



CHAPTER 9: PROJECT LISTINGS

HIGHWAY PROJECTS FOR THE
FY2019 TIP

Final Version Modified After June 2018 Adoption

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12923 *Bristol Road Extension SR:2025*

LIMITS: US 202 to Park Avenue

Est Let Date: 12/8/2022

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	1,273											
PE	581		700										
FD	581					1,715							
FD	581						76						
ROW	581								208				
ROW	581								731				
ROW	581								2,715				
UTL	581								138				
UTL	581								554				
CON	STP											11,406	
CON	581											2,852	
		1,273	700	0	0	1,715	76	0	4,346	0	0	14,258	0
		Total FY2019-2022		1,973		Total FY2023-2026			6,137	Total FY2027-2030		14,258	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: NORTHAMPTON & WRIGHTSTOWN TWPS

Est Let Date: 7/15/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185			1,075									
ROW	STP				222								
ROW	185				55								
UTL	STP				230								
UTL	185				57								
CON	STU							6,422					
CON	581							369					
CON	185							1,254					
CON	STU									275			
CON	185									52			
		0	0	1,075	564	0	0	8,045	0	327	0	0	0
		Total FY2019-2022			1,639	Total FY2023-2026			8,045	Total FY2027-2030			327

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12965 *Lawn Avenue SR:4033*

LIMITS: Maple Avenue to Farmers Lane

Est Let Date: 1/15/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STU	306												
FD	581	76												
ROW	581		137											
ROW	581				300									
UTL	581							380						
UTL	581							1,520						
CON	STU									11,300				
CON	581									2,825				
		382	137	0	300	0	0	1,900	0	14,125	0	0	0	
		Total FY2019-2022			819	Total FY2023-2026				1,900	Total FY2027-2030			14,125

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13008 ITS Maintenance Contract 2020

New

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Doylestown Borough

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/F. Jan

CMP:

For the maintenance and/or repair of the existing and planned Intelligent Transportation System (ITS) equipment as follows:

- I-95 approximately Naaman's Creek Rd. (PA 491) in Delaware County to approximately 500 feet south of Stoney Hill Road
- Entire length of I-476 from I-95 to the Pennsylvania Turnpike
- Entire length of I-676 from I-95 to I-76. I-76 from US 202 to Penrose Avenue
- US 422 from US 202 to approx 1 mile west of PA 29
- US 202 from just north of Town Center Road to Business Route 1
- PA 413 at I-95 Interchange
- PA 63 (Woodhaven Road) from I-95 to US 1
- US 13 (Bristol Pike) at PA 63 (Woodhaven Road) interchange
- US 30 Bypass From US 202 to PA 340
- PA 100 from US 202 to PA Turnpike overpass
- PA 23 from Matsonford Road to City Line Avenue
- US 1 from I-76 to 9th Street (Philadelphia)
- US 1 from PA Turnpike to Pennsylvania Ave. (Bucks County)
- PA 309 from Easton Road to Doylestown Road
- US 202 Parkway from north of Hancock Rd. to PA 611

For the preventive maintenance, responsive maintenance, and emergency repairs of 392 closed circuit (CCTV) cameras, 158 variable message signs (VMS) permanent and portable, incident detection system consisting of 510 microwave detectors, 51 Loop detectors, 19 Video detectors, a travel time system consisting of 60 Bluetooth readers, 144 EZ-Pass tag readers, a signal system for 15 Ramp meter signals, 36 communications hubs. Uninterrupted Power Source (UPS), all software and all related equipment cabinets and load centers the Regional Traffic Management Center (RTMC) in which houses and operates work stations for CCTV, VMS Communication Systems and enclosures, dial-up and T-1 telephone lines leased from the local telephone company. Also, preventative maintenance, response maintenance and emergency repairs to Department owned traffic signals. It is proposed, after execution of the contract, to begin work on the date specified in the Notice to Proceed or as otherwise provided in the specifications

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073		250											
CON	A-073			250										
CON	A-073				250									
		0	250	250	250	0	0	0	0	0	0	0	0	
		Total FY2019-2022			750	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Beaver Creek

Est Let Date: 9/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tincum 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 Tincum Township. The bridge is 25 feet long and is identified as County Bridge #30.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	BOF		320											
PE	BOF													
PE	183		60											
PE	LOC		20											
FD	BOF	186												
FD	183	35												
FD	LOC	12												
ROW	BOF		51											
ROW	183		10											
ROW	LOC		3											
UTL	BOF		60											
UTL	183		11											
UTL	LOC		3											
CON	BOF			1,306										
CON	183			244										
CON	LOC			81										
		233	538	1,631	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,402	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Kimples Creek

Est Let Date: 9/30/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	STU				1,293									
CON	581				23									
CON	185				300									
CON	STU									1,864				
CON	185									466				
		0	0	0	1,616	0	0	0	0	2,330	0	0	0	
		Total FY2019-2022			1,616	Total FY2023-2026				0	Total FY2027-2030			2,330

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13248 *Walnut Street Bridge Over Perkiomen Creek (CB #13) SR:7009*

LIMITS: Over Perkiomen Creek

Actl Let Date: 6/12/2017

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Perkasio Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project involves rehabilitating or replacing bridges as a three span reinforced concrete box beam bridge. The narrow two lane bridge with no shoulders will be replaced with a wider structure that provides one lane in each direction and a painted median. Improvements to an adjacent traffic signal at the intersection of Walnut Street and Constitution Avenue will also be included in the project. The current bridge has a sidewalk along the eastern side of Walnut Street. The proposed bridge will have sidewalks along both sides of the roadway. The addition of the sidewalk along the west side of the roadway will improve pedestrian access to Lenape Park. This sidewalk was requested by Perkasio Borough. Currently, any pedestrian accessing the park from south of Constitution Avenue has to cross Walnut Street at least once. The additional sidewalk will provide for a signal-controlled crossing. The bicycle and pedestrian checklists will be incorporated into the project.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183	148											
FD	LOC	37											
ROW	183		18										
ROW	LOC		4										
UTL	183	50											
UTL	LOC	13											
UTL	183		46										
UTL	LOC		12										
CON	183	2,434											
CON	LOC	609											
CON	183		1,938										
CON	LOC		485										
		3,291	2,503	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,794		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

Return

LIMITS: Over Deep Run

Est Let Date: 3/14/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bedminster Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

The existing two lane bridge with no shoulders will be replaced with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	183	1,486												
CON	LOC	372												
		1,858	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,858	Total FY2023-2026				0	Total FY2027-2030			0

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

LIMITS: Over Morris Run Creek

Est Let Date: 1/31/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	BOF	2,004												
CON	183	376												
CON	LOC	125												
		2,505	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,505	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13377 *Main St over SEPTA (Bridge)*

LIMITS: Sellersville Borough

Est Let Date: 12/13/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Sellersville Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 12

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project involves rehabilitating or replacing the state bridge over the SEPTA rail line on Main Street between Noble and East Church Streets in Sellersville Borough. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	45												
CON	185	2,319												
CON	185		3,869											
		2,364	3,869	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		6,233		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Licking Creek

Est Let Date: 8/8/2019

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	185	82											
CON	NHPP	4,534											
CON	STU				2,765								
CON	NHPP					1,825							
		4,616	0	0	2,765	0	1,825	0	0	0	0	0	0
		Total FY2019-2022		7,381		Total FY2023-2026		1,825		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: PA 413 - PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Bensalem Township; Middletown Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	2,867											
FD	185	716											
FD	NHPP		5,855										
FD	STU		191										
FD	185		1,966										
FD	NHPP			2,012									
FD	STU			5,000									
FD	185			1,250									
UTL	STU		3,895										
		3,583	11,907	8,262	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		23,752		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13606 Hulmeville Avenue Bridge Over Conrail SR:2047

LIMITS: Over Conrail

Est Let Date: 4/11/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Middletown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 5I

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	TOLL													
FD	STU		114											
CON	185	5,065												
		5,065	114	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			5,179	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13607 **Upper Ridge Road Bridge Over Unami Creek SR:4033**

LIMITS: Over Unami Creek

Est Let Date: 6/6/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Milford Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves removing and replacing the existing bridge that carries Upper Ridge Road over Unami Creek in Milford Township. The bridge will be reconstructed along the existing alignment. Providing a modern structure is essential for emergency services, as well as for meeting potential future demand.

A new structure is needed to address existing deficiencies. The substandard bridge width (of 22.8 ft.) is functionally obsolete- the proposed structure has a bridge width of 32 ft. The existing bridge has a 100-year design storm elevation above the roadway surface. The existing Upper Ridge Road (S.R. 4033) bridge is poor condition and deteriorating. Atop the bridge deck, the asphalt wearing surface has moderate damage showing typical wide cracks. As of 2003 inspection the overall bridge rating is governed by the superstructure condition which is poor (4). The rolled steel I-beams are severely rusted with advanced section loss up to the full height of the web in the shear zone and to the flanges at mid-span with up to 1 inch rotation of interior beams. The concrete bridge seat presents severe scaling that undermines the bearing of two beams. Scour damage is also present at the structure abutments. The stone masonry abutment stems have wide full height 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	185	106												
CON	185				2,452									
		106	0	0	2,452	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,558	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: At US 1 and Bristol/Levittown Parkway

Est Let Date: 12/7/2023

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

This project involves 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. Additional improvements include widening at the SR 2037 and SR 2029 intersection to provide double left turn lanes at all four approaches, new traffic signals with updated timings, sidewalk, drainage, and ADA facilities.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	TOLL												
FD	STU		734										
ROW	STP								2,990				
ROW	STU								787				
ROW	581								945				
UTL	STP								10				
UTL	581								3				
CON	STU									6,451			
CON	581									1,613			
		0	734	0	0	0	0	0	4,735	8,064	0	0	0
		Total FY2019-2022			734	Total FY2023-2026			4,735	Total FY2027-2030		8,064	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Tinicum Creek

Est Let Date: 4/12/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	BOF		1,631											
CON	TOLL													
CON	TOLL													
CON	BOF			1,623										
CON	TOLL													
CON	BOF				1,150									
		0	1,631	1,623	1,150	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,404	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: PA 513/Hulmeville Road to Old Lincoln Highway

Est Let Date: 4/12/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP												
CON	STU		72										
CON	581		18										
CON	STU			577									
CON	581			144									
CON	STU				4,370								
CON	581				1,092								
CON	STU					4,000							
CON	581					1,000							
CON	STU								3,536				
CON	581								884				
		0	90	721	5,462	5,000	0	0	4,420	0	0	0	0
		Total FY2019-2022			6,273	Total FY2023-2026			9,420	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Cornwells Heights Shuttle Bus Operations

No Let Date

IMPROVEMENT Other

NHPP: Y

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	STP	504												
CON	LOC	126												
CON	STP		529											
CON	LOC		132											
CON	STP			529										
CON	LOC			132										
CON	STP				529									
CON	LOC				132									
		630	661	661	661	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,613	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 36475 *Mill St. Grade Xing*

New

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	RRX				230									
		0	0	0	230	0	0	0	0	0	0	0	0	
		Total FY2019-2022			230	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 49315 *Portzer Road Roundabout SR:6309*

LIMITS: Route 663 to Route 309

Est Let Date: 1/16/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:118

MUNICIPALITIES: Milford Township; Richland Township

FC: 17

AQ Code:NRS

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/T. Stevenson

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14C

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	581	55												
FD	581		244											
FD	581			266										
ROW	581	82												
UTL	STP	109												
CON	STP				1,242									
CON	581				310									
		246	244	266	1,552	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,308	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 50633 *PA 263, Old York Road Concrete Rehabilitation and Overlay SR:0263*

LIMITS: Bristol Road to PA 413

Actl Let Date: 11/7/2013

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Buckingham Township; Warminster Township; Warwick Township

FC: 14

AQ Code:2020M

PLAN CENTER:

IPD: 3

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

CMP Subcorridor(s): 8H, 12A

Reconstruction of PA Route 263 (York Road) for approximately 4 miles between Bristol Road (S.R. 2025) and Sugar Bottom Road (S.R. 2113). Widening to accommodate a continuous center turning lane, left turn lanes and right turn lanes. Includes complete reconstruction of the pavement. There will be no alignment changes. The existing conditions include 4 – 12' lanes, 8' shoulders and a 5' median. The proposed conditions include 4 – 12' lanes, 8' shoulders and an 11' continuous center turning lane. There are sections with sidewalks located within the project limits. No new bike or pedestrian facilities are proposed.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	NHPP													
UTL	STU													
CON	STU		94											
		0	94	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			94	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Kulp Road to PA 611

Est Let Date: 11/7/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:34

MUNICIPALITIES: Horsham Township; Warrington Township

FC: 14

AQ Code:S10

PLAN CENTER:

IPD: 18

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12B

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STP	100												
FD	581	25												
ROW	STP	128												
ROW	581	32												
UTL	NHPP	849												
UTL	581	212												
CON	STU		1,081											
CON	NHPP		2,852											
CON	STP		1,220											
CON	581		1,288											
CON	NHPP			3,373										
CON	581			843										
		1,346	6,441	4,216	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		12,003		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Ferry Road to Broad Street

Est Let Date: 2/11/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP	473											
FD	581	118											
FD	NHPP		400										
FD	581		100										
ROW	NHPP		874										
ROW	581		219										
UTL	NHPP		350										
UTL	581		87										
CON	NHPP				1,814								
CON	581				453								
CON	NHPP					2,454							
CON	581					613							
CON	STU						112						
CON	NHPP						2,902						
CON	581						753						
CON	NHPP							3,014					
CON	581							753					
CON	NHPP									1,760			
CON	581									440			

591	2,030	0	2,267	3,067	3,767	3,767	0	2,200	0	0	0
Total FY2019-2022		4,888		Total FY2023-2026		10,601		Total FY2027-2030		2,200	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Neshaminy Creek to PECO Right-of-Way

