

FINAL VERSION MODIFIED AFTER
JULY 2020 ADOPTION



Highway Projects for the FY2021 TIP

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DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 1 *Pennridge School District Transportation Improvements (2021-22)*

LIMITS: Washington Avenue

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: West Rockhill Township

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

MPMS #1 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project includes addressing the transportation issues occurring at West Rockhill Elementary School by providing a secondary entrance to alleviate the congestion that occurs along Washington Avenue.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 303 | | | | | | | | | | | | |
| | | 0 | 303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 303 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 2 *Pennsylvania Avenue and Trenton Avenue Intersection Signals (2021-22)*

LIMITS: Intersection of Pennsylvania Avenue and Trenton Avenue

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Morrisville Borough

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #2 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project includes pedestrian and traffic signal improvements at the intersection of Pennsylvania Avenue and Trenton Avenue.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 228 | | | | | | | | | | | | |
| | | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 228 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 3 *Yardley Borough Sidewalks (2021-22)*

LIMITS: North Main Street

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Yardley Borough

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #3 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This projects includes the construction of 1,200 linear feet of sidewalk along North Main Street as well as related stormwater and pedestrian facility improvements.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

MPMS# 12923 *Bristol Road Extension SR:2025*

LIMITS: US 202 to Park Avenue

D6 Est Let: Est Let Date: 12/12/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:119

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

FC: 16

AQ Code:2035M

PLAN CENTER: Town Center

DOI: DOI_DOI

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|---------------|
| PE | 581 | | 400 | | | | | | | | | | |
| FD | 581 | 2,122 | | | | | | | | | | | |
| ROW | STP | | | | | 237 | | | | | | | |
| ROW | 581 | | | | | 215 | | | | | | | |
| UTL | STP | | | | | | 689 | | | | | | |
| UTL | 581 | | | | | | 172 | | | | | | |
| CON | 581 | | | | | | | | | 326 | | | |
| CON | 581 | | | | | | | | | | 3,827 | | |
| CON | 581 | | | | | | | | | | 7,639 | | |
| CON | 581 | | | | | | | | | | | | 8,366 |
| | | 2,122 | 400 | 0 | 0 | 452 | 861 | 0 | 0 | 326 | 11,466 | 0 | 8,366 |
| | | Total FY2021-2024 | | | 2,522 | Total FY2025-2028 | | | 1,313 | Total FY2029-2032 | | | 20,158 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: NORTHAMPTON & WRIGHTSTOWN TWPS

D6 Est Let: Est Let Date: 2/3/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Northampton Township; Wrightstown Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|--------------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| FD | 185 | 250 | | | | | | | | | | | |
| ROW | STP | 236 | | | | | | | | | | | |
| ROW | 185 | 58 | | | | | | | | | | | |
| UTL | STP | 244 | | | | | | | | | | | |
| UTL | 185 | 60 | | | | | | | | | | | |
| CON | 185 | | 1,148 | | | | | | | | | | |
| CON | 185 | | | 3,000 | | | | | | | | | |
| CON | 185 | | | | 1,000 | | | | | | | | |
| | | 848 | 1,148 | 3,000 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 5,996 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12965 Lawn Avenue SR:4033

LIMITS: Maple Avenue to Farmers Lane

D6 Est Let: Est Let Date: 4/16/2026

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Sellersville Borough; West Rockhill Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|------------|---------------|--------------|--------------------------|------------|--------------|----------|--------------------------|----------|----------|----------|
| FD | STU | 324 | | | | | | | | | | | |
| FD | 581 | 81 | | | | | | | | | | | |
| ROW | STU | 371 | | | | | | | | | | | |
| ROW | 581 | 93 | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | STU | | 403 | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | STU | | | 304 | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | STU | | | | 1,309 | | | | | | | | |
| CON | 581 | | | 7,826 | | | | | | | | | |
| CON | 581 | | | | 100 | | | | | | | | |
| CON | 581 | | | | | 6,888 | | | | | | | |
| CON | 581 | | | | | | 250 | | | | | | |
| CON | 581 | | | | | | | 958 | | | | | |
| | | 869 | 403 | 8,130 | 1,409 | 6,888 | 250 | 958 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 10,811 | | Total FY2025-2028 | | 8,096 | | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Beaver Creek

D6 Est Let: Est Let Date: 6/8/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tincum Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 11

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|------------|--------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| ROW | BOF | 54 | | | | | | | | | | | | |
| ROW | 183 | 10 | | | | | | | | | | | | |
| ROW | LOC | 3 | | | | | | | | | | | | |
| UTL | BOF | 63 | | | | | | | | | | | | |
| UTL | 183 | 12 | | | | | | | | | | | | |
| UTL | LOC | 4 | | | | | | | | | | | | |
| CON | BOF | | 592 | | | | | | | | | | | |
| CON | 183 | | 111 | | | | | | | | | | | |
| CON | LOC | | 37 | | | | | | | | | | | |
| CON | BOF | | | 1,592 | | | | | | | | | | |
| CON | 183 | | | 297 | | | | | | | | | | |
| CON | LOC | | | 99 | | | | | | | | | | |
| | | 146 | 740 | 1,988 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,874 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Kimples Creek D6 Est Let: Est Let Date: 3/16/2023
IMPROVEMENT Bridge Repair/Replacement NHPP: N
MUNICIPALITIES: Haycock Township FC: 7 AQ Code:S19
PLAN CENTER: DOI: DOI_BASE IPD: 12
PROJECT MANAGER: Plans/S. Hasan CMP: Not SOV Capacity Adding
PennDOT Class: Bridge Replacement PennDOT Improvement: Bridge Replacement

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------|--------|--------|--------|--------------------------|--|--|--|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | | | | | | |
| CON | STU | | | 2,000 | | | | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | | | | | | |
| CON | STU | | | | 565 | | | | | | | | | | | | | | | | |
| CON | TOLL | | | | | 2,500 | | | | | | | | | | | | | | | |
| CON | STU | | | | | | | | | | | | | | | | | | | | |
| | | 0 | 0 | 2,000 | 565 | 2,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Total FY2021-2024 | | 2,565 | | | | Total FY2025-2028 | | | | 2,500 | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 13249 **Stone Bridge Road (Bridge) (CB #45) SR:7009**

Return

LIMITS: Over Deep Run D6 Est Let: Est Let Date: 4/22/2021
IMPROVEMENT Bridge Repair/Replacement NHPP:
MUNICIPALITIES: Bedminster Township FC: AQ Code:S19
PLAN CENTER: DOI: IPD: 14
PROJECT MANAGER: TSS/GANNETT/S. New CMP: Not SOV Capacity Adding
PennDOT Class: Bridge Replacement PennDOT Improvement: Bridge Replacement

This project involves replacement of the bridge carrying Stone Road over Deep Run in Bedminster Township, Bucks County. The Bridge has deteriorated to the point where replacement is necessary. This project will replace an existing single span reinforced concrete box beam bridge with a prestressed adjacent box beam. The existing bridge is less than 16 feet wide. The proposed structure will have 12 feet lanes with four-foot shoulders on each side for a total of 32 feet. There are also no existing pedestrian or bike features and there are no planned pedestrian or bike accommodations in the project scope.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | |
| CON | 183 | 1,527 | | | | | | | | | | | | | | | |
| CON | LOC | 382 | | | | | | | | | | | | | | | |
| | | 1,909 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Total FY2021-2024 | | 1,909 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Morris Run Creek

D6 Est Let: Est Let Date: 11/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 11

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| CON | BOF | 2,251 | | | | | | | | | | | |
| CON | 183 | 422 | | | | | | | | | | | |
| CON | LOC | 141 | | | | | | | | | | | |
| CON | BOF | | | | | | | | | | | | |
| | | 2,814 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 2,814 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Licking Creek

D6 Est Let: Est Let Date: 3/14/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Milford Township

FC: 14; 16; 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 13

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|
| UTL | TOLL | | | | | | | | | | | | | |
| UTL | STU | | | 200 | | | | | | | | | | |
| CON | 185 | | | 1,093 | | | | | | | | | | |
| CON | 185 | | | | 500 | | | | | | | | | |
| CON | 185 | | | | | 3,000 | | | | | | | | |
| CON | 185 | | | | | | 3,000 | | | | | | | |
| CON | 185 | | | | | | | 3,335 | | | | | | |
| | | 0 | 0 | 1,293 | 500 | 3,000 | 3,000 | 3,335 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,793 | Total FY2025-2028 | | | 9,335 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: PA 413 - PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Bensalem Township; Middletown Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

DOI: DOI_DOI

IPD: 12

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

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

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | STU | 2,376 | | | | | | | | | | | | |
| FD | 581 | 594 | | | | | | | | | | | | |
| | | 2,970 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,970 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: At US 1 and Bristol/Levittown Parkway

D6 Est Let: 6/15/2023 Est Let Date: 6/20/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Falls Township; Middletown Township

FC: 16; 17

AQ Code:R1

PLAN CENTER: Suburban Center

DOI:

IPD: 19

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|--------------|--------------------------|--------------|--------------|--------------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | TOLL | | | | | | | | | | | | |
| FD | STU | 100 | | | | | | | | | | | |
| FD | STP | | 787 | | | | | | | | | | |
| ROW | 581 | | | | 2,000 | | | | | | | | |
| UTL | 581 | | | | 15 | | | | | | | | |
| CON | STU | | | | | 1,934 | | | | | | | |
| CON | 581 | | | | | 483 | | | | | | | |
| CON | STU | | | | | | | 4,855 | | | | | |
| CON | 581 | | | | | | | 1,214 | | | | | |
| | | 100 | 787 | 0 | 2,015 | 0 | 2,417 | 6,069 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 2,902 | Total FY2025-2028 | | | 8,486 | Total FY2029-2032 | | | 0 |

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

LIMITS: Over Tincum Creek

D6 Est Let: 1/14/2021 Est Let Date: 3/11/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Tincum Township

FC: 8

AQ Code:S19

PLAN CENTER:

DOI:

IPD: 11

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|------------|------------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | BOF | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | BOF | | | | 250 | | | | | | | | |
| | | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 250 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: PA 513/Hulmeville Road to Old Lincoln Highway

D6 Est Let: 9/20/2020 Est Let Date: 7/29/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Bensalem Township

FC: 16

AQ Code:R1

PLAN CENTER:

DOI: DOI_BASE

IPD: 18

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

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

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|---------------|----------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | STU* | 1,409 | | | | | | | | | | | | |
| CON | STP* | | 2,684 | | | | | | | | | | | |
| CON | STU* | | 12,760 | | | | | | | | | | | |
| | | 1,409 | 15,444 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 16,853 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Cornwells Heights Shuttle Bus Operations

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

DOI:

IPD: 18

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 12A

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | STP | 529 | | | | | | | | | | | |
| CON | LOC | 132 | | | | | | | | | | | |
| CON | STP | | 529 | | | | | | | | | | |
| CON | LOC | | 132 | | | | | | | | | | |
| | | 661 | 661 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 1,322 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | 0 | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

MPMS# 36475 *Mill St. Grade Xing*

LIMITS: Quakertown Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

AQ Code:S8

MUNICIPALITIES: Quakertown Borough

FC:

IPD:

PLAN CENTER:

DOI: No

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class:

PennDOT Improvement:

This project will upgrade RRX Warning Devices.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|------------|------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | RRX | | 15 | | | | | | | | | | |
| CON | RRX | | 315 | | | | | | | | | | |
| | | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 330 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | 0 | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 49315 *Portzer Road Roundabout SR:6309*

LIMITS: Route 663 to Route 309

D6 Est Let: 11/5/2021 Est Let Date: 2/3/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: MRPID:118

MUNICIPALITIES: Milford Township; Richland Township

FC: 17 AQ Code:NRS

PLAN CENTER:

DOI: DOI_BASE IPD: 14

PROJECT MANAGER: TSS/T. Stevenson

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14C

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| UTL | 581 | | 500 | | | | | | | | | | | |
| CON | 581 | 667 | | | | | | | | | | | | |
| CON | 581 | | 667 | | | | | | | | | | | |
| CON | 581 | | | 362 | | | | | | | | | | |
| | | 667 | 1,167 | 362 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,196 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

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

LIMITS: Kulp Road to PA 611

D6 Est Let: Est Let Date: 1/30/2020

IMPROVEMENT Roadway Rehabilitation

NHPP: Y MRPID:34

MUNICIPALITIES: Horsham Township; Warrington Township

FC: 14 AQ Code:S10

PLAN CENTER:

DOI: DOI_DOI IPD: 18

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | STU* | 1,482 | | | | | | | | | | | | |
| CON | 581 | 370 | | | | | | | | | | | | |
| | | 1,852 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,852 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Ferry Road to Broad Street

D6 Est Let: Est Let Date: 6/8/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: New Britain Township; Plumstead Township

FC: 14

AQ Code:R1

PLAN CENTER:

DOI: DOI_DOI

IPD: 15

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|------------|--------------|--------------|--------------------------|--------------|----------|----------|--------------------------|----------|----------|----------|
| FD | STU | 480 | | | | | | | | | | | |
| FD | 581 | 120 | | | | | | | | | | | |
| FD | STU | | 240 | | | | | | | | | | |
| FD | 581 | | 60 | | | | | | | | | | |
| UTL | NHPP | 360 | | | | | | | | | | | |
| UTL | 581 | 90 | | | | | | | | | | | |
| CON | 581 | | | 3,000 | | | | | | | | | |
| CON | 581 | | | | 3,230 | | | | | | | | |
| CON | 581 | | | | | 2,360 | | | | | | | |
| CON | 581 | | | | | | 7,000 | | | | | | |
| | | 1,050 | 300 | 3,000 | 3,230 | 2,360 | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 7,580 | | | | 9,360 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Neshaminy Creek to PECO Right-of-Way

D6 Est Let:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Wrightstown Township

FC: 16

AQ Code:R3

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

CON (\$4,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|----------|----------|--------------|--------------------------|--------------|----------|--------------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | |
| CON | HSIP | 3,097 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | | | | 1,444 | | | | | | | |
| CON | HSIP | | | | | 3,476 | | | | | | | |
| | | 3,097 | 0 | 0 | 0 | 0 | 4,920 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 3,097 | Total FY2025-2028 | | | 4,920 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: PA 309/California Road/Main Street

D6 Est Let: Actl Let Date: 11/1/2018

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES: Quakertown Borough; Richland Township

FC: 14

AQ Code:2020M

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 3

PROJECT MANAGER: AECOM/E. Reagle

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

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

The 15 Intersections include:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| UTL | CAQ | 1,000 | | | | | | | | | | | | |
| CON | CAQ | | 275 | | | | | | | | | | | |
| | | 1,000 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,275 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64778 **State Road SR:2002**

LIMITS: Elm Street to Neshaminy Creek

D6 Est Let: 12/15/2023 Est Let Date: 12/12/2024

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:248

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|---------------|--------------------------|----------|---------------|---------------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | 581 | 212 | | | | | | | | | | | | |
| ROW | 581 | 849 | | | | | | | | | | | | |
| UTL | 581 | | | | | | | | | 430 | | | | |
| UTL | 581 | | | | | | | | | 1,720 | | | | |
| CON | 581 | | | | | | | | | 5,241 | | | | |
| CON | 581 | | | | | | | | | 5,519 | | | | |
| CON | 581 | | | | | | | | | | | | 15,446 | |
| | | 1,061 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,910 | 0 | 0 | 15,446 | |
| | | Total FY2021-2024 | | | 1,061 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 28,356 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Branch of Neshaminy Creek

D6 Est Let: Est Let Date: 10/24/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Newtown Township

FC: 16

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|------------|--------------|------------|--------------------------|--------------|----------|--------------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | 185 | 293 | | | | | | | | | | | | |
| FD | 185 | | 285 | | | | | | | | | | | |
| ROW | 185 | | 704 | | | | | | | | | | | |
| UTL | STP | 103 | | | | | | | | | | | | |
| UTL | 185 | 26 | | | | | | | | | | | | |
| CON | 185 | | | | 225 | | | | | | | | | |
| CON | 185 | | | | | 500 | | | | | | | | |
| CON | 185 | | | | | | 1,526 | | | | | | | |
| | | 422 | 989 | 0 | 225 | 500 | 1,526 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 1,636 | | Total FY2025-2028 | | | 2,026 | | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Rosedale Rd in Milfrod Twp

Est Let Date: 1/13/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Milford Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|----------|--------------|--------------------------|----------|----------|--------------------------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | |
| PE | 185 | 106 | | | | | | | | | | | | | | | |
| FD | 185 | 186 | | | | | | | | | | | | | | | |
| ROW | 185 | 95 | | | | | | | | | | | | | | | |
| UTL | 185 | 37 | | | | | | | | | | | | | | | |
| CON | 185 | | 1,912 | | | | | | | | | | | | | | |
| | | 424 | 1,912 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Total FY2021-2024 | | | 2,336 | | | | Total FY2025-2028 | | | | 0 | | | | |
| | | | | | | Total FY2025-2028 | | | | 0 | | | | | | | |
| | | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 71912 **Point Pleasant Pike - Betterment Project SR:1006**

LIMITS:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Warwick Township

FC:

AQ Code:S2

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

This "Betterment" project will address faulty retaining walls. The goal of Betterment projects is to make improvements which will bring the road up to current standards. S.R. 1006 (Point Pleasant Pike) is located in Plumstead Township, Bucks County. S.R. 1006, Section RTW begins west of Tollgate Road and ends at Tohickon Hill Road. Residences are present along both sides of Point Pleasant Pike. The paved roadway is approximately 20 feet wide with one lane in each direction and intermittent shoulders of varying widths (two foot maximum). A shallow drainage swale and steep rock cut slope typically parallel the eastbound lane. Guide rail lines a steep embankment along the westbound lane and Geddes Run roughly parallels the westbound lane. The existing right-of-way along S.R. 1006 is 40 feet wide. Slope stability analyses were performed along the corridor. Approximately 4570 feet of slope stability will be necessary. Guide rail will also be placed along the westbound lanes in embankment areas steeper than 1V: 3H.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|----------|--------------------------|--------|--------|--------------------------|--------------------------|--------|--------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | |
| ROW | STU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Total FY2021-2024 | | | 0 | | | | Total FY2025-2028 | | | | 0 | | | | |
| | | | | | | Total FY2025-2028 | | | | 0 | | | | | | | |
| | | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 74827 *Delaware Canal Enhancement*

LIMITS: Over Brock Creek, Yardley to Bristol Boroughs

D6 Est Let: 6/18/2021 Est Let Date: 2/16/2023

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Bristol Borough; Yardley Borough

FC:

AQ Code:X12

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | | 500 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | | | 1,096 | | | | | | | | |
| | | 0 | 0 | 500 | 1,096 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 1,596 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 78516 *Bridge Replacement Brownsville Road*

LIMITS: Brownsville Road over Neshaminy Creek

D6 Est Let: Est Let Date: 4/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5I

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 185 | 3,236 | | | | | | | | | | | |
| CON | 185 | | 3,660 | | | | | | | | | | |
| | | 3,236 | 3,660 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 6,896 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 80056 *Mill Road Bridge Over Neshaminy Creek*

LIMITS: Over Neshaminy Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

Funds in this project are for PennDOT-incurred costs for Construction.

The project involves the replacement of a two span, concrete encased I-beam bridge built in 1920. The new structure will be single span, prestressed box beam structure placed on existing alignment, which will increase the overall roadway wide from the current 16'6" to 24', increasing travel lanes to 10' and adding shoulders. The bridge opening will be adjusted slightly northward to better align with the stream channel.

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | BOF | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 84256 *Old Street Rd/SEPTA*

LIMITS:

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD:

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | STU | 160 | | | | | | | | | | | |
| PE | 185 | 40 | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | STU | 25 | | | | | | | | | | | |
| | | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 225 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 84258 PA Avenue/ Delaware Canal

LIMITS: Morrisville Borough, Bucks County

Est Let Date: 4/11/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Morrisville Borough

FC:

AQ Code:S19

PLAN CENTER:

DOI: Yes

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------------|----------|--------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| PE | 185 | 150 | | | | | | | | | | | | | | |
| FD | STU | 495 | | | | | | | | | | | | | | |
| FD | 185 | 124 | | | | | | | | | | | | | | |
| ROW | STU | 225 | | | | | | | | | | | | | | |
| ROW | 185 | 56 | | | | | | | | | | | | | | |
| UTL | STU | 85 | | | | | | | | | | | | | | |
| UTL | 185 | 21 | | | | | | | | | | | | | | |
| CON | STU | | 4,152 | | | | | | | | | | | | | |
| CON | 185 | | 1,038 | | | | | | | | | | | | | |
| | | 1,156 | 5,190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 6,346 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 85438 Fairway Drive o/Tributary Fish Creek

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Warwick Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP:

PennDOT Class:

PennDOT Improvement:

Retro Reimbursement from MPMS #102105. Also included in this reimbursement is MPMS #86202 - Dark Hollow RD O/ Tributary of Neshaminy Creek. Costs were combined for design and construction of both projects and are being reimbursed under MPMS #85438.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|------------|----------|------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| FD | 183 | | 78 | | | | | | | | | | | | | |
| FD | LOC | | 20 | | | | | | | | | | | | | |
| CON | 183 | | 227 | | | | | | | | | | | | | |
| CON | LOC | | 57 | | | | | | | | | | | | | |
| | | 0 | 382 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 382 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: D6 Est Let: Est Let Date: 6/4/2026
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Tincum Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** Yes **IPD:** 11
PROJECT MANAGER: Gannett/B. Rasiul **CMP:** Not SOV Capacity Adding
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|------------|--------------------------|--------|--------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| FD | 185 | 661 | | | | | | | | | | | | | |
| ROW | 185 | 298 | | | | | | | | | | | | | |
| UTL | 185 | 132 | | | | | | | | | | | | | |
| CON | 185 | | | 2,849 | | | | | | | | | | | |
| CON | 185 | | | 1,151 | | | | | | | | | | | |
| CON | 185 | | | | 1,000 | | | | | | | | | | |
| CON | 185 | | | | | 205 | | | | | | | | | |
| | | 1,091 | 0 | 4,000 | 1,000 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 6,091 | Total FY2025-2028 | | | | 205 | Total FY2029-2032 | | | | 0 |

MPMS# 86860 *PA 611 Bridge Over Cooks Creek*

LIMITS: Over Cooks Creek D6 Est Let: No Let Date
IMPROVEMENT Bridge Repair/Replacement **NHPP:** Y
MUNICIPALITIES: Durham Township **FC:** 2 AQ Code:S19
PLAN CENTER: **DOI:** DOI_BASE **IPD:** 2
PROJECT MANAGER: Gannett/M. McGuire **CMP:** Not SOV Capacity Adding
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|----------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | NHPP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Church Road to Tollgate Road

D6 Est Let: Est Let Date: 8/8/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:229

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

FC: 2; 12; 14; 16; 17

AQ Code:S10

PLAN CENTER:

DOI: DOI_DOI

IPD: 19

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Preventive Maintenance

PennDOT Improvement: Preventive Maintenance

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|-------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | NHPP | | | | | | | | | | | | |
| FD | NHPP | | | | | | | | | | | | |
| UTL | NHPP | | 680 | | | | | | | | | | |
| UTL | 581 | | 170 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP* | 7,965 | | | | | | | | | | | |
| CON | NHPP | | 4,841 | | | | | | | | | | |
| CON | NHPP* | | 6,268 | | | | | | | | | | |
| CON | 581 | | 1,210 | | | | | | | | | | |
| CON | 581* | | 69 | | | | | | | | | | |
| | | 7,965 | 13,238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 21,203 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: SR 532 to SR 413

D6 Est Let: 3/26/2021 Est Let Date: 7/25/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Lower Makefield Township; Newtown Township; Upper Makefield Tow **FC:** 16; 17

AQ Code:S7

PLAN CENTER:

DOI:

IPD: 15

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | | | 1,970 | | | | | | | | |
| CON | TOLL | | | | | 490 | | | | | | | |
| CON | STU | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 1,970 | 490 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 1,970 | Total FY2025-2028 | | | 490 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Solebury Township, Bucks County

D6 Est Let: Est Let Date: 5/21/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Solebury Township

FC: 6

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | STU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,513 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 1,513 | | | |

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

LIMITS: I-95 from Philadelphia to Scudder Falls

Actl Let Date: 5/18/2017

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Various

FC: 11

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 19

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

orridor(s): 1A, 4A, 4B, 5I, 12A, 13A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

This is a pavement preservation project to mill and repave I-95 from the Philadelphia County Line to the Newtown-Yardley Road Interchange, a distance of approximately 22.47 miles. The project will also include upgrades to guide rail as required and replacing or repairing damaged and/or faded traffic signs. The socpe of this project also includes an additional section of pavement, I-95 Southbound from Street Road to the City of Philadelphia line.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | NHPP | | 96 | | | | | | | | | | |
| CON | 581 | | 24 | | | | | | | | | | |
| | | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 120 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: S.R. 0001 (Route 1) - S.R. 2037 (Old Lincoln Highway) to North of PA Turnpike D6 Est Let: Actl Let Date: 7/26/2018
IMPROVEMENT Roadway New Capacity **NHPP:** Y **MRPID:**37
MUNICIPALITIES: Bensalem Township **FC:** 12; 14; 16 **AQ Code:**2025M
PLAN CENTER: **DOI:** **IPD:** 18
PROJECT MANAGER: TSS/S. Hasan **CMP:** Major SOV Capacity **CMP Subcorridor(s):** 4A, 5I
PennDOT Class: Highway Reconstruction **PennDOT Improvement:** Highway Reconstruction

The S.R. 0001 Group 03S Section RC1 project, located in Bensalem Township, Bucks County, PA, extends from the S.R. 2037 (Old Lincoln Highway) signalized intersection just north of the Philadelphia/Bucks County line to just south of the Neshaminy interchange, a distance of 1.3 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading of 2 interchanges S.R. 8017 (Street Road) and S.R. 8019 (The PA Turnpike); reconstruction of 4 bridges; and removal of 1 bridge. The improvements for this section of S.R. 0001 are as follows:

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | STP* | 701 | | | | | | | | | | | |
| CON | STP* | | 107 | | | | | | | | | | |
| CON | STU* | | 349 | | | | | | | | | | |
| CON | NHPP* | | 3,215 | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

| | | | | | | | | | | | | | |
|--|-------------------|-------|-------|-------------------|---|---|---|---|-------------------|---|---|---|---|
| | 701 | 3,671 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Total FY2021-2024 | | 4,372 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Route 1 - Neshaminy and Pennel Interchanges, Bucks County

D6 Est Let: Est Let Date: 9/17/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:37

MUNICIPALITIES: Middletown Township; Bensalem Township

FC: 12; 14; 17

AQ Code:2035M

PLAN CENTER:

DOI:

IPD: 18

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

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

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

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| CON | NHPP | 26,000 | | | | | | | | | | | |
| CON | 581 | 6,477 | | | | | | | | | | | |
| CON | STP | | 2,727 | | | | | | | | | | |
| CON | STU | | 2,196 | | | | | | | | | | |
| CON | NHPP | | 3,279 | | | | | | | | | | |
| CON | 581 | | 2,051 | | | | | | | | | | |
| CON | STU | | | 800 | | | | | | | | | |
| CON | 581 | | | 500 | | | | | | | | | |
| CON | STP | | | | 501 | | | | | | | | |
| CON | STU | | | | 390 | | | | | | | | |
| CON | 581 | | | | 223 | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

| Bucks | | | | | | | | | | | | | |
|--------------|------|--------------------------|---------------|---------------|--------------|--------------------------|---------------|---------------|--------------|--------------------------|----------|----------|----------|
| CON | STU | | | | | 6,194 | | | | | | | |
| CON | NHPP | | | | | 8,996 | | | | | | | |
| CON | STP | | | | | 8,502 | | | | | | | |
| CON | 581 | | | | | 5,922 | | | | | | | |
| CON | STP | | | | | | 10,745 | | | | | | |
| CON | STU | | | | | | 926 | | | | | | |
| CON | 581 | | | | | | 2,917 | | | | | | |
| CON | STU | | | | | | | 23,047 | | | | | |
| CON | 581 | | | | | | | 5,761 | | | | | |
| CON | STU | | | | | | | | 1,586 | | | | |
| CON | 581 | | | | | | | | 398 | | | | |
| | | 32,477 | 10,253 | 1,300 | 1,114 | 29,614 | 14,588 | 28,808 | 1,984 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 45,144 | | Total FY2025-2028 | | 74,994 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Route 1 - Frontage Road Corridor, Bucks County

D6 Est Let: Est Let Date: 10/1/2026

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Langhorne Manor Borough; Middletown Township

FC: 12; 19

AQ Code:S10

PLAN CENTER:

DOI:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

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

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

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

Design Parent is MPMS #13549

Route 1 Improvements Northern section RC2 is MPMS #93445

Route 1 Improvements Southern section RC1 is MPMS #93444

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

The estimated construction funding (\$94 Million) is located in the Long-range Plan which begins in FY33.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ROW | NHPP | | 4,243 | | | | | | | | | | |
| ROW | 581 | | 1,060 | | | | | | | | | | |
| ROW | NHPP | | | 4,243 | | | | | | | | | |
| ROW | 581 | | | 1,060 | | | | | | | | | |
| ROW | STP | | | | 1,499 | | | | | | | | |
| ROW | NHPP | | | | 2,744 | | | | | | | | |
| ROW | 581 | | | | 1,060 | | | | | | | | |
| UTL | NHPP | | 2,185 | | | | | | | | | | |
| UTL | 581 | | 546 | | | | | | | | | | |
| CON | STP | | | | | | | | | | | | |
| CON | 581 | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

| | | | | | | | | | | | | | |
|-------------------|-------|-------|--------|-------------------|---|---|---|---|-------------------|---|---|--|---|
| 0 | 8,034 | 5,303 | 5,303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | | 18,640 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

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

LIMITS: **IMPROVEMENT** Bridge Repair/Replacement **NHPP:** Est Let Date: 3/2/2023

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

PLAN CENTER: **DOI:** No **IPD:** 10

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

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

This project is a bridge rehabilitation of Stock's Grove Road over Beaver Creek in Nockamixon Township, Bucks County.
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

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

LIMITS: Buck Rd from 1,200' south of intersection w/Old Bristol Rd to 1,500' north of inter **D6 Est Let:** 2/25/2022 **Est Let Date:** 2/2/2023

IMPROVEMENT Bridge Repair/Replacement **NHPP:** Y

MUNICIPALITIES: Northampton Township **FC:** **AQ Code:**S19

PLAN CENTER: **DOI:** DOI_Study **IPD:** 15

PROJECT MANAGER: Gannett/M. McGuire **CMP:** Minor SOV Capacity **CMP Subcorridor(s):** 51

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| FD | 581 | 250 | | | | | | | | | | | | | |
| ROW | 581 | | 406 | | | | | | | | | | | | |
| UTL | 581 | | 215 | | | | | | | | | | | | |
| CON | NHPP | | 7,379 | | | | | | | | | | | | |
| CON | 581 | | 1,845 | | | | | | | | | | | | |
| | | 250 | 9,845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 10,095 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102598 Mill Creek Rd O/Martin's Creek (CB #220)

LIMITS: No Let Date
IMPROVEMENT: Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Falls Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

This project is a bridge rehabilitation/replacement of Mill Creek Road over Martin's Creek in Falls Township, Bucks County.
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------------|--------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| FD | 183 | | 272 | | | | | | | | | | |
| FD | LOC | | 68 | | | | | | | | | | |
| ROW | 183 | | 37 | | | | | | | | | | |
| ROW | LOC | | 9 | | | | | | | | | | |
| CON | 183 | | | | | | | | | | | | |
| CON | 183 | | 1,880 | | | | | | | | | | |
| CON | LOC | | 470 | | | | | | | | | | |
| | | 0 | 2,736 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 2,736 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 103606 East College Avenue over Pennsylvania Canal (CB #55)

LIMITS: No Let Date
 IMPROVEMENT Bridge Repair/Replacement NHPP:
 MUNICIPALITIES: Yardley Borough FC: AQ Code:S19
 PLAN CENTER: DOI: No IPD:
 PROJECT MANAGER: TSS/GANNETT/A. Harper CMP:
 PennDOT Class: PennDOT Improvement:

The East College Bridge (CB #55) was built in 1973 and is a two-lane single span prestressed concrete adjacent composite box beam bridge with bituminous wearing surface. The overall structure length is 76 feet. The deck consists of a reinforced concrete deck with an asphalt wearing surface. The substructure consists of stone masonry abutments and wingwalls. Roadway width along the bridge is approximately 20 feet. The bridge has substandard safety features at the bridge approaches.

Bridge #55 is classified as "poor" due to the condition of the substructure. The stream channel also exhibits areas of advanced scour exposing the abutment. Due to the advanced deterioration of the structural elements, the County intends to remove and replace the superstructure and rehabilitate the substructure in a context sensitive manner. In addition, safety upgrades to the bridge railing and guide rail will be performed. Scour mitigation measures will also be installed.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | ACT13 | | 150 | | | | | | | | | | | | |
| FD | ACT13 | | 100 | | | | | | | | | | | | |
| ROW | ACT13 | | | 25 | | | | | | | | | | | |
| UTL | ACT13 | | | 25 | | | | | | | | | | | |
| CON | ACT13 | | | 1,300 | | | | | | | | | | | |
| | | 0 | 250 | 1,350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,600 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 103617 *Old Bethlehem Pike over Three Mile Run (CB #258)*

LIMITS: No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Rockhill Township; West Rockhill Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/GANNETT/A. Harper

CMP:

PennDOT Class:

PennDOT Improvement:

The Old Bethlehem Pike Bridge was built in 1955 and is a two-lane single span prestressed concrete adjacent non-composite box beam bridge with bituminous wearing surface. The overall structure length is 28 feet. The substructure consists of reinforced concrete abutments and wingwalls. Roadway width along the bridge is approximately 35 feet, while the approach roadway is 24 feet. The bridge has substandard safety features at the bridge approaches. CB #258 is classified as "poor" due to condition of the superstructure and substructure. The bridge is currently weight restricted for 35 tons with 40-ton combinations. The stream channel exhibits areas of minor to moderate scour along the stream banks and along the substructure. Due to the advanced deterioration of the superstructure and substructure elements, the County intends to remove and replace the superstructure and rehabilitate the substructure units in a context sensitive manner. In addition, safety upgrades to the bridge railing and guide rail will be performed. Scour mitigation measures will also be installed.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | ACT13 | | 150 | | | | | | | | | | | | |
| FD | ACT13 | | 100 | | | | | | | | | | | | |
| ROW | ACT13 | | | 25 | | | | | | | | | | | |
| UTL | ACT13 | | | 25 | | | | | | | | | | | |
| CON | ACT13 | | | 1,000 | | | | | | | | | | | |
| | | 0 | 250 | 1,050 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,300 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 104365 *New Falls Road Pedestrian Safety Improvements*

LIMITS: New Falls Rd (SR 2006)

Est Let Date: 6/24/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:R3.01

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S7

PLAN CENTER:

DOI: No

IPD: 3

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sHSIP | 1,500 | | | | | | | | | | | | | |
| CON | sHSIP | | 730 | | | | | | | | | | | | |
| | | 1,500 | 730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 2,230 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 105845 **Bridge Street Crossing D&L Canal Towpath**

LIMITS: Est Let Date: 1/27/2022
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:** MRPID:97
MUNICIPALITIES: Morrisville Borough **FC:**
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: EE/DVRPC/J. Banks **CMP:**
PennDOT Class: Bicycle/Pedestrian **PennDOT Improvement:** Bicycle/Pedestrian

Bridge Street Crossing
D&L Canal Towpath

Bike/Ped

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------------------------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | CAQ | | 1,035 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| | | 0 | 1,035 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | Total FY2029-2032 | | | | | |
| | | 1,035 | | | 0 | | | 0 | | | 0 | | |

MPMS# 105847 **Newtown Branch Rail Trail**

LIMITS: Est Let Date: 4/9/2020
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:** MRPID:97
MUNICIPALITIES: **FC:**
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: EE/DVRPC/J. Banks **CMP:**
PennDOT Class: Bicycle/Pedestrian **PennDOT Improvement:** Bicycle/Pedestrian

Newtown Branch Rail Trail
Bucks County
Bike/Ped

Project will be funded from the Circuit Line Item, MPMS# 105291

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------------------------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | CAQ | | 287 | | | | | | | | | | |
| | | 0 | 287 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | Total FY2029-2032 | | | | | |
| | | 287 | | | 0 | | | 0 | | | 0 | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 107636 *Neshamny Greenwy Trail 2(L)*

LIMITS: Central Park to Neshaminy Manor

Est Let Date: 7/15/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:A1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

PennDOT Class:

PennDOT Improvement:

This project involves the creation of a 10-foot, 1.5 mile multi-use trail in Doylestown Township from Central Park to Neshaminy Manor that connects into the existing Neshaminy Greenway and SEPTA Route 55 bus service.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------------|--------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | CAQ | 749 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | CAQ | | 1,451 | | | | | | | | | | |
| | | 749 | 1,451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 2,200 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

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

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

Est Let Date: 2/11/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Middletown Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: DOI_BASE

IPD: 12

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

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

This project had previously been listed under MPMS #57624.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------------|--------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ROW | TOLL | | | | | | | | | | | | |
| ROW | STU | 500 | | | | | | | | | | | |
| CON | 581 | | | 2,000 | | | | | | | | | |
| CON | 581 | | | | 5,341 | | | | | | | | |
| | | 500 | 0 | 2,000 | 5,341 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 7,841 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Est Let Date: 10/5/2023
 IMPROVEMENT Bridge Repair/Replacement NHPP:
 MUNICIPALITIES: New Britain Township FC: AQ Code:S19
 PLAN CENTER: DOI: No IPD: 14
 PROJECT MANAGER: TSS/Gannett/S. New CMP: Not SOV Capacity Adding
 PennDOT Class: PennDOT Improvement:

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | TOLL | | | | | | | | | | | | | | |
| PE | STU | 84 | | | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | | | |
| FD | sSTP | 300 | | | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | | |
| ROW | STU | | 30 | | | | | | | | | | | | |
| ROW | sSTP | | 30 | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | |
| UTL | sSTP | 20 | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sSTP | | | 700 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sSTP | | | | 650 | | | | | | | | | | |
| | | 404 | 60 | 700 | 650 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,814 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: I-95/US 13/PA 132

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD: 16

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B, 12A

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | 581 | 285 | | | | | | | | | | | |
| PE | 581 | | 182 | | | | | | | | | | |
| PE | 581 | | | 181 | | | | | | | | | |
| PE | 581 | | | | 196 | | | | | | | | |
| FD | 581 | | | | 615 | | | | | | | | |
| ROW | 581 | | | 60 | | | | | | | | | |
| UTL | 581 | | | | | | 1,305 | | | | | | |
| CON | 581 | | | | | | 1,305 | | | | | | |
| CON | 581 | | | | | | 5,219 | | | | | | |
| | | 285 | 182 | 241 | 811 | 0 | 7,829 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 1,519 | Total FY2025-2028 | | | 7,829 | Total FY2029-2032 | | | 0 |

MPMS# 110310 *Almshouse at Jacksonville Road*

LIMITS:

Est Let Date: 3/2/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 13A

PennDOT Class:

PennDOT Improvement:

Add a northbound right-turn lane on Jacksonville Road and a westbound left-turn lane on Almshouse Road.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | 581 | 700 | | | | | | | | | | | |
| FD | 581 | | 634 | | | | | | | | | | |
| ROW | 581 | | 55 | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | STU | | 109 | | | | | | | | | | |
| CON | 581 | | | | | | 1,476 | | | | | | |
| | | 700 | 798 | 0 | 0 | 0 | 1,476 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 1,498 | Total FY2025-2028 | | | 1,476 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 110773 *Neshaminy Greenway Trl(L)*

LIMITS: Core Creek Park to Woodbourne Trail in Middletown Township

Est Let Date: 8/12/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:R6.01

MUNICIPALITIES: Middletown Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

PennDOT Class:

PennDOT Improvement:

This project will construct an ADA compliant shared-use trail. A critical gap exists in the Neshaminy Greenway Trail (NGT) network in Central Bucks County. The Core Creek Park to Woodbourne Road Trail segment of the NGT will fill this gap and connect Core Creek Park, the second most frequently visited park in the Bucks County park system, to over 250 houses in the immediate area; to two office parks, Luxembourg Corporate Center and Silver Lake Executive Campus, which houses the Newtown campus of Lasalle University (via an existing segment of the NGT along Woodbourne Road and Lower Silver Lake Road); and further the development of the NGT to connect Newtown Borough and segments of Newtown Township, to Core Creek Park. The NGT will also connect to the proposed Newtown Rail Trail that the county is currently planning to develop which will extend from Newtown Borough to County Line Road where it will connect to the Pennypack Trail before terminating at the Fox Chase train station in Philadelphia. The project will also address a current safety issue at the southwest corner of the intersection of Ellis Road and Woodbourne Road where there is currently a gravel driveway leading to an unofficial fishing spot and boat launch that comes into the intersection at a 45 degree angle. While there is an existing traffic signal at this intersection, it is for vehicles traveling on Ellis Road and Woodbourne Road. The access point for this driveway will be relocated to Ellis Road as part of this project.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------------------------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAU | 995 | | | | | | | | | | | |
| | | 0 | 995 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | Total FY2029-2032 | | | | | |
| | | 995 | | | 0 | | | 0 | | | | | |

MPMS# 110774 *Iron Work Cr Sidewlk(L)*

LIMITS: Second Street Pike between Tanyard Road and Crossroads Plaza

Est Let Date: 10/21/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:R6.01

MUNICIPALITIES: Northampton Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP:

PennDOT Class:

PennDOT Improvement:

This project will install a sidewalk along Second Street Pike (S.R. 0232) within Richboro Village. This project will connect the residential areas along the South of Tanyard Road and the commercial areas within the Village.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------------------------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAU | 894 | | | | | | | | | | | |
| | | 0 | 894 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | Total FY2029-2032 | | | | | |
| | | 894 | | | 0 | | | 0 | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 110966 *Old Lincoln Highway and Hulmeville Avenue Safety Improvements*

LIMITS: Old Lincoln Highway (SR 2037) & Hulmeville Ave (SR 2047)

Est Let Date: 11/4/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Pennel Borough

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

PennDOT Class:

PennDOT Improvement:

Old Lincoln Highway (SR 2037) & Hulmeville Ave (SR 2047) Intersection improvements including adding exclusive left-turn lanes, modify left-turn signal phasing, & increase all red clearance interval.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------------|----------|--------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| ROW | HSIP | 550 | | | | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | | | |
| ROW | sHSIP | 7 | | | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | | |
| UTL | sHSIP | 34 | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | |
| CON | sHSIP | 271 | | | | | | | | | | | | | | |
| CON | HSIP | | 2,236 | | | | | | | | | | | | | |
| | | 862 | 2,236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 3,098 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 111024 *Easton Road Roundabouts*

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

Est Let Date: 1/26/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Doylestown Borough

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14F

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|-------|----------------------------|----------|--------------|--------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| FD | TOLL | | | | | | | | | | | | | | | |
| FD | sHSIP | 243 | | | | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | | | |
| ROW | sHSIP | 145 | | | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | | |
| UTL | sHSIP | 95 | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | |
| CON | sHSIP | | | 1,374 | | | | | | | | | | | | |
| CON | sHSIP | | | 1,000 | | | | | | | | | | | | |
| | | 483 | 0 | 2,374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 2,857 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111173 PA 663 and Portzer/Hickory (Lifequest - Milford Village)

LIMITS: West of Porter Rd To Hickory Drive

Est Let Date: 3/16/2023

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:238

MUNICIPALITIES: Milford Township; Quakertown Borough; Richland Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

PennDOT Class:

PennDOT Improvement:

This is a multi-phase project that includes widening Route 663 from the current 2 and 3 lane between Route 309 and the PA Turnpike to a four lane throughway which will include turn lanes. This project will provide for a pedestrian/Bike pathway (8' Wide) on the North side of John Fries Highway PA 663 from Hickory Drive to Portzer Road, and then North through the St. Luke's Hospital Campus. This project also includes widening of PA 663 between Portzer Road and Hickory Drive from the existing 2-3 Lane to a 4-lane (including turning lanes) roadway to alleviate traffic congestion and includes a signal upgrade at PA 663/Portzer Road intersection.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 1,500 | | | | | | | | | | | | |
| CON | LOC | 450 | | | | | | | | | | | | |
| | | 1,950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,950 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 111464 Shady Retreat SRTS Trail

LIMITS: Shady Retreat and Burpee Roads

Est Let Date: 1/27/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8G

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | | | 985 | | | | | | | | | | |
| | | 0 | 0 | 985 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 985 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111468 *Lower Makefield Township Community Trail Connection*

LIMITS: Lower Makefield Township Est Let Date: 6/24/2021
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Lower Makefield Township **FC:** AQ Code:A2
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: EE/DVRPC/J. Banks **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 4A
PennDOT Class: **PennDOT Improvement:**

This project will construct a multi-use trail that will connect the existing trail network to several Township facilities, parks and schools, in Lower Makefield Township.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | 350 | | | | | | | | | | | | |
| CON | TAP | | 621 | | | | | | | | | | | |
| | | 350 | 621 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 971 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 111471 *Aquetong Park Segment - Route 202 Cross-County Trail*

LIMITS: Aquetong Park Est Let Date: 8/20/2020
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:** MRPID:97
MUNICIPALITIES: Solebury Township **FC:** AQ Code:A2
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: EE/DVRPC/J. Coscia **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

This project will build the next segment of the Route 202 Cross-County Trail along with stormwater improvements within Aquetong Park, in Soelbury Township.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | 1,000 | | | | | | | | | | | | |
| | | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,000 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 114171 PA 663 Slope Restoration

Return

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Milford Township

FC:

AQ Code:X13

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Harold Windisch ADE CONSTR CMP:

PennDOT Class:

PennDOT Improvement:

This project involves the restoration of the slope/shoulder on westbound PA 663 at Unami Creek.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | FFL | 33 | | | | | | | | | | | | | |
| CON | 582 | 8 | | | | | | | | | | | | | |
| | | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 41 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 115418 Route 113 & Minsi Trail Road Roundabout

New

LIMITS: Souderton Road and Minsi Trail

Est Let Date: 3/17/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: CMP: Minor SOV Capacity

CMP Subcorridor(s): 14H

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | HSIP | 590 | | | | | | | | | | | | | |
| FD | HSIP | | | 275 | | | | | | | | | | | |
| ROW | HSIP | | | | 263 | | | | | | | | | | |
| UTL | HSIP | | | | 20 | | | | | | | | | | |
| CON | HSIP | | | | 1,061 | | | | | | | | | | |
| | | 590 | 0 | 275 | 1,344 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 2,209 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 115419 US 202 & York Rd Roundabout

New

LIMITS: US 202 & York Road

Est Let Date: 6/6/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8H, 8I

PennDOT Class:

PennDOT Improvement:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| PE | TOLL | | | | | | | | | | | | | |
| PE | HSIP | 675 | | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | | |
| FD | HSIP | | | 205 | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | |
| ROW | HSIP | | | | 1,115 | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | |
| UTL | HSIP | | | | | 33 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | HSIP | | | | | 1,582 | | | | | | | | |
| | | 675 | 0 | 205 | 1,115 | 1,615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 1,995 | | Total FY2025-2028 | | | 1,615 | | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 115420 *Penndel Borough Intersection Improvements*

New

LIMITS: Penndel Borough

Est Let Date: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Penndel Borough

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8H

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|------------|--------------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | HSIP | 190 | | | | | | | | | | | |
| FD | HSIP | | | 127 | | | | | | | | | |
| UTL | HSIP | | | | 450 | | | | | | | | |
| CON | HSIP | | | | 1,642 | | | | | | | | |
| | | 190 | 0 | 127 | 2,092 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 2,409 | | | | 0 | | | | 0 | | | |

MPMS# 115754 *Pennsylvania Ave & Trenton Ave*

New

LIMITS: Cox Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Morrisville Borough

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/E. Reagle

CMP:

PennDOT Class:

PennDOT Improvement:

This project is for the installation of a sidewalk, curb, ADA ramps, and a crosswalk at the intersection of Pennsylvania Ave and Trenton Ave in Morrisville Borough, Bucks County. Funds are provided for improving the pedestrian and traffic signals at this intersection.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 411 | 228 | | | | | | | | | | | |
| | | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 228 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 116082 *Bellevue Ave Grade Crossing*

New

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Langhorne Manor Borough; Middletown Township; Penndel Borough

FC:

AQ Code:S8

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | RRX | | 600 | | | | | | | | | | | |
| | | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 600 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 116248 *N. Main St. Sidewalk R7*

New

LIMITS: N. Main Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Yardley Borough

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

PennDOT Class:

PennDOT Improvement:

This project is for sidewalk installation along N. Main Street in Yardley Borough, Bucks County.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | | 312 | | | | | | | | | | | |
| CON | 411 | | 312 | | | | | | | | | | | |
| CON | LOC | | 302 | | | | | | | | | | | |
| | | 0 | 926 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 926 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 116258 US 332 Bypass and I-295 Interchange

LIMITS: No Let Date
 IMPROVEMENT NHPP:
 MUNICIPALITIES: Lower Makefield Township FC: AQ Code:2035M
 PLAN CENTER: DOI: No IPD:
 PROJECT MANAGER: CMP:
 PennDOT Class: PennDOT Improvement:

This project will increase capacity of the Route 332 bypass between Stony Hill Road and the I-295 Interchange in Lower Makefield Township, Bucks County. To do so, an additional eastbound through lane will be added to the Bypass. Capacity will be increased at the intersection of Stony Hill Road by adding a second eastbound through lane and an additional westbound left turn lane. Improvements at the I-295 interchange will include reconfiguring the southbound off ramp to eliminate the short merge area onto the Route 332 Bypass westbound, and adding a second right-turn lane. Signal upgrades will be made at both intersections. Additionally, a multi-use trail will be constructed along Stony Hill Road to complete a key link that is missing from the existing trail system. This trail connection will provide multimodal access between the proposed Prickett Preserve at Edgewood development and Edgewood Village, and it will create a complete multimodal network within this section of the Township.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|--|---|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | |
| CON | 411 | | 3,000 | | | | | | | | | | | | | | |
| CON | LOC | | 3,415 | | | | | | | | | | | | | | |
| | | 0 | 6,415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Total FY2021-2024 | | 6,415 | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 | |

MPMS# 116609 Upper York Rd: Cntrbrdg-PA32 © New
 LIMITS: Upper York Road: Centerbridge Rd to PA 32 No Let Date
 IMPROVEMENT Roadway Rehabilitation NHPP:
 MUNICIPALITIES: Solebury Township FC: AQ Code:S10
 PLAN CENTER: DOI: No IPD:
 PROJECT MANAGER: Harold Windisch CMP:
 PennDOT Class: PennDOT Improvement:

Restoration of the roadway damage caused by Hurricane Ida.

12/7/2021--Project let via paper letting, letting info will be backed into ECMS. This project was for permanent repairs to the roadway pursuant to damage caused by Hurricane Ida. District Control has been changed from TSS/ to CONSTR.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|--|---|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | |
| PE | FFL | | 64 | | | | | | | | | | | | | | |
| PE | 581 | | 16 | | | | | | | | | | | | | | |
| CON | FFL | | 1,280 | | | | | | | | | | | | | | |
| CON | 581 | | 320 | | | | | | | | | | | | | | |
| | | 0 | 1,680 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Total FY2021-2024 | | 1,680 | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 116728 *Callowhill Rd O/Br Pleasant Spring* New

Callowhill Rd O/Br Pleasant Spring

LIMITS: Callowhill Road over Branch Pleasant Spring Creek No Let Date

IMPROVEMENT Bridge Repair/Replacement NHPP:

MUNICIPALITIES: Hilltown Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Gannett/P. Valliere CMP:

PennDOT Class: PennDOT Improvement:

Replace the existing bridge at Callowhill Road over Branch of Pleasant Spring Creek pursuant to damage from Hurricane Ida.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | FFL | | 421 | | | | | | | | | | |
| PE | 582 | | 105 | | | | | | | | | | |
| | | 0 | 526 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 526 | | | | 0 | | | | 0 | | | |

MPMS# 116879 *Ida Roadway Repairs FAS*

LIMITS: Bucks and Montgomery Counties No Let Date

IMPROVEMENT Roadway Rehabilitation NHPP: MRPID:R1.03

MUNICIPALITIES: Various FC: AQ Code:X12

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: HNTB/N. Velaga CMP:

PennDOT Class: PennDOT Improvement:

This project will repair and reconstruct eroded roadways and shoulders that were damaged during Hurricane Ida. These repairs are federally funded.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | FFL | | 1,214 | | | | | | | | | | |
| CON | 581 | | 304 | | | | | | | | | | |
| | | 0 | 1,518 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 1,518 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 116880 *D6 Ida Scour Repairs FAS*

New

LIMITS: Bucks, Chester and Montgomery Counties

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:R2.01

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLAN CENTER:

DOI: No

IPD:

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

PennDOT Class:

PennDOT Improvement:

This project will add bridge improvements including: underpinning footings and abutments, and installing rock/sour protection on structures across the district.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | FFL | | 2,881 | | | | | | | | | | | |
| CON | 185 | | 720 | | | | | | | | | | | |
| | | 0 | 3,601 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,601 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 116892 *PA 32 o/Trib Delaware River*

New

PA 32 o/Trib Delaware River

LIMITS: River Rd over Tributary to Delaware River, Plumstead Twp

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

AQ Code:S19

MUNICIPALITIES: Plumstead Township

FC:

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/B. Raisul

CMP:

PennDOT Class:

PennDOT Improvement:

Bridge replacement pursuant to Hurricane Ida

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | FFL | | 328 | | | | | | | | | | | |
| PE | 185 | | 82 | | | | | | | | | | | |
| | | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 410 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 118407 *River Road o/ Trib Delaware River(F)*

LIMITS: River Road SR 32

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

DOI: No

IPD:

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

PennDOT Class:

PennDOT Improvement:

This project is an emergency bridge replacement due to damage caused by Hurricane Ida.

05/12/2022-This bridge was work ordered in under 95/GR4, the bridge was replaced and then subsequently paid for with Bucks County Maintenance funds. This project was created for the sole purpose of programming the FFL/185 funds in order to get the reimbursement from FHWA.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | FFL | | 1,351 | | | | | | | | | | | |
| CON | 185 | | 338 | | | | | | | | | | | |
| | | 0 | 1,689 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,689 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 118484 *River Rd over Cuttalossa Creek(F)*

LIMITS: River Rd Bucks County, Segment 470 Offset 0000

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:R2.02

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

DOI: No

IPD:

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

PennDOT Class:

PennDOT Improvement:

This project involves cleaning of the box culvert and slope repair due to damages from TS IDA. FHWA would not participate in the repairs/cleaning, so this project will be paid with 100% state funds totaling \$552,249.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 185 | | 552 | | | | | | | | | | | |
| | | 0 | 552 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 552 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

| Total For Bucks | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|-----------------|----------|-----------|----------|----------|-----------|-----------|-----------|
| | \$81,029 | \$109,922 | \$40,433 | \$30,780 | \$262,164 | \$132,645 | \$50,027 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 4 *West Brandywine Township Roadway Reconstruction (2021-22)*

LIMITS: Pratts Dam Road

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:S2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #4 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project includes embankment stabilization, drainage, and roadway reconstruction of a section of Pratts Dam Road to lessen environmental impacts and to make it operational and safe for vehicular traffic.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | 411 | | 1,697 | | | | | | | | | | | | |
| | | 0 | 1,697 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,697 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 5 *West Nottingham Township Intersection Improvements (2021-22)*

LIMITS: Route 272 and Baltimore Pike

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: West Nottingham Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #5 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project will add a left turn lane for eastbound Route 272 and adding a right turn lane for southbound Baltimore Pike. Township officials have been working for many years to address mobility and safety issues through the area, working with PennDOT to signalize the intersection and reduce the speed limit along Christine Road. Significant safety and congestion concerns remain, with conditions anticipated to worsen when approved developments in East Nottingham and Elk Townships are complete. Cars attempting to avoid queuing at the light will cut through the commercial properties where no curbing exists to control ingress and egress, posing a safety risk to pedestrians.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | 411 | | 843 | | | | | | | | | | | | |
| | | 0 | 843 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 843 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 6 Valley Township Roadway Reconstruction (2021-22)

LIMITS: Wagontown Road

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #6 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project is for the reconstruction of a collapsed portion of Wagontown Road, including a concrete retaining wall and associated drainage improvements in Valley Township. Wagontown Road is a key connecting road between Valley Township, West Caln Township, and the City of Coatesville for residents, businesses, and emergency services. It is a primary route into Valley Township from the Route 30 Bypass and from Route 82, and will serve multiple municipalities as well as the surrounding western Chester County region.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | 411 | | 1,500 | | | | | | | | | | | | |
| | | 0 | 1,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,500 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS: Over Amtrak

D6 Est Let: Est Let Date: 2/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLAN CENTER: Rural Center

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| FD | BOF | | 88 | | | | | | | | | | | |
| FD | 183 | | 17 | | | | | | | | | | | |
| FD | LOC | | 5 | | | | | | | | | | | |
| UTL | 183 | 33 | | | | | | | | | | | | |
| UTL | LOC | 8 | | | | | | | | | | | | |
| CON | BOF | | 379 | | | | | | | | | | | |
| CON | 183 | | 71 | | | | | | | | | | | |
| CON | LOC | | 24 | | | | | | | | | | | |
| CON | BOF | | | 379 | | | | | | | | | | |
| CON | 183 | | | 70 | | | | | | | | | | |
| CON | LOC | | | 23 | | | | | | | | | | |
| CON | BOF | | | | 3,379 | | | | | | | | | |
| CON | 183 | | | | 633 | | | | | | | | | |
| CON | LOC | | | | 133 | | | | | | | | | |
| CON | BOF | | | | | 48 | | | | | | | | |
| CON | 183 | | | | | 9 | | | | | | | | |
| CON | LOC | | | | | 3 | | | | | | | | |
| CON | STP | | | | | | 267 | | | | | | | |
| CON | 183 | | | | | | 50 | | | | | | | |
| CON | LOC | | | | | | 17 | | | | | | | |
| CON | BOF | | | | | | | | 1,064 | | | | | |
| CON | 183 | | | | | | | | 200 | | | | | |
| CON | LOC | | | | | | | | 66 | | | | | |
| | | 41 | 584 | 472 | 4,145 | 60 | 334 | 0 | 1,330 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 5,242 | Total FY2025-2028 | | | 1,724 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Over Culbertson Run
 IMPROVEMENT Bridge Repair/Replacement
 MUNICIPALITIES: East Brandywine Township
 PLAN CENTER:
 PROJECT MANAGER: Plans/S. Hasan
 PennDOT Class: Bridge Replacement

D6 Est Let: Est Let Date: 4/22/2021
 NHPP: N
 FC: 19
 DOI:
 AQ Code:S19
 IPD: 16
 CMP: Not SOV Capacity Adding
 PennDOT Improvement: Bridge Replacement

This project involves a bridge replacement; reconstruction of the approach roadway; and minor realignment of roadway to avoid wetlands in East Brandywine Township. The roadway is also known as Lyndell Road.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | BOF | 976 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | BOF | | 585 | | | | | | | | | | | |
| | | 976 | 585 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,561 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 14332 Embreeville O/W Br Brandywine

New

LIMITS: Embreeville Rd over W Branch Brandywine Creek in Newlin Twp
 IMPROVEMENT Bridge Repair/Replacement
 MUNICIPALITIES: Newlin Township
 PLAN CENTER:
 PROJECT MANAGER: Gannett/A. Harper
 PennDOT Class:

No Let Date
 NHPP:
 FC:
 DOI: No
 AQ Code:S19
 IPD:
 CMP:
 PennDOT Improvement:

Bridge restoration pursuant to Hurricane Ida.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | FFL | | 480 | | | | | | | | | | | |
| PE | 185 | | 120 | | | | | | | | | | | |
| CON | FFL | | 1,533 | | | | | | | | | | | |
| CON | 185 | | 383 | | | | | | | | | | | |
| | | 0 | 2,516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,516 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14351 *Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek (CB #26)*

LIMITS: On Camp Bonsul Road over Big Elk Creek

D6 Est Let: Est Let Date: 4/14/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: New London Township; Elk Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

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

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|------------|----------|------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| FD | STP | 60 | | | | | | | | | | | | |
| FD | 183 | 15 | | | | | | | | | | | | |
| FD | BOF | | 144 | | | | | | | | | | | |
| FD | 183 | | 36 | | | | | | | | | | | |
| ROW | STP | 32 | | | | | | | | | | | | |
| ROW | 183 | 8 | | | | | | | | | | | | |
| ROW | BOF | | 10 | | | | | | | | | | | |
| ROW | 183 | | 2 | | | | | | | | | | | |
| | | 115 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 307 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Over Amtrak/SEPTA R5 Rail Line

D6 Est Let:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| CON | BOF | 760 | | | | | | | | | | | | |
| CON | 183 | 143 | | | | | | | | | | | | |
| CON | LOC | 47 | | | | | | | | | | | | |
| | | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 950 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14484 PA 41 Study SR:0041

LIMITS: Delaware State Line to PA 926

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

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

AQ Code:X1

PLAN CENTER:

DOI:

IPD: 2

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

PennDOT Class: Study Phase of Project

PennDOT Improvement: Study Phase of Project

Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010) may be identified and advanced if they are eligible improvements for the remaining earmarks. See also MPMS #98096.

-PA 122 original amount \$5,000,000.00; current balance is \$ 2,852,328.90 – Improve PA 41 between Delaware State line and PA 926.

-PA 173 original amount \$6,000,000.00; current balance is \$189,144.60 - Improve safety on PA-41 from US-30 to PA-926

-PA 357 original amount \$3,360,000.00; current balance is \$2,614,956.00 -PA 41-conduct environmental review & acquire ROW for preferred alternative.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | SXF | 500 | | | | | | | | | | | |
| | | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 500 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: PA 10 to Exton Bypass/Quarry Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:48

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

AQ Code:2045M

PLAN CENTER:

DOI: DOI_BASE

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E, 7F

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|--------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | TOLL | | | | | | | | | | | | | |
| PE | NHPP | 2,667 | | | | | | | | | | | | |
| PE | TOLL | | | | | | | | | | | | | |
| PE | STP | | 1,696 | | | | | | | | | | | |
| PE | NHPP | | 2,971 | | | | | | | | | | | |
| PE | TOLL | | | | | | | | | | | | | |
| PE | NHPP | | | 2,666 | | | | | | | | | | |
| | | 2,667 | 4,667 | 2,666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 10,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Kennett Square Bypass to Greenwood Road

D6 Est Let: Est Let Date: 8/12/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:44

MUNICIPALITIES: East Marlborough Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

DOI: DOI_DOI

IPD: 16

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 5A

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| UTL | 581 | | 350 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP | | 4,500 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | | 2,838 | | | | | | | | | |
| | | 0 | 4,850 | 2,838 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 7,688 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: PA 472 to PA 896

D6 Est Let: 12/15/2021 Est Let Date: 6/6/2024

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: Lower Oxford Township; Oxford Borough; Upper Oxford Township; W FC: 2; 6; 8; 9; 12; 16; 17; 19

AQ Code:S10

PLAN CENTER: Rural Center

DOI: DOI_BASE

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|------------|---------------|---------------|--------------------------|------------|------------|---------------|--------------------------|----------|----------|----------|----------|
| ROW | 581 | 2,546 | | | | | | | | | | | | |
| UTL | STP | | 437 | | | | | | | | | | | |
| UTL | 581 | | 109 | | | | | | | | | | | |
| CON | NHPP | | | 10,390 | | | | | | | | | | |
| CON | 581 | | | 2,596 | | | | | | | | | | |
| CON | NHPP | | | | 12,695 | | | | | | | | | |
| CON | 581 | | | | 3,173 | | | | | | | | | |
| CON | NHPP | | | | | 16,000 | | | | | | | | |
| CON | 581 | | | | | 4,000 | | | | | | | | |
| CON | STU | | | | | | 500 | | | | | | | |
| CON | 581 | | | | | | 125 | | | | | | | |
| CON | STU | | | | | | | 500 | | | | | | |
| CON | 581 | | | | | | | 125 | | | | | | |
| CON | STU | | | | | | | | 1,000 | | | | | |
| CON | 581 | | | | | | | | 250 | | | | | |
| | | 2,546 | 546 | 12,986 | 15,868 | 20,000 | 625 | 625 | 1,250 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 31,946 | Total FY2025-2028 | | | 22,500 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: PA 896 to PA 41

D6 Est Let: 12/5/2025 Est Let Date: 12/4/2026

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: London Grove Township; New Garden Township; Penn Township; Ea FC: 6; 12; 14; 16; 17; 19

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|----------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| PE | 581 | | 67 | | | | | | | | | | | |
| PE | 581 | | | 1,462 | | | | | | | | | | |
| FD | 581 | | 2,371 | | | | | | | | | | | |
| FD | 581 | | | 2,000 | | | | | | | | | | |
| ROW | 581 | | | 1,351 | | | | | | | | | | |
| UTL | 581 | | | 281 | | | | | | | | | | |
| CON | SPK-NHPP | | | | 15,000 | | | | | | | | | |
| CON | 581 | | | | 3,750 | | | | | | | | | |
| CON | SPK-NHPP | | | | | 15,000 | | | | | | | | |
| CON | 581 | | | | | 3,750 | | | | | | | | |
| CON | BOF | | | | | | 3,280 | | | | | | | |
| CON | NHPP | | | | | | 8,825 | | | | | | | |
| CON | 581 | | | | | | 3,027 | | | | | | | |
| CON | STP | | | | | | | 10,260 | | | | | | |
| CON | BOF | | | | | | | 3,280 | | | | | | |
| CON | 581 | | | | | | | 3,385 | | | | | | |
| | | 0 | 2,438 | 5,094 | 18,750 | 18,750 | 15,132 | 16,925 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 26,282 | Total FY2025-2028 | | | 50,807 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: East of Schuylkill River to East of Hanover Street

D6 Est Let: 4/23/2024 Est Let Date: 4/3/2025

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A

PennDOT Class: Bridge Removal

PennDOT Improvement: Bridge Removal

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|----------|--------------------------|---------------|---------------|--------------|--------------------------|------------|--------------|----------|--------------------------|----------|----------|----------|
| FD | STU* | 1,800 | | | | | | | | | | | |
| ROW | 581 | 743 | | | | | | | | | | | |
| UTL | 581 | 530 | | | | | | | | | | | |
| CON | SPK-NHPP | 29,000 | | | | | | | | | | | |
| CON | 185 | 6,951 | | | | | | | | | | | |
| CON | SPK-NHPP | | 16,450 | | | | | | | | | | |
| CON | 581 | | 6,430 | | | | | | | | | | |
| CON | STU | | | 2,233 | | | | | | | | | |
| CON | 185 | | | 558 | | | | | | | | | |
| CON | STU | | | | 2,583 | | | | | | | | |
| CON | NHPP | | | | 4,000 | | | | | | | | |
| CON | 185 | | | | 1,646 | | | | | | | | |
| CON | SPK-NHPP | | | | | 5,250 | | | | | | | |
| CON | 581 | | | | | | 320 | | | | | | |
| | | 39,024 | 22,880 | 2,791 | 8,229 | 5,250 | 320 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 72,924 | | Total FY2025-2028 | | 5,570 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 47979 **North Valley Road over Amtrak SR:0030**

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

D6 Est Let: 1/27/2022 Est Let Date: 1/27/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:152

MUNICIPALITIES: Tredyffrin Township; Willistown Township

FC: 14; 17

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 19

PROJECT MANAGER: TSS/M. Saintval

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7D

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|--------------|----------|--------------|--------------------------|--------------|----------|---------------|----------|----------|--------------------------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| ROW | STU* | 353 | | | | | | | | | | | | | | |
| ROW | STP* | 2,590 | | | | | | | | | | | | | | |
| UTL | STU* | 736 | | | | | | | | | | | | | | |
| UTL | STP* | 57 | | | | | | | | | | | | | | |
| CON | 185 | | | | | | 1,352 | | | | | | | | | |
| CON | 185 | | | | | | 5,411 | | | | | | | | | |
| CON | 185 | | | | | | | 1,352 | | | | | | | | |
| CON | 185 | | | | | | | 3,530 | | | | | | | | |
| CON | 581 | | | | | | | 1,881 | | | | | | | | |
| CON | 185 | | | | | | | | 5,411 | | | | | | | |
| CON | 185 | | | | | | | | 1,352 | | | | | | | |
| | | 3,736 | 0 | 0 | 0 | 0 | 6,763 | 6,763 | 6,763 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 3,736 | | | Total FY2025-2028 | | | 20,289 | | | Total FY2029-2032 | | 0 |

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

LIMITS: At Hillendale Road

Actl Let Date: 12/6/2018

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: New Garden Township

FC: 17

AQ Code:R1

PLAN CENTER:

DOI:

IPD: 2

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|------------|----------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| UTL | STU | | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | |
| CON | STU | 115 | | | | | | | | | | | | | | |
| | | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 115 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Township Line Road to US 422 over Schuylkill River

D6 Est Let: Est Let Date: 10/24/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: North Coventry Township; Spring City Borough; East Coventry Towns

FC:

AQ Code:A2

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 18

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

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

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

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | CAQ | | 2,184 | | | | | | | | | | | |
| | | 0 | 2,184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,184 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Keim Street to PA 724 Interchange

D6 Est Let: 6/15/2026 Est Let Date: 6/24/2027

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC: 12; 16

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FD | NHPP | | 1,000 | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | |
| FD | STU | | | 2,183 | | | | | | | | | |
| ROW | 185 | 849 | | | | | | | | | | | |
| UTL | 185 | | 601 | | | | | | | | | | |
| CON | STU | | | | | 2,683 | | | | | | | |
| CON | NHPP | | | | | 2,683 | | | | | | | |
| CON | STP | | | | | 2,683 | | | | | | | |
| CON | 581 | | | | | 1,006 | | | | | | | |
| CON | 185 | | | | | 1,006 | | | | | | | |
| CON | STU | | | | | | | 2,683 | | | | | |
| CON | STP | | | | | | | 1,562 | | | | | |
| CON | STP | | | | | | | 2,683 | | | | | |
| CON | NHPP | | | | | | | 1,121 | | | | | |
| CON | 185 | | | | | | | 1,006 | | | | | |
| CON | 581 | | | | | | | 1,006 | | | | | |
| CON | NHPP | | | | | | | | 1,103 | | | | |
| CON | STP | | | | | | | | 4,263 | | | | |
| CON | STP | | | | | | | | 2,683 | | | | |
| CON | 185 | | | | | | | | 1,006 | | | | |
| CON | 581 | | | | | | | | 1,006 | | | | |
| CON | STU | | | | | | | | | 782 | | | |
| CON | STP | | | | | | | | | 6,265 | | | |
| CON | NHPP | | | | | | | | | 1,002 | | | |
| CON | 185 | | | | | | | | | 1,006 | | | |
| CON | 581 | | | | | | | | | 1,006 | | | |
| CON | STU | | | | | | | | | | 2,683 | | |
| CON | STP | | | | | | | | | | 2,683 | | |
| CON | NHPP | | | | | | | | | | 2,683 | | |
| CON | 581 | | | | | | | | | | 1,006 | | |
| CON | 185 | | | | | | | | | | 1,006 | | |
| CON | STU | | | | | | | | | | | 2,683 | |
| CON | NHPP | | | | | | | | | | | 2,706 | |
| CON | STP | | | | | | | | | | | 2,023 | |
| CON | 185 | | | | | | | | | | | 1,006 | |
| CON | 581 | | | | | | | | | | | 1,006 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

| CON | NHPP | | | | | | | | | 637 | | | | |
|-----|------|--------------------------|-------|-------|--------------|--------------------------|--------|--------|---------------|--------------------------|--------|---------------|-------|-----|
| | | 849 | 1,601 | 2,183 | 0 | 0 | 10,061 | 10,061 | 10,061 | 10,061 | 10,061 | 10,061 | 9,424 | 637 |
| | | Total FY2021-2024 | | | 4,633 | Total FY2025-2028 | | | 30,183 | Total FY2029-2032 | | 30,183 | | |

MPMS# 64222 **Armand Hammer o/Schuyl(F) SR:0422**

Return

LIMITS: Schuylkill River Bridge to East of Norfolk Souther

Actl Let Date: 6/28/2012

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township; Lower Pottsgrove Township

FC: 12; 19

AQ Code:S19

PLAN CENTER:

DOI:

IPD: 1

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

Reconstruction of approximately one mile of expressway on both existing and new alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. The Armand Hammer Boulevard Interchange will be realigned from a Trumpet configuration with tight loop ramps and indirect connection, to a Diamond configuration with a direct connection between Armand Hammer Boulevard and SR 0422. Three (3) bridges carrying SR 0422 over the Schuylkill River, Norfolk Southern Railroad Spur, and Norfolk Southern Railroad Mainline (24.0 Sufficiency Rating), will be reconstructed; and one (1) bridge carrying Armand Hammer Blvd. over SR 0422 will be reconstructed providing 16'-6" of vertical clearance. The Schuylkill River Bridge is a fracture critical structure with Hone-like details (a similar SR 0422 structure with the same type of details experienced girder fracture in 2003). The new structure will have a multi-girder superstructure. The replaced bridge will provide for a 14 foot wide Schuylkill River Trail crossing separated from the vehicular traffic using concrete barrier. As part of the interchange reconfiguration, one (1) existing structure carrying SR 0422 over Ramp EF will be removed. A new traffic signal will be provided at the intersection of Armand Hammer Blvd. and Ramps E and F, while the existing signal at Ramp C and Industrial Highway will be replaced, both to be interconnected with the existing signal along Armand Hammer Blvd at the Home Depot entrance. Also see MPMS #s 14698, 16738, 64220, and 66986.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | CAQ* | 1,000 | | | | | | | | | | | |
| | | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 1,000 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

Return

LIMITS: Over Officers Run

D6 Est Let: Est Let Date: 5/20/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Atglen Borough

FC: 17

AQ Code:S19

PLAN CENTER: Rural Center

DOI:

IPD: 15

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

This project involves replacement of the bridge carrying Lower Valley Road (PA 372) over Officer's Run in Atglen Borough, Chester County. The Bridge has deteriorated to the point where replacement is necessary. This project will replace an existing two span reinforced concrete slab bridge with a single span prestressed concrete composite adjacent box beam. The existing bridge lane widths are 12 feet with four-foot shoulders for a total of 32 feet. The proposed structure will have 12-foot lanes with five-foot shoulders on each side for a total of 34 feet. There are also no existing pedestrian or bike features and there are no planned pedestrian or bike.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|----------|----------|--------------|----------|----------|----------|--------------------------|--------------------------|----------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | TOLL | | | | | | | | | | | | | |
| PE | STU | 12 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 3,303 | | | | | | | | | | | | |
| | | 3,315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,315 | | | | Total FY2025-2028 | | | | 0 | |
| | | | | | | | | | | Total FY2029-2032 | | | | 0 |

MPMS# 85949 SR 896 Safety Improvement

LIMITS: PA 896, Elbow Lane to Shepherd Lane

D6 Est Let: Est Let Date: 5/11/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: New London Township; London Britain Township

FC: 6; 16

AQ Code:2025M

PLAN CENTER:

DOI: DOI_BASE

IPD: 13

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------------|--------------|---------------|----------|------------|----------|--------------------------|--------------------------|----------|----------|------------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | HSIP | | 2,800 | | | | | | | | | | | |
| ROW | HSIP | | 700 | | | | | | | | | | | |
| CON | HSIP | | | 4,054 | | | | | | | | | | |
| CON | HSIP | | | | 2,470 | | | | | | | | | |
| CON | HSIP | | | | | 632 | | | | | | | | |
| | | 0 | 3,500 | 4,054 | 2,470 | 0 | 632 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 10,024 | | | | Total FY2025-2028 | | | | 632 | |
| | | | | | | | | | | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Over Beaver Creek

D6 Est Let: Est Let Date: 3/2/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Brandywine Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | STU | | | | 540 | | | | | | | | | |
| CON | 183 | | | | 101 | | | | | | | | | |
| CON | LOC | | | | 33 | | | | | | | | | |
| CON | STU | | | | | 540 | | | | | | | | |
| CON | 183 | | | | | 101 | | | | | | | | |
| CON | LOC | | | | | 33 | | | | | | | | |
| | | 0 | 0 | 0 | 674 | 674 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 674 | Total FY2025-2028 | | | 674 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Est Let Date: 6/22/2023
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Lower Oxford Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:** 17
PROJECT MANAGER: **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 5A
PennDOT Class: **PennDOT Improvement:**

This project will include the removal and replacement of an existing poor condition, and Weight Restricted Bridge.
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| FD | TOLL | | | | | | | | | | | | | | |
| FD | sSTP | 300 | | | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | | | |
| FD | BOF | | 120 | | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | | |
| ROW | sSTP | 40 | | | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | | |
| ROW | BOF | | 60 | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | |
| UTL | sSTP | 40 | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sSTP | | 670 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sSTP | | | 600 | | | | | | | | | | | |
| | | 380 | 850 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,830 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 86301 *LancasterAve/BrandywineCk*

LIMITS: Lancaster Ave at Brandywine Creek **D6 Est Let:** 8/15/2023 **Est Let Date:** 8/24/2023
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Downingtown Borough **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:** 17
PROJECT MANAGER: TSS/M. Saintval **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 7E
PennDOT Class: **PennDOT Improvement:**

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | 185 | | | | | 1,552 | | | | | | | | | | |
| CON | 185 | | | | | 6,209 | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 7,761 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | | 0 | Total FY2025-2028 | | | | 7,761 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86302 *Ewing Road over White Clay Creek Bridge*

LIMITS: D6 Est Let: 3/25/2021 Est Let Date: 4/21/2022
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Penn Township **FC:** **AQ Code:**S19
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: Plans/S. Hasan **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | 185 | 133 | | | | | | | | | | | | |
| ROW | 185 | 106 | | | | | | | | | | | | |
| UTL | 185 | 16 | | | | | | | | | | | | |
| CON | 185 | 1,326 | | | | | | | | | | | | |
| | | 1,581 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,581 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

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

LIMITS: Over Muddy Run D6 Est Let: 12/10/2021 Est Let Date: 8/10/2023
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Upper Oxford Township **FC:** **AQ Code:**S19
PLAN CENTER: **DOI:** DOI_BASE **IPD:** 16
PROJECT MANAGER: TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | BOF | | 3,060 | | | | | | | | | | | |
| | | 0 | 3,060 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,060 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86698 *Osborne Road Bridge Over Beaver Creek*

LIMITS: Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Caln Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project involves rehabilitating or replacing the Osborne Road Bridge over Beaver Creek in Caln Township. This is a single-lane, locally owned bridge that is poor condition (sufficiency rating of 24), functionally obsolete, and currently posted at 8 tons. The bridge has the following condition ratings: deck - 6, super - 4, sub - 5. The bridge provides the local access between State Route 340 and US Route 322.

