



Chapter 9: Project Listings

Highway Projects for the Draft FY2023 TIP
for Pennsylvania

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DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12923 Bristol Road Extension SR:2025

LIMITS US 202 to Park Avenue

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

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	478											
FD	STP	1,698											
ROW	TOLL												
ROW	STP					2,866							
UTL	STP						1,230						
UTL	581						307						
CON	STU						2,591						
CON	STP						3,280						
CON	STP							8,486					
CON	STP								14,493				
CON	STP									507			
		2,176	0	0	0	2,866	7,408	8,486	14,493	507	0	0	0
		Total FY2023-2026		2,176		Total FY2027-2030		33,253		Total FY2031-2034		507	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS NORTHAMPTON & WRIGHTSTOWN TWPS

Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Northampton Township; Wrightstown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185		2,812										
CON	581			2,190									
CON	581				622								
		0	2,812	2,190	622	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,624		Total FY2027-2030		0		Total FY2031-2034		0	

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

LIMITS Maple Avenue to Farmers Lane

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

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	344											
FD	581	86											
UTL	STU				1,869								
UTL	581				467								
CON	STU				13,898								
CON	581				3,474								
		430	0	0	19,708	0	0	0	0	0	0	0	0
		Total FY2023-2026		20,138		Total FY2027-2030		0		Total FY2031-2034		0	

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Beaver Creek

Est Let Date: 6/8/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	BOF	57											
ROW	183	11											
ROW	LOC	3											
UTL	BOF	67											
UTL	183	13											
UTL	LOC	4											
CON	BOF		2,690										
CON	183		504										
CON	LOC		168										
		155	3,362	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,517		Total FY2027-2030				Total FY2031-2034			
									0				0

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Kimples Creek

Est Let Date: 3/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Haycock Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	TOLL																
CON	BRIP	5,065															
		5,065	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026		5,065		Total FY2027-2030				0				Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Licking Creek

Est Let Date: 3/14/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Milford Township

FC: 14; 16; 17

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	4,576											
CON	185	1,160											
CON	STU		699										
CON	185		159										
CON	STU			4,000									
CON	185			1,000									
		5,736	858	5,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		11,594		Total FY2027-2030		0		Total FY2031-2034		0	

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS PA 413 - PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Bensalem Township; Middletown Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS At US 1 and Bristol/Levittown Parkway

Est Let Date: 6/20/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Falls Township; Middletown Township

FC: 16; 17

AQ Code:R1

PLAN CENTER: Suburban Center

IPD: 19

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	750											
UTL	STP				570								
UTL	581				143								
CON	TOLL												
CON	STU				1,967								
CON	STP				7,870								
		750	0	0	10,550	0	0	0	0	0	0	0	0
		Total FY2023-2026		11,300		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Tinicum Creek

Est Let Date: 12/30/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Tinicum Township

FC: 8

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	100											
		100	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		100				Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS PA 513/Hulmeville Road to Old Lincoln Highway

Est Let Date: 12/16/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Bensalem Township

FC: 16

AQ Code:R1

PLAN CENTER:

IPD: 18

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU*	1,000											
CON	STP*		1,000										
		1,000	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,000		Total FY2027-2030		0		Total FY2031-2034		0	

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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:

IPD: 18

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 12A

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

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

TIP Program Years (\$ 000)

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

MPMS# 36475 *Mill St. Grade Xing*

LIMITS Quakertown Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Quakertown Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project will upgrade RRX Warning Devices.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	RRX		230										
CON	TOLL			85									
CON	RRX												
		0	230	85	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		315		Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Ferry Road to Broad Street

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:

IPD: 15

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	192											
ROW	581	48											
UTL	NHPP	339											
UTL	581	85											
CON	STP		485										
CON	NHPP		6,508										
CON	581		1,748										
CON	NHPP			6,993									
CON	581			1,748									
		664	8,741	8,741	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		18,146		Total FY2027-2030			0	Total FY2031-2034			0

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64778 State Road SR:2002

LIMITS Elm Street to Neshaminy Creek

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Bristol Township

PLAN CENTER:

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 12/12/2024

MRPID:248

AQ Code:S10

IPD: 14

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

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Branch of Neshaminy Creek

Est Let Date: 10/24/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Newtown Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

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

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

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

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Rosedale Rd in Milford Twp

Est Let Date: 3/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Milford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	197											
ROW	185	101											
UTL	185	39											
CON	TOLL												
CON	BRIP		2,089										
		337	2,089	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,426		Total FY2027-2030				Total FY2031-2034			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 74827 *Delaware Canal Enhancement*

LIMITS Over Brock Creek, Yardley to Bristol Boroughs

Est Let Date: 2/16/2023

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Bristol Borough; Yardley Borough

FC:

AQ Code:X12

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU	1,596											
		1,596	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,596		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 78516 *Bridge Replacement Brownsville Road*

LIMITS Brownsville Road over Neshaminy Creek

Est Let Date: 7/30/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5I

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

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

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	185				400								
CON	185				1,600								
CON	185					1,600							
CON	185					400							
CON	185						1,600						
CON	185						400						
CON	185							1,600					
CON	185							400					
		0	0	0	2,000	2,000	2,000	2,000	0	0	0	0	0
		Total FY2023-2026		2,000		Total FY2027-2030		6,000		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 84256 Old Street Rd/SEPTA

LIMITS

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bensalem Township; Lower Southampton Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	509											
FD	185	127											
ROW	STP		44										
ROW	185		11										
UTL	TOLL												
UTL	BRIP				93								
UTL	BRIP				371								
CON	TOLL												
CON	BRIP				742								
CON	BRIP				2,968								
		636	55	0	4,174	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,865		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	467											
FD	185	117											
ROW	TOLL												
ROW	BRIP		273										
UTL	TOLL												
UTL	BRIP		109										
CON	TOLL												
CON	BRIP		5,190										
		584	5,572	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,156		Total FY2027-2030				Total FY2031-2034			
									0				0

MPMS# 86244 River Road at Golden Pheasant over Delaware Canal

LIMITS

Est Let Date: 6/4/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	701											
ROW	185		326										
UTL	185		144										
CON	185						6,317						
		701	470	0	0	0	6,317	0	0	0	0	0	0
		Total FY2023-2026		1,171		Total FY2027-2030				Total FY2031-2034			
									6,317				0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Church Road to Tollgate Road

Actl Let Date: 8/29/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:229

MUNICIPALITIES: Hatfield Township; Hilltown Township; Richland Township; West Roc **FC:** 2; 12; 14; 16; 17

AQ Code:S10

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 88083 *Stoopville Road Improvements - Phase 2*

LIMITS SR 532 to SR 413

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:

IPD: 15

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581		492										
ROW	581			169									
UTL	581				138								
CON	STP					3,025							
		0	492	169	138	0	3,025	0	0	0	0	0	0
		Total FY2023-2026			799	Total FY2027-2030			3,025	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Solebury Township, Bucks County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Solebury Township

FC: 6

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	STU	250											
ROW	TOLL												
ROW	BRIP				69								
UTL	TOLL												
UTL	BRIP				69								
CON	TOLL												
CON	BRIP				1,384								
		250	0	0	1,522	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,772		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 90550 Creamery Rd & Tohickon Cr (Bridge)

New

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

Est Let Date: 1/9/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bedminster Township

FC: 8

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 92641 Dublin Pk o/Morgan Creek

New

LIMITS

Est Let Date: 2/6/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	TOLL												
FD	BRIP	500											
ROW	BRIP							100					
UTL	BRIP							100					
CON	BRIP							382					
CON	BRIP									3,743			
		500	0	0	0	0	0	582	0	3,743	0	0	0
		Total FY2023-2026			500	Total FY2027-2030			582	Total FY2031-2034			3,743

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Route 1 - Neshaminy and Penndel Interchanges, Bucks County

Actl Let Date: 1/14/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:37

MUNICIPALITIES: Middletown Township; Bensalem Township

FC: 12; 14; 17

AQ Code:2035M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP*	24,173											
CON	STU*	4,327											
CON	NHPP*		3,000										
CON	NHPP*			18,500									
		28,500	3,000	18,500	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		50,000		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Route 1 - Frontage Road Corridor, Bucks County

Est Let Date: 10/1/2026

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Langhorne Manor Borough; Middletown Township

FC: 12; 19

AQ Code:S10

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

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

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

Design Parent is MPMS #13549

Route 1 Improvements Northern section RC2 is MPMS #93445

Route 1 Improvements Southern section RC1 is MPMS #93444

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

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

TIP Program Years (\$ 000)													
<u>Phase</u>	<u>Fund</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
ROW	NHPP	6,365											
ROW	581	1,591											
ROW	NHPP		6,365										
ROW	581		1,591										
UTL	STU		1,821										
UTL	NHPP		802										
UTL	581		656										
CON	STP										13,071		
CON	BRIP										9,161		
CON	581										14,841		
CON	NHPP											1,007	
CON	STP											15,140	

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Bucks

CON	581											19,591	
CON	STP												
CON	581												
		7,956	11,235	0	0	0	0	0	0	0	37,073	35,738	0
		Total FY2023-2026		19,191		Total FY2027-2030		0		Total FY2031-2034		72,811	

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

LIMITS

Est Let Date: 3/2/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Nockamixon Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 10

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

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

Est Let Date: 2/2/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Northampton Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	431											
CON	NHPP		6,556										
CON	581		1,639										
CON	NHPP			6,556									
CON	581			1,639									
		431	8,195	8,195	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		16,821		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 102309 *PA 309 over Morgan Creek*

New

LIMITS

Est Let Date: 7/10/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project involves rehabilitating or replacing the Bridge at PA 309 over Morgan Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU		250										
FD	185									712			
ROW	185										346		
UTL	185										346		
CON	185										5,537		
		0	250	0	0	0	0	0	0	712	6,229	0	0
		Total FY2023-2026		250		Total FY2027-2030		0		Total FY2031-2034		6,941	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102664 PA309 over Beaver Run (Bridge)

New

LIMITS

Est Let Date: 7/10/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP:

This project involves rehabilitating or replacing the Bridge at PA309 over Beaver Run. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185		250										
FD	185					148							
FD	185							452					
ROW	185							250					
UTL	185								250				
CON	185										4,000		
		0	250	0	0	0	148	702	250	0	4,000	0	0
		Total FY2023-2026			250	Total FY2027-2030			1,100	Total FY2031-2034			4,000

MPMS# 104746 West Bridge Street over Tributary to Delaware River

New

LIMITS

Est Let Date: 12/7/2028

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Falls Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This project involves rehabilitating or replacing the Bridge at West Bridge Street over Tributary to Delaware River. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			500	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

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

This project had previously been listed under MPMS #57624.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	LOC	633											
ROW	STU	530											
UTL	STU	557											
CON	581		1,804										
CON	581			2,544									
CON	581				2,000								
CON	581					2,174							
		1,720	1,804	2,544	2,000	2,174	0	0	0	0	0	0	0
		Total FY2023-2026		8,068		Total FY2027-2030		2,174		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD: 14

PROJECT MANAGER: TSS/Gannett/S. New

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS I-95/US 13/PA 132

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B, 12A

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

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

MPMS# 110310 Almshouse at Jacksonville Road

LIMITS

Est Let Date: 11/2/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 13A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	56											
UTL	581	113											
CON	STP		3,278										
		169	3,278	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,447		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 110763 Cold Spring Crmry Rd over Branch Pine Run

New

LIMITS

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP:

This project involves rehabilitating or replacing the Bridge at Cold Spring Creamery Road over Branch Pine Run.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	185		116											
FD	185			179										
ROW	185				92									
UTL	185								25					
CON	185								1,500					
		0	116	179	92	0	0	0	1,525	0	0	0	0	
		Total FY2023-2026				387	Total FY2027-2030			1,525	Total FY2031-2034			0

MPMS# 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:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14F

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	sHSIP	95											
CON	sHSIP	1,374											
CON	sHSIP		1,000										
		1,469	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,469		Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111464 *Shady Retreat SRTS Trail*

LIMITS Shady Retreat and Burpee Roads

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Doylestown Township

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 5/26/2022

AQ Code:A2

IPD:

CMP Subcorridor(s): 8G

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	985											
		985	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			985	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 111565 *Chapman Road Bridge over Pine Run*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Doylestown Township

PLAN CENTER:

PROJECT MANAGER: L. Guarini

CMP:

NHPP:

FC:

AQ Code:S19

IPD:

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF	1,525											
		1,525	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,525		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 115418 *Route 113 & Minsi Trail Road Roundabout*

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:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14H

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	300												
ROW	HSIP		296											
UTL	HSIP		23											
CON	HSIP			1,230										
		300	319	1,230	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,849	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 115419 *US 202 & York Rd Roundabout*

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:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8H, 8I

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

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
FD	HSIP	224												
ROW	HSIP		1,255											
UTL	HSIP		37											
CON	HSIP			1,834										
		224	1,292	1,834	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		3,350		Total FY2027-2030				0		Total FY2031-2034		0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 115420 *Penndel Borough Intersection Improvements*

LIMITS Penndel Borough

Est Let Date: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Penndel Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8H

The proposed scope of this project include:

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	139											
UTL	HSIP	492											
CON	HSIP		1,848										
		631	1,848	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,479		Total FY2027-2030				Total FY2031-2034			
									0				0

MPMS# 116082 *Bellevue Ave Grade Crossing*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Langhorne Manor Borough; Middletown Township; Penndel Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 116893 Edison Furlong Road over Pebble Creek

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Raisul

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	BRIP	250												
FD	BRIP		25											
CON	BRIP			800										
		250	25	800	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,075	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 118011 Stoney Garden Rd over Branch Kimples Creek

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Haycock Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/K. Caparra

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	TOLL													
FD	BOF	250												
CON	TOLL													
CON	BOF			798										
		250	0	798	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,048	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 118013 Slifer Valley Road over Branch Cooks Creek

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Springfield Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	TOLL													
FD	BOF	250												
CON	TOLL													
CON	BOF			600										
		250	0	600	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			850	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 118020 Bustleton Pike/Second Street Pike Roundabout

New

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 118022 *Route 202/179 Roundabout*

New

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Solebury Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

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

MPMS# 118190 *Fairview AVENUE Grade Crossing*

New

LIMITS Fairview Avenue in Quakertown Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Quakertown Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

Total For Bucks	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$72,857	\$66,068	\$57,077	\$45,106	\$241,108	\$96,977	\$101,627

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS Over Amtrak

Est Let Date: 2/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF		6,399										
CON	183		1,200										
CON	LOC		400										
		0	7,999	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		7,999		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS PA 10 to Exton Bypass/Quarry Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:48

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

AQ Code:2045M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E, 7F

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

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP	5,375											
PE	581	1,343											
PE	NHPP		1,000										
PE	STU		1,690										
PE	581		672										
PE	NHPP			4,031									
PE	581			1,007									
PE	NHPP				4,031								
PE	581				1,007								
		6,718	3,362	5,038	5,038	0	0	0	0	0	0	0	0
		Total FY2023-2026		20,156		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS PA 472 to PA 896

Est Let Date: 6/6/2024

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

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

AQ Code:S10

PLAN CENTER: Rural Center

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	2,701											
UTL	STP*	570											
CON	STP			5,608									
CON	581			1,402									
CON	NHPP				5,000								
CON	581				1,250								
CON	STU					6,499							
CON	581					1,624							
CON	STU						17,107						
CON	581						4,276						
CON	STU							17,107					
CON	581							4,276					
CON	STU								17,107				
CON	581								4,276				
CON	STU									17,107			
CON	581									4,276			
		3,271	0	7,010	6,250	8,123	21,383	21,383	21,383	21,383	0	0	0
		Total FY2023-2026		16,531		Total FY2027-2030		72,272		Total FY2031-2034		21,383	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS PA 896 to PA 41

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Penn Township; East Marlborough Township; Kennett Township; Lon FC: 6; 12; 14; 16; 17; 19

Est Let Date: 12/4/2026

MRPID:3

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,125											
FD	581		1,125										
FD	581			1,000									
FD	581				1,175								
FD	581					1,825							
ROW	STP			1,217									
ROW	581			304									
UTL	STP					269							
UTL	581					67							
CON	SPK-NHPP						15,000						
CON	581						3,750						
CON	SPK-NHPP							15,000					
CON	581							3,750					
CON	STU								10,578				
CON	581								2,644				
CON	NHPP									5,015			
CON	STU									16,141			
CON	581									2,644			
CON	581									2,644			
CON	NHPP										10,578		
CON	581										2,644		
CON	NHPP											10,578	
CON	581											2,644	
CON	NHPP												10,578
CON	581												2,644
		1,125	1,125	2,521	1,175	2,161	18,750	18,750	13,222	26,444	13,222	13,222	13,222
		Total FY2023-2026		5,946		Total FY2027-2030		52,883		Total FY2031-2034		66,110	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14652 Dutton Mill over Ridley Creek (CB #157)

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Goshen Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	183	500											
FD	183					600							
ROW	183							50					
UTL	183							50					
CON	BRIP								2,500				
		500	0	0	0	600	0	100	2,500	0	0	0	0
		Total FY2023-2026			500	Total FY2027-2030			3,200	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS East of Schuylkill River to East of Hanover Street

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: North Coventry Township

PLAN CENTER:

PROJECT MANAGER: EE/L. Link

CMP: Minor SOV Capacity

NHPP: Y

FC:

Est Let Date: 4/3/2025

MRPID:2

AQ Code:S10

IPD: 15

CMP Subcorridor(s): 9A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	594											
ROW	581	149											
UTL	NHPP			450									
UTL	581			113									
CON	SPK-NHPP			36,000									
CON	581			9,000									
CON	SPK-NHPP				20,000								
CON	581				5,000								
CON	NHPP					10,000							
CON	581					2,500							
CON	NHPP						10,535						
CON	581						2,633						
		743	0	45,563	25,000	12,500	13,168	0	0	0	0	0	0
		Total FY2023-2026		71,306		Total FY2027-2030		25,668		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 47979 North Valley Road over Amtrak SR:0030

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Willistown Township; Tredyffrin Township

PLAN CENTER: Town Center

PROJECT MANAGER: TSS/M. Saintval

NHPP: Y

FC: 14; 17

Est Let Date: 7/25/2024

MRPID:152

AQ Code:S19

IPD: 19

CMP Subcorridor(s): 7D

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Keim Street to PA 724 Interchange

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: North Coventry Township

PLAN CENTER:

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

NHPP: Y

FC: 12; 16

Est Let Date: 6/24/2027

MRPID:2

AQ Code:S19

IPD: 15

CMP Subcorridor(s): 9A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP		2,581										
FD	STU		1,135										
FD	TOLL												
ROW	NHPP					609							
ROW	581					153							
UTL	NHPP					573							
UTL	581					143							
CON	NHPP						9,358						
CON	581						2,339						
CON	NHPP							9,358					
CON	581							2,339					
CON	NHPP								4,000				
CON	581								1,000				
CON	NHPP									9,358			
CON	581									2,339			
CON	NHPP										9,358		
CON	NHPP										5,358		
CON	581										1,339		
CON	581										2,339		
CON	NHPP											9,358	
CON	581											2,339	
CON	NHPP												9,358
CON	581												2,339
		0	3,716	0	0	1,478	11,697	11,697	5,000	11,697	18,394	11,697	11,697
Total FY2023-2026				3,716		Total FY2027-2030	29,872			Total FY2031-2034	53,485		

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Penn Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This project involves rehabilitating or replacing the Bridge at Pennocks Bridge Road (SR 3022) over West Branch of White Clay Creek.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF			40									
FD	185			10									
ROW	BOF						40						
ROW	185						10						
CON	BOF								800				
CON	185								200				
		0	0	50	0	0	50	0	1,000	0	0	0	0
Total FY2023-2026				50		Total FY2027-2030			1,050	Total FY2031-2034			0

MPMS# 84284 Doe Run Rd/Buck Run (Bridge)

New

LIMITS Chester County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Marlborough Township

FC: 6

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU			450									
ROW	185								100				
UTL	185									50			
CON	185									2,000			
		0	0	450	0	0	0	0	100	2,050	0	0	0
Total FY2023-2026				450		Total FY2027-2030			100	Total FY2031-2034			2,050

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 85949 SR 896 Safety Improvement

LIMITS PA 896, Elbow Lane to Shepherd Lane

Est Let Date: 5/11/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: London Britain Township; New London Township

FC: 6; 16

AQ Code:2035M

PLAN CENTER:

IPD: 13

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	HSIP*	800											
UTL	HSIP*	200											
CON	HSIP	6,672											
CON	HSIP		2,998										
CON	HSIP			2,000									
		7,672	2,998	2,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		12,670		Total FY2027-2030		0		Total FY2031-2034		0	

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

LIMITS Over Beaver Creek

Est Let Date: 3/2/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Brandywine Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	BOF	48											
UTL	183	10											
UTL	LOC	2											
CON	BOF		1,180										
CON	183		221										
CON	LOC		74										
		60	1,475	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,535		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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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:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	sSTP	40											
UTL	TOLL												
UTL	sSTP	40											
CON	TOLL												
CON	sSTP		1,270										
		80	1,270	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,350		Total FY2027-2030				Total FY2031-2034			
						0				0			

MPMS# 86301 LancasterAve/BrandywineCk

LIMITS Lancaster Ave at Brandywine Creek

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	106											
UTL	STU			45									
UTL	185			11									
CON	TOLL												
CON	BRIP					1,672							
CON	BRIP					6,687							
		106	0	56	0	8,359	0	0	0	0	0	0	0
		Total FY2023-2026		162		Total FY2027-2030				Total FY2031-2034			
						8,359				0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86302 Ewing Road over White Clay Creek Bridge

LIMITS

Est Let Date: 7/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Penn Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

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

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

LIMITS Over Muddy Run

Est Let Date: 8/10/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Oxford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	BOF	57											
UTL	183	11											
UTL	LOC	3											
CON	BOF	2,801											
CON	183	525											
CON	LOC	175											
		3,572	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,572		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

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

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Caln Township

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

Est Let Date: 3/16/2028

MRPID: 137

AQ Code: 2045M

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

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

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

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

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

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Chester

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

MPMS# 95430 US 202 at SR 926 Intersection Improvement

LIMITS

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

NHPP: Y

FC: 14; 16

Est Let Date: 3/16/2023

MRPID:136

AQ Code:R1

IPD: 14

CMP Subcorridor(s): 8A

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98035 *Water Works Road over Rock Run*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Caln Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	BOF	250											
ROW	BOF					93							
ROW	185					23							
UTL	BOF							64					
UTL	185							16					
CON	BOF								1,332				
CON	185								334				
		250	0	0	0	0	116	80	1,666	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030			1,862	Total FY2031-2034			0

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

LIMITS

Est Let Date: 2/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	150											
ROW	185	80											
UTL	BOF	10											
UTL	185	2											
CON	185	1,351											
		1,593	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,593	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98039 Ship Road over Valley Creek (Bridge)

LIMITS

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 4/13/2023

AQ Code:S19

IPD: 17

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	150											
ROW	185	92											
UTL	STP	50											
UTL	185	12											
CON	185		1,391										
		304	1,391	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,695		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 98041 Birchrun Road over Birch Run (Bridge)

LIMITS

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Vincent Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 5/25/2023

AQ Code:S19

IPD: 16

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	185	124											
ROW	185	92											
UTL	BOF	50											
UTL	185	12											
CON	185		1,230										
		278	1,230	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,508		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98042 Conestoga Rd o/ Pickering

LIMITS

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Pikeland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 10/19/2023

AQ Code:S19

IPD:

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

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

TIP Program Years (\$ 000)

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

MPMS# 98223 Creek Road over Pickering Creek (Bridge)

LIMITS Thompson Davis Bridge

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Schuylkill Township

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 3/16/2023

AQ Code:S19

IPD: 12

CMP Subcorridor(s): 9B

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS

Est Let Date: 6/22/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

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

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

TIP Program Years (\$ 000)

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

MPMS# 102708 PA 41 at PA 841 Improvements

LIMITS

Est Let Date: 4/11/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	338											
FD	581	84											
ROW	STP	955											
ROW	581	239											
UTL	STP	64											
UTL	581	16											
CON	STU		3,308										
CON	STP		431										
CON	581		935										
Total FY2023-2026		1,696	4,674	0	0	Total FY2027-2030		0	0	Total FY2031-2034		0	0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102709 PA 41 & SR 926 Improvements

LIMITS Intersection of PA 41 and SR 926

Est Let Date: 8/24/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Londonderry Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

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

PE activities are being completed under MPMS# 14484.

Other PA 41 intersection projects:

PA 41 & Newark Rd - MPMS# 98096

PA 41 & SR 841 - MPMS# 102708

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	SXF	250											
UTL	SXF	100											
CON	SXF	2,060											
CON	STU	2,307											
		4,717	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			4,717	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 104786 Lancaster Av over Brandywine Creek

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185	250											
CON	185					1,755							
		0	250	0	0	0	1,755	0	0	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030			1,755	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107551 SR30/SR10 to Business 30 Interchange Improvement

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

Est Let Date: 9/24/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Sadsbury Township; West Sadsbury Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7E

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

This is a breakout of MPMS #84884

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

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107553 **SR30 & Airport Rd Interchange Improvement**

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

Est Let Date: 1/23/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: West Caln Township; Valley Township

FC:

AQ Code:2045M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

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

This is a breakout of MPMS #84884

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

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Pennsylvania - Highway Program (Status: TIP)

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

DVRPC FY2023-2026 TIP for PA

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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/

Est Let Date: 12/9/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: West Caln Township; Valley Township

FC:

AQ Code:R3

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7E

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

This is a breakout of MPMS #84884.

TIP Program Years (\$ 000)

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

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Pennsylvania - Highway Program (Status: TIP)

Chester

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

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

LIMITS West Pikeland Township

Est Let Date: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
ROW	TOLL												
ROW	BOF	169											
UTL	TOLL												
UTL	BOF	56											
CON	TOLL												
CON	BOF	2,814											
		3,039	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,039		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 110311 PA 41 at State Road Intersection

LIMITS PA 41 at State Road

Est Let Date: 3/14/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Avondale Borough

FC:

AQ Code:R1

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Baltimore Pike at Newark Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

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

TIP Program Years (\$ 000)

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

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

New

LIMITS

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Charlestown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	BOF	100											
FD	BOF			150									
ROW	BOF					75							
UTL	BOF					30							
CON	BOF						1,440						
CON	185						360						
		100	0	150	0	105	1,800	0	0	0	0	0	0
		Total FY2023-2026		250		Total FY2027-2030		1,905		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110949 *Horseshoe Pike and Manor Road Intersection*

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

Est Let Date: 3/16/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

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

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

MPMS# 110963 *Manor Road Roundabout*

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

Est Let Date: 9/15/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
UTL	sHSIP	39											
CON	sHSIP	978											
		1,017	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,017		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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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

Est Let Date: 4/8/2027

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:3

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

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP	5,304											
ROW	581		1,311										
UTL	STP		219										
UTL	581		55										
CON	STP					8,835							
CON	581					2,208							
CON	STP						1,626						
CON	STP						8,835						
CON	STU						7,209						
CON	581						2,208						
CON	581						2,208						
CON	STP							8,835					
CON	581							2,208					
CON	STP								8,835				
CON	581								2,208				
CON	STP									8,835			
CON	581									2,208			
CON	STP										8,835		
CON	581										2,208		
CON	STP											10,507	
CON	581											2,626	
		5,304	1,585	0	0	0	11,043	22,086	11,043	11,043	11,043	11,043	13,133
Total FY2023-2026				6,889		Total FY2027-2030		44,172		Total FY2031-2034		46,262	

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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

Est Let Date: 11/4/2027

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:3

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

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A, 17A

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	581				3,245								
FD	581					2,000							
FD	581						2,245						
ROW	NHPP						2,706						
ROW	STP						4,919						
UTL	STU						307						
CON	NHPP						21,579						
CON	STU						14,568						
CON	NHPP							9,541					
CON	STU							10,773					
CON	NHPP								163				
CON	STU								11,880				
CON	NHPP									3,389			
CON	STU										26,630		
CON	NHPP											248	
CON	581											6,538	
CON	STP												5,380
		0	0	0	3,245	2,000	46,324	20,314	12,043	3,389	26,630	6,786	5,380
		Total FY2023-2026			3,245	Total FY2027-2030			80,681	Total FY2031-2034			42,185

DVRPC FY2023-2026 TIP for PA

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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: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Phoenixville Borough; Schuylkill Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/H. Freed

CMP:

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

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

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

LIMITS PA 401 (Conestoga Road) and Valley Hill Road

Est Let Date: 8/8/2024

IMPROVEMENT

NHPP:

MUNICIPALITIES: Charlestown Township; East Whiteland Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 115422 West Chester Pike Safety Improvements

LIMITS West Chester Borough and West Goshen Township

Est Let Date: 3/19/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough; West Goshen Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project includes:

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

Signal improvements:

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS From Ridge Road to Whitehorse Road

Est Let Date: 4/27/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Phoenixville Borough; East Pikeland Township; Schuylkill Township FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	190											
CON	HSIP	1,537											
		1,727	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,727		Total FY2027-2030		0		Total FY2031-2034		0	

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

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:

IPD:

PROJECT MANAGER: A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B

The proposed scope of this project include:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP	3,839											
		3,839	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,839		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 115425 *High Street Pedestrian Improvements*

LIMITS Rosedale Avenue to Miner Street

Est Let Date: 4/13/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B

The proposed scope of this project include:

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

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	HSIP	141											
CON	HSIP	1,591											
		1,732	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,732	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 115875 Reese Street Railroad Warning Device

New

LIMITS Between Pine St. and Church St.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

MPMS# 115876 Center Street Railroad Warning Device

New

LIMITS Between Church St. and Willow St.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 117327 Valley Park Road over Anderson Brook

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Raisiul

CMP:

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	FFL	300											
FD	STU		250										
ROW	185									50			
CON	185									1,000			
		300	250	0	0	0	0	0	0	1,050	0	0	0
		Total FY2023-2026			550	Total FY2027-2030			0	Total FY2031-2034			1,050

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

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP:

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

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118024 US 202 and High Street Interchange

New

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Westtown Township; West Goshen Township

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP:

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

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

MPMS# 118025 PA 100 Northbound at Exton Station

New

LIMITS

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP:

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118183 Lake Road West Railroad Crossing

New

LIMITS Lake Road West Grade Crossing

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: Maint/M. Lang

CMP:

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

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

MPMS# 118184 Lake Road East Grade Crossing

New

LIMITS Lake Road East Grade Crossing

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: Maint/M. Lang

CMP:

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118185 Woodland Ave Grade Crossing

New

LIMITS Woodland Avenue West Grove Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Grove Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

MPMS# 118186 Kimble Road Grade Crossing

New

LIMITS Kimble Road in Lower Oxford Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118188 *Mt. Pleasant Grade Crossing*

New

LIMITS Mt. Pleasant Road in Oxford Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Oxford Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

MPMS# 118189 *Crowl Toot Road Grade Crossing*

New

LIMITS Crowl Toot Road in Lower Oxford Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Chester	\$67,330	\$64,076	\$86,933	\$120,274	\$338,613	\$605,889	\$542,726

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS Over Amtrak/SEPTA Wilmington/Newark Rail Line

Est Let Date: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Sharon Hill Borough; Folcroft Borough

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	BOF	1,854											
CON	183	348											
CON	LOC	116											
		2,318	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			2,318	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS Over Chester Creek

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS At PA 352/Middletown Road

Est Let Date: 12/16/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:5

MUNICIPALITIES: Middletown Township

FC: 12; 14

AQ Code:R3

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5B

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		3,605										
FD	581		901										
FD	STU			3,605									
FD	581			901									
FD	STU				605								
FD	NHPP				3,000								
FD	581				901								
FD	STU					3,605							
FD	581					901							
ROW	NHPP			4,502									
ROW	581			1,125									
ROW	NHPP				4,502								
ROW	581				1,125								
ROW	NHPP					4,502							
ROW	581					1,125							
ROW	NHPP						4,502						
ROW	581						1,125						
ROW	NHPP							4,502					
ROW	581							1,125					
UTL	NHPP												4,985
UTL	581												1,246
CON	STU										40,720		
CON	581										2,053		
CON	BRIP												14,850
CON	581												17,227
CON	STU												
CON	NHPP												
CON	581												
		0	4,506	10,133	10,133	10,133	5,627	5,627	5,627	0	0	42,773	38,308
		Total FY2023-2026		24,772		Total FY2027-2030		27,014		Total FY2031-2034		81,081	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Collingdale Borough; Darby Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185		900										
FD	185						750						
ROW	185							125					
UTL	185							150					
CON	BRIP								8,000				
		0	900	0	0	0	750	275	8,000	0	0	0	0
		Total FY2023-2026			900	Total FY2027-2030			9,025	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 1/26/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Ridley Park Borough

FC: 17

AQ Code: S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TOLL													
CON	BRIP	10,354												
		10,354	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			10,354	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 47147 **3rd Street Dam Over Broomall Lake**

LIMITS Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 9/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code: S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5D

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft 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

Est Let Date: 10/19/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	BOF		4,968										
CON	183		931										
CON	LOC		310										
		0	6,209	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,209		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 64791 *Kedron Avenue @ Franklin SR:0420*

LIMITS At Franklin Avenue

Est Let Date: 2/16/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Ridley Township

FC: 14

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Plans/S. Hasan

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	LOC	159											
UTL	CAQ	28											
UTL	581	6											
CON	CAQ	1,671											
		1,864	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,864		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS Over Brandywine Creek

Est Let Date: 1/12/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Chadds Ford Township; Pennsbury Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581	27											
UTL	185	108											
CON	BRIP	4,387											
CON	BRIP		3,848										
CON	BRIP			2,848									
CON	BRIP				10,848								
		4,522	3,848	2,848	10,848	0	0	0	0	0	0	0	0
		Total FY2023-2026		22,066		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS Featherbed Lane to Chelsea Parkway

Est Let Date: 8/21/2025

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

FC: 14; 16

AQ Code:2045M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

This project section involves the widening and improving of SR 322 to a four-lane typical section with a 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 \$184,752,570.
- The anticipated let date is August 21, 2025.
- The anticipated completion date is September 21, 2028.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	6,365											
ROW	581	1,591											
ROW	STU		1,000										
ROW	581		250										
ROW	NHPP			5,365									
ROW	581			1,341									
CON	NHPP					4,716							
CON	581					1,044							
CON	NHPP						3,091						
CON	581						772						
CON	NHPP							16,716					
CON	581							4,179					
CON	NHPP								16,716				
CON	581								4,179				
CON	NHPP									16,716			
CON	581									4,179			

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Delaware

CON	STU										15,796		
CON	NHPP										920		
CON	STP										1,445		
CON	581										4,540		
CON	NHPP											16,716	
CON	581											4,179	
CON	STU												13,625
CON	NHPP												27,271
CON	581												10,224
		7,956	1,250	6,706	0	5,760	3,863	20,895	20,895	20,895	22,701	20,895	51,120
		Total FY2023-2026		15,912		Total FY2027-2030		51,413		Total FY2031-2034		115,611	

MPMS# 79329 Bridgewater Road Extension

LIMITS Concord Road to PA 452/US 322

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:

IPD: 16

PROJECT MANAGER: TSS/T. Stevenson

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 84269 Victory Avenue over SEPTA Route 100

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This project will replace the bridge on Victory Avenue over SEPTA (P&W) Route 100 in Delaware County.