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Wrightstown Township

FC: 16

AQ Code:R3

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	HSIP													
FD	LOC													
CON	TOLL													
CON	HSIP	1,107												
CON	TOLL													
CON	HSIP		1,127											
CON	TOLL													
CON	HSIP			2,740										
		1,107	1,127	2,740	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,974	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: PA 309/California Road/Main Street

Est Let Date: 11/1/2018

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES: Quakertown Borough; Richland Township

FC: 14

AQ Code:2020M

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: AECOM/E. Reagle

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

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

The 15 Intersections include:

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STP													
CON	CAQ	209												
		209	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			209	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64778 State Road SR:2002

LIMITS: Elm Street to Neshaminy Creek

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STU		927										
FD	STU												
FD	581			1,000									
FD	581				1,493								
FD	581					186							
ROW	STU												
ROW	STU							1,013					
ROW	581							317					
UTL	STU												
UTL	STU							1,621					
UTL	581							405					
CON	STU										3,322		
CON	STU										13,289		
		0	927	1,000	1,493	186	0	3,356	0	0	16,611	0	0
		Total FY2019-2022			3,420	Total FY2023-2026			3,542	Total FY2027-2030			16,611

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Branch of Neshaminy Creek

Est Let Date: 4/9/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP	391											
PE	185	98											
FD	185	212											
FD	581	349											
ROW	185				704								
UTL	185		115										
UTL	185			90									
UTL	185				160								
CON	STP								4,451				
CON	185								1,113				
		1,050	115	90	864	0	0	0	5,564	0	0	0	0
		Total FY2019-2022			2,119	Total FY2023-2026			5,564	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 69823 **Rosedale Road over Unami Creek Bridge Replacement**

New

LIMITS: Rosedale Rd in Milford Twp

No Let Date

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 will replace the two state-owned bridges on Rosedale Road over a branch of the Unami Creek in Milford Township, Bucks County. Bridge one (Bridge Key 7434), built in 1933, is a one-span concrete encased rolled steel I-beam structure with a span length of 32 feet. The bridge is a one-lane bridge with no shoulders and is considered functionally obsolete. The bridge is not currently posted, but at the current rate of deterioration it will be in poor condition by the time the project is let. In addition to the replacement of the structure, guiderail, traffic signs, and delineators will be installed as required.

Bridge two (Bridge Key 7433), also built in 1933, is a one-span concrete encased steel I-beam structure with a span length of 13 feet, and is also a one-lane bridge with no shoulders. This bridge is in poor condition and is functionally obsolete. The bridge is currently posted at 35 tons/40 tons for combination. Further deterioration of the structure will result in the posting being lowered and could eventually result in the closure of the bridge.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	185	100												
FD	185		150											
FD	185				25									
ROW	185			90										
UTL	185		35											
CON	STU					200								
CON	581					50								
CON	STU						200							
CON	581						50							
CON	STU							360						
CON	581							90						
CON	STU								840					
CON	581								210					
		100	185	90	25	250	250	450	1,050	0	0	0	0	
		Total FY2019-2022				400	Total FY2023-2026			2,000	Total FY2027-2030			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 74827 *Delaware Canal Enhancement*

LIMITS: Over Brock Creek, Yardley to Bristol Boroughs

Est Let Date: 12/12/2019

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	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
CON	STU	1,418												
CON	TOLL													
		1,418	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,418	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 78516 *Bridge Replacement Brownsville Road*

LIMITS: Brownsville Road over Neshaminy Creek

Est Let Date: 2/21/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	185	796												
ROW	STP	225												
ROW	185	56												
UTL	185	69												
UTL	581	276												
CON	185				1,505									
CON	185					6,202								
		1,422	0	0	1,505	6,202	0	0	0	0	0	0	0	
		Total FY2019-2022			2,927	Total FY2023-2026				6,202	Total FY2027-2030			0

MPMS# 84258 *PA Avenue/ PA Canal*

LIMITS:

Est Let Date: 5/15/2021

IMPROVEMENT

NHPP:

MUNICIPALITIES:

FC:

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.

The Pennsylvania Avenue Bridge over the Delaware Canal was determined not individually eligible for the National Register (NR). The Delaware Division of the Pennsylvania Canal (also known as the Delaware Canal) is a National Historic Landmark (NHL) and is also NR-listed. The Delaware Canal State Park is located within the project area.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	185		50											
		0	50	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			50	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Est Let Date: 3/31/2022
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Tincum 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 Tincum Township, Bucks County, a Decade of Investment bridge (DOI #2067). The River Road Bridge is poor condition and based on the most recent inspection in November 2016 its condition continues to deteriorate. As a result of this inspection, the bridge's posted weight was lowered to 15 tons and repairs were made to abutments and guide rail barrier.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	185	340													
FD	185		541												
FD	185				82										
ROW	185			281											
UTL	185			124											
CON	185					4,280									
CON	185									1,500					
		340	541	405	82	0	4,280	0	0	1,500	0	0	0		
		Total FY2019-2022			1,368	Total FY2023-2026				4,280	Total FY2027-2030				1,500

MPMS# 86860 *PA 611 Bridge Over Cooks Creek*

LIMITS: Over Cooks Creek Actl Let Date: 1/11/2018
IMPROVEMENT Bridge Repair/Replacement **NHPP:** Y
MUNICIPALITIES: Durham Township **FC:** 2 AQ Code:S19
PLAN CENTER: IPD: 2
PROJECT MANAGER: Gannett/M. McGuire **CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
ROW	STU														
CON	NHPP		2,000												
CON	581		500												
		0	2,500	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			2,500	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Church Road to Tollgate Road

Est Let Date: 2/28/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

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

AQ Code:S10

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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

Resurfacing, concrete patching and sealing, and rehabilitation of 15 bridges on PA 309 (Sellersville Bypass) from approximately Church Road to Tollgate Road in Hatfield Township, Montgomery County and Hilltown, West Rockhill, and Richland Townships, Bucks County.

8/29/19--Project let, District Control has been changed from TSS/MCF to CONSTR. Low bidder was James D. Morissey, Inc. with a low bid amount of \$53,491,393.42.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STP				464								
ROW	581				116								
UTL	STP				464								
UTL	581				116								
CON	STP	1,281											
CON	NHPP	1,374											
CON	STU	2,197											
CON	185	1,212											
CON	STU		425										
CON	NHPP		1,407										
CON	185		458										
CON	NHPP			7,803									
CON	185			1,950									
CON	NHPP				18,442								
CON	581				4,187								
CON	185				423								
CON	NHPP					3,262							
CON	581					815							
CON	NHPP						6,282						
CON	581						1,570						
CON	NHPP							309					
CON	581							78					
CON	NHPP								4,856				
CON	581								1,215				
		6,064	2,290	9,753	24,212	4,077	7,852	387	6,071	0	0	0	0
		Total FY2019-2022		42,319		Total FY2023-2026		18,387		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 87088 **Chalfont Pedestrian Facilities (SRTSF) - Round 1**

LIMITS: US 202, Chalfont to New Britain Borough

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Chalfont Borough; New Britain Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD: 0

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

This project will install crosswalks, curbing, and sidewalks along Route 202, spanning two municipalities and benefiting one elementary school and one middle school.

Proposed improvements include completion of any missing areas of curbing, sidewalk, curbcuts for ADA access, planted concrete islands, painted pedestrian crosswalks, signalized pedestrian railroad crossing, utility adjustments, and replacement of hedges in the way of the proposed sidewalk. The project also includes removal of guiderail on the sides of a bridge to be replaced with sidewalks and a post-rail fence.

This project was awarded \$719,734 in federal Safe Routes to School (SRTSF) funding in May of 2009.

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
CON	TAP															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022				0	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: SR 532 to SR 413

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

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

AQ Code:S7

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

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

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	581			450											
ROW	SXF				174										
UTL	SXF					95									
CON	STP									2,688					
		0	0	450	174	95	0	0	0	2,688	0	0	0		
		Total FY2019-2022			624	Total FY2023-2026				95	Total FY2027-2030				2,688

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Solebury Township, Bucks County

Est Let Date: 5/14/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STU	56											
UTL	STU	56											
CON	185					803							
CON	581					464							
		112	0	0	0	1,267	0	0	0	0	0	0	0
		Total FY2019-2022			112	Total FY2023-2026			1,267	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 92310 Culvert Replacement Group K

LIMITS: Various Locations

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Bensalem Township; Doylestown Township; Hilltown Township; Middl FC:

AQ Code:S19

PLAN CENTER:

IPD:

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

This project includes the replacement of various bridges in critical condition with minimal roadway improvements, which is estimated to extend their service life by 100 years. The bridges are as follows:

1. Dublin Pike over Morris Run (Bridge Key 6990) in Hilltown Township
2. Easton Road over Branch Neshaminy Creek (Bridge Key 7061) in Doylestown Township
3. Aquetong Road over Branch Aquetong Creek (Bridge Key 7100) in Solebury Township
4. Hulmeville Road over Chubb Run (Bridge Key 7222) in Middletown Township
5. Old Lincoln Highway over Branch Neshaminy Creek (Bridge Key 7256) in Bensalem Township
6. Almshouse Road over Branch Neshaminy Creek (Bridge Key 7335) in Warwick Township
7. Main Street and Bethlehem Pike over Wertz Creek (Bridge Key 7384) in Sellersville Borough
8. Rocky Ridge Road over Branch Tohickon Creek (Bridge Key 7415) in Richland Township
9. Richlandtown Pike over Cooks Creek (Bridge Key 7419) in Springfield Township
10. State Road over Branch Cooks Creek (Bridge Key 7442) in Springfield Township

Work to be performed will additionally include stream restoration and District-wide "On Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	185		349											
CON	185			340										
CON	185				350									
		0	349	340	350	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,039	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: I-95 from Philadelphia to Scudder Falls

Actl Let Date: 5/18/2017

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Various

FC: 11

AQ Code:S10

PLAN CENTER:

IPD: 19

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP		799											
CON	581		807											
CON	581			7,316										
CON	581				76									
		0	1,606	7,316	76	0	0	0	0	0	0	0	0	
		Total FY2019-2022			8,998		Total FY2023-2026				0		Total FY2027-2030	

MPMS# 92741 *Main St o/Br Perkiomen Cr (Bridge)*

LIMITS: Sellersville Borough, North of Park ave Intersection

Actl Let Date: 11/9/2017

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Sellersville Borough

FC: 14; 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project involves rehabilitating or replacing state bridge over the Perkiomen Creek on Main Street between Maple Avenue and Diamond Street in Sellersville Borough. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	STU		625											
		0	625	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			625		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: S.R. 0001 (Route 1) - S.R. 2037 (Old Lincoln Highway) to North of PA Turnpike

Actl Let Date: 7/26/2018

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Bensalem Township

FC: 12; 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP*	1,487											
CON	NHPP*	3,500											
CON	NHPP*		2,062										
CON	STP*		65										
CON	NHPP*			2,027									
CON	STP*			9,782									
CON	STU*			9,136									

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks												
CON	STU*				3,829							
CON	NHPP*					8,378						
CON	STU*					9,734						
		4,987	2,127	20,945	3,829	18,112	0	0	0	0	0	0
		Total FY2019-2022		31,888		Total FY2023-2026		18,112		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

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

Est Let Date: 2/13/2020

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 (Pennel); and reconstruction of 3 bridges. The improvements for this section of S.R. 0001 are as follows:

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	4,144											
ROW	581	1,036											
ROW	STP			100									
ROW	581			25									
UTL	NHPP		1,200										
UTL	581		300										
CON	STU			380									
CON	581			90									
CON	STU				7,104								
CON	581				1,776								
CON	NHPP					11,250							

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks													
CON	STU					6,476							
CON	581					4,431							
CON	STU						20,998						
CON	581						5,249						
CON	NHPP							15,763					
CON	STU							11,610					
CON	STP							2,058					
CON	581							7,358					
CON	NHPP								1,200				
CON	STU								27,373				
CON	581								7,143				
CON	STP									1,442			
CON	581									360			
		5,180	1,500	595	8,880	22,157	26,247	36,789	35,716	1,802	0	0	0
		Total FY2019-2022		16,155		Total FY2023-2026		120,909		Total FY2027-2030		1,802	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Route 1 - Frontage Road Corridor, Bucks County

Est Let Date: 2/10/2022

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	765											
ROW	581	191											
ROW	NHPP		300										
ROW	581		75										
ROW	NHPP			1,800									
ROW	581			450									
ROW	STP									6,338			
ROW	581									1,584			
UTL	NHPP		1,625										
UTL	581		406										
UTL	NHPP			560									
UTL	581			140									
CON	STU					524							
CON	581					130							

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

CON	NHPP							6,324						
CON	581							1,580						
CON	NHPP								11,599					
CON	581								2,899					
CON	STU									2,434				
CON	NHPP									18,525				
CON	581									5,238				
CON	NHPP										14,989			
CON	581										3,746			
		956	2,406	2,950	0	0	654	7,904	14,498	34,119	18,735	0	0	
		Total FY2019-2022			6,312	Total FY2023-2026			23,056	Total FY2027-2030		52,854		

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 95439 **I-95, PA Turnpike Interchange (TPK)- Section D10**

LIMITS: Exit 28 to 29 and parts of I-95, PA 413 and PA 2049

Actl Let Date: 6/5/2014

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:35

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 5

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

CMP Subcorridor(s): 1A, 4A

The interstate completion project will connect I-95 and I-276 in Pennsylvania; facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing Delaware River Bridge toll plaza with a cashless toll facility collecting in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. This MPMS# 95439 is for contract D10. The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D10 includes the widening and reconstruction of the mainline Pennsylvania Turnpike in Bristol Township, Bucks County, from a point approximately 600 feet west of the S. R. 0095 overpass (approximate I-276 Milepost 355.6 near Durham Road) to a point 500 feet west of the Delaware River Bridge Toll Plaza (approximate I-276 Milepost 358.0), piers for the I-95 flyover ramps, and the replacement of the Turnpike Mainline Bridges over Durham Road, Veterans Highway (PA 413) and Mill Creek.