This project was included in the Bridge Bill (2004, Act 145, pg 345, ID LB4) and is eligible for state bridge funding. The BMS number is 15710101200001. 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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| CON | STU | 8 | | | | | | | | | | | | | |
| CON | 183 | 1 | | | | | | | | | | | | | |
| CON | LOC | 1 | | | | | | | | | | | | | |
| | | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 10 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

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

D6 Est Let: Est Let Date: 3/16/2028

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:137

MUNICIPALITIES: East Caln Township

FC: 12; 14; 16; 17;
19

AQ Code:2045M

PLAN CENTER: Town Center

DOI: DOI_Senate

IPD: 17

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

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

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

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

This project has construction funding (\$459 Million estimate) starting in FY29 and cash flowing the rest of the construction phase in the Long-range Plan which starts in FY33.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|----------|---------------|---------------|--------------------------|----------|--------------|--------------|--------------------------|--------------|---------------|--------------|
| PE | STP* | 1,000 | | | | | | | | | | | |
| PE | STU* | 1,500 | | | | | | | | | | | |
| FD | NHPP | | | | 6,343 | | | | | | | | |
| FD | 581 | | | | 1,585 | | | | | | | | |
| ROW | 581 | | | | 4,417 | | | | | | | | |
| UTL | NHPP | | | | | | | 951 | | | | | |
| UTL | 581 | | | | | | | 238 | | | | | |
| CON | 185 | | | | | | | | | 375 | | | |
| CON | 581 | | | | | | | | | 375 | | | |
| CON | STP | | | | | | | | | | 1,500 | | |
| CON | STU | | | | | | | | | | 322 | | |
| CON | 185 | | | | | | | | | | 375 | | |
| CON | 581 | | | | | | | | | | 407 | | |
| CON | STU | | | | | | | | | | | 1,389 | |
| CON | STP | | | | | | | | | | | 2,160 | |
| CON | NHPP | | | | | | | | | | | 111 | |
| CON | 185 | | | | | | | | | | | 375 | |
| CON | 581 | | | | | | | | | | | 375 | |
| CON | 581 | | | | | | | | | | | | 5,614 |
| CON | 185 | | | | | | | | | | | | 1,156 |
| CON | NHPP | | | | | | | | | | | | |
| CON | 581 | | | | | | | | | | | | |
| | | 2,500 | 0 | 0 | 12,345 | 0 | 0 | 1,189 | 0 | 750 | 2,604 | 4,410 | 6,770 |
| | | Total FY2021-2024 | | 14,845 | | Total FY2025-2028 | | | 1,189 | Total FY2029-2032 | | 14,534 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: East Caln Township, West of Quarry Rd intersection

D6 Est Let: 7/26/2020 Est Let Date: 7/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: East Caln Township

FC: 16

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 17

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

Poor condition bridge breakout project from MPMS #88706 .

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|---------------|--------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 185 | 1,896 | | | | | | | | | | | | |
| CON | 185 | | 1,247 | | | | | | | | | | | |
| CON | 185 | | | 6,873 | | | | | | | | | | |
| | | 1,896 | 1,247 | 6,873 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 10,016 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

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

LIMITS: East Bradford Township, west of Sugar Bridge Road

D6 Est Let: Actl Let Date: 8/9/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: East Bradford Township

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 12

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | 80 | | | | | | | | | | | | |
| CON | 185 | 80 | | | | | | | | | | | | |
| CON | 185 | | | | | | 8,168 | | | | | | | |
| | | 160 | 0 | 0 | 0 | 0 | 8,168 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 160 | | Total FY2025-2028 | | | 8,168 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 95430 US 202 at SR 926 Intersection Improvement

LIMITS: D6 Est Let: Est Let Date: 3/16/2023
IMPROVEMENT Intersection/Interchange Improvements **NHPP:** Y MRPID:136
MUNICIPALITIES: Various **FC:** 14; 16 AQ Code:R1
PLAN CENTER: **DOI:** IPD: 14
PROJECT MANAGER: Gannett/V. Genua **CMP:** Minor SOV Capacity CMP Subcorridor(s): 8A
PennDOT Class: Highway Reconstruction **PennDOT Improvement:** Highway Reconstruction

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | STP | 560 | | | | | | | | | | | | |
| FD | 581 | 140 | | | | | | | | | | | | |
| ROW | 581 | 23 | | | | | | | | | | | | |
| ROW | STP | | 93 | | | | | | | | | | | |
| UTL | 581 | | 143 | | | | | | | | | | | |
| CON | STU | | | 900 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | | 120 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | | | 900 | | | | | | | | |
| CON | STU | | | | | | 150 | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | | | | | | 150 | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | | | | | | 1,469 | | | | | |
| | | 723 | 236 | 900 | 120 | 900 | 150 | 150 | 1,469 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,979 | Total FY2025-2028 | | | 2,669 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98036 *Merlin Road over Pigeon Run (Bridge)*

LIMITS: D6 Est Let: 12/3/2020 Est Let Date: 2/17/2022
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: East Pikeland Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:** 16
PROJECT MANAGER: Plans/S. Hasan **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------------|----------|--------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | 185 | 75 | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | |
| UTL | BOF | 10 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | BOF | | 1,273 | | | | | | | | | | | |
| | | 85 | 1,273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,358 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 98039 *Ship Road over Valley Creek (Bridge)*

LIMITS: D6 Est Let: 3/17/2021 Est Let Date: 4/13/2023
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: West Whiteland Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:** 17
PROJECT MANAGER: Plans/S. Hasan **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|----------|----------|--------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | 185 | 87 | | | | | | | | | | | | |
| UTL | STP | 47 | | | | | | | | | | | | |
| UTL | 185 | 12 | | | | | | | | | | | | |
| CON | 185 | 1,273 | | | | | | | | | | | | |
| | | 1,419 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,419 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98041 *Birchrun Road over Birch Run (Bridge)*

LIMITS: D6 Est Let: 6/15/2021 Est Let Date: 5/25/2023
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: West Vincent Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:** 16
PROJECT MANAGER: Plans/S. Hasan **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|--------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| ROW | TOLL | | | | | | | | | | | | | | | |
| ROW | BOF | | 90 | | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | | |
| UTL | BOF | | 61 | | | | | | | | | | | | | |
| CON | 185 | 1,126 | | | | | | | | | | | | | | |
| | | 1,126 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 1,277 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 98042 *Conestoga Rd o/ Pickering*

LIMITS: D6 Est Let: 2/15/2021 Est Let Date: 2/17/2022
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: West Pikeland Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: Plans/S. Hasan **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|--------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| FD | 185 | 133 | | | | | | | | | | | | | | |
| ROW | 185 | 80 | | | | | | | | | | | | | | |
| UTL | 185 | 53 | | | | | | | | | | | | | | |
| CON | STP | 1,273 | | | | | | | | | | | | | | |
| CON | 185 | 318 | | | | | | | | | | | | | | |
| | | 1,857 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 1,857 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98223 *Creek Road over Pickering Creek (Bridge)*

LIMITS: Thompson Davis Bridge

D6 Est Let: 2/15/2021 Est Let Date: 3/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 12

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 0 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

MPMS# 98224 *Spring City Road over Stony Run (Bridge)*

LIMITS:

D6 Est Let: 3/15/2021 Est Let Date: 3/17/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | 183 | | 28 | | | | | | | | | | |
| FD | LOC | | 7 | | | | | | | | | | |
| CON | 183 | | | | | | | | | | | | |
| Total FY2021-2024 | | 0 | 35 | 0 | 0 | Total FY2025-2028 | | | | 0 | | | |
| | | 35 | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102708 PA 41 at PA 841 Improvements

LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Grove Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Fellin

PennDOT Class:

CMP: Minor SOV Capacity

PennDOT Improvement:

D6 Est Let: Est Let Date: 4/11/2024

NHPP: Y

FC:

DOI: No

AQ Code:2025M

IPD: 20

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|
| FD | SXF | 129 | | | | | | | | | | | | |
| FD | STP | 189 | | | | | | | | | | | | |
| FD | 581 | 80 | | | | | | | | | | | | |
| ROW | STP | 276 | | | | | | | | | | | | |
| ROW | 581 | 69 | | | | | | | | | | | | |
| UTL | STP | 64 | | | | | | | | | | | | |
| UTL | 581 | 16 | | | | | | | | | | | | |
| CON | 581 | | | 2,785 | | | | | | | | | | |
| CON | 581 | | | | 6 | | | | | | | | | |
| CON | 581 | | | | | 21 | | | | | | | | |
| CON | 581 | | | | | | 225 | | | | | | | |
| CON | 581 | | | | | | | 1,660 | | | | | | |
| | | 823 | 0 | 2,785 | 6 | 21 | 225 | 1,660 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,614 | Total FY2025-2028 | | | 1,906 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102709 PA 41 & SR 926 Improvements

LIMITS: Intersection of PA 41 and SR 926

D6 Est Let: Est Let Date: 8/21/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Londonderry Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD: 13

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

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

PE activities are being completed under MPMS# 14484.

Other PA 41 intersection projects:

PA 41 & Newark Rd - MPMS# 98096

PA 41 & SR 841 - MPMS# 102708

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|----------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| FD | TOLL | | | | | | | | | | | | |
| FD | STU | 600 | | | | | | | | | | | |
| ROW | SXF | 212 | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | |
| UTL | SXF | 53 | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | SXF | 2,016 | | | | | | | | | | | |
| | | 2,881 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 2,881 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 106265 US30 ITS

New-B

LIMITS: US 30 Corridor

D6 Est Let: Actl Let Date: 10/18/2018

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Uwchlan Township; Valley Township; Parkesburg Borough; Sadsbury FC:

AQ Code:S7

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP:

PennDOT Class:

PennDOT Improvement:

Advanced Intelligent Transportation Systems (ITS) assets will be provided for the US 30 corridor including US 30 Bypass and Business as well as surrounding arterial roads (PA 113, US 322, PA 340, Reeceville Rd, PA 82, Airport Rd, PA 10). Advanced ITS will include CCTV cameras, dynamic message signs, EZ Pass tag readers, RTMS incident detectors, fiber communications systems and expressway service patrol. Advanced ITS is necessary to address future operational needs in the and help with incident and event monitoring, help monitor congestion levels, support corridor management on expressway and arterials, disseminate real-time information, collect and provide travel-time information and share video images.

The US 30 corridor is a heavily traveled corridor through the center of Chester County. Sections of the US 30 Bypass Expressway see daily traffic volumes upwards of 75,000 vehicles. Surrounding arterial roads also experience high traffic volumes and peak hour congestion particularly in the event of traffic incident diversions off of the expressway.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| CON | TOLL | | | | | | | | | | | | | |
| CON | CAQ | 2,025 | | | | | | | | | | | | |
| | | 2,025 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 2,025 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107551 SR30/SR10 to Business 30 Interchange Improvement

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

Est Let Date: 9/24/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Sadsbury Township; West Sadsbury Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD: 15

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7E

PennDOT Class:

PennDOT Improvement:

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

This is a breakout of MPMS #84884

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|----------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|---------------|
| FD | NHPP | | | 2,347 | | | | | | | | | |
| FD | 581 | | | 586 | | | | | | | | | |
| ROW | NHPP | | | | 2,404 | | | | | | | | |
| ROW | 581 | | | | 601 | | | | | | | | |
| UTL | NHPP | | | | | 1,393 | | | | | | | |
| UTL | 581 | | | | | 349 | | | | | | | |
| CON | SPK-NHPP | | | | | | 10,000 | | | | | | |
| CON | 581 | | | | | | 2,500 | | | | | | |
| CON | SPK-NHPP | | | | | | | 10,000 | | | | | |
| CON | 581 | | | | | | | 2,500 | | | | | |
| CON | SPK-NHPP | | | | | | | | 10,000 | | | | |
| CON | 581 | | | | | | | | 2,500 | | | | |
| CON | SPK-NHPP | | | | | | | | | 10,000 | | | |
| CON | 581 | | | | | | | | | 2,500 | | | |
| CON | STU | | | | | | | | | | 23,544 | | |
| CON | 581 | | | | | | | | | | 5,886 | | |
| | | 0 | 0 | 2,933 | 3,005 | 1,742 | 12,500 | 12,500 | 12,500 | 12,500 | 29,430 | 0 | 0 |
| | | Total FY2021-2024 | | | 5,938 | Total FY2025-2028 | | | 39,242 | Total FY2029-2032 | | | 41,930 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107553 SR30 & Airport Rd Interchange Improvement

LIMITS: 1,500' east of bridge o/ Old MillRd in Sadsbury to approx. 0.2 miles east of Wag D6 Est Let: 3/30/2024 Est Let Date: 1/23/2026

IMPROVEMENT Intersection/Interchange Improvements **NHPP:** MRPID:48

MUNICIPALITIES: Valley Township; West Caln Township **FC:** AQ Code:2035M

PLAN CENTER: **DOI:** No **IPD:** 18

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

PennDOT Class: **PennDOT Improvement:**

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

This is a breakout of MPMS #84884

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|--------------------------|--------|--------|---------------|--------|--------------------------|--------|---------------|--------|--------------------------|--------|----------------|--------|
| FD | NHPP | | 400 | | | | | | | | | | |
| FD | 581 | | 100 | | | | | | | | | | |
| FD | STU | | | 400 | | | | | | | | | |
| FD | 581 | | | 100 | | | | | | | | | |
| FD | NHPP | | | | 6,052 | | | | | | | | |
| FD | 581 | | | | 1,513 | | | | | | | | |
| ROW | NHPP | | 3,846 | | | | | | | | | | |
| ROW | 581 | | 962 | | | | | | | | | | |
| ROW | STU | | | 400 | | | | | | | | | |
| ROW | 581 | | | 100 | | | | | | | | | |
| UTL | NHPP | | | | | | 4,577 | | | | | | |
| UTL | 581 | | | | | | 1,144 | | | | | | |
| CON | SPK-NHPP | | | | | | 10,000 | | | | | | |
| CON | 581 | | | | | | 2,500 | | | | | | |
| CON | SPK-NHPP | | | | | | | 10,000 | | | | | |
| CON | 581 | | | | | | | 2,500 | | | | | |
| CON | SPK-NHPP | | | | | | | | 10,000 | | | | |
| CON | 581 | | | | | | | | 2,500 | | | | |
| CON | NHPP | | | | | | | | | 56 | | | |
| CON | 185 | | | | | | | | | 23,453 | | | |
| CON | NHPP | | | | | | | | | | | 443 | |
| CON | STU | | | | | | | | | | | 58,629 | |
| CON | 581 | | | | | | | | | | | 41,569 | |
| CON | 185 | | | | | | | | | | | 40,332 | |
| CON | STP | | | | | | | | | | | | 7,940 |
| CON | 581 | | | | | | | | | | | | 27 |
| CON | 185 | | | | | | | | | | | | 42,866 |
| | | 0 | 5,308 | 1,000 | 7,565 | 0 | 0 | 18,221 | 12,500 | 12,500 | 23,509 | 140,973 | 50,833 |
| | Total FY2021-2024 | | | 13,873 | | Total FY2025-2028 | | 30,721 | | Total FY2029-2032 | | 227,815 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107554 US30 & PA82 Interchange Improvement

LIMITS: 0.2 miles east of Wagontown Rd in Valley to 0.1 miles west of SR 340 bridge o/ D6 Est Let: 12/15/2026 Est Let Date: 12/9/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Valley Township; West Caln Township

FC:

AQ Code:R3

PLAN CENTER:

DOI: No

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7E

PennDOT Class:

PennDOT Improvement:

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

This is a breakout of MPMS #84884.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|----------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| FD | STU | | | 400 | | | | | | | | | |
| FD | 581 | | | 100 | | | | | | | | | |
| FD | NHPP | | | | 4,814 | | | | | | | | |
| FD | 581 | | | | 1,204 | | | | | | | | |
| ROW | NHPP | | | | 3,004 | | | | | | | | |
| ROW | 581 | | | | 751 | | | | | | | | |
| UTL | NHPP | | | | | 3,382 | | | | | | | |
| UTL | 581 | | | | | 845 | | | | | | | |
| CON | SPK-NHPP | | | | | | | 10,000 | | | | | |
| CON | 581 | | | | | | | 2,500 | | | | | |
| CON | STU | | | | | | | | 44,244 | | | | |
| CON | SPK-NHPP | | | | | | | | 10,000 | | | | |
| CON | 581 | | | | | | | | 2,500 | | | | |
| CON | 581 | | | | | | | | 11,061 | | | | |
| CON | SPK-NHPP | | | | | | | | | 10,000 | | | |
| CON | STU | | | | | | | | | 15,232 | | | |
| CON | 581 | | | | | | | | | 2,500 | | | |
| CON | STU | | | | | | | | | | 15,029 | | |
| CON | 581 | | | | | | | | | | 3,757 | | |
| | | 0 | 0 | 500 | 9,773 | 0 | 4,227 | 12,500 | 67,805 | 27,732 | 18,786 | 0 | 0 |
| | | Total FY2021-2024 | | | 10,273 | Total FY2025-2028 | | | 84,532 | Total FY2029-2032 | | | 46,518 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: West Pikeland Township

D6 Est Let: Est Let Date: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | TOLL | | | | | | | | | | | | | |
| ROW | BOF | | | 168 | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | |
| UTL | BOF | | 55 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | BOF | | 1,366 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | BOF | | | 1,366 | | | | | | | | | | |
| | | 0 | 1,421 | 1,534 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,955 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 110311 *PA 41 at State Road Intersection*

LIMITS: PA 41 at State Road

Est Let Date: 3/14/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Avondale Borough

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD: 20

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|--------------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | 581 | | 546 | | | | | | | | | | | |
| ROW | STU | | | 113 | | | | | | | | | | |
| UTL | 581 | | | 225 | | | | | | | | | | |
| CON | 581 | | | | | 5,970 | | | | | | | | |
| | | 0 | 546 | 338 | 0 | 5,970 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 884 | | Total FY2025-2028 | | | 5,970 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Baltimore Pike at Newark Road No Let Date
IMPROVEMENT Intersection/Interchange Improvements **NHPP:**
MUNICIPALITIES: New Garden Township **FC:** AQ Code:R1
PLAN CENTER: **DOI:** No IPD: 22
PROJECT MANAGER: EE/J. Brown **CMP:** Minor SOV Capacity CMP Subcorridor(s): 5A
PennDOT Class: **PennDOT Improvement:**

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | 581 | | | 684 | | | | | | | | | |
| ROW | STP | | | | 1,229 | | | | | | | | |
| UTL | 581 | | | | | 2,897 | | | | | | | |
| CON | STU | | | | | | | | | | | | 7,841 |
| CON | 581 | | | | | | | | | | | | 1,960 |
| | | 0 | 0 | 684 | 1,229 | 2,897 | 0 | 0 | 0 | 0 | 0 | 0 | 9,801 |
| | | Total FY2021-2024 | | | 1,913 | Total FY2025-2028 | | | 2,897 | Total FY2029-2032 | | | 9,801 |

MPMS# 110775 *Kennett Square Safer Active Transportation Routes*

LIMITS: Walnut, Broad and South Streets Est Let Date: 6/24/2021
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Kennett Square Borough **FC:** AQ Code:A2
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: EE/DVRPC/D. Snyder **CMP:**
PennDOT Class: **PennDOT Improvement:**

Installation of bicycle and pedestrian facilities on Walnut, Broad and South Streets.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAU | | 915 | | | | | | | | | | |
| | | 0 | 915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 915 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110949 *Horseshoe Pike and Manor Road Intersection*

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

D6 Est Let: 7/15/2022 Est Let Date: 3/16/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| ROW | TOLL | | | | | | | | | | | | | | |
| ROW | sHSIP | 182 | | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | |
| UTL | sHSIP | 6 | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sHSIP | | | 270 | | | | | | | | | | | |
| | | 188 | 0 | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 458 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 110954 *PA 10 Shoulder Widening*

LIMITS: Between US 30 and Lancaster County Line

Est Let Date: 10/20/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Honey Brook Township; Sadsbury Township; West Caln Township; W

FC:

AQ Code:S4

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Shoulder widening of Route 10 (SR 0010) between US 30 (SR 0030) and Lancaster County Line.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | TOLL | | | | | | | | | | | | | | |
| PE | sHSIP | 250 | | | | | | | | | | | | | |
| | | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 250 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110963 *Manor Road Roundabout*

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

D6 Est Let: 8/12/2020 Est Let Date: 4/14/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|-------|----------------------------|----------|--------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | TOLL | | | | | | | | | | | | | |
| FD | sHSIP | 203 | | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | |
| ROW | sHSIP | 216 | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | |
| UTL | sHSIP | 125 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | sHSIP | | | 1,800 | | | | | | | | | | |
| | | 544 | 0 | 1,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,344 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 111175 *Ashburn Road Extension*

LIMITS: End of Ashburn Rd west to Township Line Rd

Est Let Date: 2/17/2022

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:237

MUNICIPALITIES: Phoenixville Borough

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

PennDOT Class:

PennDOT Improvement:

Proposed 0.34 mile extension of Ashburn Road will extend existing termination point to intersect with Township line Road. Proposed new roadway will provide two 12ft travel lanes(one each direction) and 8ft shoulders for shared bike lanes with new sidewalk(only South-side).

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 1,260 | | | | | | | | | | | | |
| CON | LOC | 540 | | | | | | | | | | | | |
| | | 1,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,800 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111177 *Oxford Borough Transit Center Access Improvements*

LIMITS: PA 10

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Oxford Borough

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

PennDOT Class:

PennDOT Improvement:

Improvements to address poor road conditions involve a combination of reconstruction and restoration of Second Avenue (between Locust and Mt. Vernon Streets) and Octoraro Alley (from Second Street to the entrance of the new transit center), including full depth reclamation and storm drainage improvements to significant sections. The portion of Octoraro Alley that meets Third Street will be pedestrianized, prohibiting most vehicle access. Removable bollards and planters will be installed, allowing emergency vehicles entry if needed. The area will be repaved and new, improved lighting installed, making it safer and more enticing for pedestrian use. The service road off Octoraro Alley, between the new transit facility and the businesses along Third Street, will be paved and new lighting installed. Finally, new wayfinding signage will be installed in the surrounding area to denote the changes in vehicle and pedestrian circulation and access, and entrance to the new transit facility. Combined these improvements will improve multimodal circulation and reduce pedestrian and vehicular conflicts.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 411 | 144 | | | | | | | | | | | |
| CON | LOC | 43 | | | | | | | | | | | |
| | | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | | |
| | | 187 | | | 0 | | | | 0 | | | | |

MPMS# 111474 *My School on the Move Program*

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Funding is for the interactive My School on the Move program that teaches middle school students traffic safety laws (using SRTS funding).

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111477 State Road Sidewalks

LIMITS: State Rd between Prospect Ave/Wickerton Rd and Schoolhouse Rd

Est Let Date: 3/25/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natalie

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

PennDOT Class:

PennDOT Improvement:

This project will construct approximately 2,500 feet of sidewalk and curb on the south side of State Road between Prospect Avenue/Wickerton Road (State Route 0841) and Schoolhouse Road (using SRTS funding) in London Grove Township.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|----------|--------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | 632 | | | | | | | | | | | | |
| CON | TAP | | 1,016 | | | | | | | | | | | |
| | | 632 | 1,016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,648 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 111485 Route 82 Crosswalks and sidewalk

LIMITS: The 700 block of Route 82 in East marlborough Twp

Est Let Date: 8/6/2020

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Marlborough Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will construct safety improvements for better access to the Unionville-Chadds Ford Middle/High School campus through sidewalks, crosswalks, medians and roadway adjustments (using SRTS funding) in East Marlborough Township.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | 818 | | | | | | | | | | | | |
| CON | LOC | 68 | | | | | | | | | | | | |
| | | 886 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 886 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 112690 *Peterman Road Improvement*

LIMITS:

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Coventry Township

PLAN CENTER:

PROJECT MANAGER: AECOM/C. Bergeman

PennDOT Class:

CMP:

PennDOT Improvement:

NHPP:

FC:

DOI: No

No Let Date

AQ Code:R1

IPD:

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ROW | LOC | | 23 | | | | | | | | | | |
| UTL | LOC | | 50 | | | | | | | | | | |
| CON | 411 | | 2,606 | | | | | | | | | | |
| CON | LOC | | 709 | | | | | | | | | | |
| | | 0 | 3,388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 3,388 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

New-B

LIMITS: PA/MD Line to PA 472

D6 Est Let: 4/9/2026 Est Let Date: 4/8/2027

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:3

MUNICIPALITIES: Lower Oxford Township; West Nottingham Township; East Nottingha FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

PennDOT Class:

PennDOT Improvement:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|----------|--------------|--------------------------|---------------|---------------|---------------|--------------------------|---------------|----------|---------------|
| PE | 581 | 1,453 | | | | | | | | | | | |
| PE | 581 | | 1,366 | | | | | | | | | | |
| PE | 581 | | 1,000 | | | | | | | | | | |
| FD | 581 | | | | 4,347 | | | | | | | | |
| ROW | 581 | | | | 1,391 | | | | | | | | |
| UTL | STP | | | | | | 246 | | | | | | |
| UTL | 581 | | | | | | 61 | | | | | | |
| CON | NHPP | | | | | | 8,461 | | | | | | |
| CON | 581 | | | | | | 2,115 | | | | | | |
| CON | NHPP | | | | | | | 8,461 | | | | | |
| CON | 581 | | | | | | | 2,115 | | | | | |
| CON | NHPP | | | | | | | | 8,461 | | | | |
| CON | 581 | | | | | | | | 2,115 | | | | |
| CON | NHPP | | | | | | | | | 8,461 | | | |
| CON | 581 | | | | | | | | | 2,115 | | | |
| CON | NHPP | | | | | | | | | | 8,461 | | |
| CON | 581 | | | | | | | | | | 2,115 | | |
| | | 1,453 | 2,366 | 0 | 5,738 | 0 | 10,883 | 10,576 | 10,576 | 10,576 | 10,576 | 0 | 0 |
| | | Total FY2021-2024 | | | 9,557 | Total FY2025-2028 | | | 32,035 | Total FY2029-2032 | | | 21,152 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

New-B

LIMITS: PA 41 to Schoolhouse Road

D6 Est Let: 11/1/2027 Est Let Date: 11/4/2027

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:3

MUNICIPALITIES: London Grove Township; New Garden Township; East Marlborough T FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A, 17A

PennDOT Class:

PennDOT Improvement:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | 581 | | | 1,000 | | | | | | | | | |
| PE | 581 | | | | 3,277 | | | | | | | | |
| FD | 581 | | | | | 4,776 | | | | | | | |
| ROW | 581 | | | | | | 1,476 | | | | | | |
| UTL | 581 | | | | | | | | 326 | | | | |
| CON | STP | | | | | | | | 11,462 | | | | |
| CON | 581 | | | | | | | | 2,865 | | | | |
| CON | STU | | | | | | | | | 11,462 | | | |
| CON | 581 | | | | | | | | | 2,865 | | | |
| CON | NHPP | | | | | | | | | | 3,522 | | |
| CON | 581 | | | | | | | | | | 2,865 | | |
| CON | STP | | | | | | | | | | | 7,940 | |
| CON | NHPP | | | | | | | | | | | 11,462 | |
| CON | 581 | | | | | | | | | | | 2,865 | |
| CON | NHPP | | | | | | | | | | | | 11,462 |
| CON | 581 | | | | | | | | | | | | 2,865 |
| | | 0 | 0 | 1,000 | 3,277 | 4,776 | 1,476 | 0 | 14,653 | 14,327 | 6,387 | 22,267 | 14,327 |
| | | Total FY2021-2024 | | | 4,277 | Total FY2025-2028 | | | 20,905 | Total FY2029-2032 | | 57,308 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Nutt Road and Starr Street in Phoenixville Borough

Est Let Date: 1/13/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Schuylkill Township; Phoenixville Borough

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9B

PennDOT Class:

PennDOT Improvement:

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

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

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

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Charlestown Township; East Whiteland Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

PennDOT Class:

PennDOT Improvement:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| PE | TOLL | | | | | | | | | | | | | |
| PE | CAQ | 250 | | | | | | | | | | | | |
| | | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 250 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 115422 West Chester Pike Safety Improvements

New

LIMITS: West Chester Borough and West Goshen Township

Est Let Date: 3/19/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough; West Goshen Township

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

- Installation of chevrons and curve warning signs and improve pavement friction on West Chester Pike from Prospect Ave to Morris Road
- Improvement of pavement friction on West Chester Pike at the intersection with Concord Road
- The closure of the median break and the installation of a right-in/right-out access on West Chester Pike at the intersection with Patrick Avenue
- The installation of retroreflective backplates to the signals and the improvement of pavement friction on West Chester Pike at the intersection with 5 Points Road
- The closure of the median break and the installation of a right-in/right-out access on West Chester Pike at the intersection with Spring Lane

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| PE | HSIP | | 167 | | | | | | | | | | | |
| FD | HSIP | | | | 112 | | | | | | | | | |
| CON | HSIP | | | | | 1,000 | | | | | | | | |
| CON | HSIP | | | | | | 773 | | | | | | | |
| | | 0 | 167 | 0 | 112 | 1,000 | 773 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 279 | Total FY2025-2028 | | | 1,773 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

New

LIMITS: From Ridge Road to Whitehorse Road

Est Let Date: 4/27/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Schuylkill Township; Phoenixville Borough; East Pikeland Township

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------------|--------|--------------------------|--------|------------|--------|--------------------------|--------|--------|--------|----------|
| PE | TOLL | | | | | | | | | | | | | |
| PE | HSIP | 305 | | | | | | | | | | | | |
| FD | HSIP | | | 179 | | | | | | | | | | |
| CON | HSIP | | | 1,228 | | | | | | | | | | |
| CON | HSIP | | | | | 196 | | | | | | | | |
| | | 305 | 0 | 1,407 | 0 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 1,712 | | Total FY2025-2028 | | 196 | | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 115424 US 322 West Chester Bypass Safety Improvements

New

LIMITS: Downingtown Pike to US 202

Est Let Date: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Goshen Township; East Bradford Township

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|--------------------------|--------|--------|--------|------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--|----------|
| CON | HSIP | | 200 | | | | | | | | | | | | |
| CON | HSIP | | | 34 | | | | | | | | | | | |
| CON | HSIP | | | | 284 | | | | | | | | | | |
| CON | HSIP | | | | | 536 | | | | | | | | | |
| CON | HSIP | | | | | | 2,900 | | | | | | | | |
| | | 0 | 200 | 34 | 284 | 536 | 2,900 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | | 518 | Total FY2025-2028 | | | 3,436 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 115425 *High Street Pedestrian Improvements*

New

LIMITS: Rosedale Avenue to Miner Street

Est Let Date: 4/14/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B

PennDOT Class:

PennDOT Improvement:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| PE | TOLL | | | | | | | | | | | | | | |
| PE | HSIP | 390 | | | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | | | |
| FD | HSIP | | | 129 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | HSIP | | | 1,000 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | HSIP | | | | 456 | | | | | | | | | | |
| | | 390 | 0 | 1,129 | 456 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,975 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 115755 *Ship Road Couplet*

LIMITS: Intersection of Ship Road and US 30 Business (Lincoln Highway)

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/E. Reagle

CMP:

PennDOT Class:

PennDOT Improvement:

This project will create a "Couplet," or the construction of a pair of parallel one-way streets that carry traffic in opposite directions for Ship Road at the intersection of US 30 Business in West Whiteland Township. The present location of Ship Road will become northbound only, and this project will construct a southbound leg of road as well as a ten-foot-wide multimodal trail.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 940 | | | | | | | | | | | | |
| CON | LOC | 315 | | | | | | | | | | | | |
| CON | 411 | | 940 | | | | | | | | | | | |
| | | 1,255 | 940 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,195 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 116253 *SR 272 & 3026 Intersection Improvements Round 7*

New

LIMITS: Christine Road & Baltimore Pike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:R4.02

MUNICIPALITIES: West Nottingham Township

FC:

AQ Code:X12

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/M. Weiss

CMP:

PennDOT Class:

PennDOT Improvement:

This project will widen a roadway, add a left turn lane for eastbound SR 272, and add a right-turn lane for southbound SR 3026.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | | 843 | | | | | | | | | | | |
| | | 0 | 843 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 843 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 116264 Kennett Township Roundabout

LIMITS: South Union St. and Kaolin Rd., East and West Hillendale Rd. and Old Kennett

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Kennett Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

This project will install a roundabout at the 5-Points intersection at the convergence of South Union St. and Kaolin Rd. (SR 3013), East and West Hillendale Rd., and Old Kennett Rd. (SR 3036). This Project will also include the installation of a perimeter sidewalk, as well as crosswalks, curb ramping, and signage, enabling pedestrians to navigate one travel lane at a time.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | | 2,194 | | | | | | | | | | | |
| CON | LOC | | 768 | | | | | | | | | | | |
| | | 0 | 2,962 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,962 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 116703 Wagontown Road R7

New

LIMITS: Wagontown Road adjacent to the Brandywine Creek

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:R1.02

MUNICIPALITIES: Coatesville City

FC:

AQ Code:M8

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/C. Suhoskey

CMP:

PennDOT Class:

PennDOT Improvement:

This project will reconstruct a collapsed portion of Wagontown Road. This includes approximately 400-feet of concrete retaining, associated drainage, and pavement to reopen the road and restore vehicular connectivity.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | | 1,500 | | | | | | | | | | | |
| CON | LOC | | 350 | | | | | | | | | | | |
| | | 0 | 1,850 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,850 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 116837 Schuylkill Rd o/ Eckers Ck

New

LIMITS: Schuylkill Rd over Eckers Ck, North Coventry Twp

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP:

PennDOT Class:

PennDOT Improvement:

This bridge replacement is for the permanent repair of damage pursuant to Hurricane Ida.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------------------------|--|--|--|---|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | | | | |
| PE | FFL | | 280 | | | | | | | | | | | | | | | | | |
| PE | 582 | | 70 | | | | | | | | | | | | | | | | | |
| CON | FFL | | 1,045 | | | | | | | | | | | | | | | | | |
| CON | 582 | | 261 | | | | | | | | | | | | | | | | | |
| | | 0 | 1,656 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Total FY2021-2024 | | 1,656 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 117327 Valley Park Road over Anderon Brook

New

LIMITS: Valley Park Road

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:M8

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------------------------|--|--|--|---|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | | | | |
| PE | FFL | | 300 | | | | | | | | | | | | | | | | | |
| PE | 582 | | 75 | | | | | | | | | | | | | | | | | |
| | | 0 | 375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Total FY2021-2024 | | 375 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | | | 0 | | | |

| Total For | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|-----------|----------|----------|----------|----------|-----------|-----------|-----------|
| Chester | \$80,940 | \$81,888 | \$56,871 | \$94,046 | \$313,745 | \$375,779 | \$449,241 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 8 *Aldan Borough LED Street Lights (2021-22)*

LIMITS: No Let Date
IMPROVEMENT **NHPP:**
MUNICIPALITIES: Aldan Borough **FC:** **AQ Code:**S18
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: **CMP:**
PennDOT Class: **PennDOT Improvement:**

MPMS #8 is a temporary MPMS # until a real MPMS # can be created by PennDOT.
 This project will replace of 250 existing street light fixtures with LEDs, and the replacement of 13 deteriorated light poles with new metal light poles. Increasing street and sidewalk illumination by replacing aging street light fixtures with new LED light fixtures will be a benefit to both vehicular and pedestrian visibility and safety.
 This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 155 | | | | | | | | | | | | |
| | | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 155 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 14891 *Darby-Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run SR:1015*

LIMITS: Over Little Darby Creek and Wigwam Run **D6 Est Let:** **Actl Let Date:** 4/11/2019
IMPROVEMENT Bridge Repair/Replacement **NHPP:** N
MUNICIPALITIES: Radnor Township **FC:** 17 **AQ Code:**S19
PLAN CENTER: **DOI:** DOI_BASE **IPD:** 0
PROJECT MANAGER: HNTB/G. Gumas **CMP:** Not SOV Capacity Adding
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

This project involves the complete bridge replacement of two structures that carry Darby-Paoli Road over Little Darby Creek and Wigwam Run, respectively, in Radnor Township, Delaware County.
 This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 145 | | | | | | | | | | | | |
| | | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 145 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Amtrak/SEPTA Wilmington/Newark Rail Line

D6 Est Let: Est Let Date: 4/23/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Folcroft Borough; Sharon Hill Borough

FC:

AQ Code:NRS

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------------|--------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| PE | STU | 25 | | | | | | | | | | | | |
| PE | STP | | 314 | | | | | | | | | | | |
| CON | BOF | | 955 | | | | | | | | | | | |
| CON | 183 | | 179 | | | | | | | | | | | |
| CON | LOC | | 59 | | | | | | | | | | | |
| CON | BOF | | | 955 | | | | | | | | | | |
| CON | 183 | | | 179 | | | | | | | | | | |
| CON | LOC | | | 59 | | | | | | | | | | |
| | | 25 | 1,507 | 1,193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,725 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Chester Creek

D6 Est Let: Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 12

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|
| FD | BOF | 404 | | | | | | | | | | | |
| FD | 179 | 99 | | | | | | | | | | | |
| ROW | BOF | | 42 | | | | | | | | | | |
| ROW | 179 | | 10 | | | | | | | | | | |
| UTL | BOF | | | | | 64 | | | | | | | |
| UTL | 179 | | | | | 16 | | | | | | | |
| CON | 179 | | | | | 504 | | | | | | | |
| CON | 183 | | | | | 2,688 | | | | | | | |
| CON | LOC | | | | | 167 | | | | | | | |
| | | 503 | 52 | 0 | 0 | 3,439 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 555 | Total FY2025-2028 | | | 3,439 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over SEPTA and Cobbs Creek

D6 Est Let: Actl Let Date: 12/6/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project involves rehabilitating or replacing two bridges on Ardmore Avenue between Golf House Road and Haverford Road. One bridge crosses Cobbs Creek and one crosses SEPTA's Norristown High Speed Line. The 62'-long encased steel stringer bridge carries a 2 lane road and sidewalk over SEPTA's Norristown High Speed Line. This road segment is included in the Delaware County Bicycle Plan. This bridge will complete the connection to the station. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

The project does include construction of new stairs and ADA ramps on both sides of bridge down to the station platform areas.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | BRIP | | 710 | | | | | | | | | | | |
| CON | STP | 133 | | | | | | | | | | | | |
| CON | STU | 649 | | | | | | | | | | | | |
| CON | 581 | 196 | | | | | | | | | | | | |
| | | 978 | 710 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,688 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: At PA 352/Middletown Road

D6 Est Let: 11/15/2027 Est Let Date: 12/16/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:5

MUNICIPALITIES: Middletown Township

FC: 12; 14

AQ Code:R3

PLAN CENTER:

DOI: DOI_BASE

IPD: 15

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

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

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

The estimated construction funding (\$145 Million) is located in the Long-range Plan which begins in FY33.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|--------------|
| PE | TOLL | | | | | | | | | | | | |
| PE | NHPP | 1,106 | | | | | | | | | | | |
| PE | STU* | | 5,320 | | | | | | | | | | |
| PE | STP | | 1,102 | | | | | | | | | | |
| PE | NHPP | | 1,399 | | | | | | | | | | |
| PE | STP* | | 73 | | | | | | | | | | |
| FD | NHPP | | 4,807 | | | | | | | | | | |
| FD | 581 | | 1,202 | | | | | | | | | | |
| FD | NHPP | | | 4,807 | | | | | | | | | |
| FD | 581 | | | 1,202 | | | | | | | | | |
| FD | NHPP | | | | 1,202 | | | | | | | | |
| FD | 581 | | | | 4,807 | | | | | | | | |
| ROW | NHPP | | | | | 5,158 | | | | | | | |
| ROW | 581 | | | | | 1,289 | | | | | | | |
| ROW | NHPP | | | | | | 5,158 | | | | | | |
| ROW | 581 | | | | | | 1,289 | | | | | | |
| ROW | NHPP | | | | | | | 5,158 | | | | | |
| ROW | 581 | | | | | | | 1,289 | | | | | |
| ROW | NHPP | | | | | | | | 5,158 | | | | |
| ROW | 581 | | | | | | | | 1,289 | | | | |
| ROW | NHPP | | | | | | | | | 5,158 | | | |
| ROW | 581 | | | | | | | | | 1,289 | | | |
| UTL | 581 | | | | | | 802 | | | | | | |
| UTL | 581 | | | | | | | 5,430 | | | | | |
| CON | NHPP | | | | | | | | | | | | |
| CON | STP | | | | | | | | | | | | |
| CON | 581 | | | | | | | | | | | | |
| | | 1,106 | 13,903 | 6,009 | 6,009 | 6,447 | 7,249 | 11,877 | 6,447 | 6,447 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 27,027 | Total FY2025-2028 | | | 32,020 | Total FY2029-2032 | | | 6,447 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Amtrak/SEPTA Wilmington Newark Rail Line

D6 Est Let: Est Let Date: 1/13/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Ridley Park Borough

FC: 17

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|-----------|--------------------------|--------|--------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | 4,162 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | | 3,757 | | | | | | | | | |
| CON | STP | | | | 1,823 | | | | | | | | | |
| CON | STU | | | | | 78 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| | | 0 | 0 | 4,162 | 5,580 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 9,742 | Total FY2025-2028 | | | | 78 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15406 PA 452, Market Street Bridge Over Northeast Corridor SR:0452

LIMITS: Over Amtrak/SEPTA Wilmington Newark Rail Line

Actl Let Date: 9/15/2016

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Lower Chichester Township; Marcus Hook Borough

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 4

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

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

The existing two lane bridge (built in 1925) with shoulders and 8' sidewalks will be replaced in kind. Handicapped accessible ramps to the SEPTA stations will be provided. SEPTA bus route 119 uses this bridge. This road segment is included in the Delaware County Bicycle Plan.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| UTL | NHPP | | | | | | | | | | | | |
| CON | STU | 1,629 | | | | | | | | | | | |
| CON | 185 | 407 | | | | | | | | | | | |
| | | 2,036 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | | | 2,036 | | | | 0 | | | | 0 | |

MPMS# 47147 3rd Street Dam Over Broomall Lake

LIMITS: Over Broomall Lake/tributary to Ridley Creek

D6 Est Let: Est Let Date: 9/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 16

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

CMP Subcorridor(s): 5D

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|----------|--------------------------|----------|--------------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 183 | | | | | 2,087 | | | | | | | |
| CON | LOC | | | | | 522 | | | | | | | |
| | | 0 | 0 | 0 | 0 | 2,609 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | | | 0 | | | | 2,609 | | | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47992 *New Road Over West Branch of Chester Creek (Crozierville Bridge)*

LIMITS: Over West Branch of Chester Creek

D6 Est Let: 2/18/2021 Est Let Date: 2/17/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Aston Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. This bridge has a stone façade and is not a structural stone arch bridge. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and is less than 1/2 mile from the Chester Creek Trail.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|----------|--------------------------|----------|----------|----------|----------|----------|----------|----------|
| UTL | BOF | 40 | | | | | | | | | | | |
| UTL | 183 | 7 | | | | | | | | | | | |
| UTL | LOC | 2 | | | | | | | | | | | |
| CON | BOF | 3,480 | | | | | | | | | | | |
| CON | BOF | | 1,458 | | | | | | | | | | |
| | | 3,529 | 1,458 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 4,987 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47993 **7th Street Bridge Over Chester Creek (CB#186) SR:7023**

LIMITS: Over Chester Creek

Actl Let Date: 6/7/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 5

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

Major rehabilitation/superstructure replacement of this County-owned bridge in downtown Chester. This bridge currently has a 8 ton weight limit. This road segment is included in the Delaware County Bicycle Plan.

The existing bridge, built in 1920, is a 180-foot, two-span steel through-girder structure with stone masonry abutments, masonry retaining wall and two pier columns. This bridge is severely deteriorated and repairs to the bridge cannot restore its structural soundness. It will be replaced with a single span multi-girder structure, with concrete barriers and sidewalks. The substructure will consist of reinforced concrete cantilever abutments and U-shaped wing walls. The new structure will provide 12-foot wide travel lanes, with 4-foot wide shoulders through the project area. An 8-foot sidewalk will be located on both sides of the structure.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | BOF | | 4,825 | | | | | | | | | | |
| CON | 179 | | 1,206 | | | | | | | | | | |
| | | 0 | 6,031 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 6,031 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

MPMS# 48168 **Baltimore Pike Signals SR:2016**

LIMITS: Bishop Avenue to US 13/Church Lane

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES: East Lansdowne Borough; Lansdowne Borough; Upper Darby Towns

FC: 14

AQ Code:2025M

PLAN CENTER:

DOI:

IPD: 3

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

CMP Subcorridor(s): 5E

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

The project consists of the upgrade and interconnection of 16 signalized intersections along a 3.2-mile multi-lane state route to enhance motor vehicle flow along the corridor. Signalization improvements will specifically involve full modernization of intersection signalization equipment. Existing equipment will be removed and replaced by new equipment including signal supports, traffic controllers, signal heads and all electrical equipment including wires and conduit

This road segment is included in the Delaware County Bicycle Plan. SEPTA 107 and 109 bus routes use this road.

Intersections in the project are Baltimore and the following cross streets: Bishop, Delmar/Home Depot, Oak, Church Street, Springfield, Diamond, SEPTA Route 102, Marple, Jackson/K-Mart, Scottdale/Burmout, Martin/Mansfield, Lansdowne, Wycombe, Union, Giant, Penn/Fourth, and Church Lane. Also, on Springfield the following cross streets: Broadway, West Madison and Woodlawn.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|------------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| UTL | CAQ | | | 757 | | | | | | | | | |
| CON | HSIP | | | | | | | | | | | | |
| | | 0 | 0 | 757 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 757 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

D6 Est Let: Est Let Date: 10/20/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:NRS

PLAN CENTER:

DOI: DOI_BASE

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

The Lloyd Street Bridge, which was constructed in 1899, is in poor condition. This bridge, which serves the industrial waterfront, is currently closed to traffic. The pedestrian walkways have been closed due to holes in the decking. This project will remove the existing bridge and replace it with a single span composite weathering steel plate girder bridge accommodating two twelve foot lanes with six foot shoulders and seven foot sidewalks on both sides.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|
| CON | BOF | | 137 | | | | | | | | | | | |
| CON | 183 | | 26 | | | | | | | | | | | |
| CON | LOC | | 9 | | | | | | | | | | | |
| CON | BOF | | | 136 | | | | | | | | | | |
| CON | 183 | | | 25 | | | | | | | | | | |
| CON | LOC | | | 8 | | | | | | | | | | |
| CON | BOF | | | | 3,136 | | | | | | | | | |
| CON | 183 | | | | 588 | | | | | | | | | |
| CON | LOC | | | | 196 | | | | | | | | | |
| CON | STU | | | | | 1,137 | | | | | | | | |
| CON | 183 | | | | | 213 | | | | | | | | |
| CON | LOC | | | | | 71 | | | | | | | | |
| | | 0 | 172 | 169 | 3,920 | 1,421 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 4,261 | Total FY2025-2028 | | | 1,421 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: South Avenue to Cherry Street No Let Date

IMPROVEMENT Signal/ITS Improvements **NHPP:** Y

MUNICIPALITIES: Glenolden Borough; Collingdale Borough **FC:** 14 **AQ Code:**2020M

PLAN CENTER: **DOI:** DOI_DOI **IPD:** 5

PROJECT MANAGER: TSS/H. Freed **CMP:** Minor SOV Capacity **CMP Subcorridor(s):** 6A

PennDOT Class: Congestion Reduction **PennDOT Improvement:** Congestion Reduction

The project limits are along MacDade Boulevard from South Avenue to Cherry Street. The following 11 intersections are currently signalized and the equipment will be replaced with new state of the art controllers to allow for coordinated signalization and improved traffic flow management and pedestrian safety: (1) MacDade Boulevard & South Avenue; (2) MacDade Boulevard & Knowles Avenue; (3) MacDade Boulevard & Ashland Avenue; (4) MacDade Boulevard & Cooke Avenue; (5) MacDade Boulevard & Oak Lane (S.R. 2015); (6) MacDade Boulevard & Lafayette Avenue; (7) MacDade Boulevard & Woodlawn Avenue; (8) MacDade Boulevard & Clifton Avenue (S.R. 2013); (9) MacDade Boulevard & Felton Avenue; (10) MacDade Boulevard & Roberta Avenue; and (11) MacDade Boulevard & Cherry Street. The following two intersections are currently signalized, but the traffic signals will be removed and replaced with stop control for the side streets: (12) MacDade Boulevard & Jackson Avenue and (13) MacDade Boulevard & Sharon Avenue.

The system will initially be implemented with time of day programs. However, the system will be specified to be traffic responsive capable allowing traffic responsive timings and programs to be implemented in the future, if desired. The system will be a true 'closed loop' system where the system can be monitored from either a direct connect or remote central monitoring station. PennDOT's District 6-0 Office will have direct access to the central monitor system and the main server will be located there. The municipalities will have access to the system through separate work stations via the internet (VPN). The traffic signals will be connected via fiber optic cable.

ADA compliant curb ramps, countdown hand/man pedestrian signal heads and pedestrian push buttons are proposed. Some of the intersections use standard red-yellow-green signals for pedestrians that will be replaced with universal hand/man pedestrian signal heads with countdown timers. The northbound approach of Oak Lane will be widened to provide a dedicated left turn lane. This road segment is included in the Delaware County Bicycle Plan. SEPTA's Route 107 and 113 buses use this road.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| UTL | CAQ | | 750 | | | | | | | | | | | |
| CON | CAQ | 50 | | | | | | | | | | | | |
| | | 50 | 750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 800 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 64791 Kedron Avenue @ Franklin SR:0420

LIMITS: At Franklin Avenue

D6 Est Let: 6/16/2021 Est Let Date: 2/16/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Ridley Township

FC: 14

AQ Code:R1

PLAN CENTER:

DOI: DOI_BASE

IPD: 15

PROJECT MANAGER: Plans/S. Hasan

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | | | | |
|--------------------------|------|--------------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|--------------------------|--|--|--|----------|--|--|--|
| FD | LOC | 150 | | | | | | | | | | | | | | | | | | |
| UTL | CAQ | 28 | | | | | | | | | | | | | | | | | | |
| UTL | 581 | 6 | | | | | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | | | | | |
| CON | CAQ | | | 1,671 | | | | | | | | | | | | | | | | |
| | | 184 | 0 | 1,671 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Total FY2021-2024 | | 1,855 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Brandywine Creek

D6 Est Let: Est Let Date: 1/12/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Pennsbury Township; Chadds Ford Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|---------------|--------------------------|----------|------------|------------|--------------------------|----------|----------|--------------|
| FD | 581 | 5 | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | |
| ROW | STU | 200 | | | | | | | | | | | |
| CON | 185 | | 3,073 | | | | | | | | | | |
| CON | 185 | | | 4,000 | | | | | | | | | |
| CON | 185 | | | | 11,000 | | | | | | | | |
| CON | 185 | | | | | 100 | | | | | | | |
| CON | 185 | | | | | | 250 | | | | | | |
| CON | 185 | | | | | | | 269 | | | | | |
| CON | 185 | | | | | | | | | 2,000 | | | |
| | | 205 | 3,073 | 4,000 | 11,000 | 100 | 0 | 250 | 269 | 2,000 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 18,278 | Total FY2025-2028 | | | 619 | Total FY2029-2032 | | | 2,000 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69816 US 322, US 1 to Featherbed Lane (Section 101) SR:0322

LIMITS: From East of Mattson Road and Featherbed Lane to US 1

Actl Let Date: 12/22/2016

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Concord Township

FC: 14

AQ Code:2025M

PLAN CENTER:

DOI: DOI_DOI

IPD: 2

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

CMP Subcorridor(s): 5B, 8A

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

The project involves widening SR 322 (currently two lanes) to a four lane typical section with a grassy median strip from US Route 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line. Auxiliary right turn lanes will be provided at intersections.

Intersection improvements will include the following:

- Reconstruction of existing traffic signal at US Route 1 and construction of additional turn lanes on SR 322.
- Elimination of through and left turn traffic movements on Spring Valley Road and left turn traffic movements on SR 322.
- Reconstruction of existing traffic signal at Fellowship Road/Station Road Connector and reconstruction of Fellowship Road intersection to accommodate 4 lanes on SR 322 and a turn lane on Station Road Connector.
- Elimination of left turns from and into Station Road (SR 3025).
- Construction of a jughandle and a new traffic signal at Cambridge Drive intersection.
- Construction of a new traffic signal at Mattson Road/Featherbed Lane.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The bridge over SEPTA/ Webb Creek and the bridge over Smith Bridge Road will be replaced. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary. SEPTA's Route 119 bus uses this road.

- The total estimated cost for this section is \$96,279,433This project was let on December 22, 2016.
- The estimated completion date is November 19, 2021.
- The construction phase is programmed on the 2019 TIP.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project. This project includes ROW and UTL work for MPMS# 69815.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| UTL | SXF | 3,297 | | | | | | | | | | | |
| UTL | 581 | 824 | | | | | | | | | | | |
| UTL | NHPP | | 79 | | | | | | | | | | |
| UTL | SXF | | 681 | | | | | | | | | | |
| UTL | 581 | | 190 | | | | | | | | | | |
| | | 4,121 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 5,071 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69817 **US 322, Featherbed Lane to I-95 (Section 102) SR:0322**

LIMITS: East Mattson Road/Featherbed Lane to East of Market Street

D6 Est Let: 8/22/2024 Est Let Date: 8/21/2025

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

DOI: DOI_DOI

IPD: 17

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

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

The following improvements will be implemented:

- The existing two-lane section of SR 322 will be widened to 4 lanes. A fifth center lane will accommodate left turns into and out of adjacent commercial properties.
- Limited widening to the north or about the center will be done at some locations to minimize sound barriers. Retaining walls will also be constructed in this section.
- A new traffic signal will be constructed at the intersection of Garnet Mine Road and the SR 322 eastbound ramps.
- Left turns from and into Colonial Drive will be eliminated.
- The existing traffic signal at the Bethel Road Connector and left turn lanes on SR 322 will be reconstructed.
- The total estimated cost for this project section is \$142,358,492.
- The anticipated let date is August 22, 2024.
- The anticipated completion date is September 21, 2028.

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ROW | SXF | 9,083 | | | | | | | | | | | |
| ROW | 581 | 2,271 | | | | | | | | | | | |
| ROW | NHPP | | 12,000 | | | | | | | | | | |
| ROW | 581 | | 3,000 | | | | | | | | | | |
| CON | SXF | | | | 519 | | | | | | | | |
| CON | STU | | | | 5,393 | | | | | | | | |
| CON | 581 | | | | 1,478 | | | | | | | | |
| CON | STU | | | | | 1,000 | | | | | | | |
| CON | 581 | | | | | 250 | | | | | | | |
| CON | STU | | | | | | 1,000 | | | | | | |
| CON | 581 | | | | | | 250 | | | | | | |
| CON | STU | | | | | | | 8,045 | | | | | |
| CON | 581 | | | | | | | 2,012 | | | | | |
| CON | STU | | | | | | | | 13,348 | | | | |
| CON | 581 | | | | | | | | 3,337 | | | | |
| CON | STU | | | | | | | | | 13,348 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

| | | | | | | | | | | | | |
|---------|--|--------------------------|--------|---------------|--------------------------|-------|---------------|--------------------------|--------|---------------|--------|--------|
| CON 581 | | | | | | | | | 3,337 | | | |
| CON STU | | | | | | | | | | 13,348 | | |
| CON 581 | | | | | | | | | | 3,337 | | |
| CON STU | | | | | | | | | | | 13,348 | |
| CON 581 | | | | | | | | | | | 3,337 | |
| CON STU | | | | | | | | | | | | 18,651 |
| CON 581 | | | | | | | | | | | | 4,662 |
| | | 11,354 | 15,000 | 0 | 7,390 | 1,250 | 1,250 | 10,057 | 16,685 | 16,685 | 16,685 | 23,313 |
| | | Total FY2021-2024 | | 33,744 | Total FY2025-2028 | | 29,242 | Total FY2029-2032 | | 73,368 | | |

MPMS# 70228 I-476, MacDade Boulevard Ramp Improvements SR:2006

LIMITS: I-476 to Fairview Road

D6 Est Let: 12/30/2021 Est Let Date: 8/24/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Ridley Township

FC: 11; 14

AQ Code:R2

PLAN CENTER:

DOI: DOI_BASE

IPD: 18

PROJECT MANAGER: AECOM/K. Caparra

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2D, 6A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

Channelization & signalization of shopping center entrance and reconfiguration of northbound I-476 / eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents. SEPTA's Route 113 bus uses MacDade Boulevard.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|---------------|--------------------------|--------|----------|--------------------------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | STU | 640 | | | | | | | | | | | |
| FD | 581 | 160 | | | | | | | | | | | |
| UTL | NHPP | 212 | | | | | | | | | | | |
| UTL | 581 | 53 | | | | | | | | | | | |
| CON | NHPP | | 7,953 | | | | | | | | | | |
| CON | 581 | | 1,989 | | | | | | | | | | |
| CON | NHPP | | | 6,337 | | | | | | | | | |
| CON | 581 | | | 1,584 | | | | | | | | | |
| | | 1,065 | 9,942 | 7,921 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 18,928 | Total FY2025-2028 | | 0 | Total FY2029-2032 | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI:

IPD: 1

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

CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|--------------|--------------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | STU | | | | | | | | | | | | | |
| UTL | STP | 350 | | | | | | | | | | | | |
| UTL | STU | | | 2,027 | | | | | | | | | | |
| UTL | 581 | | | 507 | | | | | | | | | | |
| | | 350 | 0 | 2,534 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,884 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | |

MPMS# 77460 *Lincoln Avenue Renaissance Project (TE) SR:0420*

LIMITS: Lincoln Avenue, Maryland Avenue to Chester Pike

No Let Date

IMPROVEMENT Streetscape

NHPP: Y

MUNICIPALITIES: Prospect Park Borough

FC: 14

AQ Code:X12

PLAN CENTER:

DOI: DOI_BASE

IPD: 3

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

PennDOT Class: Home Town Streets

PennDOT Improvement: Home Town Streets

Improving the visual edges of Lincoln Ave. by installing plantings and small markers such as decorative fencing. Improvements to the SEPTA train station landscaping will be implemented. Additional improvements include street lights, furniture, benches, trash receptacles, sign posts, street name signs, and minor sidewalk and curb repair.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. \$632,500 will be drawn from MPMS #64984 at the appropriate time.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$300,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|-----------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 63 | | | | | | | | | | | | |
| | | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 63 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 79329 **Bridgewater Road Extension**

LIMITS: Concord Road to PA 452/US 322

D6 Est Let: Est Let Date: 12/11/2026

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:117

MUNICIPALITIES: Upper Chichester Township; Aston Township; Chester Township

FC: 14; 17

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: TSS/T. Stevenson

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

The existing Bridgewater Road (SR 3018), which currently ends in the Bridgewater Business Park west of Concord Road (SR 3007), would be extended to connect with either PA 452 or US 322 through Chester, Upper Chichester, and Aston Townships. This project would provide a more direct truck route between two industrial parks (Bridgewater Business Park and I-95 Industrial Park), I-95, and US 322. Currently, truck drivers must navigate a circuitous route (Concord and Bethel Roads) with difficult turns and drive through a low-income residential neighborhood and by a school. The residential community along Bethel Road in Chester City and Chester Township is subject to a heavy volume of truck traffic, which should be directed onto another route. The other potential truck route goes well to the north and involves an intersection which is physically constrained and difficult/impossible for truck turns. Preliminary engineering for the new road, which would be about one mile long, was begun by PennDOT in 2007 and terminated shortly thereafter. This project complements and was a breakout project of MPMS 15477 (I-95/US 322/Highland Avenue interchange)."

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| FD | STP | | 984 | | | | | | | | | | | |
| FD | 581 | | 246 | | | | | | | | | | | |
| ROW | STU | | | 760 | | | | | | | | | | |
| ROW | 581 | | | 190 | | | | | | | | | | |
| UTL | STU | | | | 783 | | | | | | | | | |
| UTL | 581 | | | | 196 | | | | | | | | | |
| CON | STP | | | | 4,860 | | | | | | | | | |
| CON | STU | | | | 10,797 | | | | | | | | | |
| CON | 581 | | | | 3,914 | | | | | | | | | |
| | | 0 | 1,230 | 950 | 20,550 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 22,730 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86368 **Mount Alverno Road Bridge Over Chester Creek (CB #9)**

LIMITS: Over Chester Creek

D6 Est Let: Est Let Date: 2/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Middletown Township; Aston Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

The project will include the replacement of a single span, concrete bridge constructed in 1926. The structure is located in Aston and Middletown Townships. The bridge has the following condition ratings: deck - N, super - 3, sub - 5. This bridge is an arch under fill and therefore does not have a deck.

The structure is in overall serious condition with noticeable vibration under vehicular traffic and is currently posted with a 30-ton weight restriction. The bridge superstructure consists of a cast in place reinforced concrete closed spandrel arch exhibiting heavy cracking, rust staining and efflorescence. The bridge substructure consists of reinforced concrete abutments and U-shaped wing walls and exhibits rotation due to heavy scouring as well as cracking throughout. Substandard safety features include improper post spacing of the guiderail, improper or lack of a connection between the guiderail and parapet, and the limited sight distance on the north approach due to the existing parapet. It will be replaced with a single span composite steel multi-girder bridge, with a 109'-9" clear span. The new bridge will have an increased hydraulic opening which will decrease the water surface elevation of the 100-year flood. The proposed abutments will be located outside the existing streambed. The bridge approaches will be reconstructed to provide an 11-foot wide travel lane in each direction with 5-foot wide shoulders.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | BOF | 363 | | | | | | | | | | | |
| CON | STU | 938 | | | | | | | | | | | |
| CON | 183 | 244 | | | | | | | | | | | |
| CON | LOC | 82 | | | | | | | | | | | |
| CON | BOF | | 1,620 | | | | | | | | | | |
| CON | 183 | | 304 | | | | | | | | | | |
| CON | LOC | | 101 | | | | | | | | | | |
| | | 1,627 | 2,025 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 3,652 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86370 Tribbitt Avenue Bridge Over Hermesprot Creek (CB #237)

LIMITS: Over Hermesprot Creek

D6 Est Let: Est Let Date: 1/13/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Darby Township; Folcroft Borough

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 24

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project involves replacing or rehabilitating a single span, concrete slab bridge located in Folcroft Borough and Darby Township.

The existing bridge, built in 1932, is a 25-foot single-span bridge with a 16'-11" clear span. The bridge superstructure consists of a reinforced concrete slab with reinforced concrete parapets exhibiting heavy cracking, efflorescence and spalling throughout. The bridge substructure consists of reinforced concrete abutments and U-shaped wing walls exhibiting severe spalling, moderate to heavy efflorescence and cracking throughout. The bridge is considered "poor condition," limiting its load carrying capacity to a maximum of 18 tons except combination loads of 24 tons. The bridge will be replaced with a 28-foot single-span composite pre-stressed concrete adjacent plank beam bridge. The new structure will have a wider clear span of 17'-9" locating the proposed abutments outside of the existing waterway. The new bridge will have an increased hydraulic opening which will decrease the water surface elevation of the 100-year flood. Tribbett Avenue will be reconstructed to provide one 11-foot wide travel lane in each direction. A 4-foot wide shoulder will be provided on the upstream side of the bridge and a 2-foot wide shoulder on the downstream side.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------------|--------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| FD | BOF | | | | | | | | | | | | | |
| UTL | BOF | 51 | | | | | | | | | | | | |
| UTL | 179 | 13 | | | | | | | | | | | | |
| CON | BOF | 839 | | | | | | | | | | | | |
| CON | 179 | 209 | | | | | | | | | | | | |
| CON | BOF | | 839 | | | | | | | | | | | |
| CON | 179 | | 209 | | | | | | | | | | | |
| CON | BOF | | | 839 | | | | | | | | | | |
| CON | 179 | | | 209 | | | | | | | | | | |
| | | 1,112 | 1,048 | 1,048 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,208 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Delaware County

D6 Est Let: Est Let Date: 3/19/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES:

FC: 12; 14

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

Delaware County Route 1 Paving and ADA Ramp Reconstruction

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|---------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | STU | 2,731 | | | | | | | | | | | | |
| CON | 581 | 682 | | | | | | | | | | | | |
| CON | STU | | 2,760 | | | | | | | | | | | |
| CON | 581 | | 690 | | | | | | | | | | | |
| CON | STU | | | 1,600 | | | | | | | | | | |
| CON | 581 | | | 400 | | | | | | | | | | |
| CON | STU | | | | 5,777 | | | | | | | | | |
| CON | 581 | | | | 1,600 | | | | | | | | | |
| | | 3,413 | 3,450 | 2,000 | 7,377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 16,240 | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Delaware County - Darby Ck is border between Tinicum Township and Prospect D6 Est Let: 9/28/2023 Est Let Date: 9/26/2024
IMPROVEMENT Bridge Repair/Replacement **NHPP:** Y **MRPID:**205
MUNICIPALITIES: Prospect Park Borough; Tinicum Township **FC:** 14 **AQ Code:**S19
PLAN CENTER: Town Center **DOI:** DOI_BASE **IPD:** 15
PROJECT MANAGER: TSS/M. Saintval **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 6A
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 185 | | | | 6,362 | | | | | | | | | |
| CON | 185 | | | | | 2,653 | | | | | | | | |
| CON | 581 | | | | | 675 | | | | | | | | |
| CON | 185 | | | | | | 6,732 | | | | | | | |
| CON | 581 | | | | | | 3,482 | | | | | | | |
| CON | 581 | | | | | | | 654 | | | | | | |
| CON | 185 | | | | | | | 7,267 | | | | | | |
| | | 0 | 0 | 0 | 6,362 | 3,328 | 10,214 | 7,921 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 6,362 | Total FY2025-2028 | | | 21,463 | Total FY2029-2032 | | | | 0 |

MPMS# 92739 *Glen Riddle o/Chrome Run (Bridge)*

LIMITS: Middletown Township North of Brandywine Drive D6 Est Let: 10/1/2021 Est Let Date: 5/6/2021
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Middletown Township **FC:** 17 **AQ Code:**S19
PLAN CENTER: **DOI:** DOI_BASE **IPD:** 16
PROJECT MANAGER: TSS/S. Fellin **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 5B
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

Bridge rehabilitation/replacement of Glen Riddle Road over Chrome Run.
 A final alternative for bridge rehabilitation is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|--------------------------|--------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 185 | | 1,425 | | | | | | | | | | | |
| | | 0 | 1,425 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,425 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92808 *Marshall Rd o/ Cobbs Crk (Bridge)*

LIMITS: Between Cobbs Creek Parkway and 69th Street

D6 Est Let: 12/15/2023 Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township

FC: 16

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 26

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| UTL | STP | | | | | | | | | | | 114 | | |
| UTL | 185 | | | | | | | | | | | 29 | | |
| CON | STP | | | | | | | | | | | 9,125 | | |
| CON | 185 | | | | | | | | | | | 2,281 | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,549 | 0 | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 11,549 |

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

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

D6 Est Let: 11/5/2021 Est Let Date: 6/23/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Springfield Township; Upper Darby Township

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

Bridge rehabilitation of State Road over Darby Creek.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | 185 | | 536 | | | | | | | | | | | |
| UTL | 185 | 656 | | | | | | | | | | | | |
| CON | 185 | 2,873 | | | | | | | | | | | | |
| CON | 185 | | 1,403 | | | | | | | | | | | |
| CON | 185 | | | 2,121 | | | | | | | | | | |
| CON | 185 | | | | 1,246 | | | | | | | | | |
| CON | 185 | | | | | 459 | | | | | | | | |
| | | 3,529 | 1,939 | 2,121 | 1,246 | 459 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 8,835 | Total FY2025-2028 | | | | 459 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 95429 **US 202 and US 1 Intersection Area Improvements**

LIMITS: 202/1 Intersection and Looproad

D6 Est Let: Est Let Date: 8/22/2024

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2025M

PLAN CENTER:

DOI:

IPD: 17

PROJECT MANAGER: Gannett/P. Valliere

CMP: Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|--------------------------|------------|--------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|--|----------|
| FD | STP | 326 | | | | | | | | | | | | | |
| FD | 581 | 81 | | | | | | | | | | | | | |
| ROW | STP | | 143 | | | | | | | | | | | | |
| ROW | 581 | | 36 | | | | | | | | | | | | |
| UTL | STP | | 246 | | | | | | | | | | | | |
| UTL | 581 | | 61 | | | | | | | | | | | | |
| CON | STP | | | 2,341 | | | | | | | | | | | |
| CON | 581 | | | 585 | | | | | | | | | | | |
| | | 407 | 486 | 2,926 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 3,819 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: D6 Est Let: 10/15/2021 Est Let Date: 6/22/2023
IMPROVEMENT: Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Ridley Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:** 15
PROJECT MANAGER: TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 6A
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Est Let Date: 8/10/2023
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Lansdowne Borough; Upper Darby Township **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No IPD: 18
PROJECT MANAGER: TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 5E
PennDOT Class: Bridge Restoration **PennDOT Improvement:** Bridge Restoration

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

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Est Let Date: 3/2/2023
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Glenolden Borough; Norwood Borough **FC:** **AQ Code:**S19
PLAN CENTER: **DOI:** No **IPD:** 15
PROJECT MANAGER: TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 6A
PennDOT Class: Bridge Restoration **PennDOT Improvement:** Bridge Restoration

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

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 0 | | | | Total FY2025-2028 | | | | 0 | | | |
| Total FY2029-2032 | | 0 | | | | Total FY2025-2028 | | | | 0 | | | |

MPMS# 99668 **PA 291 Drainage Improvement**

LIMITS: Between Crum Creek and Darby Creek **D6 Est Let:** 10/1/2021 **Est Let Date:** 1/26/2023
IMPROVEMENT Roadway Rehabilitation **NHPP:**
MUNICIPALITIES: Eddystone Borough; Ridley Park Borough; Tinicum Township **FC:** **AQ Code:**X13
PLAN CENTER: **DOI:** No **IPD:** 17
PROJECT MANAGER: Plans/S. Hasan **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 2D, 4C, 6A
PennDOT Class: **PennDOT Improvement:**

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|----------|--------------|----------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | 581 | 212 | | | | | | | | | | | |
| ROW | 581 | 85 | | | | | | | | | | | |
| UTL | 581 | 12 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | | 1,318 | | | | | | | | | |
| Total FY2021-2024 | | 309 | 0 | 1,318 | 0 | Total FY2025-2028 | | | | 0 | | | |
| Total FY2029-2032 | | 0 | | | | Total FY2025-2028 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 102835 Hillside Road Pedestrian Safety Improvements (TAP)

LIMITS: Hillside Rd from Glenloch Rd to Crum Lynne Rd. Glenloch Rd along Hillside Rd t

D6 Est Let: Actl Let Date: 4/25/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Ridley Park Borough

FC:

AQ Code:A2

PLAN CENTER: Town Center

DOI: No

IPD: 18

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

Construct an enhanced crosswalk across W. Dupont Street and a new pedestrian path from Dupont Street through Eastlake Park (Borough-owned park), replace the footbridge over Little Crum Creek, and construct sidewalk along Hillside Road to Glenloch Road. The current conditions along this route include a standard crosswalk across Dupont Street to nowhere (it ends into an upright curb), an undefined path across a baseball field, a dilapidated footbridge over the creek, and no sidewalk along Hillside Road. Construct sidewalk along Hillside Road from Glenloch Road to Crum Lynne Road and to construct an enhanced crosswalk across Crum Lynne Road. There is intermittent sidewalk along Hillside Road in this stretch.

The limits for this project are along Hillside Road from Glenloch Road to Crum Lynne Road. Glenloch Road along Hillside Road through Eastlake Park to W. Dupont Ave.

\$530,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| CON | TAU | 55 | | | | | | | | | | | | |
| | | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 55 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103217 *Main Street Grade Crossing*

LIMITS: Between 5th and 7th Streets

D6 Est Let: Est Let Date: 1/13/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Darby Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

DOI: No

IPD: 25

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | STP | | | 5,030 | | | | | | | | | | |
| CON | RRX | | | 70 | | | | | | | | | | |
| CON | STU | | | | 65 | | | | | | | | | |
| CON | RRX | | | | 299 | | | | | | | | | |
| | | 0 | 0 | 5,100 | 364 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total FY2021-2024 | | 5,464 | | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

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

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester Heights Borough

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | sSTP | 350 | | | | | | | | | | | | |
| FD | sSTP | | 300 | | | | | | | | | | | |
| ROW | sSTP | | 20 | | | | | | | | | | | |
| UTL | sSTP | | 15 | | | | | | | | | | | |
| CON | sSTP | | 1,112 | | | | | | | | | | | |
| CON | sSTP | | | 203 | | | | | | | | | | |
| | | 350 | 1,447 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total FY2021-2024 | | 2,000 | | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104343 US 322 over CSX (Bridge)

LIMITS: I-95 Interchange to PA 452 Interchange

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Chichester Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

PennDOT Class:

CMP: Not SOV Capacity Adding

PennDOT Improvement:

D6 Est Let: Est Let Date: 6/24/2021

NHPP: MRPID:50

FC: AQ Code:S19

DOI: No IPD: 16

CMP Subcorridor(s): 8A

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| FD | TOLL | | | | | | | | | | | | | |
| FD | NHPP | | 3,539 | | | | | | | | | | | |
| ROW | 185 | 2,122 | | | | | | | | | | | | |
| UTL | 185 | 1,160 | | | | | | | | | | | | |
| CON | NHPP | 455 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | | 1,442 | | | | | | | | | | | |
| CON | STP | | 455 | | | | | | | | | | | |
| CON | NHPP | | | 20,083 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | | 5,480 | | | | | | | | | |
| CON | NHPP | | | | 12,752 | | | | | | | | | |
| | | 3,737 | 5,436 | 20,083 | 18,232 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 47,488 | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104879 *Cheyney Road Bridge Replacement*

LIMITS: D6 Est Let: 9/15/2023 Est Let Date: 9/26/2024
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: Plans/S. Hasan **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | 185 | 80 | | | | | | | | | | | |
| FD | 185 | 106 | | | | | | | | | | | |
| ROW | STP | 64 | | | | | | | | | | | |
| ROW | 185 | 16 | | | | | | | | | | | |
| UTL | STP | 34 | | | | | | | | | | | |
| UTL | 185 | 8 | | | | | | | | | | | |
| CON | 185 | | | | | 597 | | | | | | | |
| | | 308 | 0 | 0 | 0 | 597 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 308 | | | | 597 | | | | 0 | | | |

MPMS# 107177 *Moore Road Sidewalk Project (TAP)*

LIMITS: Brookhaven Road to the Nether Providence Elementary School to Creekside Swi D6 Est Let: Actl Let Date: 7/25/2019
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Nether Providence Township **FC:** AQ Code:A2
PLAN CENTER: **DOI:** No **IPD:** 15
PROJECT MANAGER: EE/DVRPC/D. Snyder **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 2D
PennDOT Class: **PennDOT Improvement:**

The Moore Road project is to establish a continuous concrete curb and walk along the north side of Moore Road from Brookhaven Road to the Nether Providence Elementary School and continuing to a local public swim club, Creekside Swim Club, at the corner of Georgetown Road.

Project was awarded \$825,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | TAU | 141 | | | | | | | | | | | |
| | | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 141 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

D6 Est Let: 11/12/2019 Est Let Date: 9/12/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Springfield Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 5C

PennDOT Class:

PennDOT Improvement:

The Sproul Road corridor will be enhanced with a continuous sidewalk connection between the SEPTA Springfield Mall trolley station and Springfield Hospital/Healthplex/Golf View Estates active adult community, and defined curb cuts and crosswalks for safe pedestrian movements.

Project was awarded \$280,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | TAU | 40 | | | | | | | | | | | | | |
| CON | TAU | | | | | 280 | | | | | | | | | |
| | | 40 | 0 | 0 | 0 | 0 | 280 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 40 | Total FY2025-2028 | | | | 280 | Total FY2029-2032 | | | | 0 |

MPMS# 107634 *Media Boro Pedestrian Enhancements (Competitive CMAQ)*

LIMITS:

Est Let Date: 1/27/2022

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Media Borough

FC:

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

PennDOT Class:

PennDOT Improvement:

Complete gaps in sidewalk network throughout the borough.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | CAQ | 728 | | | | | | | | | | | | | |
| | | 728 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 728 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107639 **Route 3 Adaptive Signal Controls**

LIMITS: Between Glen Gary Dr. and Commercial Dr. beyond Gilmore Rd.

Actl Let Date: 1/17/2019

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Haverford Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: HNTB/N.Velaga

CMP:

PennDOT Class:

PennDOT Improvement:

Installation of adaptive signal system along West Chester Pike for 1.5 miles in Haverford Twp. Between Glen Gary Dr. and Commercial Dr. beyond Gilmore Rd. Project will provide tie-in to adaptive systems in Haverford Twp.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | CAQ | 100 | | | | | | | | | | | | |
| | | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 100 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 107642 **Smithbridge Road Corridor**

LIMITS: Smithbridge Road in Concord Township

Est Let Date: 1/27/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Concord Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | HSIP | | 49 | | | | | | | | | | | |
| CON | CAQ | 1,843 | | | | | | | | | | | | |
| | | 1,843 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,892 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107649 *Wallingford Connection*

New

LIMITS: N. Providence Rd. to E. Possum Rd.