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

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

LIMITS Delaware County

Actl Let Date: 2/19/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES:

FC: 12; 14

AQ Code:S10

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

Delaware County Route 1 Paving and ADA Ramp Reconstruction

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

Est Let Date: 9/26/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:TBD

MUNICIPALITIES: Prospect Park Borough; Tinicum Township

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 15

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	890											
CON	185		2,340										
CON	581			1,777									
CON	185			2,000									
CON	185				4,109								
CON	185					14,344							
		890	2,340	3,777	4,109	14,344	0	0	0	0	0	0	0
		Total FY2023-2026		11,116		Total FY2027-2030		14,344		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

New

LIMITS Delaware County, Tinicum Township

Est Let Date: 1/26/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP:

This project involves rehabilitating or replacing the Bridge at Gov Printz Blvd over Conrail. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BRIP		2,000										
ROW	BRIP							400					
UTL	BRIP							1,000					
CON	BRIP							12,074					
CON	BRIP								1,426				
		0	2,000	0	0	0	0	13,474	1,426	0	0	0	0
		Total FY2023-2026		2,000		Total FY2027-2030		14,900		Total FY2031-2034		0	

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

LIMITS Between Cobbs Creek Parkway and 69th Street

Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

Est Let Date: 6/22/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Springfield Township; Upper Darby Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C

Bridge rehabilitation of State Road over Darby Creek.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185		2,278										
CON	185			1,742									
CON	185				1,000								
CON	185					4,000							
		0	2,278	1,742	1,000	4,000	0	0	0	0	0	0	0
Total FY2023-2026				5,020		Total FY2027-2030		4,000		Total FY2031-2034			0

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

LIMITS 202/1 Intersection and Looproad

Est Let Date: 8/22/2024

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2030M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Gannett/P. Valliere

CMP: Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STP	152											
ROW	581	38											
UTL	STP					294							
UTL	581					73							
CON	STP					2,795							
CON	581					699							
		190	0	0	0	3,861	0	0	0	0	0	0	0
Total FY2023-2026				190		Total FY2027-2030		3,861		Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS

Est Let Date: 6/22/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS

Est Let Date: 8/10/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township; Lansdowne Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5E

This project is a bridge rehabilitation/replacement of the County owned Hilddale 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 Hilddale Road Bridge due to the rapid deterioration of T-beam bridges in recent years. A lightly vegetated island is located downstream of the pier, and the east downstream banks are lined with gabion baskets that extend approximately 300 feet downstream. The island is forcing the flow towards the adjacent embankment. A traffic count performed in 2009 indicates an average daily traffic (ADT) of 2,379 vehicles per day.

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

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: Norwood Borough; Glenolden Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 99668 PA 291 Drainage Improvement

LIMITS Between Crum Creek and Darby Creek

Est Let Date: 1/26/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Ridley Park Borough; Tinicum Township; Eddystone Borough

FC:

AQ Code:X13

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103217 Main Street Grade Crossing

LIMITS Between 5th and 7th Streets

Est Let Date: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Darby Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

IPD: 25

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	TOLL													
CON	RRX	369												
CON	STU	2,172												
CON	STP	1,193												
CON	TOLL													
CON	STU		1,000											
CON	TOLL													
CON	STU			2,000										
		3,734	1,000	2,000	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			6,734	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103521 Reed Road over Whetstone Run (CB #36)

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Marple Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester Heights Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP:

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.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	TOLL													
FD	sSTP	300												
ROW	TOLL													
ROW	sSTP	20												
UTL	TOLL													
UTL	sSTP	15												
CON	TOLL													
CON	sSTP		1,315											
		335	1,315	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		1,650		Total FY2027-2030				0		Total FY2031-2034		0

DVRPC FY2023-2026 TIP for PA

Draft 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

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 4/13/2023

MRPID:50

AQ Code:S19

IPD: 16

CMP Subcorridor(s): 8A

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104879 *Cheyney Road Bridge Replacement*

LIMITS

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

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

MPMS# 107642 *Smithbridge Road Corridor*

LIMITS Smithbridge Road in Concord Township

Est Let Date: 6/23/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Concord Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 108910 *I-95 Noise Abatement*

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

IMPROVEMENT Other

MUNICIPALITIES: Chester City; Chester Township

PLAN CENTER:

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 12/14/2028

MRPID:230

AQ Code:X6

IPD: 26

CMP Subcorridor(s): 4D

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

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

MPMS# 110951 *Macdade Blvd. Corridor Safety Improvements*

LIMITS Fairview to Ashland

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township; Glenolden Borough

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

NHPP:

FC:

Est Let Date: 10/19/2023

AQ Code:2025M

IPD:

CMP Subcorridor(s): 6A

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111022 *Chichester Avenue Corridor Safety Improvements*

LIMITS Laughead Ave. to Bethel/Thornton Rd.

Est Let Date: 7/13/2023

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	sHSIP	36											
CON	sHSIP	849											
		885	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		885		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 111486 *Octoraro Trail Construction - Phase 1*

LIMITS State Route 202 to Temple Road

Est Let Date: 6/22/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Concord Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	663											
CON	TAP		500										
		663	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,163		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111487 Walkable Chadds Ford

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

Est Let Date: 3/17/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Chadds Ford Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

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

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

MPMS# 111488 Media Borough Ridge Road Stormwater Improvements

LIMITS

Est Let Date: 12/16/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code:X9

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

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

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

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

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

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 113251 *Highland Avenue Railroad Preemption*

LIMITS State Route 291 and Highland Avenue
IMPROVEMENT Transit Improvements
MUNICIPALITIES: Chester City
PLAN CENTER:
PROJECT MANAGER: MAL/M. Lang CMP: Not SOV Capacity Adding

NHPP:
FC:
No Let Date
AQ Code:S1
IPD:

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS Chelsea Parkway to Market St. Interchange

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 2/16/2023

MRPID:50

AQ Code:2035M

IPD:

CMP Subcorridor(s): 8A

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

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

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

•The anticipated let date is February 2022

•The anticipated completion date is October 31, 2026.

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS West Chester Pike & I-476

Est Let Date: 1/26/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Marple Township; Haverford Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP:

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

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

TIP Program Years (\$ 000)

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

MPMS# 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:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP:

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 115426 *Haverford Road Corridor Safety Improvements*

LIMITS Landover Road to County Line Road

Est Let Date: 1/11/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Haverford Township

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

The proposed scope of this project include:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	102											
CON	HSIP		2,101										
		102	2,101	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,203		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 115427 *Lansdowne Avenue Corridor Safety Improvements*

LIMITS Darby Borough Line to Marshall Road

Est Let Date: 3/2/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Yeadon Borough; Darby Borough; Lansdowne Borough

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5E

The proposed scope of this project include:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	144											
CON	HSIP	2,149											
		2,293	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,293		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 115872 4th AvenueRR WD

New

LIMITS Between Powhattan Ave. and Massasoit Ave.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	TOLL													
CON	RRX							335						
		0	0	0	0	0	0	335	0	0	0	0	0	
		Total FY2023-2026				0		Total FY2027-2030		335		Total FY2031-2034		0

MPMS# 115873 Wanamaker Street Railroad Warning Device

New

LIMITS Between 3rd Street and SR 291

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	RRX							360					
CON	TOLL												
		0	0	0	0	0	0	360	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030		360		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 115874 Jansen Avenue Railroad Warning Device

New

LIMITS Between 4th Street and SR 291

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

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

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

MPMS# 118006 Ridley Creek Road over Branch of Ridley Creek

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This project involves rehabilitating or replacing the Bridge at Ridley Creek Road over Branch of Ridley Creek.

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	TOLL												
FD	BRIP		250										
CON	TOLL												
CON	BRIP							500					
		0	250	0	0	0	0	500	0	0	0	0	0
		Total FY2023-2026		250		Total FY2027-2030		500		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 118029 *Bethel Roundabout*

New

LIMITS Concord and Foulk- Concord and Chelsea/Valleybrook

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Bethel Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP:

Reconfigure the intersection to accommodate a roundabout to address the congestion at the intersection of Concord/Chelsea/Valleybrook/Foulk Rd Intersection.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
PE	STU		250											
FD	STP										150			
ROW	STP											320		
UTL	STP											300		
CON	STP												2,750	
		0	250	0	0	0	0	0	0	0	150	620	2,750	
		Total FY2023-2026			250	Total FY2027-2030				0	Total FY2031-2034			3,520

MPMS# 118030 *Bryn Mawr Ave Extension*

New

LIMITS

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Newtown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Masi

CMP:

The scope of this project will provide a loop road to divert traffic from the intersection of PA 252 and PA 3.

TIP Program Years (\$ 000)															
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
PE	STU		400												
FD	581					400									
CON	581										6,623				
		0	400	0	0	400	0	0	0	0	6,623	0	0		
		Total FY2023-2026				400		Total FY2027-2030		400		Total FY2031-2034		6,623	

Total For Delaware	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$64,707	\$55,368	\$58,938	\$62,470	\$241,483	\$244,345	\$208,910

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16150 Tookany Creek Parkway Bridge Over Tookany Creek SR:7102

LIMITS Over Tookany Creek

Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project involves rehabilitating or replacing the weight-limit posted Tookany Creek Parkway bridge over the tributary of the Tookany Creek in Cheltenham Township, just east of New 2nd Street (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	BOF	50											
ROW	183	9											
ROW	LOC	3											
UTL	STP	55											
UTL	183	10											
UTL	LOC	3											
CON	STP		1,967										
CON	183		369										
CON	LOC		122										
		130	2,458	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,588		Total FY2027-2030				Total FY2031-2034			
								0				0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16214 PA 611, Old York Road Over SEPTA West Trenton Line (Bridge) SR:0611

LIMITS Over SEPTA West Trenton Line (Noble Station)

Est Let Date: 4/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Abington Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The Old York Road bridge is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents and must be replaced with a new structure. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69 feet and structure length of approximately 113 feet. Pedestrian access will be provided to both sides of the bridge from the SEPTA Noble regional rail station. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2019. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185	106											
CON	STU		1,000										
CON	185		250										
CON	STU			4,370									
CON	185			1,092									
CON	BRIP				4,229								
CON	STU				3,511								
CON	185				1,092								
CON	185				842								
		106	1,250	5,462	9,674	0	0	0	0	0	0	0	0
		Total FY2023-2026		16,492		Total FY2027-2030				0		Total FY2031-2034	
													0

DVRPC FY2023-2026 TIP for PA

Draft 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

Est Let Date: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Cheltenham Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14E

This project involves the addition of turn lanes at the PA 73 intersections with Greenwood Avenue and at Rices Mill Road. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves into final design.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ROW	TOLL													
ROW	CAQ	1,938												
UTL	TOLL													
UTL	CAQ	278												
CON	TOLL													
CON	CAQ		3,582											
CON	TOLL													
CON	CAQ			3,582										
		2,216	3,582	3,582	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		9,380		Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16408 Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046

LIMITS Over Perkiomen Creek

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing structure that is comprised of a stone masonry viaduct with two, 3-span stone masonry arch spans and 110'-long steel, pin connected, Pratt thru truss span that carries Fruitville Road over the Perkiomen Creek and related flood plain. The bridge is currently closed to traffic.

The final alternative for bridge rehabilitation or replacement will be determined upon federal National Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF	592											
FD	183	111											
FD	LOC	37											
ROW	BOF	66											
ROW	183	13											
ROW	LOC	3											
CON	BOF					2,866							
CON	183					537							
CON	LOC					179							
CON	BOF						2,866						
CON	183						537						
CON	LOC						179						
		822	0	0	0	3,582	3,582	0	0	0	0	0	0
		Total FY2023-2026			822	Total FY2027-2030			7,164	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16438 PA 309, Connector Project - Phase I SR:1058

LIMITS Allentown Road to PA 63/Sumneytown Pike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Franconia Township; Towamencin Township; Lower Salford Townshi FC: 14; 16

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 2A, 11A, 14C

Final Design funding in this project is for Phase 3 of the PA 309 Connector Project: Souderton Pike to PA 309 - MPMS #105803. This is for record keeping and the original timing of MPMS #16438 has not changed, as the physical work was completed in late 2012. See MPMS #77211 for description of project.

The overall effort is to provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase 2 will include the following improvements:

- Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
- Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
- Realign and signalize the intersection of Penn Street and Township Line Road;
- Signalize the intersection of Township Line Road and Souderton Pike.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION, \$0 available. DEMO PA ID #206 - \$4,59,394, \$0 available.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	2,843											
FD	581	711											
		3,554	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,554		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16577 Ridge Pike: Harmon Road to Crescent Avenue SR:0000

LIMITS Harmon Road to Crescent Avenue

Est Let Date: 4/17/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:163

MUNICIPALITIES: Springfield Township; Whitemarsh Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 15B

This project involves full-depth reconstruction of the roadway and drainage system, upgrading and interconnecting traffic signals, new sidewalks, improved transit stops, and adding turn lanes at major intersections such as Butler Pike, Joshua Road, and Crescent Avenue. East of Crescent Avenue, Montgomery County will be reconstructing and widening Ridge Pike as a separate County-funded project.

Project CMP (Congestion Management Process) commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU	1,504											
ROW	LOC	376											
ROW	STP		1,297										
ROW	STU		207										
ROW	LOC		376										
UTL	STU					287							
UTL	LOC					72							
CON	STU									30,248			
CON	LOC									7,562			
		1,880	1,880	0	0	359	0	0	0	0	37,810	0	0
		Total FY2023-2026		3,760		Total FY2027-2030		359		Total FY2031-2034		37,810	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16665 **US 202, Markley Street Southbound (Section 500) SR:0202**

LIMITS Main Street to Johnson Highway

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:21

MUNICIPALITIES: East Norriton Township; Norristown Borough

FC: 14

AQ Code:S10

PLAN CENTER: Town Center

IPD: 26

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), 106068 (Section 530) and Section 540, which will be used for the respective construction contracts.

The scope also includes some operational improvements instead of strict road reconstruction by adding an extension of Barbadoes Street, in Norristown, between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts, for the Norristown Transfer Station, at the intersection of Water Street and Main Street. There is also an upgrade to the railroad grade crossings at Main Street and Marshall Street by installing new gates, signals and crossing surfaces and replacing existing traffic signals on Markley Street at the intersections of Main Street, Marshall Street and Elm Street.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
FD	581	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,000	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16738 US 422 Expressway Section M1B SR:0422

LIMITS Norfolk Southern RR to Park Rd.

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Pottsgrove Township

PLAN CENTER:

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

NHPP: Y

FC:

Est Let Date: 3/17/2022

MRPID:2

AQ Code:S10

IPD: 18

CMP Subcorridor(s): 9A

Reconstruct approximately 1.7 miles of expressway (from just west of Porter Road to just east of Park Road) including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek, and two (2) bridges carrying Pleasantview Road and Park Road over SR 0422. Replace and extend one (1) culvert at Sprogels Run, located just east of Porter Road. The expressway will be reconstructed on existing alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance.

Also see MPMS #s 14698, 64220, 64222, 84308, and 66986.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP		10,000										
CON	581		2,500										
CON	STU			5,000									
CON	581			1,250									
CON	STU				5,000								
CON	581				1,250								
CON	NHPP					5,515							
CON	STU					8,409							
CON	581					3,481							
CON	STU						5,000						
CON	581						1,250						
CON	STU							4,998					
CON	581							1,249					
CON	STU								20,000				
CON	581								5,000				
		0	12,500	6,250	6,250	17,405	6,250	6,247	25,000	0	0	0	0
		Total FY2023-2026		25,000		Total FY2027-2030		54,902		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48172 PA 23 Moore to Allendale and Trout Crk Rd Bridge SR:0023

LIMITS Moore Rd to Geerdes Blvd

Est Let Date: 1/15/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:161

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

Replace poor condition, functionally obsolete, weight restricted (26 tons) bridge on a new alignment to eliminate a 90 degree turn on the western end of the bridge and adjacent stop controlled intersection due to sight distance of Mancill Mill Road intersection. New bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	955											
ROW	STP	382											
ROW	581	95											
UTL	STP			990									
UTL	581			248									
CON	STU					6,007							
CON	581					1,501							
CON	STU						5,700						
CON	581						1,425						
CON	BRIP							5,000					
CON	581							1,250					
		1,432	0	1,238	0	7,508	7,125	6,250	0	0	0	0	0
		Total FY2023-2026		2,670		Total FY2027-2030		20,883		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48174 PA 63, Welsh Rd. SR:0063

LIMITS at PA 152, Limekiln Pk. & Norristown Rd.

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Upper Dublin Township; Horsham Township

PLAN CENTER:

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

NHPP: Y

FC: 14; 16

Est Let Date: 3/3/2025

MRPID:TBD

AQ Code:2035M

IPD: 15

CMP Subcorridor(s): 12A, 12B

The project involves roadway widening and capacity improvements along SR 63 (Welsh Road), SR 2007 (Norristown Road) and SR 152 (Limekiln Pike). Welsh Road and Norristown Road will be widened to a 5 lane section with center left turn lanes. The existing 3 lane section along Limekiln Pike will remain with some additional capacity improvements. The cross section will not provide shoulders. Concrete curbing will be installed. The intersections will be improved to include left turn lanes and some channelized right turn lanes. Some sidewalks are currently located within the project. 4' sidewalks with a 3' grass strip from face of curb are proposed through the project limits. New traffic signal upgrades are proposed for all three project intersections. Signalized intersections will include pushbuttons and hand/man indications.

Signal Replacements will take place at the following intersections: SR 63 (Welsh Road) and SR 2007 (Norristown Road); SR 63 (Welsh Road) and SR 152 (Limekiln Pike); and SR 2007 (Norristown Road) and SR 152 (Limekiln Pike).

Project limits are as follows:

SR 63-1000' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection

SR 2007-850' west of Limekiln Pike intersection to 850' east of Welsh Road intersection

SR 0152-800' south of Norristown Road intersection to 750' north of Welsh Road intersection

SR 63 (Welsh Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 2007 (Norristown Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 152 (Limekiln Pike)

Existing - 2 -12'-18' lanes (varies) with some turn lanes at intersections, 0-8' Rt. Shldr. (varies); 24.0'-51.0' Total Pavement width

Proposed - 1 - 11' lane, 2-13' lanes (lane widths vary based on existing edge of pavement to remain); 24.0'-55.0' Total Pavement width.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,697											
ROW	STU									14,216			
ROW	581									3,555			
CON	STP									14,306			
CON	581									3,850			
CON	STP										1,094		
		1,697	0	0	0	0	0	0	0	35,927	1,094	0	0
		Total FY2023-2026			1,697	Total FY2027-2030			0	Total FY2031-2034			37,021

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48175 Ridge Pike: Belvoir Road to Chemical Road SR:0000

LIMITS Belvoir Road to Chemical Road

Est Let Date: 2/16/2023

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:64

MUNICIPALITIES: Plymouth Township

FC: 14

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

Ridge Pike is a Montgomery County owned principal arterial on the NHS. This project will reconstruct Ridge Pike to provide a center left turn lane to the existing four lane cross-section. Work includes full-depth pavement reconstruction and drainage replacement; upgrading and adding new traffic signals; fiber optic traffic signal interconnections; new sidewalks; and improved transit stops. The overall project extends from the Pennsylvania Turnpike to Chemical Road. Two new bridges over the Turnpike and Norfolk Southern Railroad tracks are proposed under companion projects, MPMS #92839 and #110444, which will be let and constructed concurrently with MPMS #48175.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	STU	2,410												
CON	LOC	602												
CON	STU		1,410											
CON	LOC		352											
CON	STU			2,000										
CON	LOC			500										
CON	STU				3,000									
CON	LOC				750									
		3,012	1,762	2,500	3,750	0	0	0	0	0	0	0	0	
		Total FY2023-2026		11,024		Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48187 *Henderson/Gulph Road Widen near I-76 Ramps SR:3029*

LIMITS S Gulph to Queens Dr and Crooked Lane to PA320/I-76 Intersection

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:54

MUNICIPALITIES: Upper Merion Township

FC: 14

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 9B

This project includes construction for widening to four lanes along South Henderson Road from South Gulph Road to Queens Drive as well as widening to four lanes along South Gulph Road from the approach of Crooked Lane to PA 320-I-76 East Ramp Intersection.

This is Phase II of the project. See MPMS# 68064 for Phase I.

Project CMP (Congestion Management Process) commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
ROW	STP							581						
ROW	581							145						
UTL	STP									947				
UTL	581									237				
CON	NHPP										15,978			
CON	581										3,994			
		0	0	0	0	0	0	726	0	1,184	19,972	0	0	
		Total FY2023-2026				0	Total FY2027-2030			726	Total FY2031-2034			21,156

MPMS# 57849 *PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029*

LIMITS Over abandoned Reading Railroad Tracks

Est Let Date: 8/17/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Pennsburg Borough

FC: 14

AQ Code:S2

PLAN CENTER: Rural Center

IPD: 14

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

A narrow bridge over former railroad tracks constrains traffic and restricts sight distance on Route 29 (Gravel Pike) in Pennsburg Borough between 10th and 11th Streets. The bridge would be removed and Route 29 would be connected with the adjacent wider road sections. A pedestrian underpass for the future Perkiomen Trail extension is planned. This is a bridge bill project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	1,538											
CON	185		1,000										
CON	185			2,000									
		1,538	1,000	2,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			4,538	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63486 *US 202, Johnson Highway to Township Line Road (61S) SR:0202*

LIMITS Johnson Highway to Township Line Road

Actl Let Date: 1/14/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Whitpain Township; East Norriton Township; Norristown Borough

FC: 14

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 9B

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. This section is designed under Section 610. ITS elements are included in this project. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	NHPP*	10,000											
CON	TOLL												
CON	NHPP*		5,000										
		10,000	5,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63491 US 202, Morris Road to Swedesford Road (65S) SR:0202

LIMITS Morris Road to Swedesford Road

Actl Let Date: 9/12/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Whitpain Township; Lower Gwynedd Township; Upper Gwynedd Tow FC: 14

AQ Code:2025M

PLAN CENTER: Suburban Center

IPD: 18

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 12B, 14C

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

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

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	3,500									
		3,500	0	0	0	0	0	0	0	0	0
Total FY2023-2026		3,500		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63493 **PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) SR:0202**

LIMITS At Old US 202/PA 309/PA 463

Est Let Date: 2/9/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Montgomery Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8G, 12B, 14C

This project involves modifications to the intersection of PA 309 (Bethlehem Pike) with PA 463 (Horsham Road/Cowpath Road) and Business US 202 (Doylestown Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5-Points Intersection," will include the installation of additional through lanes on both PA 463 approaches and the PA 309 southbound approach, and the retiming of the existing eight (8) phase traffic signal. Other improvements will include modifying the existing drainage system by installing Stormwater Management basins, implementing Best Management Practices facilities for erosion and sediment pollution control, replacing the existing traffic signal structures, adjusting several existing driveways to accommodate additional lanes, upgrading the signing and pavement markings, and adding sidewalks and ADA complaint curb ramps.

The existing intersection has fifteen (15) lanes approaching the intersection, and the proposed work has eighteen (18) lanes approaching including widening away from the intersection to accommodate lane drops and driveway improvements. The added lanes are on PA 463 eastbound and westbound and PA 309 southbound. There are no improvements on Doylestown Road other than tying in PA 463 westbound to accommodate vehicles turning right to travel northbound on Business US 202. Sidewalks and ADA complaint curb ramps will be added throughout the project.

Work along PA 309 will extend approximately 1,838 feet north of the intersection and 1,181 feet south of the intersection; work along PA 463 will extend 1,439 feet east of the intersection, and 1,336 feet west of the intersection, work along Business US 202 will extend 854 feet north of the intersection.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TOLL													
CON	STU	1,085												
CON	STP		4,967											
CON	TOLL													
CON	STU		118											
CON	TOLL													
CON	STU			3,085										
		1,085	5,085	3,085	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			9,255	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

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

Est Let Date: 2/15/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:120

MUNICIPALITIES: Lower Merion Township

FC: 16

AQ Code:2045M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Gannett/B. Masi

CMP: Major SOV Capacity

CMP Subcorridor(s): 3B, 7B

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU*	768											
ROW	STU		107										
CON	STU												10,000
CON	BRIP												11,214
CON	STU												
CON	581												
		768	107	0	0	0	0	0	0	0	0	0	21,214
		Total FY2023-2026		875		Total FY2027-2030		0		Total FY2031-2034		21,214	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412

LIMITS Over Amtrak/SEPTA Paoli

Est Let Date: 6/8/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Narberth Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	2,121											
CON	183	397											
CON	LOC	132											
CON	STP		2,121										
CON	183		397										
CON	LOC		132										
		2,650	2,650	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,300		Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422

LIMITS US 422 to North Gulph Road

Est Let Date: 11/2/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MRPID:96

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:R3

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

This project will relocate PA 23 (Valley Forge Road) and SR 3039 (North Gulph Road) in the vicinity of the PA 23/US 422 interchange to improve operations and reduce traffic impacts within Valley Forge National Historic Park. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$6,864,799

TEA-21 (FED ID# 0140/PA ID# 088) -No funds remain.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	SXF		6,865										
CON	TOLL												
CON	STU			2,433									
CON	TOLL												
CON	STU				6,000								
		0	6,865	2,433	6,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,298		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 72355 Valley Green Road Bridge Over Wissahickon Creek SR:7046

LIMITS Over Wissahickon Creek

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitmarsh Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15B

This project involves the rehabilitation or replacement of the existing bridge, constructed in 1884, is a 174' long, three-span, wrought iron, pin-connected Pratt pony truss. The bridge carries two lanes of traffic on a narrow 18'-8" curb-to-curb width. The bridge was determined eligible for the National Register of Historic Places for its technological significance. The county will provide pedestrian access on the bridge if replaced to provide a connection from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	507											
FD	183	95											
FD	LOC	32											
ROW	STP	109											
ROW	183	20											
ROW	LOC	6											
CON	BRIP					3,542							
CON	183					664							
CON	LOC					221							
		769	0	0	0	0	4,427	0	0	0	0	0	0
		Total FY2023-2026			769	Total FY2027-2030			4,427	Total FY2031-2034			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:

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU	375											
		375	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			375	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 77211 PA 309 Connector: Allentown Road to Souderton Pike (HT2)

LIMITS Allentown Road to Souderton Pike

Est Let Date: 10/21/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC: 12; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 12B, 14C

The PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed and widened Wambold Road from PA 63 (Sumneytown Pike to Allentown Road, was carried under MPMS #16438.

Phase 2 will include the following improvements:

- Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
- Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
- Realign and signalize the intersection of Penn Street and Township Line Road;
- Signalize the intersection of Township Line Road and Souderton Pike.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

Project CMP (Congestion Management Process) commitments include signal and intersection improvements, turning movement enhancements, accommodations for pedestrians and bicyclists, coordination with SEPTA, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU*	5,102											
CON	STP*	7,363											
CON	STU*		2,535										
		12,465	2,535	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80052 *Fetters Mill Bridge Over Pennypack Creek*

LIMITS Over Pennypack Circle

Est Let Date: 4/13/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bryn Athyn Borough; Lower Moreland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

This project is the rehabilitation of the Fetters Mill Road Bridge in Lower Moreland and Bryn Athyn Borough. The bridge was determined eligible for the inclusion in the National Register of Historic Places in 1999 with the Fetters Mill Historic District being added to the list in 2006. The bridge was closed to traffic in April 2017 and will remain closed until the completion of construction. Since the bridge is being rehabilitated, it was determined that the project will have a "No Adverse Effect" on the bridge and historic district.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF	2,546											
CON	185	477											
CON	LOC	159											
		3,182	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,182		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83742 Keim Street Bridge Over Schuylkill River

LIMITS Over Schuylkill River

Est Let Date: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Pottstown Borough; North Coventry Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project is the replacement of the existing bridge carrying South Keim Street over the Schuylkill River with minor approach roadway work. Additionally, there will be widening of Industrial Highway, to accommodate a right lane along the eastbound side and a left turn lane along the westbound side. The project is located in the Borough of Pottstown in Montgomery County and North Coventry Township in Chester County. The bridge is currently closed to traffic. A programmatic agreement has been signed by all parties for the replacement of this structure.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STP	54											
UTL	183	10											
UTL	LOC	4											
CON	STU		1,000										
CON	183		187										
CON	LOC		62										
CON	STP			4,946									
CON	183			927									
CON	LOC			309									
CON	STP				8,892								
CON	183				1,667								
CON	LOC				556								
		68	1,249	6,182	11,115	0	0	0	0	0	0	0	0
		Total FY2023-2026		18,614		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92637 Pleasant View Rd/Sanatoga (Bridge)

New

LIMITS North of Linefield Rd and South of Sanatoga Station Rd over Sanatago Crk on PI

Est Let Date: 1/13/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Pottsgrove Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	BRIP			225									
ROW	BRIP					50							
UTL	BRIP					100							
CON	BRIP							2,250					
		0	0	225	0	0	150	2,250	0	0	0	0	0
Total FY2023-2026				225		Total FY2027-2030		2,400		Total FY2031-2034		0	

MPMS# 92807 PA 73 - Skippack Pike Bridge Replacement

LIMITS over the Skippack Creek

Est Let Date: 3/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Skippack Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185	352											
CON	TOLL												
CON	BRIP	5,216											
		5,568	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				5,568		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92839 Ridge Pike over Norfolk Southern RR bridge (CB: #257)

LIMITS PA Turnpike to Carland Road

Est Let Date: 2/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

This project will replace and widen county bridge #257 carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between Belvoir Road and Carland Road. The existing bridge over the railroad is poor condition. This is a companion project to MPMS #48175 and #110444.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STU	509											
UTL	183	95											
UTL	LOC	32											
CON	STU	2,408											
CON	183	451											
CON	LOC	150											
CON	STU		3,000										
CON	183		562										
CON	LOC		187										
CON	STU			5,408									
CON	183			1,014									
CON	LOC			338									
		3,645	3,749	6,760	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		14,154		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 93015 Gravel Pike o/Swamp Creek (Bridge)

New

LIMITS Lower Fredericks Township, Montgomery County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Lower Frederick Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		243										
FD	STU			1,007									
ROW	STU			100									
UTL	TOLL												
UTL	BRIP					50							
CON	BRIP									6,000			
CON	185									1,500			
		0	243	1,107	0	0	0	50	0	0	7,500	0	0
		Total FY2023-2026			1,350	Total FY2027-2030			50	Total FY2031-2034			7,500

MPMS# 98037 Niantic Road over Perkiomen Creek (Bridge)

LIMITS

Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E, 8C

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185		174										
ROW	185		93										
UTL	185				26								
CON	185					1,851							
		0	267	0	26	1,851	0	0	0	0	0	0	0
		Total FY2023-2026			293	Total FY2027-2030			1,851	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project is the replacement of the existing two-span concrete slab bridge with a weight restricted of 15-tons. The bridge will be replaced with a precast reinforced concrete box culvert bridge with minimal approach roadway work. During construction, one lane of traffic in each direction will be maintained to allow traffic to be uninterrupted.