Overall, Stage 1 work along the turnpike mainline includes full depth pavement reconstruction and overlay, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, new bridges, bridge substructure units, sound walls, retaining walls, bridge rehabilitations, culvert extensions, sign structures, removal of existing bridges, bridge approach slabs, guiderail, sanitary sewer work, CCTV, highway lighting, stream mitigation, and drainage. The project also includes roadway improvements along S.R. 0413 from Segment 0101 Offset 1378 to Segment 0101 Offset 2603 and S.R. 2049 from Segment 0040 Offset 0000 to Segment 0040 Offset 1112. Work includes traffic signals, pavement reconstruction, concrete curb, design-build pedestrian ramps, guiderail, drainage facilities, utility relocation, and other miscellaneous construction.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

Also refer to MPMS 13347 and MPMS 95444 for this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TPK	3,000												
		3,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 95444 I-95, PA Turnpike Interchange (TPK) - Section D20

Return

LIMITS: Actl Let Date: 5/21/2015
 IMPROVEMENT Intersection/Interchange Improvements NHPP: Y MRPID:35
 MUNICIPALITIES: Bristol Township FC: AQ Code:2020M
 PLAN CENTER: IPD: 3
 PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Major SOV Capacity CMP Subcorridor(s): 1A, 4A

Construction funding for this project in FY19 is to cover change orders.

The interstate completion project will connect I-95 and I-276 in Pennsylvania; facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing Delaware River Bridge toll plaza with a cashless toll facility collecting in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. This MPMS# 95444 is for contract D20. The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D20 in Bristol Township, Bucks County, includes the widening and reconstruction of approximately 0.7 miles of I-95 northbound and southbound between the Neshaminy Creek and the connection with I-276 (PA Turnpike). It includes the construction of new interchange connections with I-276 for both I-95 northbound and I-95 southbound. The project also includes the redesignation of proposed I-295 EB/WB (existing I-95 NB/SB) between the I-276 overpass and the Scudder Falls Bridge. Also, D20 includes the partial construction of a ramp connection to link I-276 EB to I-95 SB and a collector-distributor road located to the west of the existing I-276 overpass adjacent to proposed I-295 WB. Four ramps will also be partially reconstructed at the I-95 interchange with SR0413.

Overall, Stage 1 work along I-95 and the turnpike mainline includes full depth pavement reconstruction and overlay, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, CD Road, new bridges, bridge substructure units, sound walls, retaining walls, bridge rehabilitations, culvert extensions, sign structures, removal of existing bridges, bridge approach slabs, guiderail, sanitary sewer work, CCTV, highway lighting, stream mitigation, and drainage.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

Also refer to MPMS 13347 and MPMS 95439 for this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TPK	5,000												
		5,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			5,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: No Let Date
 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	183	280													
FD	LOC	70													
ROW	183		32												
ROW	LOC		8												
		350	40	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			390	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

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

Est Let Date: 2/25/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581					1,267							
FD	581	309											
FD	581		12										
FD	581			261									
FD	581				422								
FD	581							672					
ROW	581	20											
ROW	581			200									
ROW	581				139								
ROW	581					36							
ROW	185								415				
ROW	185								415				
UTL	581	47											
UTL	581			150									
CON	NHPP			6,753									
CON	581			1,688									
CON	185									9,980			
		376	12	9,052	561	1,303	0	672	830	9,980	0	0	0
		Total FY2019-2022			10,001	Total FY2023-2026			2,805	Total FY2027-2030			9,980

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

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

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

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	183	0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2019-2022				0				Total FY2023-2026				0			
Total FY2019-2022				0				Total FY2023-2026				0			

MPMS# 102830 *Neshaminy Greenway Trail (Bristol to Upper State) (TAU) (TAP)*

LIMITS: Lenape Lane to Upper State Est Let Date: 3/14/2019
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township **FC:** AQ Code:A2
PLAN CENTER: Town Center IPD: 15
PROJECT MANAGER: EE/DVRPC/J. Banks **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 8G, 12B

This project will fund construction of a section of the Neshaminy Greenway Trail (NGT) from Lenape Lane to Upper State Road. The trail will be an ADA-compliant shared-use path and will complete a missing link in the NGT, providing a connection to the 202 Parkway Trail. The sections of the NGT to the south and west have been constructed, and the section of the NGT to the east is fully funded for design and construction. When completed, the NGT will create numerous non-motorized transportation connections to local destinations, including the Chalfont and New Britain SEPTA Train Stations.

This project is consistent with the Bucks County Park and Open Space and Greenways Plan (2011), the Tri-Municipal Trails Plan, the Doylestown Bike and Hike Plan/Map, and connects to the Bicycle PA Route S on the statewide bicycle touring system.
 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 \$375,000 out of the \$9.4 million awarded to the region. This project also received \$1,225,000 of Regional TAP funds.

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	TOLL														
CON	TAU	1,225													
CON	TAP	375													
CON	TOLL														
CON	TAU			100											
		1,600	0	100	0	0	0	0	0	0	0	0	0		
Total FY2019-2022				1,700				Total FY2023-2026				0			
Total FY2019-2022				1,700				Total FY2023-2026				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 104365 *New Falls Road Pedestrian Safety Improvements*

LIMITS: New Falls Rd (SR 2006)

Est Let Date: 6/20/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S7

PLAN CENTER:

IPD: 3

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	sHSIP	63												
CON	sHSIP		950											
		63	950	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,013		Total FY2023-2026				0		Total FY2027-2030		0

MPMS# 105847 *Newtown Branch Rail Trail*

LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

Newtown Branch Rail Trail

Bucks County

Bike/Ped

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ		2,498											
		0	2,498	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		2,498		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

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

Est Let Date: 12/10/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Middletown Township

FC:

AQ Code:R1

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

This project had previously been listed under MPMS #57624.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	LOC	743												
FD	LOC		579											
ROW	LOC		546											
UTL	STU		525											
CON	STU									8,090				
		743	1,650	0	0	0	0	0	0	8,090	0	0	0	
		Total FY2019-2022			2,393		Total FY2023-2026				0			
									Total FY2027-2030				8,090	

MPMS# 108002 *Moland Park Trail (TAP)*

LIMITS: Warwick Township

Est Let Date: 7/25/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Warwick Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

This project will help fund construction of a multi-use trail connecting the Moland House, a significant historical site owned by Warwick Township, to Moland Park, a 50-acre township recreation area. The Moland Park multi-use trail will include a safe underpass beneath PA 263.

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 \$500,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			500		Total FY2023-2026				0			
									Total FY2027-2030				0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS:

Est Let Date: 10/1/2022

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	sSTP	300												
PE	TOLL													
FD	TOLL													
FD	sSTP	300												
ROW	TOLL													
ROW	TOLL													
ROW	sSTP		30											
UTL	sSTP		20											
CON	TOLL													
CON	sSTP			1,350										
		600	50	1,350	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

New

LIMITS: I-95/US 13/PA 132

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:170

MUNICIPALITIES: Bristol Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Brown

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581			692									
PE	581				152								
FD	581				428								
FD	581					152							
ROW	581									67			
UTL	581									1,344			
CON	STP									5,376			
CON	581									1,344			
		0	0	692	580	152	0	0	0	8,131	0	0	0
		Total FY2019-2022			1,272	Total FY2023-2026			152	Total FY2027-2030			8,131

MPMS# 110310 *Almshouse at Jacksonville Road*

New

LIMITS:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 14

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 13A

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581		137										
FD	581				580								
ROW	581									34			
UTL	581									34			
CON	581									946			
CON	581									237			
		0	137	0	580	0	0	0	0	1,251	0	0	0
		Total FY2019-2022			717	Total FY2023-2026			0	Total FY2027-2030			1,251

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

New

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Pennel Borough

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	sHSIP	433												
PE	sHSIP		80											
FD	TOLL													
FD	sHSIP	10												
FD	sHSIP		84											
ROW	TOLL													
ROW	sHSIP	7												
UTL	TOLL													
UTL	sHSIP	34												
CON	TOLL													
CON	sHSIP		271											
		484	435	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			919	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111024 *Easton Road Roundabout*

New

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Doylestown Borough

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

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.

The project involves the construction of two adjacent single lane roundabouts at the bifurcated intersection of SR 1001 (S. Easton Road) and New Britain/Sauerman Road in Doylestown Township, Bucks County, PA. The roundabouts will include new drainage, sidewalks, ADA compliant crossings, lighting, and full depth pavement reconstruction. Bicycle ramps are proposed to allow for cyclists to navigate the roundabout as pedestrians. The design will include accommodation for existing SEPTA and DART routes, and will connect to existing trails to the east and west of the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	sHSIP	500												
PE	sHSIP		645											
FD	sHSIP			243										
ROW	TOLL													
ROW	sHSIP			145										
UTL	TOLL													
UTL	sHSIP			95										
CON	TOLL													
CON	sHSIP				2,375									
		500	645	483	2,375	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,003	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111172 *Maple Beach Bridge Replacement and Trail Connection*

New

LIMITS: Maple Beach Road

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bristol Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/D. Griffith

CMP:

Replacing a decommissioned bridge along Maple Beach Road to provide safe access to Maple Beach, the Borough's wastewater treatment facility, and one of Pennsylvania's only freshwater tidal marshes.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	572												
CON	LOC	172												
		744	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			744	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: West of Porter Rd To Hickory Drive

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Milford Township; Quakertown Borough; Richland Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

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

Additionally, construction will involve the installation of a biking and pedestrian path, which is planned to eventually connect with the future extended bike path to the west. The improvements will be constructed from Hickory Ln in the east through Portzer Road to the west, including the Portzer intersection improvements. The bike path will begin at Hickory Ln and travel through Portzer, and through the new St. Luke's Hospital campus.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		1,500											
		0	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,500	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111464 Shady Retreat SRTS Trail

New

LIMITS: Shady Retreat and Burpee Roads

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8G

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF	985												
		985	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			985	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111468 *Lower Makefield Township Community Trail Connection*

New

LIMITS: Lower Makefield Township

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Lower Makefield Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		700												
		700	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			700	Total FY2023-2026				0	Total FY2027-2030			0

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

New

LIMITS: Aquetong Park

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Solebury Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111688 *Bensalem Township Adaptive Traffic System*

New

LIMITS: On Bristol Pike from I-95 interchange to the Township line

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Bensalem Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project will install an adaptive traffic system along Bristol Pike from the I-95 and Street Road/Bristol Pike interchange to the Township line at Bristol Pike and Mill Road/Red Lion Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	740												
		740	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			740	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111689 *Bristol Township Traffic Signal Modernization*

New

LIMITS: intersection of New Falls/ Woodbourne/Edgely/Emilie Roads

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will replace and modernize the existing traffic signal equipment at the intersection of New Falls/ Woodbourne/Edgely/Emilie Roads.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	273												
		273	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			273	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111690 *Edgely Road and Mill Creek Road Traffic Signal Modernization*

New

LIMITS: Edgely Road and Mill Creek Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will replace and modernize the existing traffic signal equipment at Edgely Road and Mill Creek Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	224												
		224	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			224	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111691 *Northampton Township Traffic Signal Modernization*

New

LIMITS: Three intersections along Jacksonville Road and Almshouse Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will upgrade traffic signals at three intersections along Jacksonville Road and Almshouse Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	209												
		209	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			209	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111692 *Warminster Township Traffic Signal Upgrades 1* **New**

LIMITS: Johnsville Boulevard/Street Road, Mearns Road/Street Road, and Jacksonville R No Let Date

IMPROVEMENT Signal/ITS Improvements **NHPP:**

MUNICIPALITIES: Warminster Township **FC:** AQ Code:NRS

PLAN CENTER: IPD:

PROJECT MANAGER: Daniel Farley **CMP:**

This project will install radar detection upgrades and battery backup systems at three existing signalized intersections: Johnsville Boulevard/Street Road, Mearns Road/Street Road, and Jacksonville Road/Street Road. The project also includes signal timing modifications to more efficiently handle traffic at the intersections.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	75												
		75	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			75	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111693 *Warminster Township Traffic Signal Upgrades 2* **New**

LIMITS: Louis Drive/ Street Road intersection No Let Date

IMPROVEMENT Signal/ITS Improvements **NHPP:**

MUNICIPALITIES: Warminster Township **FC:** AQ Code:NRS

PLAN CENTER: IPD:

PROJECT MANAGER: Daniel Farley **CMP:**

This project will install radar detection upgrades and a battery backup system at the Louis Drive/ Street Road intersection. The project also includes signal timing modifications to more efficiently handle traffic at the intersection.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	79												
		79	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			79	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111694 *Warminster Township Traffic Signal Upgrades 3*

New

LIMITS: Madison Avenue/Street Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Warminster Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will provide improvements to the existing signalized intersection at Madison Avenue/Street Road, including the installation of a new controller, upgrade to radar detection, and installation of a battery backup system. New signal timings will also be developed.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	72												
		72	0	0	0	0	0	0	0	0	0	0	0	
Total FY2019-2022		72			Total FY2023-2026				0		Total FY2027-2030			0

MPMS# 111758 *PA 563 at Pennridge Airport Business Park*

New

LIMITS: Tunnel Rd to W Callowhill St

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Perkasio Borough

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Minor SOV Capacity

The proposed project includes reconstructing, reprofiling, and widening PA 563 to add a left-turn lane at the proposed entrance to the Pennridge Airport Business Park in Perkasio Borough, Bucks County.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	e581	5												
		5	0	0	0	0	0	0	0	0	0	0	0	
Total FY2019-2022		5			Total FY2023-2026				0		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 112199 *Route 13 Streetscape and Pedestrian Enhancements*

New

LIMITS: US 13

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C.Bergeman

CMP:

U.S. 13 Pedestrian Enhancements
Bristol Township
Sidewalks and ADA ramps

The proposed project is the first phase of a larger pedestrian mobility project which will implement pedestrian pathways and safety features along U.S. Route 13 from the Croydon train station to PA Route 41. Phase 1 will implement ADA compliant ramps and crosswalks from the Croydon sidewalk on the southern side of Route 13 to the northern side of the roadway. From this point 2,100 linear-feet of five (5) foot wide concrete sidewalks will be constructed to Janet Avenue. ADA ramps and crosswalks will be implemented at two (2) roadway crossings including Route 13 and Dorset Avenue, and one (1) business entrance along the proposed pathway.