Est Let Date: 4/22/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

PennDOT Class:

PennDOT Improvement:

This project is to connect the sidewalk from N. Providence Rd. along E. Possum. Rd. to Wallingford Train Station. The sidewalk length to be constructed is 850 ft.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | CAQ | 697 | | | | | | | | | | | |
| CON | CAQ | | | | | 497 | | | | | | | |
| | | 697 | 0 | 0 | 0 | 0 | 497 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 697 | Total FY2025-2028 | | | 497 | Total FY2029-2032 | | | 0 |

MPMS# 108910 *I-95 Noise Abatement*

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

D6 Est Let: Est Let Date: 12/14/2028

IMPROVEMENT Other

NHPP:

MRPID:230

MUNICIPALITIES: Chester City; Chester Township

FC:

AQ Code:X6

PLAN CENTER:

DOI: No

IPD: 26

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | 581 | 1,167 | | | | | | | | | | | |
| ROW | STU | | | | 623 | | | | | | | | |
| ROW | 581 | | | | 155 | | | | | | | | |
| UTL | 581 | | | | 779 | | | | | | | | |
| CON | 581 | | | | | | | 7,460 | | | | | |
| CON | 581 | | | | | | | | 6,094 | | | | |
| | | 1,167 | 0 | 0 | 1,557 | 0 | 0 | 7,460 | 6,094 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 2,724 | Total FY2025-2028 | | | 13,554 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 110777 *Pennsy Trail P2(L)*

LIMITS: West Manoa Road

Est Let Date: 1/27/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:R6.01

MUNICIPALITIES: Haverford Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

PennDOT Class:

PennDOT Improvement:

This project will install a pedestrian bridge and a paved trail. The proposed pedestrian bridge will be located across West Manoa Road approximately 675 feet west of the intersection of Darby and Manoa Roads. The Trail will be improved from the bridge south to Vernon Road.

In 2018, TA set aside regionally selected project, award amount \$1,163,000.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|--------------------------|------|--------------|--------|--------|--------|--------------------------|--------|----------|--------|--------------------------|--------|----------|--------|
| CON | TAU | | 1,945 | | | | | | | | | | |
| | | 0 | 1,945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 1,945 | | | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

MPMS# 110951 *Macdade Blvd. Corridor Safety Improvements*

LIMITS: Fairview to Ashland

D6 Est Let: 6/15/2020 Est Let Date: 3/24/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Glenolden Borough; Ridley Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 6A

PennDOT Class:

PennDOT Improvement:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|--------------------------|-------|----------|--------|--------------|--------|--------------------------|--------|----------|--------|--------------------------|--------|----------|--------|
| CON | TOLL | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | sHSIP | | | 2,000 | | | | | | | | | |
| CON | sHSIP | | | | 796 | | | | | | | | |
| | | 0 | 0 | 2,000 | 796 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 0 | | 2,796 | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 110965 *Marshall Road Corridor Safety Improvements*

LIMITS: Plumstead Ave. to Cobbs Creek Pkwy.

D6 Est Let: 6/15/2020 Est Let Date: 3/26/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8F

PennDOT Class:

PennDOT Improvement:

Road diet from Sherbrook Boulevard to Long Lane & Hampden Road to Powell Lane; left turn lanes at 5 intersections; right turn lanes at 3 intersections; modification of left turn phases at 6 intersections; increase pavement friction within road diet limits; modernize signals along corridor including interconnect and fiber optic.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | sHSIP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

MPMS# 111021 *Bethel Road Roundabout*

LIMITS: Bethel Road (SR 3017) & Mill Road (SR 3014)

Est Let Date: 7/15/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class:

PennDOT Improvement:

Roundabout installation at Bethel Road (SR 3017) & Mill Road (SR 3014)

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|-------|----------------------------|----------|----------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ROW | sHSIP | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | sHSIP | 111 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | HSIP | 1,203 | | | | | | | | | | | |
| CON | sHSIP | 1,420 | | | | | | | | | | | |
| | | 2,734 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 2,734 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111022 Chichester Avenue Corridor Safety Improvements

LIMITS: Laughead Ave. to Bethel/Thornton Rd.

D6 Est Let: 12/1/2021 Est Let Date: 7/13/2023

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| FD | TOLL | | | | | | | | | | | | | | |
| FD | sHSIP | 36 | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sHSIP | | | 849 | | | | | | | | | | | |
| | | 36 | 0 | 849 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 885 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 111167 Lansdowne Avenue Corridor Safety Improvements

LIMITS: Lansdowne Avenue from Marshall Road to West Chester Pike

D6 Est Let: 6/15/2020

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Haverford Township; Lansdowne Borough; Upper Darby Township

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10B, 10C

PennDOT Class:

PennDOT Improvement:

Safety improvements include the implementation of a Road Diet, Signal Phasing Modifications, Dynamic Signal Warning Flashers, and Advance Dilemma Zone Warning Protection System.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | HSIP | 4,428 | | | | | | | | | | | | | |
| | | 4,428 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 4,428 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111486 *Octoraro Trail Construction - Phase 1*

LIMITS: State Route 202 to Temple Road

D6 Est Let: 3/17/2021 Est Let Date: 11/4/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Concord Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | | | 663 | | | | | | | | | | |
| CON | TAP | | | | 500 | | | | | | | | | |
| | | 0 | 0 | 663 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,163 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 111487 *Walkable Chadds Ford*

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

D6 Est Let: 4/1/2021 Est Let Date: 3/17/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Chadds Ford Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | | | 1,000 | | | | | | | | | | |
| | | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111488 Media Borough Ridge Road Stormwater Improvements

LIMITS:

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

Est Let Date: 7/15/2021

MUNICIPALITIES: Media Borough

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

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

PennDOT Class:

PennDOT Improvement:

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| CON | TAP | 400 | | | | | | | | | | | | |
| | | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 400 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 111762 PA 3: Ellis to St Albans

LIMITS: Between College Avenue and Newtown Square SC Driveway

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Newtown Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Minor SOV Capacity

CMP Subcorridor(s): 10C

PennDOT Class:

PennDOT Improvement:

West Chester Pike (PA 3) will be widened to add an additional through travel lane from the Newtown Square Shopping Center signalized driveway for a shopping center to College Ave. (Eastbound) and to Ellis Ave. (Westbound). Approximately 0.7 mile widening in each direction.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| CON | e581 | 2,000 | | | | | | | | | | | | |
| | | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,000 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 113251 *Highland Avenue Railroad Preemption*

LIMITS: State Route 291 and Highland Avenue

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | RRX | | | | 200 | | | | | | | | |
| | | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | | | | 200 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

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

New-B

LIMITS: Chelsea Parkway to Market St. Interchange

D6 Est Let: 2/17/2022 Est Let Date: 2/16/2023

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:50

MUNICIPALITIES:

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class:

PennDOT Improvement:

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

- The total estimated cost for this project section is \$80,000,000.
- To make use of the available right of way, the Market Street interchange will be reconfigured as a partial cloverleaf configuration, including two new traffic signals.
- The anticipated let date is February 2023
- The anticipated completion date is December, 2026.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|----------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|---------------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 185 | | | | | | | 7,867 | | | | | |
| CON | 581 | | | | | | | | 7,289 | | | | |
| CON | 185 | | | | | | | | 23,466 | | | | |
| CON | 185 | | | | | | | | | 32,664 | | | |
| CON | 581 | | | | | | | | | | 17,247 | | |
| CON | 185 | | | | | | | | | | 12,808 | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 7,867 | 30,755 | 32,664 | 30,055 | 0 | 0 |
| Total FY2021-2024 | | | | | 0 | Total FY2025-2028 | | | 38,622 | Total FY2029-2032 | | | 62,719 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: West Chester Pike & I-476

Est Let Date: 1/13/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Haverford Township; Marple Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | TOLL | | | | | | | | | | | | | |
| PE | CAQ | 310 | | | | | | | | | | | | |
| | | 310 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 310 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 114112 *Media Bypass ITS (Competitive CMAQ)*

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

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

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

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

PennDOT Class:

PennDOT Improvement:

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | CAQ | | 135 | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | |
| | | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 135 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 114167 Naamans Cr Rd & SR 202 (Competitive CMAQ)

LIMITS: Naamans Creek Road and Route 202

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Concord Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

PennDOT Class:

PennDOT Improvement:

An additional left turn lane is being proposed on the southbound approach of the intersection of Wilmington-West Chester Pike and Naamans Creek Road. An additional receiving lane will be added to eastbound Naamans Creek Road that will act as a merge lane and will taper off into a single lane. This will allow for additional green time on the northbound approach which will greatly increase traffic flow on Wilmington-West Chester Pike.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| CON | CAQ | | 1,141 | | | | | | | | | | |
| | | 0 | 1,141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 1,141 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 115426 *Haverford Road Corridor Safety Improvements*

New

LIMITS: Landover Road to County Line Road

Est Let Date: 1/11/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Haverford Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| PE | HSIP | 187 | | | | | | | | | | | | |
| FD | HSIP | | | | 93 | | | | | | | | | |
| CON | HSIP | | | 1,866 | | | | | | | | | | |
| | | 187 | 0 | 1,866 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,146 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

New

LIMITS: Darby Borough Line to Marshall Road

Est Let Date: 1/27/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Darby Borough; Lansdowne Borough; Yeadon Borough

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5E

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | HSIP | | 218 | | | | | | | | | | | |
| FD | HSIP | | | 132 | | | | | | | | | | |
| CON | HSIP | | | | 1,000 | | | | | | | | | |
| CON | HSIP | | | | | 1,026 | | | | | | | | |
| | | 0 | 218 | 132 | 1,000 | 1,026 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,350 | Total FY2025-2028 | | | 1,026 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 115756 *Concord Rd Roundabouts*

LIMITS: Concord Road at Macintyre Road, and Donnelly Drive

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Aston Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/E. Reagle

CMP:

PennDOT Class:

PennDOT Improvement:

This project is for the installation of two roundabouts. Phase I of the project is to construct a roundabout at Concord Road at Donnelly Drive, in front of the Aston Community Center. The second roundabout will be built during Phase II at the intersection of Concord Road and MacIntyre Drive, at the entrance of Neumann University. The new roundabouts will include the construction of new sidewalks, ADA ramps and crosswalks, also improving pedestrian safety and mobility.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 1,297 | | | | | | | | | | | | |
| CON | LOC | 150 | | | | | | | | | | | | |
| | | 1,447 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,447 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115872 *4th Street Railroad Warning Device*

New

LIMITS: Powhattan Ave. and Massasoit Ave.

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Tincum Township

FC:

AQ Code:S8

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will install railroad warning devices.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | RRX | | 50 | | | | | | | | | | | |
| CON | RRX | | | 25 | | | | | | | | | | |
| CON | RRX | | | | 185 | | | | | | | | | |
| | | 0 | 50 | 25 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 260 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 115873 *Wanamaker Street Railroad Warning Device*

New

LIMITS: 3rd Street and SR 291

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:T4.02

MUNICIPALITIES: Tincum Township

FC:

AQ Code:S8

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will install railroad warning devices.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | RRX | | 50 | | | | | | | | | | | |
| CON | RRX | | | 55 | | | | | | | | | | |
| CON | RRX | | | | 220 | | | | | | | | | |
| | | 0 | 50 | 55 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 325 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115874 *Jansen Avenue. Railroad Warning Device*

New

LIMITS: 4th Street and SR 291

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:T4.02

MUNICIPALITIES: Tincum Township

FC:

AQ Code:S8

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will install a railroad warning device.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | RRX | | 50 | | | | | | | | | | | |
| CON | RRX | | | 50 | | | | | | | | | | |
| CON | RRX | | | | 190 | | | | | | | | | |
| | | 0 | 50 | 50 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 290 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 116243 *Burmont and Glendale Road Intersection Improvement (2021-22)*

New

LIMITS: Burmont Road and Glendale Road Intersection

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Haverford Township

FC:

AQ Code:R3

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/E. Reagle

CMP:

PennDOT Class:

PennDOT Improvement:

This project is for the realignment of an existing intersection with improvements to the pedestrian crossing, and adding an extension of a pedestrian trail approximately 1,300 feet from its current terminus to the intersection in Haverford Township.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | | 1,000 | | | | | | | | | | | |
| CON | LOC | | 300 | | | | | | | | | | | |
| | | 0 | 1,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,300 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 116262 *Ellis Preserve West Chester Pike Improvements*

No Let Date

LIMITS: Boot Road and Bryn Mawr Ave

IMPROVEMENT

NHPP:

MUNICIPALITIES: Newtown Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

This project is the final 2 phases of 5 along PA 3/West Chester Pike related to the Ellis Preserve development. Improvements will be made to PA 3 between Boot Road and Bryn Mawr Avenue. Phase IV includes: an additional eastbound and westbound through lane on PA 3 between Boot Road and Ellis Road; signal upgrades at the PA 3 and SAP America Driveway, School Lane/Charles Ellis Drive intersections; new pedestrian facilities, new ADA curb ramps at the PA 3 intersections at Boot Road, SAP American Driveway, College Avenue, and Ellis Road; and stormwater upgrades. Phase V improvements include: an additional eastbound and westbound through lane on PA 3 between St. Albans Avenue and Bryn Mawr Avenue; signal upgrades at the PA 3 intersection at St. Albans Avenue, Newtown Square Driveway, and Bryn Mawr Avenue; new ADA curb ramps at the PA 3 intersections at PA 3, Newtown Square Driveway and Bryn Mawr Avenue; and stormwater upgrades to reflect median construction and pipe capacity requirements.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | | | | 2,251 | | | | | | | | | |
| CON | LOC | | | | 965 | | | | | | | | | |
| | | 0 | 0 | 0 | 3,216 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,216 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 118494 Eastern Delaware County Bikeway Implementation Program (TOP)

LIMITS: Municipalities of Upper Darby, Lansdowne, East Lansdowne, and Yeadon.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:R6.01

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP:

PennDOT Class:

PennDOT Improvement:

This project will implement concepts of The Eastern Delaware County Bikeway Prioritization Study, that was previously funded through a DVRPC TCDI grant.

This project will create a connected bicycle network through the four municipalities of Upper Darby, Lansdowne, East Lansdowne, and Yeadon. The network will connect neighborhoods to regional trails, such as the Darby Creek Trail, the Cobbs Creek Trail, and the Bike Baltimore Avenue Route, as well as schools, parks, transit stations, other areas of interest, and the established bicycle network in the City of Philadelphia.

This conceptual network was developed through a comprehensive stakeholder and public involvement process and will serve to encourage and promote bicycle usage throughout the region. A high-quality bicycle network will allow cyclists to use these routes for both recreational and commuting purposes, thus reducing their dependence on cars and single occupancy vehicle (SOV) trips. Furthermore, it will allow for connection opportunities to neighboring municipalities to the west including Aldan, Haverford, Clifton Heights, Darby, and Springfield and may encourage further investment in bicycle options in other areas of Delaware County.

This project includes investments in many heavily urbanized, dense, and economically distressed communities and will provide more affordable travel options for those with limited access to automobiles who may be dependent on non-motorized or public transportation. It will also provide another option for commuters who may decide to bike to work or to transit stations. Due to the connections to schools and parks, it will also provide safer opportunities for students to get to schools and recreational areas nearby. This may, in turn, take much of the burden off parents who may not be available to transport them nor the option to work from home.

The projects that will be completed as part of the TOP grant are as follows:

- 1) Bywood Road, Fairfield Ave and Connectors
- 2) Baltimore Ave to Philadelphia
- 3) Bywood, Stonehurst, and Beverly Hills Connectors
- 4) West Baltimore Ave and Gladstone Connectors
- 5) Chestnut St
- 6) Garrett Rd--Multi-Use Connector

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | CAQ | | | | 521 | | | | | | | | | | | |
| CON | LOC | | | | 130 | | | | | | | | | | | |
| | | 0 | 0 | 0 | 651 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | | 651 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

| Total For Delaware | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|--------------------|----------|----------|----------|----------|-----------|-----------|-----------|
| | \$56,274 | \$77,672 | \$70,805 | \$96,638 | \$301,389 | \$145,926 | \$156,083 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 11 Lower Providence Township Roadway Alignment (2021-22)

LIMITS: Park Avenue

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Lower Providence Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #11 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project includes the alignment of the minor approaches, including two box culvert structures, retaining wall, new traffic signal, widening for left turn lanes on Park Avenue, and the installation of drainage and stormwater management facilities. The project includes geometry and lane and shoulder widening throughout the limits. The existing roadway does not have shoulders in this area. The project is adding shoulders and improving substandard geometry which will improve the share-the-road conditions for bicyclists that may be traveling thruhg this area.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|--------------------------|------|--------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| CON | 411 | 2,746 | | | | | | | | | | | |
| | | 0 | 2,746 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 2,746 | | | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

MPMS# 16150 Tookany Creek Parkway Bridge Over Tookany Creek SR:7102

LIMITS: Over Tookany Creek

D6 Est Let: Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

DOI:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project involves rehabilitating or replacing the weight-limit posted Tookany Creek Parkway bridge over the tributary of the Tookany Creek in Cheltenham Township, just east of New 2nd Street (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|--------------------------|------|--------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| ROW | STP | 47 | | | | | | | | | | | |
| ROW | 183 | 9 | | | | | | | | | | | |
| ROW | LOC | 3 | | | | | | | | | | | |
| UTL | STP | 52 | | | | | | | | | | | |
| UTL | 183 | 10 | | | | | | | | | | | |
| UTL | LOC | 3 | | | | | | | | | | | |
| CON | STP | 1,697 | | | | | | | | | | | |
| CON | 183 | 318 | | | | | | | | | | | |
| CON | LOC | 106 | | | | | | | | | | | |
| Total FY2021-2024 | | 2,245 | 0 | 0 | 0 | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16214 PA 611, Old York Road Over SEPTA West Trenton Line (Bridge) SR:0611

LIMITS: Over SEPTA West Trenton Line (Noble Station)

D6 Est Let: Est Let Date: 4/14/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Abington Township

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 20

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

The Old York Road bridge is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents and must be replaced with a new structure. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69 feet and structure length of approximately 113 feet. Pedestrian access will be provided to both sides of the bridge from the SEPTA Noble regional rail station. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2019. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|---------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| FD | 185 | 500 | | | | | | | | | | | |
| CON | NHPP | 4,243 | | | | | | | | | | | |
| CON | 185 | 1,060 | | | | | | | | | | | |
| CON | NHPP | | 4,243 | | | | | | | | | | |
| CON | 185 | | 1,060 | | | | | | | | | | |
| | | 5,803 | 5,303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 11,106 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16216 **Pennswood Road Bridge Over Amtrak/SEPTA Paoli Rail Lines SR:7104**

LIMITS: Over Amtrak/SEPTA Paoli Rail Lines

D6 Est Let: 11/7/2019 Est Let Date: 8/22/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 17

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides. Sufficiency Rating: 26.0

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| UTL | BOF* | 902 | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | BOF | 273 | | | | | | | | | | | |
| UTL | BOF* | | 405 | | | | | | | | | | |
| CON | STU | 4,299 | | | | | | | | | | | |
| CON | 183 | 806 | | | | | | | | | | | |
| CON | LOC | 269 | | | | | | | | | | | |
| CON | BOF | | 330 | | | | | | | | | | |
| CON | 183 | | 62 | | | | | | | | | | |
| CON | LOC | | 21 | | | | | | | | | | |
| | | 6,549 | 818 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 7,367 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16239 **New Hanover Square Road Bridge (Bridge)**

LIMITS: Between New Road and Swamp Creek

D6 Est Let: Est Let Date: 3/11/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: New Hanover Township

FC: 7

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

Bridge rehabilitation or replacement of state bridge over Swamp Creek on New Hanover Square Road between New Road and Swamp Creek Road in New Hanover Township. This poor condition bridge is a 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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | 185 | 139 | | | | | | | | | | | | |
| UTL | STP | 55 | | | | | | | | | | | | |
| UTL | 185 | 14 | | | | | | | | | | | | |
| CON | 185 | 955 | | | | | | | | | | | | |
| CON | 185 | | 2,065 | | | | | | | | | | | |
| | | 1,163 | 2,065 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,228 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 16248 **Union Avenue (Bridge) SR:7104**

Return

LIMITS: Over SEPTA R6, Cynwyd Rail Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

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

CMP Subcorridor(s): 5F, 7A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

Replace narrow two lane bridge. New bridge will include two 5 foot wide sidewalks.

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

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|------------|----------|------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| UTL | 183 | | 200 | | | | | | | | | | | |
| UTL | LOC | | 50 | | | | | | | | | | | |
| CON | BOF | | | | | | | | | | | | | |
| | | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 250 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16334 PA 73, Church Road Intersection and Signal Improvements SR:0073

LIMITS: Greenwood Avenue to Rice's Mill Road

D6 Est Let: 5/21/2021 Est Let Date: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Cheltenham Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER:

DOI: DOI_BASE

IPD: 20

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14E

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

This project involves the addition of turn lanes at the PA 73 intersections with Greenwood Avenue and at Rices Mill Road. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves into final design.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| ROW | TOLL | | | | | | | | | | | | |
| ROW | CAQ | 1,827 | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | CAQ | | 262 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | CAQ | | 3,694 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | CAQ | | | 2,862 | | | | | | | | | |
| | | 1,827 | 3,956 | 2,862 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 8,645 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16396 Church Road Bridge Over Norristown High Speed Line (CB) SR:7220

LIMITS: Over SEPTA Route 100

D6 Est Let: Est Let Date: 3/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 18

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| CON | BOF | 177 | | | | | | | | | | | | | |
| CON | 183 | 33 | | | | | | | | | | | | | |
| CON | LOC | 11 | | | | | | | | | | | | | |
| CON | BOF | | 360 | | | | | | | | | | | | |
| CON | 183 | | 68 | | | | | | | | | | | | |
| CON | LOC | | 22 | | | | | | | | | | | | |
| | | 221 | 450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 671 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16408 Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046

LIMITS: Over Perkiomen Creek

D6 Est Let: Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project involves rehabilitating or replacing the existing structure that is comprised of a stone masonry viaduct with two, 3-span stone masonry arch spans and 110'-long steel, pin connected, Pratt thru truss span that carries Fruitville Road over the Perkiomen Creek and related flood plain. The bridge is currently closed to traffic.

The final alternative for bridge rehabilitation or replacement will be determined upon federal National Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| FD | BOF | 558 | | | | | | | | | | | | |
| FD | 183 | 105 | | | | | | | | | | | | |
| FD | LOC | 35 | | | | | | | | | | | | |
| ROW | BOF | 62 | | | | | | | | | | | | |
| ROW | 183 | 13 | | | | | | | | | | | | |
| ROW | LOC | 3 | | | | | | | | | | | | |
| UTL | BOF | | | | | 72 | | | | | | | | |
| UTL | 183 | | | | | 13 | | | | | | | | |
| UTL | LOC | | | | | 5 | | | | | | | | |
| CON | BOF | | | | | 5,731 | | | | | | | | |
| CON | 183 | | | | | 1,075 | | | | | | | | |
| CON | LOC | | | | | 358 | | | | | | | | |
| | | 776 | 0 | 0 | 0 | 7,254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 776 | Total FY2025-2028 | | | 7,254 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16438 PA 309, Connector Project - Phase I SR:1058

LIMITS: Allentown Road to PA 63/Sumneytown Pike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Lower Salford Township; Franconia Township; Towamencin Townshi

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 2A, 11A, 14C

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

Final Design funding in this project is for Phase 2 of the PA 309 Connector Project: Allentown Road to Souderton Pike (HT2) - MPMS #77211 and Phase 3 Souderton Pike to PA 309 - MPMS #105803. This is for record keeping and the original timing of MPMS #16438 has not changed, as the physical work was completed in late 2012. See MPMS #77211 for description of project.

The overall effort is to provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase 2 will include the following improvements:

- Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
- Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
- Realign and signalize the intersection of Penn Street and Township Line Road;
- Signalize the intersection of Township Line Road and Souderton Pike.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION, \$0 available. DEMO PA ID #206 - \$4,59,394, \$0 available.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| FD | NHPP | 2,800 | | | | | | | | | | | | |
| FD | 581 | 700 | | | | | | | | | | | | |
| FD | NHPP | | 1,200 | | | | | | | | | | | |
| FD | 581 | | 300 | | | | | | | | | | | |
| | | 3,500 | 1,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 5,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16577 Ridge Pike, Harmon Road to Crescent Avenue Reconstruction and Signal Upgrade SR:0000

LIMITS: Harmon Road to Crescent Avenue

D6 Est Let: Est Let Date: 4/17/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:163

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 15B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

This project involves full-depth reconstruction of the roadway and drainage system, upgrading and interconnecting traffic signals, new sidewalks, improved transit stops, and adding turn lanes at major intersections such as Butler Pike, Joshua Road, and Crescent Avenue. East of Crescent Avenue, Montgomery County will be reconstructing and widening Ridge Pike as a separate County-funded project.

Project CMP (Congestion Management Process) commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|------------|---------------|--------------|--------------------------|--------------|---------------|----------|--------------------------|----------|----------|----------|----------|
| FD | LOC | 2,016 | | | | | | | | | | | | |
| ROW | STU | | 678 | | | | | | | | | | | |
| ROW | LOC | | 169 | | | | | | | | | | | |
| ROW | STP | | | 935 | | | | | | | | | | |
| ROW | LOC | | | 234 | | | | | | | | | | |
| UTL | STU | 136 | | | | | | | | | | | | |
| UTL | LOC | 34 | | | | | | | | | | | | |
| CON | STU | | | 4,568 | | | | | | | | | | |
| CON | LOC | | | 1,142 | | | | | | | | | | |
| CON | STU | | | | 2,284 | | | | | | | | | |
| CON | LOC | | | | 571 | | | | | | | | | |
| CON | STU | | | | | 7,500 | | | | | | | | |
| CON | LOC | | | | | 1,875 | | | | | | | | |
| CON | STU | | | | | | 7,500 | | | | | | | |
| CON | LOC | | | | | | 1,875 | | | | | | | |
| | | 2,186 | 847 | 6,879 | 2,855 | 9,375 | 9,375 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 12,767 | | Total FY2025-2028 | | 18,750 | | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16665 US 202, Markley Street Southbound (Section 500) SR:0202

LIMITS: Main Street to Johnson Highway No Let Date
IMPROVEMENT: Intersection/Interchange Improvements NHPP: Y MRPID:21
MUNICIPALITIES: East Norriton Township; Norristown Borough FC: 14 AQ Code:S10
PLAN CENTER: Town Center DOI: DOI_BASE IPD: 26
PROJECT MANAGER: EE/J. Brown CMP: Major SOV Capacity CMP Subcorridor(s): 8E, 9B
PennDOT Class: Additional Lanes PennDOT Improvement: Additional Lanes

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), 106068 (Section 530) and Section 540, which will be used for the respective construction contracts.

The scope also includes some operational improvements instead of strict road reconstruction by adding an extension of Barbadoes Street, in Norristown, between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts, for the Norristown Transfer Station, at the intersection of Water Street and Main Street. There is also an upgrade to the railroad grade crossings at Main Street and Marshall Street by installing new gates, signals and crossing surfaces and replacing existing traffic signals on Markley Street at the intersections of Main Street, Marshall Street and Elm Street.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|--------------|--------------|--------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | 581 | 2,000 | | | | | | | | | | | |
| ROW | NHPP | | | | 1,820 | | | | | | | | |
| ROW | 581 | | | | 455 | | | | | | | | |
| ROW | NHPP | | | | | 1,820 | | | | | | | |
| ROW | 581 | | | | | 455 | | | | | | | |
| UTL | NHPP | | | 2,579 | | | | | | | | | |
| UTL | 581 | | | 645 | | | | | | | | | |
| | | 2,000 | 0 | 3,224 | 2,275 | 2,275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 7,499 | Total FY2025-2028 | | | 2,275 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16705 *Chester Valley Trail Extension (C036)*

LIMITS: South Gulph Road Bridge to Schuylkill River Trail

D6 Est Let: Est Let Date: 9/26/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: MRPID:97

MUNICIPALITIES: Upper Merion Township; Bridgeport Borough; Norristown Borough

FC: AQ Code:A2

PLAN CENTER: Metropolitan Subcenter; Town Center

DOI: DOI_BASE IPD: 23

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 8D, 9B

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

This project includes the development of a 3.5 mile extension through Upper Merion, Bridgeport, and Norristown of the current paved Chester Valley Trail connecting from Exton to King of Prussia. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery County to Bucks County. This project is part of the MontCo 2040 county comprehensive plan's proposed county-wide trail system.

The Chester Valley Trail Extension is intended principally for transportation purposes, including trips to work, school, retail, and services. The Extension (MPMS #16705) will link the Chester Valley Trail (see MPMS #14663 and 14675) in Great Valley to the Schuylkill River Trail (SRT) in Norristown, and will connect residential communities with major employment, school, retail, and service centers throughout King of Prussia, Bridgeport, Norristown, Great Valley, and Exton. The Schuylkill River Trail in Montgomery County and Philadelphia is the region's highest-volume trail, and the Chester Valley Trail in Chester County is the region's second-highest volume multiuse trail. By uniting with the Schuylkill River Trail (SRT) in Norristown, the Chester Valley Trail extension will link to trails into and through Philadelphia with eventual connections to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------|--------------------------|--------|--------|----------|--------|--------|--------------------------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | CAQ | 2,100 | | | | | | | | | | | | | | |
| | | 0 | 2,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 2,100 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16726 WarminsterRd/Pennypack Ck (Bridge)

LIMITS: over Pennypack Creek

D6 Est Let: Est Let Date: 1/27/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Hatboro Borough; Upper Moreland Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 18

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a poor condition bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| CON | 185 | | 188 | | | | | | | | | | | |
| CON | 185 | | 2,098 | | | | | | | | | | | |
| CON | 185 | | | 2,000 | | | | | | | | | | |
| | | 0 | 2,286 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 4,286 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16738 US 422 Expressway Section M1B SR:0422

LIMITS: Norfolk Southern RR to Park Rd.

D6 Est Let: Est Let Date: 8/12/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: Lower Pottsgrove Township

FC:

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 18

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

Reconstruct approximately 1.7 miles of expressway (from just west of Porter Road to just east of Park Road) including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek, and two (2) bridges carrying Pleasantview Road and Park Road over SR 0422. Replace and extend one (1) culvert at Sprogels Run, located just east of Porter Road. The expressway will be reconstructed on existing alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance.

Also see MPMS #s 14698, 64220, 64222, 84308, and 66986.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|--------------|---------------|--------------------------|---------------|----------|---------------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | NHPP | 124 | | | | | | | | | | | |
| CON | 581 | 1,278 | | | | | | | | | | | |
| CON | STP | | | 1,002 | | | | | | | | | |
| CON | STU | | | 4,028 | | | | | | | | | |
| CON | 185 | | | 467 | | | | | | | | | |
| CON | 581 | | | 789 | | | | | | | | | |
| CON | NHPP | | | | 1,210 | | | | | | | | |
| CON | STU | | | | 4,304 | | | | | | | | |
| CON | 185 | | | | 1,195 | | | | | | | | |
| CON | STU | | | | | 11,052 | | | | | | | |
| CON | STP | | | | | 3,823 | | | | | | | |
| CON | NHPP | | | | | 11,403 | | | | | | | |
| CON | 185 | | | | | 5,505 | | | | | | | |
| CON | STU | | | | | | 25,111 | | | | | | |
| CON | 185 | | | | | | 6,277 | | | | | | |
| | | 1,402 | 0 | 6,286 | 6,709 | 31,783 | 31,388 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 14,397 | Total FY2025-2028 | | | 63,171 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16741 PA 663 over Ministers Creek SR:0663

LIMITS: Swamp Road at PA 663

D6 Est Let: Est Let Date: 7/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: New Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project involves culvert replacement and widening PA 663 to accommodate exclusive left turn lanes on both approaches to Swamp Pike. The final structural alternative chosen was a culvert replacement to cross the Tributary to Ministers Creek. The existing lane widths are 10-foot lanes and 3-foot shoulders for a total width of 26 feet. The proposed structure will have two 12-foot lanes with shoulders on each side and a varying center turn lane for a total width of 54 feet. Intersection improvements, including traffic signal replacements and ADA ramp construction, will be included at the intersection of PA 663 and Swamp Pike. There are no existing pedestrian or bike features adjacent to the culvert. Five-foot sidewalks are proposed on both sides of the roadway.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | 2,887 | | | | | | | | | | | | |
| | | 2,887 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,887 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 48172 PA 23 Moore to Allendale and Trout Crk Rd Bridge SR:0023

LIMITS: Moore Rd to Geerdes Blvd

D6 Est Let: 10/24/2024 Est Let Date: 1/23/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:161

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

DOI: DOI_BASE

IPD: 21

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

Replace poor condition, functionally obsolete, weight restricted (26 tons) bridge on a new alignment to eliminate a 90 degree turn on the western end of the bridge and adjacent stop controlled intersection due to sight distance of Mancill Mill Road intersection. New bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 185 | | | | | | | 7,654 | | | | | | |
| CON | 185 | | | | | | | | 11,665 | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 7,654 | 11,665 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 19,319 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48174 PA 63, Welsh Rd. SR:0063

LIMITS: at PA 152, Limekiln Pk. & Norristown Rd.

Est Let Date: 3/3/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:TBD

MUNICIPALITIES: Upper Dublin Township; Horsham Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 15

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

The project involves roadway widening and capacity improvements along SR 63 (Welsh Road), SR 2007 (Norristown Road) and SR 152 (Limekiln Pike). Welsh Road and Norristown Road will be widened to a 5 lane section with center left turn lanes. The existing 3 lane section along Limekiln Pike will remain with some additional capacity improvements. The cross section will not provide shoulders. Concrete curbing will be installed. The intersections will be improved to include left turn lanes and some channelized right turn lanes. Some sidewalks are currently located within the project. 4' sidewalks with a 3' grass strip from face of curb are proposed through the project limits. New traffic signal upgrades are proposed for all three project intersections. Signalized intersections will include pushbuttons and hand/man indications.

Signal Replacements will take place at the following intersections: SR 63 (Welsh Road) and SR 2007 (Norristown Road); SR 63 (Welsh Road) and SR 152 (Limekiln Pike); and SR 2007 (Norristown Road) and SR 152 (Limekiln Pike).

Project limits are as follows:

SR 63-1000' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection

SR 2007-850' west of Limekiln Pike intersection to 850' east of Welsh Road intersection

SR 0152-800' south of Norristown Road intersection to 750' north of Welsh Road intersection

SR 63 (Welsh Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width
Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 2007 (Norristown Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width
Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 152 (Limekiln Pike)

Existing - 2 -12'-18' lanes (varies) with some turn lanes at intersections, 0-8' Rt. Shldr. (varies); 24.0'-51.0' Total Pavement width
Proposed - 1 - 11' lane, 2-13' lanes (lane widths vary based on existing edge of pavement to remain); 24.0'-55.0' Total Pavement width.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| ROW | STP | | | | | | | | 7,989 | | | | |
| ROW | STU | | | | | | | | 2,589 | | | | |
| ROW | 581 | | | | | | | | 2,645 | | | | |
| CON | STP | | | | | | | | | 5,730 | | | |
| CON | 581 | | | | | | | | | 1,432 | | | |
| CON | STP | | | | | | | | | | 695 | | |
| CON | 581 | | | | | | | | | | 174 | | |
| CON | STP | | | | | | | | | | | 5,035 | |
| CON | 581 | | | | | | | | | | | 1,258 | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,223 | 7,162 | 869 | 6,293 | 0 |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | 13,223 | Total FY2029-2032 | | 14,324 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48175 Ridge Pike, PA Turnpike to Butler Pike SR:0000

LIMITS: PA Turnpike to Chemical Road D6 Est Let: 2/27/2021 Est Let Date: 2/17/2022
IMPROVEMENT Roadway New Capacity **NHPP:** Y MRPID:64
MUNICIPALITIES: Plymouth Township **FC:** 14 AQ Code:2025M
PLAN CENTER: Suburban Center **DOI:** DOI_BASE IPD: 17
PROJECT MANAGER: HNTB/N. Velaga **CMP:** Minor SOV Capacity CMP Subcorridor(s): 1A, 9B
PennDOT Class: Bridge Restoration **PennDOT Improvement:** Bridge Restoration

Ridge Pike is a Montgomery County owned principal arterial on the NHS. This project will reconstruct Ridge Pike to provide a center left turn lane to the existing four lane cross-section. Work includes full-depth pavement reconstruction and drainage replacement; upgrading and adding new traffic signals; fiber optic traffic signal interconnections; new sidewalks; and improved transit stops. The overall project extends from the Pennsylvania Turnpike to Chemical Road. Two new bridges over the Turnpike and Norfolk Southern Railroad tracks are proposed under companion projects, MPMS #92839 and #110444, which will be let and constructed concurrently with MPMS #48175.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | STP | | 1,515 | | | | | | | | | | |
| CON | LOC | | 378 | | | | | | | | | | |
| CON | STP | | | 1,200 | | | | | | | | | |
| CON | LOC | | | 300 | | | | | | | | | |
| CON | STU | | | | 4,000 | | | | | | | | |
| CON | LOC | | | | 1,000 | | | | | | | | |
| CON | STU | | | | | 1,600 | | | | | | | |
| CON | LOC | | | | | 400 | | | | | | | |
| | | 0 | 1,893 | 1,500 | 5,000 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 8,393 | Total FY2025-2028 | | | 2,000 | Total FY2029-2032 | | | 0 |

MPMS# 48186 Pottstown Area Signal System Upgrade SR:4031

Return

LIMITS: Montgomery and Chester Counties Actl Let Date: 9/29/2016
IMPROVEMENT Signal/ITS Improvements **NHPP:** Y
MUNICIPALITIES: North Coventry Township; Pottstown Borough **FC:** 14 AQ Code:2020M
PLAN CENTER: **DOI:** IPD: 4
PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Minor SOV Capacity CMP Subcorridor(s): 9A
PennDOT Class: Safety Improvement **PennDOT Improvement:** Safety Improvement

Upgrading traffic signal controllers, initiating a closed loop traffic signal system, and upgrading the signal heads and preemption for 45 signalized intersections and other miscellaneous construction items.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | CAQ | | 451 | | | | | | | | | | |
| | | 0 | 451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 451 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48187 *Henderson/Gulph Road Widen near I-76 Ramps SR:3029*

LIMITS: S Gulph to Queens Dr and Crooked Lane to PA320/I-76 Intersection

D6 Est Let: Est Let Date: 11/30/2023

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:54

MUNICIPALITIES: Upper Merion Township

FC: 14

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

This project includes construction for widening to four lanes along South Henderson Road from South Gulph Road to Queens Drive as well as widening to four lanes along South Gulph Road from the approach of Crooked Lane to PA 320-I-76 East Ramp Intersection.

This is Phase II of the project. See MPMS# 68064 for Phase I.

Project CMP (Congestion Management Process) commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ROW | STP | | 472 | | | | | | | | | | |
| ROW | 581 | | 118 | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | STU | | | | 962 | | | | | | | | |
| CON | 581 | | | | | 1,713 | | | | | | | |
| CON | 581 | | | | | | 2,782 | | | | | | |
| CON | 581 | | | | | | | 1,155 | | | | | |
| CON | 581 | | | | | | | | | 12,627 | | | |
| | | 0 | 590 | 0 | 962 | 0 | 1,713 | 2,782 | 1,155 | 12,627 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 1,552 | Total FY2025-2028 | | | 5,650 | Total FY2029-2032 | | | 12,627 |

MPMS# 50646 *PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063*

LIMITS: Over Unami Creek and East Branch of Perkiomen

D6 Est Let: Actl Let Date: 10/4/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Marlborough Township; Upper Salford Township

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 13

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

This project involves the rehabilitating or replacing three bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | STP | 682 | | | | | | | | | | | |
| CON | STU | 78 | | | | | | | | | | | |
| CON | 185 | 190 | | | | | | | | | | | |
| | | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 950 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57849 PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029

LIMITS: Over abandoned Reading Railroad Tracks

D6 Est Let: 4/30/2020 Est Let Date: 1/13/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Pennsburg Borough

FC: 14

AQ Code:S2

PLAN CENTER: Rural Center

DOI:

IPD: 14

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

A narrow bridge over former railroad tracks constrains traffic and restricts sight distance on Route 29 (Gravel Pike) in Pennsburg Borough between 10th and 11th Streets. The bridge would be removed and Route 29 would be connected with the adjacent wider road sections. A pedestrian underpass for the future Perkiomen Trail extension is planned. This is a bridge bill project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------------|--------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| ROW | 185 | 200 | | | | | | | | | | | | |
| UTL | 185 | 105 | | | | | | | | | | | | |
| CON | 185 | 2,000 | | | | | | | | | | | | |
| CON | 185 | | 2,278 | | | | | | | | | | | |
| | | 2,305 | 2,278 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 4,583 | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57851 **Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements SR:4044**

LIMITS: PA 73 to Township Line Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Perkiomen Township; Skippack Township

FC: 14; 16

AQ Code:2020M

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

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

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

Corridor/intersection improvements; realign off-set intersection:

- 1) Realignment of Meyers and Seitz Roads at SR 4014 - Currently, Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with SR 4014. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and SR 4014. The Seitz Road intersection with SR 4014 is currently two-way stop controlled. A new signal will be installed at the intersection of SR 4014 and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled tee intersection.
- 2) Horizontal Realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection - Two horizontal curves in this area do not meet current geometric design criteria for 40 MPH Design Speed. Proposed realignment will meet current design criteria.
- 3) Vertical and Horizontal Realignment of Otts Road: A series of vertical curves east of the Miller/Bauman Road intersection do not meet current geometric design criteria for 40 MPH Design Speed. Topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.
- 4) Otts Road Approach to the Intersection with SRs 4044 and 0029 - The Otts Road and SR 4044 approaches to SR 0029 are offset by approximately 100 feet. Both tee intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite SR 4044 which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.
- 5) Plank Road Approach to the Intersection with SR 0073- Currently Plank Rd (SR 4044) ends at Skippack Pike (SR 0073) as a tee intersection. Plank Rd and SR 0073 will be widened but will not be realigned. A new signal will replace the existing one proposed for this intersection and a left turn lane will be added both to Plank Rd (SR 4044) and Skippack Pike (SR 0073). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

SAFETEA DEMO #2629, PA ID# 461 - \$800,000

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | CAQ | 960 | | | | | | | | | | | |
| UTL | CAQ | | | | | | | | | | | | |
| CON | CAQ | | | | | | | | | | | | |
| | | 960 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 960 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57865 Edge Hill Road Reconstruction SR:2034

LIMITS: Easton Road to Jenkintown Road

D6 Est Let:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Abington Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|
| CON | STP | | 2,545 | | | | | | | | | | |
| CON | 581 | | 636 | | | | | | | | | | |
| | | 0 | 3,181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 3,181 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63486 US 202, Johnson Highway to Township Line Road (61S) SR:0202

LIMITS: Johnson Highway to Township Line Road

D6 Est Let: 4/12/2020 Est Let Date: 12/12/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Whitpain Township; East Norriton Township; Norristown Borough

FC: 14

AQ Code:2035M

PLAN CENTER:

DOI: DOI_DOI

IPD: 21

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. This section is designed under Section 610. ITS elements are included in this project. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|-------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| CON | TOLL | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 700 | | | | | | | | | | | | |
| CON | NHPP* | 4,000 | | | | | | | | | | | | |
| CON | STU* | | 2,713 | | | | | | | | | | | |
| CON | SXF* | | 2,257 | | | | | | | | | | | |
| CON | NHPP* | | 16,628 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU* | | | 4,000 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU* | | | | 2,583 | | | | | | | | | |
| CON | NHPP* | | | | 4,000 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP* | | | | | 2,623 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU* | | | | | | | 14,735 | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| | | 4,700 | 21,598 | 4,000 | 6,583 | 0 | 2,623 | 14,735 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 36,881 | Total FY2025-2028 | | | 17,358 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63491 US 202, Morris Road to Swedesford Road (65S) SR:0202

LIMITS: Morris Road to Swedesford Road

D6 Est Let: Est Let Date: 9/12/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Whitpain Township; Lower Gwynedd Township; Upper Gwynedd Tow

FC: 14

AQ Code:2035M

PLAN CENTER: Suburban Center

DOI: DOI_DOI

IPD: 18

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 12B, 14C

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|---------------|----------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | NHPP* | 12,712 | | | | | | | | | | | | | |
| CON | STU* | 477 | | | | | | | | | | | | | |
| CON | STU* | | 1,043 | | | | | | | | | | | | |
| CON | STU | | 2,991 | | | | | | | | | | | | |
| CON | NHPP | | 5,139 | | | | | | | | | | | | |
| CON | 581 | | 1,009 | | | | | | | | | | | | |
| | | 13,189 | 10,182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 23,371 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63493 PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) SR:0202

LIMITS: At Old US 202/PA 309/PA 463

D6 Est Let: 9/12/2020 Est Let Date: 9/30/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Montgomery Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER: Suburban Center

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8G, 12B, 14C

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

This project involves modifications to the intersection of PA 309 (Bethlehem Pike) with PA 463 (Horsham Road/Cowpath Road) and Business US 202 (Doylestown Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5-Points Intersection," will include the installation of additional through lanes on both PA 463 approaches and the PA 309 southbound approach, and the retiming of the existing eight (8) phase traffic signal. Other improvements will include modifying the existing drainage system by installing Stormwater Management basins, implementing Best Management Practices facilities for erosion and sediment pollution control, replacing the existing traffic signal structures, adjusting several existing driveways to accommodate additional lanes, upgrading the signing and pavement markings, and adding sidewalks and ADA complaint curb ramps.

The existing intersection has fifteen (15) lanes approaching the intersection, and the proposed work has eighteen (18) lanes approaching including widening away from the intersection to accommodate lane drops and driveway improvements. The added lanes are on PA 463 eastbound and westbound and PA 309 southbound. There are no improvements on Doylestown Road other than tying in PA 463 westbound to accommodate vehicles turning right to travel northbound on Business US 202. Sidewalks and ADA complaint curb ramps will be added throughout the project.

Work along PA 309 will extend approximately 1,838 feet north of the intersection and 1,181 feet south of the intersection; work along PA 463 will extend 1,439 feet east of the intersection, and 1,336 feet west of the intersection, work along Business US 202 will extend 854 feet north of the intersection.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP | 8,487 | | | | | | | | | | | |
| | | 8,487 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 8,487 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64052 US202 – 61N Stormwater Management Offsite Mitigation SR:0202

New

LIMITS: US 202 in Whitpain Township

Est Let Date: 9/26/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8F

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

To meet the current storm water management requirements for State Route (SR) 202 Section 61N, an off-site Storm Water Mitigation Site (SR 0073-6SM) will be constructed at the southeast corner of the intersection of Skippack Pike (SR 73) and Wentz Road in Whitpain Township, Montgomery County. The proposed improvements at this location will mitigate storm water runoff upstream from the SR 202 Section 61N project. The project will incorporate a planned intersection realignment of Wentz Road to improve traffic flow and eliminate the offset configuration. Wentz Road will be realigned to connect with Parkwood Road at the intersection with Skippack Pike, and the traffic signal equipment will be replaced. Additional improvements will include the replacement of the drainage system, signing, and pavement markings, along with the installation of ADA-compliant curb ramps at the intersection.

This project is a construction breakout of MPMS #63490, US 202 Section 61N.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | NHPP | | 320 | | | | | | | | | | | | |
| CON | 581 | | 80 | | | | | | | | | | | | |
| | | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 400 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64795 Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road SR:3045

LIMITS: I-76 to Rock Hill Road

D6 Est Let: 2/15/2023 Est Let Date: 2/15/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:120

MUNICIPALITIES: Lower Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 17

PROJECT MANAGER: Gannett/B. Masi

CMP: Major SOV Capacity

CMP Subcorridor(s): 3B, 7B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

Widen Belmont Avenue to provide additional lanes, from two to four lanes, intersection improvements and streetscape improvements; replace railroad overpass from from I-76 to Rock Hill Road. This project will also include improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road.

Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project.

The estimated construction funding (\$30 Million) is located in the Long-range Plan which begins in FY33.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| ROW | STU | | 3,876 | | | | | | | | | | | | |
| ROW | 581 | | 818 | | | | | | | | | | | | |
| ROW | LOC | | 272 | | | | | | | | | | | | |
| CON | STU | | | | | | | | | | | | | | |
| CON | 581 | | | | | | | | | | | | | | |
| | | 0 | 4,966 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 4,966 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64796 **US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex SR:0422**

LIMITS: At US 422 and PA 363

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:95

MUNICIPALITIES: Lower Providence Township; West Norriton Township

FC: 12; 14; 16; 17

AQ Code:2025M

PLAN CENTER:

DOI:

IPD: 0

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

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

Located in West Norriton and Lower Providence Townships, this project will provide a full-movement interchange at US 422/PA 363. This includes a US 422 eastbound off-ramp to PA 363, a US 422 westbound on-ramp from PA 363, and modifications to the existing ramps as necessary. This project also includes improvements to the Trooper Road (PA 363)/Audubon Road intersection.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ROW | 581 | 25 | | | | 0 | | | | 0 | | | |
| | | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 25 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412

LIMITS: Over Amtrak/SEPTA Paoli
IMPROVEMENT: Bridge Repair/Replacement
MUNICIPALITIES: Narberth Borough
PLAN CENTER: Town Center
PROJECT MANAGER: TSS/GANNETT/S. New
PennDOT Class: Bridge Replacement

D6 Est Let: Est Let Date: 6/8/2023
NHPP:
FC: AQ Code:S19
DOI: DOI_BASE IPD: 16
CMP: Not SOV Capacity Adding
CMP Subcorridor(s): 7B
PennDOT Improvement: Bridge Replacement

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | BOF | | 2,200 | | | | | | | | | | | | | |
| CON | 183 | | 412 | | | | | | | | | | | | | |
| CON | LOC | | 137 | | | | | | | | | | | | | |
| CON | BOF | | | 2,200 | | | | | | | | | | | | |
| CON | 183 | | | 412 | | | | | | | | | | | | |
| CON | LOC | | | 137 | | | | | | | | | | | | |
| | | 0 | 2,749 | 2,749 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 5,498 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 65910 Ambler Streetscape/Station Landscaping (TE) SR:0309

LIMITS: Along Butler Pike/Vicinity of Ambler Train Station
IMPROVEMENT: Streetscape
MUNICIPALITIES: Ambler Borough
PLAN CENTER:
PROJECT MANAGER: George Dunheimer ADE CONSTR
PennDOT Class: Home Town Streets

No Let Date
NHPP:
FC: AQ Code:X9
DOI: IPD: 4
CMP: Not SOV Capacity Adding
PennDOT Improvement: Home Town Streets

Federal STU funds in this project are to cover a SEPTA Agreement.

Project will include the addition of Victorian streetlights, trash receptacles, benches and street trees along Butler Avenue in Ambler Borough's central business district, as well as landscaping around the Ambler train station.

\$552,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. This project will be designed and constructed concurrently with MPMS #46953.

TOLL CREDIT

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|----------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | STU | | | | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 0 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422

LIMITS: US 422 to North Gulph Road

D6 Est Let: Est Let Date: 11/3/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MRPID:96

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:R3

PLAN CENTER: Metropolitan Subcenter

DOI: DOI_BASE

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

This project will relocate PA 23 (Valley Forge Road) and SR 3039 (North Gulph Road) in the vicinity of the PA 23/US 422 interchange to improve operations and reduce traffic impacts within Valley Forge National Historic Park. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$6,864,799

TEA-21 (FED ID# 0140/PA ID# 088) -No funds remain.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|--------------------------|--------------|--------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|--|----------|
| FD | SXF | 784 | | | | | | | | | | | | | |
| FD | 581 | 196 | | | | | | | | | | | | | |
| ROW | 581 | | 50 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | NHPP | 295 | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | SXF | | 6,864 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | STU | | | 2,148 | | | | | | | | | | | |
| CON | NHPP | | | 3,751 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | STU | | | | 747 | | | | | | | | | | |
| | | 1,275 | 6,914 | 5,899 | 747 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 14,835 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 70197 US 422, (New) Expressway Bridge Over Schuylkill River (SRB) SR:0422

LIMITS: Over Schuylkill River No Let Date
IMPROVEMENT Roadway New Capacity NHPP: Y MRPID:96
MUNICIPALITIES: Upper Merion Township; West Norriton Township FC: 12; 16 AQ Code:2025M
PLAN CENTER: DOI: DOI_BASE IPD: 2
PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Major SOV Capacity CMP Subcorridor(s): 9B
PennDOT Class: Bridge Restoration **PennDOT Improvement:** Bridge Restoration

This project will replace the US 422 Schuylkill River Crossing. This project provides for the construction of a new US 422 bridge structure over the Schuylkill River for westbound traffic, replacement of the existing US 422 structure over the Schuylkill River (sufficiency rating 44.1) for eastbound traffic; replacement of the US 422 structure over Indian Lane (sufficiency rating 69.1); replacement of the US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5); replacement of the PA 23 structure over US 422 (sufficiency rating 24.8), and construction of a new flyover ramp from US 422 eastbound to PA 23. (See MPMS #16703 for the Old Betzwood Bridge.)

This project is part (3) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

- 2008 Appropriation (PA ID# 711) -\$735,000
- SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779
- TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|--------------|----------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | STU | 1,600 | | | | | | | | | | | | | |
| CON | 185 | 200 | | | | | | | | | | | | | |
| CON | 581 | 200 | | | | | | | | | | | | | |
| CON | NHPP | | 200 | | | | | | | | | | | | |
| CON | 185 | | 50 | | | | | | | | | | | | |
| | | 2,000 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 2,250 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 72355 Valley Green Road Bridge Over Wissahickon Creek SR:7046

LIMITS: Over Wissahickon Creek D6 Est Let: Est Let Date: 9/26/2024
IMPROVEMENT Bridge Repair/Replacement NHPP:
MUNICIPALITIES: Whitemarsh Township FC: AQ Code:S19
PLAN CENTER: DOI: DOI_BASE IPD: 15
PROJECT MANAGER: TSS/GANNETT/S. New CMP: Not SOV Capacity Adding CMP Subcorridor(s): 15B
PennDOT Class: Bridge Replacement PennDOT Improvement: Bridge Replacement

This project involves the rehabilitation or replacement of the existing bridge, constructed in 1884, is a 174' long, three-span, wrought iron, pin-connected Pratt pony truss. The bridge carries two lanes of traffic on a narrow 18'-8" curb-to-curb width. The bridge was determined eligible for the National Register of Historic Places for its technological significance. The county will provide pedestrian access on the bridge if replaced to provide a connection from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | STP | 478 | | | | | | | | | | | |
| FD | 183 | 90 | | | | | | | | | | | |
| FD | LOC | 30 | | | | | | | | | | | |
| ROW | STP | 104 | | | | | | | | | | | |
| ROW | 183 | 19 | | | | | | | | | | | |
| ROW | LOC | 6 | | | | | | | | | | | |
| CON | STP | | | | | 3,248 | | | | | | | |
| CON | 183 | | | | | 609 | | | | | | | |
| CON | LOC | | | | | 203 | | | | | | | |
| | | 727 | 0 | 0 | 0 | 4,060 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 727 | Total FY2025-2028 | | | 4,060 | Total FY2029-2032 | | | 0 |

MPMS# 74813 Ambler Pedestrian Sidewalk Improvements

Return

LIMITS: Orange Avenue/Highland Avenue/Southern Park Avenue Est Let Date: 1/27/2022
IMPROVEMENT Bicycle/Pedestrian Improvement NHPP:
MUNICIPALITIES: Ambler Borough FC: AQ Code:A2
PLAN CENTER: DOI: DOI_BASE IPD: 3
PROJECT MANAGER: EE/DVRPC/J. Coscia CMP: Not SOV Capacity Adding CMP Subcorridor(s): 14B
PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | 375 | | | | | | | | | | |
| | | 0 | 375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 375 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74816 *Whitemarsh Street Imprv (TE)*

LIMITS: Whitemarsh Township D6 Est Let: No Let Date
 IMPROVEMENT Intersection/Interchange Improvements NHPP:
 MUNICIPALITIES: Whitemarsh Township FC: AQ Code:2025M
 PLAN CENTER: DOI: DOI_BASE IPD: 16
 PROJECT MANAGER: EE/DVRPC/J. Coscia CMP: Minor SOV Capacity CMP Subcorridor(s): 15B
 PennDOT Class: Highway Reconstruction PennDOT Improvement: Highway Reconstruction

Has been combined with 74937.
 Street Improvements
 Whitemarsh Township
 Corridor Safety Improvements

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. Included will be the construction of a roundabout at the intersection of Church Road and Germantown Pike; the installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, lighting, traffic signal modification, on-street parking, and landscaping; along with other related street improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road

Any additional funds required to complete the project will be provided locally.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|------------|--------------------------|--------|--------|------------|--------------------------|--------|--------|----------|
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | 50 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STP | | | 117 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STP | | | | 170 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | | | | 863 | | | | | | | |
| | | 0 | 50 | 117 | 170 | 863 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 337 | Total FY2025-2028 | | | 863 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74937 *Whitemarsh Township Street Improvements*

LIMITS: Germantown Pike, Church Road to Joshua Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MUNICIPALITIES: Whitemarsh Township

FC: 14

AQ Code:S6

PLAN CENTER:

DOI: DOI_BASE

IPD: 16

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. The installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, on-street parking, and landscaping; along with other related street Improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road.

Any additional funds required to complete the project will be provided locally.

(2) SAFETEA-LU earmarks, ID# 3516/ PA ID# 518 (\$640,000); ID #2556/PA ID# 453 (\$1.2 mil). MPMS #74937/74816

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | STP | 640 | | | | | | | | | | | | | |
| | | 640 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 640 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 77211 PA 309 Connector: Allentown Road to Souderton Pike (HT2)

LIMITS: Allentown Road to Souderton Pike

D6 Est Let: 12/10/2021 Est Let Date: 6/10/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC: 12; 14; 16

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 12B, 14C

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

The PA 63/PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed and widened Wambold Road from PA 63 (Sumneytown Pike to Allentown Road, was carried under MPMS #16438.

Phase 2 will include the following improvements:

- Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
- Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
- Realign and signalize the intersection of Penn Street and Township Line Road;
- Signalize the intersection of Township Line Road and Souderton Pike.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

Project CMP (Congestion Management Process) commitments include signal and intersection improvements, turning movement enhancements, accommodations for pedestrians and bicyclists, coordination with SEPTA, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|---------------|--------------|---------------|--------------------------|--------------|--------------|---------------|--------------------------|----------|----------|----------|
| ROW | STU | 700 | | | | | | | | | | | |
| ROW | 581 | 125 | | | | | | | | | | | |
| UTL | STP | | 874 | | | | | | | | | | |
| CON | STU | 6,200 | | | | | | | | | | | |
| CON | 581 | 1,550 | | | | | | | | | | | |
| CON | STP | | 1,949 | | | | | | | | | | |
| CON | STU | | 8,125 | | | | | | | | | | |
| CON | 581 | | 2,518 | | | | | | | | | | |
| CON | STU | | | 1,656 | | | | | | | | | |
| CON | STP | | | 2,830 | | | | | | | | | |
| CON | 581 | | | 1,121 | | | | | | | | | |
| CON | STU | | | | 2,993 | | | | | | | | |
| CON | 581 | | | | 748 | | | | | | | | |
| CON | STU | | | | | 5,244 | | | | | | | |
| CON | 581 | | | | | 1,311 | | | | | | | |
| CON | STU | | | | | | 2,930 | | | | | | |
| CON | 581 | | | | | | 732 | | | | | | |
| CON | STU | | | | | | | 5,330 | | | | | |
| CON | 581 | | | | | | | 1,332 | | | | | |
| | | 8,575 | 13,466 | 5,607 | 3,741 | 6,555 | 3,662 | 6,662 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 31,389 | Total FY2025-2028 | | | 16,879 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 79864 Lafayette Street, Barbados Street to Ford Street Widening (MGN)

LIMITS: Barbados Street to Ford Street Actl Let Date: 10/19/2017
IMPROVEMENT Roadway New Capacity **NHPP:** N MRPID:55
MUNICIPALITIES: Norristown Borough **FC:** 9 AQ Code:2025M
PLAN CENTER: Town Center **DOI:** DOI_BASE IPD: 23
PROJECT MANAGER: EE/J. Brown **CMP:** Major SOV Capacity CMP Subcorridor(s): 8E, 9B
PennDOT Class: Additional Lanes **PennDOT Improvement:** Additional Lanes

This project (Section MGN) will reconstruct existing Lafayette Street between Barbados and Ford Streets in Norristown, as well as provide turn lanes and upgrade signals. The stretch from Mill Street to Ford Street will be widened from 2 to 4 lanes. In addition, the Schuylkill River Trail will become accessible to the community and a connection to the Chester Valley Trail will be built at the Montgomery County Freight Station at DeKalb Street.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection as well as a cashless interchange with the Pennsylvania Turnpike. With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 87392.

Earmarks made available for the Lafayette Street Extension Projects:
 TEA 21 DEMO -\$10 million
 2004 DEMO - \$750,000
 SAFETEA DEMO #4809, PA ID# 619 - \$500,000
 SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | STU | 63 | | | | | | | | | | | | | |
| | | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 63 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80021 *US 202, Markley Street Improvements (Section 510)*

Return

LIMITS: Main Street to Harding Boulevard

D6 Est Let:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:21

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:S10

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 7

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and replacement of the box beam structure carrying the southbound lanes over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction will occur. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | NHPP | 3,098 | | | | | | | | | | | | |
| CON | 581 | 775 | | | | | | | | | | | | |
| | | 3,873 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,873 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80052 **Fetters Mill Bridge Over Pennypack Creek**

LIMITS: Over Pennypack Circle

D6 Est Let: Est Let Date: 4/14/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bryn Athyn Borough; Lower Moreland Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 21

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project is the rehabilitation of the Fetters Mill Road Bridge in Lower Moreland and Bryn Athyn Borough. The bridge was determined eligible for the inclusion in the National Register of Historic Places in 1999 with the Fetters Mill Historic District being added to the list in 2006. The bridge was closed to traffic in April 2017 and will remain closed until the completion of construction. Since the bridge is being rehabilitated, it was determined that the project will have a "No Adverse Effect" on the bridge and historic district.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|----------|--------------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | BOF | 1,188 | | | | | | | | | | | | |
| CON | 183 | 222 | | | | | | | | | | | | |
| CON | LOC | 74 | | | | | | | | | | | | |
| CON | BOF | | 1,188 | | | | | | | | | | | |
| CON | 183 | | 222 | | | | | | | | | | | |
| CON | LOC | | 74 | | | | | | | | | | | |
| | | 1,484 | 1,484 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,968 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | |

MPMS# 83643 **Limekiln Pike (Bridge)/SEPTA RR**

LIMITS: Abington Township

D6 Est Let: Est Let Date: 1/30/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 20

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

This project includes the replacement of the bridge superstructure carrying Limekiln Pike over the SEPTA Lansdale/Doylestown Line. The existing structure is a single span adjacent concrete box beam structure that is approximately 76 feet long and 58 feet wide. The project will be constructed under traffic, maintaining one lane in each direction. The proposed bridge superstructure will also be 58 feet wide. The existing roadway has two 11 foot lanes and two 13 foot lanes and two 4 foot sidewalks and two protective exterior walls due to the electrified powerlines for SEPTA. Utility lines above the sidewalk may need relocation to facilitate construction. Protection of SEPTA catenary and transmission lines will be required. Construction operations will need to be coordinated with SEPTA to not impact the Lansdale/Doylestown Line services.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|------------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | 950 | | | | | | | | | | | |
| | | 0 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 950 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83742 Keim Street Bridge Over Schuylkill River

LIMITS: Over Schuylkill River

D6 Est Let: Est Let Date: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: North Coventry Township; Pottstown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 19

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project is the replacement of the existing bridge carrying South Keim Street over the Schuylkill River with minor approach roadway work. Additionally, there will be widening of Industrial Highway, to accommodate a right lane along the eastbound side and a left turn lane along the westbound side. The project is located in the Borough of Pottstown in Montgomery County and North Coventry Township in Chester County. The bridge is currently closed to traffic. A programmatic agreement has been signed by all parties for the replacement of this structure.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| FD | STP | 573 | | | | | | | | | | | |
| FD | 183 | 107 | | | | | | | | | | | |
| FD | LOC | 36 | | | | | | | | | | | |
| ROW | STP | 68 | | | | | | | | | | | |
| ROW | 183 | 12 | | | | | | | | | | | |
| ROW | LOC | 5 | | | | | | | | | | | |
| UTL | STP | 50 | | | | | | | | | | | |
| UTL | 183 | 9 | | | | | | | | | | | |
| UTL | LOC | 3 | | | | | | | | | | | |
| CON | STP | | 1,662 | | | | | | | | | | |
| CON | 183 | | 312 | | | | | | | | | | |
| CON | LOC | | 104 | | | | | | | | | | |
| CON | STP | | | 2,462 | | | | | | | | | |
| CON | 183 | | | 461 | | | | | | | | | |
| CON | LOC | | | 153 | | | | | | | | | |
| CON | STU | | | | 1,862 | | | | | | | | |
| CON | 183 | | | | 349 | | | | | | | | |
| CON | LOC | | | | 116 | | | | | | | | |
| CON | STU | | | | | 8,000 | | | | | | | |
| CON | 183 | | | | | 1,500 | | | | | | | |
| CON | LOC | | | | | 500 | | | | | | | |
| | | 863 | 2,078 | 3,076 | 2,327 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 8,344 | | Total FY2025-2028 | | 10,000 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 86336 **Congo Road Bridge Replacement**

LIMITS: Congo Road over Middle Creek

D6 Est Let: Est Let Date: 5/20/2021

IMPROVEMENT: Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC: 19

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 12

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | BOF | 678 | | | | | | | | | | | |
| CON | 185 | 169 | | | | | | | | | | | |
| CON | BOF | | 382 | | | | | | | | | | |
| CON | 185 | | 169 | | | | | | | | | | |
| CON | 185 | | | 51 | | | | | | | | | |
| | | 847 | 551 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 1,449 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87392 Lafayette Street Extension (MGL)

LIMITS: Norristown Borough line to School Street

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: N

MRPID:55

MUNICIPALITIES: Plymouth Township

FC: 9

AQ Code:2025M

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

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

CMP Subcorridor(s): 1A, 8E, 9B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

The project will improve the following roads: Ridge Pike from Norristown Borough line to School Street; and Diamond Avenue from Conshohocken Road to Ridge Pike.

More specifically, improvements along this corridor will be:

Ridge Pike

- Norristown boundary to Lucetta St: Restriped to 4 lanes
- Lucetta St. to Fairfield St: Widened to 4 lanes with an additional dedicated left turn lane in both directions
- Fairfield Rd. to School Ln: Widened to 5 lanes (2 lanes in each direction plus a center turn lane)

Fairfield Rd

- Widened for a dedicated left turn lane

Diamond Ave

- Converted to two-way traffic & widened to 2 lanes (1 in each direction) from extended new Lafayette St. to Ridge Pk
- Double left-turn lanes onto WB Ridge and a dedicated right-turn lane onto EB Ridge

Lucetta St

- Becomes one-way southbound (to Ridge Pk) from Haws Alley to Ridge

Other

- Conshohocken Rd. from Ridge Pk to Diamond Ave is abandoned (traffic now uses Diamond to access Ridge)
- Fairfield Rd and Diamond Ave. realigned for safety
- New signal at Fairfield & Diamond
- Existing signal at Ridge and Conshohocken remains as a local access light for a private driveway and Lucetta St
- Extended Lafayette St. doesn't tie into Diamond until the completion of Section MGL

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | STP | | 72 | | | | | | | | | | | |
| CON | LOC | | 18 | | | | | | | | | | | |
| | | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 90 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92807 PA 73 - Skippack Pike Bridge Replacement

LIMITS: over the Skippack Creek

D6 Est Let: Est Let Date: 3/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Skippack Township

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project involves rehabilitating or replacing the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|
| FD | TOLL | | | | | | | | | | | | |
| FD | NHPP | 216 | | | | | | | | | | | |
| FD | 581 | 54 | | | | | | | | | | | |
| ROW | 185 | 50 | | | | | | | | | | | |
| UTL | 185 | 332 | | | | | | | | | | | |
| CON | NHPP | | 3,934 | | | | | | | | | | |
| CON | 185 | | 983 | | | | | | | | | | |
| | | 652 | 4,917 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 5,569 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92839 Ridge Pike over Norfolk Southern RR bridge (CB: #257)

LIMITS: PA Turnpike to Carland Road

D6 Est Let: 2/27/2021 Est Let Date: 2/17/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

DOI: DOI_BASE

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

This project will replace and widen county bridge #257 carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between Belvoir Road and Carland Road. The existing bridge over the railroad is poor condition. This is a companion project to MPMS #48175 and #110444.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | STU | | 3,399 | | | | | | | | | | | | |
| CON | 183 | | 637 | | | | | | | | | | | | |
| CON | LOC | | 212 | | | | | | | | | | | | |
| CON | STU | | | 3,399 | | | | | | | | | | | |
| CON | 183 | | | 637 | | | | | | | | | | | |
| CON | LOC | | | 212 | | | | | | | | | | | |
| CON | STP | | | | 3,399 | | | | | | | | | | |
| CON | 183 | | | | 637 | | | | | | | | | | |
| CON | LOC | | | | 212 | | | | | | | | | | |
| | | 0 | 4,248 | 4,248 | 4,248 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 12,744 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 98037 Niantic Road over Perkiomen Creek (Bridge)

LIMITS:

D6 Est Let: 8/23/2020 Est Let Date: 1/27/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E, 8C

PennDOT Class:

PennDOT Improvement:

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| FD | 185 | 159 | | | | | | | | | | | | | |
| ROW | 185 | 85 | | | | | | | | | | | | | |
| UTL | 185 | | 23 | | | | | | | | | | | | |
| CON | 185 | | 1,550 | | | | | | | | | | | | |
| | | 244 | 1,573 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,817 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 98225 *Butler Pike over Prophecy Creek (Bridge)*

LIMITS: over Prophecy Creek

Est Let Date: 5/11/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

This project is the replacement of the existing two-span concrete slab bridge with a weight restricted of 15-tons. The bridge will be replaced with a precast reinforced concrete box culvert bridge with minimal approach roadway work. During construction, one lane of traffic in each direction will be maintained to allow traffic to be uninterrupted.

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| CON | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102273 Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing

New-B

LIMITS: PA 29 to Ridge/Germantown Pike

D6 Est Let: Est Let Date: 5/23/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:160

MUNICIPALITIES: Collegetown Borough; Lower Providence Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: DOI_Senate

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A, 11A

PennDOT Class: New Bridge

PennDOT Improvement: New Bridge

This intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek—with two separate intersections to the east in order to reduce congestion and improve traffic flow through this corridor. The first of these will relocate the River Road intersection with Germantown Pike utilizing a roundabout configuration. The second intersection will be signalized and will connect Ridge Pike with the re-aligned Germantown Pike south of the new roundabout. Reconfiguring these intersections will improve safety and mobility in the project area by increasing the spacing between the existing bridge and the new Ridge Pike and Germantown Pike intersection. The roundabout will direct traffic more efficiently to the new signal controlled intersection on Ridge Pike. In addition, a short new connector road will be built between Ridge Pike and Pechins Mill Road to provide access to residents along Pechins Mill Road, which is also being realigned to improve traffic flow. These advance operational improvements are considered Phase 1 of a future improved crossing of the Perkiomen Creek being proposed due to congestion and safety issues where Germantown Pike, Ridge Pike, Main Street, and Route 29 converge. The Ridge Pike Bridge over Perkiomen Creek was constructed in 1791 and is the second oldest stone arch structure in Pennsylvania. Additional improvements in Collegetown are currently being advanced as part of an HOP to realign First and Second Avenue and eliminate offset intersections.

A future Phase II Second Collegetown/Perkiomen Crossing south of the existing stone arch bridge is planned, but due to impacts to wetlands, floodplains, parks, threatened and endangered species, and archaeology, Phase I operational improvements will be constructed in advance of a new crossing and will be evaluated for traffic impacts. The Phase 1 improvements are required before a second bridge can be constructed as they will provide connectivity of the second bridge with the existing roadway network.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|----------|--------------------------|--------------|---------------|----------|--------------------------|----------|----------|----------|
| FD | 581 | 2,000 | | | | | | | | | | | |
| FD | 581 | | 500 | | | | | | | | | | |
| ROW | 581 | | 2,241 | | | | | | | | | | |
| ROW | 581 | | | 1,165 | | | | | | | | | |
| ROW | 581 | | | | | 3,594 | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | STU | | | 700 | | | | | | | | | |
| CON | STP | | | | | | 550 | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | CAQ | | | | | | 6,450 | | | | | | |
| CON | STU | | | | | | | | | | | | |
| CON | 185 | | | | | | | | | | | | |
| | | 2,000 | 2,741 | 1,865 | 0 | 3,594 | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 6,606 | | Total FY2025-2028 | | 10,594 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103309 Alderfer Rd o/West Skippack Creek

LIMITS: Alderfer Rd over West Skippack Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Salford Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP:

PennDOT Class:

PennDOT Improvement:

This project is to replace the bridge at Alderfer Road over West Skippack Creek in Lower Salford Township, Montgomery County.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| FD | 183 | | 394 | | | | | | | | | | |
| FD | LOC | | 99 | | | | | | | | | | |
| ROW | 183 | | 7 | | | | | | | | | | |
| ROW | LOC | | 2 | | | | | | | | | | |
| CON | 183 | | 1,000 | | | | | | | | | | |
| CON | LOC | | 250 | | | | | | | | | | |
| CON | 183 | | | 973 | | | | | | | | | |
| CON | LOC | | | 243 | | | | | | | | | |
| | | 0 | 1,752 | 1,216 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 2,968 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103335 Moyer Rd o/E Br Perkiomen (CB262)

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Salford Township

FC:

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP:

PennDOT Class:

PennDOT Improvement:

Moyer Rd o/ E Br Perkiomen Creek
Upper Salford Twp, Montgomery County
Bridge Rehabilitation

This project is a retro-reimbursement project. The County Bridge number is 262.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|--------------|--------------------------|--------|--------|--|----------|
| FD | 183 | | 226 | | | | | | | | | | | | |
| FD | LOC | | 57 | | | | | | | | | | | | |
| FD | 183 | | | 307 | | | | | | | | | | | |
| ROW | 183 | | 21 | | | | | | | | | | | | |
| ROW | LOC | | 5 | | | | | | | | | | | | |
| ROW | 183 | | | | 32 | | | | | | | | | | |
| UTL | 183 | | | 25 | | | | | | | | | | | |
| CON | 183 | | 90 | | | | | | | | | | | | |
| CON | LOC | | 23 | | | | | | | | | | | | |
| CON | 183 | | | 1,681 | | | | | | | | | | | |
| CON | LOC | | | 420 | | | | | | | | | | | |
| CON | 183 | | | | 141 | | | | | | | | | | |
| CON | LOC | | | | 35 | | | | | | | | | | |
| CON | 183 | | | | | 5,853 | | | | | | | | | |
| | | 0 | 422 | 2,433 | 208 | 0 | 5,853 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 3,063 | Total FY2025-2028 | | | | 5,853 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103372 *Waverly Road over Tacony Creek (County Bridge #275)*

LIMITS: Waverly Road over Tacony Creek

Est Let Date: 6/22/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 15

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

PennDOT Class:

PennDOT Improvement:

Montgomery County Bridge #275 is a 28-foot long single span steel I-beam bridge that carries approximately 2,400 vehicles per day. The bridge is poor condition and the superstructure is in poor condition. The superstructure exhibits significant paint loss with moderate to heavy rust, section loss and pitting. The substructure is exhibiting vertical cracks.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|----------|--------------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | TOLL | | | | | | | | | | | | | |
| FD | sSTP | 300 | | | | | | | | | | | | |
| FD | BOF | | 110 | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | |
| ROW | sSTP | 25 | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | |
| UTL | sSTP | 25 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | sSTP | | 1,300 | | | | | | | | | | | |
| | | 350 | 1,410 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,760 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | |

MPMS# 103381 *Moredon Road Bridge (CB #44) (Act 13)*

New

LIMITS: Moredon Rd over Pennypack Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP:

PennDOT Class:

PennDOT Improvement:

This project will replace Montgomery County's Bridge #44 Moredon Road Bridge in Abington Township, which is a three span concrete encased steel I-beam bridge. Built in 1932, the 187-foot long bridge has a curb-to-curb width of 24 feet. The bridge is categorized as "Structurally Deficient" due to the superstructure, substructure, and deck being given a "4-Poor" condition rating.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|-------|----------------------------|------------|-----------|------------|--------------|--------------------------|----------|----------|----------|--------------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | ACT13 | 200 | | | | | | | | | | | | |
| FD | ACT13 | | 200 | | | | | | | | | | | |
| ROW | ACT13 | | | 20 | | | | | | | | | | |
| UTL | ACT13 | | | | 50 | | | | | | | | | |
| CON | ACT13 | | | | | 1,030 | | | | | | | | |
| CON | LOC | | | | | 2,370 | | | | | | | | |
| | | 200 | 200 | 20 | 50 | 3,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 470 | | Total FY2025-2028 | | | | 3,400 | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103461 *Lincoln over West Branch of Neshaminy Creek*

LIMITS: Lincoln over West Branch of Neshaminy Creek, Hatfield Borough, Montgomery

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:R2.04

MUNICIPALITIES: Hatfield Borough

FC:

AQ Code:M9

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP:

PennDOT Class:

PennDOT Improvement:

This project will replace a bridge.

2/14/2021--District Control has been changed from TSS/GANNETT to Gannett/AEH.

03/03/2020-this project is a retro reimbursement

10/30/19--District Control has been changed from TSS/RKK to TSS/GANNETT.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------|--------------------------|--------|--------|----------|--------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| FD | 183 | | 204 | | | | | | | | | | | | |
| FD | LOC | | 51 | | | | | | | | | | | | |
| ROW | 183 | | 1 | | | | | | | | | | | | |
| ROW | LOC | | 1 | | | | | | | | | | | | |
| UTL | 183 | | 76 | | | | | | | | | | | | |
| UTL | LOC | | 19 | | | | | | | | | | | | |
| CON | 183 | | 804 | | | | | | | | | | | | |
| CON | LOC | | 201 | | | | | | | | | | | | |
| | | 0 | 1,357 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,357 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | |
| | | | | | 1,357 | | | 0 | | | | | 0 | | |

MPMS# 105077 *Crawford Rd/Eaglesville Rd and Park Ave Realignment*

Return

LIMITS: Crawford Rd/Eaglesville Rd and Park Ave

Est Let Date: 8/10/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Providence Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/E. Reagle

CMP:

PennDOT Class: MultiModal

PennDOT Improvement: MultiModal

Funding is provided for the realignment of the Crawford Road and Eaglesville Road approaches with Park Avenue including mainline widening and signalization to improve safety, mobility and efficiency for the motoring public in Lower Providence Township.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------|--------------------------|--------|--------|----------|--------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| ROW | LOC | 575 | | | | | | | | | | | | | |
| UTL | LOC | 25 | | | | | | | | | | | | | |
| CON | 411 | | | 4,746 | | | | | | | | | | | |
| CON | LOC | | | 881 | | | | | | | | | | | |
| | | 600 | 0 | 5,627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 6,227 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | |
| | | | | | 6,227 | | | 0 | | | | | 0 | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105127 *Bridge Bundling 2015 Montgomery*

LIMITS: Various

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

The PennDOT Local Bridge Bundling program is a state sponsored program for local bridge projects, in which the purpose is to select and repair bridges that have the same structure type with the same design requirements and are located geographically close to each other in order to induce cost and time savings.