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102273 *Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing*

LIMITS PA 29 to Ridge/Germantown Pike

Est Let Date: 5/23/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:160

MUNICIPALITIES: Collegeville Borough; Lower Providence Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A, 11A

This intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek—with two separate intersections to the east in order to reduce congestion and improve traffic flow through this corridor. The first of these will relocate the River Road intersection with Germantown Pike utilizing a roundabout configuration. The second intersection will be signalized and will connect Ridge Pike with the re-aligned Germantown Pike south of the new roundabout. Reconfiguring these intersections will improve safety and mobility in the project area by increasing the spacing between the existing bridge and the new Ridge Pike and Germantown Pike intersection. The roundabout will direct traffic more efficiently to the new signal controlled intersection on Ridge Pike. In addition, a short new connector road will be built between Ridge Pike and Pechins Mill Road to provide access to residents along Pechins Mill Road, which is also being realigned to improve traffic flow. These advance operational improvements are considered Phase 1 of a future improved crossing of the Perkiomen Creek being proposed due to congestion and safety issues where Germantown Pike, Ridge Pike, Main Street, and Route 29 converge. The Ridge Pike Bridge over Perkiomen Creek was constructed in 1791 and is the second oldest stone arch structure in Pennsylvania. Additional improvements in Collegeville are currently being advanced as part of an HOP to realign First and Second Avenue and eliminate offset intersections.

A future Phase II Second Collegeville/Perkiomen Crossing south of the existing stone arch bridge is planned, but due to impacts to wetlands, floodplains, parks, threatened and endangered species, and archaeology, Phase I operational improvements will be constructed in advance of a new crossing and will be evaluated for traffic impacts. The Phase 1 improvements are required before a second bridge can be constructed as they will provide connectivity of the second bridge with the existing roadway network.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	5,074											
ROW	581		2,352										
UTL	TOLL												
UTL	CAQ		765										
CON	TOLL												
CON	CAQ					8,358							
		5,074	3,117	0	0	8,358	0	0	0	0	0	0	0
		Total FY2023-2026		8,191		Total FY2027-2030		8,358		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103371 Woodmont Road Bridge Replacement (CB #10)

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Conshohocken Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP:

The project would involve the rehabilitation or replacement of the bridge that carries Woodmont Road over Arrowmink Creek, located in West Conshohocken Borough, Montgomery County. The bridge was constructed in 1932. It is anticipated that the proposed bridge will be replacement on the existing horizontal alignment with minimal approach work to tie back into existing conditions. To maintain access to properties, half width construction will be investigated.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581			600									
FD	BRIP							400					
ROW	BRIP									200			
UTL	BRIP								110				
CON	BRIP										4,450		
		0	0	600	0	0	0	400	110	200	4,450	0	0
		Total FY2023-2026			600	Total FY2027-2030			510	Total FY2031-2034			4,650

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:

IPD: 15

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

Montgomery County Bridge #275 is a 28-foot long single span steel I-beam bridge that carries approximately 2,400 vehicles per day. The bridge is poor condition and the superstructure is in poor condition. The superstructure exhibits significant paint loss with moderate to heavy rust, section loss and pitting. The substructure is exhibiting vertical cracks.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	sSTP	25											
UTL	TOLL												
UTL	sSTP	25											
CON	TOLL												
CON	sSTP		1,300										
		50	1,300	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,350	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103440 Penllyn Pike Bridge Replacement (CB #289)

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP:

The project would involve the rehabilitation or replacement of the bridge that carries Penllyn Pike (Penllyn Blue Bell Pike) over Wissahickon Creek, located in Whitpain Township, Montgomery County. The bridge was constructed in 1964. It is anticipated that the proposed bridge will be replacement on the existing horizontal alignment with minimal approach work to tie back into existing conditions.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	375											
FD	185									300			
ROW	185									75			
UTL	185									50			
CON	185									4,400			
		375	0	0	0	0	0	0	0	0	300	125	4,400
		Total FY2023-2026			375	Total FY2027-2030			0	Total FY2031-2034			4,825

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105803 PA 309 Connector: Souderton Pike to PA 309 (HT3)

LIMITS Souderton Pike to PA 309

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 12/11/2026

MRPID:57

AQ Code:2035M

IPD: 19

CMP Subcorridor(s): 14C

The PA PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed/widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438. Phase 2 is listed under MPMS #77211 and will extend Wambold Rd. on a new alignment and upgrade a portion of Township Line Rd.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803. Phase 3 will begin along Township Road just east of Hatfield Souderton Road, the terminus of Phase 2. Township Line Road will be widened and the intersection of Bethlehem Pike and Township Line Road will be totally reconstructed to include additional turn lanes. The proposed connector will continue after the intersection to follow existing Fairhill Road and the existing bridge over PA 309 will be reconstructed. The interchange will consist of two ramps, the northbound on ramp intersection will be a proposed roundabout with the proposed connector and existing Fairhill Road. Along Bethlehem Pike improvements will be made to the Bergey Road intersection to the south and Spur Road intersection and County Line Road intersection to the north. The intersection of Bethlehem Pike and County Line will be the location of a proposed roundabout to improve safety and traffic flow.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU		1,685										
ROW	581		421										
ROW	STU			2,000									
ROW	581			500									
ROW	STU				5,000								
ROW	581				1,000								
ROW	STU					3,000							
ROW	581					750							
ROW	STU						4,486						
ROW	STU						3,486						
ROW	581						1,993						
UTL	STU						5,073						
UTL	581						1,268						
CON	STU							5,406					
CON	STU								4,656				
CON	STU									28,399			
CON	STU										12,299		
		0	2,106	2,500	6,000	3,750	16,306	5,406	4,656	28,399	12,299	0	0
		Total FY2023-2026		10,606		Total FY2027-2030		30,118		Total FY2031-2034		40,698	

DVRPC FY2023-2026 TIP for PA

Draft Version

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

Est Let Date: 1/26/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Montgomery Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 18

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8G, 12B, 14C

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAU	850									
CON	TOLL										
		850	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			850	Total FY2027-2030			0	Total FY2031-2034	
										0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110313 Belmont Avenue Bridge over Schuylkill River

LIMITS Belmont Avenue/Green Lane over Schuylkill River

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Lower Merion Township

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP: Y
FC: 14

Est Let Date: 9/10/2026

MRPID:175

AQ Code:S19

IPD: 10

CMP Subcorridor(s): 3B

This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This bridge is Montgomery County bridge #200 and is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and Montgomery County.

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	STU		1,336											
FD	183		250											
FD	LOC		83											
UTL	STU			506										
UTL	183			95										
UTL	LOC			32										
CON	BRIP									17,475				
CON	581									3,276				
CON	LOC									1,091				
		0	1,669	633	0	0	0	0	0	21,842	0	0	0	
		Total FY2023-2026			2,302	Total FY2027-2030				0	Total FY2031-2034			21,842

DVRPC FY2023-2026 TIP for PA

Draft 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:R3

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A

This project proposes to streamline the six-legged intersection of Philmont/Tomlinson/Pine Roads in two stages by removing both legs of Tomlinson Road from the intersection and relocating them. Stage 1 would realign the northern leg of Tomlinson Road into Pine Road, and straighten out both Pine Road approaches to Philmont. Stage 2 will realign the southern leg of Tomlinson Road into a new intersection with Philmont Avenue 700 feet east of the original location. Additional shoulder and turning lane improvements along Philmont Avenue and Pine Road are also proposed.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	581	1,591											
ROW	581		738										
UTL	STP						3,306						
UTL	581						826						
CON	TOLL												
CON	STU							17,735					
		1,591	738	0	0	0	4,132	17,735	0	0	0	0	0
		Total FY2023-2026		2,329		Total FY2027-2030		21,867		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110444 *Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges*

LIMITS School Lane to Belvoir Road

Est Let Date: 5/25/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:TBD

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A

This project is the combined replacement of Montgomery County Bridge #0 and PA Turnpike Bridge DB-116. County Bridge #0 carries Ridge Pike over Norfolk Southern and is 200 feet east of PA Turnpike Bridge DB-116, which carries Ridge Pike over the I-276/Pa Turnpike. Both structures flank the Eastbound On and Eastbound Off Ramps of the future Lafayette Street Interchange, and are in poor condition. This is a companion project to MPMS #48175 and #92839.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	360											
FD	183	508											
FD	LOC	132											
ROW	STU	200											
ROW	183	3,772											
ROW	LOC	946											
UTL	183		326										
UTL	LOC		326										
CON	STU		14,959										
CON	183		2,804										
CON	TPK		21,050										
CON	LOC		935										
		5,918	40,400	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		46,318		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110761 *Gilbertsvle Rd over Branch of Ministers Creek*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP:

This project involves rehabilitating or replacing the Bridge at Gilbertsville Road over Ministers Creek.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185				75								
FD	185							125					
ROW	185								75				
UTL	185									50			
CON	185										650		
		0	0	0	75	0	0	125	75	50	650	0	0
Total FY2023-2026					75	Total FY2027-2030			200	Total FY2031-2034			700

MPMS# 110762 *Perkiomenville Road over Sciota Creek Bridge Replacement*

LIMITS

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Frederick Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves the replacement of the state-owned bridge located on Perkiomenville Road over Sciota Creek in Upper Frederick Township, Montgomery County. The existing bridge, built in 1932, is a one-span concrete closed spandrel arch with a span length of 30 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing approach roadway is 21 feet wide with two lanes and no shoulders or sidewalk. The bridge is currently posted at 36 tons/40 tons for combination.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	169											
ROW	185		116										
UTL	185				25								
CON	STU				1,919								
CON	185				480								
		169	116	0	2,424	0	0	0	0	0	0	0	0
Total FY2023-2026					2,709	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110971 Main Street Safety Improvements

LIMITS Main Street (SR 3009) corridor from Egypt Rd. to Airy St./Forrest Ave.

Est Let Date: 4/17/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: West Norriton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8E, 9B

The project will implement a 4-lane partial "road diet" configuration along Main Street (SR 3009) between Egypt Road (SR 4002) and Forest Avenue/West Airy Street. The existing four-lane undivided roadway will maintain two (2) through lanes in the westbound direction, one (1) lane eastbound, and a shared left-turn lane throughout the project limits with dedicated turn lanes at the signalized intersections. In addition to the improvements along Main Street, the intersection of Main Street & Egypt Road/Jefferson Avenue/Orchard Lane will be reconstructed as a 5-leg "hybrid roundabout". The "hybrid roundabout" will include a 2-lane exit for Main Street and a single lane exit for Egypt Road. Temporary and permanent right-of-way acquisitions will be required in the area of the "hybrid roundabout". The existing traffic signals at Schuylkill Avenue, Whitehall Road, and Forrest Avenue/West Airy Street will be modified, as necessary. The ADA and pedestrian facilities along the corridor will be evaluated and updated, as necessary, to meet current ADA standards.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	sHSIP			68									
UTL	sHSIP			34									
CON	sHSIP			4,774									
		0	0	4,876	0	0	0	0	0	0	0	0	0
Total FY2023-2026				4,876		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 111005 Conshohocken Garage (I-76 ICM)

LIMITS Conshohocken Train Station

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:132

MUNICIPALITIES: Conshohocken Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 11

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2B, 3C

This project will provide flex funds to be transferred to SEPTA for a new "smart" parking garage at SEPTA's Conshohocken Station which will increase parking availability by approximately 500 spaces and will leverage \$22,000,000 of SEPTA capital funds for the station project on the Manayunk/Norristown Regional Rail Line. The garage and the information system to provide real time parking and travel information is one of the elements of improving multi-modal travel and mitigating congestion as part of the I-76 Integrated Corridor Management project (see MPMS # 106662 in the Interstate Management Program). Traffic studies and empirical evidence demonstrate the need to divert traffic on the Schuylkill Expressway between the PA Turnpike (I-276) to the west and US 1 to the east. Parking expansion at SEPTA's Conshohocken Regional Rail Station will enhance the opportunity to utilize Regional Rail service along this corridor and complement PennDOT's ongoing efforts to manage congestion on the Expressway.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	8,000											
		8,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				8,000		Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111129 Cannon Ave. Grade Xing

LIMITS Cannon Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12B, 14D

This project will upgrade warning lights and gates at limited sight distance crossing in Lansdale Borough.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	TOLL													
CON	RRX	50												
CON	TOLL													
CON	RRX		300											
		50	300	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			350	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 111492 Limekiln Pike Multimodal Safety Initiatives

LIMITS Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary

Est Let Date: 12/16/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 14C

Funding for this project will be used to install new five foot sidewalk along Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary. New curb and drainage will be installed as required.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	750												
		750	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			750	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111495 Main Street Pedestrian Improvements

LIMITS PA 29 in Schwenksville

Est Let Date: 4/14/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Schwenksville Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

Funding will be used to construct sidewalks, curbs, ADA curb ramps, and traffic calming features on Main Street improving connections to the Perkiomen Trail, Meadow Park, and Schwenksville Elementary (using SRTS funding) in Schwenksville Borough.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	682											
		682	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		682		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 112232 I-76 Slope Repair Westbound

LIMITS

Est Let Date: 1/12/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

This project involves the construction of permanent slope repairs along I-76 Westbound near mile post 335.3 in Lower Merion Township, Montgomery County. Slope failure has occurred along the I-76 Westbound shoulder. County maintenance forces have evaluated and performed temporary repairs, but the slope has continued to erode and fail over time. This has placed the I-76 travel lanes at risk of destabilization and failure. A more permanent solution will be required to avoid the possible closure of the roadway for repair in the event of a major slope failure. The causes of the slope failures may include water, erosion, and/or a loss of vegetative support. A site reconnaissance and investigation will be performed to assist with designing remedial measures, which may include excavation and replacement with rip rap, excavation and stabilization with soil nails, and other measures.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	2,364											
		2,364	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,364		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114172 Dreshertown Rd CC Trl Ext (Competitive CMAQ)

LIMITS

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

Est Let Date: 7/27/2023

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP:

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.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	CAQ		2,194										
CON	LOC		3,188										
		0	5,382	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,382		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 114944 Bethlehem Pike Safety Improvements

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:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14B, 15B

Proposed improvements on Bethlehem Pike from Sunnybrook Road to Paper Mill Road include:

- 1) Converting partial limits of Bethlehem Pike from an undivided four-lane section to a three-lane section including a two-way-left-turn lane
- 2) Modify left-turn signal phasing (Change left-turn phase from at least one permissive approach to flashing yellow arrow (FYA))
- 3) Coordinate arterial signal
- 4) Add pedestrian countdown timers
- 5) Add retroreflective backplates to improve signal visibility

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP			1,497									
		0	0	1,497	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,497		Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114948 Lancaster Avenue and Remington Road Intersection Improvements

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:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

The scope of this project entails safety countermeasures which include:

- 1) Expanding from a four lane to five lane section along Lancaster Ave to add left turn lanes.
- 2) Install pedestrian countdown timers
- 3) Add signal (additional primary head) on the mast arms along Remington Road.
- 4) Provide ADA ramps
- 5) Upgrade existing mast arms

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	sHSIP			90										
ROW	sHSIP			100										
UTL	sHSIP			50										
CON	sHSIP			1,202										
		0	0	1,442	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,442	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 115428 Sumneytown Pike Intersections Safety Improvements

LIMITS Intersections of Sumneytown Pk and Barndt Rd, Ridge Rd/Skipack Rd

Est Let Date: 6/12/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Salford Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

The proposed scope of this project include:

- Install Exclusive Left-Turn Lanes at:
 - o Barndt Road (2 LTLs)
 - o Ridge Road/Skipack Road (2 LTLs)
- Remove Skew Angle of Ridge Road at Sumneytown Pike
- Install intersection lighting at Barndt Road and Ridge Road

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	197												
ROW	HSIP		144											
UTL	HSIP			719										
CON	HSIP			2,186										
		197	144	2,905	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			3,246	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 115429 *Belmont Avenue and St. Asaphs Road Roundabout*

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:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5F

This project will implement a roundabout at the intersection of Belmont Avenue and St. Asaphs Road in Lower Merion Township, Montgomery County.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	240											
ROW	HSIP		481										
UTL	HSIP			48									
CON	HSIP			2,457									
		240	481	2,505	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			3,226	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 117963 *Old Allentown Road over Branch Towamencin Creek*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Gwynedd Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project involves rehabilitating or replacing the Bridge at Old Allentown Road over Branch Towamencin Creek.

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 118005 *Black Rock Road over Tributary of Schuylkill River*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This project involves rehabilitating or replacing the Bridge at Black Rock Road over Tributary of Schuylkill River.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	250											
CON	BRIP			1,000									
		250	0	1,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,250		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 118031 *PA 29 & PA 113*

New

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Perkiomen Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project will provide left turn lanes at all four approaches, a right turn lane on the southbound approach of SR 113, update signals and ADA ramps, and provide crosswalks

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	400											
FD	581					900							
ROW	581					300							
UTL	581					200							
CON	STU						590						
CON	STU							1,900					
CON	581							262					
CON	STU								248				
		400	0	0	0	1,400	590	2,162	248	0	0	0	0
		Total FY2023-2026		400		Total FY2027-2030		4,400		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 118032 Dekalb Street Two-Way Reconstruction

New

LIMITS Lafayette Street to Johnson Highway

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP:

The project will fund full-depth reconstruction of the final remaining segment of US 202 in Montgomery County, along with restriping and traffic signal installation to permit two-way traffic along DeKalb Street in the Municipality of Norristown.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	STU		500										
FD	581								1,500				
ROW	581									250			
UTL	581									500			
CON	STU											6,000	
		0	500	0	0	0	0	0	1,500	750	0	6,000	0
		Total FY2023-2026		500		Total FY2027-2030		1,500		Total FY2031-2034		6,750	

MPMS# 118033 PA 309 Connector HT4

New

LIMITS PA 63 Sumneytown Pike/Mainland Rd/Old Forty Foot Rd

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:R3

PLAN CENTER:

IPD:

PROJECT MANAGER: P/S. Hasan

CMP:

Improvements will take place at PA 63 Sumneytown Pike/Mainland Rd./Old Forty Foot Rd. to improve traffic flow through the eastern edge of the previously completed Section HAT (16438). The scope includes reconfiguring access from Mainland Rd. onto PA 63 and increasing left turn lane capacity along PA 63 onto the PA Turnpike Northeast Extension (I-476) southbound slip ramp at Forty Foot Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	200											
FD	STU		400										
ROW	581								300				
UTL	581								100				
CON	581								3,600				
		200	400	0	0	0	0	0	4,000	0	0	0	0
		Total FY2023-2026		600		Total FY2027-2030		4,000		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 118187 Central Avenue Grade Crossing

New

LIMITS Central Avenue in Souderton Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Souderton Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

This project is for the installation of railroad warning devices on Central Avenue, in Souderton Borough, Mountgomery County.

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

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Montgomery	\$88,872	\$108,835	\$58,782	\$45,314	\$301,803	\$164,840	\$204,166

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

New

LIMITS over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: RKK/C. Carmichael

CMP:

Rehabilitation of 70th, 71st and 72nd Street Bridges over rail facilities and upgrades of adjacent intersections.

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

The 71st and 72nd St. bridges were previously determined eligible for listing on the National Register of Historic Places.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	2,000											
PE	183		1,000										
PE	183			1,500									
FD	183					6,000							
UTL	183								10,000				
CON	BRIP									10,445			
CON	BRIP										14,938		
CON	BRIP											31,617	
		2,000	1,000	1,500	0	0	6,000	0	10,000	10,445	14,938	31,617	0
		Total FY2023-2026		4,500		Total FY2027-2030		16,000		Total FY2031-2034		57,000	

MPMS# 17511 City Ave o/ SEPTA (Bridge)

LIMITS over SEPTA Cynwyd Line

Est Let Date: 2/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City; Lower Merion Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	3,873											
CON	185	968											
CON	STU		3,873										
CON	185		968										
		4,841	4,841	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,682		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17678 *Spring Garden over Amtrak*

New

LIMITS over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: RKK/C. Carmichael

CMP:

This project will rehabilitate or replace the Spring Garden Street Bridges over rail facilities, north of 30th St. Station..

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	1,000											
PE	183		1,000										
PE	183			1,500									
FD	183							5,250					
UTL	BRIP								9,500				
CON	BRIP								18,913				
CON	BRIP									9,361			
CON	183									1,426			
		1,000	1,000	1,500	0	0	0	5,250	28,413	10,787	0	0	0
		Total FY2023-2026			3,500	Total FY2027-2030			33,663	Total FY2031-2034			10,787

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

LIMITS Woodland Avenue to Bartram Avenue

Est Let Date: 1/26/2023

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:2025M

PLAN CENTER: Metropolitan Subcenter

IPD: 24

PROJECT MANAGER: PWB/V. Fleysh

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4C, 6B

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	8,233											
CON	CAQ		8,233										
		8,233	8,233	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		16,466		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Over Amtrak at 30th Street

Actl Let Date: 7/29/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF*	3,000											
		3,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		3,000			Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 57902 *City Wide 3R Betterments Line Item*

LIMITS City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

See MPMS#108092 for CW107 package

See MPMS#108097 for CW109 package

See MPMS #108098 (CW ADA 2)

See MPMS #112500 (CW110)

See MPMS #112525 (CW111)

See MPMS #112527 (CW ADA 3)

See MPMS #116807 (CW ADA 4)

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69828 *Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) SR:3010*

LIMITS Over Schuylkill River and CSX Railroad

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:245

MUNICIPALITIES: West Philadelphia; Center City Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

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

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River , the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 and is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The bridge is poor condition due to severe rust in in the substructure and spalling in the superstructure.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register. This bridge will be replaced with a 1 span bridge with wider sidewalks.

The 3 span bridge over I-76 at the Schuylkill Avenue West intersection was built in 1932 and significantly modified in the late 1950s when I-76 was constructed. The bridge has significantly deteriorated and will be replaced.

Pedestrian and bicycle improvements are being coordinated with the City of Philadelphia throughout the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	185	2,300											
ROW	185		1,800										
ROW	185			1,500									
UTL	185	1,786											
UTL	185		500										
CON	NHPP		5,641										
CON	BRIP		10,000										
CON	185		3,910										
CON	BRIP			34,385									
CON	NHPP			6,939									
CON	185			10,331									
CON	BRIP				7,175								
CON	185				1,793								
CON	NHPP					9,304							
CON	BRIP					16,372							
CON	185					6,419							
CON	BRIP						20,683						
CON	185						5,170						
CON	BRIP							6,817					
CON	185							1,704					
		4,086	21,851	53,155	8,968	32,095	25,853	8,521	0	0	0	0	0
		Total FY2023-2026		88,060		Total FY2027-2030		66,469		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Over Wooden Bridge Run

Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

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

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

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	185	318											
ROW	185		109										
UTL	185					119							
CON	TOLL												
CON	BRIP					7,403							
		318	109	0	0	7,522	0	0	0	0	0	0	0
		Total FY2023-2026		427		Total FY2027-2030		7,522		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS Delaware Avenue to Oregon Avenue

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 7/15/2023

MRPID:266

AQ Code:S10

IPD: 22

CMP Subcorridor(s): 4B

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	1,613											
FD	LOC	403											
ROW	STU*	5,000											
ROW	STU*	2,046											
CON	STU		1,000										
CON	LOC		250										
CON	STU			4,918									
CON	LOC			1,229									
CON	STU				5,264								
CON	LOC				1,316								
CON	STU					3,694							
CON	LOC					923							
		9,062	1,250	6,147	6,580	4,617	0	0	0	0	0	0	0
		Total FY2023-2026		23,039		Total FY2027-2030		4,617		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 72597 Benjamin Franklin Bridge Safety Improvements

LIMITS Benjamin Franklin Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 15A

This project will resurface and rehabilitate the pavement on the bridge and all approach roadways. The project will also reconstruct and rehabilitate the bridge expansion joints on the suspension spans and approach spans. The project will also replace existing overhead guide signs on the bridge for eastbound traffic, and repair deteriorated concrete on the ceiling and walls of the 5th Street Pedestrian Tunnel.

The Benjamin Franklin Bridge (BFB) is a long span suspension bridge across the Delaware River that connects Philadelphia, Pennsylvania and Camden, New Jersey. The overall length of the structure from end to end is approximately 8,240 feet, and the roadway width is 77'-10". The bridge roadway carries seven lanes and the total average daily traffic is approximately 100,000 vehicles per day. The bridge was last resurfaced in 2004.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP		896										
CON	STP												5,958
		0	896	0	0	0	0	0	0	0	0	0	5,958
		Total FY2023-2026		896		Total FY2027-2030		0		Total FY2031-2034		5,958	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Between Market Street and 30th Street at 32nd Street over SEPTA double track

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 15

PROJECT MANAGER: AECOM/D. Griffith

CMP: Not SOV Capacity Adding

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

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

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

This is a breakout from MPMS #69828.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185	1,000											
UTL	185		1,000										
UTL	185			1,000									
UTL	185				2,400								
CON	STU			2,000									
CON	185			500									
CON	STU				7,904								
CON	185				1,976								
		1,000	1,000	3,500	12,280	0	0	0	0	0	0	0	0
		Total FY2023-2026		17,780		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS City of Philadelphia

Est Let Date: 2/24/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

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

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

PA ID: PA242, PA251, PA262, PA615.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	500											
CON	TAP		500										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Milnor/Disston Sts. to Pennpack Cr

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 5/15/2024

MRPID:97

AQ Code:A2

IPD: 21

CMP Subcorridor(s): 4B

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

BREAK INTO 4 SEPARATE PROJECTS

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

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

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

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

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

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

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

-PA ID# 615 - \$1,907,557 remains of the original \$3,000,000 from SAFETEA DEMO #4805.

-PA ID# 671 - \$6 remains of the original \$500,000 from SAFETEA DEMO #363.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU		2,102										
CON	SXF		1,863										
CON	LOC		991										
		0	4,956	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,956		Total FY2027-2030				0		Total FY2031-2034	
												0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Henry Ave. from Lincoln Drive to Port Royal Avenue

Actl Let Date: 11/5/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 18

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This 4.0 mile corridor consists of Henry Avenue from Lincoln Drive (near the Wissahickon Creek) to Port Royal Avenue through Philadelphia's Roxborough neighborhood. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	HSIP*	350											
UTL	TOLL												
		350	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		350		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Between Torresdale Avenue and Castor Avenue

Est Let Date: 1/26/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 28

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	1,073											
ROW	TOLL												
ROW	BRIP	135											
UTL	TOLL												
UTL	BRIP	1,647											
CON	TOLL												
CON	BRIP	3,896											
CON	TOLL												
CON	BRIP		3,000										
		6,751	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,751		Total FY2027-2030		0		Total FY2031-2034		0	

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

LIMITS Over Wayne Junction

Actl Let Date: 10/18/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:102

MUNICIPALITIES: Philadelphia City

FC: 12

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard US 1 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. This project will also include the rehabilitation of the Fox Street Bridge over US 1.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	NHPP*	690											
CON	NHPP*	2,500											
		3,190	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,190		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 87784 **Aramingo/Harbison: Church Street to Amtrak (Section BS3)**

LIMITS Aramingo Ave from Duncan S to Tacony St; Harbison Ave from Tacony St to the

Est Let Date: 1/29/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES:

FC: 14

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of SR 95 Section BSR covers the reconstruction of Aramingo Avenue from Church Street to Tacony Street, and the reconstruction of Harbison Avenue from Tacony Street to Torresdale Avenue, including traffic signal modifications at the following intersections:

- Aramingo Avenue at Orthodox Street
- Aramingo Avenue at Margaret Street
- Aramingo/Harbison Avenues at Tacony Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Bridge Street
- Harbison Avenue at Torresdale Avenue

This project will construct a multi-use sidepath on the east side of Aramingo Avenue from Church Street to Orthodox Street and Margaret Street. The existing bicycle lanes and the sidewalk on the east side of Aramingo Avenue will be removed. Also, the area vacated by the removal of the southbound I-95 on-ramp in the BR4 project (MPMS #103559) will be converted to a community amenity. The existing veterans' memorial will be preserved. For an overall description of the SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

The estimated construction funding (\$41 Million) is located in the Long-range Plan which begins in FY33.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	1,013											
ROW	581	113											
UTL	NHPP			5,373									
UTL	581			597									
CON	STU												10,000
CON	NHPP												
CON	185												

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

	1,126	0	5,970	0	0	0	0	0	0	0	0	10,000
Total FY2023-2026	7,096			Total FY2027-2030	0			Total FY2031-2034	10,000			

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS Byberry Road over CSX Rail Line

Est Let Date: 4/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU*	87											
UTL	STU*	699											
CON	TOLL												
CON	BRIP	7,053											
CON	BRIP		1,610										
CON	TOLL												
CON	TOLL												
CON	BRIP			1,483									
CON	TOLL												
CON	BRIP				2,766								
CON	TOLL												
CON	BRIP					500							
		7,839	1,610	1,483	2,766	500	0	0	0	0	0	0	0
		Total FY2023-2026		13,698		Total FY2027-2030		500		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

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

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLAN CENTER:

IPD: 25

PROJECT MANAGER: Gannett/B. Massi

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	2,712											
CON	NHPP		2,713										
		2,712	2,713	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				5,425		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 92147 *Broad St over Loading Dock (Bridge)*

LIMITS North of Callohill Road to Noble Street on Broad Street

Actl Let Date: 5/7/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

SD bridge breakout project from MPMS #88706.

Broad Street o/ Reading RR

Bridge Replacement

City of Philadelphia

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STU*	350											
		350	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				350		Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street;) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	1,261											
FD	185	315											
ROW	185	164											
ROW	185	654											
UTL	TOLL												
UTL	BRIP					8							
UTL	TOLL												
UTL	BRIP						1,426						
CON	TOLL												
CON	BRIP					2,376							
CON	TOLL												
CON	BRIP						6,348						
CON	TOLL												
CON	BRIP							1,426					
		2,394	0	0	0	2,384	7,774	1,426	0	0	0	0	0
		Total FY2023-2026		2,394		Total FY2027-2030		11,584		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

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

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has now advanced the retiming of over 30 corridors with local, state and federal funding, with at least 4 more currently pending.