Pedestrian safety features in the form of eight (8) pedestrian signs, two (2) flashing warning devices and 32 pedestrian LED streetlights will be installed along the trail to enhance pedestrian safety and increase automotive awareness. Additionally, the implementation of vegetated storm swales will assist in the control of rainwater events in the area.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		885											
CON	LOC		286											
		0	1,171	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,171	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 112691 *Plumsteadville Pedestrian Improvements*

No Let Date

LIMITS: Stump Rd and Easton Rd

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Plumstead Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

Plumsteadville Pedestrian Improvements
Stump & Easton Roads
sidewalk construction, ADA ramps and traffic signal upgrades

This project includes pedestrian safety improvements, including: sidewalks, ADA compliant features, and signalization at the intersection of Stump Road and Easton Road (Route 611).

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		607											
CON	LOC		182											
		789	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			789	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 114171 PA 663 Slope Restoration

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Milford Township

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/H. Freed

CMP:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	FFL		200											
CON	581		50											
		0	250	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			250	Total FY2023-2026				0	Total FY2027-2030			0

Total For Bucks	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$70,145	\$57,629	\$77,056	\$64,855	\$269,685	\$249,034	\$144,211

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS: Over Amtrak

Est Let Date: 7/25/2019

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 is poor condition and functionally obsolete. 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.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	138	65											
FD	BOF	348											
FD	LOC	22											
UTL	183		32										
UTL	LOC		8										
CON	STU	5,092											
CON	183	955											
CON	LOC	318											
		6,800	40	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,840		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Over Culbertson Run

Est Let Date: 7/11/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: East Brandywine Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing a bridge; reconstruct approach roadway; and minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
ROW	185	150													
UTL	185	74													
CON	TOLL														
CON	BOF			1,688											
CON	TOLL														
CON	BOF				1,195										
CON	TOLL														
CON	BOF					493									
		224	0	1,688	1,195	493	0	0	0	0	0	0	0		
		Total FY2019-2022			3,107	Total FY2023-2026				493	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: On Camp Bonsul Road over Big Elk Creek

Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Elk Township; New London Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	HCB	40												
ROW	183	10												
UTL	HCB	23												
UTL	183	6												
CON	BOF		1,003											
CON	HCB		997											
CON	183		500											
		79	2,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		2,579		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Over Amtrak/SEPTA R5 Rail Line

Actl Let Date: 9/13/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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

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

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
UTL	BOF		1,183												
UTL	183		222												
UTL	LOC		74												
CON	BOF		1,313												
CON	183		246												
CON	LOC		82												
		0	3,120	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			3,120			Total FY2023-2026			0			Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: PA 10 to Exton Bypass/Quarry Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:48

MUNICIPALITIES: Caln Township; Coatesville City; Downingtown Borough; East Caln To **FC:**

AQ Code:2040M

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	NHPP		2,884												
PE	581		721												
PE	NHPP			2,884											
PE	581			721											
		0	3,605	3,605	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			7,210	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Kennett Square Bypass to Greenwood Road

Est Let Date: 7/25/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:44

MUNICIPALITIES: East Marlborough Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 5A

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	191											
ROW	STU	60											
UTL	581		1,748										
CON	TOLL												
CON	NHPP	6,008											
		6,259	1,748	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		8,007		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14580 US 1 Expressway Reconstruction (Southern Section) SR:0001

LIMITS: MD/PA Line to PA 896

Est Let Date: 3/4/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: Lower Oxford Township; Oxford Borough; Upper Oxford Township

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. See also MPMS #14581.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581		1,893										
PE	581			1,927									
FD	NHPP	131											
FD	TOLL												
FD	NHPP				6,008								
ROW	581				2,768								
UTL	STP				570								
UTL	581				143								
CON	STU					253							
CON	581					62							
CON	STU						253						
CON	581						63						
CON	STU							1,253					
CON	581							312					
CON	STU								6,413				
CON	NHPP								5,000				
CON	BOF								4,181				
CON	581								740				
CON	185								3,082				
CON	NHPP									13,707			
CON	STU									3,740			
CON	BOF									11,670			
CON	185									3,917			
CON	581									3,428			
CON	NHPP										4,343		
CON	BOF										3,799		
CON	581										1,085		
CON	185										950		
CON	BOF											11,670	
CON	185											2,917	
CON	BOF												11,670
CON	STU												4,493
CON	NHPP												3,528
CON	581												2,005
CON	185												2,917
		131	1,893	1,927	9,489	315	316	1,565	19,416	36,462	10,177	14,587	24,613
		Total FY2019-2022			13,440	Total FY2023-2026			21,612	Total FY2027-2030			85,839

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14581 US 1 Expressway Reconstruction (Northern Section) SR:0001

LIMITS: PA 896 to School House Road

Est Let Date: 3/3/2022

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Town FC: 6; 12; 14; 16; 17; 19

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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	1,000											
PE	581		1,303										
PE	581			2,197									
FD	581		341										
FD	581			796									
FD	581				2,260								
FD	581						4,870						
ROW	581				254								
ROW	581				538								
ROW	581					1,896							
UTL	581			522									
UTL	581			131									
CON	SPK-NHPP				5,992								
CON	581				1,498								
CON	SPK-NHPP					12,000							
CON	581					3,000							
CON	BOF						5,855						
CON	NHPP						8,766						
CON	581						3,655						
CON	BOF							11,670					
CON	NHPP							24,737					
CON	581							9,101					
CON	NHPP								36,407				
CON	581								9,101				
CON	NHPP									6,008			
CON	581									1,502			
		1,000	1,644	3,646	10,542	16,896	23,146	45,508	45,508	7,510	0	0	0
		Total FY2019-2022			16,832	Total FY2023-2026			131,058	Total FY2027-2030			7,510

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: East of Schuylkill River to East of Hanover Street

Est Let Date: 4/23/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP	3,264											
FD	581	641											
FD	NHPP		6,920										
CON	NHPP	1,273											
CON	581	318											
CON	581	5,750											
CON	SPK-NHPP			4,398									
CON	SPK-NHPP				18,602								
CON	SPK-NHPP					25,000							
CON	SPK-NHPP						25,000						
CON	SPK-NHPP							6,000					
CON	581									8,250			
		11,246	6,920	4,398	18,602	0	25,000	25,000	6,000	8,250	0	0	0
		Total FY2019-2022			41,166	Total FY2023-2026			56,000	Total FY2027-2030			8,250

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 16169 *Thompson Road Railroad Warning Devices*

LIMITS: Chambers Road and Scarlett Road

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:S1

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP:

This project will install railroad warning devices between Chambers Road and Scarlett Road in New Garden Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	RRX	100												
CON	RRX		190											
CON	RRX			58										
CON	RRX				93									
		100	190	58	93	0	0	0	0	0	0	0	0	
		Total FY2019-2022			441	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

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

Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Tredyffrin Township; Willistown Township

FC: 14; 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/M. Saintval

CMP: Minor SOV Capacity

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.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STU		3,267										
UTL	STU*	1,732											
CON	STU				1,008								
CON	185				269								
CON	STP					1,096							
CON	185					369							
CON	STU						5,100						
CON	185						1,275						
CON	STU							2,755					
CON	185							672					
CON	STU									1,052			
CON	STP									4,289			
CON	185									1,240			
		1,732	3,267	0	1,277	1,465	6,375	3,427	0	6,581	0	0	0
		Total FY2019-2022		6,276		Total FY2023-2026		11,267		Total FY2027-2030		6,581	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 57664 Newark Road Intersection Improvements SR:3033

LIMITS: At Hillendale Road

Est Let Date: 11/1/2018

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: New Garden Township

FC: 17

AQ Code:R1

PLAN CENTER:

IPD: 2

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	STU													
CON	SXF	491												
CON	TOLL													
CON	STU		2,151											
		491	2,151	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		2,642		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 59434 *Schuylkill River Trail (Q20)*

LIMITS: Township Line Road to US 422 over Schuylkill River

Est Let Date: 9/12/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Coventry Township; East Pikeland Township; East Vincent Town FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 18

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ	4,016												
CON	CAQ		2,800											
		4,016	2,800	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			6,816	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 61885 **Schuylkill River Trail (Mont Clare Bridge)(Q42) SR:0000**

LIMITS: Schuylkill River Canal Tow Path in Mont Clare to Ashland Street in Phoenixville

Est Let Date: 1/17/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Phoenixville Borough; Upper Providence Township

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 18

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 9B

Construction of a multi-use path within the right-of-way of the SR 29 bridge between the Schuylkill Canal Tow Path in Mont Clare - Upper Providence Township, Montgomery County and Ashland Street in Phoenixville Borough, Chester County. The project will modify the Mont Clare Bridge to turn the current five foot wide sidewalk on the bridge into a ten foot wide multi-use path to be consistent with the rest of the trail.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	1,183											
CON	LOC	284											
CON	CAQ		135										
		1,467	135	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,602		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Keim Street to PA 724 Interchange

Est Let Date: 6/24/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC: 12; 16

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	732											
PE	581			912									
FD	NHPP			2,701									
FD	581			675									
ROW	NHPP				742								
ROW	581				185								
UTL	NHPP				510								
UTL	581				128								
CON	NHPP					7,345							
CON	185					918							
CON	581					918							
CON	NHPP						7,345						
CON	581						918						
CON	185						918						
CON	NHPP							7,345					
CON	581							918					
CON	185							918					
CON	NHPP								7,345				
CON	185								918				
CON	581								918				
		732	0	4,288	1,565	9,181	9,181	9,181	9,181	9,181	0	0	0
		Total FY2019-2022			6,585	Total FY2023-2026			36,724	Total FY2027-2030			9,181

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 64222 **US 422 Expressway Reconstruction, Chester and Montgomery (M1A) SR:0422**

Return

LIMITS: Schuylkill River Bridge to East of Norfolk Souther

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: Lower Pottsgrove Township; North Coventry Township

FC: 12; 19

AQ Code:S19

PLAN CENTER:

IPD: 1

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	NHPP													
CON	NHPP	1,828												
CON	581	632												
		2,460	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,460	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 64494 **US 202, Swedesford Road to PA 29 (Section 320) SR:0202**

LIMITS: Little Valley Creek Bridge to North Valley Road

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:43

MUNICIPALITIES: East Whiteland Township; Tredyffrin Township

FC: 12

AQ Code:2025M

PLAN CENTER:

IPD: 1

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

CMP Subcorridor(s): 8C

Roadway widening and reconstruction of US 202 on existing alignment for approximately 4.2 miles of limited access highway between Valley Creek Bridge (between Route 29 and Route 401 interchanges) and North Valley Road. Two additional travel lanes will be constructed in the existing median to provide a total of three 12' travel lanes in each direction and wider shoulders to improve safety. The project also includes ramp modifications to the Route 29 Interchange. Improvements will also help to accommodate pedestrians and bicyclists using the future Chester Valley Trail and other municipal trails. Also included is the widening and rehabilitation of the Valley Creek and North Valley Road bridges, construction of SWM basins and installation of sound barrier walls.

This project is coordinated with MPMS 64498 (Section 330 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14675 (Chester Valley Trail).

Section 300 of US Route 202 has been broken out into 4 major construction contracts: 2 advanced overhead bridge projects (MPMS #'s 64493 and 65613) and 2 mainline reconstruction sections (MPMS #64494 and 64498).

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. Also see MPMS #84410 for the CMP package of transit services for this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP	314												
		314	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			314	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 69916 Gap Newport Pike (PA 41) (Bridge) SR:0041

LIMITS: Over Knight Run

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: West Fallowfield Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert (CON/SPAN). The existing and the proposed structure will be located under 16.5' of fill. It is not considered historical. The existing sufficiency rating is 60.8. The structure currently has an ADT of 13,614 with 21% trucks. The existing lane widths are 11' and each shoulder is 8' (total 38'). The proposed structure will be capable of carrying 12' lanes with 12' shoulders (total 48') but will be constructed to match the existing configurations. Approach roadway work is limited to that required to replace the bridge. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	581	950													
CON	581		475												
		950	475	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			1,425	Total FY2023-2026				0	Total FY2027-2030				0

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

LIMITS: Over Officers Run

Est Let Date: 2/28/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Atglen Borough

FC: 17

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 15

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

The project involves replacing the bridge carrying Newport Pike (near SR 41) over Officers Run. It is the replacement of an existing two span reinforced concrete slab bridge with a prestressed concrete adjacent box beam bridge. It is not considered historical. The existing sufficiency rating is 17.5. The structure currently has an ADT of 4,532 with 12% trucks. The existing lane widths are 12' lanes and 4' shoulders (total approx. 32'). The proposed structure will have 12' lanes with 5' shoulders on each side (total 34'). Approach roadway work is limited to that required to replace the bridge. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
ROW	185				115										
CON	STU	2,770													
CON	185	693													
		3,463	0	0	115	0	0	0	0	0	0	0	0		
		Total FY2019-2022			3,578	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 71198 *Park Road Trail SR:0100*

LIMITS: PA 100 to Marsh Creek State Park

Est Let Date: 11/1/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MUNICIPALITIES: Upper Uwchlan Township

FC: 14

AQ Code:A2

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 16A

This project is for the continuation of a multi-use trail from the turnpike bridge to Marsh Creek State Park (approx. ½ mile). There currently is no sidewalk or trail and pedestrians and bicyclists must use the roadway. The existing roadway consists of two 11' lanes with no shoulders. The proposed trail will be 6' wide and be within existing ROW. The project will be coordinated with MPMS 65903 (Trail over the turnpike).