PennDOT has made a total of \$4,700,000 federal sSTP funds for 15 bridges in the DVRPC Pennsylvania region that are expected to be let for construction in October of 2015. The Bucks and Delaware County bridges construction funding is provided in MPMS #104369, while the montgomery County bridges construction funding are located in MPMS #105127. All 15 bridges are listed as follows:

Bucks County:

1. Willow Road Bridge (Bridge Key 7629) in Northampton Township
2. Moyer Road Bridge (Bridge Key 7613) in Hilltown Township
3. Fredericks Bridge 14J08 (Bridge Key 7516) in East Rockhill Township
4. Warrington Township 33J02 (Bridge Key 7531) in Warrington Township
5. Alden Avenue 38H05 (Bridge Key 7606) in Falls Township
6. Springfield Street (Bridge Key 7643) in Springfield Township
7. Snowball Gate 42H02 (Bridge Key 7490) in Middletown Township
8. Perkasio Boro 20H02 (Bridge Key 7482) in Perkasio Borough

Delaware County:

9. Paper Mill Road Road (Bridge Key 15434) in Springfield Township

Montgomery County:

10. Easton Road (Bridge Key 27989) in Cheltenham Township
11. Oreland Mill Bridge 31B09 (Bridge Key 28042) in Springfield Township
12. Treewigtown Road 17A06 (Bridge Key 28018) in Hatfield Township
13. Keebler Road Bridge (Bridge Key 28125) in Upper Merion Township
14. Violet Lane Bridge (Bridge Key 47474) in Lower Merion Township
15. Remington Road Bridge (Bridge Key 28022) in Lower Merion Township

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | BOF | 130 | | | | | | | | | | | |
| | | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 130 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105134 *First Ave Linear Park/Streetscape*

LIMITS: First Ave in King of Prussia Business Park

D6 Est Let: Est Let Date: 8/22/2019

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:A2

PLAN CENTER: Metropolitan Subcenter

DOI: No

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 3C, 9B

PennDOT Class: MultiModal

PennDOT Improvement: MultiModal

Funding is provided for a linear park streetscape and pedestrian sidepath improvements along First Avenue in the King of Prussia Business Park.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | eSTP | 103 | | | | | | | | | | | | |
| | | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 103 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105803 PA 309 Connector: Souderton Pike to PA 309 (HT3)

LIMITS: Souderton Pike to PA 309

D6 Est Let: Est Let Date: 12/11/2026

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 14C

PennDOT Class:

PennDOT Improvement:

The PA 63/PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed/widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438. Phase 2 is listed under MPMS #77211 and will extend Wambold Rd. on a new alignment and upgrade a portion of Township Line Rd.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------------|--------|--------------------------|--------|---------------|--------|--------------------------|--------|---------------|--------|
| ROW | 581 | | | 6,407 | | | | | | | | | |
| ROW | 581 | | | | 123 | | | | | | | | |
| ROW | 581 | | | | | 6,852 | | | | | | | |
| ROW | 581 | | | | | | 6,627 | | | | | | |
| ROW | 581 | | | | | | | 250 | | | | | |
| UTL | STU | | | | | | | | | 4,086 | | | |
| UTL | 581 | | | | | | | | | 1,021 | | | |
| CON | NHPP | | | | | | | | | | 101 | | |
| CON | STU | | | | | | | | | 7,212 | | | |
| CON | 581 | | | | | | | | | 1,828 | | | |
| CON | STU | | | | | | | | | | 8,714 | | |
| CON | 581 | | | | | | | | | | 2,178 | | |
| CON | STU | | | | | | | | | | | 111 | |
| CON | 581 | | | | | | | | | | | 27 | |
| CON | STU | | | | | | | | | | | | 14,719 |
| CON | 581 | | | | | | | | | | | | 3,680 |
| | | 0 | 0 | 6,407 | 123 | 6,852 | 6,627 | 250 | 0 | 14,248 | 10,892 | 138 | 18,399 |
| | | Total FY2021-2024 | | 6,530 | | Total FY2025-2028 | | 13,729 | | Total FY2029-2032 | | 43,677 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 106068 *Barbadoes Street Connector Road*

LIMITS: Between Lafayette Street and Washington Street

D6 Est Let: 1/10/2021 Est Let Date: 4/22/2021

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:55

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD: 23

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8E

PennDOT Class:

PennDOT Improvement:

Provide a new extension of Barbadoes Street between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts at the intersection of Water Street and Main Street. Project is a breakout from MPMS# 80021, SR 3020 Sec 510, Markley Street South.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | STU | 293 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | 1,424 | | | | | | | | | | |
| | | 293 | 1,424 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | | |
| | | | | 1,717 | | | | 0 | | | | 0 | |

MPMS# 106326 *Union Street Grade X-ing*

LIMITS: Between Penn St and Maple Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Hatfield Borough

FC:

AQ Code:S8

PLAN CENTER:

DOI: No

IPD: 19

PROJECT MANAGER: MAL/ M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12B, 14C

PennDOT Class:

PennDOT Improvement:

Installation of upgraded railroad warning devices along Union Street between Penn Avenue and Maple Avenue in Hatfield Borough.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | RRX* | 20 | | | | | | | | | | | |
| | | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | | |
| | | | | 20 | | | | 0 | | | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107180 *Powerline Trail Connection - Phase 1 (TAP)*

LIMITS: US 202 Parkway Trail with the Township Building and Community and Recreation D6 Est Let: 2/13/2021 Est Let Date: 1/26/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Montgomery Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 18

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8G, 12B, 14C

PennDOT Class:

PennDOT Improvement:

Phase 1 of the Powerline Trail is a 10 foot multi-use trail connecting an existing and heavily used US 202 Parkway Trail with the Township Building as well as the Township's newly constructed Community and Recreation Center. This trail is a Primary Trail in "The Circuit." This will not only connect one of the region's spine trail corridors with the community center, it will also improve safety at several major road crossings for trail users. Important destinations exist along the proposed route including the Montgomery Township Municipal Building and the Montgomery Township Police Department. It will provide a first class multi-use trail to a large concentration of Montgomery Township's population connecting the new Township's Community & Recreation Center as well as the US 202 Parkway Trail.

Project was awarded \$850,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|------------|-----------|------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TAU | 499 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TAU | | 141 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TAU | | | 40 | | | | | | | | | | |
| | | 499 | 141 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 680 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 107646 *West Main Street Traffic Signal Improvements*

LIMITS: West Main Street

Actl Let Date: 6/6/2019

IMPROVEMENT

NHPP:

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: HNTB/N.Velaga

CMP:

PennDOT Class:

PennDOT Improvement:

This project will upgrade five (5) signaled intersections along Main St. to allow for actuated signal timing from Forrest Avenue to Haws Avenue.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|-----------|----------|------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | CAQ | 75 | | | | | | | | | | | | |
| CON | CAQ* | 233 | | | | | | | | | | | | |
| CON | CAQ | | 67 | | | | | | | | | | | |
| | | 308 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 375 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107697 *Balligomingo Road Restoration*

LIMITS: Portland Rd and the I-76 overpass

D6 Est Let: Actl Let Date: 12/6/2018

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: West Conshohocken Borough

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD: 15

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

PennDOT Class:

PennDOT Improvement:

In June of 2015, heavy rains resulted in failure of the slope adjacent to Balligomingo Road (SR 3037) between Portland Road and the I-476 overpass. This resulted in the closure of Balligomingo Road to through traffic as debris and mud washed onto the roadway. Due to concerns over the stability of the slope, the road remains closed. This project will stabilize the slope adjacent to the roadway and will allow the roadway to be reopened. The CON phase will include development of the final design and construction of a retaining wall, slope stabilization measures, and drainage improvements.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | STU | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STP | 535 | | | | | | | | | | | | |
| | | 535 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 535 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 107996 *Abington Township Trail (TAP)*

LIMITS: Abington Township

D6 Est Let: Est Let Date: 2/13/2020

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 17

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

PennDOT Class:

PennDOT Improvement:

This project will fund construction of on- and off-road bicycle facilities providing connections to SEPTA's Ardsley and Crestmont train stations, as well as multiple parks throughout the northern section of the Township. These facilities will be the first phase of a larger vision for Abington Township, detailed in the Township of Abington Master Bicycle Plan.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$450,000 out of the \$9.4 million awarded to the region.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 108006 *Limerick Township Trails (TAP)*

LIMITS: Limerick Township

D6 Est Let: Est Let Date: 3/12/2020

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Limerick Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 16

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class:

PennDOT Improvement:

This project will construct an off-road trail extending the Township trail network, leveraging grants from the DCNR and DCED. The Township will need to secure an easement from PECO to complete the trail.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$970,000 out of the \$9.4 million awarded to the region.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | | 489 | | | | | | | | | | |
| | | 0 | 489 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 489 | | | | Total FY2025-2028 | | | | 0 | | | |
| Total FY2029-2032 | | 0 | | | | | | | | | | | |

MPMS# 108008 *Tookany Creek Trail Phase 3 (TAP)*

LIMITS: Harrison Ave. to New Second Street

D6 Est Let: Est Let Date: 6/10/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 16

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class:

PennDOT Improvement:

This project will fund construction of a bridge for pedestrians and bicyclists over the Tookany Creek, providing a crucial link to allow Cheltenham Township to complete the planned third phase of the Tookany Creek Trail.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$700,000 out of the \$9.4 million awarded to the region.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | 700 | | | | | | | | | | | |
| CON | TAP | | 169 | | | | | | | | | | |
| | | 700 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 869 | | | | Total FY2025-2028 | | | | 0 | | | |
| Total FY2029-2032 | | 0 | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110313 Belmont Avenue Bridge over Schuylkill River

LIMITS: Belmont Avenue/Green Lane over Schuylkill River

Est Let Date: 9/10/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:175

MUNICIPALITIES: Philadelphia City; Lower Merion Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 10

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

PennDOT Class:

PennDOT Improvement:

This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This bridge is Montgomery County bridge #200 and is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and Montgomery County.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | STU | 1,357 | | | | | | | | | | | | |
| PE | 183 | 254 | | | | | | | | | | | | |
| PE | LOC | 84 | | | | | | | | | | | | |
| FD | STU | | | 1,224 | | | | | | | | | | |
| FD | 183 | | | 229 | | | | | | | | | | |
| FD | LOC | | | 76 | | | | | | | | | | |
| UTL | STU | | | 450 | | | | | | | | | | |
| UTL | 183 | | | 84 | | | | | | | | | | |
| UTL | LOC | | | 28 | | | | | | | | | | |
| CON | STU | | | | | | | | | 13,004 | | | | |
| CON | 581 | | | | | | | | | 1,136 | | | | |
| CON | 183 | | | | | | | | | 1,302 | | | | |
| CON | LOC | | | | | | | | | 812 | | | | |
| | | 1,695 | 0 | 2,091 | 0 | 0 | 0 | 0 | 0 | 16,254 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,786 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 16,254 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110315 **Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection**

LIMITS: Philmont Avenue/Tomlinson Road/Pine Road

Est Let Date: 4/3/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:176

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD: 16

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A

PennDOT Class:

PennDOT Improvement:

This project proposes to streamline the six-legged intersection of Philmont/Tomlinson/Pine Roads in two stages by removing both legs of Tomlinson Road from the intersection and relocating them. Stage 1 would realign the northern leg of Tomlinson Road into Pine Road, and straighten out both Pine Road approaches to Philmont. Stage 2 will realign the southern leg of Tomlinson Road into a new intersection with Philmont Avenue 700 feet east of the original location. Additional shoulder and turning lane improvements along Philmont Avenue and Pine Road are also proposed.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | 581 | 450 | | | | | | | | | | | | |
| FD | 581 | | | 675 | | | | | | | | | | |
| ROW | STU | | | 540 | | | | | | | | | | |
| ROW | 581 | | | 135 | | | | | | | | | | |
| UTL | STP | | | | | | | | | 2,688 | | | | |
| UTL | 581 | | | | | | | | | 672 | | | | |
| CON | STU | | | | | | | | | 6,720 | | | | |
| | | 450 | 0 | 1,350 | 0 | 0 | 0 | 0 | 0 | 10,080 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,800 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 10,080 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110444 Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges

LIMITS: School Lane to Belvoir Road

Est Let Date: 5/25/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:TBD

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A

PennDOT Class:

PennDOT Improvement:

This project is the combined replacement of Montgomery County Bridge #0 and PA Turnpike Bridge DB-116. County Bridge #0 carries Ridge Pike over Norfolk Southern and is 200 feet east of PA Turnpike Bridge DB-116, which carries Ridge Pike over the I-276/Pa Turnpike. Both structures flank the Eastbound On and Eastbound Off Ramps of the future Lafayette Street Interchange, and are in poor condition. This is a companion project to MPMS #48175 and #92839.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|---------------|---------------|------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| PE | 183 | 89 | | | | | | | | | | | | |
| PE | STU | | 36 | | | | | | | | | | | |
| PE | 183 | | 7 | | | | | | | | | | | |
| PE | LOC | | 2 | | | | | | | | | | | |
| FD | STU | 604 | | | | | | | | | | | | |
| FD | 183 | 693 | | | | | | | | | | | | |
| FD | LOC | 183 | | | | | | | | | | | | |
| FD | 183 | | 347 | | | | | | | | | | | |
| FD | LOC | | 87 | | | | | | | | | | | |
| ROW | 183 | 2,318 | | | | | | | | | | | | |
| ROW | LOC | 580 | | | | | | | | | | | | |
| ROW | 183 | | 200 | | | | | | | | | | | |
| ROW | LOC | | 50 | | | | | | | | | | | |
| ROW | STU | | | 200 | | | | | | | | | | |
| ROW | 183 | | | 538 | | | | | | | | | | |
| ROW | 183 | | | | 716 | | | | | | | | | |
| ROW | LOC | | | | 179 | | | | | | | | | |
| UTL | 183 | | 307 | | | | | | | | | | | |
| UTL | LOC | | 307 | | | | | | | | | | | |
| CON | STU | | 3,286 | | | | | | | | | | | |
| CON | 183 | | 616 | | | | | | | | | | | |
| CON | TPK | | 7,500 | | | | | | | | | | | |
| CON | LOC | | 205 | | | | | | | | | | | |
| CON | STU | | | 3,286 | | | | | | | | | | |
| CON | 183 | | | 616 | | | | | | | | | | |
| CON | TPK | | | 7,500 | | | | | | | | | | |
| CON | LOC | | | 205 | | | | | | | | | | |
| | | 4,467 | 12,950 | 12,345 | 895 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 30,657 | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110762 *Perkiomenville Road over Sciota Creek Bridge Replacement*

LIMITS: D6 Est Let: 9/28/2023 Est Let Date: 9/26/2024
 IMPROVEMENT Bridge Repair/Replacement NHPP:
 MUNICIPALITIES: FC: AQ Code:S19
 PLAN CENTER: DOI: No IPD:
 PROJECT MANAGER: CMP: Not SOV Capacity Adding
 PennDOT Class: PennDOT Improvement:

This project involves the replacement of the state-owned bridge located on Perkiomenville Road over Sciota Creek in Upper Frederick Township, Montgomery County. The existing bridge, built in 1932, is a one-span concrete closed spandrel arch with a span length of 30 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing approach roadway is 21 feet wide with two lanes and no shoulders or sidewalk. The bridge is currently posted at 36 tons/40 tons for combination.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | 185 | 106 | | | | | | | | | | | | | |
| FD | 185 | 159 | | | | | | | | | | | | | |
| ROW | 185 | 106 | | | | | | | | | | | | | |
| UTL | STU | 17 | | | | | | | | | | | | | |
| UTL | 185 | 4 | | | | | | | | | | | | | |
| CON | 185 | | | | | 2,398 | | | | | | | | | |
| | | 392 | 0 | 0 | 0 | 0 | 2,398 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 392 | Total FY2025-2028 | | | | 2,398 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110778 *Jenkintown-Pennypack Trail*

New

LIMITS: Jenkintown Borough to the Pennypack Trail

Est Let Date: 1/27/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP:

PennDOT Class:

PennDOT Improvement:

The project involves the construction of a shared-use path along Washington Lane, Greenwood Avenue, Jenkintown Road and within Alverthorpe Park to provide connections from Jenkintown Borough to the park and existing paths along Fox Chase Road. This project will construct a 10-foot wide shared-use path on the east side of Washington Lane and wrap around the intersection of Washington Lane and SR 2021 Greenwood Avenue/Jenkintown Road and continue down the north side of SR 2021 Jenkintown Road to the intersection with Meetinghouse Road. A horizontal and vertical alignment independent of SR 2021 and Washington Lane are proposed and the existing roadway maintained within the project limits. Also, the existing driveway on SR 2021 for the Abington Friends school will be maintained.

The shared-use path will consist of asphalt pavement with concrete curb ramps at intersections and major driveways that will meet all applicable federal, state and local ADA guidelines. Traffic signal timings and equipment will be updated as needed to accommodate the new mix of users. Pervious pavement with stone infiltration trenches and soil amendments adjacent to the path will be utilized where appropriate for providing stormwater management for the project.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TAU | | 1,165 | | | | | | | | | | | |
| CON | TAP | | 1,200 | | | | | | | | | | | |
| | | 0 | 2,365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,365 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 110779 *Parkside Cynwyd Trl Ext(L)*

LIMITS: Lower Merion Township

Est Let Date: 2/17/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:R6.01

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

PennDOT Class:

PennDOT Improvement:

This project will construct a multi-use trail. This project will extend the Cynwyd Heritage Trail nearly 1/2 mile from Cynwyd Station to City Ave. along the SEPTA ROW.

The extension will continue into Philadelphia, and it will connect with the network of existing paths in Fairmount Park and to Parkside Ave.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAU | | 534 | | | | | | | | | | | |
| | | 0 | 534 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 534 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110884 Valley Forge Granite Block Restoration

Return

LIMITS: Gulph Road between Outer Line Drive and Thomas Road

Est Let Date: 5/6/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9B

PennDOT Class:

PennDOT Improvement:

This project involves the restoration of the existing granite block roadway surface in front of the National Memorial Arch in Valley Forge National Historic Park. This will provide an adequate riding surface and maintain the integrity of the contributing elements of Valley Forge National Historical Park as part of the National Memorial Arch. The north curb line will be shifted approximately ten feet south to eliminate an existing shoulder and provide a 12 foot wide, curbed westbound travel lane.

The existing roadway transition areas between the granite block and flexible pavement would include milling and wearing course overlay for approximately 15 feet to 30 feet on the west and east sides of the granite block area. A flush concrete curb will provide the transition between the granite block and the flexible pavement as requested by the National Park Service. An existing trail connects the Memorial Arch to the rest of the Park and access will be maintained during construction

The design, right-of-way and utilities phases for this project were completed under MPMS# 66952.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| CON | 581 | 793 | | | | | | | | | | | |
| | | 793 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 793 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 110961 Old Skippack Rd. Roundabout

LIMITS: Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018)

Est Let Date: 5/20/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Salford Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

PennDOT Class:

PennDOT Improvement:

Roundabout installation at Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|-------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| UTL | TOLL | | | | | | | | | | | | |
| UTL | sHSIP | 26 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | sHSIP | 663 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | HSIP | | 1,146 | | | | | | | | | | |
| | | 689 | 1,146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 1,835 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110971 *Main Street Safety Improvements*

LIMITS: Main Street (SR 3009) corridor from Egypt Rd. to Airy St./Forrest Ave.

Est Let Date: 4/14/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: West Norriton Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8E, 9B

PennDOT Class:

PennDOT Improvement:

Widen for two-way left turn lanes from Egypt Rd. to Airy Street; left turn lanes at 5 intersections; modify left turn signal phasing along corridor; relocate roadside fixed objects along corridor; convert pedestal signal to mast arm at Egypt/Main/Jefferson; increase all-red interval at Egypt/Main/Jefferson.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| ROW | TOLL | | | | | | | | | | | | | | |
| ROW | sHSIP | 68 | | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | |
| UTL | sHSIP | 34 | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sHSIP | | | | | 4,774 | | | | | | | | | |
| | | 102 | 0 | 0 | 0 | 4,774 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 102 | Total FY2025-2028 | | | | 4,774 | Total FY2029-2032 | | | | 0 |

MPMS# 111005 *Conshohocken Garage (I-76 ICM)*

LIMITS: Conshohocken Train Station

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:132

MUNICIPALITIES: Conshohocken Borough

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD: 11

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2B, 3C

PennDOT Class:

PennDOT Improvement:

This project will provide flex funds to be transferred to SEPTA for a new "smart" parking garage at SEPTA's Conshohocken Station which will increase parking availability by approximately 500 spaces and will leverage \$22,000,000 of SEPTA capital funds for the station project on the Manayunk/Norristown Regional Rail Line. The garage and the information system to provide real time parking and travel information is one of the elements of improving multi-modal travel and mitigating congestion as part of the I-76 Integrated Corridor Management project (see MPMS # 106662 in the Interstate Management Program). Traffic studies and empirical evidence demonstrate the need to divert traffic on the Schuylkill Expressway between the PA Turnpike (I-276) to the west and US 1 to the east. Parking expansion at SEPTA's Conshohocken Regional Rail Station will enhance the opportunity to utilize Regional Rail service along this corridor and complement PennDOT's ongoing efforts to manage congestion on the Expressway.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | CAQ | | | 8,000 | | | | | | | | | | | |
| | | 0 | 0 | 8,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 8,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111063 2018 High Friction Surf(Parent) ©

LIMITS: District Wide

IMPROVEMENT Streetscape

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

FC:

DOI: No

No Let Date

MRPID:R3.01

AQ Code:S10

IPD:

This project will construct high friction surfaces and pavement markings

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|----------------------------|------|------------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|--------------------------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | HSIP | | 450 | | | | | | | | | | | | |
| | | 0 | 450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | 450 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 |

MPMS# 111129 Cannon Ave. Grade Xing

LIMITS: Cannon Ave

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lansdale Borough

PLAN CENTER:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

FC:

DOI: No

No Let Date

AQ Code:S8

IPD:

CMP Subcorridor(s): 12B, 14D

This project will upgrade warning lights and gates at limited sight distance crossing in Lansdale Borough.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|----------------------------|------|------------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|--------------------------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | RRX | | 60 | | | | | | | | | | | | |
| CON | RRX | | 300 | | | | | | | | | | | | |
| | | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | 360 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111490 *Whitpain Twp. Trail Network - Core Connector III*

LIMITS: Union Meeting Road between Jolly Road and Township Line Road

Est Let Date: 6/24/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2A, 2B

PennDOT Class:

PennDOT Improvement:

Funding will be used for the construction of a 0.7-mile section of the Whitpain Trail network along Union Meeting Road between Jolly Road and Township Line Road in Whitpain Township.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | 642 | | | | | | | | | | | |
| | | 642 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 642 | | | | 0 | | | | 0 | | | |

MPMS# 111491 *Corinthian Trail*

LIMITS: Vicinity of Crooked Billet Elementary

Est Let Date: 6/24/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Hatboro Borough

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

PennDOT Class:

PennDOT Improvement:

Funding is for the construction of a six-foot-wide asphalt walking path, ADA curb ramps, five-foot-wide concrete sidewalk, and stormwater drainage in the vicinity of Crooked Billet Elementary (using SRTS funding) in Hatboro Borough.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | 740 | | | | | | | | | | | |
| CON | TAP | | 29 | | | | | | | | | | |
| | | 740 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 769 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111492 *Limekiln Pike Multimodal Safety Initiatives*

LIMITS: Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary

Est Let Date: 6/24/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 14C

PennDOT Class:

PennDOT Improvement:

Funding for this project will be used to install new five foot sidewalk along Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary. New curb and drainage will be installed as required.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| CON | TAP | 810 | | | | | | | | | | | |
| | | 0 | 810 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 810 | | | | 0 | | | | 0 | | | |

MPMS# 111493 *Lower Salford Sidewalk for SR 113 and Park Ave*

LIMITS: Lower Salford

Est Let Date: 8/20/2020

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Lower Salford Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 11A

PennDOT Class:

PennDOT Improvement:

This project will install new five foot sidewalk along Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary. New curb and drainage will be installed as required.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| CON | TAP* | 464 | | | | | | | | | | | |
| | | 464 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 464 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111494 *Kriebel Road Trail*

LIMITS: Trumbauer Rd to Valley View Way

Est Let Date: 6/24/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2A

PennDOT Class:

PennDOT Improvement:

This project involves the construction of approximately 4,000 linear ft. of a new 10' wide pedestrian/bicycle trail from Trumbauer Rd to Valley View Way along the Towamencin Creek.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | 846 | | | | | | | | | | | |
| | | 846 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 846 | | | | 0 | | | | 0 | | | |

MPMS# 111495 *Main Street Pedestrian Improvements*

LIMITS: PA 29 in Schwenksville

Est Let Date: 3/24/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Schwenksville Borough

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Funding will be used to construct sidewalks, curbs, ADA curb ramps, and traffic calming features on Main Street improving connections to the Perkiomen Trail, Meadow Park, and Schwenksville Elementary (using SRTS funding) in Schwenksville Borough.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | | | 682 | | | | | | | | | |
| | | 0 | 0 | 682 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 682 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112232 I-76 Slope Repair Westbound

LIMITS: Est Let Date: 4/8/2021
IMPROVEMENT: Roadway Rehabilitation **NHPP:**
MUNICIPALITIES: Lower Merion Township **FC:** AQ Code:S2
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: TSS/S. Fellin **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 3C
PennDOT Class: **PennDOT Improvement:**

This project involves the construction of permanent slope repairs along I-76 Westbound near mile post 335.3 in Lower Merion Township, Montgomery County. Slope failure has occurred along the I-76 Westbound shoulder. County maintenance forces have evaluated and performed temporary repairs, but the slope has continued to erode and fail over time. This has placed the I-76 travel lanes at risk of destabilization and failure. A more permanent solution will be required to avoid the possible closure of the roadway for repair in the event of a major slope failure. The causes of the slope failures may include water, erosion, and/or a loss of vegetative support. A site reconnaissance and investigation will be performed to assist with designing remedial measures, which may include excavation and replacement with rip rap, excavation and stabilization with soil nails, and other measures.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | 581 | 53 | | | | | | | | | | | | |
| UTL | 581 | 106 | | | | | | | | | | | | |
| CON | 581 | 2,228 | | | | | | | | | | | | |
| | | 2,387 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,387 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 112233 I-76 Rock Slope Stabilization Eastbound

LIMITS: Between Milemarkers 333.9 & 334.1 Est Let Date: 1/30/2020
IMPROVEMENT: Roadway Rehabilitation **NHPP:**
MUNICIPALITIES: Lower Merion Township **FC:** AQ Code:S2
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: TSS/S. Fellin **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 3C
PennDOT Class: **PennDOT Improvement:**

This project involves the construction of permanent rock slope stabilization along I-76 Eastbound near mile posts 333.9 and 334.1 in Lower Merion Township, Montgomery County. Rocks, mud, and tree branches have been falling onto the I-76 Eastbound shoulders and travel lanes, which has required rock slope maintenance from County maintenance forces. These repairs have been a temporary solution in reaction to the falling debris. A more permanent solution is now required to address the situation to avoid the possible closure of the roadway in the event of a large rockfall. This rock slope contains medium to large rock blocks (up to approximately 5 feet x 5 feet x 5 feet) with about a 4 foot overhang adjacent to the roadway. There is little to no rockfall catchment area. There have been frequent rockfalls in the area, and the overhanging blocks are at considerable risk of falling. The causes of the rock slope failure may include freeze-thaw cycles, vegetation root jacking, and stress relief from the original construction of the roadway. A detailed site reconnaissance will be performed to assist with designing remedial measures, which may involve tree removal, rock scaling, rock bolts, concrete buttresses, mesh, horizontal drains and other items.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | 581 | 25 | | | | | | | | | | | | |
| CON | 581 | | 953 | | | | | | | | | | | |
| | | 25 | 953 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 978 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112734 *Red Lion Road Culvert and Roadway Improvements*

LIMITS: Intersection of Red Lion Road and Philmont Avenue

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

PennDOT Class:

PennDOT Improvement:

This project replaces a poor condition PennDOT owned structure and roadway widening along Red Lion Road to accommodate existing traffic volumes.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|----------------------------|------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------------------------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | LOC | 272 | | | | | | | | | | | | | |
| CON | 411 | 1,200 | | | | | | | | | | | | | |
| CON | LOC | 122 | | | | | | | | | | | | | |
| CON | 411 | | | | | 1,200 | | | | | | | | | |
| CON | LOC | | | | | 445 | | | | | | | | | |
| | | 1,594 | 0 | 0 | 0 | 0 | 1,645 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | 1,594 | | | Total FY2025-2028 | | | | 1,645 | | | | Total FY2029-2032 | | 0 |

MPMS# 114114 *Conshohocken & Spring Mill Rd (Competitive CMAQ)*

LIMITS: Conshohocken & Spring Mill Road

Est Let Date: 7/29/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP:

PennDOT Class:

PennDOT Improvement:

The project involves the implementation of exclusive left-turn lanes on eastbound Conshohocken State Road and northbound Spring Mill Road intersection approaches. Under existing conditions, the eastbound through lane on Conshohocken State Road becomes an exclusive right-turn lane. Vehicles are required to transition to the left and combine with the left-turns onto Spring Mill Road. In addition, the northbound through/left-turn queue on Spring Mill Road blocks the existing channelized right-turn lane onto Conshohocken State Road. The traffic signal at the intersection will be fully modernized to improve efficiency and reduce emissions, and ADA compliant pedestrian facilities will be constructed.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|----------------------------|------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------------------------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | CAQ | | 1,318 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| | | 0 | 1,318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | 1,318 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114116 **Skippack Pk Signal System (Competitive CMAQ)**

LIMITS: Est Let Date: 3/10/2022
 IMPROVEMENT Signal/ITS Improvements NHPP:
 MUNICIPALITIES: Whitpain Township; Whitmarsh Township FC: AQ Code:2025M
 PLAN CENTER: DOI: No IPD:
 PROJECT MANAGER: Gannett/R. Sivakumar CMP:
 PennDOT Class: PennDOT Improvement:

This project will create an interconnected Traffic Signal System along the Skippack Pike Corridor. The project will include the installation of fiber optic cable on existing utility poles. The fiber optic interconnect is intended to be an extension of the existing fiber optic truck line installed along Route 202 and along Route 73 up to Wentz Road/Parkwood Road. The system will be connected with the PennDOT TMC and the Township will have viewing capabilities.

1. Skippack Pike and Wentz Road/Parkwood Road
2. Skippack Pike and Cathcart Road
3. Skippack Pike and Union Meeting Road
4. Skippack Pike and Pennlyn-Blue Bell Pike
5. Skippack Pike and Walton Road
6. Skippack Pike and Lewis Road
7. Skippack Pike and Nasrcissa Road
8. Skippack Pike and Butler Pike

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| UTL | CAQ | 500 | | | | | | | | | | | |
| | | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 500 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 114172 **Dreshertown Rd CC Trl Ext (Competitive CMAQ)**

LIMITS: Est Let Date: 7/27/2023
 IMPROVEMENT Bicycle/Pedestrian Improvement NHPP:
 MUNICIPALITIES: Upper Dublin Township FC: AQ Code:A2
 PLAN CENTER: DOI: No IPD:
 PROJECT MANAGER: EE/DVRPC/J. Coscia CMP: Not SOV Capacity Adding
 PennDOT Class: PennDOT Improvement:

Upper Dublin Township (UDT) and Municipal Authority (MA) committed to construction of the regional Cross County Trail along 2.5 miles through the Fort Washington Office Park. UDT and the MA have received 13 grants for over \$14.3 Million of the total \$22.8 Million estimated cost to install the trail from Pennsylvania Avenue to Susquehanna Road. Three projects are constructed and the remaining three will be constructed by 2021. UDT and MA are committed to extending this Circuit Trail to the municipal boundary at Welsh Road along Dreshertown Road. A Complete Streets approach is required to accommodate all transportation modes. The focus of this grant is Construction funding for the first phase of the overall program to extend the Cross County Trail 0.7 miles between Susquehanna Road and Beacon Hill/Bantry Drives, construct missing segments of sidewalk, widen Dreshertown Road north of Limekiln Pike to provide a common center left turn lane to Beacon Hill/Bantry Drives, upgrade traffic signals and replace a culvert to accommodate the trail and three lane roadway.

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114270 Wynnewood Road Road Diet

New

LIMITS: County Line Road (SR 1005) to Lancaster Avenue

Est Let Date: 6/10/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

- Conversion of an undivided four-lane road to three lanes and a two-way left turn lane (i.e., a "Road Diet")
- Also eliminates one conflicting through movement for left turns
- Also increases offset to fixed objects along roadway
- Also adds dedicated left turn lanes to existing signalized and unsignalized intersections
- Install retroreflective signing and pavement markings
- Improve signal coordination

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | HSIP | 1,359 | | | | | | | | | | | | |
| CON | HSIP | | 90 | | | | | | | | | | | |
| | | 1,359 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,449 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 114944 Bethlehem Pike Safety Improvements

New

LIMITS: Sunnybrook Road to paper Mill Road

Est Let Date: 1/23/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14B, 15B

PennDOT Class:

PennDOT Improvement:

Proposed improvements on Bethlehem Pike from Sunnybrook Road to Paper Mill Road include:

- 1) Converting partial limits of Bethlehem Pike from an undivided four-lane section to a three-lane section including a two-way-left-turn lane
- 2) Modify left-turn signal phasing (Change left-turn phase from at least one permissive approach to flashing yellow arrow (FYA))
- 3) Coordinate arterial signal
- 4) Add pedestrian countdown timers
- 5) Add retroreflective backplates to improve signal visibility

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|--------------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | TOLL | | | | | | | | | | | | | |
| PE | sHSIP | 523 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | sHSIP | | | | | 1,497 | | | | | | | | |
| | | 523 | 0 | 0 | 0 | 1,497 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 523 | | Total FY2025-2028 | | | 1,497 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114948 **Lancaster Avenue and Remington Road Intersection Improvements**

New

LIMITS: Lancaster Ave and Remington Rd

Est Let Date: 6/12/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

PennDOT Class:

PennDOT Improvement:

The scope of this project entails safety countermeasures which include:

- 1) Expanding from a four lane to five lane section along Lancaster Ave to add left turn lanes.
- 2) Install pedestrian countdown timers
- 3) Add signal (additional primary head) on the mast arms along Remington Road.
- 4) Provide ADA ramps
- 5) Upgrade existing mast arms

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|-------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| PE | TOLL | | | | | | | | | | | | | | |
| PE | sHSIP | | 130 | | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | | | |
| FD | sHSIP | | 90 | | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | | |
| ROW | sHSIP | | 100 | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | |
| UTL | sHSIP | | 50 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sHSIP | | | | | 1,202 | | | | | | | | | |
| | | 0 | 370 | 0 | 0 | 1,202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 370 | Total FY2025-2028 | | | | 1,202 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 115428 *Sumneytown Pike Intersections Safety Improvements*

New

LIMITS: Intersections of Sumneytown Pk and Barndt Rd, Ridge Rd/Skippack Rd

Est Let Date: 6/12/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Salford Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: **CMP:** Minor SOV Capacity

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

- Install Exclusive Left-Turn Lanes at:
 - Barndt Road (2 LTLs)
 - Ridge Road/Skippack Road (2 LTLs)
- Remove Skew Angle of Ridge Road at Sumneytown Pike
- Install intersection lighting at Barndt Road and Ridge Road

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | HSIP | | 271 | | | | | | | | | | |
| FD | HSIP | | | | 180 | | | | | | | | |
| ROW | HSIP | | | | | | 128 | | | | | | |
| UTL | HSIP | | | | | | 620 | | | | | | |
| CON | HSIP | | | | | | 1,886 | | | | | | |
| | | 0 | 271 | 0 | 180 | 0 | 2,634 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 451 | Total FY2025-2028 | | | 2,634 | Total FY2029-2032 | | | 0 |

MPMS# 115429 *Belmont Avenue and St. Asaphs Road Roundabout*

New

LIMITS: Belmont Avenue (SR 3045) and St Asaphs Road intersection

Est Let Date: 7/25/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: **CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5F

PennDOT Class:

PennDOT Improvement:

This project will implement a roundabout at the intersection of Belmont Avenue and St. Asaphs Road in Lower Merion Township, Montgomery County.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | HSIP | 630 | | | | | | | | | | | |
| FD | HSIP | | | 220 | | | | | | | | | |
| ROW | HSIP | | | | | 427 | | | | | | | |
| UTL | HSIP | | | | | 41 | | | | | | | |
| CON | HSIP | | | | | 1,000 | | | | | | | |
| CON | HSIP | | | | | | 1,119 | | | | | | |
| | | 630 | 0 | 220 | 0 | 1,468 | 1,119 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 850 | Total FY2025-2028 | | | 2,587 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 115757 *Horsham Township LED Street Lights*

New

LIMITS:

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Horsham Township

FC:

AQ Code:S18

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

PennDOT Class:

PennDOT Improvement:

Funding will be used for the design, sighting, and installation of 87 fifteen-foot-tall modern high-efficiency LED street lights in the township's Pennsylvania Business Park.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 1,378 | | | | | | | | | | | | |
| CON | LOC | 240 | | | | | | | | | | | | |
| | | 1,618 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,618 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115911 *Chemical Rd Sinkhole Repair*

LIMITS: Germantown Pike to 476 overpass

Est Let Date: 4/14/2022

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:X13

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project involves the design and construction of a permanent repair to subsidence and sinkholes along Chemical Road.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | FFL | 420 | | | | | | | | | | | | |
| PE | 581 | 105 | | | | | | | | | | | | |
| CON | FFL | 4,274 | | | | | | | | | | | | |
| CON | 581 | 1,068 | | | | | | | | | | | | |
| | | 5,867 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 5,867 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 116244 *Whitemarsh Township Roadway Improvements (2021-22)*

New

LIMITS: Flourtown Road, Colonial Drive, and Wildflower Drive

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Whitemarsh Township

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/M. Weiss

CMP:

PennDOT Class:

PennDOT Improvement:

This project includes the installation of a traffic signal at the intersection of Flourtown Road and Colonial Drive, roadway widening for dedicated left turn lanes at Colonial Drive and Wildflower Drive, the construction of a portion of Cross County Trail, and bike lanes along Flourtown Road. The project accommodates both pedestrians/bicyclists and vehicles at the Flourtown Road/Colonial Drive intersection.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | 411 | | 70 | | | | | | | | | | | |
| ROW | LOC | | 30 | | | | | | | | | | | |
| CON | 411 | | 1,038 | | | | | | | | | | | |
| CON | LOC | | 302 | | | | | | | | | | | |
| | | 0 | 1,440 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,440 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 116254 *Sumneytown Pike Bridge over Wissahickon Creek (2021-22)*

LIMITS: Sumneytown Pike

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Upper Gwynedd Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #10 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project includes the reconstruction of the deteriorating Sumneytown Pike Bridge over Wissahickon Creek in Upper Gwynedd Township.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | | 1,244 | | | | | | | | | | | |
| CON | LOC | | 373 | | | | | | | | | | | |
| | | 0 | 1,617 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,617 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 116270 US 202 - 65S NSA3 Noise Wall

New-B

LIMITS: Township Line Road in Lower Gwynedd Township

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:R5.02

MUNICIPALITIES: Lower Gwynedd Township

FC:

AQ Code:X6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP:

PennDOT Class:

PennDOT Improvement:

This project will construct a noise wall along US 202 near Township Line Road in Lower Gwynedd Township, Montgomery County. This project is a construction breakout from MPMS# 63491 (Section 65S). Final Design is being advanced via MPMS #16755 (Section 650).

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | NHPP | | 200 | | | | | | | | | | | |
| ROW | 581 | | 50 | | | | | | | | | | | |
| UTL | NHPP | | 50 | | | | | | | | | | | |
| UTL | 581 | | 12 | | | | | | | | | | | |
| | | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 312 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 116729 Whitehall Road o/Kepner Creek

New

LIMITS: Whitehall Road over Kepner Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

AQ Code:S19

MUNICIPALITIES: East Norriton Township

FC:

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP:

PennDOT Class:

PennDOT Improvement:

Repair scour damage pursuant to Hurricane Ida.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | FFL | | 240 | | | | | | | | | | | |
| PE | 582 | | 60 | | | | | | | | | | | |
| | | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 300 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 117937 Connectivity Options for US 202 Sec 200 2022-23

New

LIMITS: US 202 between Boot Road and the 322 Bypass

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

Continuing the previous DVRPC modelling work that has been done for the US 202 corridor Sections 100 and 200, we would like to analyze the potential to better connect US 202 with the land uses adjacent to the corridor between the US 322 Bypass interchange to the south and Boot Road interchange to the north. Current access to the adjacent land uses is indirect and creates additional congestion and damage to the local roadways required to access these locations. This study would include developing conceptual alignments to directly connect with the business and employment centers right next to the corridor, and to revisit the concept of completing the partial US 322 / 202 interchange. DVRPC published the US 322/202 Interchange Completion Study in January 2008 which concluded that the land use within the primary impact area would build out regardless of whether or not the interchange improvements would be made. These business parks have seen some redevelopment but would greatly benefit from direct access to the highway system, which would reduce congestion on local roads, spur redevelopment and intensification of the business parks, improve travel times, make it easier for businesses to attract employees and new tenants, and reduce air pollution.

Tasks

1. Convene a steering committee composed of municipal officials, Chester County Planning Commission, PennDOT District 6-0, and others to be identified as necessary.
2. Work with the steering committee to identify and prioritize existing, proposed, and potential land uses adjacent to US 202 where direct connections would be desirable.
3. Conduct public outreach to engage the local community and business owners to learn about their needs and ideas for improvements.
4. Develop concepts for direct connections between US 202 and prioritized adjacent properties.
5. Collect traffic counts and perform traffic operational modeling for the AM and PM peak traffic hours for current and future year (2050) No-Build conditions.
6. Identify traffic deficiencies, and model transportation solutions to ameliorate conditions or accommodate the vehicular demands in each scenario. This may include up to 3 future year alternatives exploring different connection options to and from US 202.
7. Prepare a reporting document that summarizes the undertakings and findings of the study.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PRA | TOLL | | | | | | | | | | | | | | |
| PRA | STU | | 150 | | | | | | | | | | | | |
| | | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 150 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

| Total For | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|------------|-----------|-----------|----------|----------|-----------|-----------|-----------|
| Montgomery | \$113,284 | \$143,847 | \$90,794 | \$37,073 | \$384,998 | \$231,115 | \$96,962 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 13 *Palmer Street Extension (2021-22)*

LIMITS: Palmer Street from Beach Street, Fishtown

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #13 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project includes the construction of an extension and accompanying sidewalk that will provide direct access to the Delaware River waterfront at the Delaware Station Power Plant site in Fishtown, Philadelphia and will connect to a new waterfront trail.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | 411 | | 1,246 | | | | | | | | | | | | |
| | | 0 | 1,246 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,246 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 12824 *2019 Philadelphia ADA Ramps*

LIMITS: City of Philadelphia

D6 Est Let: 5/15/2020 Est Let Date: 1/30/2020

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will improve the ADA facilities along several main roadways in the City of Philadelphia including Henry Avenue, Stenton Avenue, Godfrey Avenue, Clarissa Street, Wayne Avenue, Bethlehem Pike, Mount Airy Avenue, Easton Road, Wadsworth Avenue, Girard Avenue, Cheltenham Avenue, Princeton Avenue, Willits Road, Spring Garden Street, Whitby Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | STU | | | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 12886 **ADA Ramps 2020 Philadelphia**

LIMITS: Philadelphia County No Let Date
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: Fran Hanney **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

This project will improve ADA facilities along several main roadways in the City of Philadelphia, including Route 1, Roosevelt Boulevard, Cottman Avenue, New State Road, Welsh Road & Roosevelt Boulevard, Bustleton Avenue & Bridge Street, Philmont Avenue, Richmond Street & Girard Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street. A total of 565 ramps have been identified as having ADA barriers.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|--------------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 1,058 | | | | | | | | | | | | |
| | | 1,058 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 1,058 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | | 0 |

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

LIMITS: D6 Est Let: 1/15/2021 Est Let Date: 1/13/2022
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Philadelphia City **FC:** AQ Code:S19
PLAN CENTER: **DOI:** Yes IPD: 19
PROJECT MANAGER: Gannett/V. Genua **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 15A
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | 185 | | 90 | | | | | | | | | | | |
| UTL | 185 | 1,008 | | | | | | | | | | | | |
| CON | 185 | 1,961 | | | | | | | | | | | | |
| CON | 185 | | 2,191 | | | | | | | | | | | |
| | | 2,969 | 2,281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 5,250 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: over SEPTA Cynwyd Line

D6 Est Let: Est Let Date: 4/28/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City; Lower Merion Township

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 20

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| FD | TOLL | | | | | | | | | | | | | | |
| FD | NHPP | 693 | | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | |
| UTL | STU | 46 | | | | | | | | | | | | | |
| CON | STU | 161 | | | | | | | | | | | | | |
| CON | NHPP | | | 7,214 | | | | | | | | | | | |
| CON | 185 | | | 1,804 | | | | | | | | | | | |
| | | 900 | 0 | 9,018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 9,918 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

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

LIMITS: Woodland Avenue to Bartram Avenue

D6 Est Let: Est Let Date: 8/12/2021

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:2025M

PLAN CENTER: Metropolitan Subcenter

DOI: DOI_BASE

IPD: 24

PROJECT MANAGER: PWB/V. Fleysh

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4C, 6B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | CAQ | 7,761 | | | | | | | | | | | | | |
| CON | CAQ | | 10,161 | | | | | | | | | | | | |
| | | 7,761 | 10,161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 17,922 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

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

Actl Let Date: 5/4/2017

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

DOI: DOI_DOI

IPD: 20

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

CMP Subcorridor(s): 3A, 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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) poor condition 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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | 185 | 250 | | | | | | | | | | | | |
| UTL | STU | | 100 | | | | | | | | | | | |
| | | 250 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 350 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 47811 *Bridge Street Design (Section BSR)(IMP) SR:0095*

LIMITS: Orthodox Street to Levick Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps section.

The overall section improvements of BSR consist of eliminating the lane drop at the James St. ramp in the southbound direction and eliminating the add lane (i.e. providing four lanes northbound from the BRI section up to Bridge Street) at the Bridge St. on-ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Margaret St. to Levick St. with exclusive acceleration/deceleration lanes. The project includes the replacement of six mainline structures. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatsheaf La. to the south to the Amtrak bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to construct a portion of the Adams Ave. Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave. Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR0095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of two ramps at the Bridge St. Interchange. One of the ramps to be removed is an off-ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an on-ramp from Aramingo Ave. SB to SR 0095 SB.

As part of this project, Delaware Ave. will be extended approximately 1.3 miles from Buckius Street to Tacony St. This will include a new bridge over Old Frankford Creek. The project also consists of removing the SR 0095 SB off-ramp at the Bridge St. Interchange (at James Street), and the removal of the Bridge St. on-ramp to SR 0095 NB. These ramps are being moved further north to the intersection of Tacony St. and the Delaware Ave. Extension. A SR 0095 SB off-ramp will provide direct access to Tacony St. and the Delaware Ave. Extension. A new on-ramp from Tacony St. and the Delaware Ave. Extension will provide access to SR 0095 NB.

The BSR section also includes the construction of the Frankford Creek Greenway along Aramingo Ave. from Wheatsheaf La. To the Adams Ave. Connector, and then along the Adams Ave. Connector to the adjoining MPMS #17782 project. A multi-use trail will extend further along Aramingo Ave. from the Adams Ave. Connector to the existing bicycle lanes on Orthodox St. and Margaret St. The East Coast Greenway will also be constructed along the North Delaware Ave. Extension to connect with the K&T Trail. The project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine St. and Cottman Ave. that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| FD | NHPP-IM | 4,500 | | | | | | | | | | | |
| FD | 581-IM | 500 | | | | | | | | | | | |
| FD | NHPP-IM | | | 4,500 | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

| | | | | | | | | | | | | | |
|----|---------|--------------------------|----------|---------------|--------------|--------------------------|----------|---------------|----------|--------------------------|----------|----------|----------|
| FD | 581-IM | | 500 | | | | | | | | | | |
| FD | NHPP-IM | | | 4,500 | | | | | | | | | |
| FD | 581-IM | | | 500 | | | | | | | | | |
| FD | NHPP-IM | | | | 10,170 | | | | | | | | |
| FD | 581-IM | | | | 1,130 | | | | | | | | |
| | | 5,000 | 0 | 5,000 | 5,000 | 11,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 15,000 | | Total FY2025-2028 | | 11,300 | | Total FY2029-2032 | | 0 | |

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

LIMITS: Over Amtrak at 30th Street D6 Est Let: 6/22/2023 Est Let Date: 6/20/2024
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Philadelphia City **FC:** **AQ Code:**S19
PLAN CENTER: **DOI:** DOI_BASE **IPD:** 22
PROJECT MANAGER: TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 15A
PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------------|---------------|--------------|--------------------------|----------|--------------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| UTL | BOF | 784 | | | | | | | | | | | |
| UTL | 183 | 147 | | | | | | | | | | | |
| UTL | LOC | 49 | | | | | | | | | | | |
| CON | BOF | 1,021 | | | | | | | | | | | |
| CON | STU | 1,098 | | | | | | | | | | | |
| CON | 183 | 398 | | | | | | | | | | | |
| CON | LOC | 132 | | | | | | | | | | | |
| CON | BOF | | 1,476 | | | | | | | | | | |
| CON | STU | | 4,676 | | | | | | | | | | |
| CON | 183 | | 478 | | | | | | | | | | |
| CON | LOC | | 159 | | | | | | | | | | |
| CON | STU | | | 1,086 | | | | | | | | | |
| CON | 183 | | | 675 | | | | | | | | | |
| CON | LOC | | | 225 | | | | | | | | | |
| CON | BOF | | | | 2,515 | | | | | | | | |
| CON | 183 | | | | 675 | | | | | | | | |
| CON | LOC | | | | 225 | | | | | | | | |
| CON | BOF | | | | | 3,283 | | | | | | | |
| CON | 183 | | | | | 615 | | | | | | | |
| CON | LOC | | | | | 205 | | | | | | | |
| | | 3,629 | 6,789 | 1,986 | 3,415 | 4,103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 15,819 | | Total FY2025-2028 | | 4,103 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57901 *Lincoln Drive (3R)*

LIMITS: Ridge Avenue to Wayne Avenue

Actl Let Date: 9/15/2017

IMPROVEMENT Roadway Rehabilitation

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 14; 16

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 6

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 15A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | STP | 555 | | | | | | | | | | | | | |
| CON | STU | 242 | | | | | | | | | | | | | |
| CON | LOC | 199 | | | | | | | | | | | | | |
| | | 996 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | 996 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 |

MPMS# 57902 *City Wide 3R Betterments Line Item*

LIMITS: City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

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

- See MPMS#105488 for CW105 package
- See MPMS#108092 for CW107 package
- See MPMS#108095 for CW108 package
- See MPMS#108097 for CW109 package
- See MPMS #108098 (CW ADA 2)
- See MPMS #112500 (CW110)
- See MPMS #112527 (CW ADA 3)

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|----------------------------|------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------------------------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | STU | | | | | | | | | | | | | | |
| CON | LOC | | | | | | | | | | | | | | |
| CON | STU | | | | | | | | | | | | | | |
| CON | STU | | | | | | | | | | | | | | |
| CON | LOC | | | | | | | | | | | | | | |
| CON | LOC | | | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | 0 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Schuylkill River

Actl Let Date: 11/5/2015

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

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

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

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| CON | NHPP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69828 **Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

LIMITS: Over Schuylkill River and CSX Railroad

D6 Est Let: Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:245

MUNICIPALITIES: Center City Philadelphia; West Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

DOI: DOI_DOI

IPD: 14

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

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

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River, the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 and is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The bridge is poor condition due to severe rust in in the substructure and spalling in the superstructure.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register. This bridge will be replaced with a 1 span bridge with wider sidewalks.

The 3 span bridge over I-76 at the Schuylkill Avenue West intersection was built in 1932 and significantly modified in the late 1950s when I-76 was constructed. The bridge has significantly deteriorated and will be replaced.

Pedestrian and bicycle improvements are being coordinated with the City of Philadelphia throughout the project.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|---------------|--------------------------|---------------|---------------|---------------|--------------------------|----------|----------|----------|
| ROW | 185 | 750 | | | | | | | | | | | |
| ROW | 185 | | 1,500 | | | | | | | | | | |
| UTL | 185 | 2,122 | | | | | | | | | | | |
| CON | STU | | | 2,545 | | | | | | | | | |
| CON | 185 | | | 635 | | | | | | | | | |
| CON | STP | | | | 9,000 | | | | | | | | |
| CON | 185 | | | | 2,250 | | | | | | | | |
| CON | STU | | | | | 9,919 | | | | | | | |
| CON | STP | | | | | 9,457 | | | | | | | |
| CON | 185 | | | | | 4,844 | | | | | | | |
| CON | STU | | | | | | 21,856 | | | | | | |
| CON | NHPP | | | | | | 3,280 | | | | | | |
| CON | 185 | | | | | | 2,245 | | | | | | |
| CON | 581 | | | | | | 4,038 | | | | | | |
| CON | STP | | | | | | | 11,087 | | | | | |
| CON | STU | | | | | | | 13,476 | | | | | |
| CON | 185 | | | | | | | 6,140 | | | | | |
| CON | STU | | | | | | | | 10,327 | | | | |
| CON | 185 | | | | | | | | 656 | | | | |
| CON | 581 | | | | | | | | 1,925 | | | | |
| | | 2,872 | 1,500 | 3,180 | 11,250 | 24,220 | 31,419 | 30,703 | 12,908 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 18,802 | Total FY2025-2028 | | | 99,250 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 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

D6 Est Let: 12/8/2023 Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 20

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| ROW | 185 | 300 | | | | | | | | | | | |
| UTL | 185 | | | | | | 381 | | | | | | |
| CON | 185 | | | | | | 4,160 | | | | | | |
| | | 300 | 0 | 0 | 0 | 0 | 4,541 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 300 | Total FY2025-2028 | | | 4,541 | Total FY2029-2032 | | | 0 |

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

LIMITS: Between West Bristol Street and Hunting Park Avenue

D6 Est Let: Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:NRS

PLAN CENTER:

DOI: DOI_BASE

IPD: 28

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bridge Removal

PennDOT Improvement: Bridge Removal

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. poor condition bridge breakout project from MPMS #88706.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| ROW | STU | | 40 | | | | | | | | | | |
| CON | STP | | | | | | 3,345 | | | | | | |
| CON | 185 | | | | | | 836 | | | | | | |
| | | 0 | 40 | 0 | 0 | 0 | 4,181 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 40 | Total FY2025-2028 | | | 4,181 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS: Delaware Avenue to Oregon Avenue

D6 Est Let: Est Let Date: 1/27/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:266

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 22

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| FD | STU | 912 | | | | | | | | | | | |
| FD | LOC | 228 | | | | | | | | | | | |
| ROW | STP | 3,523 | | | | | | | | | | | |
| ROW | LOC | 880 | | | | | | | | | | | |
| ROW | STP | | 3,523 | | | | | | | | | | |
| ROW | LOC | | 880 | | | | | | | | | | |
| CON | STP | | | 4,216 | | | | | | | | | |
| CON | STU | | | 1,782 | | | | | | | | | |
| CON | LOC | | | 1,499 | | | | | | | | | |
| CON | STU | | | | 2,616 | | | | | | | | |
| CON | LOC | | | | 654 | | | | | | | | |
| CON | STU | | | | | 5,000 | | | | | | | |
| CON | LOC | | | | | 1,250 | | | | | | | |
| | | 5,543 | 4,403 | 7,497 | 3,270 | 6,250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 20,713 | | Total FY2025-2028 | | 6,250 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70243 *American Street Streetscape (TIGER)*

Return

LIMITS: Girard Avenue to Indiana Avenue

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLAN CENTER:

DOI:

IPD: 7

PROJECT MANAGER: AECOM/A. Kim

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

Construction funding is programmed to cover outstanding Advance Construct Conversion.

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 was been awarded \$5,000,000 in Federal TIGER grant funding which was used for construction.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | STP* | 3,311 | | | | | | | | | | | |
| CON | STU* | 620 | | | | | | | | | | | |
| CON | LOC | 983 | | | | | | | | | | | |
| CON | STU | | 2,720 | | | | | | | | | | |
| CON | LOC | | 680 | | | | | | | | | | |
| | | 4,914 | 3,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 8,314 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 72597 Benjamin Franklin Bridge Safety Improvements

LIMITS: Benjamin Franklin Bridge

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

DOI:

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

This project will resurface and rehabilitate the pavement on the bridge and all approach roadways. The project will also reconstruct and rehabilitate the bridge expansion joints on the suspension spans and approach spans. The project will also replace existing overhead guide signs on the bridge for eastbound traffic, and repair deteriorated concrete on the ceiling and walls of the 5th Street Pedestrian Tunnel.

The Benjamin Franklin Bridge (BFB) is a long span suspension bridge across the Delaware River that connects Philadelphia, Pennsylvania and Camden, New Jersey. The overall length of the structure from end to end is approximately 8,240 feet, and the roadway width is 77'-10". The bridge roadway carries seven lanes and the total average daily traffic is approximately 100,000 vehicles per day. The bridge was last resurfaced in 2004.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|-------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | TOLL | | | | | | | | | | | | | |
| FD | STP | 435 | | | | | | | | | | | | |
| FD | STP | | 435 | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | | |
| ROW | 581 | | 31 | | | | | | | | | | | |
| UTL | 185 | | | | | 32 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STP | | | | | | | | | | | | 5,958 | |
| | | 435 | 466 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 5,958 | |
| | | Total FY2021-2024 | | | 901 | Total FY2025-2028 | | | | 32 | Total FY2029-2032 | | | 5,958 |

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

LIMITS: City-wide

D6 Est Let: Actl Let Date: 11/1/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

DOI: DOI_BASE

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | SXF* | 2,564 | | | | | | | | | | | | |
| CON | LOC | 473 | | | | | | | | | | | | |
| | | 3,037 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,037 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Between Grays Ferry Avenue and the University Ave bridge over the Schuylkill R D6 Est Let: 1/9/2021 Est Let Date: 5/6/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 19

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| PE | NHPP | | 272 | | | | | | | | | | |
| FD | NHPP | | 400 | | | | | | | | | | |
| ROW | STU | 57 | | | | | | | | | | | |
| ROW | 185 | 14 | | | | | | | | | | | |
| UTL | 185 | 72 | | | | | | | | | | | |
| CON | 185 | 689 | | | | | | | | | | | |
| CON | 185 | 2,758 | | | | | | | | | | | |
| CON | 185 | | 2,758 | | | | | | | | | | |
| CON | 185 | | 689 | | | | | | | | | | |
| | | 3,590 | 4,119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 7,709 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 77467 Fox Chase/Rockledge Streetscape, Philadelphia - Phase III (TE) SR:0232

LIMITS: At Shady Lane/Penn Avenue/Elm Avenue/Central Avenue

No Let Date

IMPROVEMENT Streetscape

NHPP: Y

MUNICIPALITIES: Philadelphia City; Rockledge Borough

FC: 14

AQ Code:X12

PLAN CENTER:

DOI: DOI_BASE

IPD: 3

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

PennDOT Class: Home Town Streets

PennDOT Improvement: Home Town Streets

Streetscape improvements will enhance existing streetscape aesthetics, improve auto and pedestrian flow and access, encourage public transit ridership and create the overall safety necessary for a marketable, pedestrian friendly commercial district.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. \$977,500 will be drawn from MPMS #64984 at the appropriate time.

The City of Philadelphia (sponsor of MPMS #77467), has agreed to a 50/50 split of awarded TE funds with Rockledge Borough (sponsor of MPMS #86361). MPMS #86361 has been programmed with \$488,750 for construction and is ready to advance. \$488,750 remain for MPMS #77467.

Phases 1 was funded under MPMS# 71211 and Phase 2 was funded under MPMS #73011.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|---|
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 150 | | | | | | | | | | | | |
| | | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 150 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Between Market Street and 30th Street at 32nd Street over SEPTA double track

D6 Est Let: Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

DOI:

IPD: 15

PROJECT MANAGER: AECOM/D. Griffith

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

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

This is a breakout from MPMS #69828.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|--------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| FD | STP | 950 | | | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | | | |
| UTL | 185 | 424 | | | | | | | | | | | | | |
| UTL | 185 | | 265 | | | | | | | | | | | | |
| UTL | 185 | | | 1,335 | | | | | | | | | | | |
| CON | 581 | 97 | | | | | | | | | | | | | |
| CON | NHPP | | 2,888 | | | | | | | | | | | | |
| CON | 185 | | 722 | | | | | | | | | | | | |
| CON | NHPP | | | 5,912 | | | | | | | | | | | |
| CON | 185 | | | 1,478 | | | | | | | | | | | |
| | | 1,471 | 3,875 | 8,725 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 14,071 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Columbia Ave. to Ann Street

Actl Let Date: 7/28/2011

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2025M

PLAN CENTER:

DOI:

IPD: 21

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

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

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

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | NHPP | | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | |
| UTL | NHPP | | 950 | | | | | | | | | | | |
| CON | NHPP | 500 | | | | | | | | | | | | |
| | | 500 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,450 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: City of Philadelphia

D6 Est Let: 7/24/2020 Est Let Date: 2/24/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

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

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

PA ID: PA242, PA251, PA262, PA615.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|------------|------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| ROW | LOC | 672 | | | | | | | | | | | | |
| CON | SXF | 2,000 | | | | | | | | | | | | |
| CON | LOC | 437 | | | | | | | | | | | | |
| CON | TAP | | 500 | | | | | | | | | | | |
| CON | TAP | | | 500 | | | | | | | | | | |
| | | 3,109 | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 4,109 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Milnor/Disston Sts. to Pennpack Cr

D6 Est Let: 3/26/2021 Est Let Date: 3/28/2024

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

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

BREAK INTO 4 SEPARATE PROJECTS

- MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2
- MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony
- MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail
- MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail

- PA ID #242 - \$471,425 remains of the original \$546,425 from 2003 Appropriations Bill.
- PA ID #262 - \$183,994 remains of the original \$750,000 from 2004 Appropriations Bill.
- PA ID# 464 - \$0 remains of the original \$8,000,000 from SAFETEA DEMO #2649.
- PA ID# 615 - \$1,907,557 remains of the original \$3,000,000 from SAFETEA DEMO #4805.
- PA ID# 671 - \$6 remains of the original \$500,000 from SAFETEA DEMO #363.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------------|--------|--------------------------|--------|--------------|--------|--------------------------|--------|----------|--------|
| CON | STU | | | 932 | | | | | | | | | |
| CON | LOC | | | 233 | | | | | | | | | |
| CON | SXF | | | | 832 | | | | | | | | |
| CON | STU | | | | 50 | | | | | | | | |
| CON | LOC | | | | 221 | | | | | | | | |
| CON | STU | | | | | 250 | | | | | | | |
| CON | LOC | | | | | 62 | | | | | | | |
| CON | STU | | | | | | 1,564 | | | | | | |
| CON | LOC | | | | | | 391 | | | | | | |
| | | 0 | 0 | 1,165 | 1,103 | 312 | 1,955 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 2,268 | | Total FY2025-2028 | | 2,267 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79910 I-95: Margaret to Kennedy (Section BS2) (IMP)

LIMITS: Margaret to Kennedy

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of I-95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Carver Street, and the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street which will be relocated to the new intersection of Tacony Street and Delaware Avenue in the City of Philadelphia. This project includes work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Carver Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; (2) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (3) reconstruct Tacony Street from Aramingo Avenue to Levick Street; (4) modify the traffic signals at Bridge and Tacony Streets, Bridge and James Streets, Tacony and Fraley Streets, and construct a new traffic signal at Tacony Street and Delaware Avenue; reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ROW | NHPP-IM* | 1,800 | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | |
| ROW | 581-IM* | 200 | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | |
| ROW | NHPP-IM* | | 1,800 | | | | | | | | | | |
| ROW | NHPP | | 1,174 | | | | | | | | | | |
| ROW | 581-IM* | | 200 | | | | | | | | | | |
| ROW | 581 | | 130 | | | | | | | | | | |
| ROW | NHPP-IM* | | | 2,700 | | | | | | | | | |
| ROW | 581-IM* | | | 300 | | | | | | | | | |
| UTL | 581-IM | | | 3,000 | | | | | | | | | |
| UTL | 581-IM | | | | 3,901 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NFP | | 55,764 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | 24,236 | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

| | | | | | | | | | | | | | |
|-------------|--------------------------|---------------|--------------|--------------|---------------|--------------------------|---------------|---------------|----------------|--------------------------|----------|----------|---------------|
| CON NHPP-IM | | | | | 40,000 | | | | | | | | |
| CON TOLL | | | | | | | | | | | | | |
| CON NHPP-IM | | | | | 40,000 | | | | | | | | |
| CON TOLL | | | | | | | | | | | | | |
| CON TOLL | | | | | | | | | | | | | |
| CON NHPP-IM | | | | | | 40,000 | | | | | | | |
| CON TOLL | | | | | | | | | | | | | |
| CON NHPP-IM | | | | | | | | | 62,254 | | | | |
| | 2,000 | 59,068 | 6,000 | 3,901 | 24,236 | 40,000 | 40,000 | 40,000 | 62,254 | 0 | 0 | 0 | |
| | Total FY2021-2024 | | | | 70,969 | Total FY2025-2028 | | | 144,236 | Total FY2029-2032 | | | 62,254 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Allegheny Avenue Interchange

D6 Est Let: Actl Let Date: 4/26/2018

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2025M

PLAN CENTER:

DOI: DOI_BASE

IPD: 12

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| ROW | STP | | 10 | | | | | | | | | | | | |
| ROW | STU | | 50 | | | | | | | | | | | | |
| UTL | NHPP | | 878 | | | | | | | | | | | | |
| UTL | 581 | | 97 | | | | | | | | | | | | |
| | | 0 | 1,035 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,035 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80014 **I-95: Utility Relocation & Surface Sts (CP3)**

LIMITS: Cottman-Princeton Utility, Philadelphia

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G, 5H

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section CPR (MPMS #47394).

Utility relocation consists of relocating Philadelphia Water Dept sewer (114"-) main in Wissinoming Street (between Princeton and Bleigh Avenues). Associated roadway work includes pavement reconstruction on: Wissinoming Street, Milnor Street (between New State Rd and Bleigh Avenue) and Bleigh Avenue (between Milnor Street and State Rd). Left turn lanes will be added to SR 73 (New State Road) at Magee Avenue. Additional traffic, bicycle and pedestrian operational improvements will be made on surface streets that are part of the Cottman/Princeton interchange. Additional construction includes 1 retaining wall and traffic signal construction and/or timing modifications at up to 4 locations.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80014, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47394, 79683 and 79685.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|----------|
| FD | 581-IM | 500 | | | | | | | | | | | |
| FD | 581-IM | | 500 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | 15,000 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | 15,000 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | 15,000 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | 13,254 | | | | | | | |
| | | 500 | 15,500 | 15,000 | 15,000 | 13,254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 46,000 | Total FY2025-2028 | | | 13,254 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 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

D6 Est Let: Est Let Date: 10/22/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

DOI: DOI_BASE

IPD: 18

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

This 4.0 mile corridor consists of Henry Avenue from Lincoln Drive (near the Wissahickon Creek) to Port Royal Avenue through Philadelphia's Roxborough neighborhood. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|------------|--------------|----------|--------------------------|----------|----------|----------|----------|----------|----------|----------|
| UTL | HSIP | | 350 | | | | | | | | | | |
| CON | NHPP | 800 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | HSIP | 2,023 | | | | | | | | | | | |
| | | 2,823 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 3,173 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Between Torresdale Avenue and Castor Avenue

D6 Est Let: Est Let Date: 8/10/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 28

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|----------|--------------|--------------|--------------------------|----------|----------|--------------|--------------------------|----------|----------|----------|
| ROW | 185 | 127 | | | | | | | | | | | |
| UTL | 185 | 1,552 | | | | | | | | | | | |
| CON | STP | | | 3,104 | | | | | | | | | |
| CON | 185 | | | 776 | | | | | | | | | |
| CON | STP | | | | 481 | | | | | | | | |
| CON | 185 | | | | 121 | | | | | | | | |
| CON | STU | | | | | 1,493 | | | | | | | |
| CON | STP | | | | | 1,130 | | | | | | | |
| CON | 185 | | | | | 655 | | | | | | | |
| | | 1,679 | 0 | 3,880 | 602 | 3,278 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 6,161 | Total FY2025-2028 | | | 3,278 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Wayne Junction

D6 Est Let: Actl Let Date: 10/18/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:102

MUNICIPALITIES: Philadelphia City

FC: 12

AQ Code:S19

PLAN CENTER:

DOI: DOI_DOI

IPD: 21

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard US 1 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. This project will also include the rehabilitation of the Fox Street Bridge over US 1.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|-------|----------------------------|--------------|--------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | STU* | 865 | | | | | | | | | | | | |
| CON | NHPP* | 9,591 | | | | | | | | | | | | |
| CON | NHPP* | | 8,135 | | | | | | | | | | | |
| CON | STP | | 954 | | | | | | | | | | | |
| CON | STU | | | 303 | | | | | | | | | | |
| CON | STP | | | 2,200 | | | | | | | | | | |
| | | 10,456 | 9,089 | 2,503 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 22,048 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 85415 *Olney Ave Safety Improvements*

LIMITS: Olney Ave. from Broad St to Rising Sun Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

DOI: DOI_BASE

IPD: 6

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

CMP Subcorridor(s): 5G, 14A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | HSIP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 85419 Erie Av: Broad St. - K St

LIMITS: Erie Av: Broad St - K St

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

DOI: DOI_BASE

IPD: 6

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

CMP Subcorridor(s): 5G, 14A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

Safety improvements along SR 1004, Erie Avenue, between Broad Street and K Street, including new signals, repaving, restriping, and drainage improvements. CON (\$4,500,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | HSIP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 87784 **Aramingo/Harbison: Church Street to Amtrak (Section BS3)**

LIMITS: Aramingo Ave from Duncan S to Tacony St; Harbison Ave from Tacony St to the

Est Let Date: 1/29/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES:

FC: 14

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of SR 95 Section BSR covers the reconstruction of Aramingo Avenue from Church Street to Tacony Street, and the reconstruction of Harbison Avenue from Tacony Street to Torresdale Avenue, including traffic signal modifications at the following intersections:

- Aramingo Avenue at Orthodox Street
- Aramingo Avenue at Margaret Street
- Aramingo/Harbison Avenues at Tacony Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Bridge Street
- Harbison Avenue at Torresdale Avenue

This project will construct a multi-use sidepath on the east side of Aramingo Avenue from Church Street to Orthodox Street and Margaret Street. The existing bicycle lanes and the sidewalk on the east side of Aramingo Avenue will be removed. Also, the area vacated by the removal of the southbound I-95 on-ramp in the BR4 project (MPMS #103559) will be converted to a community amenity. The existing veterans' memorial will be preserved. For an overall description of the SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

The estimated construction funding (\$41 Million) is located in the Long-range Plan which begins in FY33.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ROW | NHPP | | | 1,013 | | | | | | | | | |
| ROW | 581 | | | 113 | | | | | | | | | |
| UTL | NHPP | | | | | 5,373 | | | | | | | |
| UTL | 581 | | | | | 597 | | | | | | | |
| CON | NHPP | | | | | | | | | | | | |
| CON | 185 | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

| | | | | | | | | | | | | |
|--------------------------|---|---|--------------|---|--------------------------|---|--------------|---|--------------------------|---|----------|---|
| | 0 | 0 | 1,126 | 0 | 5,970 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | | 1,126 | | Total FY2025-2028 | | 5,970 | | Total FY2029-2032 | | 0 | |

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS: Byberry Road over CSX Rail Line

D6 Est Let: Est Let Date: 4/14/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

DOI: DOI_BASE

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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) | | | | | | | | | | | |
|--------------|-------------|-----------------------------------|---------------|---------------|---------------|--------------------------|---------------|---------------|---------------|--------------------------|---------------|---------------|---------------|
| <u>Phase</u> | <u>Fund</u> | <u>FY2021</u> | <u>FY2022</u> | <u>FY2023</u> | <u>FY2024</u> | <u>FY2025</u> | <u>FY2026</u> | <u>FY2027</u> | <u>FY2028</u> | <u>FY2029</u> | <u>FY2030</u> | <u>FY2031</u> | <u>FY2032</u> |
| ROW | STU | 100 | | | | | | | | | | | |
| ROW | 185 | 25 | | | | | | | | | | | |
| CON | 185 | 1,277 | | | | | | | | | | | |
| CON | 185 | | 2,277 | | | | | | | | | | |
| CON | 185 | | | 3,277 | | | | | | | | | |
| CON | 185 | | | | 6,000 | | | | | | | | |
| | | 1,402 | 2,277 | 3,277 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 12,956 | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 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

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLAN CENTER:

DOI:

IPD: 25

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

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

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|
| CON | NHPP | 2,713 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | | 2,712 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | | | 2,712 | | | | | | | | | | |
| CON | NHPP | | | | 2,713 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | | | 950 | | | | | | | | |
| CON | STU | | | | | | 950 | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | | | | | | 145 | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STP | | | | | | | 805 | | | | | | |
| CON | STU | | | | | | | | 950 | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| | | 2,713 | 2,712 | 2,712 | 2,713 | 950 | 950 | 950 | 950 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 10,850 | Total FY2025-2028 | | | 3,800 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92147 *Broad St over Loading Dock (Bridge)*

LIMITS: North of Callohill Road to Noble Street on Broad Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

SD bridge breakout project from MPMS #88706.

Broad Street o/ Reading RR

Bridge Replacement

City of Philadelphia

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| CON | STP* | 145 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU* | 1,453 | | | | | | | | | | | |
| CON | STU* | | 7,402 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU* | | | 2,000 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU* | | | | 1,000 | | | | | | | | |
| | | 1,598 | 7,402 | 2,000 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 12,000 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: 0.1 mile SE 29th Street, Philadelphia

D6 Est Let: Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 26

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| FD | STP | 1,188 | | | | | | | | | | | | | | |
| FD | 185 | 297 | | | | | | | | | | | | | | |
| ROW | STP | | 617 | | | | | | | | | | | | | |
| ROW | 185 | | 154 | | | | | | | | | | | | | |
| UTL | STP | | 761 | | | | | | | | | | | | | |
| UTL | 185 | | 190 | | | | | | | | | | | | | |
| CON | STP | | | | | 7,281 | | | | | | | | | | |
| CON | 185 | | | | | 1,820 | | | | | | | | | | |
| | | 1,485 | 1,722 | 0 | 0 | 0 | 9,101 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | 3,207 | | Total FY2025-2028 | | | | 9,101 | | | | Total FY2029-2032 | | 0 |

MPMS# 92809 *Roosevelt Blvd Exit (Bridge)*

LIMITS: Roosevelt Boulevard exit at PA 611/Broad Street

D6 Est Let: 2/15/2021 Est Let Date: 6/24/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------------|--------------|----------|--------------------------|----------|----------|----------|----------|----------|----------|----------|--------------------------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| FD | TOLL | | | | | | | | | | | | | | | |
| FD | NHPP* | 835 | | | | | | | | | | | | | | |
| ROW | NHPP | 48 | | | | | | | | | | | | | | |
| ROW | 185 | 12 | | | | | | | | | | | | | | |
| UTL | NHPP | 239 | | | | | | | | | | | | | | |
| UTL | 185 | 60 | | | | | | | | | | | | | | |
| CON | NHPP | 4,370 | | | | | | | | | | | | | | |
| CON | BRIP | | 4,203 | | | | | | | | | | | | | |
| | | 5,564 | 4,203 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | 9,767 | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96109 City ADA Ramps Project

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | STU | 21 | | | | | | | | | | | | | |
| PE | LOC | 5 | | | | | | | | | | | | | |
| CON | STU | | | | | | | | | | | | | | |
| CON | STU | | | | | | | | | | | | | | |
| | | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 26 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

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

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has now advanced the retiming of over 30 corridors with local, state and federal funding, with at least 4 more currently pending.

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

- 22nd St - Clearfield to College.
- 22nd St - Mifflin to Federal.
- 48th St - Wyalusing to Fairmount.
- 57th St - Lansdowne to Baltimore.
- 70th St - Essington to Greenway.
- Adams Ave - Rising Sun Plaza to Whitaker.
- Buist Ave - 73rd to 61st.
- Castor Ave - Comley to St. Vincent.
- Cecil B Moore Ave - 32nd to 8th.
- Cedar Ave - 52nd to Cobbs Creek.
- Cheltenham Ave - Ivy Hill to Pittville.
- Chester Ave - 47th to 57th.
- Christian St - Grays Ferry to 15th.
- Diamond St - 31st to 5th.
- Elmwood Ave - 73rd to 57th.
- Front St - Berks to York.
- Johnston - Chew to Lincoln.
- Kingsessing Ave - 46th to 65th.
- Monument Ave - Ford to Target.
- Moyamensing Ave - Federal to Mifflin.
- Oxford Ave - Frankford to Sanger.
- Rhawn St - Revere to Cresco.
- Springfield Ave - 47th to 60th.
- Summerdale Ave - Pratt to Oxford.
- Washington Ln - Morton to Limekiln.
- Wayne Ave - Windrim to Walnut.

