		60											
PE	183			240										
PE	LOC			60										
FD	183			320										
FD	LOC			80										
		0	300	700	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 109461 *Castor Avenue Signal Modernization*

New

LIMITS Castor Avenue from Cottman Avenue to Oxford Circle

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will fund the design and construction of signal modernization for 12 traffic signals on Castor Avenue from Cottman Avenue to Oxford Circle. Proposed work includes but is not limited to traffic signing and pavement marking; construction of concrete sidewalk and ADA ramps; installation of upgraded traffic signal controllers, conduit, junction boxes and all necessary hardware; and approximately 20,000 linear feet of fiber optic cable for interconnection and communications with the City's Traffic Operations Center.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	2,800												
		2,800	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,800	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 109462 *Cheltenham Avenue Signals and ITS*

New

LIMITS 24 traffic signals on Cheltenham Avenue from Ivy Hill Road to Crescentville Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will fund design and construction of signal modernization for 24 traffic signals on Cheltenham Avenue from Ivy Hill Road to Crescentville Road. Proposed work includes but is not limited to traffic signing and pavement marking; construction of concrete sidewalk and ADA ramps; installation of upgraded traffic signal controllers, conduit, junction boxes and all necessary hardware; and a 4.25 mile fiber optic cable for interconnection and communications with District 6's and the City's Traffic Operations Centers. Equipment updates will include ITS permitting left turn actuation, smart camera technology, weather monitoring, and transit signal priority.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	7,100												
		7,100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			7,100	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 109843 *Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreements (Green Light-Go)*

New

LIMITS

No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The consultant will provide for the necessary arterial traffic signals/ITS design to supplement the I-76 Integrated Corridor Management Project. This project will develop all of the necessary design and construction documentation needed to modernize the traffic signal systems and ITS devices in the City of Philadelphia based on the I-76 Traffic Signal Management Plan, Memorandum of Understanding (MOU) Agreement, concept of operations and system engineering report completed under different agreements. The targeted corridors include: Ridge Avenue, Henry Avenue, Belmont Avenue, and U.S. 1/City Avenue.

This agreement includes but is not limited to data collection, traffic analysis, preliminary engineering, environmental clearances, final design, plan development, PS&E requirements, right-of-way acquisition services and consultation during construction. Also as indicated under services, coordination and collaboration is required with the following other agreements:

- E03582 - Green Light-Go Technical Support - Southeastern Region
 - E03803 -76 Integrated Corridor Management Project
 - E03918 Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreement (Montgomery County)
 - E03920 - District 6 Transportation Systems Management and Operations (TSMO) Support Contract
 - Other identified ECMS, Highway Occupancy Permit (HOP) or Municipal Projects identified by the Department
- The consultant will manage assignments with routine project status meetings to identify the next steps of the project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	A-073		1,500											
		0	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,500	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 109902 Philadelphia Historic Streets Restoration (ARLE 6)

New

LIMITS Citywide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will provide for the restoration of a small portion of the City of Philadelphia's inventory of streets classified as historic, many of which are paved with cobblestones, Belgian block, wood block, brick, or other historic materials. Restoration will improve vehicular flow including bicycles, assure that crosswalks can be negotiated by persons in wheelchairs or pulling or pushing other wheeled devices, and reduce tripping hazards for pedestrians in crosswalks.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	244	200				0				0					
		0	200	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			200		Total FY2021-2024			0		Total FY2025-2028			0

MPMS# 109903 Roosevelt Boulevard Bus Rapid Transit (BRT) Pedestrian Safety Improvements (ARLE 6)

New

LIMITS Roosevelt Boulevard in Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will modify critical intersections along Roosevelt Boulevard to help slow traffic, improve sight distance between drivers and pedestrians, and provide safer pedestrian connections to transit stops.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	244	300				0				0					
		0	300	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			300		Total FY2021-2024			0		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 109904 *Eakins Oval Low Cost Safety Projects (ARLE 6)*

New

LIMITS Intersections in the vicinity of Eakins Oval in Philadelphia

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will design and construct low cost improvements for the Spring Garden Street Tunnel (that passes under Eakins Oval) and approximately 15 intersections on and around Eakins Oval.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244		300											
		0	300	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			300	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 109905 *Philadelphia Citywide Pedestrian Countdown Signals (ARLE 6)*

New

LIMITS Citywide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will procure and install pedestrian countdown signals at intersections throughout the City of Philadelphia where previously none existed or with outmoded signal heads, in order to make crossing intersections safer for pedestrians.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244		500											
		0	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			500	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 109906 Philadelphia Citywide Intersection Modifications (ARLE 6)

New

LIMITS Citywide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will identify locations and implement intersection modifications to help slow traffic, improve sight distance between drivers and pedestrians, and reduce pedestrian vulnerability by reducing pedestrian crossing time.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	1,200											
		0	1,200	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		1,200		Total FY2021-2024			0		Total FY2025-2028		0

MPMS# 109907 Philadelphia Citywide Rectangular Rapid Flashing Beacons (ARLE 6)

New

LIMITS Citywide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will identify non-signalized intersections or mid-block locations with heavy pedestrian movements and install Rectangular Rapid Flashing Beacons.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	500											
		0	500	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		500		Total FY2021-2024			0		Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110644 *Baxter Trail/Delaware Waterfront Mitigation Improvements*