\$400,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	2,389											
		2,389	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,389		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 81286 *Creek Rd o/ E Brandywine (PA 282) (Bridge)*

LIMITS: Chester County

Est Let Date: 11/1/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Wallace Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the East Brandywine Creek on Creek Road north of Fairview and Indiantown Roads in Wallace Township. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	185	106											
UTL	185	63											
CON	581		1,478										
		169	1,478	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,647		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 85949 SR 896 Safety Improvement

LIMITS: PA 896, Elbow Lane to Shepherd Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: London Britain Township; New London Township

FC: 6; 16

AQ Code:S6

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.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	HSIP	855													
PE	TOLL														
FD	HSIP	2,800													
FD	TOLL														
ROW	HSIP		1,500												
ROW	TOLL														
UTL	HSIP		800												
UTL	TOLL														
CON	HSIP					7,500									
CON	TOLL														
		3,655	2,300	0	0	7,500	0	0	0	0	0	0	0		
		Total FY2019-2022			5,955	Total FY2023-2026				7,500	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Over Beaver Creek

Est Let Date: 7/25/2019

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	STP	10													
PE	183	2													
PE	LOC	1													
FD	STP	10													
FD	183	2													
FD	LOC	1													
ROW	STP	43													
ROW	183	8													
ROW	LOC	3													
CON	STP		804												
CON	183		151												
CON	LOC		50												
		80	1,005	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			1,085	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Est Let Date: 10/1/2021
 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	sSTP	350											
FD	sSTP		300										
ROW	sSTP			40									
UTL	sSTP			40									
CON	sSTP				1,270								
		350	300	80	1,270	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		2,000				0				0			

MPMS# 86301 LancasterAve/BrandywineCk New
 LIMITS: Lancaster Ave at Brandywine Creek No Let Date
 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

Bridge rehabilitation/replacement Lancaster Ave. over East Branch of Brandywine 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	212											
FD	185	53											
ROW	STP		35										
ROW	185		9										
UTL	STP	17											
UTL	185	4											
CON	NHPP							4,800					
CON	581							1,200					
CON	NHPP								1,916				
CON	581								479				
		286	44	0	0	0	0	6,000	2,395	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		330				8,395				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Over Muddy Run

Est Let Date: 7/9/2020

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 rehabilitating or replacing the bridge on Watermark Rd. over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is poor condition (sufficiency rating of 24), functionally obsolete, and posted for 10 tons. The bridge has the following condition ratings: deck - 5, super - 4, sub - 6. 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.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	339											
FD	183	64											
FD	LOC	21											
ROW	STP	52											
ROW	183	10											
ROW	LOC	3											
UTL	STP	42											
UTL	183	8											
UTL	LOC	2											
CON	STU						1,040						
CON	183						124						
CON	STU									1,280			
CON	183									240			
CON	LOC									80			
		541	0	0	0	0	1,164	0	0	1,600	0	0	0
		Total FY2019-2022			541	Total FY2023-2026			1,164	Total FY2027-2030			1,600

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

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

Est Let Date: 12/11/2025

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:137

MUNICIPALITIES: East Caln Township

FC: 12; 14; 16; 17;
19

AQ Code:2035M

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP	1,244											
PE	NHPP		3,868										
PE	NHPP		1,934										
PE	NHPP				2,624								
FD	NHPP		179										
FD	581		44										
FD	NHPP			194									
FD	581			48									
FD	STU				198								
FD	581				48								
FD	NHPP							2,624					
FD	581							657					
ROW	NHPP			1,144									
ROW	581			286									
ROW	NHPP							372					
ROW	581							93					
ROW	NHPP								960				
ROW	581								240				
ROW	NHPP									955			
ROW	581									239			
UTL	581			845									
CON	NHPP								8,000				
CON	185								2,000				
CON	NHPP									70,592			
CON	STU									1,314			
CON	STP									3,932			
CON	581									9,583			
CON	185									6,965			
CON	STP										3,932		
CON	NHPP										70,592		

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

CON 581										9,583			
CON 185										6,965			
CON STP											3,932		
CON NHPP											70,592		
CON 581											9,583		
CON 185											6,965		
CON NHPP												70,592	
CON STP												3,932	
CON 581												9,583	
CON 185												6,965	
	1,244	6,025	2,517	2,870	0	0	3,746	11,200		93,580	91,072	91,072	91,072
	Total FY2019-2022		12,656		Total FY2023-2026		14,946			Total FY2027-2030		366,796	

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

LIMITS: East Caln Township, West of Quarry Rd intersection

Est Let Date: 11/7/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: East Caln Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project involves rehabilitating or replacing the state bridge over Amtrak on Boot Road near Quarry Road in East Caln Township. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185			2,108									
CON	185				2,084								
CON	581				4,024								
		0	0	2,108	6,108	0	0	0	0	0	0	0	0
		Total FY2019-2022		8,216		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: East Bradford Township, west of Sugar Bridge Road

Actl Let Date: 8/9/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: East Bradford Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
UTL	185	232													
CON	TOLL														
CON	NHPP		2,207												
CON	185					6,202									
		232	2,207	0	0	6,202	0	0	0	0	0	0	0		
		Total FY2019-2022			2,439	Total FY2023-2026				6,202	Total FY2027-2030				0

MPMS# 95366 *US 202 over AMTRAK*

Return

LIMITS: West Whiteland Township, Chester County

Actl Let Date: 11/3/2016

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:153

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

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

CMP Subcorridor(s): 7D, 8C

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	NHPP	2,500													
CON	NHPP		3,966												
		2,500	3,966	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			6,466	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 95430 US 202 at SR 926 Intersection Improvement

LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

Est Let Date: 2/13/2020

MUNICIPALITIES: Various

FC: 14; 16

MRPID:136

PLAN CENTER:

AQ Code:R1

IPD: 14

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STU		60										
PE	NHPP		20										
PE	581		15										
FD	STP		640										
FD	STP			659									
FD	581			165									
ROW	STP	85											
ROW	581	21											
ROW	STP		37										
ROW	581		9										
ROW	STP							48					
ROW	581							12					
UTL	STP	104											
UTL	581	27											
CON	STP						3,728						
		237	781	824	0	0	3,728	60	0	0	0	0	0
		Total FY2019-2022		1,842		Total FY2023-2026		3,788		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 1/16/2020

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.

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

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	185	133													
ROW	185		71												
UTL	185		11												
CON	TOLL														
CON	BOF		580												
CON	TOLL														
CON	BOF			579											
		133	662	579	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			1,374	Total FY2023-2026				0	Total FY2027-2030				0

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

LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 1/16/2020

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	185	133													
ROW	185		82												
UTL	185		55												
CON	STP				1,159										
CON	TOLL														
		133	137	0	1,159	0	0	0	0	0	0	0	0		
		Total FY2019-2022			1,429	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 6/4/2020

MUNICIPALITIES: West Vincent 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.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	185	117												
ROW	185		82											
UTL	185		55											
CON	185				1,159									
		117	137	0	1,159	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,413	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98042 Conestoga Road over Pickering Creek Bridge Replacement

LIMITS: No Let Date
 IMPROVEMENT Bridge Repair/Replacement NHPP:
 MUNICIPALITIES: West Pikeland Township FC: AQ Code:S19
 PLAN CENTER: IPD:
 PROJECT MANAGER: Plans/S. Hasan CMP: Not SOV Capacity Adding

This project will replace the state-owned bridge on Conestoga Road over a branch of Pickering Creek in West Pikeland Township, Chester County. The existing bridge, built in 1938, is a one-span concrete T-beam structure with a span length of 36 feet. The bridge is two lanes wide with no shoulders or sidewalk.

The bridge is currently posted at 32 tons/40 tons for combination. Further deterioration of the structure will result in the posting being lowered and will eventually result in the closure of the bridge. The bridge is deteriorating at an accelerated rate. PennDOT 6-0 Bridge Unit is concerned that a delay in replacing the structure will result in an emergency closure of the bridge.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	80											
FD	185		125										
ROW	185			75									
UTL	185		50										
CON	STU					200							
CON	581					50							
CON	STU						200						
CON	581						50						
CON	STU							200					
CON	581							50					
CON	STU								200				
CON	581								50				
CON	STU									400			
CON	185									100			
		80	175	75	0	250	250	250	250	500	0	0	0
		Total FY2019-2022			330	Total FY2023-2026			1,000	Total FY2027-2030			500

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Thompson Davis Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9B

This project is a replacement or rehabilitation of Thompson Davis Bridge, carrying Creek Road (T542) over Pickering Creek in Schuylkill Township. This is a County owned bridge (#175) that is poor condition (sufficiency rating of 15.6), functionally obsolete, and posted at 15 tons. This 54 ft. single span, steel I-beam bridge was built in 1879 and carries approximately 1,716 vehicles per day. This Project was 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.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	183		42												
PE	LOC		11												
FD	183		272												
FD	LOC		68												
FD	183														
FD	LOC														
ROW	183		48												
ROW	LOC		12												
CON	183														
CON	LOC														
		0	453	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			453	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: No Let Date
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 rehabilitation/replacement of a County owned bridge (#205) that is poor condition (sufficiency rating of 14.2), functionally obsolete, and posted at 20 tons/28 tons. Combination. This 34.5 ft., adjacent, pre-stressed box beam structure was built in 1958 and carries approximately 2,750 vehicles per day. This project was included in the 2008 Bridge Bill (Act 96, pg 96).

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	183	60													
FD	LOC	15													
FD	183		42												
FD	LOC		11												
		75	53	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			128	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102708 PA 41 at PA 841 Improvements

LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

Est Let Date: 4/15/2022

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2025M

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	STP	255												
PE	581	64												
FD	STP		306											
FD	581		76											
ROW	STP			261										
ROW	581			65										
UTL	581			14										
UTL	581			52										
CON	STU				1,418									
CON	STP				2,004									
CON	581				856									
		319	382	392	4,278	0	0	0	0	0	0	0	0	
		Total FY2019-2022		5,371		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102709 PA 41 & SR 926 Improvements

New-B

LIMITS: Intersection of PA 41 and SR 926

Est Let Date: 6/18/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	265											
ROW	STP	179											
UTL	STP	53											
CON	TOLL												
CON	STP							2,203					
		497	0	0	0	0	0	2,203	0	0	0	0	0
		Total FY2019-2022			497	Total FY2023-2026			2,203	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102853 *Lenape Rd O/Brandywine Creek (Bridge)*

New

LIMITS: Lenape Rd in Birmingham Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Birmingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

Rehabilitation of stone masonry arch on Lenape Road over Brandywine 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030				
ROW	STP		4														
ROW	183		1														
CON	STU	2,765															
CON	183	691															
CON	STU		316														
CON	183		79														
		3,456	400	0	0	0	0	0	0	0	0	0	0				
		Total FY2019-2022			3,856				Total FY2023-2026				0				
										Total FY2027-2030				0			

MPMS# 103215 *Chambers Road Grade Crossing*

No Let Date

LIMITS: Between Hillendale Road and Baltimore Pike

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:S1

PLAN CENTER:

IPD: 2

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will install railroad warning lights at the Chambers Road grade crossing which is located between Hillendale Road and Baltimore Pike in New Garden Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030				
CON	RRX	308															
CON	RRX		111														
		308	111	0	0	0	0	0	0	0	0	0	0				
		Total FY2019-2022			419				Total FY2023-2026				0				
										Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 103746 PA 796/Old Baltimore Pike Realignment

New

LIMITS:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Penn Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This project was for the construction of auxiliary lanes on PA 796 at its intersection with Old Baltimore Pike. The purpose of the project was to improve mobility in the project area. Prior to the construction of the project, the intersection operated at a poor level of service and recurring queues from the intersection backed up to (and past) the PA 796/US 1 interchange. The proposed construction realigned the northern leg of PA 796 (improving the offset) and included the construction of left and right turn lanes. Additionally the project included the construction of a left-turn lane on the southern leg of PA 796.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581D	800												
		0	800	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			800	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 106265 US30 ITS

New-B

LIMITS: US 30 Corridor

Est Let Date: 10/18/2018

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Caln Township; Coatesville City; Downingtown Borough; East Caln To FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP:

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ	988												
CON	CAQ	3,175												
		988	3,175	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,163	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107176 Paoli Pike Trail, Segment C (TAP)

LIMITS: Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020)

Est Let Date: 6/20/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Goshen Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8B

A multi-use trail will be constructed on the north side of Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020) with enhanced crossings at the Paoli Pike and Boot Road intersection to connect office, retail, educational, residential, recreational, and government land uses along the Paoli Pike corridor.

The Paoli Pike Trail was identified in the Central Chester County Bicycle and Pedestrian Plan (2013) as Priority Project H to connect the East Goshen Township Park and Applebrook Park with neighboring municipalities and destinations. The Paoli Pike Trail also has the potential to provide future connections to the Greater Philadelphia Regional Trail Network, known as the Circuit. The Paoli Pike Trail is approximately three miles south of the Chester Valley Trail and five miles east of the East Branch Brandywine Trail, which are both part of the Circuit. Both trails are within biking distance and connections to the regional trail network will expand use of the Paoli Pike Trail for both transportation and recreation purposes.