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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98229 59th Street over AMTRAK (Bridge)

LIMITS 59th Street over AMTRAK

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 4/17/2025

MRPID:TBD

AQ Code:S19

IPD: 23

CMP Subcorridor(s): 7A

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

The current structure was built in 1926, and consists of a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch superstructure atop reinforced concrete abutment and pier substructures. The anticipated work includes demolition and removal of the existing superstructure and portions of the existing reinforced concrete abutments & piers and construction of a new steel multi-girder bridge with reinforced concrete composite deck atop reinforced concrete abutments and piers; as well as roadway approach reconstruction and repaving, curb and sidewalk reconstruction, streetlighting improvements, ADA accessibility improvements, railroad electric traction (ET) system modification and utility relocations, and other related work.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	849											
FD	LOC	212											
UTL	183		1,614										
UTL	LOC		403										
UTL	183			1,328									
UTL	LOC			332									
UTL	183				3,238								
UTL	LOC				809								
CON	BOF			10,424									
CON	183			1,954									
CON	LOC			651									
CON	BOF				15,696								
CON	183				2,943								
CON	LOC				981								
CON	BOF					5,007							
CON	183					939							
CON	LOC					312							
		1,061	2,017	14,689	23,667	6,258	0	0	0	0	0	0	0
		Total FY2023-2026		41,434		Total FY2027-2030		6,258		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98230 Tabor Road over Tacony Creek (Bridge)

LIMITS Tabor Road over Tacony Creek

Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 29

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

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

The bridge carrying Tabor Road over Tacony Creek is a three span, non-composite, adjacent box beam bridge that was built in 1957. Anticipated work includes demolition and replacement of the superstructure; rehabilitation of the existing reinforced concrete abutments, wingwalls, and piers; full depth pavement reconstruction of the bridge approaches; replacement of the parapet, railing, curb and sidewalk; reconstruction of ADA curb ramps; coordinated relocation of utility facilities; and other miscellaneous construction. Construction will be staged, allowing the bridge to remain open for traffic and avoiding the need for a lengthy detour. Temporary pedestrian and multi-use trail detours may be required.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
UTL	183	463												
UTL	LOC	116												
CON	STU		3,482											
CON	183		652											
CON	LOC		217											
CON	STU			1,000										
CON	183			187										
CON	LOC			62										
CON	STU				5,964									
CON	183				1,118									
CON	LOC				372									
		579	4,351	1,249	7,454	0	0	0	0	0	0	0	0	
		Total FY2023-2026		13,633		Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Henry Ave. from Abbotsford Avenue to Barnes Street

Est Let Date: 9/30/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD: 20

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G, 15A

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Barnes Street in Philadelphia's East 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU	325											
CON	sSTP	325											
CON	HSIP*	2,000											
		2,650	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,650		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Schuylkill River south of Grays Ferry Ave.

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: AECOM/A. Kim

CMP: Not SOV Capacity Adding

NHPP:

FC:

Actl Let Date: 12/7/2017

MRPID:196

AQ Code:A2

IPD: 3

CMP Subcorridor(s): 10A

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TOLL													
CON	STU		2,500											
CON	TOLL													
CON	STU			2,500										
		0	2,500	2,500	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			5,000	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103563 **I-95: Delaware Avenue Extension (BS5)**

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

Est Let Date: 12/14/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	2,658											
ROW	581	664											
ROW	NHPP		8,658										
ROW	581		2,164										
ROW	STU			2,658									
ROW	581			664									
UTL	TOLL												
UTL	NHPP		5,796										
CON	NHPP		7,714										
CON	581		1,928										
CON	STU			5,290									
CON	NHPP			9,399									
CON	581			3,672									
CON	NHPP				3,000								
CON	581				750								
CON	NHPP					5,922							
CON	581					1,480							
CON	NHPP						5,000						
CON	581						1,250						

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Pennsylvania - Highway Program (Status: TIP)

Philadelphia

CON	NHPP							3,025					
CON	581							756					
CON	NHPP								24,506				
CON	581								6,126				
CON	NHPP									17,714			
CON	581									4,428			
CON	NHPP										10,000		
CON	581										2,500		
		3,322	26,260	21,683	3,750	7,402	6,250	3,781	30,632	22,142	12,500	0	0
		Total FY2023-2026		55,015		Total FY2027-2030		48,065		Total FY2031-2034		34,642	

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:R3

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 14A

This project will improve traffic operations on the eastbound approaches to the Benjamin Franklin Bridge, and improve the safety and connectivity of the pedestrian and bicycle facilities within the approach areas.

Currently, eastbound traffic enters onto the bridge from three local streets; Sixth Street, Race Street (SR 3032) and Fifth Street. Three or four lanes are provided on the bridge in the eastbound direction, depending on the configuration of the movable barrier. Three travel lanes are available during the morning peak period and four travel lanes during the evening peak period. Existing operations create vehicular conflicts, reduced speeds and congestion created by high volumes.

Pedestrians and bicycles within the vicinity of the eastbound approach are confronted with several, uninterrupted traffic streams and a lack of clearly defined crossings. Pedestrians and bicycles destined for the bridge or the Philadelphia Plaza use inappropriate routes, creating conflicts with vehicular traffic.

Proposed improvements include realigning the Fifth Street approach north of Race Street to intersect with the Race Street approach at a new, signalized intersection. Shifting the Fifth Street intersection to the west can improve the turning radius for larger vehicles, and eliminate the need to dedicate Lane 7 on the Bridge for the exclusive use of the Fifth Street approach. A mountable concrete island is proposed to separate the Fifth Street/Race Street approach from the Sixth Street approach. Proposed improvements also include signage to direct pedestrians and bicycles to appropriate routes, and barriers to reduce potential conflicts with vehicular traffic.

Related to MPMS #72597

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP		757										
PE	581		189										
FD	STU			881									
FD	581			220									
ROW	STP				41								
CON	STU												9,562
		0	946	1,101	41	0	0	0	0	0	0	0	9,562
		Total FY2023-2026		2,088		Total FY2027-2030		0		Total FY2031-2034		9,562	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106264 I-95 Central Access Philadelphia (CAP) / Waterfront Access

LIMITS I-676 Interchange to south of Washington Ave

Est Let Date: 9/20/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 10A

This project creates an innovative complex of a cap structure, viaduct, road, and trail structures that re-establish a strong connection between central Philadelphia and its waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. The new cap/bridge structure will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets, providing more direct access to the waterfront.

The scope of this project includes 5 major components: 1) replacing and expanding the existing cap/bridge structure near Penn's Landing and constructing a new, extended cap/bridge structure which will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets for pedestrian and vehicular use (note the current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut Street span Columbus Boulevard); 2) extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing; 3) reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing; 4) constructing a section of the Delaware River Trail along Christopher Columbus Boulevard; and 5) inspection and repairs of underwater concrete piles located in the Penn's Landing area.

Note that \$60 million local funds will be provided by the City of Philadelphia via bonding for structure construction, and a series of private contributions will be made available for the project: \$25 million for amenities; and \$20 million for reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
UTL	NHPP	1,126												
CON	CAQ	9,208												
CON	NHPP*	16,436												
CON	SPK-STP	28,336												
CON	STU*	12,844												
CON	LOC	60,000												
CON	PRIV	20,000												
CON	PRIV	21,000												
CON	PRIV	4,000												
CON	CAQ		7,792											
CON	NHPP*		16,471											
CON	SPK-STP		13,451											
CON	STP*			1,000										
CON	STU*			525										
CON	SPK-STP			19,094										
CON	NHPP*			12,509										
CON	SPK-STP				20,619									
CON	STP*				305									
CON	NHPP*				32,549									
CON	NHPP*				31,167									
		172,950	37,714	33,128	84,640	0	0	0	0	0	0	0	0	
		Total FY2023-2026		328,432		Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106708 I-95 Planning Assistance

LIMITS I-95 Corridor Philadelphia

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/E. Elbich

NHPP:

FC:

No Let Date

MRPID:65

AQ Code:NRS

IPD:

CMP: Not SOV Capacity Adding

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

Tasks:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	80											
PRA	581	20											
PRA	NHPP		80										
PRA	581		20										
		100	100	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		200		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106993 *Frankford Ave Signal Improvements*

LIMITS Girard Avenue to Knights Road

Est Let Date: 7/13/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 28

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

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

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

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
CON	sHSIP		1,607											
		0	1,607	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,607	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS City of Philadelphia

Est Let Date: 9/30/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 25

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

Roadway surface conditions along the project's street sections have deteriorated over time due to traffic, weather conditions, and utility excavations. As such, the primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

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

Streets included in this resurfacing package include:

Minerva Street (G184) from Umbria Street to Shawmont Avenue
 Morris Street (G012) from Front Street to 34th Street
 Race Street (G010) from Benjamin Franklin Parkway to Broad Street
 Race Street (G010) from 6th Street to 2nd Street
 Red Lion Road (G164) from Verree Road to Roosevelt Boulevard
 Shawmont Avenue (G184) from Minerva Street to Ridge Avenue
 Tasker Street (G014) from Front Street to 34th Street
 Umbria Street (G184) from Leverington Avenue to Minerva Street
 Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU*	7,716											
CON	STU*		2,284										
		7,716	2,284	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,000		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS City of Philadelphia

Est Let Date: 2/13/2022

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

Dock Street, Spruce Street, 38th Parallel Place and Front Street are all Federal Aid Network segments surfaced with historic granite block or "Belgian Block" pavers. All street segments will have granite block reset and regouted as needed along with necessary base repairs and accessibility improvements. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade noncompliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Dock Street (G307/G710) from 2nd Street to Christopher Columbus Boulevard

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

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

Front Street (G005) from Vine Street to Ellen Street

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU*	2,114											
CON	STU*		1,000										
CON	STU*			3,132									
		2,114	1,000	3,132	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,246		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 108098 Citywide ADA Ramps 2

LIMITS City of Philadelphia

Est Let Date: 9/16/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP*	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		500		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS Falls Road Bridge

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

NHPP:
FC: 16

Est Let Date: 8/24/2023

MRPID:TBD

AQ Code:S19

IPD: 14

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	1,080											
FD	LOC	269											
UTL	183		56										
UTL	LOC		14										
CON	STU			10,500									
CON	183			1,968									
CON	LOC			656									
CON	STU				7,778								
CON	183				1,458								
CON	LOC				486								
CON	STU					3,500							
CON	183					656							
CON	LOC					218							
		1,349	70	13,124	9,722	4,374	0	0	0	0	0	0	0
		Total FY2023-2026		24,265		Total FY2027-2030		4,374		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108129 MLK Drive over Schuylkill River (Bridge)

LIMITS MLK Drive

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	183	47											
UTL	LOC	12											
CON	STU		4,000										
CON	183		750										
CON	LOC		250										
CON	STU			2,000									
CON	183			375									
CON	LOC			125									
CON	STU				7,856								
CON	183				1,473								
CON	LOC				491								
		59	5,000	2,500	9,820	0	0	0	0	0	0	0	0
		Total FY2023-2026		17,379		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110314 30th Street Viaduct over 30th Street Lower (Bridge)

LIMITS Market Street and Walnut Street

Est Let Date: 2/20/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The purpose of the project is to rehabilitate the 30th Street Viaduct over 30th Street Lower between Market Street and Walnut Street to extend the useful life of the bridge. Work is planned to include deck replacement, superstructure and substructure cleaning & repair, and possible further rehabilitation. The underside of the bridge superstructure will be cleaned and repainted, with steel repairs as necessary. The bridge's drainage system will also be replaced and upgraded as needed. Recent bridge repairs have revealed accelerated deterioration of the structure, which will continue to worsen without rehabilitation, and could result in eventual weight restrictions or closure. Recent high-density development in the area has increased use of the viaduct, and pending future developments in the 30th Street Station area will further increase its importance, making future restrictions or closures highly disruptive.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF	1,199											
FD	183	179											
FD	LOC	60											
UTL	BOF		437										
UTL	183		82										
UTL	LOC		27										
CON	BOF			6,684									
CON	183			1,253									
CON	LOC			417									
CON	BOF				3,000								
CON	183				562								
CON	LOC				187								
CON	BOF					3,684							
CON	183					690							
CON	LOC					368							
		1,438	546	8,354	3,749	4,742	0	0	0	0	0	0	0
		Total FY2023-2026		14,087		Total FY2027-2030		4,742		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110782 *Historic Shawmont Station*

LIMITS Shawmont Avenue, Philadelphia

Est Let Date: 9/13/2021

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

The restoration of the Historic Shawmont Station will repair a nearly 200-year-old, nationally significant building, add interpretative signage, and improve public access and safety at this important site, while enhancing the Schuylkill River Trail.

2018 TA set aside regionally selected project, award amount \$1,000,000 - Line Item MPMS# 64984

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU	100											
CON	TAU*	900											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 110958 *Castor Avenue Roundabout*

LIMITS Castor Avenue (SR 1005) and Wyoming Avenue

Est Let Date: 8/10/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP	500											
CON	sHSIP		262										
		500	262	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		762		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111194 *Castor Avenue Corridor Safety Improvements*

LIMITS Castor Ave from Comly to Rhawn Ave

Est Let Date: 3/30/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

This project will implement a road diet, upgrade signals, and add left turn lanes to the project area.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	206											
CON	HSIP		1,971										
		206	1,971	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,177		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 111496 *Franklin Square Pedestrian Access Project*

LIMITS Race Street: 6th St. - 8th St.

Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M. Merez

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A, 14A

This project will construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP		432										
		0	432	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		432		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111500 *Manayunk Canal Masonry Wall Restoration*

LIMITS Manayunk Lower Locks (69 and 70)

Est Let Date: 4/27/2023

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M, Meraz

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

Funds for this project will go to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.

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

MPMS# 111505 *Mid-block Crossing in University City - Drexel University*

LIMITS 33rd and 32nd Streets

Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

Fund will go to construct a mid-block crosswalk across Chestnut Street between 33rd and 32nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111506 *Blvd Pedestrian Safety & Direct Bus Improvements*

LIMITS Roosevelt Boulevard

Est Let Date: 1/13/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will construct six (6) sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct northbound Direct Bus station at Broad Street/Roosevelt Boulevard; make sidewalk improvements on Broad Street to improve pedestrian safety to the Broad Street Line.

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

MPMS# 111507 *Cramp Elementary School Traffic Safety Improvements*

LIMITS Philadelphia's Fairhill Neighborhood

Est Let Date: 5/11/2023

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Funding will establish a school slow zone near Cramp Elementary through traffic safety improvements, bumpouts & upgraded ADA ramps, speed cushions, signage, and upgraded crosswalks.

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	595									
CON	TAP		400								
		595	400	0	0	0	0	0	0	0	0
Total FY2023-2026		995		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111508 *South Broad Street Sidepath, Phase 1*

LIMITS West side of South Broad Street, from Hartranft Street to the Navy Yard

Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C

This project will construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.

The South Broad Street sidepath will connect NRG Station (formerly named Pattison Avenue and AT&T Station) to the Navy Yard through a sidepath on the west side of South Broad Street. The sidepath will run from Hartranft Street to the Navy Yard entrance at League Island Boulevard. To accommodate the sidepath near the Terminal Avenue intersection, the southbound lane configuration will be converted from two (2) left turn lanes and two (2) through lanes to one (1) left turn lane, one (1) shared left/through lane, and one (1) through lane. The project also proposes to include appropriate lighting, pavement markings and signage, and an upgrade of ADA facilities.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	497											
CON	TAP		500										
		497	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		997		Total FY2027-2030		0		Total FY2031-2034		0	

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

LIMITS Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/10/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered to be in poor condition due to substructure issues, and requires rehabilitation to remove its poor condition status and extend its useful life. Proposed construction includes demolition of the superstructure and portions of the existing abutments, substructure spall and crack repairs, partial abutment reconstruction, installation of new elastomeric bearings, construction of a new prestressed concrete multi-girder superstructure, installation of a new cast-in-place concrete deck and approach slabs, new sidewalks and parapets, stormwater improvements, approach roadway & sidewalk improvements, repairs to the adjacent stone stairway, and related construction.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	sSTP		1,660										
		0	1,660	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,660		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112463 ADA Ramps in Center City Philadelphia

LIMITS Market, Chestnut and Walnut Streets in Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
FD	TOLL													
FD	STU	149												
UTL	TOLL													
UTL	STU		22											
CON	TOLL													
CON	STU			2,161										
		149	22	2,161	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			2,332	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112500 Citywide 3R 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:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments except Barnett Street and Elbridge Street will be resurfaced with bituminous material and restriped. Barnett and Elbridge, currently existing concrete roadways, will receive base repair and will be considered for a possible asphalt overlay. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. Broad Street, Front Street, and portions of Belfield & Gray's Ferry Avenues are part of the National Highway System (NHS).

Streets included in this package include:

North 2nd Street (G168) Old 2nd Street to Cheltenham Avenue (Minor Arterial)
 North 5th Street (G001) Luzerne Street to Roosevelt Boulevard (Minor Arterial)
 North 5th Street (G001) Spring Garden Street to Lehigh Avenue (Minor Arterial)
 61st Street (G095) Passyunk Avenue to Lindbergh (Minor Arterial)
 70th Street (G069) Essington Avenue to Cobbs Creek Parkway (City Limit) (Minor Arterial)
 Algon Avenue (G123) from Levick Street to Cottman Avenue (Minor Arterial)
 Barnett St (G060) from Tacony Street to Levick Street (Minor Arterial)
 Belfield Avenue (G248) from Old York Road to Baynton Street (Principal Arterial/Collector)
 North Broad Street (G703) Old York Road to Cheltenham Avenue (Principal Arterial)
 Byberry Road (G193/G197) Philmont Avenue to Roosevelt Boulevard (Minor Arterial)
 Elbridge Street (G060) Levick Street to New State Road (Minor Arterial)
 Front Street (G005) Oregon Avenue to Pattison Avenue (Principal Arterial)
 G Street (G495) from Hunting Park Avenue to Wyoming Avenue (Collector)
 Grays Ferry Avenue (G016/G021) South St. to 34th St. (Principal Arterial/Minor Arterial)
 Haldeman Avenue (G200) Red Lion Road to Bustleton Avenue (Collector)
 Lansdowne Avenue (G064) Cobbs Creek (City Limit) to Lancaster Avenue (Minor Arterial)
 Montgomery Drive (G082) Martin Luther King Jr. Dr. to Belmont Ave. (Minor Arterial)
 Powelton Avenue (G020) Market Street to 31st Street (Collector)
 Race Street (G010) from Broad Street to 8th Street (Minor Arterial)
 Rising Sun Avenue (G056/G003) from Broad Street to Luzerne Street (Collector)
 Rowland Avenue (G496) Cottman Avenue to Solly Avenue (Minor Arterial/Collector)
 South Street (G018) 27th Street to Broad Street (Minor Arterial)
 Woodland Ave. (G726/G097) Baltimore Ave to Grays Ferry Ave (Principal/Minor Arterial)
 Woodland Avenue (G097) South 49th Street to Island Avenue (Minor Arterial)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP*	255											
CON	STU	1,952											
CON	LOC	488											
CON	STP		2,690										
CON	STU		1,952										
CON	LOC		1,160										
CON	STU			2,025									
CON	LOC			506									
CON	STU				4,262								
CON	STP				878								
CON	LOC				1,285								
CON	STU					31,534							
CON	STP					819							

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia													
CON	LOC					8,088							
CON	STU					608							
CON	LOC					152							
		2,695	5,802	2,531	6,425	40,441	760	0	0	0	0	0	0
		Total FY2023-2026		17,453		Total FY2027-2030		41,201		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112525 *Citywide 3R 111*

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleish

CMP:

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments will be milled and resurfaced with bituminous material and restriped. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. All roadway segments will be evaluated for low-cost safety improvements to reduce the risk of crashes; the segments on 21st, 58th, Cecil B. Moore, Diamond, Ford, Front, Packer, Tabor, Wyncote, and Wyoming are part of the Vision Zero High Injury Network, a network of Philadelphia streets with the highest rates of fatalities and severe injuries per mile, and will receive particular attention.

34th, Poplar, Red Lion, Sedgley, and Warfield are all part of the National Highway System (NHS).

Potential Street Segments include:

21st St (G013) MARKET ST to OREGON AVE (Minor Arterial)
 22nd St (G031/ G108) RIDGE AVE to W ERIE AVE (Collector/Minor Arterial)
 34th St (G051) Walnut St to Market St; LANCASTER AVE to MANTUA AVE (Principal Arterial)
 49th St (G520) Baltimore Ave to WOODLAND AVE (Collector)
 58th St (G065) HOFFMAN AVE to LINDBERGH BLVD (Collector)
 59th St (G230) LANSLOWNE AVE to LANCASTER AVE (Collector)
 6th St (G002) WASHINGTON AVE to OREGON AVE (Collector)
 7th St (G003) OREGON AVE to PATTISON AVE (Minor Arterial)
 Arch St (G711) N 16TH ST to N 23RD ST (Collector)
 Ashburner St (G118) FRANKFORD AVE to STATE RD (Minor Arterial)
 Ashton Rd (G205) HOLME CIR to GRANT AVE (Minor Arterial)
 Bells Mill Rd (G181) RIDGE AVE to GERMANTOWN AVE (Minor Arterial)
 Bloomfield Ave (G158) PINE RD to KREWSTOWN RD (Collector)
 Cecil B Moore Ave (G036) RIDGE AVE to N 33RD ST (Collector)
 Cemetery/Chester Ave (G086/G527) 65TH ST to WOODLAND AVE (Minor Arterial)
 Diamond St (G032) N 5TH ST to N 33RD ST (Minor Arterial)
 Ford Rd (G152) GREENLAND DR to MONUMENT RD (Minor Arterial)
 Front St (G005) E VENANGO ST to E ROOSEVELT BLVD (Collector)
 Greenland Dr (G152) MARTIN LUTHER KING DR RAMP N to FORD RD (Minor Arterial)
 Hagys Mill Rd (G182) PORT ROYAL AVE to SPRING LN (Minor Arterial)
 Ivy Hill Rd (G499) STENTON AVE to CHELTENHAM AVE (Collector)
 Lefevre/ Margaret St (G104) ARAMINGO AVE to RICHMOND ST (Minor Arterial)
 Locust St (G709) W WASHINGTON SQ to S 18TH ST (Collector)
 Manayunk Ave (G526) RIDGE AVE to ROXBOROUGH AVE (Collector)
 Orthodox St (G102) ARAMINGO AVE to RICHMOND ST (Minor Arterial)
 Oxford Ave (G121) FRANKFORD AVE to OXFORD CIR (Minor Arterial)
 Packer Ave (G042) S FRONT ST to S BROAD ST (Minor Arterial)
 Poplar Dr (G029) SEDGELEY DR to W GIRARD AVE (Principal Arterial)
 Red Lion Rd (G164) CITY BOUNDARY to BUSTLETON AVE (Principal Arterial)
 School House Ln (G105) GERMANTOWN AVE to RIDGE AVE (Minor Arterial)
 Sedgley Dr (G029) KELLY DR to LEMON HILL DR (Principal Arterial)
 Spring Ln (G181) HAGYS MILL RD to Ridge Ave (Minor Arterial)
 Strawberry Mansion Brg (G152) MARTIN LUTHER KING DR RAMP N to STRAWBERRY MANSION DR (Minor Arterial)
 Susquehanna Ave (G572) N Front St to N BROAD ST (Collector)
 Tabor Rd (G083) RISING SUN AVE to ADAMS AVE (Minor Arterial)
 Warfield St (G734) WHARTON ST to MOORE ST (Collector)
 Wyncote Ave (G137) E CHELTEN AVE to OGONTZ AVE (Minor Arterial)
 Wyoming Ave (G054) N BROAD ST to CASTOR AVE (Collector/ Minor Arterial)

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STP	424												
PE	581	106												
CON	STP					4,779								
CON	581					1,194								
CON	STP						1,754							
CON	STU						3,025							
CON	581						1,194							
CON	STP							4,779						
CON	581							1,194						
CON	STP								4,779					
CON	581								1,194					
CON	STP									4,779				
CON	581									1,194				
CON	STP										4,779			
CON	581										1,194			
CON	STP											4,779		
CON	581											1,194		
CON	STP												4,779	
CON	581												1,194	
		530	0	0	0	5,973	5,973	5,973	5,973	5,973	5,973	5,973	5,973	
		Total FY2023-2026				530	Total FY2027-2030			23,892	Total FY2031-2034			23,892

DVRPC FY2023-2026 TIP for PA

Draft 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:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects – primarily Center City Signals NE Quad (MPMS# 70014), completed in 2017, and the cancelled Citywide Bumpouts project (MPMS# 64805) – as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP*	490											
FD	STP	1,305											
FD	LOC	327											
CON	STP		3,402										
CON	LOC		850										
CON	STP			3,699									
CON	LOC			924									
CON	STP				2,297								
CON	LOC				574								
		2,122	4,252	4,623	2,871	0	0	0	0	0	0	0	0
Total FY2023-2026		13,868			Total FY2027-2030					Total FY2031-2034			
		13,868			0					0			

MPMS# 114942 SR 0001 Roosevelt Blvd IHSDM Study

LIMITS Roosevelt Blvd, Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Not Yet Determined

This Interactive Highway Safety Design Model (IHSDM) study will look at two sample sections, which are being selected as representative of Roosevelt Boulevard north end and south end of the Boulevard. These two selections have curves and high ADT intersections within them and do represent Roosevelt Boulevard as a whole. Due to the high estimate for an IHSDM study to be completed for an entire corridor it was decided to choose these sections as a first studies area. First area is F Street to Pratt Street. Second area is Grant Avenue to Red Lion Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	sHSIP			950									
		0	0	950	0	0	0	0	0	0	0	0	0
Total FY2023-2026		950			Total FY2027-2030					Total FY2031-2034			
		950			0					0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115430 *Broad Street Corridor Safety Improvements*

LIMITS Allegheny Avenue to the Roosevelt Boulevard

Est Let Date: 4/11/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project will implement the replacement of the two-way left-turn lane with raised concrete medians with pedestrian refuges.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	63											
UTL	HSIP		56										
CON	HSIP		826										
		63	882	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		945		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 115431 *Verree Rd Corridor Safety Improvements*

LIMITS Bloomfield Avenue to Red Lion Road

Est Let Date: 3/3/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5H, 12A

The proposed scope of this project include:

- Conversion of signals from pedestal-mounted to mast arm
- Addition of pedestrian countdown timers and pushbuttons
- Coordination of arterial signals
- Modification of left turn signal phasing at Welsh Road

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	HSIP	201											
CON	HSIP		1,560										
		201	1,560	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,761		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115433 Welsh Road Corridor Safety Improvements

LIMITS Alburger Avenue to Kismet Road

Est Let Date: 3/2/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A

The proposed scope of this project include:

- Road diet of Welsh Road from Alburger Avenue to Kismet Road
- Addition of exclusive left turn lane(s) (LTLs)
- Addition of pedestrian countdown timers at signalized intersections
- Coordination of arterial signals
- Installation of retroreflective backplates on signals

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	105											
UTL	HSIP	35											
CON	HSIP		2,209										
		140	2,209	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,349		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115434 Frankford Avenue Corridor Safety Improvements

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:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

The proposed scope of this project include:

Convert signals from pedestal-mounted to mast arm

Add pedestrian countdown timers

Install retroreflective backplates

Upgrade signal cabinets

Coordinate arterial signals at the following intersections:

Berks St

Norris St

Susquehanna Ave

Dauphin St

Cumberland St

Huntingdon St

Somerset St

Cambria St

Orleans St

Ann St

Westmoreland St

Venango St

Glenwood Ave

Pike St

Torresdale Ave

Convert minor road stop control to all-way stop control at Palmer St

Install curb extensions

Install ADA ramps

Install intersection lighting over crossings

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	341											
CON	HSIP		2,497										
CON	HSIP			5,523									
		341	2,497	5,523	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,361		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115435 **63rd Street Corridor Safety Improvements**

LIMITS 63rd Street/Cobbs Creek Parkway corridor from Lancaster Ave (SR 0030) to 62n

Est Let Date: 1/25/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A, 10A

The proposed scope of this project include:

- Adding lane lines on corridor – the corridor is two lanes in each direction for the majority of the length but pavement markings are not currently visible to drivers.
- Upgrading signal equipment by replacing 8" signal heads with 12" signal heads, installing retroreflective back plates, adding additional signal heads (one for each lane, currently only one head per approach), installing countdown pedestrian signal heads.
- Evaluating and updating left-turn phasing at several intersections with a high number of angle crashes for left-turning vehicles.
- Evaluating and updating vehicle and pedestrian clearance timings.
- Convert the signalized intersection of Cobbs Creek Parkway (SR 3015) and Spruce Street/Marshall Road (SR 3031) to a single-lane roundabout.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	342											
ROW	HSIP	91											
CON	HSIP			5,209									
CON	HSIP				1,088								
		433	0	5,209	1,088	0	0	0	0	0	0	0	0
		Total FY2023-2026			6,730	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 115440 **Washington Lane Corridor Safety Improvements**

LIMITS Stenton Ave to Cheltenham Ave

Est Let Date: 5/25/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14A, 15A

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers
- Coordination of signals
- Conversion of signals from pedestal to mast-arm
- Installation of curb bumpouts
- Installation of raised crosswalks and flashing beacons at the 76th Avenue/Briar Road intersection

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	385											
CON	HSIP		2,000										
CON	HSIP			2,412									
		385	2,000	2,412	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			4,797	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115442 Vine Street Corridor Safety Improvements

LIMITS 7th Street to Broad Street

Est Let Date: 12/11/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Road Diet of Vine Street between 8th Street and Broad Street (SR 0611)
- Install a curb protected bike lane in each the eastbound and westbound directions
- Remove on-street parking
- Update signal equipment where necessary

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP		122										
CON	HSIP					1,567							
		0	122	0	0	1,567	0	0	0	0	0	0	0
Total FY2023-2026			122			Total FY2027-2030		1,567		Total FY2031-2034		0	

MPMS# 115444 Wyoming Avenue Corridor Safety Improvements

LIMITS Roosevelt Boulevard to Whitaker Avenue

Est Let Date: 3/14/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Convert signals from pedestal-mounted to mast arm
- Provide flashing beacons at unsignalized intersections

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	114											
CON	HSIP		2,844										
		114	2,844	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026			2,958			Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115445 5th Street Corridor Safety Improvements

LIMITS Spring Garden Street to Hunting Park Avenue

Est Let Date: 4/27/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Convert all signals from pedestal to mast arm from Spring Garden Street to Lycoming Street
- Install pedestrian countdown timer signal heads from Spring Garden Street to Lycoming Street

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	286											
CON	HSIP		2,000										
CON	HSIP			2,658									
		286	2,000	2,658	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,944		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 115913 Philadelphia Trip Generation Model

LIMITS

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	82											
		82	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		82		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 116807 Citywide ADA Ramps 4

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysch

CMP:

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	1,018											
PE	LOC	255											
FD	STU			720									
FD	LOC			180									
CON	STU					3,191							
CON	LOC					797							
CON	STU							6,648					
CON	LOC							1,662					
		1,273	0	900	0	0	3,988	8,310	0	0	0	0	0
		Total FY2023-2026		2,173		Total FY2027-2030		12,298		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118014 2023 Bridge Painting Pkge

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This bridge painting project will prevent, delay, or reduce deterioration of bridge elements by painting exposed steel in order to restore the function of several existing bridges, keep them in good or fair condition, thereby extending their service lives without costly rehabilitation projects. Painting steel bridge elements, replacing bridge joints, bearing repairs, and related select steel repairs, all necessitated by failing paint systems.