Additional corridors may be added as funding allows and as new priorities are identified.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PRA | CAQ | | 1,000 | | | | | | | | | | | | |
| | | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98229 59th Street over AMTRAK (Bridge)

LIMITS: 59th Street over AMTRAK

Est Let Date: 4/17/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:TBD

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 23

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

The current structure was built in 1926, and consists of a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch superstructure atop reinforced concrete abutment and pier substructures. The anticipated work includes demolition and removal of the existing superstructure and portions of the existing reinforced concrete abutments & piers and construction of a new steel multi-girder bridge with reinforced concrete composite deck atop reinforced concrete abutments and piers; as well as roadway approach reconstruction and repaving, curb and sidewalk reconstruction, streetlighting improvements, ADA accessibility improvements, railroad electric traction (ET) system modification and utility relocations, and other related work.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| FD | 183 | 800 | | | | | | | | | | | |
| FD | LOC | 200 | | | | | | | | | | | |
| UTL | 183 | | | | 2,828 | | | | | | | | |
| UTL | LOC | | | | 707 | | | | | | | | |
| UTL | 183 | | | | | 2,828 | | | | | | | |
| UTL | LOC | | | | | 707 | | | | | | | |
| CON | STP | | | | | | | | | 11,843 | | | |
| CON | STU | | | | | | | | | 12,520 | | | |
| CON | 183 | | | | | | | | | 4,568 | | | |
| CON | LOC | | | | | | | | | 1,523 | | | |
| | | 1,000 | 0 | 0 | 3,535 | 3,535 | 0 | 0 | 0 | 0 | 30,454 | 0 | 0 |
| | | Total FY2021-2024 | | | 4,535 | Total FY2025-2028 | | | 3,535 | Total FY2029-2032 | | | 30,454 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98230 *Tabor Road over Tacony Creek (Bridge)*

LIMITS: Tabor Road over Tacony Creek

D6 Est Let: 11/25/2021 Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 29

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

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

The bridge carrying Tabor Road over Tacony Creek is a three span, non-composite, adjacent box beam bridge that was built in 1957. Anticipated work includes demolition and replacement of the superstructure; rehabilitation of the existing reinforced concrete abutments, wingwalls, and piers; full depth pavement reconstruction of the bridge approaches; replacement of the parapet, railing, curb and sidewalk; reconstruction of ADA curb ramps; coordinated relocation of utility facilities; and other miscellaneous construction. Construction will be staged, allowing the bridge to remain open for traffic and avoiding the need for a lengthy detour. Temporary pedestrian and multi-use trail detours may be required.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| FD | 183 | | 152 | | | | | | | | | | |
| FD | LOC | | 38 | | | | | | | | | | |
| UTL | STP | | 437 | | | | | | | | | | |
| UTL | LOC | | 109 | | | | | | | | | | |
| CON | STU | | 3,496 | | | | | | | | | | |
| CON | 183 | | 655 | | | | | | | | | | |
| CON | LOC | | 218 | | | | | | | | | | |
| CON | STP | | | 496 | | | | | | | | | |
| CON | 183 | | | 93 | | | | | | | | | |
| CON | LOC | | | 31 | | | | | | | | | |
| CON | STP | | | | 3,000 | | | | | | | | |
| CON | 183 | | | | 562 | | | | | | | | |
| CON | LOC | | | | 187 | | | | | | | | |
| | | 0 | 5,105 | 620 | 3,749 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 9,474 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 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 Barnes Street

D6 Est Let: Est Let Date: 6/10/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD: 20

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G, 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Barnes Street in Philadelphia's East Falls and Wissahickon neighborhoods. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion, Geometric changes to a traffic island to reduce the turning radius for vehicles, Left turn lanes, A raised intersection, Bumpouts and medians, including sidewalk and ADA ramps, Roadway lighting, A shared-use bicycle and pedestrian path, High-friction surface treatments on horizontal curves, Pavement markings and signing, speed reduction pavement markings, Electronic speed feedback signs, Delineators and updated guide rail, Philadelphia Water Department drainage and water relocation, Interconnected and coordinated traffic signals, and Upgraded traffic signals including new mast arms, signal heads, pre-emption equipment, timing optimization with video and radar detection, and the addition of pedestrian countdown timers and accessible signals.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|------------|---------------|----------|--------------------------|----------|----------|----------|----------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | |
| CON | HSIP | 13,881 | | | | | | | | | | | |
| CON | HSIP | | 189 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| | | 13,881 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 14,070 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103563 I-95: Delaware Avenue Extension (BS5)

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

D6 Est Let: 10/15/2023 Est Let Date: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class:

PennDOT Improvement:

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

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ROW | NHPP | 3,819 | | | | | | | | | | | |
| ROW | 581 | 424 | | | | | | | | | | | |
| ROW | NHPP | | 3,819 | | | | | | | | | | |
| ROW | 581 | | 424 | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | NHPP | | | 2,628 | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | NHPP | | | | 3,000 | | | | | | | | |
| CON | NHPP | | | | | 8,291 | | | | | | | |
| CON | 581 | | | | | 2,073 | | | | | | | |
| CON | NHPP | | | | | | 10,914 | | | | | | |
| CON | 581 | | | | | | 2,728 | | | | | | |
| CON | NHPP | | | | | | | 10,914 | | | | | |
| CON | 581 | | | | | | | 2,728 | | | | | |
| CON | NHPP | | | | | | | | 10,914 | | | | |
| CON | 581 | | | | | | | | 2,728 | | | | |
| CON | NHPP | | | | | | | | | 10,914 | | | |
| CON | 581 | | | | | | | | | 2,728 | | | |
| CON | NHPP | | | | | | | | | | 10,914 | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

| | | | | | | | | | | | | | |
|----------|--------------------------|-------|---------------|-------|--------------------------|--------|---------------|--------|--------------------------|--------|---------------|--------|--------|
| CON 581 | | | | | | | | | | | 2,728 | | |
| CON NHPP | | | | | | | | | | | | 13,537 | |
| CON 581 | | | | | | | | | | | | 3,383 | |
| | 4,243 | 4,243 | 2,628 | 3,000 | 0 | 10,364 | 13,642 | 13,642 | 13,642 | 13,642 | 13,642 | 13,642 | 16,920 |
| | Total FY2021-2024 | | 14,114 | | Total FY2025-2028 | | 37,648 | | Total FY2029-2032 | | 57,846 | | |

MPMS# 105092 Citywide Resurfacing 104

LIMITS: City of Philadelphia

D6 Est Let:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|------------|--------|--------------------------|--------|----------|--------|--------------------------|--------|----------|--------|
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | 100 | | | | | | | | | | |
| CON | LOC | | 25 | | | | | | | | | | |
| | | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 125 | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105290 Ben Franklin Bridge Eastbound Operational Improvements

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Center

DOI: No

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 14A

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

This project will improve traffic operations on the eastbound approaches to the Benjamin Franklin Bridge, and improve the safety and connectivity of the pedestrian and bicycle facilities within the approach areas.

Currently, eastbound traffic enters onto the bridge from three local streets; Sixth Street, Race Street (SR 3032) and Fifth Street, Three or four lanes are provided on the bridge in the eastbound direction, depending on the configuration of the movable barrier. Three travel lanes are available during the morning peak period and four travel lanes during the evening peak period. Existing operations create vehicular conflicts, reduced speeds and congestion created by high volumes.

Pedestrians and bicycles within the vicinity of the eastbound approach are confronted with several, uninterrupted traffic streams and a lack of clearly defined crossings. Pedestrians and bicycles destined for the bridge or the Philadelphia Plaza use inappropriate routes, creating conflicts with vehicular traffic.

Proposed improvements include realigning the Fifth Street approach north of Race Street to intersect with the Race Street approach at a new, signalized intersection. Shifting the Fifth Street intersection to the west can improve the turning radius for larger vehicles, and eliminate the need to dedicate Lane 7 on the Bridge for the exclusive use of the Fifth Street approach. A mountable concrete island is proposed to separate the Fifth Street/Race Street approach from the Sixth Street approach. Proposed improvements also include signage to direct pedestrians and bicycles to appropriate routes, and barriers to reduce potential conflicts with vehicular traffic.

Related to MPMS #72597

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|------------|------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|--------------|--------------|
| PE | STP | 347 | | | | | | | | | | | | |
| PE | 581 | 86 | | | | | | | | | | | | |
| PE | STP | | 347 | | | | | | | | | | | |
| PE | 581 | | 86 | | | | | | | | | | | |
| FD | STU | | | 783 | | | | | | | | | | |
| FD | 581 | | | 196 | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | | |
| ROW | STP | | | | 35 | | | | | | | | | |
| CON | 581 | | | | | | | | | | | | 6,511 | |
| | | 433 | 433 | 979 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,511 | |
| | | Total FY2021-2024 | | | 1,880 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 6,511 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105488 Citywide Resurfacing 105

LIMITS: City of Philadelphia

D6 Est Let: 2/15/2020 Est Let Date: 1/15/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

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

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

Potential candidates for this resurfacing package include:

- Chestnut Hill Avenue, Seminole St. to Bethlehem Pike
- Seminole Avenue, Chestnut Hill Ave to St. Martins Ln.
- St. Martins Lane., Highland Ave. to Mermaid Ln.
- Mermaid Lane, St. Martins Ln. to McCallum St.
- McCallum Street, Mermaid Ln. to Allens Ln.
- Germantown Avenue, Bethlehem Pike to Rex Ave.
- Bells Mill Road, Germantown Ave. to Stenton Ave

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|------------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU* | 1,000 | | | | | | | | | | | | |
| CON | STU* | | 234 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| | | 1,000 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,234 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105853 Lindbergh Boulevard Trail Cobbs Creek Segment B

New

LIMITS: Philadelphia

Est Let Date: 4/22/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class:

PennDOT Improvement:

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

Modifications will include:

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

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | CAQ | | 1,883 | | | | | | | | | | | |
| | | 0 | 1,883 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,883 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: I-676 Interchange to south of Washington Ave

D6 Est Let: Est Let Date: 9/20/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R4

PLAN CENTER:

DOI: No

IPD: 17

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 10A

PennDOT Class:

PennDOT Improvement:

This project creates an innovative complex of a cap structure, viaduct, road, and trail structures that re-establish a strong connection between central Philadelphia and its waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. The new cap/bridge structure will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets, providing more direct access to the waterfront.

The scope of this project includes 5 major components: 1) replacing and expanding the existing cap/bridge structure near Penn's Landing and constructing a new, extended cap/bridge structure which will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets for pedestrian and vehicular use (note the current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut Street span Columbus Boulevard); 2) extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing; 3) reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing; 4) constructing a section of the Delaware River Trail along Christopher Columbus Boulevard; and 5) inspection and repairs of underwater concrete piles located in the Penn's Landing area.

Note that \$60 million local funds will be provided by the City of Philadelphia via bonding for structure construction, and a series of private contributions will be made available for the project: \$25 million for amenities; and \$20 million for reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|-------------------|---------|---------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| UTL | NHPP | 1,061 | | | | | | | | | | | |
| CON | NHPP | 5,000 | | | | | | | | | | | |
| CON | SPK-STP | 4,500 | | | | | | | | | | | |
| CON | SPK-STP | | 17,000 | | | | | | | | | | |
| CON | NHPP | | 29,552 | | | | | | | | | | |
| CON | BRIP | | 17,000 | | | | | | | | | | |
| CON | LOC | | 60,000 | | | | | | | | | | |
| CON | PRIV | | 21,000 | | | | | | | | | | |
| CON | PRIV | | 20,000 | | | | | | | | | | |
| CON | PRIV | | 4,000 | | | | | | | | | | |
| CON | SPK-STP | | | 24,500 | | | | | | | | | |
| CON | STU | | | 5,000 | | | | | | | | | |
| CON | CAQ | | | | 17,000 | | | | | | | | |
| CON | STU | | | | 2,000 | | | | | | | | |
| CON | SPK-STP | | | | 20,000 | | | | | | | | |
| CON | SPK-STP | | | | | 10,000 | | | | | | | |
| CON | STU | | | | | 9,903 | | | | | | | |
| CON | SPK-STP | | | | | | 10,000 | | | | | | |
| CON | STP | | | | | | 3,936 | | | | | | |
| CON | STU | | | | | | 7,967 | | | | | | |
| CON | STP | | | | | | | | | 12,499 | | | |
| CON | STU | | | | | | | | | 34,949 | | | |
| | | 10,561 | 168,552 | 29,500 | 39,000 | 19,903 | 21,903 | 0 | 0 | 47,448 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 247,613 | | Total FY2025-2028 | | 41,806 | | Total FY2029-2032 | | 47,448 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106708 I-95 Planning Assistance

LIMITS: I-95 Corridor Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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.

The new MPMS # for this project is MPMS #115972.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PRA | NHPP | 80 | | | | | | | | | | | | | |
| PRA | 581 | 20 | | | | | | | | | | | | | |
| PRA | NHPP | | | 80 | | | | | | | | | | | |
| PRA | 581 | | | 20 | | | | | | | | | | | |
| PRA | NHPP | | | | 80 | | | | | | | | | | |
| PRA | 581 | | | | 20 | | | | | | | | | | |
| | | 100 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 300 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106993 Frankford Ave Signal Improvements

LIMITS: Girard Avenue to Knights Road **D6 Est Let:** Est Let Date: 6/24/2021
IMPROVEMENT Intersection/Interchange Improvements **NHPP:**
MUNICIPALITIES: Philadelphia City **FC:** AQ Code:2025M
PLAN CENTER: **DOI:** No IPD: 28
PROJECT MANAGER: Traff/A. Patel **CMP:** Minor SOV Capacity CMP Subcorridor(s): 4B
PennDOT Class: **PennDOT Improvement:**

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|--------------------------|-------|----------------------------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|--------------------------|--|----------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| PE | TOLL | | | | | | | | | | | | | | | |
| PE | HSIP | | 180 | | | | | | | | | | | | | |
| CON | Shsip | | 2,455 | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | |
| | | 0 | 2,635 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Total FY2021-2024 | | 2,635 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 | |

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

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

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | TAU | | 400 | | | | | | | | | | | | | |
| | | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Total FY2021-2024 | | 400 | | | Total FY2025-2028 | | | | 0 | | | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Stephen Girard Elementary School and Southwark School

D6 Est Let: 10/15/2021

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 26

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6C

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAU | 1,120 | | | | | | | | | | | | |
| | | 1,120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,120 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

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

LIMITS: Philadelphia to Montgomery County

D6 Est Let: Est Let Date: 12/12/2019

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 17

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TAU | 390 | | | | | | | | | | | | |
| | | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 390 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: High priority bicycle corridors throughout the City

D6 Est Let: 8/15/2020

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 25

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will fund construction of bicycle facility improvements throughout the City of Philadelphia (various locations). It proposes to convert over 15 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 18 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. Parkside Avenue: 52nd - Girard
2. 11st Street: Bainbridge - Reed; Reed Street: 11th-10th
3. Civic Center Boulevard: Convention - Health Sciences Dr
4. 30th Street: Market - Chestnut
5. N 33rd Street: Girard - Oxford
6. South Street Bridge
7. N 34th Street: Bridge over Amtrak - Zoo Trail
8. 13th Street: South to Chestnut, Filbert to Buttonwood; 10th Street: Filbert to Chestnut, Sansom to Locust, Callowhill to Vine
9. Walnut Street: 23rd to 63rd
10. Passyunk Ave: 61st - Oregon; Oregon/Vare: Passyunk to 22nd
11. Rhawn: Rowland - Lexington; Rowland: Rhawn - Ryan
12. 22nd Street: Race - Spring Garden
13. 2nd Street: Spring Garden - Race
14. Florist Street: 2nd - 4th
15. Race Street: 5th - 2nd
16. 5th Street: Spring Garden - Callowhill, Race - Market; 6th Street: Spring Garden - Market; Arch Street: 5th - 6th
17. Grays Ferry Ave: Fed Ex Dr - Washington
18. Walnut Lane: Magdalena - Johnson

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAU | 300 | | | | | | | | | | | | |
| | | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 300 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107631 *Navy Yard Contra Flow Loop Shuttle*

LIMITS: AT&T station and Navy Yard station Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/R.Gallagher

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will increase shuttle service between the Navy Yard and AT&T Station to 11 minute headways by adding a second loop shuttle for service throughout the day.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | CAQ | 416 | | | | | | | | | | | | |
| | | 416 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 416 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 107632 *Fox Chase Lorimer Trail(L)*

LIMITS: Fox Chase SEPTA station, Philadelphia

Est Let Date: 4/14/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:R6.01

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class:

PennDOT Improvement:

This project will add 0.5 mile to a multi-use trail system that connects to the Fox Chase SEPTA station.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | CAQ | | 1,485 | | | | | | | | | | | |
| | | 0 | 1,485 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,485 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107654 *Advancing CNG in Philadelphia*

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class:

PennDOT Improvement:

The proposed project is the purchase of 25 Compressed Natural Gas (CNG) Refuse Haulers (Trash Trucks) in the City of Philadelphia, Philadelphia County. Nine (9) of the vehicles will be purchased with federal funds while the remaining 16 vehicles will be covered by local funds from the City of Philadelphia. The City of Philadelphia Fleet division will be replacing diesel engines that have high emissions with new CNG engines that have lower emissions. Fueling station will be at Balfour and Venango St.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | CAQ | 2,000 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| | | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 107803 *2016 Phila Co ADA Ramps*

New-B

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traffic/F.Hanney

CMP:

PennDOT Class:

PennDOT Improvement:

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 150 | | | | | | | | | | | | |
| CON | 581 | | | | | | 941 | | | | | | | |
| | | 150 | 0 | 0 | 0 | 0 | 941 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 150 | Total FY2025-2028 | | | | 941 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 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

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

PennDOT Class:

PennDOT Improvement:

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| CON | 411 | 626 | | | | | | | | | | | | |
| CON | LOC | 188 | | | | | | | | | | | | |
| | | 814 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 814 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108090 *Citywide Resurfacing 106*

LIMITS: City of Philadelphia

D6 Est Let: Actl Let Date: 6/6/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD: 29

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

Streets/Project Boundaries:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|--|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | STU | 50 | | | | | | | | | | | | | |
| PE | LOC | 13 | | | | | | | | | | | | | |
| PE | STU | | 350 | | | | | | | | | | | | |
| PE | LOC | | 88 | | | | | | | | | | | | |
| CON | STP* | 5,013 | | | | | | | | | | | | | |
| CON | LOC | 1,253 | | | | | | | | | | | | | |
| | | 6,329 | 438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 6,767 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS: City of Philadelphia

D6 Est Let: Est Let Date: 5/20/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD: 25

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Roadway surface conditions along the project's street sections have deteriorated over time due to traffic, weather conditions, and utility excavations. As such, the primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

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

Streets included in this resurfacing package include:

- Minerva Street (G184) from Umbria Street to Shawmont Avenue
- Morris Street (G012) from Front Street to 34th Street
- Race Street (G010) from Benjamin Franklin Parkway to Broad Street
- Race Street (G010) from 6th Street to 2nd Street
- Red Lion Road (G164) from Verree Road to Roosevelt Boulevard
- Shawmont Avenue (G184) from Minerva Street to Ridge Avenue
- Tasker Street (G014) from Front Street to 34th Street
- Umbria Street (G184) from Leverington Avenue to Minerva Street
- Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| CON | STP | 1,045 | | | | | | | | | | | |
| CON | LOC | 400 | | | | | | | | | | | |
| CON | STU | | 1,627 | | | | | | | | | | |
| CON | LOC | | 406 | | | | | | | | | | |
| CON | STU | | | 2,654 | | | | | | | | | |
| CON | LOC | | | 662 | | | | | | | | | |
| CON | STU | | | | 5,182 | | | | | | | | |
| CON | LOC | | | | 889 | | | | | | | | |
| CON | STU | | | | | 1,097 | | | | | | | |
| CON | LOC | | | | | 274 | | | | | | | |
| CON | STU | | | | | | 348 | | | | | | |
| CON | LOC | | | | | | 225 | | | | | | |
| CON | LOC | | | | | | | 750 | | | | | |
| | | 1,445 | 2,033 | 3,316 | 6,071 | 1,371 | 573 | 750 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 12,865 | | Total FY2025-2028 | | 2,694 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108095 Citywide Resurfacing 108

LIMITS: City of Philadelphia

D6 Est Let: Est Let Date: 7/23/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD: 27

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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

Streets/Project Boundaries:

- Presidential Boulevard (G140) from Neill Drive to City Avenue
- Neill Drive (G140) from Falls Road to Presidential Boulevard
- Falls Road (G140) from Martin Luther King Jr. Drive to Neill Drive
- Martin Luther King Jr. Drive (G079) from Falls Bridge to Benjamin Franklin Parkway
- Wister Street (G117) from Germantown Avenue to Belfield Avenue
- Main Street (G076/G114) from Leverington Avenue to Ridge Avenue
- Shurs Lane (G111) from Main Street to Ridge Avenue
- Domino Lane (G139) from Umbria Street to Valley Avenue
- Valley Avenue (G138) from Wigard Avenue to Henry Avenue
- Windrim Avenue (G083) from Wanye Avenue to Fisher Avenue
- Spruce Street (G066) from 63rd Street to South Street
- South Street (G018) from Conventions Avenue to 33rd Street
- 34th Street (G051) from Spruce Street to Walnut Street

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|------------|----------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | STU | 7,490 | | | | | | | | | | | | |
| CON | STP | 2,948 | | | | | | | | | | | | |
| CON | LOC | 2,609 | | | | | | | | | | | | |
| CON | STU | | 92 | | | | | | | | | | | |
| CON | LOC | | 22 | | | | | | | | | | | |
| CON | STU | | | | | 1 | | | | | | | | |
| CON | LOC | | | | | 1 | | | | | | | | |
| | | 13,047 | 114 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 13,161 | Total FY2025-2028 | | | | 2 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS: City of Philadelphia

D6 Est Let: 11/5/2021 Est Let Date: 1/13/2022

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Dock Street, Spruce Street, 38th Parallel Place and Front Street are all Federal Aid Network segments surfaced with historic granite block or "Belgian Block" pavers. All street segments will have granite block reset and regouted as needed along with necessary base repairs and accessibility improvements. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade noncompliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Dock Street (G307/G710) from 2nd Street to Christopher Columbus Boulevard

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

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

Front Street (G005) from Vine Street to Ellen Street

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | TOLL | | | | | | | | | | | | |
| PE | STU | 230 | | | | | | | | | | | |
| CON | STU | | 2,272 | | | | | | | | | | |
| CON | LOC | | 568 | | | | | | | | | | |
| CON | STU | | | 1,822 | | | | | | | | | |
| CON | LOC | | | 455 | | | | | | | | | |
| CON | STU | | | | 2,272 | | | | | | | | |
| CON | LOC | | | | 568 | | | | | | | | |
| CON | STU | | | | | 450 | | | | | | | |
| CON | LOC | | | | | 112 | | | | | | | |
| | | 230 | 2,840 | 2,277 | 2,840 | 562 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 8,187 | Total FY2025-2028 | | | 562 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108098 Citywide ADA Ramps 2

LIMITS: City of Philadelphia

D6 Est Let: Est Let Date: 6/24/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| FD | TOLL | | | | | | | | | | | | |
| FD | STU | 75 | | | | | | | | | | | |
| FD | STU | | 200 | | | | | | | | | | |
| CON | STP | 2,214 | | | | | | | | | | | |
| CON | LOC | 553 | | | | | | | | | | | |
| CON | STU | | 381 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | LOC | | 95 | | | | | | | | | | |
| CON | STU | | | 2,000 | | | | | | | | | |
| | | 2,842 | 676 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 5,518 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS: Falls Road Bridge

D6 Est Let: 9/16/2022 Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:TBD

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

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

PennDOT Class:

PennDOT Improvement:

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------------|--------|--------------------------|--------|-----------|--------|--------------------------|--------|---------------|--------|
| FD | 183 | 518 | | | | | | | | | | | |
| FD | LOC | 129 | | | | | | | | | | | |
| FD | 183 | | 500 | | | | | | | | | | |
| FD | LOC | | 125 | | | | | | | | | | |
| UTL | 183 | | | | | 48 | | | | | | | |
| UTL | LOC | | | | | 12 | | | | | | | |
| CON | STP | | | | | | | | | 6,875 | | | |
| CON | STU | | | | | | | | | 2,801 | | | |
| CON | 183 | | | | | | | | | 1,814 | | | |
| CON | LOC | | | | | | | | | 604 | | | |
| CON | STP | | | | | | | | | | 9,676 | | |
| CON | 183 | | | | | | | | | | 1,814 | | |
| CON | LOC | | | | | | | | | | 604 | | |
| | | 647 | 625 | 0 | 0 | 60 | 0 | 0 | 0 | 12,094 | 12,094 | 0 | 0 |
| | | Total FY2021-2024 | | 1,272 | | Total FY2025-2028 | | 60 | | Total FY2029-2032 | | 24,188 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108129 *MLK Drive over Schuylkill River (Bridge)*

LIMITS: MLK Drive

D6 Est Let: 12/15/2021 Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

PennDOT Class:

PennDOT Improvement:

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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | BRIP | | 19,000 | | | | | | | | | | |
| | | 0 | 19,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 19,000 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Market Street and Walnut Street

Est Let Date: 2/20/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: TSS/Gannett/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

PennDOT Class:

PennDOT Improvement:

The purpose of the project is to rehabilitate the 30th Street Viaduct over 30th Street Lower between Market Street and Walnut Street to extend the useful life of the bridge. Work is planned to include deck replacement, superstructure and substructure cleaning & repair, and possible further rehabilitation. The underside of the bridge superstructure will be cleaned and repainted, with steel repairs as necessary. The bridge's drainage system will also be replaced and upgraded as needed. Recent bridge repairs have revealed accelerated deterioration of the structure, which will continue to worsen without rehabilitation, and could result in eventual weight restrictions or closure. Recent high-density development in the area has increased use of the viaduct, and pending future developments in the 30th Street Station area will further increase its importance, making future restrictions or closures highly disruptive.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | BOF | 848 | | | | | | | | | | | |
| PE | 183 | 159 | | | | | | | | | | | |
| PE | LOC | 53 | | | | | | | | | | | |
| PE | BOF | | 848 | | | | | | | | | | |
| PE | 183 | | 159 | | | | | | | | | | |
| PE | LOC | | 53 | | | | | | | | | | |
| FD | BOF | | 453 | | | | | | | | | | |
| FD | 183 | | 84 | | | | | | | | | | |
| FD | LOC | | 28 | | | | | | | | | | |
| FD | BOF | | | 453 | | | | | | | | | |
| FD | 183 | | | 84 | | | | | | | | | |
| FD | LOC | | | 28 | | | | | | | | | |
| UTL | BOF | | | | 46 | | | | | | | | |
| UTL | 183 | | | | 9 | | | | | | | | |
| UTL | LOC | | | | 3 | | | | | | | | |
| CON | BOF | | | | | 5,951 | | | | | | | |
| CON | 183 | | | | | 1,115 | | | | | | | |
| CON | LOC | | | | | 371 | | | | | | | |
| CON | BOF | | | | | | 5,951 | | | | | | |
| CON | 183 | | | | | | 1,115 | | | | | | |
| CON | LOC | | | | | | 371 | | | | | | |
| | | 1,060 | 1,625 | 565 | 58 | 0 | 7,437 | 7,437 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 3,308 | | Total FY2025-2028 | | 14,874 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Christian Street to 34th Street

Est Let Date: 5/6/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 19

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

PennDOT Class:

PennDOT Improvement:

This section of the Schuylkill River Trail (SRT) will close a trail gap that exists between the Trail's current terminus at Christian Street to the beginning of the next Trail segment at 34th Street, known as the Grays Ferry Crescent. Sponsored by the Schuylkill River Development Corporation (SRDC) in collaboration with the City of Philadelphia, this trail section parallels approximately 3,000 feet of the riverfront and is titled Christian to Crescent by SRDC. The Schuylkill River Park Trail is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River.

This project is one of several phases of the Schuylkill River Trail (SRT) which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. The SRT is a regional trail that connects Valley Forge National Historical Park to Historic Bartram's Garden has been constructed in segments through a variety of fund sources and other MPMS #'s including 70220, 68067, 81584, and 90144 and allows users to access work, school, shops, medical facilities and other services throughout Philadelphia. Filling the gap in this regionally vital trail makes the entire system more valuable. It opens trips from rural and suburban areas that surround Philadelphia to cultural destinations, like Historic Bartram's Garden. It creates safer connections for students and employees who live in Center City and commute to the University of Pennsylvania's Pennovation Center in Grays Ferry or the University of the Sciences in Southwest Philadelphia. Likewise, it will allow commuters and residents from Southwest Philadelphia to be able to more easily access Center City. It will encourage more individuals to walk or commute by bicycle, which many commuters avoid if a significant portion of the route is likely to be shared with vehicles. This expands the user base of the trail system and reduces vehicle traffic on crowded streets and highways during peak traffic hours.

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according to the 2016 American Community Survey.

This project has been awarded \$12,000,000 in Federal TIGER 9 funding. \$1,000,000 provided by DCNR is listed as "Other" funding in FY19 (\$500,000) and FY20 (\$500,000)

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|-------|----------------------------|----------|---------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TIGER | 12,000 | | | | | | | | | | | |
| CON | CAQ | 2,292 | | | | | | | | | | | |
| CON | OTH | 3,227 | | | | | | | | | | | |
| CON | OTH | 8,099 | | | | | | | | | | | |
| CON | LOC | 16,695 | | | | | | | | | | | |
| | | 42,313 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 42,313 | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110781 *Renewing Philadelphia's Historic Streets*

LIMITS: Thomas Paine Place Philadelphia, PA

Est Let Date: 8/20/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The project involves full restoration of and ADA improvements to Thomas Paine Place, a granite block paved street listed as part of the City's Historic Street Paving Thematic District and located in the Society Hill National Register District.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | TAU | 777 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | TAU | | 134 | | | | | | | | | | |
| | | 777 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | | |
| | | 911 | | | 0 | | | | 0 | | | | |

MPMS# 110782 *Historic Shawmont Station*

LIMITS: Shawmont Avenue, Philadelphia

Est Let Date: 8/6/2020

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M8

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The restoration of the Historic Shawmont Station will repair a nearly 200-year-old, nationally significant building, add interpretative signage, and improve public access and safety at this important site, while enhancing the Schuylkill River Trail.

2018 TA set aside regionally selected project, award amount \$1,000,000 - Line Item MPMS# 64984

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAU | 1,000 | | | | | | | | | | | |
| | | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | | |
| | | 1,000 | | | 0 | | | | 0 | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110958 *Castor Avenue Roundabout*

LIMITS: Castor Avneue (SR 1005) and Wyoming Avenue

D6 Est Let: 11/15/2021 Est Let Date: 6/24/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| UTL | TOLL | | | | | | | | | | | | | | |
| UTL | HSIP | 20 | | | | | | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | | | |
| UTL | sHSIP | 46 | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | sHSIP | | | 262 | | | | | | | | | | | |
| CON | sHSIP | | | 500 | | | | | | | | | | | |
| | | 66 | 0 | 762 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 828 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 111062 *University Avenue and I-76 Off Ramp Intersection Safety Improvements*

LIMITS: University Avenue at Ramp EX 41 76E/Civic Cen

D6 Est Let: 6/15/2020

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project involves intersection improvements including re-aligning the ramp coming off I-76 EB, pedestrian improvements, and upgrades to mast arms.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | HSIP | | | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111194 *Castor Avenue Corridor Safety Improvements*

LIMITS: Castor Ave from Comly to Rhawn Ave

D6 Est Let: 8/15/2020 Est Let Date: 3/3/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

PennDOT Class:

PennDOT Improvement:

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|--------------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | HSIP | | 195 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | 900 | | | | | | | | | | | |
| CON | HSIP | | | 34 | | | | | | | | | | |
| CON | HSIP | | | | 250 | | | | | | | | | |
| CON | HSIP | | | | | 250 | | | | | | | | |
| CON | HSIP | | | | | | 1,380 | | | | | | | |
| | | 0 | 1,095 | 34 | 250 | 250 | 1,380 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,379 | | Total FY2025-2028 | | | 1,630 | | Total FY2029-2032 | | 0 |

MPMS# 111496 *Franklin Square Pedestrian Access Project*

LIMITS: Race Street: 6th St. - 8th St.

D6 Est Let: 8/20/2021 Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A, 14A

PennDOT Class:

PennDOT Improvement:

This project will construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAU | | | 850 | | | | | | | | | | |
| CON | TAP | | | | 432 | | | | | | | | | |
| | | 0 | 0 | 850 | 432 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,282 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111500 *Manayunk Canal Masonry Wall Restoration*

LIMITS: Manayunk Lower Locks (69 and 70)

Est Let Date: 4/27/2023

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

PennDOT Class:

PennDOT Improvement:

Funds for this project will go to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | TAP | | | 500 | | | | | | | | | | | |
| CON | TAP | | | | 500 | | | | | | | | | | |
| | | 0 | 0 | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 111501 *Broad & Locust Modified Urban Intersection*

LIMITS:

Est Let Date: 2/24/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

PennDOT Class:

PennDOT Improvement:

This project involves the construction of a modified urban intersection at Broad and Locust Streets, replicating completed construction at Broad and Chestnut and Walnut Streets to improve ADA accessibility, safety, and the aesthetics of the public realm.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | TAP | 500 | | | | | | | | | | | | | |
| CON | TAP | | 500 | | | | | | | | | | | | |
| | | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: West Girard Avenue to Cecil B. Moore Avenue

Est Let Date: 8/6/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class:

PennDOT Improvement:

This project will increase pedestrian safety on North Broad Street with the installation of medians from West Girard Avenue to Cecil B. Moore Avenue. This funding supplements the Regional TA selection of \$300,000.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | 700 | | | | | | | | | | | |
| | | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | | |
| | | 700 | | | 0 | | | | 0 | | | | |

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

LIMITS: 33rd and 32nd Streets

Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

PennDOT Class:

PennDOT Improvement:

Fund will go to construct a mid-block crosswalk across Chestnut Street between 33rd and 32nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | | | 500 | | | | | | | | | |
| CON | TAP | | | | 500 | | | | | | | | |
| | | 0 | 0 | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | | |
| | | 1,000 | | | 0 | | | | 0 | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Roosevelt Boulevard

D6 Est Let: 8/20/2021 Est Let Date: 1/13/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class:

PennDOT Improvement:

This project will construct six (6) sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct northbound Direct Bus station at Broad Street/Roosevelt Boulevard; make sidewalk improvements on Broad Street to improve pedestrian safety to the Broad Street Line.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | | 500 | | | | | | | | | | |
| CON | TAP | | | 500 | | | | | | | | | |
| | | 0 | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 1,000 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

MPMS# 111507 *Cramp Elementary School Traffic Safety Improvements*

LIMITS: Philadelphia's Fairhill Neighborhood

D6 Est Let: 8/20/2021 Est Let Date: 5/11/2023

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

PennDOT Class:

PennDOT Improvement:

Funding will establish a school slow zone near Cramp Elementary through traffic safety improvements, bumpouts & upgraded ADA ramps, speed cushions, signage, and upgraded crosswalks.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | | | 595 | | | | | | | | | |
| CON | TAP | | | | 400 | | | | | | | | |
| | | 0 | 0 | 595 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 995 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

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

D6 Est Let: 8/20/2021 Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C

PennDOT Class:

PennDOT Improvement:

This project will construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TAP | | | 497 | | | | | | | | | | |
| CON | TAP | | | | 500 | | | | | | | | | |
| | | 0 | 0 | 497 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 997 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

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

LIMITS: 52nd Street to Lapsley Lane

Est Let Date: 8/20/2020

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City; Lower Merion Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

PennDOT Class:

PennDOT Improvement:

Funding will provide for installation of new pedestrian lighting from 52nd Street to Lapsley Lane in the City of Philadelphia and Lower Merion Township, Montgomery County.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TAP | 431 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | TAP | | | 987 | | | | | | | | | | |
| | | 431 | 0 | 987 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,418 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111510 *Frankford & Belgrade Improvements*

LIMITS: Est Let Date: 3/25/2021
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: EE/DVRPC/D. Snyder **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 4B
PennDOT Class: **PennDOT Improvement:**

This project will fund improvements to the intersection of Frankford & Belgrade, including new traffic signals and pedestrian crosswalks, countdown timers, line striping, sidewalk repairs, and stormwater improvements.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | 300 | | | | | | | | | | | |
| | | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 300 | | | | 0 | | | | 0 | | | |

MPMS# 111511 *Riverfront Gateway Sidewalk Project*

LIMITS: I-95 from Callowhill Street to Oregon Avenue Est Let Date: 1/13/2022
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: EE/DVRPC/J. Banks **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 4B, 10A
PennDOT Class: **PennDOT Improvement:**

Funding will go to repair and replace damaged sidewalks with heavy pedestrian traffic under I-95.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAP | 682 | | | | | | | | | | | |
| CON | TAP | | 495 | | | | | | | | | | |
| | | 682 | 495 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 1,177 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111515 Cherokee Street Bridge over Valley Green Road

LIMITS: Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/10/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class:

PennDOT Improvement:

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered to be in poor condition due to substructure issues, and requires rehabilitation to remove its poor condition status and extend its useful life. Proposed construction includes demolition of the superstructure and portions of the existing abutments, substructure spall and crack repairs, partial abutment reconstruction, installation of new elastomeric bearings, construction of a new prestressed concrete multi-girder superstructure, installation of a new cast-in-place concrete deck and approach slabs, new sidewalks and parapets, stormwater improvements, approach roadway & sidewalk improvements, repairs to the adjacent stone stairway, and related construction.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | sSTP | 204 | | | | | | | | | | | | |
| FD | sSTP | | 136 | | | | | | | | | | | |
| CON | sSTP | | | 1,660 | | | | | | | | | | |
| | | 204 | 136 | 1,660 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,000 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 112030 PA Federal Lands Access Program Philadelphia Lindbergh(1)

LIMITS: 65th Street to 84th Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Kelley Yemen

CMP:

PennDOT Class:

PennDOT Improvement:

This project is to construct 2.1 miles of protected bicycle lanes along Lindbergh Boulevard in the City of Philadelphia from 65th Street to 84th Street.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | OTH-FED | | 41 | | | | | | | | | | | |
| CON | FLAP | | 185 | | | | | | | | | | | |
| CON | LOC | | 30 | | | | | | | | | | | |
| | | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 256 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112203 *Old City Market Street Vision Zero Improvements*

LIMITS: Market Street, from 6th to 2nd Street.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Removal of through lane (reduction from 4 lane to 3 lane section) in order to provide protected bike lanes and shortened ped crossing lengths.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------------|--------|--------------------------|--------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | 411 | | 565 | | | | | | | | | | | |
| CON | 411 | | 2,085 | | | | | | | | | | | |
| | | 0 | 2,650 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 2,650 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 112463 *ADA Ramps Center City Philadelphia*

LIMITS: Market, Chestnut, and Walnut Streets from Front Street to 7th Street in the Histo

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will involve the repair or reconstruction of damaged and or deteriorated ADA curb ramps in various historic districts in Philadelphia along Market, Chestnut, and Walnut Streets between the Delaware and Schuylkill River.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|------------|--------|--------------------------|--------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | STP | | 320 | | | | | | | | | | | |
| PE | 581 | | 80 | | | | | | | | | | | |
| | | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 400 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112500 Citywide Resurfacing 110

New-B

LIMITS: City of Philadelphia

Est Let Date: 3/16/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments except Barnett Street and Elbridge Street will be resurfaced with bituminous material and restriped. Barnett and Elbridge, currently existing concrete roadways, will receive base repair and will be considered for a possible asphalt overlay. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. Broad Street, Front Street, and portions of Belfield & Gray's Ferry Avenues are part of the National Highway System (NHS).

Streets included in this package include:

- North 2nd Street (G168) Old 2nd Street to Cheltenham Avenue (Minor Arterial)
- North 5th Street (G001) Luzerne Street to Roosevelt Boulevard (Minor Arterial)
- North 5th Street (G001) Spring Garden Street to Lehigh Avenue (Minor Arterial)
- 61st Street (G095) Passyunk Avenue to Lindbergh (Minor Arterial)
- 70th Street (G069) Essington Avenue to Cobbs Creek Parkway (City Limit) (Minor Arterial)
- Algon Avenue (G123) from Levick Street to Cottman Avenue (Minor Arterial)
- Barnett St (G060) from Tacony Street to Levick Street (Minor Arterial)
- Belfield Avenue (G248) from Old York Road to Baynton Street (Principal Arterial/Collector)
- North Broad Street (G703) Old York Road to Cheltenham Avenue (Principal Arterial)
- Byberry Road (G193/G197) Philmont Avenue to Roosevelt Boulevard (Minor Arterial)
- Elbridge Street (G060) Levick Street to New State Road (Minor Arterial)
- Front Street (G005) Oregon Avenue to Pattison Avenue (Principal Arterial)
- G Street (G495) from Hunting Park Avenue to Wyoming Avenue (Collector)
- Grays Ferry Avenue (G016/G021) South St. to 34th St. (Principal Arterial/Minor Arterial)
- Haldeman Avenue (G200) Red Lion Road to Bustleton Avenue (Collector)
- Lansdowne Avenue (G064) Cobbs Creek (City Limit) to Lancaster Avenue (Minor Arterial)
- Montgomery Drive (G082) Martin Luther King Jr. Dr. to Belmont Ave. (Minor Arterial)
- Powelton Avenue (G020) Market Street to 31st Street (Collector)
- Race Street (G010) from Broad Street to 8th Street (Minor Arterial)
- Rising Sun Avenue (G056/G003) from Broad Street to Luzerne Street (Collector)
- Rowland Avenue (G496) Cottman Avenue to Solly Avenue (Minor Arterial/Collector)
- South Street (G018) 27th Street to Broad Street (Minor Arterial)
- Woodland Ave. (G726/G097) Baltimore Ave to Grays Ferry Ave (Principal/Minor Arterial)
- Woodland Avenue (G097) South 49th Street to Island Avenue (Minor Arterial)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| PE | STP | 255 | | | | | | | | | | | | |
| PE | LOC | 64 | | | | | | | | | | | | |
| | | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 319 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112527 Citywide ADA Ramps 3

New-B

LIMITS: City of Philadelphia

Est Let Date: 7/13/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects – primarily Center City Signals NE Quad (MPMS# 70014), completed in 2017, and the cancelled Citywide Bumpouts project (MPMS# 64805) – as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|-------|
| PE | STP | | 490 | | | | | | | | | | | | |
| PE | LOC | | 122 | | | | | | | | | | | | |
| FD | STP | | | 235 | | | | | | | | | | | |
| FD | LOC | | | 59 | | | | | | | | | | | |
| CON | STP | | | | | | | | | 4,301 | | | | | |
| CON | LOC | | | | | | | | | 1,075 | | | | | |
| | | 0 | 612 | 294 | 0 | 0 | 0 | 0 | 0 | 5,376 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 906 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 5,376 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 114173 *Roosevelt Blvd Crossover Lanes*

LIMITS: Roosevelt Blvd

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

Roosevelt Blvd Crossover Lanes
Philadelphia
Modification of crossover lanes

This project will aim to improve traffic flow and reduce congestion for vehicles and buses along Roosevelt Boulevard. This will be accomplished through modifying crossovers at six locations, offsetting left hand turns at Grant Avenue, and intersection improvements at Woodhaven Road off ramp to Roosevelt Boulevard Northbound. Crossover locations include:

- 1) Revere Street, includes mid-block pedestrian crossing and pedestrian signal
- 2) Winchester Avenue
- 3) Fulmer Street
- 4) Michener Street
- 5) Strahle Street
- 6) Faunce Street

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | TOLL | | | | | | | | | | | | | |
| PE | CAQ | | 800 | | | | | | | | | | | |
| | | 0 | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 800 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 114174 *Indego 2.0*

LIMITS: Citywide Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:R6.01

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class:

PennDOT Improvement:

This project will install 32 new bike share stations in Central Philadelphia.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | CAQ | | 1,125 | | | | | | | | | | | |
| CON | CAQ | | | 1,125 | | | | | | | | | | |
| | | 0 | 1,125 | 1,125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,250 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 114942 SR 0001 Roosevelt Blvd IHSDM Study

New

LIMITS: Roosevelt Blvd, Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Not Yet Determined

PennDOT Class:

PennDOT Improvement:

This Interactive Highway Safety Design Model (IHSDM) study will look at two sample sections, which are being selected as representative of Roosevelt Boulevard north end and south end of the Boulevard. These two selections have curves and high ADT intersections within them and do represent Roosevelt Boulevard as a whole. Due to the high estimate for an IHSDM study to be completed for an entire corridor it was decided to choose these sections as a first studies area. First area is F Street to Pratt Street. Second area is Grant Avenue to Red Lion Road.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| STUD | sHSIP | | | 950 | | | | | | | | | | |
| | | 0 | 0 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 950 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115430 Broad Street Corridor Safety Improvements

New

LIMITS: Allegheny Avenue to the Roosevelt Boulevard

Est Let Date: 4/11/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will implement the replacement of the two-way left-turn lane with raised concrete medians with pedestrian refuges.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | HSIP | 16 | | | | | | | | | | | | |
| PE | HSIP | | 218 | | | | | | | | | | | |
| FD | HSIP | | | 59 | | | | | | | | | | |
| UTL | HSIP | | | 50 | | | | | | | | | | |
| CON | HSIP | | | 734 | | | | | | | | | | |
| | | 16 | 218 | 843 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,077 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115431 Verree Rd Corridor Safety Improvements

New

LIMITS: Bloomfield Avenue to Red Lion Road

Est Let Date: 3/3/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5H, 12A

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

- Conversion of signals from pedestal-mounted to mast arm
- Addition of pedestrian countdown timers and pushbuttons
- Coordination of arterial signals
- Modification of left turn signal phasing at Welsh Road

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | HSIP | 161 | | | | | | | | | | | | |
| FD | HSIP | | | 190 | | | | | | | | | | |
| CON | HSIP | | | 1,386 | | | | | | | | | | |
| | | 161 | 0 | 1,576 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,737 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115433 Welsh Road Corridor Safety Improvements

New

LIMITS: Alburger Avenue to Kismet Road

Est Let Date: 3/3/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

- Road diet of Welsh Road from Alburger Avenue to Kismet Road
- Addition of exclusive left turn lane(s) (LTLs)
- Addition of pedestrian countdown timers at signalized intersections
- Coordination of arterial signals
- Installation of retroreflective backplates on signals

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | HSIP | 199 | | | | | | | | | | | | |
| FD | HSIP | | | 99 | | | | | | | | | | |
| UTL | HSIP | | | 33 | | | | | | | | | | |
| CON | HSIP | | | 1,963 | | | | | | | | | | |
| | | 199 | 0 | 2,095 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,294 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115434 Frankford Avenue Corridor Safety Improvements

New

LIMITS: Oxford St to Convent Lane

Est Let Date: 3/14/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:
 Convert signals from pedestal-mounted to mast arm
 Add pedestrian countdown timers
 Install retroreflective backplates
 Upgrade signal cabinets
 Coordinate arterial signals at the following intersections:
 Berks St
 Norris St
 Susquehanna Ave
 Dauphin St
 Cumberland St
 Huntingdon St
 Somerset St
 Cambria St
 Orleans St
 Ann St
 Westmoreland St
 Venango St
 Glenwood Ave
 Pike St
 Torresdale Ave
 Convert minor road stop control to all-way stop control at Palmer St
 Install curb extensions
 Install ADA ramps
 Install intersection lighting over crossings

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|----------|------------|--------------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| PE | HSIP | 368 | | | | | | | | | | | |
| FD | HSIP | | | 312 | | | | | | | | | |
| CON | HSIP | | | | 3,126 | | | | | | | | |
| CON | HSIP | | | | | 4,000 | | | | | | | |
| | | 368 | 0 | 312 | 3,126 | 4,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 3,806 | | | | 4,000 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115435 63rd Street Corridor Safety Improvements

New

LIMITS: 63rd Street/Cobbs Creek Parkway corridor from Lancaster Ave (SR 0030) to 62n

Est Let Date: 1/25/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A, 10A

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

- Adding lane lines on corridor – the corridor is two lanes in each direction for the majority of the length but pavement markings are not currently visible to drivers.
- Upgrading signal equipment by replacing 8" signal heads with 12" signal heads, installing retroflective back plates, adding additional signal heads (one for each lane, currently only one head per approach), installing countdown pedestrian signal heads.
- Evaluating and updating left-turn phasing at several intersections with a high number of angle crashes for left-turning vehicles.
- Evaluating and updating vehicle and pedestrian clearance timings.
- Convert the signalized intersection of Cobbs Creek Parkway (SR 3015) and Spruce Street/Marshall Road (SR 3031) to a single-lane roundabout.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|
| PE | HSIP | | 628 | | | | | | | | | | |
| PE | HSIP | | 604 | | | | | | | | | | |
| FD | HSIP | | | 313 | | | | | | | | | |
| ROW | HSIP | | | 83 | | | | | | | | | |
| CON | HSIP | | | | 1,932 | | | | | | | | |
| CON | HSIP | | | | | 3,500 | | | | | | | |
| | | 0 | 1,232 | 396 | 1,932 | 3,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 3,560 | Total FY2025-2028 | | | 3,500 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115440 *Washington Lane Corridor Safety Improvements*

New

LIMITS: Stenton Ave to Cheltenham Ave

Est Let Date: 5/25/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14A, 15A

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers
- Coordination of signals
- Conversion of signals from pedestal to mast-arm
- Installation of curb bumpouts
- Installation of raised crosswalks and flashing beacons at the 76th Avenue/Briar Road intersection

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|------------|--------------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | HSIP | 300 | | | | | | | | | | | |
| FD | HSIP | | | 352 | | | | | | | | | |
| CON | HSIP | | | | 2,000 | | | | | | | | |
| CON | HSIP | | | | | 1,920 | | | | | | | |
| | | 300 | 0 | 352 | 2,000 | 1,920 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 2,652 | | | | 1,920 | | | | 0 | | | |

MPMS# 115442 *Vine Street Corridor Safety Improvements*

New

LIMITS: 7th Street to Broad Street

Est Let Date: 12/11/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The proposed scope of this project include:

- Road Diet of Vine Street between 8th Street and Broad Street (SR 0611)
- Install a curb protected bike lane in each the eastbound and westbound directions
- Remove on-street parking
- Update signal equipment where necessary

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|----------|------------|----------|--------------------------|--------------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | HSIP | 252 | | | | | | | | | | | |
| FD | HSIP | | | 108 | | | | | | | | | |
| CON | HSIP | | | | | 1,274 | | | | | | | |
| | | 252 | 0 | 108 | 0 | 0 | 1,274 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 360 | | | | 1,274 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115444 *Wyoming Avenue Corridor Safety Improvements*

New

LIMITS: Roosevelt Boulevard to Whitaker Avenue

Est Let Date: 3/14/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:**

The proposed scope of this project include:

- Convert signals from pedestal-mounted to mast arm
- Provide flashing beacons at unsignalized intersections

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | HSIP | 216 | | | | | | | | | | | | |
| FD | HSIP | | 104 | | | | | | | | | | | |
| CON | HSIP | | | 2,527 | | | | | | | | | | |
| | | 216 | 104 | 2,527 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,847 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115445 *5th Street Corridor Safety Improvements*

New

LIMITS: Spring Garden Street to Hunting Park Avenue

Est Let Date: 4/27/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:**

The proposed scope of this project include:

- Convert all signals from pedestal to mast arm from Spring Garden Street to Lycoming Street
- Install pedestrian countdown timer signal heads from Spring Garden Street to Lycoming Street

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|--------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | HSIP | 393 | | | | | | | | | | | | |
| FD | HSIP | | | 262 | | | | | | | | | | |
| CON | HSIP | | | | 1,500 | | | | | | | | | |
| CON | HSIP | | | | | 2,639 | | | | | | | | |
| | | 393 | 0 | 262 | 1,500 | 2,639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,155 | Total FY2025-2028 | | | | 2,639 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115758 *Holy Family University Multimodal Corridor Improvements*

New

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

PennDOT Class:

PennDOT Improvement:

Funds will be used for multimodal corridor improvements along the eastern side of SR0014 and the southern side of SR1018 to enhance network connections, calm vehicular traffic, and improve campus circulation.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 411 | 560 | | | | | | | | | | | | |
| CON | LOC | 168 | | | | | | | | | | | | |
| | | 728 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 728 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115759 *Bridesburg Park Access*

New

LIMITS: Orthodox Street and Delaware Avenue terminus

Est Let Date: 2/17/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

PennDOT Class:

PennDOT Improvement:

This project is for the trail and road access to the new 10-acre Bridesburg Riverfront Park as it connects to the I-95: Delaware Avenue Extension (BS5) MPMS # 103563, a multi-use road and bicycle pathway. Bridesburg Riverfront Park is located at the terminus of Orthodox Street and Delaware Avenue. The Delaware Avenue Extension will be a multi-use river road and bicycle path between Orthodox and Tacony Streets and accessed via Buckius Street.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | Loc | 2,765 | | | | | | | | | | | | |
| CON | 411 | 1,415 | | | | | | | | | | | | |
| | | 4,180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 4,180 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115905 **2022-23 ADA Ramps Philadelphia**

LIMITS: Market, Chestnut, and Walnut Streets from 40th Street to 66th Street

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

PennDOT Class:

PennDOT Improvement:

This project will improve ADA facilities along several main roadways in the City of Philadelphia, including Chestnut/Walnut Streets, Fifth Street, and Spring Garden Street. A total of 258 ramps have been identified as having ADA barriers. This project includes design and construction of ADA curb ramps, signal appurtenances, and other miscellaneous sidewalk features for various state routes in Philadelphia County, within the Philadelphia municipality. Signal upgrades could include new or relocated pedestrian push buttons, pedestrian signal heads, or signal poles. Other miscellaneous sidewalk features could include grading, seeding, signage installation, pavement striping and roadway adjustments.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | STP | | 80 | | | | | | | | | | | | |
| PE | 581 | | 20 | | | | | | | | | | | | |
| | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 100 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 115913 **Philadelphia Trip Generation Model**

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The goal of this project is to develop a tool that can accurately quantify impacts of new, mixed-use developments in terms of total person-trips generated and mode shares of vehicular, transit, bicycle, and pedestrian; collect necessary data and apply and validate the tool for Philadelphia County. Phase I will focus on the software development. Phase II will be the model estimation and validation tasks, specifically to determine AM and PM peak period person trip rates for mixed-use developments in Philadelphia as a function of locations, dwelling units, parking supply and retail employment.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PRA | TOLL | | | | | | | | | | | | | | |
| PRA | STU | 104 | | | | | | | | | | | | | |
| | | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 104 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115972 I-95 Planning Assistance 2022-23

LIMITS: I-95 Corridor Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

PennDOT Class:

PennDOT Improvement:

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.

The old MPMS # for this project is MPMS #106708.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | NHPP | | 80 | | | | | | | | | | | |
| PRA | 581 | | 20 | | | | | | | | | | | |
| | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 100 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115985 I-95 Traffic Forecasts

LIMITS: No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:X1
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: Jim Mosca **CMP:**
PennDOT Class: **PennDOT Improvement:**

PennDOT is currently undertaking a long-term, multi-phase initiative to reconstruct and improve Interstates 95 and 295 in Pennsylvania. Projects are underway that will reconstruct approximately eight miles of I-95 north of Center City Philadelphia, known as Sector A. These projects include the Cottman/Princeton Interchange area, the Bridge Street Interchange area, the Betsy Ross Bridge/Aramingo Avenue Interchange area, the Allegheny Avenue Interchange area, and the Girard Avenue Interchange area. Planning and design work is proceeding for Sector B between the Girard Point Bridge and Spring Garden Street to improve the Broad Street, Walt Whitman Bridge, and Penn's Landing area interchanges. Additional planning activities are occurring in both Sector C (Delaware State line to Girard Point Bridge) and Sector D (Academy Road to NJ State line).

Over the last several years, DVRPC prepared traffic data and forecasts throughout the I-95/I-295 corridor to analyze the traffic volume impacts of alternative interchange configurations, support the screening of construction staging and closure alternatives, mitigate congestion along detour routes, address community concerns, and support point-of-access studies.

During the next several years, new traffic data and forecasts will be needed for additional tasks, as planning, design, and construction occurs throughout the corridor. A wide range of data collection, analysis, and forecasting is anticipated. These include collecting traffic volumes, compositions, and travel times; processing origin-destination data; analyzing freight movements; preparing travel model inputs to micro-simulation models; updating traffic forecasts with new long-range demographic and employment projections; preparing transit ridership forecasts; analyzing local street network impacts associated with I-95/I-295 construction; and providing data collection and forecasting services to support coordination and planning activities associated with the Philadelphia International Airport, Sports Complex, Navy Yard, and waterfront ports.

This is an annual project may require the purchase of goods or services.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|--------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PRA | STP-IM | 150 | | | | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | | | |
| PRA | STP | | 155 | | | | | | | | | | | | |
| | | 150 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 305 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 116257 *Saint Joseph's University Pedestrian Safety Underpass (2021-22)*

LIMITS: City Avenue

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

MPMS #12 is a temporary MPMS # until a real MPMS # can be created by PennDOT.

This project includes the construction of a bridge structure below City Avenue to create a pedestrian bypass for university students, commuters, and local residents.

This project was awarded FY 2021-22 PennDOT Multimodal Transportation Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | 411 | | 3,000 | | | | | | | | | | | | |
| CON | e581 | | 3,000 | | | | | | | | | | | | |
| | | 0 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 6,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 117341 *Penn's Landing Project Development – Local*

New-B

LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

PennDOT Class:

PennDOT Improvement:

This project will be funded locally and privately and will be let under an open bid by the nonprofit Delaware River Waterfront Corporation (DRWC). This breakout project will construct the items that are essential for the functioning of the public spaces but that are not eligible for federal and state transportation funding.

PennDOT will only be responsible for the heavy infrastructure with all landscape, building and amenities being the responsibility of the City and the DRWC. Agreement language has been developed by the Office of Chief Counsel, Counsel for Department of General Services, and the Office of the City Solicitor.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|---------|--------|---------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | PRIV | | 25,000 | | | | | | | | | | | | |
| CON | LOC | | 80,000 | | | | | | | | | | | | |
| | | 0 | 105,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 105,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117935 Philadelphia Trip Generation Model

New

LIMITS: District-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

The project will be undertaken in three phases. The first phase will design and build the tools software and user interface, assemble various transportation and land use datasets, and create a data collection plan and tablet-based survey instrument. It is assumed that the software will be an extension and modification of DVRPCs TIM data viewer and the geographic level of analysis will be the travel models Traffic Analysis Zones (eg, Census Block Groups in Philadelphia).

Phase II will focus on site selection and data collection. This phase will be deferred until FY2023 to avoid any temporary travel behavior changes due to the COVID-19 pandemic. The final phase will analyze the collected data, develop the relationships between input and output variables, and validate the tool for mixed-use developments in Philadelphia. A Users Guide with instructions for using the tool will be written as part of Phase III. This phase will begin in FY2023 and continue into FY2024. Later phases could be added to extend the tool to urban areas in other counties in the DVRPC region.

This project may require the purchase of goods and/or services, including temporary survey workers.

Tasks

Phase I Software Development Tasks:

1. Coordinate with Philadelphia Planning Commission and Office of Transportation, Infrastructure, and Sustainability to identify the tools functions and outputs.
2. Review relevant literature on adjustments to ITE Trip Generation Rates.
3. Specify software design including functionality, interface, background layers and tiles, input data, calculations to perform, output data, graphics and reports, and results for download and export results.
4. Prepare GIS and other existing datasets including retail employment, accessibility measures, transit score, distance to transit stations, parking availability and cost, occupied housing units, land-use mix/entropy variable, level of bicycle traffic stress, sidewalk connectivity, density, and real estate characteristics.
5. Prepare ITE Trip Generation Rate and TIM3.1 travel model data for comparisons to model outputs.
6. Populate PostGRES database by exporting GIS and VISUM datasets.
7. Modify TIM Data Viewer and add functions to view existing input datasets, to modify input data to account for proposed developments, and to calculate and report person trips by vehicular, transit, bicycle, and pedestrian modes for AM and PM peak periods.
8. Modify Data Viewers Tile Server to display additional layers.
9. Create Python scripts to facilitate data import and calculations.
10. Modify zonal reporting, downloading, and exporting functions.

Phase II Data Collection Tasks:

1. Coordinate with Philadelphia Planning Commission and Office of Transportation, Infrastructure, and Sustainability to identify candidate sites to survey. Coordinate with neighborhood groups and improvement districts on outreach to building owners and managers.
2. With assistance from PCPC and oTIS, create data collection plan, specify site characteristics, and identify candidate sites.
3. Interview, hire, and train temporary surveyors.
4. Prepare data collection schedules and itineraries.
5. Create intercept survey form and code survey onto tablet computers.
6. Execute Survey
7. Tabulate and process survey data, clean data, and expand survey results.

Phase III Model Estimation and Validation Tasks:

1. Perform regression analyses and other calculations to determine AM and PM peak period person trip rates for mixed-use developments in Philadelphia as a function of location, dwelling units, parking supply, and retail employment.
2. Perform regression analyses and other calculations to determine AM and PM peak period mode shares for vehicular, transit, bicycle, and pedestrian trips.
3. Incorporate calculated relationships into Philadelphia Trip Generation Tool
4. Configure Tool to be hosted on City of Philadelphia's server and website..
5. Test and validate tools predictions by predicting trip rates for additional sites, collecting data at those sites, and comparing predicted to observed results.
6. Modify model as needed.
7. Prepare Users Guide and Instructions.

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | | 150 | | | | | | | | | | | |
| | | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 150 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 118496 Woodland Avenue Trolley Portal Complete Streets Project (TOP)

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Streetscape

NHPP:

MRPID:R6.01

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class:

PennDOT Improvement:

The Woodland Avenue Trolley Portal Complete Streets Project will improve traffic safety for all users and enhance transit service performance and reliability along Woodland Avenue in West Philadelphia. The proposed improvements will include transit priority capabilities and protected bike lane infrastructure on Woodland Avenue.

TOP funding will be used to purchase new traffic signal materials and equipment. Specific materials and equipment will be identified after final design is completed. The signal will include transit priority capabilities and allow for the completion of a pedestrian crosswalk between the 40th Street Trolley Portal and Woodland Avenue. In the installation of the signal equipment purchased by the TOP grant, the City will also install the pedestrian crosswalk and ADA curb ramps at the appropriate locations. This new signal will: (1) allow pedestrians to cross to the Woodlands, (2) allow trolleys to safely and reliably, (3) include emergency vehicle preemption, and (4) calm vehicle speeds on Woodland Avenue.

Bicycle Infrastructure Materials TOP funding will be used to purchase bicycle infrastructure materials. Through the use of precast curb molds, the proposed bicycle infrastructure improvements will allow concrete curb to be installed on top of the asphalt after paving. This is seen as a similar level of protection for the bike lane as a traditional concrete curb but does not require full-depth reconstruction and restoration of the roadway. This will reduce the amount of time and effort required to implement this project and will allow the City to test an innovative approach for constructing safer, quick-build multimodal infrastructure that is easier to maintain.

The protected bike lanes will connect West and Southwest Philadelphia with University City via Woodland Walk, a popular bike/pedestrian only facility through the University of Pennsylvania. The bike lanes also connect to the Woodlands, a popular park in the neighborhood. Safe bike and pedestrian connections to the Woodlands have been a long-standing community request, and this project will allow for improved access to the Woodlands while also greatly improving transit operations.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | CAQ | | | | 148 | | | | | | | | | |
| CON | CAQ | | | | 592 | | | | | | | | | |
| | | 0 | 0 | 0 | 740 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 740 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

| Total For Philadelphia | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | \$195,097 | \$478,585 | \$133,279 | \$123,522 | \$930,483 | \$428,648 | \$240,035 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 12842 **ADA Ramps 2020 Bucks and Montgomery Counties**

LIMITS: Various Townships in Bucks and Montgomery Counties

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will improve ADA facilities along several main roadways in Bensalem, Bristol, Falls Township, Morrisville, Lower Makefield, Lower Southampton, New Hope, and Northampton in Bucks County, and Abington, Horsham, Upper Dublin, and Upper Moreland in Montgomery County. These roadways include Bristol Pike, Lincoln Highway, Delmorr Avenue, River Road, Moreland Road, Bustleton Pike, Buck Road, State Road, Otter Street, Trenton Avenue, Oxford Valley Road, Swamp Road, and Lincoln Highway. A total of 496 ramps in this project area have been identified as having ADA barriers.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

MPMS# 12885 **ADA Ramps 2020 Chester and Montgomery Counties**

LIMITS: Various Townships in Chester and Montgomery Counties

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will improve ADA compliant curb ramps, signal appurtenances, and other miscellaneous sidewalk features for various state routes in Chester and Montgomery Counties, within the following municipalities: Atglen, Caln, Coatesville, Elverson, Downingtown, East Caln, East Nantmeal, North Coventry, Parkesburg, Phoenixville, Schuylkill, Upper Uwchlan, Uwchlan, West Nantmeal, and West Vincent in Chester County, and Souderton and Pottstown in Montgomery County. Signal upgrades may include new or relocated pedestrian pushbuttons, pedestrian signal heads, or signal poles. Other miscellaneous sidewalk improvements may include grading, seeding, signage installation, pavement striping and roadway adjustments. These roadways include Main Street & Anderson Avenue, Starr Street & Washington Avenue, Pottstown Pike, West Uwchlan Avenue, Hanover Street, Farmington Avenue & Hanover Street. A total of 252 ramps have been identified as having ADA barriers.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | 323 | | | | | | | | | | | |
| | | 323 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 323 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 16178 **Construction Management Tasks**

LIMITS: Regionwide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: Keith Dawson **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

This project funds a Construction Management Open End Consultant that assists with projects selected by the District. The Consultant regularly meets with District Construction Management and performs various tasks as directed by the Construction unit.

Agreement Management Functions
 -Completion of work orders and supplemental quality control
 -Fiscal document completion
 -Agreement, work order, and supplement status tracking and reporting
 -Agreement closeout functions

Accrued Unbilled Costs (AUC) Resolution
 -Research and clearing of Accrued Unbilled Costs from MPMS
 -Preparation of a summary report on the project items responsible for the AUCs
 -Preparation of the appropriate fiscal/justification documents
 -DBE and Trainee Tracking and Shortfall Resolution

Project Startup Assistance
 -Provision of CM Support Services until project-specific work orders have been executed
 -Attendance at Pre-Bid and Pre-Construction meetings
 -Review of project plans, specifications, and schedule submissions
 -Completion of Constructability Reviews

PennDOT Project Collaboration Center (PPCC)
 -Management of project setups
 -Delivery of user training and support
 -Preservation of District 6 submittal types and workflows

Curb Ramp Verification
 -Verification of the "as built" conditions of curb ramps
 -Documentation of these conditions for conformance with ADA requirements
 -Submission of electronic forms to PennDOT's Central Archive.

Construction Documentation Services Support
 -Assistance with RTKL processes
 -Assistance with CDS V3 migration, additional documentation, and project closeout tasks

Additional Administrative Functions as determined by Construction Unit management

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | 581 | 300 | | | | | | | | | | | | |
| | | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 300 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17876 *Road/Resurfacing/Rehabilitation*

LIMITS: Region-wide No Let Date
IMPROVEMENT Roadway Rehabilitation **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:S10
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: L. Guarini **CMP:** Not SOV Capacity Adding
PennDOT Class: Reserve Line Item **PennDOT Improvement:** Reserve Line Item

Typical components of a '3R' (Road/Resurfacing/Rehabilitation) project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Project dollars will be drawn down as needed for individual projects.
 TOLL CREDIT
 This project now programs funds and work previously included in the Preventive Maintenance Line Item #57622.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 581 | | | | | | | 1,040 | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 1,040 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | | 1,040 | Total FY2029-2032 | | | 0 |

MPMS# 17928 *Air Quality Action Supplemental Services*

LIMITS: Region-wide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: **CMP:** Not SOV Capacity Adding
PennDOT Class: Congestion Reduction **PennDOT Improvement:** Congestion Reduction

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may include design and production of education and outreach materials and advertising, printing, and placement of advertising on television, online, radio, and in newspapers.
 Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.
 The new MPMS # for this project is MPMS #115970.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | CAQ | 100 | | | | | | | | | | | | |
| PRA | LOC | 25 | | | | | | | | | | | | |
| | | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 125 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Project types that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- MPMS #96221 - Multi-modal Access to New Britain Train Station -\$212,000 (\$169,600 CMAQ/ \$42,400 Matching funds)
- MPMS #96215 - City Avenue Adaptive Signals - \$1,143,500 (\$800,000 CMAQ/ \$343,500 Matching funds)
- MPMS #96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - \$600,000 (\$400,000 CMAQ/ \$200,000 Matching funds)
- MPMS #96227 - Traffic Operations Center Cameras - \$600,000 (\$480,000 CMAQ/ \$120,000 Matching funds)
- MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - \$260,253 CMAQ/ \$304,832 Matching funds)
- MPMS# 96240 - Park Road Trail - \$1,455,908 (\$764,726 CMAQ/ \$691,182 Matching funds)

The following projects selected in the calendar year 2016 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- 1) MPMS# 107636 - Neshaminy Greenway Trail -\$2,279,000 (\$1,823,000 CMAQ/ \$456,000 Matching funds)
- 2) MPMS# 107630 - Paoli Pike Trail Segment D-E -\$2,415,000 (\$1,736,000 CMAQ/ \$679,400 Matching funds)
- 3) MPMS# 107652 - US 202/US 1 ITS Corridor -\$3,300,000 (\$3,300,000 CMAQ/ State Matching funds)
- 4) MPMS# 107642 - Smithbridge Rd. Corridor Improvement Project -\$2,027,500 (\$1,589,500 CMAQ/ \$438,000 Matching funds)
- 5) MPMS# 107639 - Installation of Adaptive Signal Control Along Route 3 -\$700,000 (\$560,000 CMAQ/ \$140,000 Matching funds)
- 6) MPMS# 107634 - Pedestrian Enhancements for Media Borough -\$909,818 (\$727,854 CMAQ/ \$181,964 Matching funds)
- 7) MPMS# 107649 - Connecting Wallingford to Mass Transit -\$471,162 (\$370,168 CMAQ/ \$100,994 Matching funds)
- 8) MPMS# 107650 - Easton Road Traffic Signal System Project -\$975,244 (\$780,195 CMAQ/ \$195,049 Matching funds)
- 9) MPMS# 107644 - Fayette Street Traffic Signal Improvements - Phase 2 -\$870,999 (\$799,606 CMAQ/ \$71,393 Matching funds)
- 10) MPMS# 107640 - Route 463 Traffic Signal System Project -\$1,141,450 (\$913,160 CMAQ/ \$228,290 Matching funds)
- 11) MPMS# 107646 - West Main Street Traffic Signal Improvements -\$551,455 (\$487,825 CMAQ/ \$63,630 Matching funds)
- 12) MPMS# 107654 - Advancing CNG in Philadelphia -\$7,154,000 (\$2,000,000 CMAQ/ \$3,350,000 Matching funds)
- 13) MPMS# 107637 - Ramping up to Rapid Transit on Roosevelt Boulevard -\$2,989,500 (\$1,999,500 CMAQ/ \$990,000 Matching funds)
- 14) MPMS# 107648 - Reformatting N. 5th Street as a Complete Street -\$2,575,000 (\$2,020,000 CMAQ/ \$555,000 Matching funds)
- 15) MPMS# 107632 - Fox Chase Lorimer Trail -\$1,004,700 (\$868,700 CMAQ/ \$136,000 Matching funds)
- 16) MPMS# 107631 - Navy Yard Contra Flow Loop Shuttle -\$845,040 (\$416,280 CMAQ/ \$428,760 Matching funds)

The following projects selected in the calendar year 2019 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- 1) MPMS #114093 - SEPTA Work Train Locomotive Replacement - \$6,000,000 (\$3,800,000 CMAQ/ \$2,200,000 Matching funds)
- 2) MPMS #114096 - Falls Township Adaptive Traffic Signal System - \$1,335,900 (\$1,084,720 CMAQ/ \$251,180 Matching funds)
- 3) MPMS #114164 - Nutt Road (SR 0023) and Starr Street Operational Improvements - \$1,300,856 (\$868,656 /\$432,200 Matching funds)
- 4) MPMS #114166 - PA 401 and Valley Hill Road Intersection Improvements - \$2,110,000 CMAQ
- 5) MPMS #114167 - Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes - \$668,900 (\$535,100/ \$133,800 Matching funds)
- 6) MPMS #114102 - West Chester and Route 476 Improvements - \$2,849,000 CMAQ
- 7) MPMS #114112 - Media Bypass ITS Corridor - \$5,000,000 CMAQ
- 8) MPMS #114114 - Traffic Flow Improvements - Conshohocken State Rd (SR 0023) and Spring Mill Rd (SR 3032) - \$943,490 (\$754,792 CMAQ/ \$188,698 Matching funds)
- 9) MPMS #114116 - Skippack Pike Traffic Signal System - \$962,007 (\$892,007 CMAQ/ \$70,000 Matching funds)

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

- 10) MPMS #114172 - Dreshertown Rd Cross County Trail Extension - \$4,642,200 (\$1,892,200 CMAQ/ \$2,750,000 Matching funds)
- 11) MPMS #114173 - Roosevelt Blvd Cross Over Lanes - \$1,500,000
- 12) MPMS #110415 - Schuylkill River Park Extension – Christian to Crescent - \$50,622,771 (\$1,650,000 CMAQ/ \$48,972,771 Matching funds)
- 13) MPMS #114174 - Indego 2.0: Increasing Core Capacity - \$3,122,000 (\$2,250,000 CMAQ/ \$872,000 Matching funds)

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|---------------|--------|--------|--------------------------|--------|----------|--------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | CAQ | | | 8,208 | | | | | | | | | | |
| CON | CAQ | | | | 9,334 | | | | | | | | | |
| | | 0 | 0 | 8,208 | 9,334 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total FY2021-2024 | | | | 17,542 | | | Total FY2025-2028 | | 0 | | | Total FY2029-2032 | | 0 |

MPMS# 48202 *Regional GIS Support - DVRPC*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

The new MPMS # for this project is MPMS #115969.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|------------|--------|--------|--------------------------|--------|----------|--------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | STU | 350 | | | | | | | | | | | | |
| | | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total FY2021-2024 | | | | 350 | | | Total FY2025-2028 | | 0 | | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 51095 ITS Program Integrator

LIMITS: No Let Date
IMPROVEMENT Signal/ITS Improvements **NHPP:** MRPID:236
MUNICIPALITIES: Various **FC:** AQ Code:S7
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: Gannett/V. Genua **CMP:** Minor SOV Capacity **CMP Subcorridor(s):** 3A, 3B
PennDOT Class: Intelligent Transportation System **PennDOT Improvement:** Intelligent Transportation System

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|--------|--------|--------|---|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | |
| PRA | STP | 400 | | | | | | | | | | | | | | | |
| PRA | 581 | 100 | | | | | | | | | | | | | | | |
| PRA | STP | | 400 | | | | | | | | | | | | | | |
| PRA | 581 | | 100 | | | | | | | | | | | | | | |
| PRA | STP | | | 400 | | | | | | | | | | | | | |
| PRA | 581 | | | 100 | | | | | | | | | | | | | |
| PRA | STP | | | | 400 | | | | | | | | | | | | |
| PRA | 581 | | | | 100 | | | | | | | | | | | | |
| PE | Caq | | | | | | | | | | | | | | | | |
| | | 500 | 500 | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Total FY2021-2024 | | | | 2,000 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 57927 *Regional Safety Initiatives (HSIP)*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

MPMS #85949 – SR 896 Safety Improvements – Chester County - \$2,327,000 for Preliminary Engineering

MPMS #80104 – Henry Avenue Corridor Safety Improvements, Phase 1 – City of Philadelphia - \$3,363,000 for PE

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$298,000 for UTL, \$4,000,000 CON

Chester County:

MPMS #85949 – SR 896 Safety Improvements – \$1,273,000 for FD, \$1,000,000 ROW/ \$800,000 UTL/ \$8,200,000 CON

Delaware County:

MPMS #111167 - Lansdowne Avenue (SR 2006) Corridor Safety Improvements - \$287,000 for FD, \$2,674,000 for CON

MPMS #107642 - Smithbridge Road Corridor - \$1,100,000 HSIP and \$1,600,000 CMAQ

Philadelphia:

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD, \$100,000 UTL, \$100,000 ROW, \$8,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$500,000 FD, \$250,000 UTL, \$500,000 ROW, \$3,000,000 CON

MPMS #111194 - Castor Avenue (SR 1005) Corridor Safety Improvements (from Comly to Rhawn, north of Boulevard) - \$178,000 for FD, \$1,665,000 for CON

MPMS #106995 - Castor Avenue (SR 1005) (Aramingo Ave to Hunting Park Ave, South of Boulevard) Signal Improvements - \$1,257,000 for CON

MPMS #111062 - University Avenue and I-76 Off Ramp Intersection Safety Improvements - \$304,000 for FD, \$2,038,000 for CON

Districtwide

2018 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

2019 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

Districtwide Systemic Improvements - \$5,600,000 for CON

MPMS #112524 - District 6-0 Low Cost Safety Improvements - \$2,000,000 for PE, \$4,200,000 for CON

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | HSIP | | | | | | 7,047 | | | | | | | | |
| CON | HSIP | | | | | | | 17,955 | | | | | | | |
| CON | HSIP | | | | | | | | 17,955 | | | | | | |
| CON | HSIP | | | | | | | | | 17,955 | | | | | |
| CON | HSIP | | | | | | | | | | 17,955 | | | | |
| CON | HSIP | | | | | | | | | | | 17,955 | | | |
| CON | HSIP | | | | | | | | | | | | 17,955 | | |
| | | 0 | 0 | 0 | 0 | 0 | 7,047 | 17,955 | 17,955 | 17,955 | 17,955 | 17,955 | 17,955 | | |
| | | Total FY2021-2024 | | | | 0 | Total FY2025-2028 | | | | 42,957 | Total FY2029-2032 | | | 71,820 |

MPMS# 63406 *Retrofit for Bike Lanes and Shoulders*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: Jonathan Korus

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, coincident with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and revising traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, Montgomery counties, and the City of Philadelphia.

There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | CAQ | 300 | | | | | | | | | | | | | |
| PE | CAQ | | 300 | | | | | | | | | | | | |
| | | 300 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | | 600 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64652 *Transportation Community Development Initiative (TCDI)*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

The new MPMS # for this project is MPMS #117904.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| PE | STU | | | | | | | | | | | | |
| PE | LOC | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64984 *Transportation Alternatives - Urban (TAU) Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

This line item sets aside the funding allocated by FHWA for the FAST Act's Surface Transportation Block Grant Set-a-Side for the continuation of the Transportation Alternatives Program (TAP) in the DVRPC region. The TAP Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law sets up a direct allocation of TAP funds to urbanized areas with populations greater than 200,000, and all TAP funds must be awarded through a competitive process whether the funds be the regional MPO funds or from the statewide allocation. For the DVRPC regional funds, priority has been established for bicycle and pedestrian facilities, conversion of abandoned railway corridors to trails, and storm-water management projects.

The FAST Act apportions \$3,932,000 TAP funds annually, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2017 Round) of three years' worth of MPO funding occurred in fall of 2017, with final projects awarded in winter 2018. Selected projects are assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time.