Project was awarded \$1,000,000 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	TAU	404												
CON	TAU		596											
CON	TOLL													
		404	596	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000		Total FY2023-2026			0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107551 SR30/SR10 to Business 30 Interchange Improvement

New-B

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

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	581		702											
FD	581			619										
FD	581					1,285								
ROW	NHPP							2,592						
ROW	581							647						
UTL	NHPP							1,168						
UTL	581							291						
CON	NHPP								11,669					
CON	SPK-NHPP								40,000					
CON	581								12,917					
		0	702	619	0	0	1,285	4,698	64,586	0	0	0	0	
		Total FY2019-2022			1,321		Total FY2023-2026		70,569	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107553 SR30 & Airport Rd Interchange Improvement

New-B

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Valley Township; West Caln Township

FC:

AQ Code:2035M

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STU						1,145							
FD	581						286							
FD	NHPP							1,145						
FD	581							286						
FD	NHPP								3,219					
FD	581								805					
FD	NHPP									949				
FD	581									237				
ROW	NHPP							3,886						
ROW	581							972						
UTL	NHPP							3,613						
UTL	581							903						
CON	NHPP								1,704					
CON	581								426					
CON	SPK-NHPP									30,000				
CON	581									7,500				
CON	NHPP										57,015			
CON	STU										2,985			
CON	581										15,000			
CON	STU											28,000		
CON	NHPP											40,000		
CON	581											17,000		
		0	0	0	0	0	1,431	10,805	6,154	38,686	75,000	85,000	0	
		Total FY2019-2022				0	Total FY2023-2026			18,390	Total FY2027-2030			198,686

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107554 US30 & PA82 Interchange Improvement

New-B

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Valley Township; West Caln 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP			1,726									
FD	581			432									
FD	STU						1,145						
FD	581						286						
FD	NHPP							1,145					
FD	581							286					
FD	NHPP									949			
FD	581									237			
ROW	NHPP							2,592					
ROW	581							647					
UTL	NHPP							2,749					
UTL	581							688					
CON	NHPP								12,127				
CON	581								3,032				
CON	SPK-NHPP									30,000			
CON	581									7,500			
CON	STP										27,123		
CON	NHPP										15,286		
CON	STU										17,591		
CON	581										15,000		
CON	NHPP											20,000	
CON	581											5,000	
		0	0	2,158	0	0	1,431	8,107	15,159	38,686	75,000	25,000	0
		Total FY2019-2022			2,158	Total FY2023-2026			24,697	Total FY2027-2030			138,686

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107630 Paoli Pike Trail Segment D-E

New-B

LIMITS: Between Boot Road and N Chester Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Goshen Township

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP:

This project entails the construction of 8-10' wide, 0.5 mile multi-use trail along Paoli Pike in East Goshen Township between Boot Road and North Chester Road. The trail will connect Goshen Shopping Center, Goshen Corporate Park, municipal complex, and park and recreation facilities. Sections D and E of Paoli Pike Trail.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	CAQ		1,736											
		0	1,736	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,736	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107680 Elverson Main St. Restoration

Return

LIMITS: Berks County line to just east of Brick Lane

Actl Let Date: 4/12/2018

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Elverson Borough

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project will reconstruct approximately 1.66 miles of Main Street (PA 23) from the Berks County line to just east of Brick Lane in Elverson Borough, Chester County. The reconstruction work will include sidewalks, curbs, storm sewer pipes, water and sanitary sewer lateral pipes, manhole and inlet adjustments and/or replacements, roadway markings, and other miscellaneous work.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	STU		154											
		0	154	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			154	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: West Pikeland Township

Est Let Date: 2/15/2022

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	85											
FD	185		137										
ROW	185			84									
UTL	185			17									
CON	185				301								
CON	581				858								
		85	137	101	1,159	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		1,482				0				0			

MPMS# 108003 *McFarlan Road Sidewalks (TAP)*

LIMITS: McFarlan Road

Est Let Date: 10/24/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Kennett Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will construct new sidewalk along McFarlan Road, from Rosedale Road to East Baltimore Pike. It will connect to a previous TAP project, Kennett Township Sidewalks (MPMS #102832), at the intersection of McFarlan Road and Rosedale Road. This project and MPMS #102832 will provide connections between Kennett Township and Kennett Square Borough, improving access to a number of residential and commercial developments.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$700,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	700											
		700	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		700				0				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 108004 *Woodbine Road Multi-Use Trail (TAP)*

LIMITS: Woodbine Road

Est Let Date: 11/7/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will fund construction of a multi-use trail connection along Woodbine Road to connect to Lincoln Highway. The trail will connect nearby residents to local businesses and the Bishop Shanahan High School. The project also proposes to construct a small section of sidewalk along Lincoln Highway to close a sidewalk gap.

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 \$916,600 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	917												
		917	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			917	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 108920 *Brandywine Crk Slope Restoration*

New

LIMITS: Brandywine Creek Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Newlin Township

FC:

AQ Code:S4

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project consists of slope stabilization and drainage improvements along Brandywine Creek Road (SR 3095) that will extend the life of the road and provide safe travel for motorists. Typical construction activities include the installation of retaining wall along the toe of the failed slope of the Brandywine Creek Road and installation of slope protections along the cut banks of Brandywine Creek.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	4,025												
		4,025	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,025	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110311 PA 41 at State Road Intersection

New

LIMITS: PA 41 at State Road

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581			113									
FD	581					179							
ROW	STU							57					
UTL	581							63					
CON	581									1,344			
		0	0	113	0	179	0	120	0	1,344	0	0	0
		Total FY2019-2022			113	Total FY2023-2026			299	Total FY2027-2030			1,344

MPMS# 110312 Baltimore Pike/Newark Road Intersection Improvements

New

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 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. This project also applied for DCED Multimodal Transportation Funds

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581				300								
FD	581					350							
ROW	STP				2,426								
UTL	581				1,060								
CON	STU							5,340					
CON	581							1,334					
		0	0	0	3,786	350	0	6,674	0	0	0	0	0
		Total FY2019-2022			3,786	Total FY2023-2026			7,024	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110451 *Reedville Rd RR Warning Devices*

New

LIMITS: Wilson Mill Rd and Baltimore Pike

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will install RR Warning Devices in Lower Oxford Township between Wilson Mill Rd and Baltimore Pike.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	RRX	100												
CON	RRX		130											
		100	130	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			230	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 110776 *Paoli Pike Trail Segment A*

New

LIMITS: Airport Rd and Ellis Ln

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Goshen Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP:

Construction of a multi-use trail. 2018 TA set aside regionally selected project, award amount \$483,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU			483										
		0	0	483	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			483	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110949 *Horseshoe Pike and Manor Road Intersection*

New

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

No Let Date

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 along Horseshoe Pike and addition of intersection lighting.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
PE	TOLL															
PE	sHSIP	435														
FD	TOLL															
FD	sHSIP		12													
ROW	TOLL															
ROW	sHSIP			82												
UTL	TOLL															
UTL	sHSIP		6													
CON	TOLL															
CON	sHSIP		270													
		435	288	82	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022			805				Total FY2023-2026				0			
									Total FY2027-2030				0			

MPMS# 110954 *PA 10 Shoulder Widening*

New

LIMITS: Between US 30 and Lancaster County Line

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Honey Brook Borough; Honey Brook Township; Sadsbury Township; **FC:**

AQ Code:S4

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
PE	sHSIP		200													
		0	200	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022			200				Total FY2023-2026				0			
									Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110963 *Manor Road Roundabout*

New

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

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	sHSIP	555												
FD	sHSIP			203										
ROW	sHSIP			216										
UTL	sHSIP			39										
CON	sHSIP			578										
CON	sHSIP				400									
		555	0	1,036	400	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,991		Total FY2023-2026			0		Total FY2027-2030		0

MPMS# 111175 *Ashburn Road Extension*

No Let Date

LIMITS: End of Ashburn Rd west to Township Line Rd

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Phoenixville Borough

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		1,260											
		0	1,260	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,260		Total FY2023-2026			0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111176 *Orvis Road Alignment*

New

LIMITS: Parallel to US 202 southbound from Stetson School driveway to W. Pleasant Gro

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Westtown Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project will construct a connector road that runs parallel to US 202 southbound from Stetson School driveway to West Pleasant Grove Road, in Westtown Township. This project was awarded FY 2017-18 PennDOT Multimodal Transportation Funds that are additional to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	750												
CON	LOC	225												
		975	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			975	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111177 *Oxford Borough Transit Center Access Improvements*

No Let Date

LIMITS: PA 10

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Oxford Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	144												
		0	144	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			144	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111474 *My School on the Move Program*

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF	111												
		0	111	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			111	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111477 *State Road Sidewalks*

New

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

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natalie

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF	1,280												
		1,280	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,280	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111485 *Route 82 Crosswalks and sidewalk*

New

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

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Marlborough Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF	750												
		750	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			750	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111695 *Schuylkill Township Signal Interconnection*

New

LIMITS: Along Whitehorse Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9B

The project includes the connection of the Pothouse Road/Whitehorse Road, Whitehorse Road/Valley Park Road, and Pothouse Road/Charlestown Road/Bridge Street intersections to the existing signal system to provide improved coordination and traffic flow.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	237												
		237	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			237	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111696 *West Chester Borough Traffic Signal Modernization*

New

LIMITS: West Chester Borough

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: West Chester Borough

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will provide the installation of radio communications and modernization of traffic signal controllers to 23 traffic signals in the borough with a connection to the PennDOT District 6 Regional Traffic Management Center via trunk fiber connection along US Route 202. The project also includes video detection at six intersections.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	688												
		688	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			688	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111697 *Willistown Township Fiber Optic Installation*

New

LIMITS: US 30 from Old Lincoln Highway to Plank Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Willistown Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7D

This project will install fiber optic cable to enable communications between six signals along Lancaster Avenue (US 30) from Old Lincoln Highway to Plank Avenue.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	246												
		246	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			246	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 112227 *Horseshoe Trail over Pickering Creek*

LIMITS: Horseshoe Trail in West Pikeland Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/D. Griffith

CMP: Not SOV Capacity Adding

The Horseshoe Trail over Pickering Creek project will replace the existing one lane bridge with a precast concrete structure that will have two lanes and three arches. The structure will raise the roadway, be set higher in elevation, and have a wider waterway opening in order to minimize the rain events that result in roadway closures.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	1,169												
CON	LOC	351												
		1,520	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,520		Total FY2023-2026				0		Total FY2027-2030	

MPMS# 112689 *Repairs to Mortonville Road*

New

LIMITS: Mortonville Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: East Fallowfield Township

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project is for the embankment stabilization, drainage, and roadway reconstruction of a section of Mortonville Road

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		1,000											
CON	LOC		311											
		0	1,311	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,311		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 112690 *Peterman Road Improvement*

New

LIMITS: Peterman Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: East Coventry Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project is for the signalization of the Peterman Road intersection to include left-turn lanes on all approaches, sidewalks along the east side of Peterman Road, and restricting left turns at an adjacent intersection.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	411	2,606											
		0	2,606	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		2,606				Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 112700 *Chestnut Street Sidewalk Rehabilitation*

New

LIMITS: Chestnut Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Honey Brook Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project is a pedestrian connectivity network safety improvement project that includes rehabilitation and reconstruction of sidewalks and curbs to ADA standards with street paving. The work will also direct stormwater towards existing inlets.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	411	100											
CON	LOC	30											
		0	130	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		130				Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 112702 *Chester County Wayfinding Signage Replacement Program*

New

LIMITS:

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Kennett Township

FC:

AQ Code:X11

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project replaces the existing wayfinding road signage throughout Chester County which includes fabrication, installation, and inspection of newly designed signs.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	LOC	61												
CON	411		204											
		61	204	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			265	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 113098 *Seven Stars Road over French Creek (CB# 190) (Act 13)*

New

LIMITS: East Vincent Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Vincent Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/S. New

CMP: Not SOV Capacity Adding

This project will advance structural improvements to a historic bridge that is in poor condition due to extensive steel beam deterioration. This project will rehabilitate the structure that spans Seven Stars Road over French Creek (CB# 190) and will include replacement of the beams and bearings, adjustment of the bridge seats, and pointing of the stone masonry substructure. Approach safety features will also be upgraded. The bridge is one lane, and carries 2,994 vehicles per day and is located in close proximity to a school.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	ACT13	50												
PE	ACT13		125											
FD	ACT13			125										
ROW	ACT13			25										
UTL	ACT13			25										
CON	ACT13				1,400									
		50	125	175	1,400	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,750	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 113903 PA 29 Automated Traffic Signal Performance Measure

New

LIMITS: PA 29 from intersection at Valley Stream Pkwy to intersection at Wyeth Dr/Brenn

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: East Whiteland Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Steve Gault

CMP:

The intent of this project is to initiate the use of automated traffic signal performance measures (ATSPM) to provide the Township and the Department with the means to efficiently manage traffic along this corridor at five intersections. New detection will be needed to cover all lanes for each approach at the intersections. The use of existing advanced detection is anticipated. The project is located along PA-29 at Morehall Road from the intersection at Valley Stream Parkway in the north to the intersection at Wyeth Drive (aka Brennan Boulevard) in the south, encompassing five signalized intersections.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	A-073	196													
		196	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			196	Total FY2023-2026				0	Total FY2027-2030				0

MPMS# 113904 Schuylkill Township Detector Upgrades

New

LIMITS: Intersections of PA 23 & Ferry Ln/Country Club Rd, and PA 23 & Pawlings Rd

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Steve Gault

CMP:

This project will modernize the existing signal equipment at the intersections of Valley Forge Road (PA-23) and Ferry Lane/Country Club Road, as well as at Valley Forge Road (PA-23) and Pawlings Road to include video vehicle detection.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	A-073	64													
		64	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			64	Total FY2023-2026				0	Total FY2027-2030				0

Total For Chester	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$72,541	\$64,913	\$30,952	\$66,467	\$234,873	\$423,331	\$824,973

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Little Darby Creek and Wigwam Run

Est Let Date: 2/14/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Radnor Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

This project involves the complete bridge replacement of two structures that carry Darby-Paoli Road over Little Darby Creek and Wigwam Run, respectively, in Radnor Township, Delaware County.