67730102300033 Northwestern Avenue over Wissahickon Creek;
 67730101900042 Southampton Road over Conrail;
 67730100200079 Calumet Street over SEPTA;
 67730102500094 Red Lion Road over Conrail;
 67730100180103 18th Street over Conrail;
 67730100900124 49th Street over SEPTA;
 67730102700125 42nd Street over AMTRAK and Conrail;
 67730100100135 Front Street over Conrail;
 67730100100136 Front Street over AMTRAK;
 67730100500145 Glenwood Avenue over SEPTA;
 67730100600166 Kensington Avenue over Frankford Creek;
 67730100300180 McCallum Street over Cresheim Creek;
 67730100170234 17th Street over Conrail;
 67730100170235 17th Street over SEPTA;
 67730100200252 Scotts Lane over Roosevelt Boulevard;
 67730100200268 20th Street over Conrail;
 67730101300292 Wyoming Avenue over Tacony Creek and Fishers Lane (I Street);
 67730100170309 17th Street over Penn Center Underground Street System

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185	800											
FD	185							400					
UTL	BRIP								800				
CON	BRIP										4,750		
		800	0	0	0	0	0	400	800	0	4,750	0	0
		Total FY2023-2026				800				Total FY2027-2030			
						1,200				Total FY2031-2034			
										4,750			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118034 *Spring Garden Connector - Phase 1*

New

LIMITS East of Broad

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

To develop a complete street design for Spring Garden Street, in order to better and more safely accommodate all road users, contribute to the sense of place on the corridor, advance the city's green stormwater management and traffic safety goals, and complete the Center City section of the East Coast Greenway

Spring Garden Street's current configuration and state of repair does not provide adequate access or safety, resulting in decreased levels of service as well as conflicts and unsafe conditions for all road users.

Design is funded locally with \$500,000 of Automated Speed Enforcement (ASE) funds, \$1,000,000 City Capital, \$1,000,000 PA DCNR Funds, and \$2,000,000 of private funds.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	OTH	1,000											
PE	PRIV	2,000											
FD	OTH		500										
FD	LOC		1,000										
CON	STU											26,000	
		3,000	1,500	0	0	0	0	0	0	0	0	26,000	0
		Total FY2023-2026		4,500		Total FY2027-2030		0		Total FY2031-2034		26,000	

MPMS# 118035 *5th Street Improvements*

New

LIMITS Roosevelt Blvd. to Godfrey Ave.

No Let Date

IMPROVEMENT Streetscape

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP:

To design and construct complete street improvements including signal modernization, interconnect, resurfacing, channelization, ADA ramps, safety improvements, and streetlighting

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	810											
FD	581							540					
CON	581							2,000					
CON	581								1,929				
CON	581									3,025			
CON	581										2,046		
		810	0	0	0	0	0	2,540	1,929	3,025	2,046	0	0
		Total FY2023-2026		810		Total FY2027-2030		4,469		Total FY2031-2034		5,071	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Philadelphia	\$270,312	\$169,269	\$201,682	\$183,821	\$825,084	\$288,421	\$187,662

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 16178 Construction Management Tasks

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Keith Dawson

CMP: Not SOV Capacity Adding

This project funds a Construction Management Open End Consultant that assists with projects selected by the District. The Consultant regularly meets with District Construction Management and performs various tasks as directed by the Construction unit.

Agreement Management Functions

- Completion of work orders and supplemental quality control
- Fiscal document completion
- Agreement, work order, and supplement status tracking and reporting
- Agreement closeout functions

Accrued Unbilled Costs (AUC) Resolution

- Research and clearing of Accrued Unbilled Costs from MPMS
- Preparation of a summary report on the project items responsible for the AUCs
- Preparation of the appropriate fiscal/justification documents
- DBE and Trainee Tracking and Shortfall Resolution

Project Startup Assistance

- Provision of CM Support Services until project-specific work orders have been executed
- Attendance at Pre-Bid and Pre-Construction meetings
- Review of project plans, specifications, and schedule submissions
- Completion of Constructability Reviews

PennDOT Project Collaboration Center (PPCC)

- Management of project setups
- Delivery of user training and support
- Preservation of District 6 submittal types and workflows

Curb Ramp Verification

- Verification of the "as built" conditions of curb ramps
- Documentation of these conditions for conformance with ADA requirements
- Submission of electronic forms to PennDOT's Central Archive.

Construction Documentation Services Support

- Assistance with RTKL processes
- Assistance with CDS V3 migration, additional documentation, and project closeout tasks

Additional Administrative Functions as determined by Construction Unit management

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	581	300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			300	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17928 PA Air Quality Action Supplemental Services

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may include design and production of education and outreach materials and advertising, printing, and placement of advertising on television, online, radio, and in newspapers.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	100											
PRA	LOC	25											
PRA	CAQ		100										
PRA	LOC		25										
		125	125	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		250		Total FY2027-2030				0			
		Total FY2031-2034		0									

DVRPC FY2023-2026 TIP for PA

Draft 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:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Project types that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

MPMS #96221 - Multi-modal Access to New Britain Train Station -\$212,000 (\$169,600 CMAQ/ \$42,400 Matching funds)
MPMS #96215 - City Avenue Adaptive Signals - \$1,143,500 (\$800,000 CMAQ/ \$343,500 Matching funds)
MPMS #96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - \$600,000 (\$400,000 CMAQ/ \$200,000 Matching funds)
MPMS #96227 - Traffic Operations Center Cameras - \$600,000 (\$480,000 CMAQ/ \$120,000 Matching funds)
MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - \$260,253 CMAQ/ \$304,832 Matching funds)
MPMS# 96240 - Park Road Trail - \$1,455,908 (\$764,726 CMAQ/ \$691,182 Matching funds)

The following projects selected in the calendar year 2016 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

1) MPMS# 107636 - Neshaminy Greenway Trail -\$2,279,000 (\$1,823,000 CMAQ/ \$456,000 Matching funds)
2) MPMS# 107630 - Paoli Pike Trail Segment D-E -\$2,415,000 (\$1,736,000 CMAQ/ \$679,400 Matching funds)
3) MPMS# 107652 - US 202/US 1 ITS Corridor -\$3,300,000 (\$3,300,000 CMAQ/ State Matching funds)
4) MPMS# 107642 - Smithbridge Rd. Corridor Improvement Project -\$2,027,500 (\$1,589,500 CMAQ/ \$438,000 Matching funds)
5) MPMS# 107639 - Installation of Adaptive Signal Control Along Route 3 -\$700,000 (\$560,000 CMAQ/ \$140,000 Matching funds)
6) MPMS# 107634 - Pedestrian Enhancements for Media Borough -\$909,818 (\$727,854 CMAQ/ \$181,964 Matching funds)
7) MPMS# 107649 - Connecting Wallingford to Mass Transit -\$471,162 (\$370,168 CMAQ/ \$100,994 Matching funds)
8) MPMS# 107650 - Easton Road Traffic Signal System Project -\$975,244 (\$780,195 CMAQ/ \$195,049 Matching funds)
9) MPMS# 107644 - Fayette Street Traffic Signal Improvements - Phase 2 -\$870,999 (\$799,606 CMAQ/ \$71,393 Matching funds)
10) MPMS# 107640 - Route 463 Traffic Signal System Project -\$1,141,450 (\$913,160 CMAQ/ \$228,290 Matching funds)
11) MPMS# 107646 - West Main Street Traffic Signal Improvements -\$551,455 (\$487,825 CMAQ/ \$63,630 Matching funds)
12) MPMS# 107654 - Advancing CNG in Philadelphia -\$7,154,000 (\$2,000,000 CMAQ/ \$3,350,000 Matching funds)
13) MPMS# 107637 - Ramping up to Rapid Transit on Roosevelt Boulevard -\$2,989,500 (\$1,999,500 CMAQ/ \$990,000 Matching funds)
14) MPMS# 107648 - Reformatting N. 5th Street as a Complete Street -\$2,575,000 (\$2,020,000 CMAQ/ \$555,000 Matching funds)
15) MPMS# 107632 - Fox Chase Lorimer Trail -\$1,004,700 (\$868,700 CMAQ/ \$136,000 Matching funds)
16) MPMS# 107631 - Navy Yard Contra Flow Loop Shuttle -\$845,040 (\$416,280 CMAQ/ \$428,760 Matching funds)

The following projects selected in the calendar year 2019 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

1) MPMS #114093 - SEPTA Work Train Locomotive Replacement - \$6,000,000 (\$3,800,000 CMAQ/ \$2,200,000 Matching funds)
2) MPMS #114096 - Falls Township Adaptive Traffic Signal System - \$1,335,900 (\$1,084,720 CMAQ/ \$251,180 Matching funds)
3) MPMS #114164 - Nutt Road (SR 0023) and Starr Street Operational Improvements - \$1,300,856 (\$868,656 /\$432,200 Matching funds)
4) MPMS #114166 - PA 401 and Valley Hill Road Intersection Improvements - \$2,110,000 CMAQ
5) MPMS #114167 - Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes - \$668,900 (\$535,100/ \$133,800 Matching funds)
6) MPMS #114102 - West Chester and Route 476 Improvements - \$2,849,000 CMAQ
7) MPMS #114112 - Media Bypass ITS Corridor - \$5,000,000 CMAQ
8) MPMS #114114 - Traffic Flow Improvements - Conshohocken State Rd (SR 0023) and Spring Mill Rd (SR 3032) - \$943,490 (\$754,792 CMAQ/ \$188,698 Matching funds)
9) MPMS #114116 - Skippack Pike Traffic Signal System - \$962,007 (\$892,007 CMAQ/ \$70,000 Matching funds)

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

- 10) MPMS #114172 - Dreshertown Rd Cross County Trail Extension - \$4,642,200 (\$1,892,200 CMAQ/ \$2,750,000 Matching funds)
 11) MPMS #114173 - Roosevelt Blvd Cross Over Lanes - \$1,500,000
 12) MPMS #110415 - Schuylkill River Park Extension – Christian to Crescent - \$50,622,771 (\$1,650,000 CMAQ/ \$48,972,771 Matching funds)
 13) MPMS #114174 - Indego 2.0: Increasing Core Capacity - \$3,122,000 (\$2,250,000 CMAQ/ \$872,000 Matching funds)

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	3,540											
CON	CAQ		8,107										
CON	CAQ			9,747									
CON	CAQ				7,847								
		3,540	8,107	9,747	7,847	0	0	0	0	0	0	0	0
		Total FY2023-2026		29,241		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 48202 *Regional GIS Support - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL	350											
PE	STU		350										
PE	TOLL												
PE	STU												
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		700		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48203 Aerial Photography

LIMITS Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: DVRPC

CMP: Not SOV Capacity Adding

Aerial Photography on District 6-0 area.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	TOLL												
STUD	STU		850										
		0	850	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026			850			Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 51095 ITS Program Integrator

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:236

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 3B

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STP	400											
PRA	581	100											
PRA	STP		400										
PRA	581		100										
		500	500	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026			1,000			Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 57927 *Regional Safety Initiatives (HSIP)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

MPMS #85949 – SR 896 Safety Improvements – Chester County - \$2,327,000 for Preliminary Engineering

MPMS #80104 – Henry Avenue Corridor Safety Improvements, Phase 1 – City of Philadelphia - \$3,363,000 for PE

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$298,000 for UTL, \$4,000,000 CON

Chester County:

MPMS #85949 – SR 896 Safety Improvements – \$1,273,000 for FD, \$1,000,000 ROW/ \$800,000 UTL/ \$8,200,000 CON

Delaware County:

MPMS #111167 - Lansdowne Avenue (SR 2006) Corridor Safety Improvements - \$287,000 for FD, \$2,674,000 for CON

MPMS #107642 - Smithbridge Road Corridor - \$1,100,000 HSIP and \$1,600,000 CMAQ

Philadelphia:

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD, \$100,000 UTL, \$100,000 ROW, \$8,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$500,000 FD, \$250,000 UTL, \$500,000 ROW, \$3,000,000 CON

MPMS #111194 - Castor Avenue (SR 1005) Corridor Safety Improvements (from Comly to Rhawn, north of Boulevard) - \$178,000 for FD, \$1,665,000 for CON

MPMS #106995 - Castor Avenue (SR 1005) (Aramingo Ave to Hunting Park Ave, South of Boulevard) Signal Improvements - \$1,257,000 for CON

MPMS #111062 - University Avenue and I-76 Off Ramp Intersection Safety Improvements - \$304,000 for FD, \$2,038,000 for CON

Districtwide

2018 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

2019 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

Districtwide Systemic Improvements - \$5,600,000 for CON

MPMS #112524 - District 6-0 Low Cost Safety Improvements - \$2,000,000 for PE, \$4,200,000 for CON

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP				23,971								
CON	HSIP					25,609							
CON	HSIP						27,176						
CON	HSIP							27,176					
CON	HSIP								27,176				
CON	HSIP									27,176			
CON	HSIP										27,176		
CON	HSIP											27,176	
CON	HSIP												27,176
		0	0	0	23,971	25,609	27,176	27,176	27,176	27,176	27,176	27,176	27,176
		Total FY2023-2026		23,971		Total FY2027-2030		107,137		Total FY2031-2034		108,704	

MPMS# 63406 Retrofit for Bike Lanes and Shoulders

LIMITS Regionwide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jonathan Korus

CMP: Not SOV Capacity Adding

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, coincident with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and revising traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, Montgomery counties, and the City of Philadelphia.

There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ	200											
PE	CAQ		200										
CON	581	100											
CON	581		100										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		600		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64652 Transportation Community Development Initiative (TCDI)

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	STU		1,200										
		0	1,200	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,200		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64984 *Transportation Alternatives - Urban (TAU) Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside the funding allocated by FHWA for the 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 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

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU	6,082											
CON	TAU		8,097										
CON	TAU			8,266									
CON	TAU				8,438								
CON	TAU					8,438							
CON	TAU						8,438						
CON	TAU							8,438					
CON	TAU								8,438				
CON	TAU									8,438			
CON	TAU										8,438		
CON	TAU											8,438	
CON	TAU												8,438
		6,082	8,097	8,266	8,438	8,438	8,438	8,438	8,438	8,438	8,438	8,438	8,438
		Total FY2023-2026		30,883		Total FY2027-2030		33,752		Total FY2031-2034		33,752	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 65109 Transit Flex - SEPTA

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY 2013-2020 funding in the amount of \$136,664,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

SEPTA will continue to utilize FY 2021-20224 FHWA Transit Flex funding in the amount of \$68,332,000 to support the SEPTA Bus Purchase Program (MPMS #90512).

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	FLEX	17,083											
PE	FLEX		17,083										
PE	FLEX			17,083									
PE	FLEX				17,083								
PE	FLEX					17,083							
PE	FLEX						17,083						
PE	FLEX							17,083					
PE	FLEX								17,083				
PE	FLEX									17,083			
PE	FLEX										17,083		
PE	FLEX											17,083	
PE	FLEX												17,083
		17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083
		Total FY2023-2026		68,332		Total FY2027-2030		68,332		Total FY2031-2034		68,332	

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	712											
PRA	581	178											
PRA	STU		712										
PRA	581		178										
		890	890	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,780		Total FY2027-2030				Total FY2031-2034			
									0				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:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ	120											
PE	581	30											
PE	CAQ		120										
PE	581		30										
		150	150	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		300		Total FY2027-2030				Total FY2031-2034			
									0				0

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PRA	STU	310											
PRA	581	78											
PRA	STU		310										
PRA	581		78										
		388	388	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		776		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 75854 *District Program Management Services "A"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	581	2,500											
PRA	581		2,500										
		2,500	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,000		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	581	2,500											
PRA	581		2,500										
		2,500	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79927 Highway Reserve Line Item-STP

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	STP	770											
CON	STP		785										
CON	STP				16								
CON	STP					763							
CON	STP						816						
CON	STP							816					
CON	STP								816				
CON	STP									816			
CON	STP										816		
CON	STP											816	
CON	STP												816
CON	STP												
		770	785	0	16	763	816	816	816	816	816	816	816
		Total FY2023-2026		1,571		Total FY2027-2030		3,211		Total FY2031-2034		3,264	

Draft Version

Various

No Let Date

NHPP:

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	BOF	348											
CON	BRIP												
CON	BOF		88										
CON	BOF			2									
CON	185												
CON	BOF				2								
CON	185												
CON	BRIP												
CON	BOF					7,036							
CON	BOF						14,259						
CON	BRIP												
CON	BOF							18,634					
CON	BRIP												
CON	185												
CON	BOF												
CON	BRIP												
CON	BOF								16,566				
CON	185												
CON	BRIP												
CON	BOF									18,698			
CON	185									13,535			
CON	BRIP												
CON	BOF										18,698		
CON	185										13,793		
CON	BRIP												
CON	BOF											18,698	
CON	185											37,401	
CON	BRIP												
CON	BOF												18,698
CON	185												33,125
CON	BRIP												
CON	BOF												
CON	185												
		348	88	2	2	7,036	14,259	18,634	16,566	32,233	32,491	56,099	51,823
		Total FY2023-2026		440		Total FY2027-2030		56,495		Total FY2031-2034		172,646	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79980 STU Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	1,571											
CON	STU		1,602										
CON	581		158										
CON	STU												
CON	STU				32								
CON	581				1,024								
CON	STU					1,667							
CON	STU						1,667						
CON	STU							1,667					
CON	STU								1,667				
CON	STU									1,667			
CON	STU										1,667		
CON	581											1,667	
CON	STU												1,667
CON	581												
CON	STU												
CON	581												
		1,571	1,760	0	1,056	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667
		Total FY2023-2026		4,387		Total FY2027-2030		6,668		Total FY2031-2034		6,668	

MPMS# 82216 NHPP Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	STP		2,000										
CON	581		500										
		0	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,500		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 84318 CAQ Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project 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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	CAQ	2,461											
CON	CAQ		909										
CON	CAQ			4,003									
CON	CAQ				4,003								
CON	CAQ					3,353							
CON	CAQ						11,965						
CON	CAQ							8,353					
CON	CAQ								11,965				
CON	CAQ									8,353			
CON	CAQ										11,965		
CON	CAQ											8,353	
CON	CAQ												11,965
		2,461	909	4,003	4,003	3,353	11,965	8,353	11,965	8,353	11,965	8,353	11,965
		Total FY2023-2026		11,376		Total FY2027-2030		35,636		Total FY2031-2034		40,636	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84457 *Signal Retiming Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	350											
PRA	TOLL												
PRA	TOLL												
PRA	CAQ			350									
		350	0	350	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		700		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 86077 *Enhance and Maintain Travel Forecasting Tools - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL	454											
PRA	STU												
PRA	TOLL												
PRA	STU		454										
		454	454	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		908		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 92182 *Expressway Service Patrol - Suburban Counties (2022-2026)*

LIMITS I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delawa

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	NHPP	3,550											
CON	TOLL												
CON	NHPP		3,800										
CON	TOLL												
CON	NHPP			3,800									
		3,550	3,800	3,800	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		11,150		Total FY2027-2030				Total FY2031-2034			
									0				0

DVRPC FY2023-2026 TIP for PA

Draft 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

IPD: 29

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township, FD \$59,000, CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244 PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, PE \$300,000, FD \$375,000, ROW \$90,000, UTL \$50,000, CON \$2,000,000. The total cost of this project is \$2,630,000.

Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FD \$120,000, ROW \$31,000, CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, PE \$300,000, FD \$300,000, ROW \$75,000, CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, PE \$300,000, FD \$200,000, ROW \$40,000, CON \$1,400,000. The total cost of this project is \$1,940,000.

Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, PE \$350,000, FD \$250,000, ROW \$50,000, UTL \$50,000, CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE \$410,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON 2,850,000. The total cost of this project is \$3,660,000.

-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, PE \$450,000, FD \$300,000, ROW \$50,000 UTL \$50,000, CON \$2,900,000. The total cost of this project is \$3,700,000.

Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township, PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FD \$143,000, CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FD \$350,000, CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Store Road Bridge (MPMS #98228) in Lower Salford Township PE \$11,000, FD \$80,000, CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project. Drawn down in FY16 of the FY2015 TIP.

City of Philadelphia

-59th Street over Amtrak (MPMS #98229) PE \$3,000,000, FD \$2,000,000, UTL/RR \$4,100,000, CON \$20,000,000. The total cost of this project is \$29,100,000, project is BOF eligible;

-Woodland Avenue over SEPTA (MPMS #98232) PE of \$480,000, FD \$320,000, CON \$952,000, CON \$10,048,000. The total cost of this project is \$10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP.

-Tabor Road over Tacony Creek (MPMS #98230) PE \$240,000, FD \$600,000, CON \$6,000,000. The total cost of this project is \$6,840,000.

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

Round 2 (summer 2016 selections):

MPMS #s will be created once invoices are received by PennDOT.

Bucks County

-Walnut Street Bridge over Perkiomen Creek (CB #13) (MPMS #13248), Perkasio Borough, CON \$5,150,000. This is a retro-reimbursement project.

-Frosty Hollow Road over Mill Creek - CB #15 (MPMS #103620), Middletown Township, PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project. Drawn down in FY2017 TIP.

-Mill Creek Road over Martins Creek - CB #220 (MPMS #102598), Falls Township, PE \$41,000, FD \$250,000, ROW \$50,000, CON \$2,464,000. Total cost \$2,805,000. This is a retro-reimbursement project.

Chester County

-State Street in Avondale - CB #289 (MPMS #14246), Avondale Borough, PE \$100,000, FD \$250,000, ROW \$20,000, UTL \$150,000 CON \$1,800,000. Total cost \$2,320,000. This is a retro-reimbursement project.

-Mill Road in Tredyffrin Twp - CB #167 (MPMS #13981), Tredyffrin Township, Study \$150,000, PE \$300,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,000,000. Total cost \$2,925,000. This is a retro-reimbursement project.

-Bertolet School Road - CB #196 (MPMS #86271), East Vincent Township, Study \$200,000, PE \$450,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,775,000. Total cost \$3,900,000. This is a retro-reimbursement project.

Delaware County

-Paper Mill Road over Darby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township, Engineering \$410,000, ROW \$15,000, CON \$2,900,000. Total cost \$3,325,000. This is a retro-reimbursement project.

-Fox's Bank Bridge - CB #94 (MPMS #TBD), Middletown Township, Engineering \$300,000, ROW \$50,000, CON \$2,500,000. Total cost \$2,850,000. This is a retro-reimbursement project.

Mongtomgery County

-Moreland Avenue over Branch Pennypack Creek - CB #38 (MPMS #TBD), Hatboro Borough, PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,500,000. Total cost \$3,150,000. This is a retro-reimbursement project.

-Easton Road over Branch Tacony Creek - CB #268 (MPMS #TBD), Cheltenham Township, PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,550,000. Total cost \$3,200,000. This is a retro-reimbursement project.

-Moyer Road over East Branch Perkiomen Creek - CB #262 (MPMS #TBD), Upper Salford Township, PE \$350,000, FD \$250,000, ROW \$25,000, UTL \$20,000, CON \$4,355,000. Total cost \$5,000,000. This is a retro-reimbursement project.

City of Philadelphia

-MLK Drive over Schuylkill River - (MPMS #108129), City of Philadelphia, PE \$960,000, FD \$640,000, CON \$10,000,000. Total cost \$11,600,000.

-Falls Road Bridge over Schuylkill River - (MPMS #108099), City of Philadelphia, PE \$1,200,000, FD \$800,000, CON \$10,000,000. Total cost \$12,000,000.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183	2,253											
CON	LOC	563											
CON	183		2,133										
CON	LOC		533										
CON	183			1,291									
CON	LOC			322									
CON	183				1,455								
CON	LOC				363								
CON	183					934							
CON	LOC					233							
CON	183						8,158						
CON	LOC						2,039						
CON	183							6,318					
CON	LOC							1,579					
CON	183								15,610				
CON	LOC								3,902				

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Various

	2,816	2,666	1,613	1,818	1,167	10,197	7,897	19,512	0	0	0	0
Total FY2023-2026	8,913				Total FY2027-2030	38,773			Total FY2031-2034	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:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU	190											
PRA	TOLL												
PRA	STU		190										
		190	190	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			380	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102105 *Municipal Bridge Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Nine (9) local bridge projects requesting \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local) for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval.

Bucks County

(1) Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);

(2) Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local)

Chester County

(3) East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);

(4) Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);

Montgomery County

(5) Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);

(6) Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);

(7) Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);

(8) Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);

(9) Pulaski Drive Bridge (Bridge Key 28142) in Whitpain Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

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

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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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183			1,607									
CON	LOC			401									
CON	183				1,223								
CON	LOC				305								
CON	183					1,000							
CON	LOC					250							
CON	183						3,000						
CON	LOC						750						
CON	183							12,000					
CON	LOC							3,000					
		0	0	2,008	1,528	1,250	3,750	15,000	0	0	0	0	0
Total FY2023-2026				3,536		Total FY2027-2030		20,000		Total FY2031-2034		0	

MPMS# 102275 Study Line Item

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not Yet Determined

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581		6,720										
		0	6,720	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				6,720		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102320 District Wide Bridge Rehab Group P

LIMITS Districtwide

Est Let Date: 5/26/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

Ten bridges in Bucks, Chester, Delaware, and Montgomery counties that are poor condition will be replaced with minimal roadway improvements. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Souderton Pike over Branch Mill Creek (Bridge Key 6883)

Carver-Wisner Road over Hickory Creek (Bridge Key 7105)

Allentown Road over Branch of the Unami Creek (Bridge Key 7403)

The bridges in Chester County are:

West Miner Street over Branch of Blackhorse Run (Bridge Key 10267)

Hill Church Road over Tributary of Stony Run (Bridge Key 10366)

The bridges in Delaware County are:

Bethel Road over Branch of Marcus Hook Creek (Bridge Key 15314)

Smith Bridge Road over Webb Creek (Bridge Key 15341)

The bridges in Montgomery County are:

Allentown Road over Branch of Skippack Creek (Bridge Key 27524)

Black Rock Road over Crossmans Run (Bridge Key 27779)

Linfield Road over Tributary of the Schuylkill River (Bridge Key 27822)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	3,435											
CON	185		118										
CON	185			1,305									
CON	185				3,500								
		3,435	118	1,305	3,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,358		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102665Signal Upgrade Line Item

LIMITS

IMPROVEMENTSignal/ITS Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: L. Guarini

NHPP:

FC:

No Let Date

AQ Code:NRS

IPD:

CMP: Not SOV Capacity Adding

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104639 Travel Monitoring

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	STU	145												
PRA	TOLL													
PRA	TOLL													
PRA	STU		145											
		145	145	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			290	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 105291 The Circuit Line Item

LIMITS

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: L. Guarini

NHPP:

FC:

No Let Date

MRPID:97

AQ Code:A2

IPD: 23

CMP: Not SOV Capacity Adding

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ		3,000										
CON	CAQ			3,500									
CON	CAQ				3,500								
		0	3,000	3,500	3,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,000		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106648 Sink Holes Line Item

LIMITS District Wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581		250										
CON	581			250									
		0	250	250	0	0	0	0	0	0	0	0	0
Total FY2023-2026				500		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 106649 Stormwater Permits/Environmental Mitigation Design

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Reserve Line Item for Stormwater Permits

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	750											
CON	581		750										
		750	750	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,500		Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106654 I-95 Transportation Demand Mgt (TMA)

LIMITS

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: EE/E. Elbich

NHPP:

FC:

No Let Date

MRPID:65

AQ Code:NRS

IPD:

CMP: Not SOV Capacity Adding

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	250											
PRA	TOLL												
PRA	NHPP		250										
PRA	TOLL												
		250	250	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		500		Total FY2027-2030				Total FY2031-2034			
						0				0			

MPMS# 109847 ROW Divestment 6-0

LIMITS Regionwide

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: AECOM/P. Shultes

NHPP:

FC:

No Let Date

AQ Code:NRS

IPD:

CMP: Not SOV Capacity Adding

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	1,600											
PE	581		1,000										
		1,600	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,600		Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110127 District 6 Modeling Assistance

LIMITS I-95 reconstruction and other areas as needed across the District

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will require an expansion of DVRPC staff to include a dedicated travel modeler to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania. The additional staff member will report to the Manager, Office of Modeling and Analysis, and work with other OMA staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	368											
PRA	581	92											
PRA	NHPP		368										
PRA	581		92										
		460	460	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		920		Total FY2027-2030				0			
		Total FY2023-2026		920		Total FY2027-2030				0			
		Total FY2023-2026		920		Total FY2027-2030				0			

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

Commuter Services is a DVRPC Unified Planning Work Program TIP Funded Task. Note that funding for this task was formerly shared with the Transportation Management Associations (TMA) work programs under MPMS# 17900. The DVRPC Work Program Task funding has now been broken out under this MPMS# 110460 for distinction from the TMA work programs task and for more efficient administration purposes. The TMA portion is now covered under MPMS# 110429.

The DVRPC Comptroller will establish a "Sub-Account" charging number in the DVRPC UPWP totaling \$50,000 so that the non-CMAQ eligible administrative tasks can be charged to that specific charge code. The funding for this project will break down as follows: \$201,000 CMAQ which will be toll credit matched, \$34,000 State 581 which will be a state contribution to the project, and \$16,000 in DVRPC Local funds. This arrangement will require PennDOT to develop two new WBS elements for FY21. The first new WBS element will be to address the CMAQ funds while the second WBS element will address the state contribution and DVRPC Local Funds.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	CAQ	375											
PRA	TOLL												
PRA	CAQ		375										
		375	375	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		750		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110494 *Regional Traffic Management Center (RTMC) General Contract*

LIMITS PennDOT District 6-0

Actl Let Date: 9/12/2019

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:236

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

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	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	STU*	3,500															
CON	TOLL																
		3,500	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2023-2026		3,500		Total FY2027-2030				0				Total FY2031-2034		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:

IPD:

PROJECT MANAGER: Jackie Koons-Fellon

CMP: Not SOV Capacity Adding

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	
PRA	CAQ		1,760											
PRA	LOC		440											
PRA	CAQ				1,760									
PRA	LOC				440									
		0	2,200	0	2,200	0	0	0	0	0	0	0	0	
		Total FY2023-2026		4,400		Total FY2027-2030				Total FY2031-2034				0
						0								

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 113257 Outdoor Advertising Control

LIMITS Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: ROW/B. Dicianno

CMP: Not SOV Capacity Adding

PennDOT District 6-0 is federally required (23 CFR 750.705b) since 2006 to conduct regular surveillance and ongoing illegal sign surveillance for outdoor advertising devices.

The current surveillance must be completed before December 2020. An average of 16 approved sign per week must be surveilled, over a two year cycle, to meet the deadline for regular surveillance.

A total of 1,450 approved signs must be surveilled on a regular basis:

Bucks County – 300 signs
 Chester County – 150 signs
 Delaware County – 150 signs
 Montgomery County – 150 signs
 City of Philadelphia – approximately 700 signs

The ongoing surveillance of illegal signs will: 1) identify illegal signs for the purpose of legalization, 2) assure that signs erected comply, at a minimum, with size, spacing, and lighting, and 3) remove illegal signs expeditiously.

In addition, the District will continue to perform the administrative responsibilities of application processing by reviewing available documentation and conducting routine field inspections to make recommendations for approval or denial of Outdoor Advertising Device Permits. The District will also continue to log all signs identified as illegal and follow through with written requests for permit applications or removal of the signs.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	300											
PRA	TOLL												
PRA	TOLL												
PRA	STU		300										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		600		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 113813 Group HB1 Bridge Rehabilitation

New

LIMITS District Wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City; Abington Township; Doylestown Borough; Haycock FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: V. Gaudiosi

CMP:

This project involves rehabilitating or replacing the following bridges:
 SR 0063 Woodhaven Road (EB and WB) over Poquessing Creek in Philadelphia.
 SR 0563 Mountain View Drive over Tohickon Creek in Bucks County
 SR 2033 Woodbourne Road over Interstate 295 in Bucks County
 SR 2043 Trevoise Road over Poquessing Creek in Bucks County
 SR 2194 New Britain Road over Doylestown Bypass in Bucks County
 SR 1002 Swedesford Road over Chester Valley Trail in Chester County
 SR 1019 Charlestown Road over Pickering Creek in Chester County
 SR 2036 Tyson Avenue over Susquehanna Road in Montgomery County
 SR 2036 Tyson Avenue over Susquehanna Road in Montgomery County

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	BRIP							8,500					
		0	0	0	0	0	0	8,500	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			8,500	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114939 *Regional TDM Program*

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region, in a coordinated, cost-effective, and environmentally-positive way. It centers on the strategies that more efficiently distribute travel demand across all modes, and especially reduce single-occupant vehicle (SOV) travel. An important element of TDM is providing public education and outreach to commuters, employers, residents and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system. Traditional TDM strategies include public transportation and biking/walking incentives, forming car and van pools - often facilitated by robust park-and-ride lot options - as well as encouraging adding flextime and compressed work weeks, telework plans, and emergency ride home programs into an employer's benefits package.