The following projects were approved through the TA Set-Aside program in Winter 2022:

Bucks – Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center – MPMS #117953 - \$650,000
Bucks – Route 332 & Tyler Park Connection – MPMS #117971 - \$825,000
Chester – Toughkenamon Streetscape Improvements – MPMS #117969 - \$965,000
Chester – Moores Road Sidewalk – MPMS #117970 - \$500,000
Delaware – Highland Avenue Complete Streets – MPMS #117957 - \$1,135,000
Delaware – Smedley Connector Trail - Phase 1 – MPMS #117972 - \$450,000
Montgomery – Main St. East to Ruth Road Sidewalk Connections – MPMS #117961 - \$985,000
Montgomery – Liberty Bell Trail - Phase 3 – MPMS #117965 - \$600,000
Philadelphia – Franklin Square Pedestrian Access P2 – MPMS #111496 - \$850,000
Philadelphia – Overbrook Educational Center Slow Zone – MPMS #117966 - \$985,000

The following projects were approved through the TA Set-Aside program in Winter 2018:

Bucks – Neshaminy Greenway Trail (Core Creek Park to Woodbourne Road) – MPMS #110773 - \$995,000
Bucks – Iron Work Creek Sidewalk – MPMS #110774 – \$894,000
Chester – Kennett Area Safer Active Transportation Routes – MPMS #110775 - \$915,000
Chester – Paoli Trail, Segment A – MPMS #110776 - \$483,000
Delaware – Pennsy Trail – Phase II Improvements – MPMS #110777 - \$1,163,000
Montgomery – Jenkintown to Pennypack Trail – MPMS #110778 - \$715,000
Montgomery – Parkside Cynwyd Trail Extension – MPMS #110779 - \$534,000
Philadelphia – North Broad Street – Vision Zero Priority Corridor – MPMS #110780 - \$300,000
Philadelphia – Renewing Philadelphia's Historic Streets – MPMS #110781 - \$1,000,000
Philadelphia – Restoration of Historic Shawmont Station – MPMS #110782 - \$1,000,000

\$4,000,000 of the Winter 2018 solicitation is to be used for regionally significant trail projects in the future, including projects in the Circuit Line Item – MPMS #105291.

The following projects were approved through the TAP program in Spring 2016:

Bucks – Neshaminy Greenway Trail (Bristol to Upper State) – MPMS #102830 - \$1,255,000
Chester – Paoli Pike Trail, Segment C – MPMS #107176 - \$1,000,000
Delaware – Moore Road Sidewalk Project – MPMS #107177 - \$825,000
Delaware – Springfield Township Sidewalk Improvements – MPMS #107178 - \$280,000
Montgomery – FWOP, Cross County Trail Final Segment – MPMS #107179 - \$750,000
Montgomery – Powerline Trail Connection – Phase 1 – MPMS #107180 - \$850,000
Philadelphia – Chetlens-Greene Plaza Reconstruction – MPMS #107181 - \$370,000
Philadelphia – City of Philadelphia SRTS (Non-Infrastructure) – MPMS #107182 - \$450,000
Philadelphia – Make Way for Children, Expanding Ped. Infrastructure – MPMS #107183 - \$950,000
Philadelphia – Manayunk Bridge Trail Site Amenities – MPMS #107197 - \$600,000
Philadelphia – Safe Spaces for Cyclists: Building a Protected Bicycle Network – MPMS #107198 - \$300,000

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

The following projects were approved through the TAP program in Spring 2014:

- Bucks – Neshaminy Greenway Trail to Lenape Lane – MPMS # - \$800,000
- Bucks – Solebury Route 202 Gateway Trail – MPMS #102831 - \$980,859
- ChesCo – Kennett and New Garden Township Sidewalk Project – MPMS #102832 - \$850,000
- ChesCo – Village of Eagle Trail Connections – MPMS #102833 - \$560,000
- DelCo – Pedestrian and Bicycle Accessibility Enhancements – MPMS #102834 - \$420,000
- DelCo – Hillside Road Pedestrian Safety Improvements – MPMS #102835 - \$530,000
- DelCo – Nether Providence Township Sidewalks (SRTSF) – Round 1 – MPMS #87119 - \$225,000
- MontCo – Walk and Bike Pottstown Phase 1 & 2 – MPMS #102836 - \$1,000,000
- MontCo – Liberty Bell Trail Connection – MPMS #102837 - \$635,000
- Philadelphia Bike Share Program – MPMS #102838 - \$1,250,000
- South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TAU | | 186 | | | | | | | | | | |
| CON | TAU | | | 2,872 | | | | | | | | | |
| CON | TAU | | | | 3,932 | | | | | | | | |
| CON | TAU | | | | | 3,932 | | | | | | | |
| CON | TAU | | | | | | 3,932 | | | | | | |
| CON | TAU | | | | | | | 3,932 | | | | | |
| CON | TAU | | | | | | | | 3,932 | | | | |
| CON | TAU | | | | | | | | | 3,932 | | | |
| CON | TAU | | | | | | | | | | 3,932 | | |
| CON | TAU | | | | | | | | | | | 3,932 | |
| CON | TAU | | | | | | | | | | | | 3,932 |
| | | 0 | 186 | 2,872 | 3,932 | 3,932 | 3,932 | 3,932 | 3,932 | 3,932 | 3,932 | 3,932 | 3,932 |
| | | Total FY2021-2024 | | | 6,990 | Total FY2025-2028 | | | 15,728 | Total FY2029-2032 | | | 15,728 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Public Transit

PennDOT Improvement: Public Transit

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY 2013-2020 funding in the amount of \$136,664,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

SEPTA will continue to utilize FY 2021-20224 FHWA Transit Flex funding in the amount of \$68,332,000 to support the SEPTA Bus Purchase Program (MPMS #90512).

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | FLEX | 17,083 | | | | | | | | | | | | |
| PE | FLEX | | 17,083 | | | | | | | | | | | |
| PE | FLEX | | | 17,083 | | | | | | | | | | |
| PE | FLEX | | | | 17,083 | | | | | | | | | |
| PE | FLEX | | | | | 17,083 | | | | | | | | |
| PE | FLEX | | | | | | 17,083 | | | | | | | |
| PE | FLEX | | | | | | | 17,083 | | | | | | |
| PE | FLEX | | | | | | | | 17,083 | | | | | |
| PE | FLEX | | | | | | | | | 17,083 | | | | |
| PE | FLEX | | | | | | | | | | 17,083 | | | |
| PE | FLEX | | | | | | | | | | | 17,083 | | |
| | | 17,083 | 17,083 | 17,083 | 17,083 | 17,083 | 17,083 | 17,083 | 17,083 | 17,083 | 17,083 | 17,083 | 17,083 | |
| | | Total FY2021-2024 | | | 68,332 | Total FY2025-2028 | | | | 68,332 | Total FY2029-2032 | | | 68,332 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 66460 **TAP Project Engineering and Management - DVRPC**

LIMITS: Region-wide No Let Date
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:X12
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: L. Guarini **CMP:** Not SOV Capacity Adding
PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

The new MPMS # for this project is MPMS #115965.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|----------|----------|--------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | STU | 1,922 | | | | | | | | | | | | |
| PE | 581 | 481 | | | | | | | | | | | | |
| | | 2,403 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,403 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 66461 **CMAQ Project Engineering and Management - DVRPC**

LIMITS: Region-wide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:X5
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: **CMP:** Not SOV Capacity Adding
PennDOT Class: Congestion Reduction **PennDOT Improvement:** Congestion Reduction

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

The new MPMS # for this project is MPMS #115966.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|-----------|----------|------------|----------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | CAQ | 120 | | | | | | | | | | | | |
| PE | 581 | 30 | | | | | | | | | | | | |
| PE | CAQ | | 64 | | | | | | | | | | | |
| PE | 581 | | 16 | | | | | | | | | | | |
| | | 150 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 230 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 72738 *Transportation Systems Management and Operations (TSMO)*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

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

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

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

The new MPMS # for this project is MPMS #115971.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| PRA | STU | 310 | | | | | | | | | | | | | | |
| PRA | 581 | 78 | | | | | | | | | | | | | | |
| PRA | STU | | 134 | | | | | | | | | | | | | |
| PRA | 581 | | 33 | | | | | | | | | | | | | |
| | | 388 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 555 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 75854 *District Program Management Services "A"*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Planning/Research/Administratio **PennDOT Improvement:** Planning/Research/Administration

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|------------|--------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| PRA | 581 | 1,500 | | | | | | | | | | | | | | |
| PRA | 581 | | 1,500 | | | | | | | | | | | | | |
| PRA | 581 | | | 500 | | | | | | | | | | | | |
| | | 1,500 | 1,500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 3,500 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75855 *District Program Management Services "B"*

LIMITS: Region-wide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: **CMP:** Not SOV Capacity Adding
PennDOT Class: Planning/Research/Administratio **PennDOT Improvement:** Planning/Research/Administration

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | 581 | 1,500 | | | | | | | | | | | | |
| PRA | 581 | | 1,500 | | | | | | | | | | | |
| PRA | 581 | | | 500 | | | | | | | | | | |
| | | 1,500 | 1,500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,500 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 79927 *Highway Reserve Line Item - STP*

LIMITS: Region-wide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: **CMP:** Not SOV Capacity Adding
PennDOT Class: Reserve Line Item **PennDOT Improvement:** Reserve Line Item

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|-----|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 581 | | 2 | | | | | | | | | | | |
| CON | STP | | | | | | | | | 538 | | | | |
| | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 538 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 538 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79929 *Bridge Reserve Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| CON | 185 | 652 | | | | | | | | | | | |
| CON | LOC | 2,388 | | | | | | | | | | | |
| CON | BOF | | 19 | | | | | | | | | | |
| CON | 185 | | 366 | | | | | | | | | | |
| CON | LOC | | 307 | | | | | | | | | | |
| CON | BOF | | | 893 | | | | | | | | | |
| CON | LOC | | | 322 | | | | | | | | | |
| CON | BOF | | | | 155 | | | | | | | | |
| CON | 185 | | | | 924 | | | | | | | | |
| CON | LOC | | | | 1,177 | | | | | | | | |
| CON | BOF | | | | | 33 | | | | | | | |
| CON | 185 | | | | | 823 | | | | | | | |
| CON | LOC | | | | | 807 | | | | | | | |
| CON | BOF | | | | | | | 3,667 | | | | | |
| CON | BOF | | | | | | | | | 9,231 | | | |
| CON | 185 | | | | | | | | | 25 | | | |
| CON | BOF | | | | | | | | | | 9,231 | | |
| CON | 185 | | | | | | | | | | 25 | | |
| CON | BOF | | | | | | | | | | | 9,231 | |
| CON | 185 | | | | | | | | | | | 25 | |
| CON | BOF | | | | | | | | | | | | 9,231 |
| CON | 185 | | | | | | | | | | | | 25 |
| | | 3,040 | 692 | 1,215 | 2,256 | 1,663 | 0 | 0 | 3,667 | 9,256 | 9,256 | 9,256 | 9,256 |
| | | Total FY2021-2024 | | | 7,203 | Total FY2025-2028 | | | 5,330 | Total FY2029-2032 | | | 37,024 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79980 *STU Reserve Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | LOC | 894 | | | | | | | | | | | | |
| CON | LOC | | 146 | | | | | | | | | | | |
| CON | 581 | | | 217 | | | | | | | | | | |
| CON | STU | | | | 2,468 | | | | | | | | | |
| CON | STU | | | | | 186 | | | | | | | | |
| CON | STU | | | | | | 194 | | | | | | | |
| CON | 581 | | | | | | 543 | | | | | | | |
| CON | STU | | | | | | | | 646 | | | | | |
| CON | 581 | | | | | | | | 999 | | | | | |
| | | 894 | 146 | 217 | 2,468 | 0 | 186 | 737 | 1,645 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,725 | Total FY2025-2028 | | | 2,568 | Total FY2029-2032 | | | | 0 |

MPMS# 82216 *NHPP Reserve Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | NHPP | | | | | 4,081 | | | | | | | | |
| CON | 581 | | | | | 999 | | | | | | | | |
| CON | 581 | | | | | | 336 | | | | | | | |
| | | 0 | 0 | 0 | 0 | 5,080 | 336 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | 5,416 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 83743 *ADA Ramps Line Item*

LIMITS: Region-wide No Let Date
IMPROVEMENT: Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:A2
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: L. Guarini **CMP:** Not SOV Capacity Adding
PennDOT Class: Reserve Line Item **PennDOT Improvement:** Reserve Line Item

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | STP | | | | | | | | | | | | | | | |
| CON | 581 | | | | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | | 0 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 84318 *CAQ Reserve Line Item*

LIMITS: Region-wide No Let Date
IMPROVEMENT: Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: **CMP:** Not SOV Capacity Adding
PennDOT Class: Reserve Line Item **PennDOT Improvement:** Reserve Line Item

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--------|---------|--------------------------|--------|--|--|---------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | LOC | 48 | | | | | | | | | | | | | | |
| CON | CAQ | | 1,417 | | | | | | | | | | | | | |
| CON | CAQ | | | 10,514 | | | | | | | | | | | | |
| CON | CAQ | | | | 9,435 | | | | | | | | | | | |
| CON | CAQ | | | | | 36,881 | | | | | | | | | | |
| CON | CAQ | | | | | | 36,881 | | | | | | | | | |
| CON | CAQ | | | | | | | 36,881 | | | | | | | | |
| CON | CAQ | | | | | | | | 36,881 | | | | | | | |
| CON | CAQ | | | | | | | | | 36,881 | | | | | | |
| CON | CAQ | | | | | | | | | | 36,881 | | | | | |
| CON | CAQ | | | | | | | | | | | 36,881 | | | | |
| CON | CAQ | | | | | | | | | | | | 36,881 | | | |
| | | 48 | 1,417 | 10,514 | 9,435 | 36,881 | 36,881 | 36,881 | 36,881 | 36,881 | 36,881 | 36,881 | 36,881 | | | |
| | | Total FY2021-2024 | | | | 21,414 | Total FY2025-2028 | | | | 147,524 | Total FY2029-2032 | | | | 147,524 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84457 *Signal Retiming Program*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | CAQ | 350 | | | | | | | | | | | | |
| PRA | CAQ | | | 350 | | | | | | | | | | |
| | | 350 | 0 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 700 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 86077 *Enhance and Maintain Travel Forecasting Tools - DVRPC*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

PennDOT Class: Study Phase of Project

PennDOT Improvement: Study Phase of Project

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

The new MPMS # for this project is MPMS #115973.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU* | 454 | | | | | | | | | | | | |
| PRA | STU | 454 | | | | | | | | | | | | |
| | | 908 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 908 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 92182 *Expressway Service Patrol - Suburban Counties (2022-2026)*

LIMITS: I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delawa

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

DOI:

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------------|--------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | 912 | | | | | | | | | | | | |
| CON | STU | 2,713 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | | 913 | | | | | | | | | | | |
| CON | STU | | 2,712 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | | | 913 | | | | | | | | | | |
| CON | STU | | | 2,712 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP | | | | 912 | | | | | | | | | |
| CON | STU | | | | 2,713 | | | | | | | | | |
| | | 3,625 | 3,625 | 3,625 | 3,625 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 14,500 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 95447 *County Bridge Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Rural Center; Town Center

DOI:

IPD: 29

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township,

FD \$59,000, CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244

PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, PE \$300,000, FD \$375,000, ROW \$90,000, UTL \$50,000, CON \$2,000,000. The total cost of this project is \$2,630,000.

Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FD \$120,000, ROW \$31,000, CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, PE \$300,000, FD \$300,000, ROW \$75,000, CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, PE \$300,000, FD \$200,000, ROW \$40,000, CON \$1,400,000. The total cost of this project is \$1,940,000.

Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, PE \$350,000, FD \$250,000, ROW \$50,000, UTL \$50,000, CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE \$410,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON 2,850,000. The total cost of this project is \$3,660,000.

-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, PE \$450,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON \$2,900,000. The total cost of this project is \$3,700,000.

Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township,

PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FD \$143,000, CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FD \$350,000, CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Store Road Bridge (MPMS #98228) in Lower Salford Township PE \$11,000, FD \$80,000, CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project. Drawn down in FY16 of the FY2015 TIP.

City of Philadelphia

-59th Street over Amtrak (MPMS #98229) PE \$3,000,000, FD \$2,000,000, UTL/RR \$4,100,000, CON \$20,000,000. The total cost of this project is \$29,100,000, project is BOF eligible;

-Woodland Avenue over SEPTA (MPMS #98232) PE of \$480,000, FD \$320,000, CON \$952,000, CON \$10,048,000. The total cost of this project is \$10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP.

-Tabor Road over Tacony Creek (MPMS #98230) PE \$240,000, FD \$600,000, CON \$6,000,000. The total cost of this project is \$6,840,000.

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

Round 2 (summer 2016 selections):
MPMS #s will be created once invoices are received by PennDOT.

Bucks County

- Walnut Street Bridge over Perkiomen Creek (CB #13) (MPMS #13248), Perkasio Borough, CON \$5,150,000. This is a retro-reimbursement project.
- Frosty Hollow Road over Mill Creek - CB #15 (MPMS #103620), Middletown Township, PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project. Drawn down in FY2017 TIP.
- Mill Creek Road over Martins Creek - CB #220 (MPMS #102598), Falls Township, PE \$41,000, FD \$250,000, ROW \$50,000, CON \$2,464,000. Total cost \$2,805,000. This is a retro-reimbursement project.

Chester County

- State Street in Avondale - CB #289 (MPMS #14246), Avondale Borough, PE \$100,000, FD \$250,000, ROW \$20,000, UTL \$150,000 CON \$1,800,000. Total cost \$2,320,000. This is a retro-reimbursement project.
- Mill Road in Tredyffrin Twp - CB #167 (MPMS #13981), Tredyffrin Township, Study \$150,000, PE \$300,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,000,000. Total cost \$2,925,000. This is a retro-reimbursement project.
- Bertolet School Road - CB #196 (MPMS #86271), East Vincent Township, Study \$200,000, PE \$450,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,775,000. Total cost \$3,900,000. This is a retro-reimbursement project.

Delaware County

- Paper Mill Road over Darby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township, Engineering \$410,000, ROW \$15,000, CON \$2,900,000. Total cost \$3,325,000. This is a retro-reimbursement project.
- Fox's Bank Bridge - CB #94 (MPMS #TBD), Middletown Township, Engineering \$300,000, ROW \$50,000, CON \$2,500,000. Total cost \$2,850,000. This is a retro-reimbursement project.

Mongtomgery County

- Moreland Avenue over Branch Pennypack Creek - CB #38 (MPMS #TBD), Hatboro Borough, PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,500,000. Total cost \$3,150,000. This is a retro-reimbursement project.
- Easton Road over Branch Tacony Creek - CB #268 (MPMS #TBD), Cheltenham Township, PE \$350,000, FD \$200,000, ROW \$60,000, UTL, \$40,000, CON \$2,550,000. Total cost \$3,200,000. This is a retro-reimbursement project.
- Moyer Road over East Branch Perkiomen Creek - CB #262 (MPMS #TBD), Upper Salford Township, PE \$350,000, FD \$250,000, ROW \$25,000, UTL, \$20,000, CON \$4,355,000. Total cost \$5,000,000. This is a retro-reimbursement project.

City of Philadelphia

- MLK Drive over Schuylkill River - (MPMS #108129), City of Philadelphia, PE \$960,000, FD \$640,000, CON \$10,000,000. Total cost \$11,600,000.
- Falls Road Bridge over Schuylkill River - (MPMS #108099), City of Philadelphia, PE \$1,200,000, FD \$800,000, CON \$10,000,000. Total cost \$12,000,000.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 183 | | 3,261 | | | | | | | | | | |
| CON | LOC | | 873 | | | | | | | | | | |
| CON | 183 | | | | 1,138 | | | | | | | | |
| CON | LOC | | | | 334 | | | | | | | | |
| CON | 183 | | | | | 2,280 | | | | | | | |
| CON | LOC | | | | | 1,317 | | | | | | | |
| CON | 183 | | | | | | 6,554 | | | | | | |
| CON | LOC | | | | | | 2,765 | | | | | | |
| CON | 183 | | | | | | | 4,510 | | | | | |
| CON | LOC | | | | | | | 1,961 | | | | | |
| CON | 183 | | | | | | | | | 4,763 | | | |
| CON | LOC | | | | | | | | | 1,190 | | | |
| | | 0 | 4,134 | 0 | 1,472 | 3,597 | 9,319 | 6,471 | 0 | 5,953 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 5,606 | | Total FY2025-2028 | | 19,387 | | Total FY2029-2032 | | 5,953 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 96215 *City Ave Adaptive Signals*

LIMITS: No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City; Lower Merion Township

FC:

PLAN CENTER:

DOI: No

IPD:

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

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

Additional equipment at signalized intersections for approximately 22 intersections within the City Avenue Corridor (7 intersections on City Avenue from I-76 to Conshohocken State Road, 10 intersections on City Avenue from Bala Avenue to E. Lancaster Avenue will be installed. The traffic signals at these intersections will be evaluated for fully-actuated/adaptive operations and provide variable green time to accommodate traffic fluctuations.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | CAQ | 50 | | | | | | | | | | | | |
| CON | CAQ | | | | | | | | | | | | | |
| | | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 50 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 97311 *Transportation Community Development Initiative (TCDI) Administration*

LIMITS: Region-wide No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.
The new MPMS # for this project is MPMS#115963.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | 120 | | | | | | | | | | | | |
| | | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 120 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102105 *Municipal Bridge Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 18

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Nine (9) local bridge projects requesting \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local) for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval.

Bucks County

(1) Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);

(2) Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local)

Chester County

(3) East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);

(4) Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);

Montgomery County

(5) Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);

(6) Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);

(7) Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);

(8) Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);

(9) Pulaski Drive Bridge (Bridge Key 28142) in Whitpain Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

Twelve (12) projects requesting \$10.6 million for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval, except for Dowling Forge Bridge over Shamona Creek (item #6 below).

Bucks County

(1) Rockhill Road Bridge over Three Mile Run in East Rockhill Township - \$1,059,094 (\$847,275 State 183/\$211,819 Local) (Bridge Key 7599) - MPMS #86209 - COMPLETED

(2) Forsythia Crossing over Mill Creek (aka Forsythia Gate Bridge) in Middletown Township - \$394,133 (\$315,306 State/\$78,827 Local) (Bridge Key 48823) - MPMS #103828

Chester County

(3) Howellville Road Bridge over Norfolk Southern Corp. in Tredyffrin Township- \$2,100,000 (\$1,680,000 State 183/\$420,000 Local) (Bridge Key 10821) - MPMS #14363;

(4) Kulp Road Bridge over Pigeon Creek in East Coventry Township - \$675,000 (\$540,000 State 183/\$135,000 Local) (Bridge Key 10774) - MPMS #86293 - COMPLETED;

(5) East Boot Road Bridge over Ridley Creek in East Goshen Township \$500,000 (\$400,000 State 183/\$100,000 Local)(Bridge Key 10781) - MPMS #103573 - COMPLETED;

(6) Dowlin Forge Bridge over Shamona Creek in Uwchlan Township \$400,000 (\$320,000 State 183/\$80,000 Local) (Bridge Key 10829) - MPMS #103574 - COMPLETED.

Delaware County

(7) South Swarthmore Ave. Bridge over Stoney Creek in Ridley Township \$1,084,000 (\$867,200 State 183/\$216,800 Local) (Bridge Key 15432) - MPMS #104196;

(8) Bullens Lane Bridge over Crum Creek in Ridley Township - \$980,000 (\$784,000 State 183/\$196,000 Local) (Bridge Key 15433) - MPMS #103573 - COMPLETED.

Montgomery County

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

(9) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$2,165,000 (\$1,732,000 State 183/\$433,000 Local) (Bridge Key 28046) - MPMS #103341 - COMPLETED;
 (10) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$1,850,000 (\$1,480,000 State 183/\$370,000 Local) (Bridge Key 28044) - MPMS #103340 - COMPLETED;
 (11) Walnut St. Bridge over West Branch of Neshaminy Creek in Hatfield Township - \$1,613,000 (\$1,290,400 State 183/\$322,600 local) (Bridge Key 28019) - MPMS #103466 - COMPLETED;
 (12) County Line Road Bridge in Douglass Township - \$594,500 (\$475,600 State 183/\$118,900 local) (Bridge Key 28052) - MPMS #16257.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | LOC | | | 27 | | | | | | | | | |
| CON | 183 | | | | 1,982 | | | | | | | | |
| CON | LOC | | | | 495 | | | | | | | | |
| CON | 183 | | | | | 2,828 | | | | | | | |
| CON | LOC | | | | | 707 | | | | | | | |
| | | 0 | 0 | 27 | 2,477 | 3,535 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 2,504 | Total FY2025-2028 | | | 3,535 | Total FY2029-2032 | | | 0 |

MPMS# 102106 Poor Condition Bridge Line Item

LIMITS: Region Counties and City of Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

DOI: Yes

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

This line item is a set aside for rehabilitation or replacement of candidate poor condition bridges that have been identified in the DVRPC region.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | BOF | | | | | | | | 4,500 | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,500 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | 4,500 | Total FY2029-2032 | | | 0 |

MPMS# 102107 Bridge On Demand Line Item

LIMITS: Region Wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

Bridge On-Demand Reserve Line Item
 Districtwide
 Bridge Replacement/Rehabilitation/Preservation activities

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102275 Study Line Item

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not Yet Determined

PennDOT Class: Study Phase of Project

PennDOT Improvement: Study Phase of Project

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | 581 | | | | | | | 46 | | | | | |
| PE | 581 | | | | | | | | | | | | 650 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 650 |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | 46 | Total FY2029-2032 | | | 650 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102320 *District Wide Bridge Rehab Group P*

LIMITS: Districtwide

D6 Est Let: 5/1/2020 Est Let Date: 9/30/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 17

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Ten bridges in Bucks, Chester, Delaware, and Montgomery counties that are poor condition will be replaced with minimal roadway improvements. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

- Souderton Pike over Branch Mill Creek (Bridge Key 6883)
- Carver-Wisner Road over Hickory Creek (Bridge Key 7105)
- Allentown Road over Branch of the Unami Creek (Bridge Key 7403)

The bridges in Chester County are:

- West Miner Street over Branch of Blackhorse Run (Bridge Key 10267)
- Hill Church Road over Tributary of Stony Run (Bridge Key 10366)

The bridges in Delaware County are:

- Bethel Road over Branch of Marcus Hook Creek (Bridge Key 15314)
- Smith Bridge Road over Webb Creek (Bridge Key 15341)

The bridges in Montgomery County are:

- Allentown Road over Branch of Skippack Creek (Bridge Key 27524)
- Black Rock Road over Crossmans Run (Bridge Key 27779)
- Linfield Road over Tributary of the Schuylkill River (Bridge Key 27822)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------------|--------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| ROW | 185 | 250 | | | | | | | | | | | | |
| CON | 185 | 1,819 | | | | | | | | | | | | |
| CON | 185 | | 3,060 | | | | | | | | | | | |
| CON | 185 | | | 3,000 | | | | | | | | | | |
| | | 2,069 | 3,060 | 3,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 8,129 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102665 *Signal Upgrade Line Item*

LIMITS: No Let Date
IMPROVEMENT Signal/ITS Improvements **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: L. Guarini **CMP:** Not SOV Capacity Adding
PennDOT Class: Reserve Line Item **PennDOT Improvement:** Reserve Line Item

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | CAQ | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 104363 *ISIP Open End Project*

LIMITS: Region-wide No Let Date
IMPROVEMENT Intersection/Interchange Improvements **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:S2
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding
PennDOT Class: Safety Improvement **PennDOT Improvement:** Safety Improvement

District 6-0 will advertise an Open End (Construction On-Demand) project for "Intersection Safety Implementation Plan" to address the top-ranked feasible locations within five countermeasure categories. Prioritization will involve a dual approach, working down the provided ISIP lists for each category, as well as focusing on ISIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | sHSIP | | | | | | | | | | | | |
| | | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 400 | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104639 *Travel Monitoring*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

PennDOT Class: Planning/Research/Administratio **PennDOT Improvement:** Planning/Research/Administration

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

The new MPMS # for this project is MPMS #115968.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PRA | TOLL | | | | | | | | | | | | | | |
| PRA | STU | 145 | | | | | | | | | | | | | |
| | | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 145 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104794 District Wide Bridge Rehab Group T

LIMITS: Regionwide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/K. Caparra

CMP:

PennDOT Class:

PennDOT Improvement:

Rehabilitation of 8 poor condition bridges at various locations.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| CON | STU | 71 | | | | | | | | | | | | | |
| CON | 185 | 18 | | | | | | | | | | | | | |
| | | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 89 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 105291 *The Circuit Line Item*

LIMITS: No Let Date
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:** MRPID:97
MUNICIPALITIES: Various **FC:** AQ Code:A2
PLAN CENTER: **DOI:** No IPD: 23
PROJECT MANAGER: L. Guarini **CMP:** Not SOV Capacity Adding
PennDOT Class: Bicycle/Pedestrian **PennDOT Improvement:** Bicycle/Pedestrian

This program provides funds for advancing the Circuit Trail Projects. Regional Trails Program funding from the William Penn Foundation was provided to design Circuit trail projects according to the PennDOT process in order to prepare them for a variety of federal and state construction funding opportunities. \$5 million in CMAQ funding will be used to advance CMAQ eligible Circuit projects to construction. The following projects are included in this line item:

- 1) Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
- 2) Delaware - Chester Creek Trail Phase 2 MPMS# 116147;
- 3) Philadelphia - Parkside Cynwyd Trail MPMS# 116126;
- 4) Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
- 5) Philadelphia - Spring Garden Street Greenway MPMS #105850
- 6) Philadelphia - Wissahickon Gateway Trail MPMS# 116125.

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according to the 2016 American Community Survey.

Projects that were part of this Line Item and have since been broken out to their own individual projects are listed below:

- 1) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
- 2) Montgomery - Chester Valley Trail Extension Design Supplement for MPMS #16705;
- 3) Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | CAQ | 2,354 | | | | | | | | | | | |
| | | 0 | 0 | 2,354 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 2,354 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106648 *Sink Holes Line Item*

LIMITS: District Wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 581 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

MPMS# 106649 *Stormwater Permits/Environmental Mitigation Line Item*

LIMITS:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Reserve Line Item for Stormwater Permits

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 581 | 100 | | | | | | | | | | | |
| CON | 581 | | 600 | | | | | | | | | | |
| CON | 581 | | | | | | | 615 | | | | | |
| CON | 581 | | | | | | | | 185 | | | | |
| | | 100 | 600 | 0 | 0 | 0 | 0 | 615 | 185 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 700 | | | | 800 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106651 *Sign Structure Repair*

LIMITS: No Let Date
 IMPROVEMENT Roadway Rehabilitation NHPP:
 MUNICIPALITIES: Various FC: AQ Code:X11
 PLAN CENTER: DOI: No IPD:
 PROJECT MANAGER: L. Guarini CMP: Not SOV Capacity Adding
 PennDOT Class: PennDOT Improvement:

Reserve Line Item for Sign Structure Repairs

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | 581 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 0 | | | | Total FY2025-2028 | | | | 0 | | | |
| Total FY2029-2032 | | 0 | | | | Total FY2025-2028 | | | | 0 | | | |

MPMS# 106654 *I-95 Transportation Demand Mgt (TMA)*

LIMITS: No Let Date
 IMPROVEMENT Other NHPP: MRPID:65
 MUNICIPALITIES: Various FC: AQ Code:NRS
 PLAN CENTER: DOI: No IPD:
 PROJECT MANAGER: EE/E. Elbich CMP: Not SOV Capacity Adding
 PennDOT Class: PennDOT Improvement:

This project will provide for coordination activities among multiple Transportation Management Associations (TMAs) in Bucks, Delaware, and Philadelphia counties to assist PennDOT with mitigating congestion on the I-95 corridor by reducing the number of drivers on the road during construction, particularly during AM and PM peak commute hours. Outreach efforts will focus on select employers with employees using the corridor; some efforts will reach those same employees directly. Outreach activities will include sharing and supplementing efforts to inform regular users of upcoming construction schedules, in addition to educating and assisting employers to help employees who are regular users with finding viable alternatives to driving alone along this corridor, utilizing Travel Demand Management (TDM) techniques.

Interstate 95 is a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring Bucks and Delaware counties in Pennsylvania. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by ongoing construction work. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow, with a specific focus on employer concerns (on-time arrivals, reliable commute times, reducing use of vacation/sick time, improving employee morale, etc.).

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|------------|----------|----------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PRA | NHPP | 250 | | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | |
| PRA | NHPP | | 250 | | | | | | | | | | |
| Total FY2021-2024 | | 250 | 250 | 0 | 0 | Total FY2025-2028 | | | | 0 | | | |
| Total FY2029-2032 | | 500 | | | | Total FY2025-2028 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 107544 *Bridge Group N*

LIMITS: Est Let Date: 10/10/2019
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:S19
PLAN CENTER: **DOI:** No **IPD:** 22
PROJECT MANAGER: Gannett/V. Genua **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

Seven bridges in Bucks, Chester, and Montgomery counties that are poor condition will be replaced, and one bridge in Bucks County that is not poor condition will be rehabilitated, all with minimal roadway improvements. An estimated service life extension of 30 years for replacements and 15 years for rehabilitation is anticipated. Work will also include District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:
 Aquetong Road over Branch of Aquetong Creek (Bridge Key 7100) in Solebury Township;
 Rehabilitation of Hulmeville Road over Chubb Run (Bridge Key 7222) in Middletown Township; and
 Richlandtown Road over Cooks Creek (Bridge Key 7419) in Springfield Township.

The bridges in Chester County are:
 Clay Creek Road over Tributary of East Branch of White Clay Creek (Bridge Key 39994) in Franklin Township;
 Creek Road over Branch of Brandywine Creek (Bridge Key 10173) in East Brandywine Township; and
 Baltimore Pike over Branch of Red Clay Creek (Bridge Key 10501) in New Garden Township.

The bridge in Montgomery County is:
 Second Avenue over Branch of Mingo Creek (Bridge Key 27805) in Upper Providence Township.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | 185 | 685 | | | | | | | | | | | | | |
| | | 685 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 685 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 109847 *ROW Divestment 6-0*

LIMITS: Regionwide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: **DOI:** No **IPD:**
PROJECT MANAGER: AECOM/P. Shultes **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | 581 | | 922 | | | | | | | | | | | | |
| PE | 581 | | | 1,678 | | | | | | | | | | | |
| | | 0 | 922 | 1,678 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 2,600 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 109848 *LED Lighting Conversion 6-0*

LIMITS: Districtwide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:S18
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: HNTB/N. Velaga **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

The purpose of this project is to convert existing PennDOT maintained lighting fixture inventory to LED luminaires. District 6 currently maintains approximately 4800 light fixtures. They date from the construction of the earliest interstates and arterials in the region to those being constructed today. This project is to convert the earlier type fixtures to LED luminaires. The District will first look at critical corridors and oldest fixtures.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | 581 | | | 327 | | | | | | | | | |
| | | 0 | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 327 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 110127 *District 6 Modeling Assistance*

LIMITS: I-95 reconstruction and other areas as needed across the District No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: EE/E. Elbich **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will require an expansion of DVRPC staff to include a dedicated travel modeler to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania. The additional staff member will report to the Manager, Office of Modeling and Analysis, and work with other OMA staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

The new MPMS # for this project is MPMS #115974.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|--------------------------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PRA | NHPP | 560 | | | | | | | | | | | |
| PRA | 581 | 140 | | | | | | | | | | | |
| | | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 700 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110429 *Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR)*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jackie Koons-Felion

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Mobility Alternatives Program is serviced by the TMAs and Contractors (SEPTA and Clean Air Counsel) in the Southeastern Region under DVRPC and helps companies improve their benefits package while saving employees time and money on their commute. MAP also helps reduce traffic and air pollution in the Southeast PA 5 County region. MAP can help everyone find a better way to get to work. Whether it's on transit, in a car pool or van pool, or even working from home, MAP has information on what the various alternatives are and how companies and individuals can take advantage of them.

TMA Bucks

Serving the entire Bucks County, PA area, including: Bensalem, Bristol, Doylestown, Levittown, Newtown, Quakertown and Warminster.

TMA of Chester County

Serving the Chester County, PA area, including: Coatesville, Downingtown, Exton, Great Valley, Kennett Square, Oxford and West Chester.

Delaware County TMA

Serving the entire Delaware County, PA area, including: Chester City, Media, Newtown Square, Springfield, and Radnor Township.

GVF Transportation

Serving the Greater Valley Forge area of Montgomery and Chester Counties, PA, including: King of Prussia, Norristown, Tredyffrin and 31 adjacent municipalities.

The Partnership TMA

Serving eastern Montgomery County, PA, including: the greater North Penn area, Horsham, the Indian Valley, the Upper Perkiomen and Willow Grove.

Central Philadelphia TMA

Serving the Center City Philadelphia area, with transportation fairs and information.

Clean Air Council-

Serving all of Philadelphia City/County, providing all MAP services and assistance with SAR.

University City District TMA

Serving University City area between the borders of the Schuylkill River, 50th Street, Spring Garden Street, and Woodland Avenue.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| PRA | CAQ | 588 | | | | | | | | | | | |
| PRA | LOC | 148 | | | | | | | | | | | |
| PRA | CAQ | | 588 | | | | | | | | | | |
| PRA | LOC | | 148 | | | | | | | | | | |
| | | 736 | 736 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 1,472 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | | Total FY2029-2032 | | | |
| | | | | | | | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110460 *Commuter Services*

LIMITS: Regionwide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:A1
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: Jim Mosca **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

Commuter Services is a DVRPC Unified Planning Work Program TIP Funded Task. Note that funding for this task was formerly shared with the Transportation Management Associations (TMA) work programs under MPMS# 17900. The DVRPC Work Program Task funding has now been broken out under this MPMS# 110460 for distinction from the TMA work programs task and for more efficient administration purposes. The TMA portion is now covered under MPMS# 110429.

The DVRPC Comptroller will establish a "Sub-Account" charging number in the DVRPC UPWP totaling \$50,000 so that the non-CMAQ eligible administrative tasks can be charged to that specific charge code. The funding for this project will break down as follows: \$201,000 CMAQ which will be toll credit matched, \$34,000 State 581 which will be a state contribution to the project, and \$16,000 in DVRPC Local funds. This arrangement will require PennDOT to develop two new WBS elements for FY21. The first new WBS element will be to address the CMAQ funds while the second WBS element will address the state contribution and DVRPC Local Funds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| PRA | TOLL | | | | | | | | | | | | | | | |
| PRA | CAQ | 201 | | | | | | | | | | | | | | |
| PRA | 581 | 34 | | | | | | | | | | | | | | |
| PRA | LOC | 16 | | | | | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | | | | |
| PRA | CAQ | | 201 | | | | | | | | | | | | | |
| PRA | CAQ | | | | | | | | | | | | | | | |
| PRA | 581 | | 34 | | | | | | | | | | | | | |
| PRA | LOC | | 16 | | | | | | | | | | | | | |
| | | 251 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 502 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 110469 *Wrong Way Entry Design Build*

New

LIMITS: Regionwide Est Let Date: 12/10/2020
IMPROVEMENT Intersection/Interchange Improvements **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:S6
PLAN CENTER: **DOI:** No IPD:
PROJECT MANAGER: Traff/A. Patel **CMP:** Not SOV Capacity Adding
PennDOT Class: **PennDOT Improvement:**

Implementation of wrong-way countermeasures at interchange exit ramps.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------|--------|--------------------------|--------|--------|--------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | TOLL | | | | | | | | | | | | | | | |
| CON | HSIP | 2,527 | | | | | | | | | | | | | | |
| | | 2,527 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 2,527 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110494 *Regional Traffic Management Center (RTMC) General Contract*

LIMITS: PennDOT District 6-0

Est Let Date: 9/12/2019

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:236

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD: 20

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Regional Traffic Management Center (RTMC) planning, designing and building/commissioning of a facility to optimize the performance of the surface transportation network by expanding the current function of the freeway management systems to include active traffic management of dynamic junction control, flex lanes, and, part time shoulder use, ramp metering, multimodal coordination, and proactive management of traffic signals along major regional arterial corridors. In addition the RTMC will collect and process/disseminate real time transportation data in order to measure performance. This facility will be the technical and institutional hub to bring together the various regional jurisdictions, modal interests, and service providers to focus on the common goal of optimizing the performance of the transportation network.

The total cost estimate for this project is \$59,952,000. However, FHWA has indicated that federal funds are eligible on the RTMC but not for the parking structure as it will not be open to the public. As a result of this decision, PennDOT will be using \$48,152,000 for the RTMC and \$11,800,000 of Department of General Services (DGS) state funding for the parking structure.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|-------|--------------------------|--------------|--------------|---------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU* | 13,610 | | | | | | | | | | | | |
| CON | CAQ* | 8,000 | | | | | | | | | | | | |
| CON | OTH-S | 11,800 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU* | | 4,083 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU* | | | 4,913 | | | | | | | | | | |
| | | 33,410 | 4,083 | 4,913 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 42,406 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110660 *Bridge Group V*

LIMITS: Bucks and Montgomery Counties

Est Let Date: 8/12/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Haycock Township; Richland Township; Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This bridge group project was a breakout from Bridge Group U and includes four structures to be replaced in Bucks and Montgomery counties.

The bridge in Bucks County are:

East Cherry Road over branch of Tohickon Creek (Bridge Key 7438)

Deerwood Lane over Kimples Creek (Bridge Key 7449)

Stony garden Road over branch of Kimples Creek (Branch Key 7450)

The bridge in Montgomery County is:

Church Road over branch of Perkiomen Creek (Branch Key 27575)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| ROW | 185 | 100 | | | | | | | | | | | |
| CON | 185 | 1,000 | | | | | | | | | | | |
| CON | 185 | | 3,000 | | | | | | | | | | |
| CON | 185 | | | 500 | | | | | | | | | |
| | | 1,100 | 3,000 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 4,600 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 111424 *Transportation Management Associations (TMA) SR:0000*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: Jackie Koons-Fellon

CMP: Not SOV Capacity Adding

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| PRA | CAQ | 1,064 | | | | | | | | | | | |
| PRA | LOC | 265 | | | | | | | | | | | |
| PRA | CAQ | | 1,064 | | | | | | | | | | |
| PRA | LOC | | 265 | | | | | | | | | | |
| | | 1,329 | 1,329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 2,658 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 112280 *Districtwide Barrier Repair*

LIMITS: No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City; Lower Merion Township; Coatesville City

FC:

AQ Code:S9

PLAN CENTER:

DOI: No

IPD:

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

PennDOT Class:

PennDOT Improvement:

This project involves the repair and replacement of damaged and deteriorated roadway barriers in District 6-0. The majority of work will be done on approximately 2,500 linear feet of barriers on State Route (SR) 76 (the Schuylkill Expressway) in Philadelphia and Montgomery Counties and approximately 5,800 linear feet of metal and concrete barriers on SR 82 (Manor Road) in Chester County.

The continued deterioration of barriers along SR 76 and SR 82 has led to conditions which urgently require the extensive replacement of whole sections of barrier. For segments where barrier repairs are needed, SR 76 carries over 200,000 vehicles per day and SR 82 carries over 15,000 vehicles per day. The median barrier within the project limits along SR 76 was initially built in 1967 and was rehabbed in 1986. Over the years, it has deteriorated due to age and vehicular impacts. Temporary repairs have been completed using W-beam rail; however, full replacement is needed to maintain the safety of the barrier. The attached photos below show some of the deteriorated sections. The median barrier on SR 82 consists of steel tubular rail. Due to its age and vehicular impacts, the barrier has deteriorated to a point where it needs to be addressed. Unfortunately, repair materials for this type of rail are no longer available and therefore replacement is required.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------------|----------|--------------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 1,498 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | | 1,175 | | | | | | | | | | | |
| | | 1,498 | 1,175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,673 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | |

MPMS# 112524 *District 6-0 Low Cost Safety Improvements*

New

LIMITS: Regionwide

Est Let Date: 1/16/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel **CMP:** Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project will systematically target locations identified as part of PennDOT's Statewide Highway Safety Network Screening (HSNS) results and 2018 Crash Clusters. The proposed improvements will follow the recommended countermeasures provided in the 2017 Pennsylvania Strategic Highway Safety Plan (SHSP). This project is scalable and will have the flexibility to add/delete locations depending on funding availability.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|------------|----------|------------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | HSIP | | 240 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 30 | | | | | | | | | | | | |
| CON | NHPP | 600 | | | | | | | | | | | | |
| | | 630 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 870 | | Total FY2025-2028 | | | | 0 | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 113257 *Outdoor Advertising Control*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: ROW/B. Dicianno

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

PennDOT District 6-0 is federally required (23 CFR 750.705b) since 2006 to conduct regular surveillance and ongoing illegal sign surveillance for outdoor advertising devices.

The current surveillance must be completed before December 2020. An average of 16 approved sign per week must be surveilled, over a two year cycle, to meet the deadline for regular surveillance.

A total of 1,450 approved signs must be surveilled on a regular basis:

- Bucks County – 300 signs
- Chester County – 150 signs
- Delaware County – 150 signs
- Montgomery County – 150 signs
- City of Philadelphia – approximately 700 signs

The ongoing surveillance of illegal signs will: 1) identify illegal signs for the purpose of legalization, 2) assure that signs erected comply, at a minimum, with size, spacing, and lighting, and 3) remove illegal signs expeditiously.

In addition, the District will continue to perform the administrative responsibilities of application processing by reviewing available documentation and conducting routine field inspections to make recommendations for approval or denial of Outdoor Advertising Device Permits. The District will also continue to log all signs identified as illegal and follow through with written requests for permit applications or removal of the signs.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|---------------|---------------|---------------|--------------------------|---------------|---------------|---------------|---------------|--------------------------|---------------|---------------|----------|
| Phase | Fund | <u>FY2021</u> | <u>FY2022</u> | <u>FY2023</u> | <u>FY2024</u> | <u>FY2025</u> | <u>FY2026</u> | <u>FY2027</u> | <u>FY2028</u> | <u>FY2029</u> | <u>FY2030</u> | <u>FY2031</u> | <u>FY2032</u> | |
| PRA | STU | 300 | | | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | | 300 | | | | | | | | | | | |
| | | 300 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 600 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114093 SEPTA Locomotive Replacement (Competitive CMAQ)

LIMITS: No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

The requested funding will be flexed to SEPTA, and will be utilized to replace the three oldest and highest polluting locomotives with new EPA Tier 4 compliant locomotives. The replacement of these vehicles has impressive potential to improve local and regional air quality as it will reduce vehicle emissions by 90 percent relative to the current locomotives.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| CON | CAQ | 3,800 | | | | | | | | | | | | |
| | | 3,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | 3,800 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114492 US 422 Modeling & Corridor Analysis

LIMITS: 422 corridor from KOP to Berks County line

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/M. Holva

CMP:

PennDOT Class:

PennDOT Improvement:

DVRPC is currently developing an operations model of the US 422 Corridor in Chester and Montgomery Counties. The model will be used to assess the current and projected operating conditions of the highway and its interchanges. Work completed by DVRPC to date includes development of the base year and 2040 no-build operations models.

A PennDOT procured consultant is needed to assist with tasks which are outside of the scope of work and beyond the limits of DVRPC's resources. This entails conducting a thorough and comprehensive examination of the US 422 corridor including exploring a transit option for the corridor. For the transit component, consultant tasks may include developing preliminary BRT routes, schedules, station location, vehicle operations, system right-of-way, and potential ridership forecasts. Work may include the impacts of additional impervious surfaces, stormwater management, socioeconomic impacts, and detailed cost estimates.

A consultant would assist with the detailed Vissim analysis and modeling efforts. DVRPC could oversee work that involves defining where Flex Lanes would begin and end by direction. Tasks could also focus on looking at opportunities where Flex Lanes may reduce the need for implementing the full programmed widening between PA 363 Trooper Road and US 202. A consultant would assist in sensitivity testing for the operational impacts of this improvement strategy. It is likely that the Flex Lanes would operate with the use of ITS technology. This may include how the Flex Lanes are opened and closed, hours of operation, and inner/outer lane configurations testing. Other ITS technologies, such as ramp metering, speed harmonization, dynamic lane assignment, and queue warning systems may also be explored.

A consultant would prepare a comprehensive final report detailing findings and recommendations for all aspects of their work. DVRPC's modeling work and deliverables would serve as an appendix to the larger report.

This approach would satisfy PennDOT's request to look at the US 422 holistically and would set the foundation for implementation of the recommended improvements.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| STUD | STU | 280 | | | | | | | | | | | | | |
| STUD | TOLL | | | | | | | | | | | | | | |
| STUD | TOLL | | | | | | | | | | | | | | |
| STUD | STU | | 30 | | | | | | | | | | | | |
| | | 280 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 310 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114939 *Regional TDM Program*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region, in a coordinated, cost-effective, and environmentally-positive way. It centers on the strategies that more efficiently distribute travel demand across all modes, and especially reduce single-occupant vehicle (SOV) travel. An important element of TDM is providing public education and outreach to commuters, employers, residents and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system. Traditional TDM strategies include public transportation and biking/walking incentives, forming car and van pools - often facilitated by robust park-and-ride lot options - as well as encouraging adding flextime and compressed work weeks, telework plans, and emergency ride home programs into an employer's benefits package.

The time is right for a fresh approach to TDM in the DVRPC region. Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use like Waze and Google Maps are themselves a form of TDM, enabling a more efficient use of transportation networks but not reducing SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms - "mobility as a service (MaaS)." These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives and Transportation Control Measures (TCM), such as variable road pricing, trip-reduction ordinances, and transit benefit ordinance requirements. All of these conditions warrant a fresh consideration of which TDM or TCM strategies can work most effectively in the greater Philadelphia region.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there has not been, to date, a formal, coordinated TDM program for the full DVRPC service region. This new coordinated program of projects and activities will help DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to reduce congestion and improve air quality. In coordination with the development of the Commission's 2050 Long-Range Plan, new regional TDM direction and efforts will allow for a broad and strategic approach to TDM in the region, which differs from the mostly ad hoc and service area-based approach used now.

A performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio.

CMAQ-funded activities carried out through this program are eligible under FHWA's 2013 CMAQ Guidance VII.F.5. Transportation Control Measures; VII.F.8. Travel Demand Management; and VII.F.9. Public Education and Outreach Activities. Additional Innovative Projects, to be determined, may also be eligible for the use of CMAQ funding under section VII.F.16.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PRA | CAQ | 200 | | | | | | | | | | | | | |
| PRA | 581 | 50 | | | | | | | | | | | | | |
| | | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 250 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114949 *Replacement of Antiquated Permanent DMS*

New

LIMITS: Regionwide

Est Let Date: 3/25/2021

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traffic/F. Jan

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Replacement of antiquated DMS on highly congested arterials due to reaching the expected life of the signs or due to manufacturer no longer supporting the signs for repairs. Devices have aged and provide continuous maintenance issues. For example the manufacturer is no longer supporting these signs or providing spare parts that can only be fixed by replacement.

Project locations:

- 1)US 1 at 2nd Street
- 2)US 1 SB north of E. Maple Ave/PA 213
- 3)US 1 NB north of Trenton Rd.
- 4)PA 23 EB at Williams Street
- 5)Fayette St SB before PA 23
- 6)PA 23 EB before Hollow Rd
- 7)US 202 SB before Schoolhouse Rd
- 8)US 202 SB before Pebble Hill Rd
- 9)PA 291 EB at the bottom of the Platt Bridge
- 10)PA 309 SB before Five Points
- 11)PA 611 NB at Easton Rd
- 12)PA 611 SB at Limekiln Rd
- 13)US 202 Parkway NB before Knapp Rd
- 14)US 202 Parkway NB south of PA 463
- 15)US 202 Parkway SB south of PA 152

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|------------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | |
| CON | STU | 396 | | | | | | | | | | | |
| CON | sSTP | 535 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | sSTP | | 500 | | | | | | | | | | |
| | | 931 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 1,431 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114960 *I-476 Ramp Meter Upgrade*

New

LIMITS: I-476 in Delaware and Montgomery Counties

Est Let Date: 3/25/2021

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traffic/F. Jan

CMP: Minor SOV Capacity

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

PennDOT Class:

PennDOT Improvement:

PennDOT District 6-0 is planning to replace the existing controller assemblies at 15 ramp meter locations along I-476 with new Advanced Transportation Controllers (ATC) that have a direct connection to Ethernet communication that feeds into PennDOT's Traffic Management Center (TMC). Furthermore, the ramp meters will be integrated into the statewide unified command and control software. PennDOT has already procured the ramp meter module and will be capable of integrating it into the ATMS software. The upgrade would allow for system wide traffic management plans rather than just local traffic responsive plans. The upgrade will allow the district to advance the active traffic management strategy further by implementing the system wide traffic demand management during the construction of a flex lanes on I-476.

The Ramp Meter locations are:

1. MacDade Boulevard on-ramp to I-476 North in Ridley Township
2. Baltimore Pike on-ramp to I-476 North in Nether Providence Township
3. Baltimore Pike on-ramp to I-476 South in Nether Providence Township
4. U.S. Route 1 on-ramp to I-476 South in Marple Township
5. U.S. Route 1 on-ramp to I-476 North
6. West Chester Pike EB to 476 South
7. West Chester Pike WB to 476 South
8. West Chester Pike WB to 476 North (Currently Inactive)
9. Route 30 to I-476 South
10. Route 30 to I-476 North
11. Ridge Pike EB to I-476 South
12. Ridge Pike EB to I-476 North
13. Ridge Pike WB to I-476 South
14. Chemical Road to I-476 South
15. Germantown Pike to I-476 South (Currently Inactive)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|-----------|----------|------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | STU | 465 | | | | | | | | | | | | |
| CON | sSTP | 405 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | sSTP | | 60 | | | | | | | | | | | |
| | | 870 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 930 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114967 *Transportation Operations*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Goals: Promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Project (21-41-060) highlight key activities undertaken by these programs which were re-organized for FY 2021 to make sure that all the associated tasks were eligible for the appropriate federal funding sources assigned to each. This required the movement of some tasks from one program to another. The overall project budget for the Transportation Systems Management and Operations Project went down considerably while the Transportation Operations Program Area budget went up significantly. Overall, between both projects, there was a slight decrease in funding while still providing the on-going level of effort from previous fiscal years.

The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance. As transportation operations activities tend to be short-term oriented, tasks listed under technical assistance are likely to change as new needs arise.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held quarterly for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include Post-Incident debriefings, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management Project). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

DVRPC will hold a Regional IMTF Conference in FY 2021 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be

Pennsylvania - Highway Program (Status: TIP)

Various

supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. In FY 2021, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and or services.

Tasks:

Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. TIM Performance Measure Data Analysis. Work with partner agencies and collect TIM data regarding time of lane closures, and incident duration. These measures will be tracked and measured over time and will be presented and or produced in periodic data bulletins
8. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
9. Social Media awareness campaigns for quick clearance
10. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
11. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
12. Provide technical support, including mapping services, GIS, and other assistance as requested.

Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

Transportation Operation Task Force

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials

Pennsylvania - Highway Program (Status: TIP)

Various

2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Coordinate with PennDOT District 6-0 Traffic Operations, and assist them with maintaining their Regional Operations Plan (ROP)
4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the Regional ITS Architecture.
6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.
7. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or other member governments.

Products:

Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

Incident Management Task Force Products

1. Incident management task force training session's agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay.
4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Produce periodic bulletins to highlight incident management and transportation operations data as available.
8. Roster and contact information of regional emergency agencies
9. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

Traffic Signal Optimization Products

1. MOUs, Concept of Operations, memorandums, and final reports, developed for both the Pennsylvania and New Jersey Regional Signal Retiming Initiative Programs.

TSMO Planning Efforts

1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.
4. Technical assistance to agencies.

The new MPMS # associated with this project is #115964.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PRA | CAQ | 208 | | | | | | | | | | | |
| PRA | 581 | 52 | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

| | | | | | | | | | | | | | | |
|-------------------|---|---|---|-----|-------------------|---|---|---|---|-------------------|---|---|--|---|
| 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | | | 260 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 115416 2020 Districtwide High Friction Surface Treatment

New

LIMITS: Regionwide

Est Let Date: 6/24/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The proposed scope of work includes installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable. This project is scalable - it will have the flexibility to add/delete locations depending on funding availability.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------------------|------|----------------------------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | HSIP | 2,587 | | | | | | | | | | | | |
| | | 2,587 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total FY2021-2024 | | | | 2,587 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 115417 2021 Districtwide High Friction Surface Treatment

New

LIMITS: Regionwide

Est Let Date: 6/22/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The proposed scope of work includes installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable. This project is scalable - it will have the flexibility to add/delete locations depending on funding availability.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------------------|------|----------------------------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | HSIP | 2,499 | | | | | | | | | | | | |
| CON | HSIP | | | | | | | | | | | | | |
| | | 2,499 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total FY2021-2024 | | | | 2,499 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115622 Stormwater Management Site Repair 2020

New

LIMITS:

Est Let Date: 3/11/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

PennDOT Class:

PennDOT Improvement:

This project consists of repairs to 17 stormwater control measures across Bucks, Chester, and Montgomery Counties. Five sites are located in Bucks County, five sites are located in Chester County, and seven sites are located in Montgomery County. Site work will include re-grading, re-planting, inlet and outlet structure repairs, channel restoration, and similar re-construction work.

Stormwater control measures have been identified through visual site inspections occurring as part of the required statewide National Pollutant Discharge Elimination System (NPDES)/municipal separate storm sewer system (MS4) stormwater compliance program. Work is limited to existing stormwater facilities and associated roads will remain open to traffic throughout the duration of the project. This project will allow PennDOT to remain in compliance with existing NPDES permits that have been issued for the project sites.

Bucks County:

- Warrington - MPMS #47396, Route: 0202, Segment: 0034, Offset: 0316
- Warrington - MPMS #47396, Route: 0202, Segment: 0034, Offset: 1500
- Bristol - MPMS #n/a, Route: 0413, Segment: 0071, Offset: 1224
- Levittown - MPMS #47392, Route: 0013, Segment: 0240, Offset: 2154
- Warwick - MPMS# 50633, Route: 0263, Segment: 0100, Offset: 2745

Chester County:

- East Whiteland Township - MPMS #64498, Route: 0202, Segment: 0260, Offset: 0654
- Malvern Borough - MPMS #64494, Route: 0202, Segment: 0361, Offset: 1911
- East Whiteland - MPMS #64494, Route: 0202, Segment: 0311, Offset: 0588
- Malvern Borough - MPMS #65613, Route: 0202, Segment: 0351, Offset: 0230
- Malvern Borough - MPMS #64498, Route: 0202, Segment: 0270, Offset: 1288

Montgomery County

- Montgomery Township - MPMS #16731, Route: 0202, Segment: 0344, Offset: 0295
- Montgomery Township - MPMS #16731, Route: 0202, Segment: 0354, Offset: 1752
- North Wales Borough - MPMS #63492, Route: 0202, Segment: 0290, Offset: 2576
- Souderton Borough - MPMS #16438, Route: 1058, Segment: 0050, Offset: 0285
- Whitemarsh Township - MPMS #64275, Route: 0309, Segment: 0151, Offset: 0530
- North Wales Borough - MPMS #63492, Route: 0202, Segment: 0300, Offset: 2330
- North Wales Borough - MPMS # 63492, Route: 0202, Segment: 0314, Offset: 0390

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| CON | 581 | 385 | | | | | | | | | | | | |
| CON | 581 | | 750 | | | | | | | | | | | |
| CON | 581 | | | 750 | | | | | | | | | | |
| | | 385 | 750 | 750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,885 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115939 *Regional Electric Vehicle Planning*

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

The goal of this project is to provide leadership to the region on the transition to an electrified transportation system, including: providing guidance, advice, and assistance to local government fleets on transitioning to electric vehicles; providing guidance, advice and assistance to municipalities on how to effectively and efficiently support residents, business, and visitors to their municipalities in their use of electric vehicles; encouraging and supporting municipal, county, regional, state, and transit agency officials in developing policies and practices to reduce energy use and GHG emissions in their activities and operations; developing and disseminating information on the projected impacts of climate change within the region, as well as how to prepare for those impacts; developing and disseminating information on regional energy use, energy costs, and GHG emissions; continuing to represent DVRPC's regional/MPO perspective at appropriate policy venues, including PA and NJ state committees/meetings and TRB-related activities; facilitating regional coordination by drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region, as well as relationships with other key stakeholders, including transit authorities, utilities, businesses, institutions, and non-profit organizations. This work will foster continued cooperation and coordination across MPO and state boundaries where appropriate to ensure a regional approach to addressing these issues.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | 75 | | | | | | | | | | | | |
| | | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 75 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115960 *Racial Minority Mobility Choices Study*

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

This project seeks to better understand how racial minority populations travel in the DVRPC region, and what physical, social, or structural forces shape those mobility choices. Groups that are covered by Title VI or EJ (which include racial minorities) often have fewer transportation options due to low incomes, inaccessible or unsafe infrastructure, lack of transit service, or poor transit frequency. Bolstering mobility options for these groups has the potential to positively impact their social mobility and quality of life. To better understand and serve these communities, DVRPC wants to collect additional data about their mobility needs and preferences.

To do this, DVRPC will begin by reviewing and synthesizing findings from prior regional surveys that shed some light on this question; identifying and evaluating existing regional datasets, researching other local and national best practice examples for surveys of this type, and discussing approaches with academic partners and/or a vendor with expertise in sampling and interviewing. The project will then conduct a regional survey (method TBD based on initial research; anticipated to require support from one or more surveying vendors), that gathers general information about decision factors and values affecting mode choices from a regionally representative cross section of individuals. This will be followed up with more detailed interviews with individuals that answered the survey and identify as a racial minority.

The survey and interviews will seek to answer questions like the following:

- * Why do individuals use the modes of travel that they do?
- * Which modes of travel would they use if they had access to them or the appropriate infrastructure to use them safely?
- * Why does the mode or modes of travel they use feel like the best or safest option for them?
- * Why do other modes not feel like the best or safest option to them?
- * Do individuals travel less frequently because of infrastructure, service or safety needs?

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| STUD | TOLL | | | | | | | | | | | | | |
| STUD | STU | 150 | | | | | | | | | | | | |
| | | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 150 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115961 *Regional Sidewalk Pilot Program*

New

LIMITS: No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

This project will develop and conduct a pilot screening and a technical assistance round for sidewalk projects, with a similar program structure. DVRPC will solicit local sidewalk project candidates for a technical assistance/development pipeline, with any segment that shows as a priority through FY2021's regional gap analysis, or any segment established as a local or county priority, being eligible. DVRPC will coordinate with county partners to evaluate and prioritize candidate projects as necessary. Projects that are selected to enter the sidewalk development pipeline will receive technical assistance support from DVRPC planning and engineering staff on issues of feasibility, topography, right of way, ownership, etc., and through this program will be refined into highly competitive candidates for design and competitive grant program funding for construction. We will also seek to partner with at least one other organization in an effort to create a direct handoff to an established funding pipeline for local sidewalk construction, such as a county Community Development Block Grant (CDBG) program, for at least a portion of this project.

The goals of this project are to: develop and conduct a pilot screening and technical assistance round for sidewalk projects with important local and regional connectivity benefits; conduct planning and engineering feasibility screening on issues of topography, right of way, ownership, etc.; and refine selected local sidewalk projects into 'design and shovel ready' candidates for typical competitive grant programs (TA-Set Aside, Multimodal Transportation Fund, Safe Routes to School, others).

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | 75 | | | | | | | | | | | | |
| | | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 75 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115962 *PA Supportive Regional Highway Program (SRHPP)*

New

LIMITS: No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project provides for county participation in the regional transportation planning process, for each of the five counties in the DVRPC region; Delaware, Chester, Bucks, Montgomery and Philadelphia, and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects. This project also covers DVRPC performing a travel mode counting program as well.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | 698 | | | | | | | | | | | | |
| | | 698 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 698 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115963 TCDI Administration 2022-23

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

The old MPMS # for this project is MPMS #97311.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | | 120 | | | | | | | | | | | |
| | | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 120 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115964 *Transportation Operations 2022-23*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

Goals: Promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Project (21-41-060) highlight key activities undertaken by these programs which were re-organized for FY 2021 to make sure that all the associated tasks were eligible for the appropriate federal funding sources assigned to each. This required the movement of some tasks from one program to another. The overall project budget for the Transportation Systems Management and Operations Project went down considerably while the Transportation Operations Program Area budget went up significantly. Overall, between both projects, there was a slight decrease in funding while still providing the on-going level of effort from previous fiscal years.

The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance. As transportation operations activities tend to be short-term oriented, tasks listed under technical assistance are likely to change as new needs arise.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held quarterly for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include Post-Incident debriefings, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management Project). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

DVRPC will hold a Regional IMTF Conference in FY 2021 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be

Pennsylvania - Highway Program (Status: TIP)

Various

supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. In FY 2021, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and or services.

Tasks:

Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. TIM Performance Measure Data Analysis. Work with partner agencies and collect TIM data regarding time of lane closures, and incident duration. These measures will be tracked and measured over time and will be presented and or produced in periodic data bulletins
8. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
9. Social Media awareness campaigns for quick clearance
10. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
11. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
12. Provide technical support, including mapping services, GIS, and other assistance as requested.

Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

Transportation Operation Task Force

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials

Pennsylvania - Highway Program (Status: TIP)

Various

2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Coordinate with PennDOT District 6-0 Traffic Operations, and assist them with maintaining their Regional Operations Plan (ROP)
4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the Regional ITS Architecture.
6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.
7. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or other member governments.

Products:

Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

Incident Management Task Force Products

1. Incident management task force training session's agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay.
4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Produce periodic bulletins to highlight incident management and transportation operations data as available.
8. Roster and contact information of regional emergency agencies
9. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

Traffic Signal Optimization Products

1. MOUs, Concept of Operations, memorandums, and final reports, developed for both the Pennsylvania and New Jersey Regional Signal Retiming Initiative Programs.

TSMO Planning Efforts

1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.
4. Technical assistance to agencies.

The old MPMS # associated with this project is #114967.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PRA | CAQ | | 208 | | | | | | | | | | |
| PRA | 581 | | 52 | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

| | | | | | | | | | | | | | | |
|-------------------|-----|---|---|-----|-------------------|---|---|---|---|-------------------|---|---|--|---|
| 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total FY2021-2024 | | | | 260 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

MPMS# 115965 TAP Project Engineering and Management 2022-23

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP:

PennDOT Class:

PennDOT Improvement:

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

The old MPMS # for this project is MPMS #66460

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------------------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PRA | STU | | 720 | | | | | | | | | | |
| PRA | 581 | | 178 | | | | | | | | | | |
| | | 0 | 898 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 898 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

MPMS# 115966 CMAQ Project Engineering and Management 2022-23

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X5

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

The old MPMS # for this project is MPMS #66461.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------------------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PRA | CAQ | | 120 | | | | | | | | | | |
| PRA | 581 | | 30 | | | | | | | | | | |
| | | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 150 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115968 *Travel Monitoring 2022-23*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

The old MPMS # for this project is MPMS #104639.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | | 145 | | | | | | | | | | | |
| | | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 145 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115969 *Regional GIS Coordination 2022-23*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

The old MPMS # for this project is MPMS #48202.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|----------------------------|------|------------|--------|--------|--------|--------------------------|--------|----------|--------|--------------------------|--------|----------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | TOLL | | | | | | | | | | | | |
| PE | STU | | 350 | | | | | | | | | | |
| | | 0 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 350 | | | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

MPMS# 115970 *Air Quality Action Supplemental Services 2022-23*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may include design and production of education and outreach materials and advertising, printing, and placement of advertising on television, online, radio, and in newspapers.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.

The old MPMS # for this project is MPMS #17928.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|----------------------------|------|------------|--------|--------|--------|--------------------------|--------|----------|--------|--------------------------|--------|----------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PRA | CAQ | | 100 | | | | | | | | | | |
| PRA | LOC | | 25 | | | | | | | | | | |
| | | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 125 | | | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115971 *Transportation Systems Management and Operations (TSMO) 2022-23*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

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

The old MPMS # for this project is MPMS #72738.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | STU | | 310 | | | | | | | | | | | |
| PRA | 581 | | 78 | | | | | | | | | | | |
| | | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 388 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115973 *Enhance and Maintain Travel Forecasting Tools 2022-23*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

The old MPMS # for this project is MPMS #86077.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | | 454 | | | | | | | | | | | |
| | | 0 | 454 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 454 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115974 *District 6 Modeling Assistance 2022-23*

LIMITS: i-95 Reconstruction and other areas as needed No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

PennDOT Class:

PennDOT Improvement:

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will require an expansion of DVRPC staff to include a dedicated travel modeler to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania. The additional staff member will report to the Manager, Office of Modeling and Analysis, and work with other OMA staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

The old MPMS # for this project is MPMS #110127.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | NHPP | | 192 | | | | | | | | | | | |
| PRA | 581 | | 48 | | | | | | | | | | | |
| | | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 240 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

MPMS# 116226 *Southeast Region Traffic Signal Maintenance 2020*

New

LIMITS: Philadelphia and Montgomery Counties

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Kevin Lewis

CMP:

PennDOT Class:

PennDOT Improvement:

This project is for the maintenance and/or repair of the existing and planned Department-owned Traffic Signal equipment along Integrated Corridor Management (ICM) corridors parallel to I-76 in Philadelphia and Montgomery counties.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------|--------------------------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 073 | | 2,158 | | | | | | | | | | | |
| | | 0 | 2,158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,158 | | Total FY2025-2028 | | | 0 | | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 116233 *Regional Rail RRX Safety Enhancements Program*

New

LIMITS: Regionwide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

PennDOT Class:

PennDOT Improvement:

This project includes dynamic envelope marking improvements at 20 grade crossings and the installation of four-quadrant gates at three (3) of those locations.

SEPTA was selected to receive \$3,335,000 of FY 2020 FHWA Commuter Authority Rail Safety Improvement (CARSI) Program funds to implement the Regional Rail Grade Crossing Safety Enhancements Program (\$5,000,000 total cost).

Matching funds are located in the amount of \$1,611,000 State 1514/\$54,000 Local funds from MPMS #107011, SEPTA's Safety and Security Improvements Program from the Transit element of the TIP

Funding is labeled as CARSI in DVRPC database, however the funding is labeled as SXF in PennDOT's MPMS.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|-------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------|--------|--------|
| CON | CARSI | 3,335 | | | | | | | | | | | |
| | | 3,335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 3,335 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117904 PA Transportation Community Development Initiative (TCDI) 2022-23

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

The old MPMS # for this project is MPMS #64652.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| PE | STU | | 1,200 | | | | | | | | | | |
| PE | LOC | | 300 | | | | | | | | | | |
| | | 0 | 1,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 1,500 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117912 PA SHRPP 2022-23

New

LIMITS: District-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

Through the Supportive Regional Highway Planning Program (SRHPP) and Transit Support Program (TSP), DVRPC passes through federal funds to member governments to support their core planning functions and their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which helps inform the development of regional plans and programs such as the TIP, Long-Range Plan, and Congestion Management Process. In addition to providing direct support, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients. In some cases, the recipients pass back the Special Study funding and request that the studies be conducted by DVRPC staff because of some specific expertise or staff capacity. Detailed individual scopes of work for each Special Study are found in Chapters Three and Four of this document. This project represents the tasks and combined budgets of those Special Studies.

Tasks

1. City of Philadelphia Traffic Counting Program (23-60-051)
2. Camden County Traffic Counting Program (23-61-070)
3. Gloucester County Traffic Counting Program (23-61-080)
4. Mercer County Traffic Counting Program (23-61-090)
5. Burlington County Traffic Counting Program (23-61-100)
6. Southeastern Pennsylvania Transit Planning and Technical Assistance - Philadelphia Transit Plan Continuation (23-63-008)
7. Reimaging Regional Rail Support Services (23-63-007)
8. Route 34 End of Line Site Screening and Preferred Alternative Study (23-63-009)
9. Rolling License Plate Surveys PA (23-63-010)
10. NJT Safe Routes to Transit (23-63-024)
11. NJTRANSIT Transit Survey Program (23-63-026)
12. Rolling License Plate Surveys - NJ (23-63-027)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | | 698 | | | | | | | | | | | |
| | | 0 | 698 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 698 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117928 *Travel Options Program (TOP) 2022-23*

New

LIMITS: District-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region for other purposes, in a coordinated, cost-effective, and environmentally-positive way. It involves the strategies that more efficiently distribute travel demand across all modes, and especially reduce SOV travel. An important element of TDM is providing education and outreach to commuters, employers, residents, and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system.

Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use, like Waze and Google Maps, are themselves a form of TDM, enabling a more efficient use of transportation networks, but they don't necessarily reduce SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms mobility as a service (MaaS). These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives such as variable road pricing, trip-reduction plans, and transportation benefit ordinance requirements. All of these conditions warrant novel consideration of which TDM strategies can work most effectively in the greater Philadelphia region; therefore a Regional TDM Plan was developed and is used as a guide for these efforts.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there was not a formal, coordinated TDM program for the full DVRPC service region until FY21. This new competitive and coordinated program of projects and activities helps DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to provide connections to various safe and affordable transportation modes, and to reduce congestion and improve air quality. In coordination with the development of the Commissions 2050 Long-Range Plan, new regional TDM direction and efforts will allow for a broader, more strategic approach to TDM in the region, which differs from the service area-based approach used now.

A uniform, performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio. Completion of this work may require the purchase of equipment or services. Beginning in FY23, this program will be funded largely with Surface Transportation Block Grant funds (also called STU in PA), instead of Congestion Mitigation Air Quality (CMAQ) funds; however, some projects in DVRPC's NJ counties (especially outside of the Philadelphia Urbanized Area) will continue to be partially funded with CMAQ dollars. Staff are familiar with the eligibility requirements for CMAQ funds from the previous TOP funding cycle, so can properly evaluate any projects submitted in the geographic areas that will require CMAQ instead of STBG funds; FHWA-NJ will also be consulted.

Tasks

1. With planning and administrative tasks funded under project 23-52-100, DVRPC will work with partners as appropriate to solicit and deliver projects showing demonstrable results related to the five principles in the Regional TDM Plan, in both PA and NJ. This may include managing vendor/provider contracts.
2. Obtain and record relevant data to support analysis of each activity's impact; strategy effectiveness will inform subsequent program rounds.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PRA | TOLL | | | | | | | | | | | | | | |
| PRA | CAQ | | 918 | | | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | | | |
| PRA | CAQ | | | 917 | | | | | | | | | | | |
| | | 0 | 918 | 917 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,835 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117929 PA TDM 2022-23 (Base Program) **New**

LIMITS: District-wide No Let Date

IMPROVEMENT Other **NHPP:**

MUNICIPALITIES: Various **FC:** AQ Code:A1

PLAN CENTER: **DOI:** No IPD:

PROJECT MANAGER: Jim Mosca **CMP:**

PennDOT Class: **PennDOT Improvement:**

PA Transportation Demand Management (TDM) Base Program (2 Years)

The Transportation Management Associations (TMAs) and other related partners in Southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for over two decades, in the form of two grants funded by PennDOT the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in Southeastern PA). For FY2023, DVRPC and PennDOT have created a TDM grant program that combines these two legacy grants into one new base TDM grant for each organization previously funded through one or both of the legacy grants. Each TMA/Contractor will contract and collaborate with DVRPC on work program development and implementation, along with their respective county planning department(s), PennDOT (Central Office and District- 6), and FHWA, to ensure relevant TDM issues and needs are addressed. Completion of this work may require the purchase of equipment or services.

Tasks

1. TDM education and outreach to the general public.
2. TDM education and outreach to employers and municipalities.
3. TDM education and outreach to other commute-related groups, professional organizations, community groups, etc.
4. Promotion of and assistance with the Share-A-Ride (SAR) ride match program and the Emergency Ride Home (ERH) program.
5. Locally-based projects that enhance commuters ability to choose a mode other than driving alone to work.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | CAQ | | 880 | | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | CAQ | | | 880 | | | | | | | | | | |
| | | 0 | 880 | 880 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,760 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117930 PA TDM 2022-23 (Admin)

LIMITS: Region-wide No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Various FC: AQ Code:A1

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Jim Mosca CMP:

PennDOT Class: PennDOT Improvement:

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region, in a coordinated, cost-effective, and environmentally-positive way. It centers on the strategies that more efficiently distribute travel demand across all modes, and especially reduce single-occupant vehicle (SOV) travel. An important element of TDM is providing public education and outreach to commuters, employers, residents and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system. Traditional TDM strategies include public transportation and biking/walking incentives, forming car and van pools - often facilitated by robust park-and-ride lot options - as well as encouraging adding flextime and compressed work weeks, telework plans, and emergency ride home programs into an employer's benefits package.

The time is right for a fresh approach to TDM in the DVRPC region. Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use like Waze and Google Maps are themselves a form of TDM, enabling a more efficient use of transportation networks but not reducing SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms - "mobility as a service (MaaS)." These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives and Transportation Control Measures (TCM), such as variable road pricing, trip-reduction ordinances, and transit benefit ordinance requirements. All of these conditions warrant a fresh consideration of which TDM or TCM strategies can work most effectively in the greater Philadelphia region.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there has not been, to date, a formal, coordinated TDM program for the full DVRPC service region. This new coordinated program of projects and activities will help DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to reduce congestion and improve air quality. In coordination with the development of the Commission's 2050 Long-Range Plan, new regional TDM direction and efforts will allow for a broad and strategic approach to TDM in the region, which differs from the mostly ad hoc and service area-based approach used now.

A performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio.

CMAQ-funded activities carried out through this program are eligible under FHWA's 2013 CMAQ Guidance VII.F.5. Transportation Control Measures; VII.F.8. Travel Demand Management; and VII.F.9. Public Education and Outreach Activities. Additional Innovative Projects, to be determined, may also be eligible for the use of CMAQ funding under section VII.F.16.

The old MPMS # for this project is MPMS #114939.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | CAQ | | 325 | | | | | | | | | | | |
| | | 0 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 325 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117931 *Regional TOP Competitive Administration 2022-23*

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

In FY2021, DVRPC convened a new Regional TDM Advisory Committee with relevant partner agencies, which developed and help staff reach consensus on goals, objectives, and an initial Vision Statement for this new regional approach to prioritizing TDM strategies in the DVRPC region, and incorporating new efforts. This Committee also helped develop and prioritize strategies to guide the selected pilot projects for testing, and helped determine ways to measure performance and impact. This planning and administration work also includes ongoing peer/best practice assessment for successful historic and current TDM plans and programs, here and in other regions, and evaluation of current plans and data that can be used to inform new priorities.

This project can include development and oversight of competitive expression of interest (EOI) and project application process(es), and establishing tracking procedures for measuring the impact of the program's projects and tasks. It may include outreach on release of the EOI and subsequent updates on selected projects. DVRPC also manages the contracts and invoicing activities with each of the selected grantees under this program.