This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	STU	2,654											
		2,654	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,654		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Amtrak/SEPTA Wilmington/Newark Rail Line

Est Let Date: 7/9/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Folcroft Borough; Sharon Hill 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	BOF	281											
PE	183	52											
PE	LOC	17											
FD	BOF		288										
FD	183		54										
FD	LOC		18										
CON	BOF		1,112										
CON	183		209										
CON	LOC		69										
CON	BOF				348								
CON	183				65								
CON	LOC				22								
CON	BOF					288							
CON	183					54							
CON	LOC					18							
		350	1,750	0	435	360	0	0	0	0	0	0	0
		Total FY2019-2022		2,535		Total FY2023-2026			360	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Chester Creek

Est Let Date: 12/9/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	ACT13		375											
FD	BOF	382												
FD	179	95												
ROW	BOF		10											
ROW	179		3											
UTL	BOF		55											
UTL	179		13											
CON	BOF			2,251										
CON	179			563										
		477	456	2,814	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		3,747		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15185 *Old Forge Road Over Rocky Run (CB #209) SR:7023*

LIMITS: Over Rocky Run

Actl Let Date: 3/1/2012

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Middletown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 1

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

CMP Subcorridor(s): 5B

The existing County-owned one lane bridge will be replaced with a two lane bridge with sidewalk on one side. There will also be a minor realignment of the bridge's horizontal curve.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	BOF	4											
CON	179	1											
CON	183	1											
		6	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		6				0				0			

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

LIMITS: Over SEPTA and Cobbs Creek

Est Let Date: 11/1/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/G. Gumas **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	8,494											
CON	581	108											
		8,602	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		8,602				0				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: At PA 352/Middletown Road

Est Let Date: 3/17/2024

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STU	1,300											
PE	NHPP				1,200								
PE	NHPP					3,999							
FD	581						5,586						
FD	581							14,707					
ROW	NHPP							6,840					
ROW	581							1,710					
ROW	NHPP								6,840				
ROW	581								1,710				
ROW	NHPP									6,840			
ROW	581									1,710			
ROW	NHPP										6,840		
ROW	581										1,710		
UTL	NHPP							4,054					
UTL	581							1,013					
CON	STU									26,671			
CON	185									5,430			
CON	581									1,192			
CON	STU										38,973		
CON	581										9,743		
CON	STU											22,746	
CON	581											5,686	
CON	STU												21,821
CON	581												5,455
		1,300	0	0	1,200	3,999	5,586	28,324	8,550	41,843	57,266	28,432	27,276
		Total FY2019-2022		2,500		Total FY2023-2026		46,459		Total FY2027-2030		154,817	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 8/8/2019

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

This project involves rehabilitating or replacing the superstructure of the Sellers Avenue Bridge over Amtrak while reusing the existing stone abutments. The roadway profile is expected to be raised between three and four feet. Replacement of the bridge will require the rerouting of catenary wires and the relocation of railroad signals. Vehicular traffic will be detoured around the site but pedestrian access will be maintained using staged construction. The new bridge design will accommodate the existing utilities at this location. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	185		550											
CON	STP	15												
CON	STU	3,233												
CON	STU							188						
CON	STU									4,521				
		3,248	550	0	0	0	0	188	0	4,521	0	0	0	
		Total FY2019-2022			3,798		Total FY2023-2026			188		Total FY2027-2030		4,521

MPMS# 15368 *Manoa Road Bridge over Cobbs Creek (Bridge) SR:1002*

LIMITS: OVER COBBS CREEK

Est Let Date: 10/18/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C, 7B

This project involves rehabilitating or replacing state bridge over Cobbs Creek on Manoa Road between Powder Mill Lane and Karakung Drive in Haverford Township. It is a breakout project from MPMS #88706. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	185	2,407												
CON	185		149											
		2,407	149	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,556		Total FY2023-2026			0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 3/15/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	183	48											
ROW	LOC	12											
UTL	183	48											
UTL	LOC	12											
CON	183		1,748										
CON	LOC		437										
		120	2,185	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,305		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

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

LIMITS: Over West Branch of Chester Creek

Est Let Date: 1/18/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Aston Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	BOF			1,598									
CON	LOC			399									
CON	BOF				1,598								
CON	LOC				399								
		0	0	1,997	1,997	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,994		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Chester Creek

Actl Let Date: 6/7/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	STP	180												
CON	179	45												
		225	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			225	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

Est Let Date: 12/12/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:NRS

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, is in poor condition. This bridge, which serves the industrial waterfront is currently closed to traffic. The pedestrian walkways have been closed due to holes in the decking. This project will remove the existing bridge. A separate project will provide for a replacement bridge in the future.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	BOF	42											
ROW	183	7											
ROW	LOC	2											
UTL	BOF		1,748										
UTL	183		328										
UTL	LOC		109										
CON	BOF				4,289								
CON	183				804								
CON	LOC				268								
		51	2,185	0	5,361	0	0	0	0	0	0	0	0
		Total FY2019-2022		7,597		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: South Avenue to Cherry Street

Est Let Date: 1/31/2019

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES: Glenolden Borough; Collingdale Borough

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 6A

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	CAQ	1,369												
CON	TOLL													
CON	CAQ		1,129											
CON	TOLL													
CON	CAQ			1,882										
		1,369	1,129	1,882	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,380	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS: At Franklin Avenue

Est Let Date: 1/16/2020

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, road widening and channelization. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	CAQ	25											
UTL	581	7											
CON	CAQ		1,485										
		32	1,485	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,517		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Brandywine Creek

Est Let Date: 5/16/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Pennsbury Township; Chadds Ford 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	488											
PE	185		501										
PE	581		349										
FD	STU	679											
FD	581	170											
ROW	STU	254											
ROW	581	63											
UTL	STU	108											
UTL	581	27											
CON	185						17,833						
		1,789	850	0	0	0	17,833	0	0	0	0	0	0
		Total FY2019-2022		2,639		Total FY2023-2026		17,833		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69815 US 322, Environmental Mitigation (MIT) SR:3025

Return

LIMITS: US 1 to West of CSX Railroad bridge

Actl Let Date: 7/28/2016

IMPROVEMENT Other

NHPP: Y

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township FC: 14

AQ Code:S2

PLAN CENTER:

IPD: 0

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

CMP Subcorridor(s): 8A

The project involves mitigation measures for widening and improving SR 3025 to a four lane typical section with a median barrier from US Route 1 in Concord Township, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The project includes development of a wetland mitigation site on the former Patterson tract in Thornbury Township, Delaware County and relocation of the Department's maintenance facility at SR 3025 and SR 261 to Concord Township property at SR 3025 and Fellowship Drive/Station Road North, including realignment of Station Road North. The relocation of the maintenance facility will involve development of the new site with buildings, storage and parking.

ROW and UTL for this project will be completed under MPMS# 69816.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	NHPP													
CON	SXF		750											
CON	581		187											
		0	937	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			937	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: US 1 to Featherbed Lane

Actl Let Date: 12/22/2016

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Concord Township

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 2

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

CMP Subcorridor(s): 5B, 8A

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

Intersection improvements will include the following:

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

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP	1,440												
CON	581	360												
CON	NHPP		2,800											
CON	581		700											
		1,800	3,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			5,300	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: East Mattson Road/Featherbed Lane to just West of CSX bridge in Upper Chich

Est Let Date: 3/26/2020

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

The project involves widening and improving SR 322 to a four lane typical section with a grassy median strip from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The existing two lane section of SR 322 will be widened to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections. Between Chelsea Parkway and Cherry Tree Road a fifth center lane will accommodate left turns into and out of the adjacent commercial properties. Auxiliary right turn lanes will be provided at intersections. The existing four lane section from east of Cherry Tree Road to just west of the CSX Bridge will be improved. SEPTA's Route 119 bus uses this road.

Intersection Improvements will include the following:

- Closure of existing intersection of Garnet Mine Road (SR 3038, west of Foulk Road intersection).
- Reconstruction of Foulk Road (SR 261) interchange to a diamond configuration, including two new traffic signals.
- Construction of a new traffic signal at SR 322 eastbound ramps and Garnet Mine Road (SR 3038).
- Elimination of left turns from and into Colonial Drive.
- Reconstruction of existing traffic signal at Creek Parkway and reconstruction of Creek Parkway intersection to accommodate 4 lanes on SR 322.
- Elimination of left turns from and into Sommers Lane.
- Reconstruction of existing traffic signal at Chelsea Parkway and reconstruction of Chelsea Parkway intersection to accommodate 4 lanes on SR 322.
- Reconfiguration and reconstruction of Cherry Tree Road/Bethel Road intersection to accommodate 4 lanes on SR 322, including construction of a new traffic signal, a Bethel Road connector and left turn lanes on SR 322.
- Reconstruction of Market Street (SR 452) interchange to a partial cloverleaf configuration, including two new traffic signals.

Chelsea Parkway will also be improved by:

- Reconstruct the intersection to provide four through lanes U.S. 322 (Conchester Highway);
- Adding left turn lanes from eastbound U.S. 322 (Conchester Highway) onto Chelsea Parkway and from westbound U.S. 322 (Conchester Highway) onto Bethel Avenue;
- Adding deceleration lanes from eastbound U.S. 322 (Conchester Highway) for right turns onto commercial drives and Bethel Avenue, and from westbound U.S. 322 (Conchester Highway) onto Chelsea Parkway;
- Reconstructing Bethel Avenue from Chichester Avenue to the U.S. 322 (Conchester Highway)/Chelsea Parkway intersection;
- Constructing a Bethel Avenue cul-de-sac on the south side of U.S. 322 (Conchester Highway); and
- Upgrading with new adaptive traffic signals.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The project includes the replacement of 10 bridges and major culverts. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP	5,169											
UTL	581	1,292											
CON	SXF	13,649											
CON	581	3,412											
CON	STU			2,912									

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

CON	581		727										
CON	NHPP			36,974									
CON	581			9,243									
CON	NHPP				28,857								
CON	581				7,214								
CON	NHPP					73,520							
CON	STU					1,480							
CON	STP					24,108							
CON	581					24,777							
CON	NHPP							3,192					
CON	581							798					
CON	NHPP									2,326			
CON	STP									1,828			
CON	581									1,038			
		23,522	0	3,639	46,217	36,071	123,885	0	3,990	5,192	0	0	0
		Total FY2019-2022		73,378		Total FY2023-2026		163,946		Total FY2027-2030		5,192	

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

LIMITS: I-476 to Fairview Road

Est Let Date: 7/11/2019

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Ridley Township

FC: 11; 14

AQ Code:R2

PLAN CENTER:

IPD: 18

PROJECT MANAGER: AECOM/K. Caparra

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2D, 6A

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP		560										
FD	581		140										
UTL	581	150											
CON	TOLL												
CON	STU	2,364											
CON	STP	4,727											
CON	STU							130					
CON	TOLL												
CON	TOLL												
CON	STU									4,597			
		7,241	700	0	0	0	0	130	0	4,597	0	0	0
		Total FY2019-2022		7,941		Total FY2023-2026		130		Total FY2027-2030		4,597	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 79329 **Bridgewater Road Extension**

LIMITS: Concord Road to PA 452/US 322

Est Let Date: 12/12/2024

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581			1,194									
FD	STP				1,107								
FD	581				277								
ROW	STU							806					
ROW	581							202					
UTL	STU							806					
UTL	581							202					
CON	STU								13,075				
CON	581								3,269				
CON	STU									3,536			
CON	581									884			
		0	0	1,194	1,384	0	0	2,016	16,344	4,420	0	0	0
		Total FY2019-2022		2,578		Total FY2023-2026		18,360		Total FY2027-2030		4,420	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Chester Creek

Est Let Date: 12/6/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Middletown Township; Aston Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	BOF													
ROW	BOF													
CON	BOF	2,424												
CON	179	606												
		3,030	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,030	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Hermesprot Creek

Est Let Date: 3/14/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Darby Township; Folcroft Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 24

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	BOF	48											
UTL	179	12											
CON	BOF	2,376											
CON	179	594											
		3,030	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		3,030				0				0			

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

LIMITS: Delaware County

Est Let Date: 3/19/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	53											
UTL	STU		16										
CON	581					2,799							
CON	581									7,665			
		53	16	0	0	0	2,799	0	0	7,665	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		69				2,799				7,665			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 88407 *I-95 Overhead Bridges*

LIMITS: Bridges over I-95

Actl Let Date: 6/9/2016

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Chester City

FC: 11; 14

AQ Code:S19

PLAN CENTER:

IPD: 26

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

CMP Subcorridor(s): 4D, 6A

This project entails rehabilitation and painting of eight (8) bridges spanning I-95 in the City of Chester. The estimated construction cost of this project is \$20,000,000 - \$25,000,000. The bridges are the Crosby Street Pedestrian Bridge, Edgmont Avenue (SR 0352), Madison Street (SR 0320), Upland Street (SR 0320), Potter Street, Walnut Street Pedestrian Bridge, Chestnut Street and Melrose Ave. The Potter Street and Melrose Ave. bridges will have their decks replaced. The Chestnut Street Bridge will have a bituminous overlay and the rocker bearings reset. The Upland Street Bridge deck will have an LMC overlay. All bridges will have miscellaneous concrete repairs, have the protective fence repaired or replaced, and will be painted. Edgmont Avenue and Chestnut Street are included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses Melrose Avenue and SEPTA's Route 109, 117, and 118 buses use the Edgmont Avenue bridge.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	1,331												
CON	581		6,929											
CON	581			2,500										
		1,331	6,929	2,500	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			10,760	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 90128 *PA 252 Palmers Mill Road Bridge over Springton Dam Spillway*

Return

LIMITS: Delaware County, SR 252

Est Let Date: 9/27/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Marple Township; Upper Providence Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/M. Saintval