New

LIMITS Multi-Use Trail connecting Pennypack Street to Pennypack Path along Delaware Waterfront

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysch

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will combine the construction and rehabilitation of physical features including ballistic baffles and berms to safely redirect, or in some cases absorb stray projectiles, and where appropriate, to eliminate blue sky from the perspective of range users. Physical improvements will be supplemented with education strategies. This mitigation will facilitate normal use of the ranges and the Baxter trail. It will improve safety on the Delaware River, including along the eastern banks in New Jersey.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	LOC		243											
FD	LOC			405										
CON	LOC				3,238									
CON	LOC					3,237								
		0	243	405	3,238	3,237	0	0	0	0	0	0	0	
		Total FY2017-2020			3,886	Total FY2021-2024				3,237	Total FY2025-2028			0

MPMS# 110934 *Philadelphia Citywide Traffic Calming (ARLE 7)*

New

LIMITS Citywide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

Funds will be used to establish a citywide program to implement traffic calming strategies at various locations. Solutions will be determined based on the most current crash data, intersection/roadway geometry, and degree of pedestrian activity.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244		1,200											
		0	1,200	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,200	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110935 Philadelphia Neighborhood Slow Zones (ARLE 7)

New

LIMITS Citywide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

Funding will be used to establish a citywide program to implement low cost strategies to support Philadelphia's Vision Zero initiative, including the Neighborhood Slow Zone Program to implement designs that will slow driver speeds and encourage safer driving behaviors.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		1,000		Total FY2021-2024			0		Total FY2025-2028		0

MPMS# 110936 20th St/Penrose Ave/Moyamensing Ave/Packer Ave Intersection Improvement (ARLE 7)

New

LIMITS 20th St/Penrose Ave/Moyamensing Ave/Packer Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 6C

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will realign and upgrade the geometry at the intersection of 20th Street/Penrose Avenue/Moyamensing Avenue and Packer Avenue.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	1,500											
		0	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		1,500		Total FY2021-2024			0		Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110937 Philadelphia Citywide Fiber Optic Expansion (ARLE 7)

New

LIMITS Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will establish a citywide program to connect various arterial corridor traffic signals back to the City's Traffic Management Center using fiber optic cable communications.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	1,000												
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		1,000		Total FY2021-2024			0		Total FY2025-2028			0

MPMS# 110938 Philadelphia Citywide Pedestrian and Bicyclist Connections (ARLE 7)

New

LIMITS Citywide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will establish a citywide program intended to select up to three locations to connect pedestrians and bicyclists between residential neighborhoods, parks, and employment centers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	500												
		0	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		500		Total FY2021-2024			0		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110939 *Roosevelt Boulevard Bus Station Pedestrian Safety Improvements*

New

LIMITS Five signalized intersections on Roosevelt Boulevard

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will improve the following five signalized intersections by improving vehicle and pedestrian safety at transit stops: Pratt Street and Roosevelt Boulevard; Langdon Street and Roosevelt Boulevard; Rising Sun Avenue and Roosevelt Boulevard; 5th Street and Roosevelt Boulevard; and Broad Street and Roosevelt Boulevard.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	500											
		0	500	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			500	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 110958 *Castor Avenue Roundabout*

New

LIMITS Castor Avneue (SR 1005) and Wyoming Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X5

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Roundabout installation at Castor Avneue (SR 1005) and Wyoming Avenue

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	300											
		0	300	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			300	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111067 *Frankford Avenue Study*

New

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

No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/R. Whittington

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Frankford Avenue, otherwise known as State Route (SR) 2007/US 13. This study will analyze the conditions along Frankford Avenue between Cheltenham Avenue and Rhawn Street with the goal of improving safety and predictability for all users. It will examine opportunities to slow vehicular traffic, improve pedestrian safety and walkability, mitigate current loading challenges, designate space for bicyclists, and integrate stormwater management. The plaza at the intersection of Frankford and Cottman Avenues serves as a gathering space for residents during special events, which can range in size from small festivals to large gatherings like the Philadelphia Eagles Super Bowl celebration, when approximately 30,000 fans gathered there to celebrate. Given these pedestrian concerns, this study will also focus on multimodal operations at and around the Cottman and Frankford Avenue plaza. It will explore parking issues along the corridor as well as the impact of any recommendations on the existing public transportation that currently uses Frankford Avenue, particularly the Route 66 trackless trolley.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
STUDY	581			300										
		0	0	300	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			300	Total FY2021-2024				0	Total FY2025-2028			0

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

New

LIMITS Cherokee Street Bridge over Valley Green Road

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered Structurally Deficient due to substructure issues. It requires abutment repair and reconstruction of the bearing pedestals to avoid posting, remove its structurally deficient status, and extend its useful life.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	SSTP		204											
FD	SSTP			136										
CON	SSTP				1,660									
		0	204	136	1,660	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,000	Total FY2021-2024				0	Total FY2025-2028			0

Total For Philadelphia	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$173,612	\$191,406	\$153,340	\$128,999	\$647,357	\$291,520	\$9,649