The time is right for a fresh approach to TDM in the DVRPC region. Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use like Waze and Google Maps are themselves a form of TDM, enabling a more efficient use of transportation networks but not reducing SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms - "mobility as a service (MaaS)." These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives and Transportation Control Measures (TCM), such as variable road pricing, trip-reduction ordinances, and transit benefit ordinance requirements. All of these conditions warrant a fresh consideration of which TDM or TCM strategies can work most effectively in the greater Philadelphia region.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there has not been, to date, a formal, coordinated TDM program for the full DVRPC service region. This new coordinated program of projects and activities will help DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to reduce congestion and improve air quality. In coordination with the development of the Commission's 2050 Long-Range Plan, new regional TDM direction and efforts will allow for a broad and strategic approach to TDM in the region, which differs from the mostly ad hoc and service area-based approach used now.

A performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio.

CMAQ-funded activities carried out through this program are eligible under FHWA's 2013 CMAQ Guidance VII.F.5. Transportation Control Measures; VII.F.8. Travel Demand Management; and VII.F.9.Public Education and Outreach Activities. Additional Innovative Projects, to be determined, may also be eligible for the use of CMAQ funding under section VII.F.16.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ		2,202										
PRA	LOC		551										
PRA	CAQ				2,202								
PRA	LOC				551								
		0	2,753	0	2,753	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,506		Total FY2027-2030				Total FY2031-2034			
						0				0			

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114967 *Transportation Operations*

LIMITS Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

Goals: Promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Project (21-41-060) highlight key activities undertaken by these programs which were re-organized for FY 2021 to make sure that all the associated tasks were eligible for the appropriate federal funding sources assigned to each. This required the movement of some tasks from one program to another. The overall project budget for the Transportation Systems Management and Operations Project went down considerably while the Transportation Operations Program Area budget went up significantly. Overall, between both projects, there was a slight decrease in funding while still providing the on-going level of effort from previous fiscal years.

The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance. As transportation operations activities tend to be short-term oriented, tasks listed under technical assistance are likely to change as new needs arise.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held quarterly for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include Post-Incident debriefings, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management Project). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

DVRPC will hold a Regional IMTF Conference in FY 2021 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be

Pennsylvania - Highway Program (Status: TIP)

Various

supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. In FY 2021, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and or services.

Tasks:

Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. TIM Performance Measure Data Analysis. Work with partner agencies and collect TIM data regarding time of lane closures, and incident duration. These measures will be tracked and measured over time and will be presented and or produced in periodic data bulletins
8. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
9. Social Media awareness campaigns for quick clearance
10. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
11. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
12. Provide technical support, including mapping services, GIS, and other assistance as requested.

Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

Transportation Operation Task Force

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials

Pennsylvania - Highway Program (Status: TIP)

Various

2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Coordinate with PennDOT District 6-0 Traffic Operations, and assist them with maintaining their Regional Operations Plan (ROP)
4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the Regional ITS Architecture.
6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.
7. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or other member governments.

Products:

Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

Incident Management Task Force Products

1. Incident management task force training session's agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay.
4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Produce periodic bulletins to highlight incident management and transportation operations data as available.
8. Roster and contact information of regional emergency agencies
9. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

Traffic Signal Optimization Products

1. MOUs, Concept of Operations, memorandums, and final reports, developed for both the Pennsylvania and New Jersey Regional Signal Retiming Initiative Programs.

TSMO Planning Efforts

1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.
4. Technical assistance to agencies.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	208											
PRA	581	52											
PRA	CAQ		208										
PRA	581		52										

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

	260	260	0	0	0	0	0	0	0	0	0	0
	Total FY2023-2026		520		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 115962 PA Supportive Regional Highway Program (SRHPP)

LIMITS

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	698											
PRA	TOLL												
PRA	STU		698										
PRA	TOLL												
		698	698	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,396		Total FY2027-2030		0		Total FY2031-2034			0

MPMS# 117793 Systemic Improvements - Lane Departure

New

LIMITS

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP:

This project uses a systemic approach to identify locations that have an overrepresentation of fatal and serious injury lane departure crashes in curves where low-cost safety countermeasures can be constructed to reduce the number and severity of crashes.

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

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117796 Systemic Improvements - Vulnerable Users

New

LIMITS

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP:

This systemic project will implement roadway context appropriate traffic calming strategies with specific focus on speed management to address non-motorized roadway user safety in urban and urban-core areas.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	sHSIP	1,000											
CON	sHSIP		3,000										
		1,000	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,000		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 117997 Bridge Investment Program Line Item

LIMITS Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP:

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>				
CON	BRIP	14															
CON	BRIP		14														
CON	BRIP			14													
CON	BRIP				14												
CON	BRIP					14											
CON	BRIP						14										
CON	BRIP							14									
CON	BRIP								14								
CON	BRIP									14							
CON	BRIP										14						
CON	BRIP											14					
CON	BRIP												14				
		14	14	14	14	14	14	14	14	14	14	14	14				
		Total FY2023-2026				56		Total FY2027-2030				56		Total FY2031-2034		56	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 118015 CMAQ Flex for SEPTA Projects of Significance Line Item

New

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project is for CMAQ funds to be FLEXed to SEPTA in order to support the Trolley Modernization, KOP Rail Extension, Bus Revolution, and Rail Fleet Replacements projects.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ			20,379									
PE	CAQ				23,283								
PE	CAQ					30,884							
PE	CAQ						30,630						
PE	CAQ							34,242					
PE	CAQ								30,630				
PE	CAQ									34,242			
PE	CAQ										30,630		
PE	CAQ											34,242	
PE	CAQ												30,630
		0	0	20,379	23,283	30,884	30,630	34,242	30,630	34,242	30,630	34,242	30,630
		Total FY2023-2026		43,662		Total FY2027-2030		126,386		Total FY2031-2034		129,744	

MPMS# 118036 HSIP Supportive Line Item

New

LIMITS

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP:

This Line Item has been established to assist in delivering HSIP funded projects with elements that are not HSIP eligible.

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

Total For Various	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$64,005	\$80,485	\$72,320	\$101,012	\$317,822	\$506,947	\$563,802

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Transit Projects for the Draft FY2023 TIP for Pennsylvania

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DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 93586 *Downingtown Train Station Rehabilitation*

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on State Route 322/Brandywine Avenue. The existing station is an enclosed shelter with a low-level platform, about 360 parking spaces, and is not ADA accessible. The new station location is along a section of tangent track in Downingtown Borough, selected as a result of the alternatives analysis conducted in 2013 by PennDOT with Amtrak, SEPTA, and local communities. PennDOT has acquired property and completed preliminary design.

The new station will continue to serve Amtrak and SEPTA train service and provide full ADA accessibility with two 550-foot-long high-level platforms for inbound and outbound trains. The platforms will have canopies and will be accessed via elevator/stair towers from the ground level parking areas, which combined will have over 500 parking spaces. The existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable addition of a turning lane for vehicular station-related movements. Additional features of the site include retaining walls, bike racks, sidewalks, visual screening (as required for mitigations), stormwater management, site lighting, and security. The railroad right-of-way through the new bridge and station will require modifications, including removal of the DOWNS Interlocking.

Downingtown Station is a component of the Keystone Corridor between Philadelphia and Harrisburg, a 104-mile line owned and operated by Amtrak. The line shares some of the operating characteristics of the Northeast Corridor (NEC) main line, including multiple tracks, full electrification, and full grade separation from the highway grid. Amtrak operates up to 14 Keystone Service intercity round trips per day between Harrisburg and Philadelphia (and extending to New York City) with up to 22 stops at Downingtown Station. SEPTA operates Paoli/Thorndale Line commuter trains on the eastern portion of the line, with up to 42 stops per day at Downingtown Station. Amtrak ridership numbers for the station are 81,326 (FFY 2019).

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	5337	20,800											
CON	341	5,200											
CON	5337		20,320										
CON	5307		10,740										
CON	341		7,765										
CON	5307			9,000									
CON	5337			20,000									
CON	341			7,250									
CON	5337				10,000								
CON	341				2,500								
		26,000	38,825	36,250	12,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		113,575		Total FY2027-2030				Total FY2031-2034			
						0				0			

Total For PennDOT	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$26,000	\$38,825	\$36,250	\$12,500	\$113,575	\$0	\$0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds. Capital projects planned in FY23-26 include (also see MPMS# 95739): FY 22 Rolling stock; FY23 Shelter replacement \$230,000; FY24 Shelter amenities \$10,000; FY25 Lift replacement \$60,000.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
OP	5307	773												
OP	1513	1,476												
OP	LOC	108												
OP	5307		813											
OP	1513		1,550											
OP	LOC		113											
OP	5307			854										
OP	1513			1,628										
OP	LOC			119										
OP	5307				897									
OP	1513				1,709									
OP	LOC				125									
		2,357	2,476	2,601	2,731	0	0	0	0	0	0	0	0	
		Total FY2023-2026		10,165		Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

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:M7

PLAN CENTER:

IPD:

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

Pottstown Area Rapid Transit plans to begin replacing aging shelters, amenities, and equipment to maintain a state-of-good repair and achieve the TAM goals set out in the PA TAM Group Plan.

Capital projects planned in FY23-26 include: FY 22 Rolling stock; FY23 Shelter replacement \$230,000; FY24 Shelter amenities \$10,000; FY25 Lift replacement \$60,000.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5307	24											
CAP	ARPA	200											
CAP	1517	3											
CAP	LOC	3											
CAP	5307		8										
CAP	1517		1										
CAP	LOC		1										
CAP	5307			48									
CAP	1517			6									
CAP	LOC			6									
CAP	5307				160								
CAP	1517				20								
CAP	LOC				20								
		230	10	60	200	0	0	0	0	0	0	0	0
		Total FY2023-2026		500		Total FY2027-2030		0		Total FY2031-2034		0	

Total For Pottstown	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$2,587	\$2,486	\$2,661	\$2,931	\$10,665	\$0	\$0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station SR:0030

LIMITS Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP: Y

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 13

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

This project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 improved station accessibility and included construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities, completed in 2019. Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.

The total project cost is \$31.46M. Funding is programmed as follows: Prior year funds in the amount of \$21.01M, and \$10.45M in FY 2024 - FY 2026.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514		484										
ERC	LOC		16										
ERC	1514			5,577									
ERC	LOC			186									
ERC	1514				4,052								
ERC	LOC				135								
		0	500	5,763	4,187	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,450		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAL	5337	44,612											
CAL	1514	11,781											
CAL	LOC	393											
CAL	5337		47,280										
CAL	1514		12,468										
CAL	LOC		416										
CAL	5337			28,605									
CAL	1514			7,493									
CAL	LOC			766									
CAL	5337				42,160								
CAL	1514				11,330								
CAL	LOC				378								
CAL	5307					12,462							
CAL	1514					3,015							
CAL	LOC					100							
CAL	5337						50,446						
CAL	1514						13,447						
CAL	LOC						448						
CAL	5337							54,811					
CAL	1514							14,556					
CAL	LOC							485					
CAL	5337								56,455				
CAL	1514								15,009				
CAL	LOC								500				
CAL	5337									58,150			
CAL	1514									15,476			
CAL	LOC									516			
CAL	5337										59,893		
CAL	1514										15,953		
CAL	LOC										532		
CAL	5337											61,690	
CAL	1514											16,443	
CAL	LOC											548	
CAL	5337												63,541
CAL	1514												16,949
CAL	LOC												565

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

56,786	60,164	36,864	53,868	15,577	64,341	69,852	71,964	74,142	76,378	78,681	81,055
Total FY2023-2026		207,682		Total FY2027-2030		221,734		Total FY2031-2034		310,256	

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:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority.

The utility fleet comprises the following types of vehicles and equipment:

- Utility vehicles for transit and paratransit supervisors, and SEPTA police officers.
- Maintenance-of-way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	1514	12,233											
PUR	LOC	408											
PUR	1514		12,790										
PUR	LOC		426										
PUR	1514			10,271									
PUR	LOC			342									
PUR	1514				9,293								
PUR	LOC				310								
PUR	1514					11,919							
PUR	LOC					397							
PUR	1514						9,712						
PUR	LOC						324						
PUR	1514							9,447					
PUR	LOC							315					
PUR	1514								9,672				
PUR	LOC								322				
PUR	1514									9,904			
PUR	LOC									330			
PUR	1514										10,016		
PUR	LOC										334		
PUR	1514											10,770	
PUR	LOC											359	
PUR	1514												10,645
PUR	LOC												355
Total FY2023-2026		12,641	13,216	10,613	9,603	12,316	10,036	9,762	9,994	10,234	10,350	11,129	11,000
Total FY2027-2030		46,073				42,108				42,713			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 Debt Service

Return

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

Payments on Capital Grant Receipts Bonds, Series 2011/2017- \$156.88M (Final year of debt service funding for Series 2011-2017 Bonds - FY 2029)

Acquisition of 120 Silverliner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of \$319.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.

Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 - \$103.25M (Final year of debt service funding for Series 2017-2019 Bonds - FY2028)

Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds

Capital Financing- EB5 Loan - \$241.90M (Refinancing in FY 2022)

In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC) pursuant to the Employment Based Immigration-5th Preference (EB-5) Program administered by United States Citizenship and Immigration Services (USCIS). The loan was made available to SEPTA over a period of several years and was used to partially fund the acquisition of electric locomotives, expansion of Frazer Yard, and substation rehabilitation projects. This loan will be refinanced as part of the Bond Issuance SEPTA is undertaking in calendar year 2022.

Payments on Capital Grant Receipts Bonds, Series 2020 - \$130.89M (Final year of debt service funding for other Capital Financing - FY 2032)

Acquisition of 140 Hybrid (Diesel-Electric) Buses - These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice annunciation of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual purpose Passenger Wifi system, and a Qpod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.

Payments on State Motor Vehicle Sales Tax Bonds, Series 2022- \$984.50M (Final year of debt service funding for other Capital Financing (Estimated - FY 2034)

On February 24, 2022, the SEPTA Board approved the Authority to issue bonds in an amount not to exceed \$800 M to support SEPTA's capital program. This approval is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the

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SEPTA

Pennsylvania Consolidated Statutes. The Authority expects to proceed with an initial bond issuance of \$550 million to fund various capital projects, including refinancing of SEPTA's outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
DS	5337	12,377											
DS	5307	8,786											
DS	PTAF 44	11,728											
DS	1514	29,314											
DS	OTH	241,897											
DS	LOC	1,381											
DS	5337		12,375										
DS	5307		8,783										
DS	PTAF 44		11,730										
DS	1514		29,313										
DS	LOC		1,381										
DS	5307			8,786									
DS	5337			12,374									
DS	PTAF 44			11,724									
DS	1514			47,328									
DS	LOC			1,981									
DS	5337				12,377								
DS	5307				8,785								
DS	PTAF 44				11,727								
DS	1514				58,581								
DS	LOC				2,356								
DS	5337					12,374							
DS	5307					8,786							
DS	PTAF 44					10,515							
DS	1514					69,836							
DS	LOC					2,690							
DS	5307						8,785						
DS	5337						12,373						
DS	1514						81,092						
DS	LOC						2,702						
DS	5307							8,784					
DS	1514							89,351					
DS	LOC							2,978					
DS	5307								8,785				
DS	1514								100,611				
DS	LOC								3,353				
DS	5307									8,782			
DS	1514									111,865			
DS	LOC									3,728			
DS	1514										120,993		
DS	LOC										4,032		
DS	1514											132,249	
DS	LOC											4,407	
DS	1514												143,507
DS	LOC												4,782
		305,483	63,582	82,193	93,826	104,201	104,952	101,113	112,749	124,375	125,025	136,656	148,289
		Total FY2023-2026		545,084		Total FY2027-2030		423,015		Total FY2031-2034		534,345	

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 Federal Preventive Maintenance

Return

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Federal Preventive Maintenance provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
OP	5337					36,200							
OP	LOC					9,050							
OP	5337						36,200						
OP	LOC						9,051						
OP	5337							36,200					
OP	LOC							9,050					
OP	5337								36,200				
OP	LOC								9,050				
OP	5337									6,892			
OP	5307									29,308			
OP	LOC									9,050			
OP	5307										4,753		
OP	5337										31,447		
OP	LOC										9,050		
OP	5307											2,366	
OP	5337											33,834	
OP	LOC											9,050	
OP	5337												36,200
OP	LOC												9,050
		0	0	0	0	45,250	45,251	45,250	45,250	45,250	45,250	45,250	45,250
		Total FY2023-2026			0	Total FY2027-2030			181,001	Total FY2031-2034			181,000

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60335 City Hall / 15th Street Stations

LIMITS City Hall / 15th Street Station in Philadelphia

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Center City Philadelphia

PLAN CENTER: Metropolitan Center

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:AD

AQ Code:M8

IPD: 14

CMP Subcorridor(s): 10A, 14A

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. Specifically, the project will:

- 1) Provide full access for riders with disabilities through fourteen new elevators and ramps to all levels of both stations, new and wider ramped corridors connecting the stations, and new accessible fare line gates;
- 2) Improve passenger flow with new and reconfigured fare lines outfitted for the new SEPTA Key program, new and wider stairs and railings, and more open areas in the 15th Street Mezzanine and on the platforms;
- 3) Update station interiors and systems including new architectural finishes, new signs, Art-in-Transit, new seating and other amenities, new lighting and public address systems, new updated fire alarm system, closed-circuit TV and security systems; and,
- 4) Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms.

The City Hall / 15th Street Stations project has been divided into the following phases:

- Dilworth Park Phase (complete): Included work to prepare for the park's construction by the Center City District (CCD); construction of the new station entrance outside the west portal of City Hall; and five new elevators connecting street level to the rebuilt fare lines and 15th Street Station and the eastbound trolley platform.
- 15th Street Station (complete): Five new elevators for 15th Street Station connecting street level to MFL and trolley platforms and overall interior renovations and upgrades to station finishes, platforms, lighting, fare lines, security system and accessibility improvements.
- Interlocking Reconfiguration: Modification of the interlocking at Fairmount to allow for track outages necessary for City Hall underpinning and station construction.
- Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms.
- City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators to complete ADA compliance and new or renovated platforms, stairs, lighting and amenities.

The total project cost is \$189.04M (Prior year funds - FY 2029).

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	13,307											
ERC	LOC	443											
ERC	1514		12,687										
ERC	LOC		423										
ERC	1514			14,323									
ERC	LOC			477									
ERC	1514				19,839								
ERC	LOC				661								
ERC	1514					19,746							
ERC	LOC					661							
ERC	1514						17,358						
ERC	LOC						578						
ERC	1514							12,792					
ERC	LOC							426					

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SEPTA

13,750	13,110	14,800	20,500	20,407	17,936	13,218	0	0	0	0	0
Total FY2023-2026		62,160		Total FY2027-2030		51,561		Total FY2031-2034		0	

MPMS# 60540 *Parking Improvements*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 24

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will provide for the construction, renovation, and expansion of SEPTA's parking facilities.

Currently programmed projects include:

- Conshohocken Station Parking Garage* - \$38.22M (Prior Years - FY2025)

Due to reduced ridership resulting from the COVID-19 pandemic and as part of the Reimagining Regional Rail initiative, SEPTA is re-evaluating station parking needs. The following projects listed under the previous capital budget will be revisited in coordination with the results of Reimagining Regional Rail and as ridership returns and the need for parking at each location is more clear.

- 69th Street Transportation Center Parking Garage
- Gwynedd Valley Station Parking
- Ivy Ridge Parking
- Noble Station Parking Garage and Storage Track
- Philmont Station Parking
- Fern Rock Transportation Center Complex

*\$8M of FHWA CMAQ Flex funding is programmed in FY 2023 of MPMS #111005 to fully fund the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307		3,776										
ERC	1514		914										
ERC	LOC		30										
		0	4,720	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026			4,720			Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS Paoli Transportation Center in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

PLAN CENTER: Town Center

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:E

AQ Code:M8

IPD: 19

This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The facility is located on SEPTA's Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206.

The project includes two phases. Phase 1, completed in September 2019, made the existing station ADA accessible.

Phase 2 includes construction of an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, improved station access. A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. This companion project needs to be completed prior to advancement of Phase 2. The estimated cost is \$50.28M (FY 2028 - FY 2034 Design and Construction).

Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 3 will be developed as ridership levels increase and necessity for additional parking becomes more clear.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ERC	1514									2,419				
ERC	LOC									81				
ERC	OTH										11,550			
ERC	OTH											12,740		
ERC	OTH												23,490	
		0	0	0	0	0	0	0	0	2,500	11,550	12,740	23,490	
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034		50,280

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.

Vehicles are scheduled for overhauls during their service lives based on vehicle type and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner.

Highlights of the Fiscal Year 2023 program includes the following activities:

Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior and 30-foot MiDi Series fleets.

Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and support vehicles and equipment.

Highlights of rail transit campaigns for Fiscal Year 2023 include: M-4 LCU Software Upgrade; M-4 carbody bolster repairs. Regional Rail campaigns include Push-Pull cab/coach center door overhaul, HVAC control box upgrade and various Silverliner IV equipment and system overhauls.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	44,132											
CAP	5307	27,868											
CAP	1514	17,420											
CAP	LOC	581											
CAP	5307		25,995										
CAP	5337		43,346										
CAP	1514		17,260										
CAP	LOC		575										
CAP	5307			28,000									
CAP	5337			24,390									
CAP	1514			17,043									
CAP	LOC			568									
CAP	5337				33,201								
CAP	5307				30,800								
CAP	1514				15,484								
CAP	LOC				516								
CAP	5337					16,227							
CAP	1514					3,926							
CAP	LOC					131							
CAP	5307						40,418						
CAP	1514						47,983						
CAP	LOC						1,599						
CAP	5337							19,999					
CAP	5307							28,000					
CAP	1514							42,387					

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Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	LOC												
CAP	5307												
CAP	5337												
CAP	1514												
CAP	LOC												
CAP	5307												
CAP	5337												
CAP	1514												
CAP	LOC												
CAP	5307												
CAP	5337												
CAP	1514												
CAP	LOC												
CAP	5307												
CAP	5337												
CAP	1514												
CAP	LOC												
CAP	5307												
CAP	5337												
CAP	1514												
CAP	LOC												
		90,001	87,176	70,001	80,001	20,284	90,000	91,799	93,634	95,509	97,420	99,367	101,356
		Total FY2023-2026		327,179		Total FY2027-2030		295,717		Total FY2031-2034		393,652	

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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:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA.

SEPTA ownership of these vehicles provides the following benefits:

The flexibility to rapidly exchange vehicles between carrier networks should the need arise

Creates an economic incentive for carriers to provide quality service

More control over fleet composition and standardization of the fleet

More control over vehicle design features.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	5307	967											
PUR	1514	234											
PUR	LOC	8											
PUR	5307		1,662										
PUR	1514		402										
PUR	LOC		13										
PUR	5307			6,499									
PUR	1514			1,572									
PUR	LOC			52									
PUR	5307				6,400								
PUR	1514				1,548								
PUR	LOC				52								
PUR	5307					6,528							
PUR	1514					1,579							
PUR	LOC					53							
PUR	5307						6,590						
PUR	1514						1,594						
PUR	LOC						53						
PUR	5307							7,587					
PUR	1514							1,836					
PUR	LOC							61					
PUR	5307								6,928				
PUR	1514								1,676				
PUR	LOC								56				
PUR	5307									7,066			
PUR	1514									1,710			
PUR	LOC									57			
PUR	5307										7,207		
PUR	1514										1,744		
PUR	LOC										58		
PUR	5307											7,352	
PUR	1514											1,779	
PUR	LOC											59	
PUR	5307												7,498

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SEPTA

PUR	1514									1,814			
PUR	LOC									60			
		1,209	2,077	8,123	8,000	8,160	8,237	9,484	8,660	8,833	9,009	9,190	9,372
		Total FY2023-2026			19,409	Total FY2027-2030			34,541	Total FY2031-2034			36,404

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:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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 \$315M. Funding is programmed as follows: Prior year funds in the amount of \$310M and \$5M in FY 2023.

Project status updates are available online at <http://www.septa.org/key/>.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	4,000											
CAP	1514	968											
CAP	LOC	32											
		5,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,000		Total FY2027-2030		0		Total FY2031-2034		0	

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60636 Elwyn to Middletown Service Restoration

LIMITS Elwyn to Wawa, Delaware County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Middletown Township

PLAN CENTER:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:P

AQ Code:2025M

IPD: 16

CMP Subcorridor(s): 5B

This project will provide restoration of rail service from the existing Media/ Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Middletown/Route 1, Delaware County along the existing right-of-way referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system replacement; and the replacement and rehabilitation of bridges and culverts. The installation of a bi-directional signal system and communications system improvements including Positive Train Control (PTC) is being funded separately under a competitive PTC grant from the Federal Transit Administration.

The new terminus at Middletown/Route 1 will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; a 600+ car parking deck; and connections to SEPTA bus service. The new facility will be fully ADA compliant. The project also includes the construction of a new traffic intersection and access road connecting U.S. Route 1 to the station. A railcar storage/maintenance yard and crew facility will be constructed on SEPTA property in Lenni, Delaware County.

The total project cost is \$197.21M. Funding is programmed as follows: Prior year funds in the amount of 184.50M and \$12.71M in FY 2023.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
ERC	1514	12,301											
ERC	LOC	410											
		12,711	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		12,711		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 Substations and Power Improvements

LIMITS System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying. Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP) MPMS #90497.

Currently programmed substation and power projects include:

Multimodal Substation Overhaul Program:

- Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade - \$18.50M (FY 2028 – FY 2034)
- Substation Design and Equipment Purchase - \$28.23M (Prior Years – FY 2024)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years – FY 2027)

Railroad Substation:

- Railroad Substation 18th Street Switching Station - \$13M (FY 2023 – FY 2025)
- Railroad Substation Brill - \$12.8M (FY 2025 – FY 2028)
- Railroad Substation Chestnut Hill - \$22.54M (FY2022 – FY 2026)
- Railroad Substation Cresheim Valley - \$25.79M (FY 2022 – FY 2026)
- Railroad Substations Lansdale, Hatboro, & 12th/Portal - \$31.54M (FY 2019 – FY 2022)
- Wayne Junction Static Frequency Converters #1-4 - \$85.70 (Design - Prior Years - FY2021) (Construction - FY 2022 – FY 2027)
- Railroad Substation Woodbourne - \$23.79M (FY2023 - FY2026)

Transit Substations Program:

- Transit Substation Ellen - \$12.68M (FY 2025 – FY 2028)
- Transit Substation Market - \$12.50M (FY 2022- FY2024)
- Transit Substations Park, Broad, Loudon, Castor - \$19.95M (FY2022 - FY2024)
- Transit Substation Ranstead - \$12.68M (FY 2027– FY 2029)

Transit Substation Program - \$140M (FY 2028 - FY 2034)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	8,056											
ERC	1514	1,949											
ERC	LOC	65											
ERC	OTH	15,000											
ERC	5337		15,954										
ERC	1514		3,860										
ERC	LOC		129										
ERC	OTH		5,000										
ERC	5337			22,594									
ERC	1514			5,466									
ERC	OTH			14,000									
ERC	LOC			182									
ERC	5337				32,966								
ERC	1514				7,976								
ERC	LOC				266								
ERC	5337					25,070							
ERC	1514					6,065							

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Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	OTH				5,120								
ERC	LOC				202								
ERC	5337					26,477							
ERC	1514					6,406							
ERC	LOC					213							
ERC	5337						9,510						
ERC	1514						2,301						
ERC	LOC						77						
ERC	5337							13,600					
ERC	1514							3,290					
ERC	LOC							110					
ERC	5337								28,800				
ERC	1514								6,968				
ERC	LOC								232				
ERC	5337									6,276			
ERC	1514									1,518			
ERC	OTH									40,000			
ERC	LOC									51			
ERC	5337										4,960		
ERC	1514										1,200		
ERC	OTH										40,000		
ERC	LOC										40		
ERC	5337											2,053	
ERC	1514											497	
ERC	LOC											17	
ERC	OTH											40,000	
		25,070	24,943	42,242	41,208	36,457	33,096	11,888	17,000	36,000	47,845	46,200	42,567
		Total FY2023-2026		133,463		Total FY2027-2030		98,441		Total FY2031-2034		172,612	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 73214 *Ardmore Transportation Center*

LIMITS Ardmore Transportation Center

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:M8

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.

Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage.

Phase 2 includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 2 will be developed as ridership levels increase and necessity for additional parking becomes more clear.

The total project cost (Phases 1 & 2) is \$79.65M. The Phase 1 budget is \$53.60M Funding is programmed as follows: Prior year funds in the amount of \$50.6M. The Phase 2 budget is \$26.05M (Construction TBD).

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307		2,400										
ERC	1514		581										
ERC	LOC		19										
		0	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,000		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft 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:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

Currently programmed projects include:

Multi-Modal Improvements and ADA Accessibility Projects:

- ADA Bridge Plates - \$2.21M (FY 2020 – FY 2023)
- Bicycle Transit Access Program - \$2.26M (Ongoing)
- Center City Concourses Improvements - \$59.65M (Prior Years – FY 2029)
- Rail Transit Wayfinding & Signage - \$40M (FY 2021 – FY 2025)

Regional Rail Station ADA Accessibility and Improvement Program

- Bristol Station on Trenton line - \$30M (FY 2022- FY 2023 Design) (FY 2024 – FY 2026 Construction)
- Chestnut Hill East ADA Improvements - \$11.17M (FY 2021 – FY 2026)
- Conshohocken Station - \$15.00M (Prior Years – FY 2024)
- Jenkintown-Wyncote Station - \$50.28 (Prior Years – FY 2026)
- Malvern Station High Level Platforms - \$15.26M (FY 2022 – FY 2027)
- Marcus Hook Station - \$22.50M (FY 2022 – FY 2037)
- Noble Station on the West Trenton Line - \$28.20M – (Prior Year – FY 2023 Design) (FY 2027 – FY 2031 Construction)
- Regional Rail Roof Program - \$12M (Ongoing)
- Swarthmore Station - \$7.96M (FY 2022 – FY 2025)
- Willow Grove Station - \$39.44M (Prior Years - FY2023 Phase 1) (FY 2024 - FY 2033 Phase 2)

Broad Street Subway Stations

- Design for Broad Street Subway Station ADA Accessibility - \$12.48M (FY 2022 – FY 2024)
- Chinatown Station on the Broad-Ridge Spur - \$10M (FY 2025 – FY 2028)
- Ellsworth-Federal Station - \$19.82M (FY 2022 – FY 2031)
- Erie Station on the Broad Street Line - \$23.27M (Prior Years – FY 2025)
- Fairmount Station - \$35.05M (Prior Years – FY 2028)
- Hunting Park Station - \$24.76M (FY 2022 – FY 2030)
- Logan Station - \$24.76M (FY 2022 - FY2030)
- Lombard-South Station - \$19.82M (FY 2022 - FY2032)
- Snyder Station - \$30.36M (FY 2022 - FY2026)
- Susquehanna-Dauphin Station - \$23.87M (Prior Years - FY2026)
- Tasker-Morris Station - \$19.21M - (Prior Years - FY2023)
- Wyoming Station - \$24.76M (FY 2022 - FY2029)

Market Frankford Line Stations

- 11th Street Station - \$23.81M (Prior Years – FY 2025)
- 34th Street Station - \$31M (FY 2024 – FY 2028)
- Spring Garden Station - \$7.37M (FY 2024- FY 2026)

Norristown High Speed Line Stations

- Bridgeport Station - \$4M (FY 2022 - FY 2025)
- Villanova Station - \$4M (FY 2022 – FY 2025)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	16,000											
ERC	5307	14,400											

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SEPTA

ERC	1514	22,569											
ERC	LOC	752											
ERC	OTH	15,000											
ERC	5307		16,000										
ERC	5337		18,610										
ERC	1514		15,032										
ERC	LOC		501										
ERC	OTH		15,000										
ERC	5307			20,000									
ERC	5337			12,000									
ERC	1514			45,997									
ERC	LOC			1,533									
ERC	OTH			32,254									
ERC	5307				33,220								
ERC	5337				5,271								
ERC	1514				9,313								
ERC	OTH				53,431								
ERC	LOC				310								
ERC	1514					53,575							
ERC	OTH					14,803							
ERC	LOC					1,785							
ERC	1514						46,765						
ERC	LOC						1,558						
ERC	1514							40,202					
ERC	LOC							1,340					
ERC	1514								52,366				
ERC	LOC								1,745				
ERC	1514									61,436			
ERC	LOC									2,047			
ERC	1514										42,563		
ERC	OTH										28,450		
ERC	LOC										1,418		
ERC	1514											42,433	
ERC	OTH											27,260	
ERC	LOC											1,414	
ERC	1514												39,232
ERC	LOC												1,307
ERC	OTH												16,510
		68,721	65,143	111,784	101,545	70,163	48,323	41,542	54,111	63,483	72,431	71,107	57,049
		Total FY2023-2026		347,193		Total FY2027-2030		214,139		Total FY2031-2034		264,070	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration by SEPTA forces of SEPTA's City and Suburban transit and railroad infrastructure to a state of good repair.