A performance-based and outcome-driven approach to developing, evaluating, selecting, and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and determine new longer-term initiatives that can serve as a foundation for the regional TDM portfolio in future years. Completion of this work may require the purchase of equipment or services.

Tasks

1. Convene regular meetings and/or workshops of the Regional TDM Advisory Committee, comprised of DVRPC member governments, State DOTs, transit agencies, partner MPOs and others, as appropriate, to continue providing input to and support for the Regional TDM Program.
2. Manage administrative functions associated with grants and reporting, as well as contract management and accounting activities.
3. Based on the outcomes of funded projects, including pilot programs, and relevant TDM practice nationally, further develop and prioritize strategies and pilot programs for testing in the DVRPC region, as well as ways to measure performance. Document historic and ongoing TDM activities, in our region and nationally, as applicable, and consider relevant, available plans and data that can be used to inform new regional priorities for action.
4. In collaboration with multiple departments across DVRPC, continue to monitor and report on COVID-related travel and behavior changes and their implications for TDM strategies, as relevant.
5. Review and revise, if necessary, the Regional TDM Plan (vision, goals, outcomes, and strategies) for our approach to TDM in the DVRPC region. Maintain a living strategic plan of priority TDM projects that builds on current activities and success, and also cultivates new strategies for trial, evaluation, and growth.
6. Based on the outcome of initial pilot projects, continue to develop proposed 'early action' projects for advisory committee consideration, with programs added to PA and NJ TIPs as appropriate.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | CAQ | | 50 | | | | | | | | | | | |
| | | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 50 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117932 *Regional Sidewalk Development Program 2022-23*

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

In recent years, DVRPC has developed a regional sidewalk inventory and associated sidewalk gap analyses. We and other regional stakeholders have used this data to map, evaluate, and prioritize gaps in the sidewalk network and other barriers to pedestrian connectivity. The purpose of this work has been to elevate the consideration of pedestrian facilities in local and regional planning processes, and ultimately help to get more important sidewalk projects designed and built. Also in recent years, our NJDOT (2016) and PennDOT (2019) partners developed new statewide pedestrian and bicycle master plans, which provide guidance on effective use of federal, state, and local resources to implement bike and pedestrian initiatives.

In Fiscal Year 2022, DVRPC is using this robust data, analysis, and bi-state partner support to begin a pilot round of technical assistance. Starting in fall 2021, we have worked with the Montgomery County Planning Commission (MCPC) and Montgomery County municipalities to identify high-priority sidewalk construction and repair projects, and to screen those candidate projects for planning and engineering feasibility. This county-level pilot is coordinated with MCPCs Montco 2040 Implementation Grant Program, a grant program for projects, such as sidewalk development, that complement Montgomery County's comprehensive plan goals. In winter and spring 2022, we plan to coordinate with applicants for Safe Routes to School and TA Set Aside funding in New Jersey, for similar technical assistance. Building on this experience, DVRPC staff will regionalize this technical assistance program with help from a steering committee of county and agency representatives from around the region.

This project will continue Fiscal Year 2022s screening and technical assistance tasks for sidewalk programs. DVRPC staff will use the existing sidewalk gap analysis to identify high-priority sidewalk gap closure candidates, and will work with regional stakeholders to select local or county priorities as appropriate. Factors in prioritization may include social equity, connectivity, constructibility, and other factors as appropriate. Projects that are selected to enter the sidewalk development pipeline will receive technical assistance support from DVRPC planning and engineering staff on issues of feasibility, topography, right of way, ownership, etc., and through this program will be refined into highly competitive candidates for design and competitive grant program funding for construction.

In collaboration with the steering committee, DVRPC staff will also work to identify appropriate funding sources to support prioritized sidewalk projects, including existing competitive grant sources for local stakeholders and/or grant funding opportunities to be applied for and distributed by DVRPC or other regional stakeholders. Staff will also explore opportunities to support local sidewalk maintenance and repair programs through cost sharing, grant programs, or other means.

Some of these activities may require DVRPC to purchase equipment and/or services to meet program goals.

Tasks

1. Form a steering committee comprised of relevant stakeholders, including county, PennDOT, NJDOT (Office of Bicycle and Pedestrian Programs), TMA, and private organizations as appropriate.
2. Develop a selection process for candidate sidewalk development projects.
3. Solicit local candidate projects for technical assistance, and evaluate/prioritize projects for selection this year.
4. Conduct planning and engineering feasibility assessments for several local projects that are prioritized by a selection committee, with the number of projects being determined in part by their scale and complexity on submittal.
5. Create a handoff package with details on refined sidewalk improvements for design and/or construction funding applications.
6. Identify appropriate program structure and opportunities for funding local sidewalk maintenance projects.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | | 75 | | | | | | | | | | | |
| | | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 75 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117936 *Regional Electric Vehicle Plan 2022-23*

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

PennDOT Class:

PennDOT Improvement:

This project leads planning efforts to prepare the region for the anticipated increase in the number of battery electric vehicles (EVs) in the DVRPC region.

The past few years have seen tremendous growth in the use of electricity in transportation. This includes private passenger vehicles, public transit buses, and delivery vehicles. This transition to electrification of the transportation sector presents a wide range of planning challenges. DVRPC has supported this transition through several projects, including developing an EV readiness plan ("Ready to Roll!") funded by a US Department of Energy grant. In addition, DVRPC has worked with the Plug-in Hybrid & Electric Vehicle Research Center at University of California, Davis (UCD), to develop the "Planning for Electric Vehicles - Mapping Vehicle Distribution and Workplace Charging Demand" tool to help planners understand the locations where electric vehicle charging demand will be greatest. A web-based resource on EVs for municipalities has also been developed, and DVRPC staff serve on numerous EV advisory groups in PA and NJ.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| PRA | TOLL | | | | | | | | | | | | | |
| PRA | STU | | 75 | | | | | | | | | | | |
| | | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 75 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117996 IJA/BIL FFY 2022 Funding Allocations

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Linda Guarini

CMP:

PennDOT Class:

PennDOT Improvement:

On November 15, 2021, the President of the United States signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in the nation's infrastructure and economy in United States history. It provides \$550 billion nationally over federal fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. On December 15, 2021, FHWA announced the apportionment of Federal-aid highway program funds authorized by the IIJA for NHPP, HSIP, and CMAQ funds. On January 14, 2022, FHWA announced Bridge Formula Program Implementation Guidance and Apportionment information for the Bridge Improvement Program (BRIP) and a portion of Bridge Off-System (BOF) funding.

The DVRPC region will receive \$115,259,000 in additional FY22 federal funding from the IIJA/BIL. \$98,879,000 (\$43,794,000 NHPP/\$41,313,000 BRIP/\$7,050,000 HSIP/\$6,222,000 BOF/\$500,000 CMAQ) is being added to the program with this action. The remaining additional funds for STP, BOF, TAP/TAU, and STU will be addressed in the near future, once amounts for these fund codes are finalized by FHWA and PennDOT.

PennDOT, as well as the rest of the country, is still awaiting further information from FHWA on program eligibility for the new formula PROTECT and Carbon Reduction programs. These formula funds will be added to the TIP at the appropriate time.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | NHPP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | | Total FY2025-2028 | | | | Total FY2029-2032 | | | |
| | | 0 | | | | 0 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117997 *Bridge Investment Program Line Item*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Linda Guarini

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

On November 15, 2021, the President of the United States signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in the nation's infrastructure and economy in United States history. It provides \$550 billion nationally over federal fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. On December 15, 2021, FHWA announced the apportionment of Federal-aid highway program funds authorized by the IIJA for NHPP, HSIP, and CMAQ funds. On January 14, 2022, FHWA announced Bridge Formula Program Implementation Guidance and Apportionment information for the Bridge Improvement Program (BRIP) and a portion of Bridge Off-System (BOF) funding.

The DVRPC region will receive \$115,259,000 in additional FY22 federal funding from the IIJA/BIL. \$98,879,000 (\$43,794,000 NHPP/\$41,313,000 BRIP/\$7,050,000 HSIP/\$6,222,000 BOF/\$500,000 CMAQ) is being added to the program with this action. The remaining additional funds for STP, BOF, TAP/TAU, and STU will be addressed in the near future, once amounts for these fund codes are finalized by FHWA and PennDOT.

PennDOT, as well as the rest of the country, is still awaiting further information from FHWA on program eligibility for the new formula PROTECT and Carbon Reduction programs. These formula funds will be added to the TIP at the appropriate time.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | BRIP | 19,000 | | | | | | | | | | | | | |
| | | 0 | 19,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 19,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

| Total For Various | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|-------------------|----------|----------|----------|----------|-----------|-----------|-----------|
| | \$96,371 | \$77,427 | \$60,930 | \$52,582 | \$287,310 | \$317,163 | \$347,569 |

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Transit Projects for the FY2021 TIP

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DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 87534 Coatesville Train Station SR:0030

Return

LIMITS: North Third Avenue and Fleetwood Street

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:AF

MUNICIPALITIES: Coatesville City

FC:

AQ Code:2035M

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: Steve Panko

CMP:

PennDOT Class:

PennDOT Improvement:

This project will include design and construction of a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 to 150 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, a passenger connection for crossing the tracks, and track re-alignment. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership.

The Coatesville Station located in Chester County is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately seven Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. Speed on the line is now up to 110 mph.

This is a Keystone Corridor project totaling approximately \$65 million and is funded with federal Keystone Corridor funds provided by FTA which will be reflected in TIPs of three different UZA areas: DVRPC (\$9,759,000), Harrisburg Area Transportation Study (\$12,671,000), and Lancaster MPO (\$20,884,000). \$21,237,000 has already been placed into a grant.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|-------|---------------|----------------------------|----------|----------|--------------|----------|----------|----------|--------------------------|----------|----------|----------|----------|--|--|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | |
| CON | 137 (PennDOT) | 4,172 | | | | | | | | | | | | | | |
| CON | 5307-S | 3,635 | | | | | | | | | | | | | | |
| CON | 1516 | 1,952 | | | | | | | | | | | | | | |
| | | 9,759 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | Total FY2021-2024 | | | 9,759 | | | | Total FY2025-2028 | | | | 0 | | | |
| | | Total FY2029-2032 | | | | | | 0 | | | | | | | | |

| Total For PennDOT | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|-------------------|---------|------|------|------|-----------|-----------|-----------|
| | \$9,759 | \$0 | \$0 | \$0 | \$9,759 | \$0 | \$0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

LIMITS: Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

DOI:

IPD: 7

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class:

PennDOT Improvement:

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|--------------------------|--------------|--------------|--------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|--|----------|
| OP | 5307 | 737 | | | | | | | | | | | | | |
| OP | 1513 | 1,150 | | | | | | | | | | | | | |
| OP | LOC | 98 | | | | | | | | | | | | | |
| OP | 5307 | | 774 | | | | | | | | | | | | |
| OP | 1513 | | 1,150 | | | | | | | | | | | | |
| OP | LOC | | 103 | | | | | | | | | | | | |
| OP | 5307 | | | 812 | | | | | | | | | | | |
| OP | 1513 | | | 1,150 | | | | | | | | | | | |
| OP | LOC | | | 108 | | | | | | | | | | | |
| OP | 5307 | | | | 853 | | | | | | | | | | |
| OP | 1513 | | | | 1,150 | | | | | | | | | | |
| OP | LOC | | | | 114 | | | | | | | | | | |
| | | 1,985 | 2,027 | 2,070 | 2,117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 8,199 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS: No Let Date
IMPROVEMENT: Transit Improvements **NHPP:**
MUNICIPALITIES: Pottstown Borough **FC:** AQ Code:M10
PLAN CENTER: **DOI:** IPD:
PROJECT MANAGER: K. High **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 9A, 16A
PennDOT Class: **PennDOT Improvement:**

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology project, and conclude the replacement of their existing bus fleet.

Capital projects planned in FY21 - FY24 include:
 FY21: Technology (\$155,000), Vehicle and Equipment Purchase (\$622,000)
 FY22: Technology (\$155,000)
 FY23: Shelter Replacement (\$105,000), Vehicle and Equipment Purchase (\$167,000)
 FY24: Vehicle and Equipment Purchase (\$160,000), Shelters (\$30,000)

Technology: Includes but not limited to the acquisition of an IT solution which provides GPS/GIS, predictive arrival, automatic voice annunciation, wireless internet connectivity, real time mapping and monitoring, and a new fare collection upgrade.

Vehicle & Equipment Purchase: Includes but not limited to the replacement of transit buses, as well as informational kiosks, bus shelters, and other amenities.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CAP | 5307 | 722 | | | | | | | | | | | | | |
| CAP | 1517 | 50 | | | | | | | | | | | | | |
| CAP | LOC | 24 | | | | | | | | | | | | | |
| CAP | 5307 | | 8 | | | | | | | | | | | | |
| CAP | 1517 | | 140 | | | | | | | | | | | | |
| CAP | LOC | | 7 | | | | | | | | | | | | |
| CAP | 5307 | | | 134 | | | | | | | | | | | |
| CAP | 1517 | | | 34 | | | | | | | | | | | |
| CAP | LOC | | | 3 | | | | | | | | | | | |
| CAP | 5307 | | | | 128 | | | | | | | | | | |
| CAP | 1517 | | | | 61 | | | | | | | | | | |
| CAP | LOC | | | | 1 | | | | | | | | | | |
| | | 796 | 155 | 171 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 1,312 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

| Total For Pottstown | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|---------------------|---------|---------|---------|---------|-----------|-----------|-----------|
| | \$2,781 | \$2,182 | \$2,241 | \$2,307 | \$9,511 | \$0 | \$0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station SR:0030

LIMITS: Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP: Y

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 13

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

This project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 improved station accessibility and included construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities. Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.

The total project cost is \$32.24M. Funding is programmed as follows: Prior year funds in the amount of \$21.52M, and \$10.72M in FY 2024 and FY 2025.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ERC | 1514 | | | | 3,787 | | | | | | | | | |
| ERC | LOC | | | | 126 | | | | | | | | | |
| ERC | 1514 | | | | | 6,587 | | | | | | | | |
| ERC | LOC | | | | | 219 | | | | | | | | |
| | | 0 | 0 | 0 | 3,913 | 6,806 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 3,913 | Total FY2025-2028 | | | 6,806 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 *Capital Asset Lease Program* Return

LIMITS: System-wide No Let Date

IMPROVEMENT Transit Improvements NHPP:

MUNICIPALITIES: Various FC: AQ Code:M1

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

PennDOT Class: PennDOT Improvement:

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| CAL | CARES | 59,166 | | | | | | | | | | | |
| CAL | 1514 | 908 | | | | | | | | | | | |
| CAL | LOC | 30 | | | | | | | | | | | |
| CAL | 5307 | | | 16,000 | | | | | | | | | |
| CAL | 5337 | | | 16,915 | | | | | | | | | |
| CAL | 1514 | | | 29,370 | | | | | | | | | |
| CAL | LOC | | | 1,495 | | | | | | | | | |
| CAL | 5337 | | | | 28,661 | | | | | | | | |
| CAL | 5307 | | | | 15,517 | | | | | | | | |
| CAL | 1514 | | | | 20,824 | | | | | | | | |
| CAL | LOC | | | | 694 | | | | | | | | |
| CAL | 5307 | | | | | 8,317 | | | | | | | |
| CAL | 5337 | | | | | 44,918 | | | | | | | |
| CAL | 1514 | | | | | 13,969 | | | | | | | |
| CAL | LOC | | | | | 466 | | | | | | | |
| CAL | 5307 | | | | | | 8,317 | | | | | | |
| CAL | 5337 | | | | | | 44,915 | | | | | | |
| CAL | 1514 | | | | | | 15,952 | | | | | | |
| CAL | LOC | | | | | | 532 | | | | | | |
| CAL | 5337 | | | | | | | 56,517 | | | | | |
| CAL | 1514 | | | | | | | 14,815 | | | | | |
| CAL | LOC | | | | | | | 494 | | | | | |
| CAL | 5337 | | | | | | | | 58,213 | | | | |
| CAL | 1514 | | | | | | | | 15,264 | | | | |
| CAL | LOC | | | | | | | | 509 | | | | |
| CAL | 5337 | | | | | | | | | 59,959 | | | |
| CAL | 1514 | | | | | | | | | 15,729 | | | |
| CAL | LOC | | | | | | | | | 524 | | | |
| CAL | 5337 | | | | | | | | | | 61,758 | | |
| CAL | 1514 | | | | | | | | | | 16,206 | | |
| CAL | LOC | | | | | | | | | | 540 | | |
| CAL | 5337 | | | | | | | | | | | 63,611 | |
| CAL | 1514 | | | | | | | | | | | 16,697 | |
| CAL | LOC | | | | | | | | | | | 557 | |
| CAL | 5337 | | | | | | | | | | | | 65,519 |
| CAL | 1514 | | | | | | | | | | | | 17,204 |
| CAL | LOC | | | | | | | | | | | | 573 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | |
|-------------------|---|---------|--------|-------------------|--------|---------|--------|-------------------|--------|---------|--------|
| 60,104 | 0 | 63,780 | 65,696 | 67,670 | 69,716 | 71,826 | 73,986 | 76,212 | 78,504 | 80,865 | 83,296 |
| Total FY2021-2024 | | 189,580 | | Total FY2025-2028 | | 283,198 | | Total FY2029-2032 | | 318,877 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority.

The utility fleet comprises the following types of vehicles and equipment:

- Utility vehicles for transit and paratransit supervisors, and SEPTA police officers.
- Maintenance of way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

In addition to regular utility fleet program, SEPTA is implementing the following non-revenue fleet renewal projects:

-Driving PA Forward – Class 8 Truck and Transit Bus Grant Program: This project will replace five (5) utility fleet vehicles, funded via Pennsylvania's share of the Volkswagen Environmental Mitigation Trust. The new vehicles will help improve air quality and reduce diesel emissions.

-Work train locomotives to replace three (3) diesel-electric locomotives manufactured in 1954 and 1992. The project will preserve SEPTA's work train locomotive fleet, which is critical to maintaining SEPTA's Regional Rail network, while also providing local and regional air quality benefits. The new vehicles will provide a 90 percent reduction in harmful emissions as compared to the existing vehicles. This projected was awarded \$3.8M CMAQ funding through the FY2019 DVRPC Competitive CMAQ Grant Program. Funds will be flexed at the appropriate time.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PUR | 1514 | 6,895 | | | | | | | | | | | |
| PUR | LOC | 230 | | | | | | | | | | | |
| PUR | 1514 | | 6,774 | | | | | | | | | | |
| PUR | LOC | | 226 | | | | | | | | | | |
| PUR | 1514 | | | 6,774 | | | | | | | | | |
| PUR | LOC | | | 226 | | | | | | | | | |
| PUR | 1514 | | | | 6,774 | | | | | | | | |
| PUR | LOC | | | | 226 | | | | | | | | |
| PUR | 1514 | | | | | 6,774 | | | | | | | |
| PUR | LOC | | | | | 226 | | | | | | | |
| PUR | 1514 | | | | | | 6,774 | | | | | | |
| PUR | LOC | | | | | | 226 | | | | | | |
| PUR | 1514 | | | | | | | 6,774 | | | | | |
| PUR | LOC | | | | | | | 226 | | | | | |
| PUR | 1514 | | | | | | | | 6,774 | | | | |
| PUR | LOC | | | | | | | | 226 | | | | |
| PUR | 1514 | | | | | | | | | 7,742 | | | |
| PUR | LOC | | | | | | | | | 258 | | | |
| PUR | 1514 | | | | | | | | | | 7,742 | | |
| PUR | LOC | | | | | | | | | | 258 | | |
| PUR | 1514 | | | | | | | | | | | 7,742 | |
| PUR | LOC | | | | | | | | | | | 258 | |
| PUR | 1514 | | | | | | | | | | | | 7,742 |
| PUR | LOC | | | | | | | | | | | | 258 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | |
|--|-------------------|-------|-------|--------|-------------------|-------|--------|-------------------|-------|--------|-------|-------|
| | 7,125 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 8,000 | 8,000 | 8,000 | 8,000 |
| | Total FY2021-2024 | | | 28,125 | Total FY2025-2028 | | 28,000 | Total FY2029-2032 | | 32,000 | | |

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 **Debt Service** **Return**

LIMITS: System-wide **Return** No Let Date

IMPROVEMENT Transit Improvements **NHPP:**

MUNICIPALITIES: Various **FC:** **AQ Code:**M1

PLAN CENTER: **DOI:** No **IPD:**

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:**

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

Payments on Capital Grant Receipts Bonds, Series 2011/2017 (Prior Years - FY2028)

Acquisition of 120 Silver liner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet in response to ridership growth. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The cars have enhanced passenger amenities, such as larger windows, wider aisles, a state-of-the-art climate control system, and an enhanced seating arrangement with more two-passenger seating. The cars have electronic exterior and interior destination signs, voice announcement of train destination and upcoming station stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to train passengers. These cars are equipped with on-board video surveillance and automatic passenger counting systems. The total cost for this project of \$325.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$31.5 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.

Payments on Converted Indexed Rate Revenue Refunding Bonds, Series 2007 (Prior Years - FY2027)

On December 18, 2012, the Authority converted the Variable Rate Revenue Refunding Bonds, Series 2007, from the Daily Rate Mode to the Indexed Rate Mode. Proceeds from the Variable Rate Revenue Refunding Bonds, Series 2007 were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Regional Rail Cars, General Motors Locomotives and Frazer Regional Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Line car acquisition, Broad Street Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Line infrastructure improvements

Payments on Fixed Rate Revenue Refunding Bonds, Series 2010/2017 (Prior Years - FY2027)

Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds.

Capital Financing- EB5 Loan (Prior Years - FY2044)

In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC) pursuant to the Employment Based Immigration-5th Preference (EB-5) Program administered by United States Citizenship and Immigration Services (USCIS). The loan was made available to SEPTA over a period of several years and was used to partially fund the acquisition of electric locomotives, expansion of Frazer Yard, and substation rehabilitation projects. The loan comprises a 5-year interest-only period with an option that provides SEPTA the ability to extend the loan for an additional period of 20 years.

Capital Financing - Other

SEPTA anticipates utilizing short and/or long-term borrowings to advance various capital projects during Fiscal Years 2020 through 2022. The other financing may take the form of additional borrowings under the EB-5 Loan Program, Grant Anticipation Notes (GANs), or other short term financing tools. Projects to be funded under this program may include vehicle purchases and infrastructure improvements, depending upon cash flow requirements. There are currently no outstanding obligations under this program and the actual amount of borrowing is subject to change.

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| DS | 5337 | 12,371 | | | | | | | | | | | |
| DS | 5307 | 8,080 | | | | | | | | | | | |
| DS | PTAF 44 | 24,058 | | | | | | | | | | | |
| DS | 1514 | 9,535 | | | | | | | | | | | |
| DS | LOC | 1,146 | | | | | | | | | | | |
| DS | 5307 | | 8,080 | | | | | | | | | | |
| DS | 5337 | | 12,372 | | | | | | | | | | |
| DS | PTAF 44 | | 11,723 | | | | | | | | | | |
| DS | 1514 | | 4,948 | | | | | | | | | | |
| DS | LOC | | 572 | | | | | | | | | | |
| DS | 5337 | | | 12,377 | | | | | | | | | |
| DS | 5307 | | | 9,200 | | | | | | | | | |
| DS | PTAF 44 | | | 11,728 | | | | | | | | | |
| DS | 1514 | | | 27,883 | | | | | | | | | |
| DS | LOC | | | 1,333 | | | | | | | | | |
| DS | 5307 | | | | 9,200 | | | | | | | | |
| DS | 5337 | | | | 12,375 | | | | | | | | |
| DS | PTAF 44 | | | | 11,730 | | | | | | | | |
| DS | 1514 | | | | 27,478 | | | | | | | | |
| DS | LOC | | | | 1,319 | | | | | | | | |
| DS | 5307 | | | | | 9,200 | | | | | | | |
| DS | 5337 | | | | | 12,374 | | | | | | | |
| DS | PTAF 44 | | | | | 11,724 | | | | | | | |
| DS | 1514 | | | | | 27,478 | | | | | | | |
| DS | LOC | | | | | 1,320 | | | | | | | |
| DS | 5337 | | | | | | 12,377 | | | | | | |
| DS | 5307 | | | | | | 9,200 | | | | | | |
| DS | PTAF 44 | | | | | | 11,727 | | | | | | |
| DS | 1514 | | | | | | 27,479 | | | | | | |
| DS | LOC | | | | | | 1,320 | | | | | | |
| DS | 5307 | | | | | | | 9,200 | | | | | |
| DS | 5337 | | | | | | | 12,374 | | | | | |
| DS | PTAF 44 | | | | | | | 10,516 | | | | | |
| DS | 1514 | | | | | | | 27,478 | | | | | |
| DS | LOC | | | | | | | 1,278 | | | | | |
| DS | 5337 | | | | | | | | 12,373 | | | | |
| DS | 5307 | | | | | | | | 9,200 | | | | |
| DS | 1514 | | | | | | | | 27,478 | | | | |
| DS | LOC | | | | | | | | 915 | | | | |
| DS | 5307 | | | | | | | | | 9,200 | | | |
| DS | 1514 | | | | | | | | | 24,484 | | | |
| DS | LOC | | | | | | | | | 816 | | | |
| DS | 5307 | | | | | | | | | | 9,200 | | |
| DS | 1514 | | | | | | | | | | 24,484 | | |
| DS | LOC | | | | | | | | | | 816 | | |
| DS | 5307 | | | | | | | | | | | 9,200 | |
| DS | 1514 | | | | | | | | | | | 24,484 | |
| DS | LOC | | | | | | | | | | | 816 | |
| DS | 1514 | | | | | | | | | | | | 22,258 |
| DS | LOC | | | | | | | | | | | | 742 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | |
|-------------------|--------|---------|--------|-------------------|--------|---------|--------|-------------------|--------|---------|--------|
| 55,190 | 37,695 | 62,521 | 62,102 | 62,096 | 62,103 | 60,846 | 49,966 | 34,500 | 34,500 | 34,500 | 23,000 |
| Total FY2021-2024 | | 217,508 | | Total FY2025-2028 | | 235,011 | | Total FY2029-2032 | | 126,500 | |

MPMS# 60317 Federal Preventive Maintenance

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Federal Preventive Maintenance provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|-------|----------------------------|--------|---------|--------|-------------------|--------|---------|--------|-------------------|--------|---------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| OP | 5337 | | | | | | | | | | | | |
| OP | CARES | 45,250 | | | | | | | | | | | |
| OP | LOC | | | | | | | | | | | | |
| OP | 5337 | | | | | | | | | | | | |
| OP | ARP | | 45,250 | | | | | | | | | | |
| OP | LOC | | | | | | | | | | | | |
| OP | 5337 | | | 36,200 | | | | | | | | | |
| OP | LOC | | | 9,050 | | | | | | | | | |
| OP | 5337 | | | | 36,200 | | | | | | | | |
| OP | LOC | | | | 9,050 | | | | | | | | |
| OP | 5337 | | | | | 36,200 | | | | | | | |
| OP | LOC | | | | | 9,050 | | | | | | | |
| OP | 5337 | | | | | | 36,200 | | | | | | |
| OP | LOC | | | | | | 9,050 | | | | | | |
| OP | 5337 | | | | | | | 36,200 | | | | | |
| OP | LOC | | | | | | | 9,050 | | | | | |
| OP | 5337 | | | | | | | | 36,200 | | | | |
| OP | LOC | | | | | | | | 9,050 | | | | |
| OP | 5337 | | | | | | | | | 36,200 | | | |
| OP | LOC | | | | | | | | | 9,050 | | | |
| OP | 5337 | | | | | | | | | | 36,200 | | |
| OP | LOC | | | | | | | | | | 9,050 | | |
| OP | 5337 | | | | | | | | | | | 36,200 | |
| OP | LOC | | | | | | | | | | | 9,050 | |
| | | 45,250 | 45,250 | 45,250 | 45,250 | 45,250 | 45,250 | 45,250 | 45,250 | 45,250 | 45,250 | 45,250 | 45,250 |
| | | Total FY2021-2024 | | 181,000 | | Total FY2025-2028 | | 181,000 | | Total FY2029-2032 | | 181,000 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60335 **City Hall / 15th Street Stations**

LIMITS: City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:AD

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:M8

PLAN CENTER: Metropolitan Center

DOI: No

IPD: 14

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

PennDOT Class:

PennDOT Improvement:

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. Specifically, the project will:

- 1) Provide full access for riders with disabilities through fourteen new elevators and ramps to all levels of both stations, new and wider ramped corridors connecting the stations, and new accessible fare line gates;
- 2) Improve passenger flow with new and reconfigured fare lines outfitted for the new SEPTA Key program, new and wider stairs and railings, and more open areas in the 15th Street Mezzanine and on the platforms;
- 3) Update station interiors and systems including new architectural finishes, new signs, Art-in-Transit, new seating and other amenities, new lighting and public address systems, new updated fire alarm system, closed-circuit TV and security systems; and,
- 4) Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms.

The City Hall / 15th Street Stations project has been divided into the following phases:

- Dilworth Park Phase (complete): Included work to prepare for the park's construction by the Center City District (CCD); construction of the new station entrance outside the west portal of City Hall; and five new elevators connecting street level to the rebuilt fare lines and 15th Street Station and the eastbound trolley platform.
- 15th Street Station (complete): Five new elevators for 15th Street Station connecting street level to MFL and trolley platforms and overall interior renovations and upgrades to station finishes, platforms, lighting, fare lines, security system and accessibility improvements.
- Interlocking Reconfiguration: Modification of the interlocking at Fairmount to allow for track outages necessary for City Hall underpinning and station construction.
- Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms.
- City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators to complete ADA compliance and new or renovated platforms, stairs, lighting and amenities.

The total project cost is \$146.47M. Funding is programmed as follows: Prior year funds in the amount of \$77.93M, and \$68.54M in FY 2021 through 2028.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ERC | 1514 | 1,839 | | | | | | | | | | | |
| ERC | LOC | 61 | | | | | | | | | | | |
| ERC | 1514 | | | 1,936 | | | | | | | | | |
| ERC | LOC | | | 64 | | | | | | | | | |
| ERC | 1514 | | | | 5,163 | | | | | | | | |
| ERC | LOC | | | | 172 | | | | | | | | |
| ERC | 1514 | | | | | 10,645 | | | | | | | |
| ERC | LOC | | | | | 355 | | | | | | | |
| ERC | 1514 | | | | | | 14,521 | | | | | | |
| ERC | LOC | | | | | | 484 | | | | | | |
| ERC | 1514 | | | | | | | 20,880 | | | | | |
| ERC | LOC | | | | | | | 696 | | | | | |
| ERC | 1514 | | | | | | | | 9,758 | | | | |
| ERC | LOC | | | | | | | | 325 | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | |
|-------------------|---|-------|-------|-------------------|--------|--------|--------|-------------------|---|---|---|
| 1,900 | 0 | 2,000 | 5,335 | 11,000 | 15,005 | 21,576 | 10,083 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 9,235 | | Total FY2025-2028 | | 57,664 | | Total FY2029-2032 | | 0 | |

MPMS# 60540 *Parking Improvements*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER: Town Center

DOI:

IPD: 24

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This program will provide for the construction, renovation, and expansion of SEPTA's parking facilities.

Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA will re-evaluate its station parking projects. At a time in the future when ridership levels begin to increase, SEPTA will revisit the schedule for this phase of the project. SEPTA is removing from the TIP and deferring the Ardmore, Exton, Paoli, Noble, Gwynedd Valley, Fern Rock, Philmont, Ivy Ridge, and Secane Stations, and the 69th Street Transportation Center. These projects are included in the Connections 2050 Vision Plan (unfunded).

*Prior Year funds in the amount of \$27.17M have been committed to the Conshohocken Station Parking Garage. \$8M of FHWA CMAQ Flex funding is programmed in FY 2023 of MPMS #111005 to fully fund the project. The requisite local match (\$2M) is programmed in FY2023 of this program.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ERC | CAQ | 2,000 | | | | | | | | | | | |
| ERC | 5307 | | | | | | | | | | | | |
| ERC | 1514 | 15,359 | | | | | | | | | | | |
| ERC | LOC | 513 | | | | | | | | | | | |
| ERC | 5307 | | 12,000 | | | | | | | | | | |
| ERC | 5307 | | 3,000 | | | | | | | | | | |
| ERC | 1514 | | 15,527 | | | | | | | | | | |
| ERC | LOC | | 517 | | | | | | | | | | |
| ERC | 1514 | | | 3,668 | | | | | | | | | |
| ERC | LOC | | | 122 | | | | | | | | | |
| | | 17,872 | 31,044 | 3,790 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 52,706 | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS: Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:E

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

DOI: No

IPD: 19

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The new facility is located on the SEPTA Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206. SEPTA partnered with PennDOT and Amtrak to advance this project.

The project will be advanced in two phases. Phase 1, completed in September 2019, made the existing station ADA accessible. This phase included construction of a pedestrian overpass with elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas were reconfigured and pedestrian sidewalks and crosswalks, provided throughout the station area.

A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. The companion project must be completed prior to Phase 2 construction.

Phase 2 includes an intermodal station complex complete with an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, and a 600-plus space commuter parking garage. This phase will be advanced pending identification of a funding source. The estimated cost is \$50.28M.

The total project cost (Phases 1 & 2) is \$92.22M. Funding is programmed as follows: Prior year funds in the amount of \$41.94M, and \$5M in FY 2031 through 2032.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|--------------------------|------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--------|
| ERC | 5307 | | | | | | | | | | | 22,226 | |
| ERC | 1514 | | | | | | | | | | | 5,377 | |
| ERC | LOC | | | | | | | | | | | 179 | |
| ERC | 5307 | | | | | | | | | | | | 18,000 |
| ERC | 1514 | | | | | | | | | | | | 4,355 |
| ERC | LOC | | | | | | | | | | | | 145 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27,782 | 22,500 |
| Total FY2021-2024 | | 0 | | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | 50,282 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS: System-wide No Let Date

IMPROVEMENT Transit Improvements NHPP:

MUNICIPALITIES: Various FC: AQ Code:M3

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

PennDOT Class: PennDOT Improvement:

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle preventive maintenance allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

Additionally, this program includes \$6M (FY2021-FY2022) to support the installation of Automatic Passenger Counters (APCs) on the bus, trolley, and Norristown High Speed Line fleets. APCs will provide SEPTA with accurate, reliable, and consistent data for stop level ridership, passenger loads, running time, on time performance, and speed.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| CAP | CARES | 13,950 | | | | | | | | | | | |
| CAP | 5337 | 35,451 | | | | | | | | | | | |
| CAP | 5307 | 12,839 | | | | | | | | | | | |
| CAP | 1514 | 19,777 | | | | | | | | | | | |
| CAP | LOC | 659 | | | | | | | | | | | |
| CAP | 5307 | | 12,000 | | | | | | | | | | |
| CAP | 5337 | | 28,000 | | | | | | | | | | |
| CAP | CRRSSA | | 27,795 | | | | | | | | | | |
| CAP | 1514 | | 9,677 | | | | | | | | | | |
| CAP | LOC | | 323 | | | | | | | | | | |
| CAP | 5307 | | | 22,835 | | | | | | | | | |
| CAP | 5337 | | | 28,000 | | | | | | | | | |
| CAP | 1514 | | | 29,667 | | | | | | | | | |
| CAP | LOC | | | 2,849 | | | | | | | | | |
| CAP | 5307 | | | | 22,457 | | | | | | | | |
| CAP | 5337 | | | | 30,480 | | | | | | | | |
| CAP | 1514 | | | | 30,765 | | | | | | | | |
| CAP | LOC | | | | 2,025 | | | | | | | | |
| CAP | 5307 | | | | | 23,417 | | | | | | | |
| CAP | 5337 | | | | | 28,000 | | | | | | | |
| CAP | 1514 | | | | | 29,077 | | | | | | | |
| CAP | LOC | | | | | 1,969 | | | | | | | |
| CAP | 5307 | | | | | | 23,417 | | | | | | |
| CAP | 5337 | | | | | | 28,000 | | | | | | |
| CAP | 1514 | | | | | | 29,825 | | | | | | |
| CAP | LOC | | | | | | 1,994 | | | | | | |
| CAP | 5337 | | | | | | | 16,401 | | | | | |
| CAP | 5307 | | | | | | | 19,733 | | | | | |
| CAP | 1514 | | | | | | | 46,322 | | | | | |
| CAP | LOC | | | | | | | 2,544 | | | | | |
| CAP | 5307 | | | | | | | | 19,734 | | | | |
| CAP | 5337 | | | | | | | | 14,706 | | | | |
| CAP | 1514 | | | | | | | | 47,963 | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | | |
|-----|------|--------------------------|---------------|----------------|--------------------------|---------------|---------------|----------------|--------------------------|---------------|----------------|---------------|---------------|
| CAP | LOC | | | | | | 2,598 | | | | | | |
| CAP | 5307 | | | | | | | | 19,733 | | | | |
| CAP | 5337 | | | | | | | | 25,333 | | | | |
| CAP | 1514 | | | | | | | | 38,646 | | | | |
| CAP | LOC | | | | | | | | 2,288 | | | | |
| CAP | 5307 | | | | | | | | | 19,734 | | | |
| CAP | 5337 | | | | | | | | | 23,534 | | | |
| CAP | 1514 | | | | | | | | | 41,354 | | | |
| CAP | LOC | | | | | | | | | 2,378 | | | |
| CAP | 5307 | | | | | | | | | | 15,072 | | |
| CAP | 5337 | | | | | | | | | | 21,681 | | |
| CAP | 1514 | | | | | | | | | | 48,627 | | |
| CAP | LOC | | | | | | | | | | 2,620 | | |
| CAP | 5307 | | | | | | | | | | | 7,370 | |
| CAP | 5337 | | | | | | | | | | | 19,773 | |
| CAP | 1514 | | | | | | | | | | | 57,926 | |
| CAP | LOC | | | | | | | | | | | 2,930 | |
| | | 82,676 | 77,795 | 83,351 | 85,727 | 82,463 | 83,236 | 85,000 | 85,001 | 86,000 | 87,000 | 88,000 | 87,999 |
| | | Total FY2021-2024 | | 329,549 | Total FY2025-2028 | | | 335,700 | Total FY2029-2032 | | 348,999 | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations, known as Customized Community Transportation (CCT). The vehicles acquired will replace existing vehicles that have exceeded their useful life. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| PUR | 5307 | | 8,000 | | | | | | | | | | |
| PUR | 1514 | | 1,935 | | | | | | | | | | |
| PUR | LOC | | 65 | | | | | | | | | | |
| PUR | 5307 | | | 5,600 | | | | | | | | | |
| PUR | 1514 | | | 1,355 | | | | | | | | | |
| PUR | LOC | | | 45 | | | | | | | | | |
| PUR | 5307 | | | | 5,600 | | | | | | | | |
| PUR | 1514 | | | | 1,355 | | | | | | | | |
| PUR | LOC | | | | 45 | | | | | | | | |
| PUR | 5307 | | | | | 5,600 | | | | | | | |
| PUR | 1514 | | | | | 1,355 | | | | | | | |
| PUR | LOC | | | | | 45 | | | | | | | |
| PUR | 5307 | | | | | | 5,600 | | | | | | |
| PUR | 1514 | | | | | | 1,355 | | | | | | |
| PUR | LOC | | | | | | 45 | | | | | | |
| PUR | 5307 | | | | | | | 5,600 | | | | | |
| PUR | 1514 | | | | | | | 1,355 | | | | | |
| PUR | LOC | | | | | | | 45 | | | | | |
| PUR | 5307 | | | | | | | | 5,600 | | | | |
| PUR | 1514 | | | | | | | | 1,355 | | | | |
| PUR | LOC | | | | | | | | 45 | | | | |
| PUR | 5307 | | | | | | | | | 5,600 | | | |
| PUR | 1514 | | | | | | | | | 1,355 | | | |
| PUR | LOC | | | | | | | | | 45 | | | |
| PUR | 5307 | | | | | | | | | | 5,600 | | |
| PUR | 1514 | | | | | | | | | | 1,355 | | |
| PUR | LOC | | | | | | | | | | 45 | | |
| PUR | 5307 | | | | | | | | | | | 5,600 | |
| PUR | 1514 | | | | | | | | | | | 1,355 | |
| PUR | LOC | | | | | | | | | | | 45 | |
| PUR | 5307 | | | | | | | | | | | | 5,600 |
| PUR | 1514 | | | | | | | | | | | | 1,355 |
| PUR | LOC | | | | | | | | | | | | 45 |
| | | 0 | 10,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 |
| | | Total FY2021-2024 | | 24,000 | | Total FY2025-2028 | | 28,000 | | Total FY2029-2032 | | 28,000 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 **SEPTA Key (Fare Collection System/New Payment Technologies)** **Return**

LIMITS: System-wide No Let Date

IMPROVEMENT Transit Improvements **NHPP:** MRPID:B

MUNICIPALITIES: Various **FC:** AQ Code:M5

PLAN CENTER: **DOI:** No IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:**

The SEPTA Key (New Payment Technologies) Project is modernizing SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. New Fare Kiosks located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Key Cards will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; or 3) through an on-line transaction or the Call Center.

SEPTA Key is unique because it will include all of SEPTA's service modes. In addition to bus, rail transit, and regional rail fare collection improvements, this project will include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will support the enhanced system-wide fare collection system.

SEPTA Key deployment is substantially complete for Transit services (Bus, Trolley, Trackless Trolley and High Speed Lines). Regional Rail phased roll-out is underway with Trailpasses in service. Railroad deployment will continue through 2020 with Travel Wallet, conductor sales, and other features and products. CCT development is underway with deployment starting in 2020. Upcoming Key features include: upgraded Key Card readers, mobile ticketing and open payment/ mobile wallets.

Companion projects supporting the SEPTA Key project include: bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five Center City Regional Rail stations (Temple University, Jefferson Station, Suburban Station, 30th Street Station and Penn Medicine Station); Broad Street Line, Market-Frankford Line and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; Railroad station waiting room security; provision of power to Railroad Parking Payment Stations; and 30th Street Railroad Station ticket office/vendor relocations. These SEPTA Key companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements. Most of this work is complete or nearing completion.

Proposed future funding will ensure SEPTA Key technology remains up-to-date are included in the Safety and Security Technology Upgrades project within the Safety & Security Program.

The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to partially finance this project. The total project cost includes the loan repayment, interest, and companion project costs.

The total project cost is \$302.30M. Funding is programmed as follows: Prior year funds in the amount of \$253.01M and \$49.29M in FY 2021-2023.

Project status updates are available online at <http://www.septa.org/key/>.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
|-------|------|--------------------------|---------------|--------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|--|----------|
| CAP | 5337 | 22,746 | | | | | | | | | | | | | |
| CAP | 1514 | 5,503 | | | | | | | | | | | | | |
| CAP | LOC | 185 | | | | | | | | | | | | | |
| CAP | 5337 | | 8,000 | | | | | | | | | | | | |
| CAP | 1514 | | 1,936 | | | | | | | | | | | | |
| CAP | LOC | | 65 | | | | | | | | | | | | |
| CAP | 1514 | | | 9,244 | | | | | | | | | | | |
| CAP | LOC | | | 308 | | | | | | | | | | | |
| | | 28,434 | 10,001 | 9,552 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 47,987 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60636 *Elwyn to Wawa Rail Restoration*

LIMITS: Elwyn to Wawa, Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:P

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD: 16

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B

PennDOT Class:

PennDOT Improvement:

This project will provide restoration of rail service from the existing Media/ Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Middletown/Route 1, Delaware County along the existing right-of-way referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system replacement; and the replacement and rehabilitation of bridges and culverts. The installation of a bi-directional signal system and communications system improvements including Positive Train Control (PTC) is being funded separately under a competitive PTC grant from the Federal Transit Administration.

The new terminus at Middletown/Route 1 will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; a 600+ car parking deck; and connections to SEPTA bus service. The new facility will be fully ADA compliant. The project also includes the construction of a new traffic intersection and access road connecting U.S. Route 1 to the station. A railcar storage/maintenance yard and crew facility will be constructed on SEPTA property in Lenni, Delaware County.

The total project cost is \$192.95M. Funding is programmed as follows: Prior year funds in the amount of \$113.35M and \$79.60M in FY 2021-2023.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|---------------|---------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ERC | 1514 | 49,770 | | | | | | | | | | | |
| ERC | LOC | 1,660 | | | | | | | | | | | |
| ERC | 1514 | | 22,847 | | | | | | | | | | |
| ERC | LOC | | 660 | | | | | | | | | | |
| ERC | 1514 | | | 7,511 | | | | | | | | | |
| ERC | LOC | | | 250 | | | | | | | | | |
| | | 51,430 | 23,507 | 7,761 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 82,698 | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60638 *Regional Rail Car & Locomotive Acquisition* **Return**

LIMITS: System-wide No Let Date

IMPROVEMENT Transit Improvements **NHPP:** MRPID:CQ

MUNICIPALITIES: Various **FC:** AQ Code:M10

PLAN CENTER: **DOI:** No IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:**

This program provides for the replacement and addition of rail cars and locomotives. It will replace vehicles and equipment that have exceeded their useful life, and provide for fleet expansion to meet present and projected increases in ridership. Current procurements include:

Electric Locomotives - \$154.5M (Prior Years- FY2021)

This project provides for the acquisition of new electric locomotives. In 2015, SEPTA awarded a contract to Siemens Industry Inc., Mobility Division for thirteen ACS-64 locomotives plus two option vehicles. All 15 locomotives have been delivered and are in service. The locomotives will accommodate the acquisition of an expanded fleet of new multi-level push-pull passenger railcars. Remaining contract activities include receipt of capital spare material and correspondence closeout. These state-of-the-art locomotives are more powerful and significantly more reliable than SEPTA's former locomotives.

The new locomotives fully comply with all federal standards and regulations and are equipped with SEPTA's Positive Train Control system. Supporting SEPTA's Sustainability initiatives, the ACS-64 locomotives feature regenerative braking. This capability enables energy from the train's motion when slowing down to be fed back to the power system for use by other trains. Through the locomotive cab consoles, the engineer can monitor the performance of all locomotive systems in real time, and maintenance technicians can troubleshoot problems with an integrated maintenance manual.

Multi-Level Regional Rail Cars and Coaches - \$174.3M (Prior Years- FY2024)

This project provides for the acquisition of new multi-level push-pull passenger railcars. These cars are required to accommodate growing ridership and increased service capacity needs on SEPTA's Regional Rail system, and are additions to SEPTA's current fleet of 45 push-pull railcars. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice annunciation and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|---------------|----------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| PUR | 5307 | 10,793 | | | | | | | | | | | |
| PUR | 5337 | 46,374 | | | | | | | | | | | |
| PUR | 1514 | 13,831 | | | | | | | | | | | |
| PUR | LOC | 404 | | | | | | | | | | | |
| PUR | 5307 | | 10,400 | | | | | | | | | | |
| PUR | 5337 | | 39,719 | | | | | | | | | | |
| PUR | 1514 | | 12,125 | | | | | | | | | | |
| PUR | LOC | | 406 | | | | | | | | | | |
| PUR | 5337 | | | 17,207 | | | | | | | | | |
| PUR | 1514 | | | 9,534 | | | | | | | | | |
| PUR | LOC | | | 1,868 | | | | | | | | | |
| | | 71,402 | 62,650 | 28,609 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 162,661 | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 Substations and Power Improvements

LIMITS: System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

DOI: No

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. Program work includes replacing transformers, trolley breakers, feeder switches, substation switchgears, protective relaying, and catenary. Currently programmed substation and power projects include:

- Substation Design and Equipment Purchase - \$28.23M (Prior Years - FY2023)
- Railroad Substation 18th Street Switching Station - \$12.80M (FY2022 - FY2025)
- Railroad Substation Brill - \$12.8M (FY2024 - FY2027)
- Railroad Substation Chestnut Hill - \$22.54M (FY2022 - FY2026)
- Railroad Substations Lansdale, Hatboro, & 12th/Portal - \$33.87M (FY2019 - FY2023)
- Railroad Substations Neshaminy, Bethayres, Yardley - \$24.58 (Prior Years - FY2021)
- Wayne Junction Static Frequency Converters #1-4 - \$60.00M (Prior Years - FY2023)
- Railroad Substation Woodbourne - \$23.49M (FY2020 - FY2024)
- Transit Substation Ellen - \$18.68M (FY2025 - FY2028)
- Transit Substation Market - \$12.50M (FY2021- FY2024)
- Transit Substations Park, Broad, Loudon, Castor - \$19.95M (FY2020 - FY2023)
- Transit Substation Ranstead - \$18.68M (FY2026 - FY2032)
- Transit Substation Program - \$150.69M (FY2026 - FY2032)
- Cresheim Valley Substation - \$22.5M (FY2022-FY2024)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years - FY2025)

- Regional Rail Wire Scan project - \$340,000 (FY2021 - FY2022)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ERC | 5312 | 170 | | | | | | | | | | | |
| ERC | 5337 | 6,629 | | | | | | | | | | | |
| ERC | 5307 | 18,400 | | | | | | | | | | | |
| ERC | 1514 | 17,784 | | | | | | | | | | | |
| ERC | LOC | 592 | | | | | | | | | | | |
| ERC | 5337 | | 22,400 | | | | | | | | | | |
| ERC | 5307 | | 3,200 | | | | | | | | | | |
| ERC | 1514 | | 6,194 | | | | | | | | | | |
| ERC | LOC | | 207 | | | | | | | | | | |
| ERC | 5307 | | | 3,200 | | | | | | | | | |
| ERC | 1514 | | | 35,373 | | | | | | | | | |
| ERC | LOC | | | 1,695 | | | | | | | | | |
| ERC | 5337 | | | | 3,920 | | | | | | | | |
| ERC | 1514 | | | | 46,249 | | | | | | | | |
| ERC | LOC | | | | 1,541 | | | | | | | | |
| ERC | 1514 | | | | | 46,365 | | | | | | | |
| ERC | LOC | | | | | 1,545 | | | | | | | |
| ERC | 1514 | | | | | | 46,623 | | | | | | |
| ERC | LOC | | | | | | 1,554 | | | | | | |
| ERC | 1514 | | | | | | | 24,474 | | | | | |
| ERC | LOC | | | | | | | 816 | | | | | |
| ERC | 1514 | | | | | | | | 30,020 | | | | |
| ERC | LOC | | | | | | | | 1,000 | | | | |
| ERC | 1514 | | | | | | | | | 26,149 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | | |
|-----|------|--------------------------|---------------|----------------|---------------|--------------------------|---------------|----------------|---------------|--------------------------|---------------|----------------|---------------|
| ERC | LOC | | | | | | | | 873 | | | | |
| ERC | 1514 | | | | | | | | 31,936 | | | | |
| ERC | LOC | | | | | | | | 1,064 | | | | |
| ERC | 1514 | | | | | | | | | 31,452 | | | |
| ERC | LOC | | | | | | | | | 1,048 | | | |
| ERC | 1514 | | | | | | | | | | 32,067 | | |
| ERC | LOC | | | | | | | | | | 1,068 | | |
| | | 43,575 | 32,001 | 40,268 | 51,710 | 47,910 | 48,177 | 25,290 | 31,020 | 27,022 | 33,000 | 32,500 | 33,135 |
| | | Total FY2021-2024 | | 167,554 | | Total FY2025-2028 | | 152,397 | | Total FY2029-2032 | | 125,657 | |

MPMS# 73214 Ardmore Transportation Center

LIMITS: Ardmore Transportation Center

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

DOI: No

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class:

PennDOT Improvement:

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.

Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage. The total cost of Phase 1, which includes design for Phase 2, is \$53.6M.

Phase 2 includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. This phase will be advanced pending identification of a funding source. The estimated cost of Phase 2 is \$26.05M.

The total project cost (Phases 1 & 2) is \$79.65M. Funding is programmed as follows: Prior year funds in the amount of \$50.51M, FY2021 in the amount of \$3.09M, and \$10M in FY 2031-2032.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|-----------------------------------|----------|--------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|---------------|--------------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ERC | 5307 | | | 2,400 | | | | | | | | | |
| ERC | 1514 | | | 580 | | | | | | | | | |
| ERC | LOC | | | 20 | | | | | | | | | |
| ERC | 1514 | | | | | | | | | | 4,839 | | |
| ERC | LOC | | | | | | | | | | 161 | | |
| ERC | 1514 | | | | | | | | | | | | 4,839 |
| ERC | LOC | | | | | | | | | | | | 161 |
| | | 0 | 0 | 3,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | 5,000 |
| | | Total FY2021-2024 | | 3,000 | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 10,000 | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS: System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This program provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Currently programmed projects include:

Regional Rail Stations

- Bicycle Transit Access Program - \$2.50M (Ongoing)
- Bridge Plates - \$2.21M (FY2020 - FY2023)
- Chestnut Hill East ADA Improvements - \$11.17M (FY2021 - FY2024)
- Conshohocken Station - \$15.00M (Prior Years - FY2022)
- East Falls Station - \$19.50M (FY2024 - FY2027)
- Jenkintown-Wyncote Station - \$25.32M (Prior Years - FY2024)
- Regional Rail Station Roof Program - \$11.25M (Ongoing)
- Secane Station - \$29.90M (Prior Years - FY2021)
- Willow Grove Station - \$20.89M (Prior Years - FY2024)
- Malvern Station High Level Platforms - \$15.26M (FY2026 - FY2032)
- Devon Station - \$20.00M (FY2026 - FY2032)
- Glenside Station - \$24.75M (FY2026 - FY2032)
- Ivy Ridge Station - \$18.50M (FY2026 - FY2032)
- Marcus Hook Station - \$22.50M (FY2026 - FY2032)
- Roslyn Station - \$6.50M (FY2024 - FY2030)
- Stenton Station - \$7.15M (FY2026 - FY2032)
- Wissahickon Station - \$28.20M (FY2026 - FY2032)
- Wyndmoor Station - \$19.50M (FY2026 - FY2032)
- Wynnewood Station - \$19.50M (FY2026 - FY2030)

Transit Stations

- 5th Street Station - \$27.52M (Prior Years - FY2022)
- 8th Street Customer Service Office - \$0.24M (FY2021 - FY2022)
- 11th Street Station - \$9.51M (Prior Years - FY2023)
- 30th Street Station Improvements Phase A - \$28.55M (Prior Years - FY2024)
- 30th Street Station Improvements Phase B - \$38.80M BUILD funded project (Prior Years - FY2023)
- 34th Street Station - \$31M (FY2024 - FY2030)
- Center City Concourses Improvements - \$59.65M (Prior Years - FY2026)
- Erie Station on the Broad Street Line - \$9.02M (Prior Years - FY2026)
- Hunting Park Station - \$12.5M (FY2024 - FY2026)
- Snyder Station - \$9.80M (FY2024 - FY2027)
- Spring Garden Station - \$7.37M (FY2024 - FY2026)
- Susquehanna-Dauphin Station - \$22.50M (Prior Years - FY2023)
- Tasker-Morris Station - \$9.80M - (Prior Years - FY2023)
- Villanova Station on the Norristown High Speed Line - \$4.00M (FY2021 - FY2024)
- Chinatown Station - \$12.50M (FY2026 - FY2032)
- Ellsworth-Federal Station - \$9.80M (FY2026 - FY2032)
- Fairmount Station - \$18.00M (FY 2026 - FY2032)
- Logan Station - \$12.50M (FY2026 - FY2032)
- Lombard-South Station - \$9.80M (FY2026 - FY2032)
- Wyoming Station - \$5.00M (FY2026 - FY2032)
- Bristol Station on the Norristown High Speed Line - \$30M (FY2022-FY2026)
- Bridgeport Station on the Norristown High Speed Line - \$4M (FY2022-FY2026)

Bus and Trolley Loop Program

- Complete Streets Concepts and Design for the Grays Avenue Corridor project \$495,000 HOPE (FY2021 - FY2022)
- Bethlehem Pike - \$3.38M (FY2021 - FY2023)
- Rising Sun and Olney - \$1.60M (FY2022 - FY2024)

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

- Westmoreland - \$2.00M (Prior Years - FY2021)
- Wissahickon Transportation Center - \$17.64M (Prior Years - FY2022)
- Boulevard Direct Bus Phase B - \$2.50M (FY2021 - FY2022)
- Wycombe - \$1.75M (FY2023 - FY2025)
- Ridge and Summit - \$1.75M (FY2026 - FY2032)

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|-------|----------------------------|---------------|----------------|---------------|--------------------------|---------------|----------------|---------------|--------------------------|---------------|----------------|---------------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ERC | HOPE | 495 | | | | | | | | | | | |
| ERC | 5339B | 2,000 | | | | | | | | | | | |
| ERC | 1514 | 20,969 | | | | | | | | | | | |
| ERC | LOC | 698 | | | | | | | | | | | |
| ERC | 5307 | | 9,600 | | | | | | | | | | |
| ERC | 5337 | | 14,000 | | | | | | | | | | |
| ERC | 1514 | | 60,756 | | | | | | | | | | |
| ERC | LOC | | 2,023 | | | | | | | | | | |
| ERC | 5337 | | | 3,920 | | | | | | | | | |
| ERC | 1514 | | | 30,358 | | | | | | | | | |
| ERC | LOC | | | 1,012 | | | | | | | | | |
| ERC | 5337 | | | | 2,560 | | | | | | | | |
| ERC | 1514 | | | | 46,099 | | | | | | | | |
| ERC | LOC | | | | 1,536 | | | | | | | | |
| ERC | 1514 | | | | | 44,840 | | | | | | | |
| ERC | LOC | | | | | 1,495 | | | | | | | |
| ERC | 1514 | | | | | | 40,175 | | | | | | |
| ERC | LOC | | | | | | 1,339 | | | | | | |
| ERC | 1514 | | | | | | | 45,479 | | | | | |
| ERC | LOC | | | | | | | 1,515 | | | | | |
| ERC | 1514 | | | | | | | | 44,006 | | | | |
| ERC | LOC | | | | | | | | 1,466 | | | | |
| ERC | 1514 | | | | | | | | | 62,633 | | | |
| ERC | LOC | | | | | | | | | 2,087 | | | |
| ERC | 1514 | | | | | | | | | | 46,810 | | |
| ERC | LOC | | | | | | | | | | 1,560 | | |
| ERC | 1514 | | | | | | | | | | | 54,194 | |
| ERC | LOC | | | | | | | | | | | 1,806 | |
| ERC | 1514 | | | | | | | | | | | | 38,700 |
| ERC | LOC | | | | | | | | | | | | 1,290 |
| | | 24,162 | 86,379 | 35,290 | 50,195 | 46,335 | 41,514 | 46,994 | 45,472 | 64,720 | 48,370 | 56,000 | 39,990 |
| | | Total FY2021-2024 | | 196,026 | | Total FY2025-2028 | | 180,315 | | Total FY2029-2032 | | 209,080 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair.

Projects to be advanced include:

- Track and Right-of-Way: Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; retaining walls; culverts; and grade crossing improvements.
- Station Facilities: Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; sanitary facilities; escalators; elevators; parking; and accessibility improvements.
- Communications & Signal Systems: Rehabilitation of signal systems and select communications equipment.
- Power Systems: Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; and localized and centralized control facilities.
- Maintenance/Support Facilities: Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, sprinkler systems, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ERC | 1514 | 47,008 | | | | | | | | | | | |
| ERC | LOC | 1,567 | | | | | | | | | | | |
| ERC | 1514 | | 48,535 | | | | | | | | | | |
| ERC | LOC | | 1,599 | | | | | | | | | | |
| ERC | 1514 | | | 48,944 | | | | | | | | | |
| ERC | LOC | | | 1,631 | | | | | | | | | |
| ERC | 1514 | | | | 49,912 | | | | | | | | |
| ERC | LOC | | | | 1,663 | | | | | | | | |
| ERC | 1514 | | | | | 50,879 | | | | | | | |
| ERC | LOC | | | | | 1,696 | | | | | | | |
| ERC | 1514 | | | | | | 51,847 | | | | | | |
| ERC | LOC | | | | | | 1,728 | | | | | | |
| ERC | 1514 | | | | | | | 52,815 | | | | | |
| ERC | LOC | | | | | | | 1,760 | | | | | |
| ERC | 1514 | | | | | | | | 53,783 | | | | |
| ERC | LOC | | | | | | | | 1,792 | | | | |
| ERC | 1514 | | | | | | | | | 54,750 | | | |
| ERC | LOC | | | | | | | | | 1,825 | | | |
| ERC | 1514 | | | | | | | | | | 55,718 | | |
| ERC | LOC | | | | | | | | | | 1,857 | | |
| ERC | 1514 | | | | | | | | | | | 56,686 | |
| ERC | LOC | | | | | | | | | | | 1,889 | |
| ERC | 1514 | | | | | | | | | | | | 57,654 |
| ERC | LOC | | | | | | | | | | | | 1,921 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | |
|-------------------|--------|---------|--------|-------------------|--------|---------|--------|-------------------|--------|---------|--------|
| 48,575 | 50,134 | 50,575 | 51,575 | 52,575 | 53,575 | 54,575 | 55,575 | 56,575 | 57,575 | 58,575 | 59,575 |
| Total FY2021-2024 | | 200,859 | | Total FY2025-2028 | | 216,300 | | Total FY2029-2032 | | 232,300 | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 30-foot buses for suburban circulator and contracted service routes. The procurements of 35 additional battery electric buses are part of a pilot program to evaluate the viability of cost-effective "green technology" buses on SEPTA's diverse service territory.

In August 2018, the Federal Transit Administration awarded SEPTA a "Low or No Emission Program" (Low-No) grant to assist in the purchase of 10 new battery-electric buses and related infrastructure and equipment. This \$1.5 million grant represents the differential in price over 10 diesel-electric hybrid buses. These buses will operate on routes originating from Midvale Bus Garage.

25 battery electric buses are on Routes 29 and 79 in South Philadelphia and SEPTA is collecting information regarding their performance. These buses are part of the ongoing battery electric bus pilot program that SEPTA is currently operating.

In June 2016, SEPTA issued a Notice to Proceed to New Flyer Industries for the manufacture of 525 40-foot low-floor hybrid buses. These buses are being delivered over a 5-year period that began in 2017 and is scheduled to be completely delivered by the end of May 2021.

SEPTA is currently analyzing data from its electric bus pilot program as well as exploring emerging technologies utilized throughout the transit industry as it begins efforts to procure the next round of Bus Fleet Replacement vehicles.

This program also provides funding for future bus procurements in FY 2021 through FY 2032.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State Bond funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PUR | 5339 | 8,529 | | | | | | | | | | | |
| PUR | 1514 | 7,099 | | | | | | | | | | | |
| PUR | LOC | 234 | | | | | | | | | | | |
| PUR | OTH | 45,153 | | | | | | | | | | | |
| PUR | 5307 | | 70,624 | | | | | | | | | | |
| PUR | 5339 | | 8,192 | | | | | | | | | | |
| PUR | 1514 | | 19,069 | | | | | | | | | | |
| PUR | LOC | | 1,950 | | | | | | | | | | |
| PUR | 5307 | | | 35,311 | | | | | | | | | |
| PUR | 5339 | | | 9,206 | | | | | | | | | |
| PUR | 1514 | | | 13,703 | | | | | | | | | |
| PUR | LOC | | | 1,099 | | | | | | | | | |
| PUR | 5307 | | | | 46,671 | | | | | | | | |
| PUR | 5339 | | | | 9,206 | | | | | | | | |
| PUR | 1514 | | | | 17,652 | | | | | | | | |
| PUR | LOC | | | | 593 | | | | | | | | |
| PUR | 5307 | | | | | 53,711 | | | | | | | |
| PUR | 5339 | | | | | 9,206 | | | | | | | |
| PUR | 1514 | | | | | 19,355 | | | | | | | |
| PUR | LOC | | | | | 646 | | | | | | | |
| PUR | 5307 | | | | | | 53,711 | | | | | | |
| PUR | 5339 | | | | | | 9,206 | | | | | | |
| PUR | 1514 | | | | | | 19,355 | | | | | | |
| PUR | LOC | | | | | | 645 | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | | |
|-----|------|--------------------------|---------------|----------------|---------------|--------------------------|---------------|----------------|---------------|--------------------------|---------------|----------------|---------------|
| PUR | 5339 | | | | | | 9,206 | | | | | | |
| PUR | 5307 | | | | | | 65,712 | | | | | | |
| PUR | 1514 | | | | | | 22,256 | | | | | | |
| PUR | LOC | | | | | | 740 | | | | | | |
| PUR | 5307 | | | | | | | 65,711 | | | | | |
| PUR | 5339 | | | | | | | 9,206 | | | | | |
| PUR | 1514 | | | | | | | 22,256 | | | | | |
| PUR | LOC | | | | | | | 744 | | | | | |
| PUR | 5307 | | | | | | | | 65,712 | | | | |
| PUR | 5339 | | | | | | | | 9,206 | | | | |
| PUR | 1514 | | | | | | | | 22,258 | | | | |
| PUR | LOC | | | | | | | | 740 | | | | |
| PUR | 5307 | | | | | | | | | 67,711 | | | |
| PUR | 5339 | | | | | | | | | 9,206 | | | |
| PUR | 1514 | | | | | | | | | 19,246 | | | |
| PUR | LOC | | | | | | | | | 613 | | | |
| PUR | 5307 | | | | | | | | | | 32,947 | | |
| PUR | 5339 | | | | | | | | | | 9,206 | | |
| PUR | 1514 | | | | | | | | | | 14,332 | | |
| PUR | LOC | | | | | | | | | | 480 | | |
| PUR | 5307 | | | | | | | | | | | 41,370 | |
| PUR | 5339 | | | | | | | | | | | 9,206 | |
| PUR | 1514 | | | | | | | | | | | 16,368 | |
| PUR | LOC | | | | | | | | | | | 548 | |
| | | 61,015 | 99,835 | 59,319 | 74,122 | 82,918 | 82,917 | 97,914 | 97,917 | 97,916 | 96,776 | 56,965 | 67,492 |
| | | Total FY2021-2024 | | 294,291 | | Total FY2025-2028 | | 361,666 | | Total FY2029-2032 | | 319,149 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 93588 *Exton Station*

LIMITS: Exton Station in Chester County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:AG

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

DOI:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class:

PennDOT Improvement:

This project, which will be advanced in phases, will include the construction of full length high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line. Phase 1, which is complete, encompasses the construction of high-level platforms with canopies and wind screens; stormwater management improvements; and a new station building. The station facilities are fully ADA compliant. New lighting, signage, security features, and passenger amenities were also provided. The total cost of Phase 1 was \$28.23M.

Phase 2 comprises the construction of bus circulation loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station. Phase 2 is estimated to cost \$6M.

Phase 3 will provide for the development and construction of a fully accessible parking expansion. This phase is estimated to cost \$32.16M and will be advanced pending identification of a funding source.

The total project cost (Phases 1, 2, & 3) is \$66.39M. Funding is programmed as follows: Prior year funds in the amount of \$28.23M, and \$6M in FY 2031 through 2032.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------------------------|--------|--------------|--------|--------------------------|--------|--------|--------|----------|--------------------------|--------|---------------|
| ERC | 5307 | | 4,800 | | | | | | | | | | |
| ERC | 1514 | | 1,161 | | | | | | | | | | |
| ERC | LOC | | 39 | | | | | | | | | | |
| ERC | 5307 | | | | | | | | | | | 15,200 | |
| ERC | 1514 | | | | | | | | | | | 3,678 | |
| ERC | LOC | | | | | | | | | | | 122 | |
| ERC | 5307 | | | | | | | | | | | | 15,712 |
| ERC | 1514 | | | | | | | | | | | | 3,802 |
| ERC | LOC | | | | | | | | | | | | 126 |
| | | 0 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19,000 | 19,640 |
| | | Total FY2021-2024 | | 6,000 | | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | 38,640 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 *Bridge Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges and associated bridge support structures. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - \$30.00M (FY 2024 - FY2027)
Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive
- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35.00M (FY2024 - FY2032) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue
- Critical Bridge Program (System wide) - \$64.20M (Ongoing)
- Mainline-Schuylkill Bridges (Philadelphia) - \$57.05M (Prior Years - FY2014; FY2026 - FY2032) Mile Post 0.49 over 21st Street; Mile Post 0.58 over 22nd Street; Mile Post 0.61, 0.64, & 0.68 over 22nd / 23rd Street; Mile Post 0.72 over CSX Tracks; Mile Post 0.76 over the Schuylkill River
- Stone Arch Bridges Phase 2 (Multiple Locations) - \$10.00M (Prior Years - FY2021)
Doylestown Line Mile Post 4.87 Built 1915; Lansdale Line Mile Post 18.91 Built 1903; Media/Elwyn Line Mile Post 12.68 Built 1854; West Trenton Line Mile Post 13.70 Built 1912; West Trenton Line Mile Post 15.95 Built 1876; West Trenton Line Mile Post 18.52 Built 1948; West Trenton Line Mile Post 22.65 Built 1876.
- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$4.00M (Prior Years - FY2021)
- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (FY2021 - FY2024)
- Suburban Rail Transit Critical Bridge Program - \$34.6M (Ongoing)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ERC | 1514 | 11,992 | | | | | | | | | | | |
| ERC | LOC | 400 | | | | | | | | | | | |
| ERC | 5337 | | 20,000 | | | | | | | | | | |
| ERC | 1514 | | 14,276 | | | | | | | | | | |
| ERC | LOC | | 475 | | | | | | | | | | |
| ERC | 5307 | | | 4,800 | | | | | | | | | |
| ERC | 1514 | | | 19,579 | | | | | | | | | |
| ERC | LOC | | | 962 | | | | | | | | | |
| ERC | 5337 | | | | 2,400 | | | | | | | | |
| ERC | 1514 | | | | 25,214 | | | | | | | | |
| ERC | LOC | | | | 840 | | | | | | | | |
| ERC | 1514 | | | | | 24,085 | | | | | | | |
| ERC | LOC | | | | | 803 | | | | | | | |
| ERC | 1514 | | | | | | 23,885 | | | | | | |
| ERC | LOC | | | | | | 796 | | | | | | |
| ERC | 1514 | | | | | | | 24,063 | | | | | |
| ERC | LOC | | | | | | | 802 | | | | | |
| ERC | 1514 | | | | | | | | 24,067 | | | | |
| ERC | LOC | | | | | | | | 802 | | | | |
| ERC | 1514 | | | | | | | | | 20,642 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | | |
|-----|------|-------------------|--------|---------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| ERC | LOC | | | | | | | | 688 | | | | |
| ERC | 1514 | | | | | | | | 24,168 | | | | |
| ERC | LOC | | | | | | | | 805 | | | | |
| ERC | 1514 | | | | | | | | 23,684 | | | | |
| ERC | LOC | | | | | | | | 789 | | | | |
| ERC | 1514 | | | | | | | | | | | 20,756 | |
| ERC | LOC | | | | | | | | | | | 692 | |
| | | 12,392 | 34,751 | 25,341 | 28,454 | 24,888 | 24,681 | 24,865 | 24,869 | 21,330 | 24,973 | 24,473 | 21,448 |
| | | Total FY2021-2024 | | 100,938 | | Total FY2025-2028 | | 99,303 | | Total FY2029-2032 | | 92,224 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 *Track Improvement Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:AY

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).

Currently programmed projects include:

- Market-Frankford Line Bridge Street Yard Program - \$3.00M (FY2024 - FY2025)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$29.60M (Prior Years - FY2024)
- Route 101/102 Yard Tracks Program - \$7.10M (FY2021 - FY2026)
- Track and ROW Rail Service Improvements - \$19.25M (Ongoing)
- Trolley Tunnel Track Renewal - \$24.15M (Ongoing)
- Track and Right of Way Improvements (Trolley Routes 10, 11, 13, 34, & 36, Non-Revenue, Diversion Routes) - \$30.68M (FY2026 - FY2032)
- Norristown Station Regional Rail 3rd Track - \$27.25M (FY2026 - FY2032)
- Market-Frankford Line Haunch Repairs - \$.1M (Ongoing)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| CAP | 5307 | 1 | | | | | | | | | | | |
| CAP | 1514 | 3,287 | | | | | | | | | | | |
| CAP | LOC | 110 | | | | | | | | | | | |
| CAP | 1514 | | | 4,543 | | | | | | | | | |
| CAP | LOC | | | 151 | | | | | | | | | |
| CAP | 1514 | | | | 4,633 | | | | | | | | |
| CAP | LOC | | | | 154 | | | | | | | | |
| CAP | 1514 | | | | | 4,541 | | | | | | | |
| CAP | LOC | | | | | 151 | | | | | | | |
| CAP | 1514 | | | | | | 5,500 | | | | | | |
| CAP | LOC | | | | | | 183 | | | | | | |
| CAP | 1514 | | | | | | | 3,905 | | | | | |
| CAP | LOC | | | | | | | 130 | | | | | |
| CAP | 1514 | | | | | | | | 4,519 | | | | |
| CAP | LOC | | | | | | | | 151 | | | | |
| CAP | 1514 | | | | | | | | | 8,803 | | | |
| CAP | LOC | | | | | | | | | 293 | | | |
| CAP | 1514 | | | | | | | | | | 8,807 | | |
| CAP | LOC | | | | | | | | | | 293 | | |
| CAP | 5307 | | | | | | | | | | | 1,584 | |
| CAP | 1514 | | | | | | | | | | | 7,274 | |
| CAP | LOC | | | | | | | | | | | 242 | |
| CAP | 5307 | | | | | | | | | | | | 14,801 |
| CAP | 1514 | | | | | | | | | | | | 8,512 |
| CAP | LOC | | | | | | | | | | | | 284 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | |
|--|-------------------|---|--------|-------------------|-------|--------|-------------------|-------|--------|-------|-------|--------|
| | 3,398 | 0 | 4,694 | 4,787 | 4,692 | 5,683 | 4,035 | 4,670 | 9,096 | 9,100 | 9,100 | 23,597 |
| | Total FY2021-2024 | | 12,879 | Total FY2025-2028 | | 19,080 | Total FY2029-2032 | | 50,893 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 Roof Program

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

DOI:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems.

Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75M (FY2024 - FY2025)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.10M (Prior Years - FY2022)
- Courtland Shop Roof Replacement - \$8.80M (Prior Years - FY2022)
- Frankford Depot Roof Replacement - \$8.80M (FY2023 - FY2025)
- Midvale Roof Replacement - \$30.03M (Prior Years - FY2023)
- Southern Garage Roof Replacement - \$3.40M (FY2025 - FY2026)
- Maintenance, Stations, & Substations Roof Program - \$64.82M (FY2025 - FY2032)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ERC | 5307 | 12,000 | | | | | | | | | | | |
| ERC | 1514 | 2,903 | | | | | | | | | | | |
| ERC | LOC | 97 | | | | | | | | | | | |
| ERC | 5307 | | 5,600 | | | | | | | | | | |
| ERC | 1514 | | 2,516 | | | | | | | | | | |
| ERC | LOC | | 84 | | | | | | | | | | |
| ERC | 5307 | | | 4,899 | | | | | | | | | |
| ERC | 1514 | | | 4,008 | | | | | | | | | |
| ERC | LOC | | | 134 | | | | | | | | | |
| ERC | 5337 | | | | 1,280 | | | | | | | | |
| ERC | 5307 | | | | 4,800 | | | | | | | | |
| ERC | 1514 | | | | 6,138 | | | | | | | | |
| ERC | LOC | | | | 204 | | | | | | | | |
| ERC | 5307 | | | | | 4,000 | | | | | | | |
| ERC | 1514 | | | | | 8,711 | | | | | | | |
| ERC | LOC | | | | | 289 | | | | | | | |
| ERC | 5307 | | | | | | 4,000 | | | | | | |
| ERC | 1514 | | | | | | 8,090 | | | | | | |
| ERC | LOC | | | | | | 270 | | | | | | |
| ERC | 5307 | | | | | | | 4,000 | | | | | |
| ERC | 1514 | | | | | | | 3,194 | | | | | |
| ERC | LOC | | | | | | | 106 | | | | | |
| ERC | 5307 | | | | | | | | 4,000 | | | | |
| ERC | 1514 | | | | | | | | 4,752 | | | | |
| ERC | LOC | | | | | | | | 158 | | | | |
| ERC | 5307 | | | | | | | | | 4,000 | | | |
| ERC | 1514 | | | | | | | | | 1,103 | | | |
| ERC | LOC | | | | | | | | | 37 | | | |
| ERC | 5307 | | | | | | | | | | 2,000 | | |
| ERC | 1514 | | | | | | | | | | 967 | | |
| ERC | LOC | | | | | | | | | | 33 | | |
| ERC | 5307 | | | | | | | | | | | 2,416 | |
| ERC | 1514 | | | | | | | | | | | | 585 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | | |
|-----|------|--------------------------|-------|---------------|--------|--------------------------|--------|---------------|-------|--------------------------|-------|---------------|-------|
| ERC | LOC | | | | | | | | | | | 19 | |
| ERC | 5307 | | | | | | | | | | | 1,392 | |
| ERC | 1514 | | | | | | | | | | | 337 | |
| ERC | LOC | | | | | | | | | | | 11 | |
| | | 15,000 | 8,200 | 9,041 | 12,422 | 13,000 | 12,360 | 7,300 | 8,910 | 5,140 | 3,000 | 3,020 | 1,740 |
| | | Total FY2021-2024 | | 44,663 | | Total FY2025-2028 | | 41,570 | | Total FY2029-2032 | | 12,900 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102569 *Maintenance & Transportation Facilities*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

DOI:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

This program provides for improvements to SEPTA's bus, rail, and facilities maintenance shops, and office buildings. Program elements include replacement of fire suppression systems, vehicle washer systems, and boiler systems. This program also supports ongoing programs, including the wheel truing program, bus and steel wheel lift programs, underground storage tank replacement program, shop and yard upgrades, and paving improvements. In addition, this program addresses remediation and clean-up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability.