Projects to be advanced include:

-Track and Right-of-Way - Renewal or replacement of track, switches, and special work including yard and shop areas, track surfacing, culverts, bridges, retaining wall, and grade crossing improvements.

-Station Facilities - Rehabilitation of station buildings and associated facilities including roofs and canopies, ticket offices and waiting rooms, platforms, lighting, sanitary facilities, parking, and accessibility improvements.

-Communications and Signals Systems - Rehabilitation of signal systems and select communications equipment.

-Power Systems - Rehabilitation of electric traction and power systems and associated components including catenary and support structures, feeders and transmission lines, and localized and centralized control facilities.

-Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	52,259											
ERC	LOC	1,742											
ERC	1514		53,304										
ERC	LOC		1,776										
ERC	1514			54,370									
ERC	LOC			1,812									
ERC	1514				55,457								
ERC	LOC				1,848								
ERC	1514					56,566							
ERC	LOC					1,885							
ERC	1514						57,698						
ERC	LOC						1,923						
ERC	1514							58,852					
ERC	LOC							1,961					
ERC	1514								60,029				
ERC	LOC								2,000				
ERC	1514									61,229			
ERC	LOC									2,040			
ERC	1514										62,454		
ERC	LOC										2,081		
ERC	1514											63,703	
ERC	LOC											2,123	
ERC	1514												64,977
ERC	LOC												2,165
		54,001	55,080	56,182	57,305	58,451	59,621	60,813	62,029	63,269	64,535	65,826	67,142
		Total FY2023-2026		222,568		Total FY2027-2030		240,914		Total FY2031-2034		260,772	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses. SEPTA is planning for a full transition to zero-emission buses (ZEBs) by the year 2040. The Zero Emission Bus (ZEB) Master Plan will lay the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring battery electric buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan will evaluate fuel cell electric buses (FCEBs) and the necessary fueling infrastructure to support them. To ensure the safety and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option on the third year to allow flexibility to transition to a zero-emission bus procurement sooner if technology is available. This bus procurement will allow SEPTA to retire the last of the all-diesel fleet which is now more than 15 years old (purchased in 2005). Future bus purchases will be guided by the ZEB Master Plan.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PUR	5307	66,681											
PUR	5339	6,432											
PUR	1514	21,822											
PUR	LOC	727											
PUR	5339		6,685										
PUR	5307		63,191										
PUR	1514		21,039										
PUR	LOC		701										
PUR	5339				7,149								
PUR	5307				20,727								
PUR	1514				10,877								
PUR	LOC				362								
PUR	5339					8,785							
PUR	1514					6,258							
PUR	LOC					208							
PUR	5339						9,048						
PUR	5307						42,921						
PUR	1514						16,706						
PUR	LOC						556						
PUR	5339							9,320					
PUR	5307							68,088					
PUR	1514							22,861					
PUR	LOC							762					
PUR	5307								71,867				
PUR	5339								9,599				
PUR	1514								23,843				
PUR	LOC								794				
PUR	5339									9,887			
PUR	5307									46,297			
PUR	1514									17,726			
PUR	OTH									28,000			
PUR	LOC									590			
PUR	5307										77,764		

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

PUR	5339									10,184			
PUR	1514									25,411			
PUR	LOC									846			
PUR	5339										10,489		
PUR	5307										79,374		
PUR	1514										25,874		
PUR	LOC										862		
PUR	5307											95,255	
PUR	5339											10,803	
PUR	1514											29,793	
PUR	LOC											992	
		95,662	91,616	0	39,115	15,251	69,231	101,031	106,103	102,500	114,205	116,599	136,843
		Total FY2023-2026		226,393		Total FY2027-2030		291,616		Total FY2031-2034		470,147	

MPMS# 93588 *Exton Station*

LIMITS Exton Station in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:AG

AQ Code:M8

IPD: 17

CMP Subcorridor(s): 7E

Phase 1 of this project, completed in 2020, consisted of the construction of high-level platforms with canopies and wind screens; stormwater management improvements; a new station building, new lighting, signage, security features, and passenger amenities. The station facilities are fully ADA accessible. The total cost of Phase 1 was \$28.23M.

Phase 2 initiate design and implement of Exton Station Multimodal Improvements project on the Paoli-Thorndale Regional Rail Line. This phase will design and implement multimodal improvements, including the construction of a bus loop with bus shelter. Derived from the recommendations of Bus Revolution, the planned bus circulator loop will promote intermodal access to the station. Phase 2 is estimated to cost \$6M (FY 2022 - FY 2024)

Phase 3 will provide for the development and construction of a fully accessible parking expansion. Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking project schedules. A schedule for this phase will be determined as ridership returns.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	1,400											
ERC	1514	338											
ERC	LOC	12											
ERC	5307		3,400										
ERC	1514		822										
ERC	LOC		28										
		1,750	4,250	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,000		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 Bridge Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges and associated bridge support structures. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - \$30.00M (FY 2022 - FY 2026)

Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive

- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35.00M (FY 2022 - FY 2028) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue

- Critical Bridge Program (System wide) - \$164.19M (Ongoing). Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair Bridges programmed for design and/or construction in FY 2023 include but are not limited to:

-Fox Chase Line MP 7.03 (3rd St. Philadelphia), Built 1910

-Lansdale/Doylestown Line MP 11.62 (Keswick Ave.), Built 1904

-Lansdale/Doylestown Line MP 11.83 (Easton Road), Built 1928

-Media/Elwyn Line MP 10.12 (Small Run), Built 1965

-Media/Elwyn Line MP 13.81 (Park Ave.), Built 1917

-Norristown Line MP 17.16 (Dekalb St.), Built 1931

-Norristown Line MP 17.77 (Stoney Creek), Built 1900

-West Trenton Line MP 31.63 (Delaware & Raritan Canal), Built 1902

- Mainline-Schuylkill Bridges (Philadelphia) - Total project of \$59M (Phase 1 Complete; Phase 2 \$10.95 (FY2021-2024; Phase 3 \$45.05M FY2022 - FY2028) Mile Post 0.49 over 21st Street; Mile Post 0.58 over 22nd Street; Mile Post 0.61, 0.64, & 0.68 over 22nd / 23rd Street; Mile Post 0.72 over CSX Tracks; Mile Post 0.76 over the Schuylkill River

- Stone Arch Bridges Phase 2 (Multiple Locations) - \$13.20M (Design Prior Years - FY2017- FY 2020) (Construction FY 2025-2028)

Doylestown Line Mile Post 4.87 Built 1915; Lansdale Line Mile Post 18.91 Built 1903; Media/Elwyn Line Mile Post 12.68 Built 1854; West Trenton Line Mile Post 13.70 Built 1912; West Trenton Line Mile Post 15.95 Built 1876; West Trenton Line Mile Post 18.52 Built 1948; West Trenton Line Mile Post 22.65 Built 1876.

- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$4.00M (Prior Years - FY 2023)

- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (FY2022 - FY2025)

- Suburban Rail Transit Critical Bridge Program - \$29.85M (Ongoing). Bridges programmed for design and/or construction in FY 2023 include but are not limited to:

-Sharon Hill Line MP 3.06 (Darby Creek), Built 1905

-Media Line MP 3.70 (Darby Creek), Built 1912

-Media Line MP 3.77 (Darby Creek), Built 1912

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	12,190											
ERC	1514	2,949											
ERC	OTH	3,250											
ERC	LOC	97											
ERC	5337		13,167										
ERC	1514		3,186										
ERC	OTH		5,000										
ERC	LOC		105										
ERC	5337			23,425									

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

ERC	1514	5,667											
ERC	OTH	13,128											
ERC	LOC	189											
ERC	5337		34,231										
ERC	1514		8,282										
ERC	LOC		276										
ERC	5337			29,408									
ERC	1514			7,115									
ERC	OTH			3,939									
ERC	LOC			237									
ERC	1514				24,250								
ERC	LOC				808								
ERC	1514					19,818							
ERC	LOC					660							
ERC	5337						16,383						
ERC	1514						3,964						
ERC	LOC						132						
ERC	5337							1,006					
ERC	1514							18,844					
ERC	LOC							628					
ERC	5307								5,384				
ERC	1514								15,962				
ERC	LOC								532				
ERC	OTH								6,600				
ERC	1514												
ERC	OTH									28,478			
ERC	OTH										28,478		
		18,486	21,458	42,409	42,789	40,699	25,058	20,478	20,479	20,478	28,478	28,478	28,478
		Total FY2023-2026		125,142		Total FY2027-2030		106,714		Total FY2031-2034		105,912	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 Track Improvement Program

LIMITS System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER:

NHPP:

FC:

No Let Date

MRPID:AY

AQ Code:M9

IPD:

CMP: Not SOV Capacity Adding

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).

Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Track 2 - \$16.68M (Prior Year Funding – FY 2023)
- Market-Frankford Line Bridge Street Yard Program - \$3.00M (Prior Year Funding - FY2023)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$33.60 (Prior Years - FY2023)
- Route 101/102 Yard Tracks Program - \$7.10M (Prior Year Funding – FY 2024)
- Track and Right of Way Improvements - \$18M (FY 2026 – FY 2034)
- Trolley Tunnel Track - \$42.80M (Ongoing)
- Norristown Station Regional Rail 3rd Track - \$34.50M (FY 2028 – FY 2034)

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	1514	7,666											
CAP	LOC	255											
CAP	1514		7,103										
CAP	LOC		237										
CAP	1514			5,617									
CAP	LOC			187									
CAP	1514				3,387								
CAP	LOC				113								
CAP	1514					3,387							
CAP	LOC					113							
CAP	1514						3,387						
CAP	LOC						113						
CAP	1514							3,387					
CAP	LOC							113					
CAP	1514								3,387				
CAP	LOC								113				
CAP	1514									8,710			
CAP	LOC									290			
CAP	1514										9,194		
CAP	LOC										306		
CAP	1514											14,516	
CAP	LOC											484	
CAP	1514												15,000
CAP	LOC												499
		7,921	7,340	5,804	3,500	3,500	3,500	3,500	3,500	9,000	9,500	15,000	15,499
Total FY2023-2026		24,565				Total FY2027-2030		14,000		Total FY2031-2034		48,999	

DVRPC FY2023-2026 TIP for PA

Draft Version

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:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems.

Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75M (FY 2024 – FY 2025)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.10M (Prior Years - FY2023)
- Frankford Depot Roof Replacement - \$8.80M (FY2023 - FY2026)
- Maintenance, Stations, & Substations Roof Program - \$19.50M (Ongoing)
- Midvale Roof Replacement - \$29.90M (Prior Years - FY2023)
- Southern Garage Roof Replacement - \$7.58M (FY 2026 – FY 2029)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	6,870											
ERC	LOC	229											
ERC	1514		2,031										
ERC	LOC		68										
ERC	1514			5,121									
ERC	LOC			171									
ERC	1514				4,606								
ERC	LOC				154								
ERC	1514					5,613							
ERC	LOC					187							
ERC	1514						3,074						
ERC	LOC						102						
ERC	1514							2,903					
ERC	LOC							97					
ERC	1514								2,419				
ERC	LOC								81				
ERC	1514									2,419			
ERC	LOC									81			
ERC	1514										2,419		
ERC	LOC										81		
ERC	1514											2,419	
ERC	LOC											81	
ERC	1514												2,419
ERC	LOC												81
		7,099	2,099	5,292	4,760	5,800	3,176	3,000	2,500	2,500	2,500	2,500	2,500
		Total FY2023-2026		19,250		Total FY2027-2030		14,476		Total FY2031-2034		10,000	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's bus and rail maintenance shops, administrative facilities, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. Remediation and clean up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability are also included in this program.

Currently programmed projects include:

- Boiler Replacement Program - \$16.00M (FY 2027 - FY 2034)
- Bus Lift Program - \$8M (FY 2027 – FY 2034)
- Courtland Shop Improvements - \$22.50 (FY 2018 – FY 2022 Design) (FY 2023 – FY 2025 Construction)
- Environmental Cleanup - \$24.64M (Ongoing)
- Facilities Critical Infrastructure Program - \$43M (Ongoing)
- Frazer Rail Shop and Yard Upgrade* - \$139.00M (Prior Years – FY 2026)
- Frazer Transportation Building - \$25M (FY 2021 – FY 2023 Design) (FY 2025 – FY 2030 Construction)
- Garage/Shop Overhead Doors - \$7.50M (FY 2029 – FY 2034)
- Maintenance Shop Equipment Program - \$61M (Ongoing)
- Powelton Yard Facility Improvements - \$5.53M (Prior Years - FY2023)
- Steel Wheel Lift Program - \$12.32M (FY 2023 – FY 2034)
- Vehicle Washer Program - \$14M (FY 2025 - FY2028)
- Wheel Truing Program - \$10.5M (FY 2024 – FY 2034)
- Wyoming Complex Storm Water Retrofits - \$8.36M (FY2020 – FY2021 Design) (FY 2022- FY20234 Construction)
- Victory Shop and Storage - \$18.75M (FY 2023 – FY 2024 Design) (FY 2024 – FY 2026 Construction)
- Maintenance Facilities Improvement Program - \$55M (FY 2028 – FY 2034)

*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including multi-level cars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be replaced, and mechanical equipment will be replaced. The budget for this project is \$139 million.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	14,657											
ERC	LOC	488											
ERC	OTH	11,544											
ERC	1514		19,738										
ERC	LOC		658										
ERC	OTH		14,544										
ERC	1514			22,282									
ERC	LOC			743									
ERC	OTH			25,427									
ERC	OTH				25,959								
ERC	1514					20,372							
ERC	LOC					679							
ERC	1514						26,818						
ERC	LOC						894						
ERC	1514							31,290					
ERC	LOC							1,042					
ERC	1514								30,314				

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC							1,010					
ERC	1514								27,168				
ERC	LOC								905				
ERC	1514									32,045			
ERC	LOC									1,068			
ERC	1514										32,085		
ERC	LOC										1,069		
ERC	1514											32,126	
ERC	LOC											1,071	
		26,689	34,940	48,452	25,959	21,051	27,712	32,332	31,324	28,073	33,113	33,154	33,197
		Total FY2023-2026		136,040		Total FY2027-2030		112,419		Total FY2031-2034		127,537	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102571 *Communications, Signals, & Technology Improvements*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure - including vehicle and facility video systems. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, install Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, and Enterprise applications. This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Paoli to Overbrook - \$21.90M (FY 2022 – FY 2028)
- Positive Train Control - \$174.02M (Prior Year funding \$160.3M - FY 2021) (Continuing Integration with Partner Railroads FY 2021 - FY 2023)
- Positive Train Control – Onboard Survey Mapping - \$3.3M (FY 2021 – FY 2023)
- Railroad Interlocking Improvement Program - \$183.96M (Ongoing)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$57.99M (Prior Years - FY 2022)
- Regional Railroad Signal Improvement Program - \$40M (FY 2028 – FY 2034)
- Broad Street Line Ridge Spur Signals - \$14.66M (Prior Years - FY2023)
- Broad Street Line Signals (Broad Street Subway) - \$65.00M (FY 2028 – FY 2034)
- Market Frankford Line Positive Train Control - \$82M (FY 2022 – FY 2028)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control and ROW Improvements - \$90.12M (Prior Years – FY 2023)
- Signal System Renewal on the Norristown High Speed Line - \$80M (FY 2022 – FY 2023 Design) (FY 2023 – FY 2030 Construction)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$124.82M (Prior Years - FY2026)
- Control Center Wall Display - \$6.39M (FY2021- FY2023)
- Crash Hardened Video Recorders - \$7.73M (Prior Years - FY2022)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2024)
- Telecommunications System Replacement - \$13.71M (FY 2022 – FY 2025)
- Facilities Video System - \$1.86M (Prior Years – FY 2022)
- Fare Payment Technology Upgrade Design - \$5M (FY 2022 – FY 2024)
- Information Technology Program - \$134.32M (Ongoing)
- Operations Training Simulators - \$6.59M (Prior Years - FY2022)
- SEPTA Transformation – Efficiency and Accountability Capital Support - \$1.9M (FY 2022 – FY 2024)
- Transit Asset Management - \$6.77M (Prior Years – FY 2023)
- Video Systems Refreshment Program - \$42.37M (FY 2023 – FY 2034)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	27,381											
CAP	5307	10,400											
CAP	1514	50,427											
CAP	LOC	1,680											
CAP	OTH	15,000											
CAP	5307		15,036										
CAP	5337		20,000										
CAP	1514		19,499										
CAP	LOC		650										
CAP	OTH		5,000										
CAP	5307			10,400									
CAP	5337			8,000									
CAP	1514			26,741									

Draft Version

SEPTAPage 441

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 107011 Safety and Security Improvements

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S6

PLAN CENTER:

IPD: 20

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Jenkintown Flood Mitigation - \$19.98M (FY 2022 – FY 2023)
- Railroad Signal Power Reinforcement - \$43.23 M (Prior Years – FY 2024 Construction)
- Sharon Hill Flood Mitigation - \$15.37M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.70M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY 2022 Design) (Prior Years – FY 2024 Construction)
- Grade Crossing Enhancement Program - \$22.17M (Ongoing)
- Safety & Security Infrastructure Hardening Program - \$50.44M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$42.44M (Ongoing)
- Safety & Security Technology Upgrades - \$30M (Ongoing)
- Suburban Station Ventilation Improvements- \$12.82M (FY 2022 – FY 2024 Construction)
- Tank Replacement Program - \$24.5M (Ongoing)
- NRG Station Ventilation Improvements - \$10M (FY 2032 – FY 2034)
- On-Site Power for Major Facilities - \$6.00M (FY2028 - FY2034)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	2,400											
ERC	1514	27,041											
ERC	LOC	901											
ERC	5307		2,400										
ERC	1514		27,658										
ERC	LOC		922										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							
ERC	5307						2,400						
ERC	1514						16,742						
ERC	LOC						558						
ERC	5307							2,400					
ERC	1514							17,274					
ERC	LOC							576					
ERC	5307								2,400				
ERC	1514								17,758				
ERC	LOC								592				
ERC	5307									2,400			
ERC	1514									20,661			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC									689			
ERC	5307										2,400		
ERC	1514										25,984		
ERC	LOC										866		
ERC	5307											2,400	
ERC	1514											25,500	
ERC	LOC											850	
ERC	5307												2,400
ERC	1514												20,661
ERC	LOC												689
		30,342	30,980	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750
		Total FY2023-2026		102,960		Total FY2027-2030		80,399		Total FY2031-2034		105,500	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 115472 *Projects of Significance*

New

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA and its regional partners continue to advance key Projects of Significance to build towards a shared lifestyle transit network vision for Southeastern Pennsylvania. These projects are instrumental to ensuring SEPTA is able to achieve the goals set forth in our strategic plan, SEPTA Forward. SEPTA's Bus Revolution, Trolley Modernization, King of Prussia Rail and railcar replacement projects are all critical links to ensuring SEPTA achieves its goal for a more resilient, prosperous and equitable region for everyone, with transit at the core.

Bus Revolution includes the following projects:

- Bus Network Enhancements Project - \$105M (FY 2022 – FY 2034 Property Acquisition, Design and Construction)
- South Philadelphia Transportation Center - \$12.25M (FY 2022 – FY 2026 Property Acquisition, Design and Construction)
- Wissahickon Transportation Center - \$37.64M (Prior Years – FY 2025 Construction)

King of Prussia Rail- 30% Non-CIG Share Funding Commitment - \$390M (FY 2021 – FY 2029 Design and Construction).

SEPTA's King of Prussia Rail Project (KOP Rail) will extend the existing Norristown High Speed Line (NHSL) 4 miles into King of Prussia. The project includes five ADA accessible stations and will provide a "one-seat" ride from any station along the NHSL, including the 69th Street Transportation Center in Upper Darby and the Norristown Transportation Center in Norristown.

The KOP Rail Project is currently proceeding towards 30 percent design. In October 2021, the Federal Transit Administration (FTA) officially approved entry of the project into the Project Development stage of its Capital Investment Grant (CIG) program. Project Development activities will add more design and engineering detail to KOP Rail and the five stations and supporting documentation, including a draft financial plan and evaluation of project delivery methods. The total project is currently estimated at \$2.08 billion dollars.

The Market-Frankford Line Vehicle Replacement - \$720M (FY 2021 – FY 2022 MFL Vehicle Design) (FY 2023 – FY 2029 Rail Vehicle Replacement

This project will purchase modern trainsets to replace the aging Market-Frankford Line M-4 Railcars. Included within the budget of this project is vehicle specification development as well as signal system and other infrastructure improvements needed to enhance operational efficiency of the new railcars.

Regional Rail Cars Silverliner IV Replacement - \$250M (FY 2028 – FY 2034)

This project is for pursuing future procurement of regional rail cars to replace the Authority's aging Silverliner IV railcar fleet. The Silverliner IV railcar fleet was built between 1974 and 1976. This initial investment in the replacement of the aging fleet will ensure that service on Regional Rail continues to be safe and reliable.

Trolley Modernization \$1.15B (FY 2021 – FY 2025 Design and Initial Enhancements) (FY 2022 – FY 2032 Trolley Acquisition) (FY 2023 – FY 2029 Construction).

These capital funds allow SEPTA to advance early action trolley infrastructure design and construction for the Trolley Modernization program. The new ADA accessible vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power, ADA stations, bridge improvements and maintenance facilities.

The goals of the Trolley Modernization program are:

- Accessible Trolleys that are fast and easy to use
- A system in full compliance with the Americans with Disabilities Act including vehicles and stations
- Providing quick, reliable and higher capacity service
- A safe and improved customer experience
- This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities.

Specific activities to be addressed include the following:

- Property acquisition for the new accessible vehicle Facility/Facilities
- ADA Accessibility and State of Good Repair Improvements to 19th and 37th Street Trolley Stations
- Bridge enhancements to support the new vehicles
- Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation
- Develop modern station design standards and identify locations with public input and community engagement
- Study and advancement of end-of-line improvements
- Coordination with utilities and the City of Philadelphia
- Preliminary engineering and program management for overall project
- ADA Accessible vehicle acquisition.

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

69th Street Transportation Center Comprehensive Plan Implementation - \$4M (FY 2022 - FY 2024 Design and Early Actions)
Development of a comprehensive master plan and undertake early actions to rehabilitate and improve service at the 69th Street Transportation Center. These infrastructure and intermodal connectivity improvements are critical to the success of Trolley Modernization, King of Prussia (KOP) Rail, and Bus Revolution.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	5,238											
ERC	5337	21,995											
ERC	1514	68,077											
ERC	OTH	46,411											
ERC	LOC	2,269											
ERC	5337		24,000										
ERC	1514		97,649										
ERC	OTH		94,892										
ERC	LOC		3,254										
ERC	5307			69,517									
ERC	5339			6,891									
ERC	5337			66,718									
ERC	1514			68,280									
ERC	LOC			2,276									
ERC	OTH			58,330									
ERC	5307				8,001								
ERC	5337				23,998								
ERC	1514				127,143								
ERC	LOC				4,233								
ERC	OTH				120,607								
ERC	5307					63,107							
ERC	1514					70,739							
ERC	OTH					202,596							
ERC	LOC					2,355							
ERC	1514						5,398						
ERC	OTH						200,000						
ERC	LOC						180						
ERC	5337							6,510					
ERC	1514							13,451					
ERC	LOC							448					
ERC	OTH							200,000					
ERC	1514								21,622				
ERC	OTH								200,000				
ERC	LOC								720				
ERC	OTH									171,143			
ERC	OTH										113,400		
ERC	1514											11,797	
ERC	OTH											91,522	
ERC	LOC											393	
ERC	5337												1,659
ERC	1514												401
ERC	OTH												93,981
ERC	LOC												13
		143,990	119,795	272,012	283,982	338,797	105,578	220,409	222,342	171,143	113,400	103,712	96,054
		Total FY2023-2026		919,779		Total FY2027-2030		987,126		Total FY2031-2034		484,309	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
SEPTA	\$1,082,200	\$865,374	\$935,504	\$944,882	\$3,827,960	\$3,547,324	\$3,871,263



Interstate Management Program for the
Draft FY2023 STIP for the DVRPC
Pennsylvania Subregion

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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 continue to focus on reconstructing this eight-mile stretch of Interstate 95. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are broken out into more than 40 individual 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 publication of the Draft FY2023 TIP, the following sections are currently under construction: the Cottman/Princeton Interchange (CPR), the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), the Bridge Street Interchange (BSR), from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC), and the Girard Avenue Interchange (GIR). Table 70: on the next page, shows a breakdown of the individual projects and programming amounts in the Draft FY2023 STIP.

PennDOT has a number of projects that are smaller in scope, but significant nonetheless, presently in design or under construction on I-95 in Philadelphia, Bucks County, and Delaware County (Sectors B, C, and D), as well as some that are "off-line", e.g. not on the I-95 mainline, that provide benefit, or are required for I-95 roadway construction improvements in the corridor. There is more work still yet to be added to the region's TIP that will methodically rebuild the entire interstate over time. As engineers and contractors redesign and rebuild I-95 and its interchanges, planners and community groups are exploring ideas for creative, green, and sustainable ground-level enhancements for those living and working in the neighborhoods along the corridor so that appropriate pedestrian, bicycle, and transit facilities along the corridor may also be expanded depending on the particular construction section. For example, a major enhancement along the corridor will cap I-95 and Columbus Boulevard near Penn's Landing and will reconnect Center City with the Delaware River Waterfront.

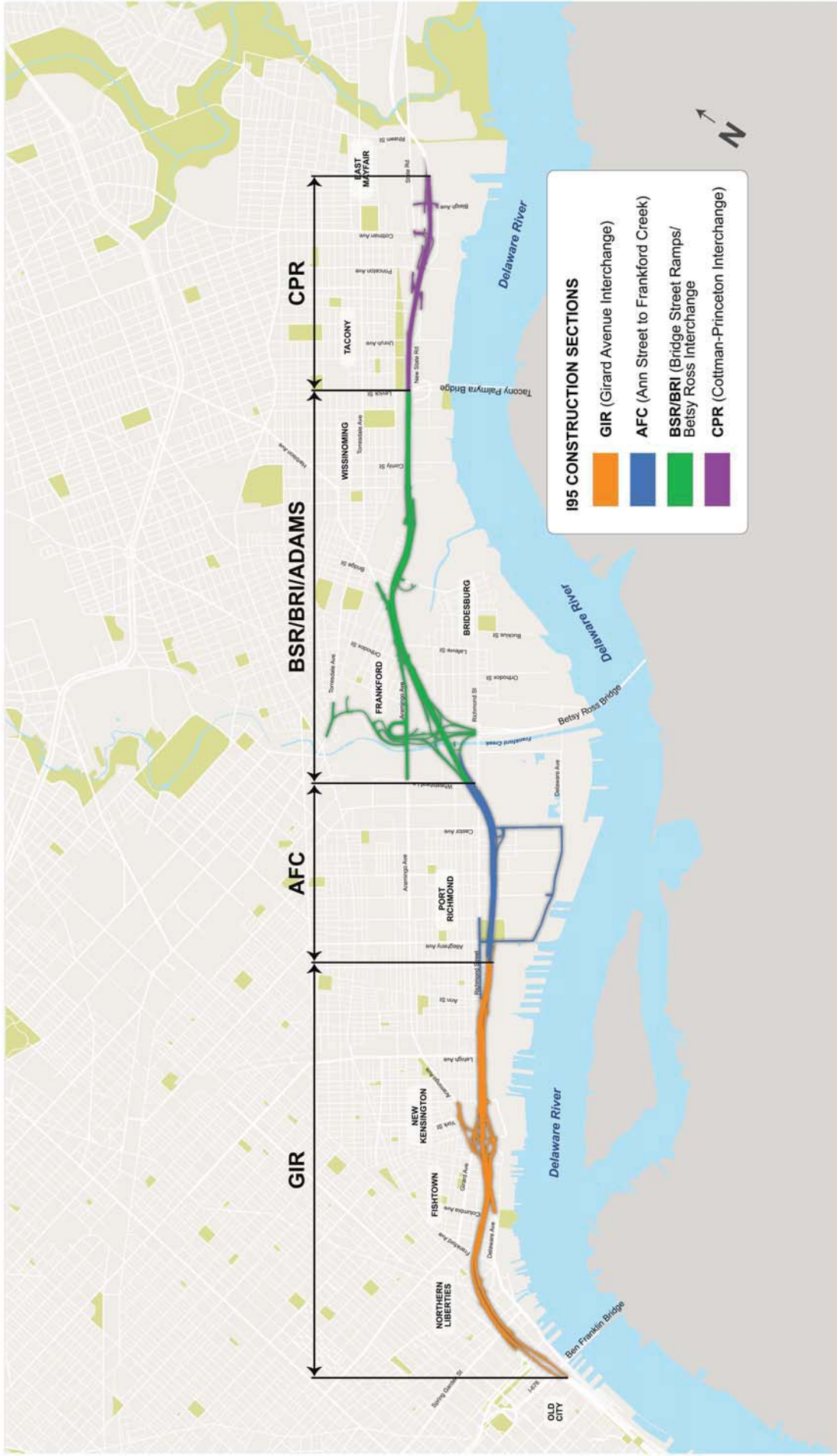
The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the approximately 40.7 miles of I-95 in Pennsylvania, 29% is located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. Some segments are beyond the point of maintenance. Sector A projects pose particular design, construction, and traffic management challenges given their location within densely populated Philadelphia neighborhoods and their proximity to port facilities, an active major north-south rail line, and the Delaware River waterfront.

Table 70: I-95 FY2023 STIP Funding

	Sections	Subsections	MPMS #	Limits (Project Title)	Amount of Funds Programmed in the Draft FY2023 STIP for PA (\$000)			
					First FY (2023-2026)	Second FY (2027-2030)	Third FY (2031-2034)	Total Amount Programmed
SECTOR A	Cottman-Princeton Interchange (CPR)	CP3	80014	I-95, Utility Relocation and Surface Sts	44,000			44,000
		BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	24,700			24,700
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	9,297			9,297
	Levick Street to Bridge Street (BSR)	BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	127,900	110,000		237,900
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass	7,096		41,000	48,096
		BS5	103563	I-95 Bridge Street Ramps	55,015	48,065	34,642	137,722
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (Design)	21,000			21,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatshaeaf Lane to north side of Orthodox St. Crossing)	27,626			27,626
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatshaeaf Lane to I-95 north of Margaret St.	102,000	120,000	65,800	287,800
		BR4	103559	I-95 Betsy Ross Mainline SB	600	190,020		190,620
		BR5	103560	I-95 Betsy Ross Conrail Bridges	3,700	46,000		49,700
		BR6	103561	I-95 Betsy Ross Interchange Drainage		8,100		8,100
		Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatshaeaf Lane/Frankford Creek (AFC) (Design)	17,000	36,100	
	AF2		79912	I-95: Allegheny Ave. Interchange	8,800			8,800
	AF3		103557	I-95N Ann St. to Wheatshaeaf Lane, Allegheny Ave. South of Frankford Creek	76,100	120,000	36,000	124,100
	AF4		103558	I-95SB Ann St. to Wheatshaeaf Lane		101,560	99,700	201,260
			115687	I-95: Allegheny & Castor Ave Int.	45,000			45,000
	GIR		17821	I-95: Shackamaxon - Ann Sts. (Design)	54,000	7,000		61,000
	Girard Avenue Interchange (GIR)	GR1	79686	I-95: Columbia Ave. to Ann St.	This project has been Let for construction and does not have funds programmed in the FY2023 STIP			
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	13,068			13,068
		GR5	79828	I-95: Race to Shackamaxon Sts.	61,582	180,360	85,701	327,643
		GR6	103553	I-95 Race - Shackamaxon 2 Sts.	123,478	120,000	37,522	281,000
		GR8	103555	I-95 Corridor ITS	23,000			23,000
		GR9	103556	I-95 ATMS (GR9)		41,400	36,000	83,554
		95/322-Sector C	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	32,500	85,927		118,427
		95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	1,322			1,322
	Other I-95 Projects		92581	I-95: Pavement Preservation NB	This project has been Let for construction and does not have funds programmed in the FY2023 STIP			
			46959	I-95 Design Review Manager	8,000	8,000		16,000
			92289	I-95 Consultant Management	4,000			4,000
			98207	I-95 Congestion Management	36,400			36,400
		CSXT-Sector C	104343	US 322 over CSX	43,681	4,715		52,396
		CAP	106264	I-95 Central Access Philadelphia/Waterfront Access	328,432			328,432
			106708	I-95 Planning Assistance	200			200
			106654	I-95 Transportation Demand Management (TMA)	500			500
			107709	I-95 Bridge Repairs (95/MB4)	51,000			51,000
			116391	I-95 Bridge Rehabilitations	15,000	15,000		32,000
			114876	Studies Line Item	8,000			8,000
			115805	I-95 Bridge Rehab: Island Ave-Phila Navy Yard	250,000	250,000		500,000
Total Amount of Funds Programmed in Draft FY2023 STIP/TIP for PA for I-95 Reconstruction in Philadelphia (\$000):								3,456,763

	Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
	Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.
	Red shading denotes project in the DVRPC region is currently programmed in the Statewide Interstate Management Program (IMP).

Source: DVRPC 2022



I95 SECTOR A
Map Of Construction Sections

Figure 12: I-95 Sector A Map of Construction Sections



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DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Delaware

MPMS# 15477 **I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095**

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

MRPID:115

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/J.Arena

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

The SR 95, Section 322 project entails the reconfiguration of the interchange connecting two heavily traveled corridors, I-95 and US 322. The I-95 / US 322 interchange, constructed in the late 1960's, employs poor geometry that includes a left-lane on-ramp requiring a major weave across three high volume lanes of traffic. Limited sight distances, minimal acceleration and deceleration ramp lengths, and roadway segments without shoulders compound the fundamental design problems. Consequently, this area has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative. There are five existing bridges associated with the interchange: I-95 Southbound over US 322 and Ramp A; I-95 Northbound over Ramp A; Ramp N over US 322 and Ramp A; Highland Avenue over I-95 and Engle Street over I-95. The project will involve the replacement of these structures. Other structures in the project vicinity include culverts carrying waterways under I-95. The project limits along I-95 extend from just south of the US 322 interchange to the Commodore Barry Bridge Off Ramp. The US 322 bridge over CSXT, has been broken out to a separate MPMS#104343, and will be funded under the DVRPC TIP. The project limits along US 322 extend from the interchange with Bethel Road to the I-95 interchange. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB.

A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. Local roadway improvements are also anticipated for Township Line Road. This section of I-95 has ITS equipment and is a crucial link in PennDOT's Traffic and Incident Management System (TIMS) Program. This project will maintain and improvement upon existing ITS equipment along the I-95 corridor and approaching highways.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581-IM	1,500											
PE	581-IM		1,000										
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							25,927					
		1,500	1,000	0	30,000	30,000	30,000	25,927	0	0	0	0	0
		Total FY2023-2026		32,500		Total FY2027-2030		85,927		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Delaware

MPMS# 104821 I-476 Travel Management

LIMITS: Between PA 3 and I-95

No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Radnor Township; Haverford Township

MRPID:130

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2030M

PLAN CENTER:

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

:MP Subcorridor(s): 2C, 2D, 4D, 5C

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following: 1) Dynamic lane assignments, shoulder, and junction control improvements--The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents; and 3) Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581-IM			5,100									
ROW	581-IM				300								
UTL	581-IM				200								
CON	NHPP-IM					24,000							
CON	NHPP-IM						24,000						
		0	0	5,100	500	24,000	24,000	0	0	0	0	0	0
		Total FY2023-2026		5,600		Total FY2027-2030		48,000		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Delaware

MPMS# 112298 **SR 476: I-76 Interchange to MacDade**

LIMITS: I-76 Interchange to MacDade Blvd

No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Radnor Township; Ridley Township; Lower Meri

MRPID:TBD

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

1-476 (Mid County Expressway) in Montgomery and Delaware County is a limited access highway in an urbanized setting. The project is located along I-476, between the I-95 (Delaware Expressway) and I-76 (Schuylkill Expressway), within Delaware and Montgomery Counties, in PennDOT District 6-0. It is an Urban Interstate/Freeway classified roadway located within the National Highway System. It is a divided highway, in the NB and SB directions, with two to three lanes in each direction and inside and outside shoulders of varying width. Portions of the highway are separated by concrete median barrier or grade-separated grassed median.

The project is needed because of the deterioration of the existing bituminous overlay which has reached its useful service life within the project limits. Also the current condition of roadside elements such as drainage inlets, guide rail and signs are in poor.

The project will include the following work: milling, concrete base repairs, shoulder repairs as needed, bituminous overlay, saw and seal the overlay, minor grade adjustments may be required for inlets, and selective inlets and drain cleaning. Also, all guide rail will be brought up to current standards and the following work will be completed: new pavement markings, the installation of Raised Pavement Markings (RPMs) delineators and rumble strips, and replacement of damaged or missing signs. One Auxiliary Lane will be lengthened as a part of the project but will remain within the existing footprint. It is anticipated that minor bridge work such as deck and barrier repair, will be necessary and determined as the design progresses.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	NHPP-IM	10,800												
CON	581-IM	1,200												
CON	NHPP-IM		10,800											
CON	581-IM		1,200											
CON	NHPP-IM			9,700										
CON	581-IM			1,078										
		12,000	12,000	10,778	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		34,778		Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Delaware

MPMS# 116225 I-476 Advance Travel Management

LIMITS:

No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Radnor Township; Haverford Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/M. McGuire

CMP:

This is an advance project on I-476 that will look to provide some traffic relief through the installation of systems and devices for variable speed limits and queue detection prior to the start of the companion project on I-476, MPMS# 104821.

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the installation of systems and devices for variable speed limits and queue detection. Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
UTL	NHPP-IM	150											
CON	NHPP-IM	6,000											
		6,150	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,150		Total FY2027-2030		0		Total FY2031-2034		0	

Total For Delaware	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$19,650	\$13,000	\$15,878	\$30,500	\$79,028	\$133,927	\$0

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

LIMITS: PA Turnpike to US 1

No Let Date

MUNICIPALITIES: Upper Merion Township; Lower Merion Township; West Conshohocken Borough

MRPID:132

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Major SOV Capacity

corridor(s): 1A, 2B, 3B, 3C, 8C, 9B

This project will provide for the active management of transportation and demand by providing operational improvements on I-76 and supporting arterials between the PA Turnpike and the US 1 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following:

- Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present. The limits for this work are as follows: PA Turnpike to US 1.
- Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents. This work includes reconstruction of shoulders up to current standard width and depth for part time shoulder use, and may necessitate increasing pavement or bridge deck width where insufficient, and lengthening of overhead bridge spans as required. Bridge and roadway drainage and storm water management will be improved as required. It is expected that part time shoulder use will be provided on I-76 in both eastbound and westbound directions from the PA Turnpike to I – 476, and on I-76 westbound from US 1 to Belmont Avenue as it relates to Junction controls for I-76 WB from City Avenue (US 1).
- Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads. The Limits are from the PA Turnpike to US 1.
- Installation of systems and devices for continuous monitoring of the transportation network, whether by video or other detectors, to aid in traffic incident management coordination and primary /secondary crash reduction, throughput increases, reducing speed differential in traffic flow and increasing trip reliability. The Limits are PA Turnpike to US 1 and it includes US 202, US 422 and US 1 and access roads.
- Installation of a responsive traffic signal system to be coordinated real time with the Regional Transportation Management Center. This should include the traffic signal system network in the proximity of I-76. Arterial signals will be coordinated with ramp metering. Transit signal priority included where applicable. Installation of communications network as required. The limits include Ridge Pike and PA 23 (Conshohocken to US1) .
- Enhanced coordination of operations with SEPTA on bus or regional rail that is parallel to the I-76 corridor including dynamic messaging on DMS to motorists of available parking / travel times of alternate mode and travel availability .

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP-IM	3,500											
FD	NHPP-IM		4,000										
ROW	NHPP-IM			13,659									
UTL	NHPP-IM			9,548									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								96,906				
		3,500	4,000	23,207	30,000	30,000	30,000	30,000	96,906	0	0	0	0
		Total FY2023-2026		60,707		Total FY2027-2030		186,906		Total FY2031-2034		0	

Total For Montgomery	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$3,500	\$4,000	\$23,207	\$30,000	\$60,707	\$186,906	\$0

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Shackamaxon Street to Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER: Metropolitan Center

IPD: 21

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM					800							
PE	581-IM					200							
FD	NHPP-IM	14,400											
FD	581-IM	3,600											
FD	NHPP-IM		14,400										
FD	581-IM		3,600										
FD	NHPP-IM			14,400									
FD	581-IM			3,600									
FD	NHPP-IM					2,400							
FD	581-IM					600							
FD	NHPP-IM							2,400					
FD	581-IM							600					

DVRPC FY2023-2026 TIP for PA

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Philadelphia

	18,000	18,000	18,000	0	1,000	3,000	3,000	0	0	0	0
Total FY2023-2026			54,000		Total FY2027-2030		7,000		Total FY2031-2034		0

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Race St. to Neshaminy Creek

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Other

FC: 11

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

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

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM	1,600											
PE	581-IM	400											
PE	NHPP-IM		1,600										
PE	581-IM		400										
PE	NHPP-IM			1,600									
PE	581-IM			400									
PE	NHPP-IM				1,600								
PE	581-IM				400								
PE	NHPP-IM					1,600							
PE	581-IM					400							
PE	NHPP-IM						1,600						
PE	581-IM						400						
PE	NHPP-IM							1,600					
PE	581-IM							400					
PE	NHPP-IM								1,600				
PE	581-IM								400				

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	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	0	0	0	0
Total FY2023-2026				8,000	Total FY2027-2030			8,000	Total FY2031-2034			0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47811 Bridge Street Design (Section BSR)(IMP) SR:0095

LIMITS: Orthodox Street to Levick Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps section.

The overall section improvements of BSR consist of eliminating the lane drop at the James St. ramp in the southbound direction and eliminating the add lane (i.e. providing four lanes northbound from the BRI section up to Bridge Street) at the Bridge St. on-ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Margaret St. to Levick St. with exclusive acceleration/deceleration lanes. The project includes the replacement of six mainline structures. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatsheaf La. to the south to the Amtrak bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to construct a portion of the Adams Ave. Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave. Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR0095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of two ramps at the Bridge St. Interchange. One of the ramps to be removed is an off-ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an on-ramp from Aramingo Ave. SB to SR 0095 SB.

As part of this project, Delaware Ave. will be extended approximately 1.3 miles from Buckius Street to Tacony St. This will include a new bridge over Old Frankford Creek. The project also consists of removing the SR 0095 SB off-ramp at the Bridge St. Interchange (at James Street), and the removal of the Bridge St. on-ramp to SR 0095 NB. These ramps are being moved further north to the intersection of Tacony St. and the Delaware Ave. Extension. A SR 0095 SB off-ramp will provide direct access to Tacony St. and the Delaware Ave. Extension. A new on-ramp from Tacony St. and the Delaware Ave. Extension will provide access to SR 0095 NB.

The BSR section also includes the construction of the Frankford Creek Greenway along Aramingo Ave. from Wheatsheaf La. To the Adams Ave. Connector, and then along the Adams Ave. Connector to the adjoining MPMS #17782 project. A multi-use trail will extend further along Aramingo Ave. from the Adams Ave. Connector to the existing bicycle lanes on Orthodox St. and Margaret St. The East Coast Greenway will also be constructed along the North Delaware Ave. Extension to connect with the K&T Trail. The project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

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		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
FD	NHPP-IM	4,500											
FD	581-IM	500											
FD	NHPP-IM		4,500										
FD	581-IM		500										
FD	NHPP-IM			10,170									
FD	581-IM			1,130									
ROW	NHPP-IM		1,260										
ROW	581-IM		140										
ROW	NHPP-IM			900									
ROW	581-IM			100									
ROW	NHPP-IM				900								
ROW	581-IM				100								
		5,000	6,400	12,300	1,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		24,700		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095

LIMITS: Wheatsheaf Lane to Orthodox Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange.

The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 northbound and southbound will be eliminated from the Betsy Ross Interchange. Within Section BRI, the multi-lane NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to the Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the rehabilitation or replacement of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the removal of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of nine connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue; Ramp G from Aramingo Avenue to NB; Ramp H from Betsy Ross Bridge to NB; Ramp GH from Aramingo Avenue and Betsy Ross Bridge to NB; . Also, the missing connection from the Betsy Ross Bridge to Aramingo Avenue/Adams Avenue Connector will be built (Ramp I), and the missing connection from Aramingo Avenue/Adams Avenue Connector to the Betsy Ross Bridge will be built (Ramp JJ).

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP-IM	5,600											
FD	581-IM	1,400											
FD	NHPP-IM		5,600										
FD	581-IM		1,400										
FD	NHPP-IM			5,600									

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FD	581-IM	1,400											
		7,000	7,000	7,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		21,000		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 I-95: Ann Street to Wearsheaf Lane (AFC) SR:0095

LIMITS: Ann St. to Wearsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the AFC Design Parent.

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of replacing 12 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from the bridge over Ann Street to the bridge over Wearsheaf Lane for a length of approximately 1.3 miles. I-95, Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will be split to provide both access to I-95 Northbound and the Betsy Ross Bridge which will provide direct access to the Betsy Ross Bridge from NB I-95

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge.

Complete reconstruction and widening of the existing pavement. Reconstruction or replacement of all existing bridges. Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing structure from Westmoreland Street to Tioga Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

PennDOT will utilize four construction contracts to rebuild and improve the 1.3 miles this portion of I-95: AF1(79911), AF2(79912), AF3(103557) and AF4(103558).

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034

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Philadelphia													
FD	581-IM	2,000											
FD	185-IM	6,000											
FD	581-IM		2,000										
FD	185-IM		6,000										
FD	581-IM			2,000									
FD	185-IM			6,000									
FD	581-IM				2,000								
FD	185-IM				6,000								
		8,000	8,000	8,000	8,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		32,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 **I-95 Southbound: Columbia-Ann St N (GR4)**

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Aramingo Ave. will be reconstructed between Delaware Ave. and Cumberland St. Additionally, a shared-use path will be constructed under the viaduct between Girard Avenue Interchange and Lehigh Avenue with connections to bike lanes on Richmond Street, Aramingo Avenue, and Lehigh Avenue. A shared-use path will be constructed along Aramingo Avenue from Delaware Avenue to York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102305.

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP-IM	13,068									
		13,068	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,068		Total FY2027-2030		0		Total FY2031-2034	
										0	

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 **I-95 Northbound: Race - Shackamaxon (GR5)**

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 northbound between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connection with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	2,115											
ROW	581-IM	235											
ROW	NHPP-IM		2,115										
ROW	581-IM		235										
UTL	185-IM		8,441										
UTL	185-IM			8,441									
CON	NHPP-IM				5,092								
CON	BRIP-IM				34,908								
CON	NFP-IM					60,360							
CON	NHPP-IM						40,000						
CON	NHPP-IM							40,000					
CON	NHPP-IM								40,000				
CON	NHPP-IM									85,701			
		2,350	10,791	8,441	40,000	60,360	40,000	40,000	40,000	85,701	0	0	0
		Total FY2023-2026		61,582		Total FY2027-2030		180,360		Total FY2031-2034		85,701	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 I-95: Betsy Ross Section Ramps A&B (BR2)

LIMITS: Wheatsheaf Lane to Orthodox St. Crossing

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:R1

PLAN CENTER:

IPD: 20

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

The BR2 section is a part of the I-95 Reconstruction, I-95 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work in the City of Philadelphia. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	NHPP-IM	15,000												
CON	NHPP-IM		12,626											
		15,000	12,626	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		27,626		Total FY2027-2030				0		Total FY2031-2034		0

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 **I-95: Betsy Ross Mainline Northbound (BR3)**

LIMITS: Wheatshaf Lane to I-95 north of Margaret St.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project includes the northbound mainline construction from Wheatshaf Lane to SR 0095 north of Margaret St. This contract will also remove the northbound collector/distributor and ramp which connects I-95 northbound and the Betsy Ross Bridge to the local street system (Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street). This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including new bridges for I-95 northbound over Frankford Creek, Orthodox Street and Margaret Street. Pearce Street will be relocated out from underneath I-95. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the northbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing noise wall in this section will be replaced. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM		2,000										
ROW	185-IM		4,000										
UTL	581-IM	1,000											
CON	NHPP-IM		20,343										
CON	BRIP-IM		14,657										
CON	NHPP-IM			22,105									
CON	BRIP-IM			7,895									
CON	NHPP-IM				10,000								
CON	BRIP-IM				20,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						

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CON NHPP-IM						30,000							
CON NHPP-IM							30,000						
CON NHPP-IM									65,800				
	1,000	41,000	30,000	30,000	30,000	30,000	30,000	30,000	65,800	0	0	0	0
	Total FY2023-2026		102,000		Total FY2027-2030		120,000		Total FY2031-2034		65,800		

MPMS# 79908 **I-95: Kennedy to Levick (Section BS1) (IMP)**

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BSR (MPMS #47811).

The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Carver Street to Levick Street, including work to:

-Reconstruct northbound and southbound I-95 (four lanes in each direction) from Carver Street to Levick Street;

-Replace the bridges that carry I-95 over Comly Street, and Van Kirk Street; and

-Modify the traffic signals at Tacony Street and Van Kirk Street, Tacony Street and Comly Street, and Tacony Street and Newman Co. driveway.

-This project will add interconnection to the traffic signals on Tacony Street from Fraley Street to Barnett Street and on New State Street from Elbridge Street to Milnor Street.

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

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	NHPP-IM	9,297											
		9,297	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,297		Total FY2027-2030		0		Total FY2031-2034		0	

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Philadelphia

MPMS# 79910 I-95: Margaret to Kennedy (Section BS2) (IMP)

LIMITS: Margaret to Kennedy

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of I-95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Carver Street, and the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street which will be relocated to the new intersection of Tacony Street and Delaware Avenue in the City of Philadelphia. This project includes work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Carver Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; (2) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (3) reconstruct Tacony Street from Aramingo Avenue to Levick Street; (4) modify the traffic signals at Bridge and Tacony Streets, Bridge and James Streets, Tacony and Fraley Streets, and construct a new traffic signal at Tacony Street and Delaware Avenue; reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	900											
ROW	581-IM	100											
UTL	581-IM	3,000											
UTL	581-IM		3,900										
CON	NHPP-IM	25,000											
CON	NHPP-IM		25,000										
CON	NHPP-IM			30,000									
CON	NHPP-IM				40,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								20,000				

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29,000	28,900	30,000	40,000	30,000	30,000	30,000	20,000	0	0	0	0
Total FY2023-2026		127,900		Total FY2027-2030		110,000		Total FY2031-2034		0	

MPMS# 79912 *I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2)*

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. New signals are not interconnected. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks, where appropriate, will be included on Allegheny, Delaware and Castor Avenue. A multi-use path is proposed on the north side of Castor Avenue that will extend from Richmond Street to Delaware Avenue is proposed as a connection to the east Coast Greenway trail that currently exists along Delaware and Allegheny Avenues.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	8,800											
		8,800	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		8,800		Total FY2027-2030		0		Total FY2031-2034		0			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 80014 I-95: Cottman On-Ramp (C)

LIMITS: Cottman-Princeton Utility, Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S10

PLAN CENTER:

IPD: 21

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G, 5H

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section CPR (MPMS #47394). This project will construct Ramp F, the southbound I-95 on-ramp from Cottman Avenue.

Utility relocation consists of relocating Philadelphia Water Dept sewer (114"-) main in Wissinoming Street (between Princeton and Bleigh Avenues). Associated roadway work includes pavement reconstruction on: Wissinoming Street, Milnor Street (between New State Rd and Bleigh Avenue) and Bleigh Avenue (between Milnor Street and State Rd). Left turn lanes will be added to SR 73 (New State Road) at Magee Avenue. Additional traffic, bicycle and pedestrian operational improvements will be made on surface streets that are part of the Cottman/Princeton interchange. Additional construction includes 1 retaining wall and traffic signal construction and/or timing modifications at up to 4 locations.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683 and 79685.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	15,000											
CON	NHPP-IM		15,000										
CON	NHPP-IM			14,000									
		15,000	15,000	14,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		44,000		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

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: 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM	1,800											
PE	581-IM	200											
PE	NHPP-IM		1,800										
PE	581-IM		200										
		2,000	2,000	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				4,000		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 98207 I-95 Congestion Management

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Ongoing mainline work in section BS1 will be followed by upcoming work in sections BS2, GR6, BR3, and AF3, all expected to start in the next five years. Traffic impacts to the mainline are expected throughout the duration of each of those projects. Prior to the COVID-19 pandemic, investment focused on enhancing the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. Improvements included purchase of additional rolling stock and improvements to provide additional parking at regional rail stations. With the decline in regional rail ridership that resulted from the pandemic and public health measures to control it, enhancements to modernize and offer improved customer experience at regional rail stations are vital to entice commuters back to transit services. Continued investments in transit facilities support the broader congestion mitigation strategy for the corridor, including efforts to provide real-time transit and vehicular travel time information on I-95.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP-IM	12,100											
PRA	NHPP-IM		12,100										
PRA	NHPP-IM			12,200									
		12,100	12,100	12,200	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		36,400		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103553 *I-95 Southbound: Race to Shackamaxon (GR6)*

LIMITS: I-95 Race St to Shackamaxon South

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	9,000											
ROW	581-IM	1,000											
ROW	NHPP-IM		4,500										
ROW	581-IM		500										
UTL	NHPP-IM	4,500											
UTL	581-IM	500											
CON	BRIP-IM	23,478											
CON	BRIP-IM		20,000										
CON	NHPP-IM			30,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								30,000				
CON	NHPP-IM									37,522			
		38,478	25,000	30,000	30,000	30,000	30,000	30,000	30,000	37,522	0	0	0
		Total FY2023-2026		123,478		Total FY2027-2030		120,000		Total FY2031-2034		37,522	

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103555 **I-95 Corridor ITS (GR8)**

LIMITS: I-95 Corridor in the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD: 30

PROJECT MANAGER: CONSTR

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G, 5H

Traffic signal interconnection and implementation of ITS devices along the US-1/Roosevelt Boulevard from 9th Street to Woodhaven Road in Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	13,000											
CON	NHPP-IM		10,000										
		13,000	10,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		23,000		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103556 I-95 ATMS (GR9)

LIMITS: I-95 Corridor

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:S7

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

This is a line item for various Active Traffic Management System (ATMS) components, such as Variable Speed Limits, Advanced Signal Systems, and Adaptive Ramp Metering. ATMS will be used to integrate technology to improve the flow of vehicle traffic and improve safety on the I-95 corridor.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581-IM							1,400					
CON	NHPP-IM								40,000				
CON	NHPP-IM									36,000			
		0	0	0	0	0	0	1,400	40,000	36,000	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			41,400	Total FY2031-2034			36,000

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103557 **I-95 Northbound: Ann Street to Wheetshaeaf Lane (AF3)**

LIMITS: I-95 Allegheny Ave. South of Frankford Creek

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project will reconstruct I-95 from Clearfield Street to Wheetshaeaf 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 Wheetshaeaf Lane - Total Replacement

*Betsy Ross Ramp A Viaduct (NB) - Total Replacement

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound (4 through lanes and a collector-distributor lane) and 5 lanes southbound (4 through lanes and a collector-distributor lane). New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	4,050											
ROW	581-IM	450											
ROW	NHPP-IM		4,050										
ROW	581-IM		450										
UTL	NHPP-IM	1,890											
UTL	581-IM	210											
CON	NHPP-IM			35,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						

Pennsylvania - Interstate Management Program

Philadelphia													
CON	NHPP-IM					30,000							
CON	NHPP-IM									30,000			
CON	NHPP-IM									36,000			
		6,600	4,500	35,000	30,000	30,000	30,000	30,000	30,000	36,000	0	0	0
		Total FY2023-2026			76,100	Total FY2027-2030			120,000	Total FY2031-2034			36,000

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103558 I-95 Southbound: Ann Street to Wheetshaeaf Lane (AF4)

LIMITS: I-95 Ann St to Frankford Crk Interchange SB

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project will reconstruct I-95 from Clearfield Street to Wheetshaeaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

*Westmoreland Viaduct (I-95 SB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Replace the existing SB Structure from Westmoreland Street to Tioga Street.

*I-95 SB over Venango Street - Total Replacement

*I-95 SB over Castor Avenue - Total Replacement

*I-95 SB over Richmond Street - Total Replacement

*I-95 SB over Wheetshaeaf Lane - Total Replacement

*Ramp E over playground - New Bridge

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound (4 through lanes and a collector-distributor lane) and 5 lanes southbound (4 through lanes and a collector-distributor lane). New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM						600						
UTL	581-IM					600							
CON	NHPP-IM							40,000					
CON	NFP-IM								60,360				
CON	NHPP-IM									99,700			

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Pennsylvania - Interstate Management Program

Philadelphia

	0	0	0	0	600	600	40,000	60,360	99,700	0	0	0
Total FY2023-2026				0	Total FY2027-2030		101,560		Total FY2031-2034		99,700	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103559 I-95: Betsy Ross Mainline Southbound (BR4)

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project includes the southbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including new bridges for I-95 southbound over Frankford Creek, Orthodox Street and Margaret Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the AdvanSix Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581-IM				600								
CON	NHPP-IM					30,000							
CON	NFP-IM						60,360						
CON	NFP-IM							60,360					
CON	NHPP-IM								39,300				
		0	0	0	600	30,000	60,360	60,360	39,300	0	0	0	0
		Total FY2023-2026			600	Total FY2027-2030			190,020	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

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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:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

The BR5 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. The Section BR5 project includes construction for the replacement, removal, or rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM				2,200								
UTL	581-IM			1,500									
CON	NHPP-IM					23,000							
CON	NHPP-IM						23,000						
		0	0	1,500	2,200	23,000	23,000	0	0	0	0	0	0
Total FY2023-2026				3,700		Total FY2027-2030		46,000		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103561 **I-95: Betsy Ross Interchange Drainage (BR6)**

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S2

PLAN CENTER:

IPD: 14

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

The BR6 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange section. This phase of SR 95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary.

For an overall description of the SR 95 Section BRI section, see MPMS #47812.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 115687.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM						8,100						
		0	0	0	0	0	8,100	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			8,100	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Draft Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 107709 I-95 Bridge Repairs (95/MB4)

LIMITS: I-95 Corridor

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD: 23

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

The I-95 Section MB4 project includes the repair of 12 structures along the I-95 corridor including 2 structures in Bucks County, 2 in Delaware County and 8 in Philadelphia. Typical repairs include replacement/repair of leaking deck joints, rehabilitation of bearings, repair of structure drainage features, replace under bridge lighting, substructure concrete repair, beam end repairs and deck overlay to extend the life of these structures by a minimum of 15 years. Additionally, this project includes repair or replacement of high mast lighting poles on I-95 located near the Philadelphia Airport. 10 of the 12 structures will require additional repairs such as substructure concrete and beam repairs, replacements of leaking deck expansion joints and frozen sliding plate bearing.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	4,590											
CON	185-IM	510											
		5,100	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,100		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 112299 I-76: Rte 1- I 676 Paving/Guiderail

LIMITS: Route 1 to I-676

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:TBD

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

Pavement preservation and guiderail upgrades on I-76 (Schuylkill Expressway) from Route 1 to I-676 (Vine St. Expressway) in the City of Philadelphia, Philadelphia County.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	20,000											
CON	NHPP-IM		20,575										
		20,000	20,575	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		40,575		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 114876 *Studies Line Item*

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not Yet Determined

This Line Item sets aside funding to address the following studies that will be addressed:

113762 Broad Street Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline at the Interchange (SR 8001) with Broad Street (SR 0611) from the northern approach to the Girard Point Bridge to Lawrence Street in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113763 Walt Whitman Bridge Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Lawrence Street to Snyder Avenue at the Walt Whitman Interchange (SR 8003) with I-76 in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113764 Penn's Landing Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Snyder Avenue to Spring Garden Street at the Penn's Landing Interchange (SR 8007) with Christopher Columbus Boulevard (SR 2001) in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113765 Christopher Columbus Boulevard Offline

This work is the planning and project development activities for the given limits on Christopher Columbus Boulevard (SR 2001) from Spring Garden Street to Oregon Avenue and selected local connecting streets in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	NHPP-IM	2,000											
STUD	NHPP-IM		2,000										
STUD	NHPP-IM			2,000									
STUD	NHPP-IM				2,000								
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,000		Total FY2027-2030			0	Total FY2031-2034			0

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 115687 I-95: Allegheny & Castor Ave Int.

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: CH2MHill/P. Conti

CMP:

This project is for the ROW acquisition and separation out from the parent project (MPMS #79912) of four (4) commercial parcels. The separation of the commercial properties was done so that the ROW clearance for MPMS #79912 could be given and the project could be advertised. The project was then on hold until the commercial parcels are fully acquired before issuing ROW clearance for MPMS #115687.

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

The project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. New signals are not interconnected. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks will be included on Allegheny, Delaware and Castor and Bicycle Facilities will be improved along Castor Avenue.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	15,000											
ROW	NHPP-IM		20,000										
ROW	NHPP-IM			10,000									
		15,000	20,000	10,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		45,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

DVRPC FY2023-2026 TIP for PA

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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:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	MBP3-IM			125,000									
CON	MBP3-IM				125,000								
CON	MBP3-IM					125,000							
CON	MBP3-IM						125,000						
		0	0	125,000	125,000	125,000	125,000	0	0	0	0	0	0
		Total FY2023-2026		250,000		Total FY2027-2030		250,000		Total FY2031-2034		0	

MPMS# 116391 I-95 Bridge Rehabilitations

New

I-95 Bridge Rehabilitations

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185-IM				15,000								
CON	185-IM					17,000							
		0	0	0	15,000	17,000	0	0	0	0	0	0	0
		Total FY2023-2026		15,000		Total FY2027-2030		17,000		Total FY2031-2034		0	

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Philadelphia	\$247,793	\$245,892	\$345,441	\$325,800	\$1,164,926	\$1,319,440	\$360,723

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