Currently programmed projects include:

- Broad Street Subway Stormwater- \$8.00M (FY2022-2024)
- Environmental Cleanup - \$7.98M (Ongoing)
- Frazer Rail Shop and Yard Upgrade* - \$139.00M (Prior Years - FY2023)
- Garage/Shop Overhead & Fire Doors - \$7.50M (FY2025 - FY2029)
- Powelton Yard Facility Improvements - \$3.92M (Prior Years - FY2022)
- Midvale Depot Electric Bus Infrastructure Project - \$5.375 M (FY2021 - FY2023)
- Steel Wheel Lift Program - \$6.79M (FY2025 - FY2030)
- Underground Storage Tank Replacement Program - \$11.04M (Prior Years - FY2020; FY2025 - FY2030)
- Vehicle Washer Program - \$14.00M (FY2025 - FY2030)
- Wayne Junction Shop Improvements \$11.25M (Prior Years - FY2023)
- Boiler Replacement Program - \$3.50M (FY2026 - FY2032)
- Bus Lift Program - \$6.00M (FY2024 - FY2032)
- Wheel Truing Program - \$8.40M (Prior Years - FY2021; FY2024 - FY2028)
- Wyoming Complex Storm Water Retrofits - \$2.92M (FY2020 - FY2022)

*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including multi-level cars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be replaced and mechanical equipment will be replaced. The budget for this project is \$139 million.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ERC | 5339C | 4,300 | | | | | | | | | | | |
| ERC | 5307 | 2,400 | | | | | | | | | | | |
| ERC | 1514 | 16,549 | | | | | | | | | | | |
| ERC | LOC | 551 | | | | | | | | | | | |
| ERC | OTH | 18,292 | | | | | | | | | | | |
| ERC | 1514 | | 16,637 | | | | | | | | | | |
| ERC | LOC | | 1,071 | | | | | | | | | | |
| ERC | 5337 | | | 3,920 | | | | | | | | | |
| ERC | 1514 | | | 13,957 | | | | | | | | | |
| ERC | LOC | | | 982 | | | | | | | | | |
| ERC | 5337 | | | | 3,616 | | | | | | | | |
| ERC | 1514 | | | | 9,778 | | | | | | | | |
| ERC | LOC | | | | 326 | | | | | | | | |
| ERC | 1514 | | | | | 7,500 | | | | | | | |
| ERC | LOC | | | | | 250 | | | | | | | |
| ERC | 1514 | | | | | | 7,500 | | | | | | |
| ERC | LOC | | | | | | 250 | | | | | | |
| ERC | 1514 | | | | | | | 9,194 | | | | | |
| ERC | LOC | | | | | | | 306 | | | | | |
| ERC | 1514 | | | | | | | | 8,816 | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | | |
|-----|------|--------------------------|---------------|---------------|--------------------------|--------------|---------------|--------------------------|--------------|---------------|--------------|--------------|----------|
| ERC | LOC | | | | | | | 294 | | | | | |
| ERC | 1514 | | | | | | | | 8,226 | | | | |
| ERC | LOC | | | | | | | | 274 | | | | |
| ERC | 1514 | | | | | | | | | 9,300 | | | |
| ERC | LOC | | | | | | | | | 310 | | | |
| ERC | 1514 | | | | | | | | | | 2,687 | | |
| ERC | LOC | | | | | | | | | | 90 | | |
| | | 42,092 | 17,708 | 18,859 | 13,720 | 7,750 | 7,750 | 9,500 | 9,110 | 8,500 | 9,610 | 2,777 | 0 |
| | | Total FY2021-2024 | | 92,379 | Total FY2025-2028 | | 34,110 | Total FY2029-2032 | | 20,887 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102571 **Communications, Signals, & Technology Improvements**

LIMITS: System-wide No Let Date

IMPROVEMENT Transit Improvements **NHPP:**

MUNICIPALITIES: Various **FC:** AQ Code:M6

PLAN CENTER: **DOI:** IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:**

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure, and vehicle and facility video systems. Projects will upgrade hardware and software, and replace equipment that has reached or exceeded its useful life. As part of its capital program, SEPTA will install Positive Train Control on the Route 101/102 Trolley lines, rehabilitate signals and interlockings, and upgrade dispatching and scheduling systems. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, Enterprise applications, and the Capital Project Management System.

Currently programmed projects include:

- Interlocking Improvement Program - \$120.46M (Ongoing)
- Positive Train Control - \$167.00M (Prior Year funding \$160.3M; FY 2021 \$6.7M)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$70.99M (Prior Years - FY 2022)
- Broad Street Line Ridge Spur Signals - \$8.66M (Prior Years - FY2022)
- Broad Street Line Signals - \$65.00M (FY2025 - FY2031)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control - \$76.40M (Prior Years - FY2022)
- Trolley Signal System - \$35.00M (FY2027 - FY2032)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$92.5M (Prior Years - FY2026)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2023)
- Control Center Wall Display - \$3.89M (FY2020- FY2022)
- Crash Hardened Video Recorders - \$4.80M (Prior Years - FY2022)
- Operations Training Simulator - \$6.59M (Prior Years - FY2022)
- Video Systems Refreshment Program - \$21.47M (Prior Years - FY 2023; FY2027 - FY2031)
- Information Technology Program - \$61.28M (Ongoing)
- Norristown High Speed Line Signal System Renewal project for \$80M (FY2022 - FY2025)
- Market-Frankford Line Positive Train Control- \$12M (FY2022 - FY2024)

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| CAP | 1514 | 49,740 | | | | | | | | | | | |
| CAP | LOC | 1,658 | | | | | | | | | | | |
| CAP | 5337 | | 10,400 | | | | | | | | | | |
| CAP | 5307 | | 1,610 | | | | | | | | | | |
| CAP | 1514 | | 37,810 | | | | | | | | | | |
| CAP | LOC | | 1,260 | | | | | | | | | | |
| CAP | 5337 | | | 2,953 | | | | | | | | | |
| CAP | 1514 | | | 39,118 | | | | | | | | | |
| CAP | LOC | | | 1,511 | | | | | | | | | |
| CAP | 1514 | | | | 36,774 | | | | | | | | |
| CAP | LOC | | | | 1,225 | | | | | | | | |
| CAP | 1514 | | | | | 31,049 | | | | | | | |
| CAP | LOC | | | | | 1,034 | | | | | | | |
| CAP | 1514 | | | | | | 34,274 | | | | | | |
| CAP | LOC | | | | | | 1,142 | | | | | | |
| CAP | 1514 | | | | | | | 36,775 | | | | | |
| CAP | LOC | | | | | | | 1,226 | | | | | |
| CAP | 1514 | | | | | | | | 37,452 | | | | |
| CAP | LOC | | | | | | | | 1,248 | | | | |
| CAP | 1514 | | | | | | | | | 39,097 | | | |
| CAP | LOC | | | | | | | | | 1,303 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | | |
|-----|------|--------------------------|---------------|----------------|---------------|--------------------------|---------------|----------------|---------------|--------------------------|---------------|----------------|---------------|
| CAP | 1514 | | | | | | | | | 35,807 | | | |
| CAP | LOC | | | | | | | | | 1,193 | | | |
| CAP | 1514 | | | | | | | | | | 35,691 | | |
| CAP | LOC | | | | | | | | | | 1,189 | | |
| CAP | 1514 | | | | | | | | | | | 23,678 | |
| CAP | LOC | | | | | | | | | | | 789 | |
| | | 51,398 | 51,080 | 43,582 | 37,999 | 32,083 | 35,416 | 38,001 | 38,700 | 40,400 | 37,000 | 36,880 | 24,467 |
| | | Total FY2021-2024 | | 184,059 | | Total FY2025-2028 | | 144,200 | | Total FY2029-2032 | | 138,747 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 107011 **Safety and Security Improvements**

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M6

PLAN CENTER:

DOI: No

IPD: 20

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Sharon Hill Flood Mitigation - \$12.18M (Prior Years - FY2022)
- Shoreline Stabilization on Manayunk/Norristown Line - \$8.46M (Prior Years - FY2022)
- Operator Shields - \$12.51M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.58M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY2022)
- Grade Crossing Enhancement Program - \$12.00M (Ongoing)
- Lawndale Station Pedestrian Underpass & High Level Platform - \$9.59M (Prior Years - FY2022)
- Midvale Facility & Security Enhancements - \$23.20M (FY2026 - FY2032)
- Safety & Security Infrastructure Hardening Program - \$43.50M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$39.53M (Ongoing)
- Station Ventilation Improvements at Jefferson, Suburban, and NRG Stations - \$25.08M (Prior Years - FY2032)
- On-Site Power for Major Facilities - \$6.00M (FY2026 - FY2032)
- Safety & Security Technology Upgrades - \$31.00M (FY2026 - FY2032)
- Transit Track Worker & First Responder Safety Protection Demonstration Project - \$1.06 M (FY2021 - FY2023)
- Mass Transit Vehicle Air Ventilation and Purification Technologies Evaluation - \$585,000 (FY2021 - FY2022)
- Regional Rail Grade Crossing Safety Enhancements Program - \$5,000,000 (\$3,335,000 from FHWA's Commuter Authority Rail Safety Improvement (CARSI) grant and \$1,611,000 State 1514/\$54,000 Local). CARSI funds are shown on the Highway element of the DVRPC TIP under MPMS #116233.
- Schuylkill River Trail Safety Improvements at Norristown Transportation Center \$415,000 (\$332,000 Transportation Infrastructure Grant (TIG)/\$80,000 State 1514/\$3,000 LOC)

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|-------|----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ERC | 5312 | 1,327 | | | | | | | | | | | |
| ERC | 5307 | 9,600 | | | | | | | | | | | |
| ERC | CARES | 10,900 | | | | | | | | | | | |
| ERC | 1514 | 7,586 | | | | | | | | | | | |
| ERC | LOC | 246 | | | | | | | | | | | |
| ERC | | | | | | | | | | | | | |
| ERC | TIG | | 332 | | | | | | | | | | |
| ERC | 1514 | | 15,976 | | | | | | | | | | |
| ERC | 1514 | | 80 | | | | | | | | | | |
| ERC | LOC | | 3 | | | | | | | | | | |
| ERC | 1514 | | | 20,305 | | | | | | | | | |
| ERC | LOC | | | 677 | | | | | | | | | |
| ERC | 1514 | | | | 18,083 | | | | | | | | |
| ERC | LOC | | | | 602 | | | | | | | | |
| ERC | 1514 | | | | | 18,144 | | | | | | | |
| ERC | LOC | | | | | 605 | | | | | | | |
| ERC | 1514 | | | | | | 18,442 | | | | | | |
| ERC | LOC | | | | | | 614 | | | | | | |
| ERC | 1514 | | | | | | | 21,773 | | | | | |
| ERC | LOC | | | | | | | 726 | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

| | | | | | | | | | | | | | |
|-----|------|-------------------|--------|--------|-------------------|--------|--------|-------------------|--------|---------|--------|--------|--------|
| ERC | 1514 | | | | | | 21,669 | | | | | | |
| ERC | LOC | | | | | | 722 | | | | | | |
| ERC | 1514 | | | | | | | | 26,128 | | | | |
| ERC | LOC | | | | | | | | 871 | | | | |
| ERC | 1514 | | | | | | | | | 25,160 | | | |
| ERC | LOC | | | | | | | | | 837 | | | |
| ERC | 1514 | | | | | | | | | | 27,580 | | |
| ERC | LOC | | | | | | | | | | 919 | | |
| ERC | 1514 | | | | | | | | | | | 35,204 | |
| ERC | LOC | | | | | | | | | | | 1,173 | |
| | | 29,659 | 16,391 | 20,982 | 18,685 | 18,749 | 19,056 | 22,499 | 22,391 | 26,999 | 25,997 | 28,499 | 36,377 |
| | | Total FY2021-2024 | | 85,717 | Total FY2025-2028 | | 82,695 | Total FY2029-2032 | | 117,872 | | | |

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 115472 *Projects of Significance*

New

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

SEPTA continues to seek long-term funding to complete Projects of Significance, which are projects identified as key initiatives in meeting the region's transportation needs, accommodating the growing economy, and addressing traffic congestion.

SEPTA's Transit Projects of Significance include the King of Prussia Rail project, Trolley Modernization, Bus Revolution Infrastructure, and Rail Vehicle Replacements. These transformative projects will permit increases in transit capacity and improved service quality, while generating additional tax revenues and promoting job growth across the region.

King of Prussia Rail- 30% Design & Environmental Impact Statement - \$61.37M (Prior Years to FY2022)

This project will provide an extension of the Norristown High Speed Line (NHSL) to King of Prussia. The project will promote and strengthen regional growth by connecting the three largest employment centers in the region: Center City, University City and King of Prussia.

Project highlights include: 4 miles of elevated rail; 5 new fully ADA-compliant stations; 2 park-and-ride facilities; doubling ridership on the NHSL to 9,500 daily trips; and total travel time from 13th and Market Street to end of extension in under 40 minutes.

An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) was completed for the project in 2017 and identified the PECO / Turnpike - 1st Ave. alignment as the Locally Preferred Alternative (LPA). The Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) was signed by FTA and SEPTA on January 8, 2021. SEPTA awarded a contract for the Project Development phase (preliminary engineering) in January 2019. The project is currently at the 15% design level; the same contract will be utilized to proceed to the 30% design level. Funding programmed in Fiscal Year 2021 will be used to complete Project Development to the 30% design level. Final design, construction, and acquisition of new railcars is estimated to cost \$2 billion.

Norristown High Speed Line King of Prussia Rail Extension Value Capture/Multimodal Accessibility Study Project - \$360,000 FTA Section 5305.

Trolley Modernization - Early Action Efforts \$242.36M

This project provides for the acquisition of modern and accessible light rail vehicles to replace the current fleet which serve City Transit Routes 10, 11, 13, 15, 34, 36 and Suburban Transit Routes 101 & 102. These rail transit lines currently operate with 141 light rail vehicles that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004.

In support of the vehicle acquisition, this project will also require an infrastructure modernization program. The modern light rail vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power supplies, station and in-street stop upgrades, track and bridge improvements, fare payment and maintenance facilities.

The goals of the Trolley Modernization project are:

- A system in full compliance with the Americans with Disabilities Act;
- A safe and improved customer experience;
- Providing a faster, higher capacity service; and
- Reducing operating costs with modern and efficient vehicles.

The result will be an improved customer experience, increased capacity, and a higher degree of cost effectiveness.

The total estimated cost of the Trolley Modernization project is \$1.85 billion. Prior year funds in the amount of \$5M have been committed to the project. Funds allocated in this program will advance an early action phase, which includes vehicle specification development, development of preliminary modern trolley station design concepts, evaluation of capacity and ridership trends, investigating potential funding sources, and developing a public-facing outreach and messaging program to support and advance the project.

19th & 37th Street Trolley Station Improvements Accessibility, Rehabilitation, and Modernization - \$57.285 (\$15,000,000 RAISE/ \$40.9M State 1514 / \$1.385M LOC)

Bus Revolution- \$14.25M

A key goal of Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for low-income individuals and people of color, who rely on public transportation to meet their needs more than the population at large. Projects will be informed by the results of Bus Revolution to ensure investments serve the people most dependent on transit resulting in better service and customer experience. These infrastructure improvements include but are not limited to right-of-way enhancements including transit priority measures bus end of line facilities, bus wayfinding, and enhanced bus stops.

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SEPTA

South Philadelphia Transportation Center - \$12,250,000 (\$9,800,000 Federal Section 5339B/\$2,371,000 State 1514/\$79,000 Local)

North Philadelphia West Bus Improvement Study - \$500,000

The North Philadelphia West neighborhood between 18th and 33rd Streets and Lehigh and Girard Avenues, has, like the whole SEPTA service area, seen reduced bus service due to the COVID-19 pandemic. This study will identify priority corridors for operational and roadway enhancements to improve bus run times, frequencies, and transit quality in this historically disadvantaged neighborhood. These improvements will be in conjunction with SEPTA's comprehensive bus network redesign - Bus Revolution.

Knights Road End of Line Facility - \$2M (FY22 - FY24)

-Property acquisition and design of a bus layover facility for 6 bus routes in Northeast Philadelphia as part of the Bus Revolution Infrastructure Support project.

69th Street Master Plan - \$4M (FY22 - FY24)

- Development of a comprehensive master plan and undertake early actions to rehabilitate and improve service at the 69th Street Transportation Center. These infrastructure and intermodal connectivity improvements are critical to the success of Trolley Modernization, King of Prussia (KOP) Rail, and Bus Revolution.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PE | 5305 | | | | | | | | | | | | |
| PE | 5307 | 32,000 | | | | | | | | | | | |
| PE | 1514 | 16,804 | | | | | | | | | | | |
| PE | LOC | 561 | | | | | | | | | | | |
| PE | ARPA | | 500 | | | | | | | | | | |
| PE | 5337 | | 32,400 | | | | | | | | | | |
| PE | 1514 | | 13,986 | | | | | | | | | | |
| PE | LOC | | 466 | | | | | | | | | | |
| PE | 1514 | | | 13,542 | | | | | | | | | |
| PE | LOC | | | 452 | | | | | | | | | |
| PE | 1514 | | | | 14,272 | | | | | | | | |
| PE | LOC | | | | 475 | | | | | | | | |
| PE | 1514 | | | | | 19,602 | | | | | | | |
| PE | LOC | | | | | 652 | | | | | | | |
| PE | 1514 | | | | | | 19,356 | | | | | | |
| PE | LOC | | | | | | 644 | | | | | | |
| PE | 1514 | | | | | | | 10,612 | | | | | |
| PE | LOC | | | | | | | 354 | | | | | |
| PE | 1514 | | | | | | | | 22,748 | | | | |
| PE | LOC | | | | | | | | 758 | | | | |
| PE | 1514 | | | | | | | | | 24,935 | | | |
| PE | LOC | | | | | | | | | 831 | | | |
| PE | 1514 | | | | | | | | | | 33,620 | | |
| PE | LOC | | | | | | | | | | 1,120 | | |
| PE | 1514 | | | | | | | | | | | 15,716 | |
| PE | LOC | | | | | | | | | | | 524 | |
| PE | 1514 | | | | | | | | | | | | 29,923 |
| PE | LOC | | | | | | | | | | | | 997 |
| ERC | RAISE | | 15,000 | | | | | | | | | | |
| ERC | 5307 | | 4,800 | | | | | | | | | | |
| ERC | 5339B | | 9,800 | | | | | | | | | | |
| ERC | 1514 | | 387 | | | | | | | | | | |
| ERC | 1514 | | 2,371 | | | | | | | | | | |
| ERC | 1514 | | 25,497 | | | | | | | | | | |
| ERC | LOC | | 1,395 | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

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SEPTA

| | | | | | | | | | | | | |
|--|-------------------|---------|---------|--------|-------------------|--------|--------|--------|-------------------|--------|---------|--------|
| | 49,365 | 106,602 | 13,994 | 14,747 | 20,254 | 20,000 | 10,966 | 23,506 | 25,766 | 34,740 | 16,240 | 30,920 |
| | Total FY2021-2024 | | 184,708 | | Total FY2025-2028 | | 74,726 | | Total FY2029-2032 | | 107,666 | |

| | | | | | | | |
|-----------------|-----------|-----------|-----------|-----------|-------------|-------------|-------------|
| Total For SEPTA | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
| | \$802,014 | \$814,023 | \$645,559 | \$640,439 | \$2,902,035 | \$2,561,741 | \$2,561,673 |



Interstate Management Program for
the FY2021 STIP for the DVRPC
Subregion

I-95 Reconstruction Project Roadmap

The I-95 Corridor is home to many regional destinations. These destinations include employment centers like Center City Philadelphia, major transportation/port facilities such as the Philadelphia International Airport and several port terminals, and sports, recreational and entertainment venues. The corridor also provides access to portions of New Jersey and Delaware via connections with other interstates and state routes. This corridor is a limited access facility built in the 1960s, with major sections still under construction in the 1970s and the Girard Point Bridge not opening until the middle of the 1980s.

More than \$2.7 billion has been programmed for PennDOT's long-term, multi-phase initiative to rebuild and improve approximately eight miles of I-95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia in Pennsylvania, also known as Sector A. Over the next decade, PennDOT will focus on reconstructing this eight mile stretch of Interstate 95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are reflected in more than 40 individual sub-projects with separate MPMS#'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the Regional Highway Program of the DVRPC TIP. As of the adoption of the FY2021 TIP, the following sections are currently under construction, the Cottman/Princeton Interchange (CPR), the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), and the Girard Avenue Interchange (GIR). Two other sections, at the Bridge Street Interchange (BSR) and from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC) are in varying stages of design as engineers work out the details of rebuilding the interchanges and the connecting segments of I-95. Table 51:, on the next page, shows a breakdown of the individual projects and programming amounts in the FY2021 STIP.

PennDOT has a number of projects that are smaller in scope but significant nonetheless presently in design or under construction on I-95 in Philadelphia, Bucks County and Delaware County (Sectors B and C), as well as some that are "off-line", e.g. not on the I-95 main-line, that provide benefit or are required for I-95 roadway construction improvements in the corridor. There is more work still yet to be added to the region's long range transportation improvement program that will methodically rebuild the entire interstate over time. As engineers and contractors redesign and rebuild I-95 and its interchanges, planners and community groups are exploring ideas for creative, green and sustainable ground-level enhancements for those living and working in the neighborhoods along the corridor so that appropriate pedestrian, bicycle, and transit facilities along the corridor may also be expanded depending on the particular construction section. For example, a major enhancement along the corridor will cap over I-95 and Columbus Boulevard near Penn's Landing and will re-connect Center City with the Delaware River Waterfront.

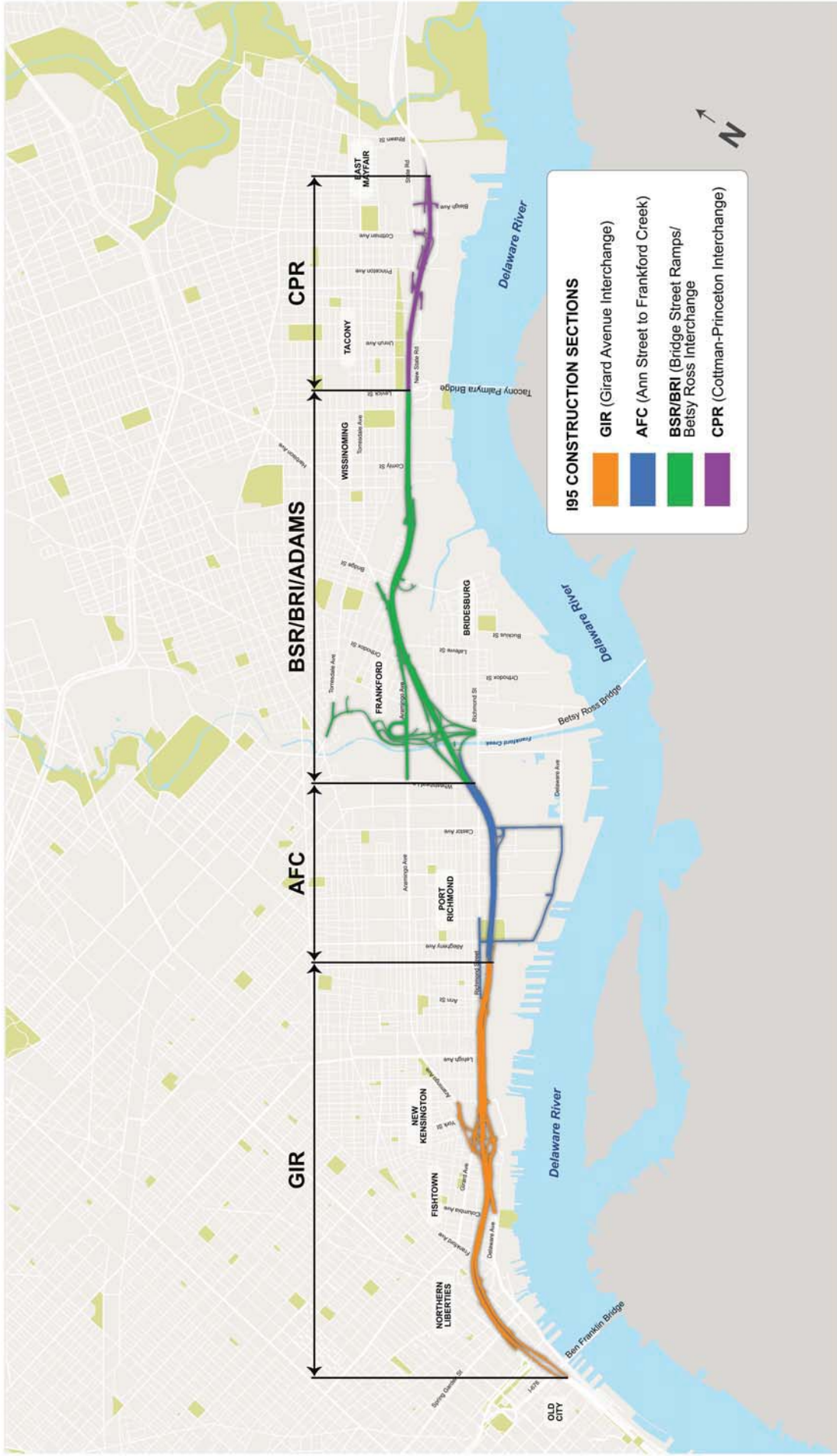
The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the approximately 40.7 miles of I-95 in Pennsylvania, 29% are located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. Some segments are beyond the point of maintenance. *Sector A* projects pose particular design, construction and traffic management challenges given their location within densely populated Philadelphia neighborhoods and their proximity to port facilities, an active major north-south rail line and the Delaware River waterfront.

Table 51: I-95 FY2021 STIP Funding

| SECTOR A | Sections | Subsections | MPMS # | Limits (Project Title) | Amount of Funds Programmed in the FY2021 STIP for PA (\$000) | | | |
|--|--|------------------------------|--|--|--|-----------------------|----------------------|-------------------------|
| | | | | | First FY (2021-2024) | Second FY (2025-2028) | Third FY (2029-2032) | Total Amount Programmed |
| SECTOR A | Cottman-Princeton Interchange (CPR) | CP3 | 80014 | I-95, Utility Relocation and Surface Sts | 46,000 | 18,654 | | 64,654 |
| | | BSR | 47811 | I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section | 16,400 | 13,300 | | 29,700 |
| | | BS1 | 79908 | I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange | 76,000 | | | 76,000 |
| | Levick Street to Bridge Street (BSR) | BS2 | 79910 | I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange | 61,601 | 152,510 | 62,254 | 276,365 |
| | | BS3 | 87784 | Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass | 1,126 | 5,970 | | 7,096 |
| | | BS5 | 103563 | I-95 Bridge Street Ramps | 14,114 | 37,648 | 57,846 | 109,608 |
| | Bridge Street to Betsy Ross Bridge (BRI) | BRI | 47812 | I-95: Betsy Ross Interchange (Design) | 12,000 | 20,600 | | 45,000 |
| | | BR2 | 79904 | I-95N: Betsy Ross Interchange (from north side of Wheatshaeaf Lane to north side of Orthodox St. Crossing) | 48,901 | | | 48,901 |
| | | BR3 | 79905 | I-95N & I-95S: Betsy Ross Mainline construction from Wheatshaeaf Lane to I-95 north of Margaret St. | 47,649 | 155,000 | 130,964 | 333,613 |
| | | BR4 | 103559 | I-95 Betsy Ross Mainline SB | | 122,298 | 93,030 | 215,328 |
| | | BR5 | 10356 | I-95 Betsy Ross Conrail Bridges | | 40,000 | 11,655 | 51,655 |
| | | BR6 | 103561 | I-95 Betsy Ross Interchange Drainage | 3,649 | 4,000 | | 7,649 |
| | Betsy Ross Bridge to Girard Avenue (AFC) | AFC | 47813 | I-95: Ann St. to Wheatshaeaf Lane/Frankford Creek (AFC) (Design) | 17,000 | 36,100 | | 53,100 |
| | | AF2 | 79912 | I-95: Allegheny Ave. Interchange | 45,138 | | | 45,138 |
| | | AF3 | 103557 | I-95N Ann St. to Wheatshaeaf Lane, Allegheny Ave. South of Frankford Creek | 11,122 | 140,000 | 87,218 | 238,340 |
| | | AF4 | 10355 _R | I-95SB Ann St. to Wheatshaeaf Lane | | 1,194 | 209,017 | 210,211 |
| | | GIR | 17821 | I-95: Shackamaxon - Ann Sts. (Design) | 24,391 | 17,355 | | 41,746 |
| | Girard Avenue Interchange (GIR) | GR1 | 79686 | I-95: Columbia Ave. to Ann St. | 500 | | | 500 |
| | | GR4 | 79827 | I-95S: Columbia Ave. to Ann St. (N) | 120,000 | 25,630 | | 145,630 |
| | | GR5 | 79828 | I-95: Race to Shackamaxon Sts. | 21,391 | 171,099 | 36,744 | 229,234 |
| | | GR6 | 10355 | I-95 Race - Shackamaxon 2 Sts. | 60,300 | 125,000 | 20,657 | 205,957 |
| | | GR8 | 103555 | I-95 Corridor ITS | 34,265 | | | 34,265 |
| | | GR9 | 103556 | I-95 ATMS (GR9) | | | 83,554 | 83,554 |
| | | 95/322-Sector C | 15477 | I-95/322/Conchester Hwy. Interchange/Impvts. (322) | 3,900 | 115,927 | | 119,827 |
| | | 95 - SHU | 17918 | I-95, Transit Improvements/FLEX (Cornwells Heights) | 1,322 | | | 1,322 |
| | | | 92581 | I-95: Pavement Preservation NB | 13,000 | | | 13,000 |
| | Other I-95 Projects | | 46959 | I-95 Design Review Manager | 4,000 | | | 4,000 |
| | | 92289 | I-95 Consultant Management | 8,000 | | | 8,000 | |
| | | 98207 | I-95 Congestion Management | 43,000 | | | 43,000 | |
| CSXT-Sector C | | 104343 | US 322 over CSX | 48,898 | | | 48,898 | |
| CAP | | 106264 | I-95 Central Access Philadelphia/Waterfront Access | 196,561 | 41,806 | | 238,367 | |
| | | 106708 | I-95 Planning Assistance | 400 | | | 400 | |
| | | 106654 | I-95 Transportation Demand Management (TMA) | 500 | | | 500 | |
| | 107709 | I-95 Bridge Repairs (95/MB4) | 15,784 | | | 15,784 | | |
| | 114876 | Studies Line Item | 4,000 | 4,000 | | 8,000 | | |
| Total Amount of Funds Programmed in FY2021 STIP/TIP for PA for I-95 Reconstruction in Philadelphia (\$000): | | | | | | | | 3,041,942 |

- Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
- Yellow shading denotes project in the DVRPC Regional Highway Program has been let, and funds for the construction phase have been obligated/encumbered.
- Red shading denotes project in the DVRPC region is currently programmed in the Statewide Interstate Management Program (IMP).
- Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.

Source: DVRPC 2020



I95 CONSTRUCTION SECTIONS

- GIR (Girard Avenue Interchange)
- AFC (Ann Street to Frankford Creek)
- BSR/BRI (Bridge Street Ramps/ Betsy Ross Interchange)
- CPR (Cottman-Princeton Interchange)

I95 SECTOR A
Map Of Construction Sections

Figure 11: I-95 Sector A Map of Construction Sections



DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

MPMS# 15477 *I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095*

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

MRPID:115

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER:

DOI:

IPD: 22

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

The SR 95, Section 322 project entails the reconfiguration of the interchange connecting two heavily traveled corridors, I-95 and US 322. The I-95 / US 322 interchange, constructed in the late 1960's, employs poor geometry that includes a left-lane on-ramp requiring a major weave across three high volume lanes of traffic. Limited sight distances, minimal acceleration and deceleration ramp lengths, and roadway segments without shoulders compound the fundamental design problems. Consequently, this area has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative. There are five existing bridges associated with the interchange: I-95 Southbound over US 322 and Ramp A; I-95 Northbound over Ramp A; Ramp N over US 322 and Ramp A; Highland Avenue over I-95 and Engle Street over I-95. The project will involve the replacement of these structures. Other structures in the project vicinity include culverts carrying waterways under I-95. The project limits along I-95 extend from just south of the US 322 interchange to the Commodore Barry Bridge Off Ramp. The US 322 bridge over CSXT, has been broken out to a separate MPMS#104343, and will be funded under the DVRPC TIP. The project limits along US 322 extend from the interchange with Bethel Road to the I-95 interchange. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. Local roadway improvements are also anticipated for Township Line Road. This section of I-95 has ITS equipment and is a crucial link in PennDOT's Traffic and Incident Management System (TIMS) Program. This project will maintain and improvement upon existing ITS equipment along the I-95 corridor and approaching highways.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|----------------|--------------------------|--------|--------|----------|
| PE | 581-IM | | | 2,300 | | | | | | | | | |
| PE | 581-IM | | | | 1,600 | | | | | | | | |
| CON | NHPP-IM | | | | | 30,000 | | | | | | | |
| CON | NHPP-IM | | | | | | 30,000 | | | | | | |
| CON | NHPP-IM | | | | | | | 30,000 | | | | | |
| CON | NHPP-IM | | | | | | | | 25,927 | | | | |
| | | 0 | 0 | 2,300 | 1,600 | 30,000 | 30,000 | 30,000 | 25,927 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 3,900 | Total FY2025-2028 | | | 115,927 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Delaware

MPMS# 92581 *I-95: Pavement Preservation NB*

LIMITS: I-95 from Delaware State Line to Philadelphia

Actl Let Date: 6/13/2019

MUNICIPALITIES: Lower Chichester Township; Ridley Township; Ridley Park Borough; Upland Borough; Upper Chi

IMPROVEMENT: Roadway Rehabilitation

FC: 11

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14C, 14D

This project includes milling and repaving of I-95 from the Delaware State Line to 2,000 feet north of PA 420 in Lower Chichester Township, Upper Chichester Township, Chester Township, Chester City, Upland Borough, Ridley Township, Ridley Park Borough, and Tincum Township in Delaware County. Work will be on mainline and ramps as required. Bituminous pavement will be removed, decks will be repaired and paved on bridges that have been previously overlaid. On bridges with existing concrete decks work will be limited to deck repairs as required. Work also includes updating guide rail, spall repairs on existing concrete medians, and replacing damaged signs, pavement markings, and raised pavement markers.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|----------|----------------------------|---------------|----------|---------------|----------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | NHPP-IM* | 5,850 | | | | | | | | | | | | | |
| CON | 581-IM* | 650 | | | | | | | | | | | | | |
| CON | NHPP-IM* | | 10,324 | | | | | | | | | | | | |
| CON | BRIP-IM | | 575 | | | | | | | | | | | | |
| CON | 581-IM* | | 1,178 | | | | | | | | | | | | |
| | | 6,500 | 12,077 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 18,577 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | | |

MPMS# 103744 *I-95 Pavement Preservation SB*

New

LIMITS: I-95 from Delaware State Line to Philadelphia

No Let Date

MUNICIPALITIES: Lower Chichester Township; Ridley Park Borough; Upland Borough; Upper Chichester Township

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP:

This project includes milling and repaving of I-95 southbound from the Delaware State Line to 2,000 feet north of PA 420 in Lower Chichester Township, Upper Chichester Township, Chester Township, Chester City, Upland Borough, Ridley Township, Ridley Park Borough, and Tincum Township in Delaware County. Work will be on mainline and ramps as required. Bituminous pavement will be removed, decks will be repaired and paved on bridges that have been previously overlaid. On bridges with existing concrete decks work will be limited to deck repairs as required. Work also includes updating guide rail, spall repairs on existing concrete medians, and replacing damaged signs, pavement markings, and raised pavement markers.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|---------|----------------------------|--------------|----------|--------------|----------|----------|--------------------------|----------|----------|----------|----------|----------|--------------------------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | BRIP-IM | | 1,317 | | | | | | | | | | | | |
| CON | NHPP-IM | | 4,165 | | | | | | | | | | | | |
| CON | 581-IM | | 575 | | | | | | | | | | | | |
| | | 0 | 6,057 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 6,057 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | |
| | | | | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Delaware

MPMS# 104821 I-476 Travel Management

LIMITS: Between PA 3 and I-95

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township

MRPID:130

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

:MP Subcorridor(s): 2C, 2D, 4D, 5C

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following: 1) Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present; 2) Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents; and 3) Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | TOLL | | | | | | | | | | | | |
| PE | sSTP | 2,250 | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | |
| FD | sSTP | | 1,675 | | | | | | | | | | |
| FD | NHPP-IM | | | 1,000 | | | | | | | | | |
| FD | sSTP | | | 425 | | | | | | | | | |
| FD | NHPP-IM | | | | 2,000 | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | |
| ROW | sSTP | | | 250 | | | | | | | | | |
| UTL | sSTP | | | 150 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | sSTP | | | | 5,000 | | | | | | | | |
| CON | sSTP | | | | | 11,000 | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | sSTP | | | | | | 11,000 | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | sSTP | | | | | | | 11,000 | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | sSTP | | | | | | | | 10,000 | | | | |
| | | 2,250 | 1,675 | 1,825 | 7,000 | 11,000 | 11,000 | 11,000 | 10,000 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 12,750 | | Total FY2025-2028 | | 43,000 | | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Delaware

MPMS# 112298 SR 476: I-76 Interchange to MacDade

New

LIMITS: I-76 Interchange to MacDade Blvd

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township; Ridley

MRPID:TBD

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not SOV Capacity Adding

Pavement preservation and guiderail upgrades on SR 476 from the I-76 interchange to MacDade Blvd. interchange

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|---------|--------------------------|--------|--------|------------|--------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | 581-IM | 150 | | | | | | | | | | | | |
| PE | 581-IM | | 150 | | | | | | | | | | | |
| CON | NHPP-IM | | | | | 18,000 | | | | | | | | |
| CON | 581-IM | | | | | 2,000 | | | | | | | | |
| CON | NHPP-IM | | | | | | | 13,300 | | | | | | |
| CON | 581-IM | | | | | | | 1,478 | | | | | | |
| | | 150 | 150 | 0 | 0 | 0 | 20,000 | 14,778 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 300 | | Total FY2025-2028 | | | 34,778 | Total FY2029-2032 | | | 0 |

MPMS# 116225 I-476 Advance Travel Management

New-B

LIMITS:

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:S7

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2C, 2D

This is an advance project on I-476 that will look to provide some traffic relief through the installation of systems and devices for variable speed limits and queue detection prior to the start of the companion project on I-476, MPMS# 104821.

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the installation of systems and devices for variable speed limits and queue detection. Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|------|--------------------------|--------|--------|--------------|--------|--------------------------|--------|--------|----------|--------------------------|--------|--------|----------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| FD | sSTP | | 825 | | | | | | | | | | | |
| UTL | sSTP | | | 150 | | | | | | | | | | |
| CON | sSTP | | | | 6,000 | | | | | | | | | |
| | | 0 | 825 | 150 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 6,975 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

| Total For Delaware | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|--------------------|---------|----------|---------|----------|-----------|-----------|-----------|
| | \$8,900 | \$20,784 | \$4,275 | \$14,600 | \$48,559 | \$193,705 | \$0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

LIMITS: PA Turnpike to US 1

No Let Date

MUNICIPALITIES: Upper Merion Township; Lower Merion Township; West Conshohocken Borough

MRPID:132

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

DOI: No

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Major SOV Capacity

corridor(s): 1A, 2B, 3B, 3C, 8C, 9B

This project will provide for the active management of transportation and demand by providing operational improvements on I-76 and supporting arterials between the PA Turnpike and the US 1 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following:

- Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present. The limits for this work are as follows: PA Turnpike to US 1.
- Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents. This work includes reconstruction of shoulders up to current standard width and depth for part time shoulder use, and may necessitate increasing pavement or bridge deck width where insufficient, and lengthening of overhead bridge spans as required. Bridge and roadway drainage and storm water management will be improved as required. It is expected that part time shoulder use will be provided on I-76 in both eastbound and westbound directions from the PA Turnpike to I – 476, and on I-76 westbound from US 1 to Belmont Avenue as it relates to Junction controls for I-76 WB from City Avenue (US 1).
- Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads. The Limits are from the PA Turnpike to US 1.
- Installation of systems and devices for continuous monitoring of the transportation network, whether by video or other detectors, to aid in traffic incident management coordination and primary /secondary crash reduction, throughput increases, reducing speed differential in traffic flow and increasing trip reliability. The Limits are PA Turnpike to US 1 and it includes US 202, US 422 and US 1 and access roads.
- Installation of a responsive traffic signal system to be coordinated real time with the Regional Transportation Management Center. This should include the traffic signal system network in the proximity of I-76. Arterial signals will be coordinated with ramp metering. Transit signal priority included where applicable. Installation of communications network as required. The limits include Ridge Pike and PA 23 (Conshohocken to US1) .
- Enhanced coordination of operations with SEPTA on bus or regional rail that is parallel to the I-76 corridor including dynamic messaging on DMS to motorists of available parking / travel times of alternate mode and travel availability .

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FD | SPK-NHPP | 12,000 | | | | | | | | | | | |
| FD | TOLL | | | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | |
| ROW | SPK-NHPP | | 6,400 | | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | |
| ROW | NHPP | | | 6,400 | | | | | | | | | |
| ROW | TOLL | | | | | | | | | | | | |
| ROW | NHPP | | | | 6,400 | | | | | | | | |
| UTL | TOLL | | | | | | | | | | | | |
| UTL | SPK-NHPP | 15,000 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP | | | | | 20,000 | | | | | | | |
| CON | SPK-NHPP | | | | | | 20,000 | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | SPK-NHPP | | | | | | | 20,000 | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | SPK-NHPP | | | | | | | | 20,000 | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | SPK-NHPP | | | | | | | | | 19,634 | | | |
| CON | NHPP | | | | | | | | | 35,000 | | | |
| CON | TOLL | | | | | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

| | | | | | | | | | | | | |
|--------------------------|--------|-------|--------|-------|--------------------------|--------|--------|--------|--------------------------|---------|--------|--------|
| CON SPK-NHPP | | | | | | | | | 19,634 | | | |
| CON SPK-NHPP | | | | | | | | | | 19,634 | | |
| CON TOLL | | | | | | | | | | | | |
| CON SPK-NHPP | | | | | | | | | | | | 19,634 |
| CON TOLL | | | | | | | | | | | | |
| | 27,000 | 6,400 | 6,400 | 6,400 | 20,000 | 20,000 | 20,000 | 20,000 | 54,634 | 19,634 | 19,634 | 19,634 |
| Total FY2021-2024 | | | 46,200 | | Total FY2025-2028 | 80,000 | | | Total FY2029-2032 | 113,536 | | |

MPMS# 112248 I-76/202 Intchnng Sinkhole

New

LIMITS:

No Let Date

MUNICIPALITIES: Upper Merion Township

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:X13

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Not SOV Capacity Adding

I-76/202 Interchange Sinkhole
Upper Merion Township
Sinkhole remediation

12/6/18--Project let, District Control has been changed from TSS/SPF to CONSTR. Low bidder as J. D Eckman, Inc. with a low bid amount of \$4,076,772.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|--------------------------|--------|--------|--------|--------|--------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|
| FD | 581-IM | | | 116 | | | | | | | | | |
| UTL | 581-IM | | | 58 | | | | | | | | | |
| CON | 581-IM | 2,491 | | | | | | | | | | | |
| CON | FFL-IM | | 617 | | | | | | | | | | |
| CON | 581-IM | | 1,796 | | | | | | | | | | |
| CON | 581-IM | | | | | 1,583 | | | | | | | |
| | | 2,491 | 2,413 | 174 | 0 | 0 | 1,583 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | | | 5,078 | | Total FY2025-2028 | 1,583 | | | Total FY2029-2032 | | | 0 |

| | | | | | | | |
|-----------------------------|-------------|-------------|-------------|-------------|------------------|------------------|------------------|
| Total For Montgomery | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
| | \$29,491 | \$8,813 | \$6,574 | \$6,400 | \$51,278 | \$81,583 | \$113,536 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Shackamaxon Street to Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER: Metropolitan Center

DOI:

IPD: 21

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PE | NHPP-IM | | 3,026 | | | | | | | | | | |
| PE | 581-IM | | 756 | | | | | | | | | | |
| FD | NHPP-IM | 4,629 | | | | | | | | | | | |
| FD | 581-IM | 1,157 | | | | | | | | | | | |
| FD | NHPP-IM | | 4,628 | | | | | | | | | | |
| FD | 581-IM | | 1,157 | | | | | | | | | | |
| FD | NHPP-IM | | | 4,628 | | | | | | | | | |
| FD | 581-IM | | | 1,157 | | | | | | | | | |
| FD | NHPP-IM | | | | 4,628 | | | | | | | | |
| FD | 581-IM | | | | 1,157 | | | | | | | | |
| FD | NHPP-IM | | | | | 4,628 | | | | | | | |
| FD | 581-IM | | | | | 1,157 | | | | | | | |
| FD | NHPP-IM | | | | | | 4,628 | | | | | | |
| FD | 581-IM | | | | | | 1,157 | | | | | | |
| FD | NHPP-IM | | | | | | | 4,628 | | | | | |
| FD | 581-IM | | | | | | | 1,157 | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

| | | | | | | | | | | |
|-------------------|-------|--------|-------|-------------------|-------|--------|---|-------------------|---|---|
| 5,786 | 9,567 | 5,785 | 5,785 | 5,785 | 5,785 | 5,785 | 0 | 0 | 0 | 0 |
| Total FY2021-2024 | | 26,923 | | Total FY2025-2028 | | 17,355 | | Total FY2029-2032 | | 0 |

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

LIMITS: Race St. to Neshaminy Creek

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Other

FC: 11

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| PE | NHPP-IM | 800 | | | | | | | | | | | |
| PE | 581-IM | 200 | | | | | | | | | | | |
| PE | 581-IM | | 200 | | | | | | | | | | |
| PE | NHPP-IM | | | 800 | | | | | | | | | |
| PE | 581-IM | | | 200 | | | | | | | | | |
| PE | NHPP-IM | | | | 800 | | | | | | | | |
| PE | 581-IM | | | | 200 | | | | | | | | |
| | | 1,000 | 200 | 1,000 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 3,200 | | Total FY2025-2028 | | 0 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47394 I-95, Levick St. to Bleigh Ave. (CPR) (IMP) SR:0095

LIMITS: Levick St. to Bleigh Ave.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2020M

PLAN CENTER:

DOI:

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the Design parent project for I-95 Sections CP1 and CP2. The overall section provides for the reconstruction of 8 bridges and 1.2 miles of roadway; the mainline will be reconfigured to eliminate the lane drop between the interchange ramps, and will result in 4 through lanes in each direction; widen in area of Princeton-Cottman interchange to accommodate new southbound on-ramp from Cottman Ave. and northbound on-ramp from Milnor St. This project involves the widening and reconstruction of SR 95-CPR at its modified directional interchange with SR 73 (Cottman and Princeton Aves.) in the City of Philadelphia. Constructed in the mid-1960's, I-95 is located between the AMTRAK rail corridor and the riverfront industries along the Delaware River. The adjacent I-95 interchanges are located approximately 2.7 miles north at the Academy Road interchange and 2.1 miles south at the Bridge Street interchange.

The south-bound on ramp at Princeton Avenue will be eliminated and replaced with a SB on ramp at State Road/Longshore and one at Cottman. A north bound slip ramp from Milnor Street to the north-bound on ramp will also be provided. Off-line work on Cottman and Princeton Avenues will restore 2-directional traffic to these current 1-way state routes. An additional SB lane will also be added to State Road between Cottman Avenue and New State Road. Associated intersection lane configuration upgrades will also be incorporated at the: Cottman/State, Cottman/Torresdale, State/Princeton and Bleigh/State intersections. An EB lane will also be created on Princeton Avenue beneath the I-95, restoring the Tacony community connection with the Delaware Riverfront at this location. Complete mainline pavement replacement with associated drainage and safety upgrades is included. Mill and overlay on local streets.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 memoranda on supplemental CMP strategies for details related to this project. (SAFETEA DEMO #1370, PA ID# 198 - \$15.3 Million. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| ROW | NHPP-IM | 240 | | | | | | | | | | | | | |
| ROW | 581-IM | 60 | | | | | | | | | | | | | |
| | | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 300 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095

LIMITS: Wheatshaeaf Lane to Orthodox Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange.

The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatshaeaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 northbound and southbound will be eliminated from the Betsy Ross Interchange. Within Section BRI, the multi-lane NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatshaeaf Lane to the Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the rehabilitation or replacement of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the removal of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of nine connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue; Ramp G from Aramingo Avenue to NB; Ramp H from Betsy Ross Bridge to NB; Ramp GH from Aramingo Avenue and Betsy Ross Bridge to NB; . Also, the missing connection from the Betsy Ross Bridge to Aramingo Avenue/Adams Avenue Connector will be built (Ramp I), and the missing connection from Aramingo Avenue/Adams Avenue Connector to the Betsy Ross Bridge will be built (Ramp JJ).

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FD | NHPP-IM | | | 5,400 | | | | | | | | | |
| FD | 581-IM | | | 600 | | | | | | | | | |
| FD | NHPP-IM | | | | 5,400 | | | | | | | | |
| FD | 581-IM | | | | 600 | | | | | | | | |
| FD | NHPP-IM | | | | | 18,540 | | | | | | | |
| FD | 581-IM | | | | | 2,060 | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

| | | | | | | | | | | | | |
|--|-------------------|---|--------|-------|-------------------|---|--------|---|-------------------|---|---|---|
| | 0 | 0 | 6,000 | 6,000 | 20,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total FY2021-2024 | | 12,000 | | Total FY2025-2028 | | 20,600 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095

LIMITS: Ann St. to Wheatsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the AFC Design Parent.

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of replacing 12 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.3 miles. The Preferred Build Option for Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will be split to provide both access to I-95 Northbound and the Betsy Ross Bridge which will provide direct access to the Betsy Ross Bridge from NB I-95.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge.

Complete reconstruction and widening of the existing pavement. Reconstruction or replacement of all existing bridges. Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing structure from Westmoreland Street to Tioga Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PE | 581-IM | 590 | | | | | | | | | | | |
| PE | 185-IM | 410 | | | | | | | | | | | |
| PE | 581-IM | | 590 | | | | | | | | | | |
| PE | 185-IM | | 410 | | | | | | | | | | |
| PE | 581-IM | | | 1,180 | | | | | | | | | |
| PE | 185-IM | | | 820 | | | | | | | | | |
| PE | 185-IM | | | | 820 | | | | | | | | |
| PE | 581-IM | | | | 1,180 | | | | | | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

| | | | | | | | | | | | | | | | | | | | | |
|----|--------|--------------------------|--------------|---------------|--------------|--------------------------|--------------|---------------|--------------|--------------------------|----------|----------|----------|----------|--|--|--|--|--|--|
| FD | 185-IM | 615 | | | | | | | | | | | | | | | | | | |
| FD | 581-IM | 885 | | | | | | | | | | | | | | | | | | |
| FD | 581-IM | | 885 | | | | | | | | | | | | | | | | | |
| FD | 185-IM | | 615 | | | | | | | | | | | | | | | | | |
| FD | 185-IM | | | 1,230 | | | | | | | | | | | | | | | | |
| FD | 581-IM | | | 1,770 | | | | | | | | | | | | | | | | |
| FD | 581-IM | | | | 2,950 | | | | | | | | | | | | | | | |
| FD | 185-IM | | | | 2,050 | | | | | | | | | | | | | | | |
| FD | 581-IM | | | | | 7,729 | | | | | | | | | | | | | | |
| FD | 185-IM | | | | | 5,371 | | | | | | | | | | | | | | |
| FD | 581-IM | | | | | | 4,130 | | | | | | | | | | | | | |
| FD | 185-IM | | | | | | 2,870 | | | | | | | | | | | | | |
| FD | 581-IM | | | | | | | 4,720 | | | | | | | | | | | | |
| FD | 185-IM | | | | | | | 3,280 | | | | | | | | | | | | |
| FD | 581-IM | | | | | | | | 4,720 | | | | | | | | | | | |
| FD | 185-IM | | | | | | | | 3,280 | | | | | | | | | | | |
| FD | 581-IM | | | | | | | | | 4,720 | | | | | | | | | | |
| FD | 185-IM | | | | | | | | | 3,280 | | | | | | | | | | |
| | | 2,500 | 2,500 | 5,000 | 7,000 | 13,100 | 7,000 | 8,000 | 8,000 | 0 | 0 | 0 | 0 | | | | | | | |
| | | Total FY2021-2024 | | 17,000 | | Total FY2025-2028 | | 36,100 | | Total FY2029-2032 | | | | 0 | | | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 I-95 Southbound: Columbia-Ann St N (GR4)

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 21

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Aramingo Ave. will be reconstructed between Delaware Ave. and Cumberland St. Additionally, a shared-use path will be constructed under the viaduct between Girard Avenue Interchange and Lehigh Avenue with connections to bike lanes on Richmond Street, Aramingo Avenue, and Lehigh Avenue. A shared-use path will be constructed along Aramingo Avenue from Delaware Avenue to York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|----------|--------------------------|---------------|---------------|----------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM* | 88,000 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM* | | 22,500 | | | | | | | | | | | |
| CON | 581-IM | | 887 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM* | | | 35,130 | | | | | | | | | | |
| | | 88,000 | 23,387 | 35,130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 146,517 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 *I-95 Northbound: Race - Shackamaxon (GR5)*

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER: Metropolitan Center

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 northbound between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connection with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2.7 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------------------------|----------|--------------|---------------|--------------------------|---------------|---------------|----------------|--------------------------|----------|---------------|----------|
| ROW | NHPP-IM | 4,500 | | | | | | | | | | | |
| ROW | 581-IM | 500 | | | | | | | | | | | |
| UTL | NHPP-IM | | | 7,200 | | | | | | | | | |
| UTL | 581-IM | | | 800 | | | | | | | | | |
| UTL | NHPP-IM | | | | 7,552 | | | | | | | | |
| UTL | 581-IM | | | | 839 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | 30,000 | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NFP | | | | | | 61,099 | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | 40,000 | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | 40,000 | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | | 36,774 | | | |
| | | 5,000 | 0 | 8,000 | 8,391 | 30,000 | 61,099 | 40,000 | 40,000 | 36,774 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 21,391 | Total FY2025-2028 | | | 171,099 | Total FY2029-2032 | | 36,774 | |

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 **I-95: Betsy Ross Section Ramps A&B (BR2)**

LIMITS: Wheatshaf Lane to Orthodox St. Crossing No Let Date
MUNICIPALITIES: Philadelphia City MRPID:65
IMPROVEMENT: Intersection/Interchange Improvements FC: 11 AQ Code:R1
PLAN CENTER: DOI: DOI_BASE IPD: 20
PROJECT MANAGER: AECOM/P. Shultes CMP: Major SOV Capacity CMP Subcorridor(s): 4B

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

The BR2 section is a part of the I-95 Reconstruction, I-95 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work in the City of Philadelphia. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|---------|--------------------------|---------------|---------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | NFP | 10,000 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | 20,000 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | | 18,901 | | | | | | | | | | |
| | | 10,000 | 20,000 | 18,901 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 48,901 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 **I-95: Betsy Ross Mainline Northbound (BR3)**

LIMITS: Wheatsheaf Lane to I-95 north of Margaret St. No Let Date
MUNICIPALITIES: Philadelphia City MRPID:65
IMPROVEMENT: Intersection/Interchange Improvements **FC:** 11 AQ Code:2035M
PLAN CENTER: **DOI:** DOI_BASE IPD: 20
PROJECT MANAGER: AECOM/P. Shultes **CMP:** Major SOV Capacity CMP Subcorridor(s): 4B

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

Project includes the northbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the northbound collector/distributor and ramp which connects I-95 northbound and the Betsy Ross Bridge to the local street system (Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street). This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including new bridges for I-95 northbound over Frankford Creek, Orthodox Street and Margaret Street. Pearce Street will be relocated out from underneath I-95. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the northbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing noise wall in this section will be replaced. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------|--------|--------|--------|--------|--------|--------|--------|---------|--------|--------|--------|
| ROW | 581-IM | | | 3,000 | | | | | | | | | |
| ROW | 581-IM | | | | 3,556 | | | | | | | | |
| UTL | 581-IM | | | 1,093 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | 40,000 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | 35,000 | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | 40,000 | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | 40,000 | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | 40,000 | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | | 130,964 | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

| | | | | | | | | | | | | |
|--------------------------|---------------|---|-------|--------|--------------------------|----------------|--------|--------|--------------------------|----------------|---|---|
| | 0 | 0 | 4,093 | 43,556 | 35,000 | 40,000 | 40,000 | 40,000 | 130,964 | 0 | 0 | 0 |
| Total FY2021-2024 | 47,649 | | | | Total FY2025-2028 | 155,000 | | | Total FY2029-2032 | 130,964 | | |

MPMS# 79908 I-95: Kennedy to Levick (Section BS1) (IMP)

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BSR (MPMS #47811).

The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Carver Street to Levick Street, including work to:

-Reconstruct northbound and southbound I-95 (four lanes in each direction) from Carver Street to Levick Street;

-Replace the bridges that carry I-95 over Comly Street, and Van Kirk Street; and

-Modify the traffic signals at Tacony Street and Van Kirk Street, Tacony Street and Comly Street, and Tacony Street and Newman Co. driveway.

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|----------|--------------------------|---------------|---------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM* | 25,000 | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM* | | 25,000 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | | 26,000 | | | | | | | | | | |
| | | 25,000 | 25,000 | 26,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 76,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79912 *I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2)*

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 14

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. New signals are not interconnected. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks will be included on Allegheny, Delaware and Castor and Bicycle Facilities will be improved along Castor Avenue.

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

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------------------------|---------------|---------------|----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|----------|
| UTL | 581-IM | | | 500 | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | 12,993 | | | | | | | | | | | |
| CON | 581-IM | 500 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | 15,000 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | 10,685 | | | | | | | | | |
| | | 13,493 | 15,000 | 11,185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 39,678 | | Total FY2025-2028 | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 92289 I-95 Consultant Mgmt

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:X5

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

Contract to hire a consultant to provide engineering and design assistance to PennDOT to advance necessary projects for I-95 in Bucks, Delaware and Philadelphia Counties.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|--|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| PE | NHPP-IM | 1,800 | | | | | | | | | | | | | |
| PE | 581-IM | 200 | | | | | | | | | | | | | |
| PE | NHPP-IM | | 1,800 | | | | | | | | | | | | |
| PE | 581-IM | | 200 | | | | | | | | | | | | |
| PE | NHPP-IM | | | 1,800 | | | | | | | | | | | |
| PE | 581-IM | | | 200 | | | | | | | | | | | |
| PE | NHPP-IM | | | | 1,800 | | | | | | | | | | |
| PE | 581-IM | | | | 200 | | | | | | | | | | |
| | | 2,000 | 2,000 | 2,000 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | 8,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | | 0 |

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 98207 *I-95 Congestion Management*

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD: 26

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 102304 (Section GR6 Construction), 102305 (Section GR7 construction), 102309 (I95 Corridor Drainage).

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|----------|
| PRA | TOLL | | | | | | | | | | | | |
| PRA | NHPP-IM | | 6,500 | | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | |
| PRA | NHPP-IM | | | 10,000 | | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | |
| PRA | NHPP-IM | | | | 16,500 | | | | | | | | |
| PRA | TOLL | | | | | | | | | | | | |
| PRA | NHPP-IM | | | | | 10,000 | | | | | | | |
| | | 0 | 6,500 | 10,000 | 16,500 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 33,000 | Total FY2025-2028 | | | 10,000 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103553 *I-95 Southbound: Race to Shackamaxon (GR6)*

LIMITS: I-95 Race St to Shackamaxon South

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|--------------------------|---------|---------------|---------------|---------------|--------------------------|---------------|---------------|---------------|----------------|---------------|--------------------------|----------|----------|---------------|
| ROW | NHPP-IM | 1,800 | | | | | | | | | | | | |
| ROW | 581-IM | 200 | | | | | | | | | | | | |
| ROW | NHPP-IM | | 3,561 | | | | | | | | | | | |
| ROW | 581-IM | | 500 | | | | | | | | | | | |
| UTL | NHPP-IM | | 9,270 | | | | | | | | | | | |
| UTL | 185 | | 1,030 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | | 20,000 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | | | 20,000 | | | | | | | | | |
| CON | TOLL | | | | | 20,000 | | | | | | | | |
| CON | NHPP-IM | | | | | | 35,000 | | | | | | | |
| CON | NHPP-IM | | | | | | | 35,000 | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | 35,000 | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | | 20,657 | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| | | 2,000 | 14,361 | 20,000 | 20,000 | 20,000 | 35,000 | 35,000 | 35,000 | 20,657 | 0 | 0 | 0 | |
| Total FY2021-2024 | | 56,361 | | | Total FY2025-2028 | | | | 125,000 | | Total FY2029-2032 | | | 20,657 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103555 I-95 Corridor ITS (GR8)

LIMITS: I-95 Corridor in the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Suburban Center

DOI: No

IPD: 30

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G, 5H

Traffic signal interconnection and implementation of ITS devices along the US-1/Roosevelt Boulevard from 9th Street to Woodhaven Road in Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|---------|--------------------------|--------|--------|---------------|--------------------------|--------|--------|--------|----------|--------------------------|--------|--------|----------|
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | 13,765 | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | | 10,000 | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | | | | 10,000 | | | | | | | | | |
| | | 0 | 13,765 | 10,000 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 33,765 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103556 I-95 ATMS (GR9)

LIMITS: I-95 Corridor

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:S7

PLAN CENTER:

DOI: No

IPD: 26

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

This is a line item for various Active Traffic Management System (ATMS) components, such as Variable Speed Limits, Advanced Signal Systems, and Adaptive Ramp Metering. ATMS will be used to integrate technology to improve the flow of vehicle traffic and improve safety on the I-95 corridor.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| UTL | 581-IM | | | | | | | | 805 | | | | | | |
| UTL | 581-IM | | | | | | | | | 500 | | | | | |
| CON | TOLL | | | | | | | | | 83,054 | | | | | |
| CON | NHPP-IM | | | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 805 | 83,554 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | | 0 | Total FY2025-2028 | | | | 805 | Total FY2029-2032 | | | 83,554 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103557 *I-95 Northbound: Ann Street to Wheatsheaf Lane (AF3)*

LIMITS: I-95 Allegheny Ave. South of Frankford Creek

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

DOI: No

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project will reconstruct I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, reconstruction of the NB on-ramp from Castor Avenue, removal of the NB off-ramp at Westmoreland Street, and construction of a new NB off-ramp at Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

*Westmoreland Viaduct (I-95 NB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Widen and Reconstruct existing NB Structure from Westmoreland Street to Tioga Street.

*I-95 NB over Venango Street - Total Replacement

*I-95 NB over Castor Avenue - Total Replacement

*I-95 NB over Richmond Street - Total Replacement

*I-95 NB over Wheatsheaf Lane - Total Replacement

*Betsy Ross Ramp A Viaduct (NB) - Total Replacement

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. Existing I-95 has 4 lanes northbound. The proposed I-95 will have four lanes and an auxiliary lane northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

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

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ROW | NHPP-IM | | | 4,050 | | | | | | | | | |
| ROW | 581-IM | | | 450 | | | | | | | | | |
| ROW | NHPP-IM | | | | 4,050 | | | | | | | | |
| ROW | 581-IM | | | | 450 | | | | | | | | |
| UTL | NHPP-IM | | | 955 | | | | | | | | | |
| UTL | 581-IM | | | 106 | | | | | | | | | |
| UTL | NHPP-IM | | | | 955 | | | | | | | | |
| UTL | 581-IM | | | | 106 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | 20,000 | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | 40,000 | | | | | | |
| CON | NHPP-IM | | | | | | | 40,000 | | | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

| | | | | | | | | | | | | | |
|--------------------------|---|---|---------------|-------|--------------------------|----------------|--------|--------|--|--------------------------|---------------|--------|---|
| CON TOLL | | | | | | | | | | | | | |
| CON NHPP-IM | | | | | | | | 40,000 | | | | | |
| CON TOLL | | | | | | | | | | | | | |
| CON TOLL | | | | | | | | | | | | | |
| CON NHPP-IM | | | | | | | | | | | | 87,218 | |
| | 0 | 0 | 5,561 | 5,561 | 20,000 | 40,000 | 40,000 | 40,000 | | 87,218 | 0 | 0 | 0 |
| Total FY2021-2024 | | | 11,122 | | Total FY2025-2028 | 140,000 | | | | Total FY2029-2032 | 87,218 | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103558 *I-95 Southbound: Ann Street to Wheitsheaf Lane (AF4)*

LIMITS: I-95 Ann St to Wheitsheaf Lane No Let Date
MUNICIPALITIES: Philadelphia City MRPID:65
IMPROVEMENT: Intersection/Interchange Improvements FC: AQ Code:S10
PLAN CENTER: DOI: No IPD: 20
PROJECT MANAGER: CH2MHill/P. Conti CMP: Major SOV Capacity CMP Subcorridor(s): 4B

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

Project will reconstruct I-95 from Clearfield Street to Wheitsheaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

- *Westmoreland Viaduct (I-95 SB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Replace the existing SB Structure from Westmoreland Street to Tioga Street.
- *I-95 SB over Venango Street - Total Replacement
- *I-95 SB over Castor Avenue - Total Replacement
- *I-95 SB over Richmond Street - Total Replacement
- *I-95 SB over Wheitsheaf Lane - Total Replacement
- *Ramp E over playground - New Bridge

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. Existing I-95 has 4 lanes southbound. The proposed I-95 will have four lanes and an auxiliary lane southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

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

Various sections of I-95 Reconstruction: MPMS #'s 47813, 79911, 79112, 103557 and 103558. This project is integral to the Delaware Valley Freight Corridors Initiative.

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|--------------------------|---------|----------------------------|--------|--------|--------|--------------------------|--------|--------|--------|----------------|--------------------------|--------|--------|--|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| ROW | NHPP-IM | | | | | | | | 537 | | | | | |
| ROW | 581-IM | | | | | | | | 60 | | | | | |
| UTL | NHPP-IM | | | | | | | 537 | | | | | | |
| UTL | 581-IM | | | | | | | 60 | | | | | | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NFP | | | | | | | | | 61,099 | | | | |
| CON | NHPP-IM | | | | | | | | | 147,918 | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 597 | 597 | 209,017 | 0 | 0 | 0 | |
| Total FY2021-2024 | | 0 | | | | Total FY2025-2028 | | | | 1,194 | Total FY2029-2032 | | | |
| | | | | | | | | | | 209,017 | | | | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103559 I-95: Betsy Ross Mainline Southbound (BR4)

LIMITS: No Let Date
MUNICIPALITIES: Philadelphia City MRPID:65
IMPROVEMENT: Intersection/Interchange Improvements FC: AQ Code:2035M
PLAN CENTER: DOI: No IPD: 21
PROJECT MANAGER: AECOM/P. Shultes CMP: Major SOV Capacity CMP Subcorridor(s): 4B

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

Project includes the southbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including new bridges for I-95 southbound over Frankford Creek, Orthodox Street and Margaret Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the AdvanSix Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|--------|-------------------|--------|--------|--------|---------|-------------------|--------|--|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | NFP | | | | | | | 61,099 | | | | | | | |
| CON | TOLL | | | | | | | | 61,099 | | | | | | |
| CON | NFP | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | | 93,030 | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 61,099 | 61,099 | 93,030 | 0 | 0 | 0 | | |
| | | Total FY2021-2024 | | | | 0 | Total FY2025-2028 | | | | 122,198 | Total FY2029-2032 | | | 93,030 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103560 I-95: Betsy Ross Section Conrail Bridges (BR5)

LIMITS: Conrail bridges over I-95, Thompson St, and Ramps A & C

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

The BR5 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. The Section BR5 project includes construction for the replacement, removal, or rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | 20,000 | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | 20,000 | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | | | | | 11,655 | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 20,000 | 11,655 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 0 | Total FY2025-2028 | | | 40,000 | Total FY2029-2032 | | | 11,655 |

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103561 *I-95: Betsy Ross Interchange Drainage (BR6)*

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S2

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

The BR6 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange section. This phase of SR 95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary.

For an overall description of the SR 95 Section BRI section, see MPMS #47812.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 1

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|--------------|--------------------------|--------|--------|----------|
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | 3,649 | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | |
| CON | NHPP-IM | | | | | 4,000 | | | | | | | |
| | | 0 | 0 | 0 | 3,649 | 4,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | | 3,649 | Total FY2025-2028 | | | 4,000 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 104284 *Frankford Creek Greenway Section 1*

LIMITS: Aramingo Drive to Delaware Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 7

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

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 Wheatshaf 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 Wheatshaf 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 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | |
|-------|------|--------------------------|--------|--------|------------|--------|--------|--------------------------|--------|--------|----------|--------|--------|--------------------------|--|----------|--|
| CON | TAP | 854 | | | | | | | | | | | | | | | |
| | | 854 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Total FY2021-2024 | | | 854 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | | 0 | |

MPMS# 107698 *I-76 Bridge Repair Section SRE*

LIMITS: University Avenue through Arch Street

Actl Let Date: 11/1/2018

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD: 14

PROJECT MANAGER: HNTB/N.Velaga **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 3A, 10A

The scope of this project contains rehabilitation of the structure along with the existing bridge deck is proposed along with repairs to piers, abutments and other components of the substructure. The I-76 Bridge carries I-76 along and over the Schuylkill River in the City of Philadelphia from University Avenue through Arch Street. Located adjacent to the 30th Street Regional Rail Station, this bridge carries a high volume of traffic and is an important interstate route for the local and regional needs of the greater Philadelphia area. As a result of the continued deterioration of the bridge deck and deck joints, several spalls were observed with exposed reinforcement which required immediate action by the Department. This project also includes the repair of a structure that carries I-76 over PA 23 and Arrowmink Creek in Conshohocken.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | | | | |
|-------|----------|--------------------------|--------|--------|---------------|--------|--------|--------------------------|--------|--------|----------|--------|--------|--------------------------|--|----------|--|
| CON | TOLL | | | | | | | | | | | | | | | | |
| CON | NHPP-IM* | 14,129 | | | | | | | | | | | | | | | |
| CON | NHPP-IM* | | 4,000 | | | | | | | | | | | | | | |
| CON | TOLL | | | | | | | | | | | | | | | | |
| | | 14,129 | 4,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Total FY2021-2024 | | | 18,129 | | | Total FY2025-2028 | | | 0 | | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: I-95 Corridor

Est Let Date: 9/12/2019

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 23

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

The I-95 Section MB4 project includes the repair of 12 structures along the I-95 corridor including 2 structures in Bucks County, 2 in Delaware County and 8 in Philadelphia. Typical repairs include replacement/repair of leaking deck joints, rehabilitation of bearings, repair of structure drainage features, replace under bridge lighting, substructure concrete repair, beam end repairs and deck overlay to extend the life of these structures by a minimum of 15 years. Additionally, this project includes repair or replacement of high mast lighting poles on I-95 located near the Philadelphia Airport. 10 of the 12 structures will require additional repairs such as substructure concrete and beam repairs, replacements of leaking deck expansion joints and frozen sliding plate bearing.

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

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|----------|--------------------------|--------------|--------------|---------------|--------------------------|----------|----------|----------|----------|--------------------------|----------|----------|----------|
| CON | 185-IM* | 244 | | | | | | | | | | | | |
| CON | NHPP-IM* | 5,750 | | | | | | | | | | | | |
| CON | 581-IM* | 395 | | | | | | | | | | | | |
| CON | NHPP-IM* | | 3,551 | | | | | | | | | | | |
| CON | 581-IM* | | 395 | | | | | | | | | | | |
| CON | NHPP-IM* | | | 3,551 | | | | | | | | | | |
| CON | 581-IM* | | | 395 | | | | | | | | | | |
| CON | NHPP-IM* | | | | 3,551 | | | | | | | | | |
| CON | 581-IM* | | | | 395 | | | | | | | | | |
| | | 6,389 | 3,946 | 3,946 | 3,946 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 18,227 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 112299 I-76: Route 1 - I-676

New

LIMITS: Route 1 to I-676

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:TBD

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not SOV Capacity Adding

Pavement preservation and guiderail upgrades on I-76 (Schuylkill Expressway) from Route 1 to I-676 (Vine St. Expressway) in the City of Philadelphia, Philadelphia County.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
|-------|---------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|---|
| PE | 581-IM | 150 | | | | | | | | | | | | |
| PE | 581-IM | | 150 | | | | | | | | | | | |
| CON | NHPP-IM | | | | | 9,517 | | | | | | | | |
| CON | 581-IM | | | | | 1,057 | | | | | | | | |
| CON | NHPP-IM | | | | | | | 13,500 | | | | | | |
| CON | 581-IM | | | | | | | 1,500 | | | | | | |
| CON | NHPP-IM | | | | | | | | 13,500 | | | | | |
| CON | 581-IM | | | | | | | | 1,500 | | | | | |
| | | 150 | 150 | 0 | 0 | 0 | 10,574 | 15,000 | 15,000 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 300 | Total FY2025-2028 | | | 40,574 | Total FY2029-2032 | | | | 0 |

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 114876 *Studies Line Item*

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not Yet Determined

This Line Item sets aside funding to address the following studies that will be addressed:

113762 Broad Street Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline at the Interchange (SR 8001) with Broad Street (SR 0611) from the northern approach to the Girard Point Bridge to Lawrence Street in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113763 Walt Whitman Bridge Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Lawrence Street to Snyder Avenue at the Walt Whitman Interchange (SR 8003) with I-76 in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113764 Penn's Landing Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Snyder Avenue to Spring Garden Street at the Penn's Landing Interchange (SR 8007) with Christopher Columbus Boulevard (SR 2001) in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113765 Christopher Columbus Boulevard Offline

This work is the planning and project development activities for the given limits on Christopher Columbus Boulevard (SR 2001) from Spring Garden Street to Oregon Avenue and selected local connecting streets in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

TIP Program Years (\$ 000)

| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
|-------|---------|--------------------------|--------|--------------|--------|--------------------------|--------|--------------|--------|--------------------------|--------|----------|--------|
| STUD | TOLL | | | | | | | | | | | | |
| STUD | NHPP-IM | | | 2,000 | | | | | | | | | |
| STUD | TOLL | | | | 2,000 | | | | | | | | |
| STUD | NHPP-IM | | | | | 2,000 | | | | | | | |
| STUD | TOLL | | | | | | | | | | | | |
| STUD | NHPP-IM | | | | | | 2,000 | | | | | | |
| STUD | TOLL | | | | | | | | | | | | |
| STUD | NHPP-IM | | | | | | | 2,000 | | | | | |
| | | 0 | 0 | 2,000 | 2,000 | 2,000 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 4,000 | | Total FY2025-2028 | | 4,000 | | Total FY2029-2032 | | 0 | |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 115687 I-95: Allegheny & Castor Ave Int.

New-B

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

This project is for the ROW acquisition and separation out from the parent project (MPMS #79912) of four (4) commercial parcels. The separation of the commercial properties was done so that the ROW clearance for MPMS #79912 could be given and the project could be advertised. The project was then on hold until the commercial parcels are fully acquired before issuing ROW clearance for MPMS #115687.

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

The project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. New signals are not interconnected. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks will be included on Allegheny, Delaware and Castor and Bicycle Facilities will be improved along Castor Avenue.

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

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

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 |
| ROW | NHPP-IM | | 4,008 | | | | | | | | | | |
| ROW | 581-IM | | 445 | | | | | | | | | | |
| | | 0 | 4,453 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2021-2024 | | 4,453 | | Total FY2025-2028 | | | | 0 | | | |
| | | | | | | Total FY2029-2032 | | | | 0 | | | |

DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 115805 *I-95 Brdg Rehab: Island Ave-Phila Navy Yard*

New

LIMITS: I-95 between Island Avenue and Phila. Navy Yard

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

The purpose of this project is to perform comprehensive bridge rehabilitation activities on twenty bridges carrying Interstate 95 between Island Avenue and the Philadelphia Navy Yard in Philadelphia, PA. This is roughly a 5 mile stretch which includes the Girard Point Bridge (Interstate 95 over the Schuylkill River) and the approach structures to the bridge including mainline Interstate 95 bridges and on and off ramps. The rehabilitation will increase the remaining service life of the structures and will provide an overall NBIS bridge condition rating of "good". The bridge rehabilitation will include the following: latex modified concrete deck overlays, painting of structural steel, steel repairs, jacking and bearing repairs and replacements, substructure repairs (including the installation of a fender system on Pier 8 of the Girard Point Bridge, presently there is none provided) and joint replacement and repairs.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|---------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| PE | NHPP-IM | 2,250 | | | | | | | | | | | | |
| PE | 581-IM | 250 | | | | | | | | | | | | |
| | | 2,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 2,500 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 116391 *I-95 Bridge Rehabilitations*

LIMITS: City of Philadelphia between Penn's Landing and Broad Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:R2.01

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The 95-MB5 Bridge Rehabilitation project will consist of repairs to structures on I-95 mainline and ramps in the City of Philadelphia between Penn's Landing and Broad Street. Typical construction activities will include deck repairs, replacement and/or elimination of expansion deck joints with link slabs, replacement and/or repair of bearings and bearing pedestals, substructure concrete repairs, beam end repairs, and painting of structural steel. The proposed improvements will keep the bridges in "Fair" condition extending their service life. In addition, select overhead sign structures will be replaced and select integral steel box girder pier caps will be rehabilitated on interstates within District 6.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|--------|-------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | 185 | | 1,000 | | | | | | | | | | | |
| | | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 1,000 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

| Total For Philadelphia | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | \$179,101 | \$145,829 | \$174,601 | \$135,388 | \$634,919 | \$887,925 | \$672,869 |

DVRPC FY2021-2024 TIP for PA

Pennsylvania - Interstate Management Program

Various

MPMS# 114592 *Interstate ITS Contract 2020(C)*

LIMITS: Regionwide Interstates

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP:

This project is for the ROW acquisition and separation out from the parent project (MPMS #79912) of four (4) commercial parcels.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|---------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | NHPP-IM | 500 | | | | | | | | | | | | |
| | | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 500 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

MPMS# 115868 *District 6-0 Interstate Guiderail*

LIMITS:

Est Let Date: 6/24/2021

MUNICIPALITIES: Haverford Township; Philadelphia City; Upper Merion Township; Marple Township; Nether Provi

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S9

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP:

This project involves updating the guiderail and end treatments to comply with MASH on Interstate Route 476, Route 95 and Route 76 in Delaware, Montgomery and Philadelphia Counties.

| TIP Program Years (\$ 000) | | | | | | | | | | | | | | |
|----------------------------|---------|--------------------------|--------|--------|--------|--------------------------|--------|--------|--------|--------|--------------------------|--------|--------|---|
| Phase | Fund | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | |
| CON | TOLL | | | | | | | | | | | | | |
| CON | NHPP-IM | 6,388 | | | | | | | | | | | | |
| | | 6,388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total FY2021-2024 | | | 6,388 | Total FY2025-2028 | | | | 0 | Total FY2029-2032 | | | 0 |

| Total For | 2021 | 2022 | 2023 | 2024 | 2021-2024 | 2025-2028 | 2029-2032 |
|-----------|---------|------|------|------|-----------|-----------|-----------|
| Various | \$6,888 | \$0 | \$0 | \$0 | \$6,888 | \$0 | \$0 |

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