CMP:

This project involves the replacement of State Route (SR) 252 Palmers Mill Road Bridge over the Springton Dam Spillway in Marple and Upper Providence Townships, Delaware County. The new structure will address existing deficiencies and span the expanded Springton Dam spillway (which will be a separate, subsequent project). The bridge replacement will include minor approach work, with the new bridge being replaced on the existing alignment. To maintain two lanes of traffic during construction, a temporary bridge, temporary roadway, and permanent retaining wall will be constructed.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	NHPP													
CON	581	7,655												
CON	185	6,500												
		14,155	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			14,155	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

Est Let Date: 9/30/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	424											
FD	581	106											
ROW	STP		304										
ROW	581		76										
UTL	STP		314										
UTL	581		79										
CON	NHPP					5,751							
CON	185					1,437							
CON	NHPP						5,751						
CON	185						1,437						
		530	773	0	0	7,188	7,188	0	0	0	0	0	0
		Total FY2019-2022		1,303		Total FY2023-2026		14,376		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92581 I-95: Pavement Preservation NB

New

LIMITS: I-95 from Delaware State Line to Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Lower Chichester Township; Ridley Township; Ridley Park Borough; FC: 11

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14C, 14D

This project includes milling and repaving of I-95 from the Delaware State Line to 2,000 feet north of PA 420 in Lower Chichester Township, Upper Chichester Township, Chester Township, Chester City, Upland Borough, Ridley Township, Ridley Park Borough, and Tincum Township in Delaware County. Work will be on mainline and ramps as required. Bituminous pavement will be removed, decks will be repaired and paved on bridges that have been previously overlaid. On bridges with existing concrete decks work will be limited to deck repairs as required. Work also includes updating guide rail, spall repairs on existing concrete medians, and replacing damaged signs, pavement markings, and raised pavement markers.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	100											
PE	581	210											
CON	NHPP		3,439										
CON	581		382										
CON	NHPP			18,439									
CON	581			2,048									
CON	NHPP				5,533								
CON	581				616								
CON	NHPP									3,218			
CON	581									358			
CON	NHPP										3,218		
CON	581										358		
CON	NHPP											3,218	
CON	581											358	
CON	NHPP												3,218
CON	581												358
		310	3,821	20,487	6,149	0	0	0	0	3,576	3,576	3,576	3,576
		Total FY2019-2022			30,767	Total FY2023-2026				0	Total FY2027-2030		14,304

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

New

LIMITS: Middletown Township North of Brandywine Drive

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Middletown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B

Bridge rehabilitation/replacement of Glen Riddle Road over Chrome Run.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	TOLL													
FD	STP	200												
ROW	TOLL													
ROW	STP		75											
UTL	STU		159											
UTL	TOLL													
UTL	STP		341											
CON	185				1,000									
		200	575	0	1,000	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,775		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Between Cobbs Creek Parkway and 69th Street

Est Let Date: 12/8/2022

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	185	250												
FD	STP		174											
FD	185		696											
ROW	185			12										
ROW	581			48										
UTL	185			24										
UTL	581			96										
CON	185												1,830	
CON	581												9,184	
		250	870	180	0	0	0	0	0	0	0	0	11,014	
		Total FY2019-2022		1,300		Total FY2023-2026				0	Total FY2027-2030			11,014

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	318											
FD	581	1,273											
ROW	185	106											
ROW	581	424											
UTL	581	290											
UTL	185	240											
CON	NHPP		786										
CON	581		723										
CON	185		414										
CON	NHPP			786									
CON	581			516									
CON	NHPP					2,304							
CON	581					256							
CON	NHPP						2,304						
CON	581						256						
		2,651	1,923	1,302	0	2,560	2,560	0	0	0	0	0	0
		Total FY2019-2022		5,876		Total FY2023-2026		5,120		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 95429 US 202 and US 1 Loop Road

LIMITS: 202/1 Intersection and Looproad

Est Let Date: 4/15/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Gannett/V. Genua

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	STP	160												
PE	581	40												
FD	STP		463											
FD	581		116											
ROW	STP		131											
ROW	581		33											
UTL	STP			225										
UTL	581			56										
CON	185									2,016				
CON	581										1,971			
		200	743	281	0	0	0	0	0	2,016	1,971	0	0	
		Total FY2019-2022			1,224	Total FY2023-2026				0	Total FY2027-2030		3,987	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	183	280												
FD	LOC	70												
ROW	183		68											
ROW	LOC		17											
		350	85	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			435	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	183													
FD	LOC													
FD	183		304											
FD	LOC		76											
FD	183			172										
FD	LOC			43										
ROW	183		40											
ROW	LOC		10											
UTL	183		40											
UTL	LOC		10											
		0	480	215	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			695	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: No Let Date
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Glenolden Borough; Norwood 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 Road Bridge over Muckinipattis Creek (Mulford Bridge) in Glenolden and Norwood Boroughs, Delaware County.

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	183			172									
PE	LOC			43									
FD	183												
FD	LOC												
FD	183			312									
FD	LOC			78									
ROW	183			72									
ROW	LOC			18									
UTL	183			40									
UTL	LOC			10									
		0	0	745	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		745				0				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 99668 PA 291 Drainage Improvement

LIMITS: Between Crum Creek and Darby Creek

Est Let Date: 5/23/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Eddystone Borough; Ridley Park Borough; Tinicum Township

FC:

AQ Code:X13

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
FD	581	80														
ROW	581	80														
UTL	STU	53														
CON	581			1,126												
		213	0	1,126	0	0	0	0	0	0	0	0	0			
Total FY2019-2022		1,339			Total FY2023-2026				0				Total FY2027-2030		0	

MPMS# 102835 Hillside Road Pedestrian Safety Improvements (TAP)

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

Actl Let Date: 7/26/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Ridley Park Borough

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 18

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

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

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

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
CON	TAU	1,025														
CON	TAU		30													
CON	TAU			200												
		1,025	30	200	0	0	0	0	0	0	0	0	0			
Total FY2019-2022		1,255			Total FY2023-2026				0				Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103216 Jansen Avenue Grade Crossing

LIMITS: Between PA 291 and Old Tincum Island Road No Let Date
IMPROVEMENT Intersection/Interchange Improvements NHPP:
MUNICIPALITIES: Tincum Township FC: AQ Code:S8
PLAN CENTER: IPD: 15
PROJECT MANAGER: MAL/M. Lang CMP: Not SOV Capacity Adding CMP Subcorridor(s): 4C, 6A

This project will install a railroad warning lights at the Jansen Avenue grade crossing which is located between PA 291 and Old Tincum Island Road in Tincum Township, Delaware County. This project is part of the statewide Highway-Rail Grade Crossing Program.

MPMS# 103217 Main Street Grade Crossing

LIMITS: Between 5th and 7th Streets Est Let Date: 2/27/2020
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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	1,476											
ROW	581	142											
UTL	STU		2,483										
UTL	STU			369									
CON	STU			369									
CON	RRX			166									
CON	RRX				203								
CON	STU					2,484							
CON	STU						4,726						
CON	STP									2,611			
		1,618	2,483	904	203	2,484	4,726	0	0	2,611	0	0	0
		Total FY2019-2022			5,208	Total FY2023-2026			7,210	Total FY2027-2030		2,611	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104196 S Swarthmore /Stoney Cr(R)(C)

LIMITS: S. Swarthmore Ave over Stoney Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP:

S. Swarthmore Ave o/Stoney Crk
Ridley Twp., Delaware County
Bridge Replacement

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	183		133										
PE	LOC		33										
CON	183		304										
CON	LOC		76										
CON	183			789									
CON	LOC			197									
		0	546	986	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,532		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104343 *US 322 over CSX (Bridge)*

LIMITS: I-95 Interchange to PA 452 Interchange

Est Let Date: 2/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	NHPP	1,061												
ROW	185		1,093											
UTL	581		240											
UTL	185		853											
CON	TOLL													
CON	STU			2,890										
CON	TOLL													
CON	NHPP				9,378									
CON	TOLL													
CON	NHPP					9,378								
CON	STU					738								
CON	STU									5,750				
		1,061	2,186	2,890	9,378	10,116	0	0	0	5,750	0	0	0	
		Total FY2019-2022			15,515	Total FY2023-2026				10,116	Total FY2027-2030			5,750

MPMS# 104610 *Erickson Avenue Grade Crossing*

LIMITS: Between the intersection of 3rd Street & Old Tincum Island Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Tincum Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 15

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C, 6A

This project will install railroad warning devices at the Erickson Avenue grade crossing which is located between the intersection of 3rd Street and Old Tincum Island Road in Tincum Township, Delaware County. This project is part of the statewide Highway-Rail Grade Crossing Program.

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104879 *Cheyney Road Bridge Replacement*

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	75											
FD	185		100										
ROW	185			75									
UTL	185		40										
CON	STU					200							
CON	581					50							
CON	STU						200						
CON	581						50						
		75	140	75	0	250	250	0	0	0	0	0	0
		Total FY2019-2022			290	Total FY2023-2026			500	Total FY2027-2030			0

MPMS# 107177 *Moore Road Sidewalk Project (TAP)*

LIMITS: Brookhaven Road to the Nether Providence Elementary School to Creekside Swi

Est Let Date: 3/14/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2D

The Moore Road project is to establish a continuous concrete curb and walk along the north side of Moore Road from Brookhaven Road to the Nether Providence Elementary School and continuing to a local public swim club, Creekside Swim Club, at the corner of Georgetown Road.

Project was awarded \$825,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	902											
CON	TOLL												
CON	TOLL												
CON	TAU		76										
CON	TOLL												
CON	TAU			99									
		902	76	99	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			1,077	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

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

Est Let Date: 5/23/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Springfield Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 5C

The Sproul Road corridor will be enhanced with a continuous sidewalk connection between the SEPTA Springfield Mall trolley station and Springfield Hospital/Healthplex/Golf View Estates active adult community, and defined curb cuts and crosswalks for safe pedestrian movements.

Project was awarded \$280,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU		422											
CON	TOLL													
		0	422	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			422	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107639 *Route 3 Adaptive Signal Controls*

LIMITS: Between Glen Gary Dr. and Commercial Dr. beyond Gilmore Rd.

Est Let Date: 11/1/2018

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Haverford Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N.Velaga

CMP:

Installation of adaptive signal system along West Chester Pike for 1.5 miles in Haverford Twp. Between Glen Gary Dr. and Commercial Dr. beyond Gilmore Rd. Project will provide tie-in to adaptive systems in Haverford Twp.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ	1,044												
		1,044	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,044	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107649 Wallingford Connection

New

LIMITS: N. Providence Rd. to E. Possum Rd.

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Nether Providence Township

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

This project involves the development of engineering plans and required approvals for sidewalk improvements along the north side of East Possum Hollow Road between the Wallingford SEPTA Station and Providence Road. The length of the project is approximately 1050'.

The project consists of construction of approximately 855 lineal feet of concrete curb and 475 square yards of concrete sidewalk along the north side of East Possum Hollow Road between Providence Road and the Wallingford SEPTA station. The project includes construction of a concrete sidewalk, concrete curbing, ADA ramps, guide rail replacement, landscaping, as well as appropriate signage and pavement markings. Minor signal upgrades will be complete at the intersection of Providence Road and East Possum Hollow Road to accommodate new ADA ramps, push buttons and crosswalk improvements. The project is parallel to SEPTA's Media/Elywn train line.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	CAQ		370											
		0	370	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			370	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107652 US 202/US 1 ITS Corridor

No Let Date

LIMITS:

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: HNTB/N.Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A, 8A

Installation of adaptive signals and ITS infrastructure at 17 intersections in US 202 (Matlack Street to Delaware state line) and US 1 (Lenape Road, Kennett Township to US 202) in Chester and Delaware Counties. Will connect to PennDOT Regional Traffic Management Center.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ	3,792												
		3,792	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,792	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107995 Radnor Township Trail (TAP)

LIMITS: Radnor Township

Est Let Date: 9/12/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

The Radnor TAP Trail will build a low-cost, immediate, 5 mile north/south Circuit Route to create a nearly continuous 7.6 mile on-road and off-road bicycle route. The 5 mile trail runs from the northern end of the Township connecting Wayne with the existing Radnor Trail to 4 SEPTA Stations. The trail will also link to Villanova University along South Ithan Ave. to Haverford Township.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 108005 Avenue of the States Streetscape (TAP)

LIMITS: Chester City's Central Business District

Est Let Date: 4/25/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

This project will fund the construction of sidewalk and streetscape improvements in Chester's Central Business District. The City of Chester was awarded funding through the federal Transportation and Community Systems Preservation (TCSP) program to initiate a set of improvements to the Downtown Triangle (see MPMS #72913). The TAP funds will allow the City to complete the project. The TAP-funded work will improve access to the Chester Transportation Center, an intermodal public transit station including both regional rail lines and bus routes, located at 6th Street and the Avenue of the States.

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 \$913,488 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	913												
		913	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			913	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 108910 I-95 Noise Abatement

New

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

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:230

MUNICIPALITIES: Chester City; Chester Township

FC:

AQ Code:X6

PLAN CENTER:

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	530											
FD	581					1,194							
ROW	581									672			
UTL	581									672			
CON	STP									419			
CON	STU									3,438			
CON	NHPP									4,744			
CON	581									2,150			
		530	0	0	0	1,194	0	0	0	12,095	0	0	0
		Total FY2019-2022			530	Total FY2023-2026			1,194	Total FY2027-2030			12,095

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 110951 *Macdade Blvd. Corridor Safety Improvements*

New

LIMITS: Fairview to Ashland

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Glenolden Borough; Ridley Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	TOLL														
PE	sHSIP	525													
FD	TOLL														
FD	sHSIP	120													
CON	TOLL														
CON	sHSIP		796												
CON	TOLL														
CON	sHSIP			2,000											
		645	796	2,000	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			3,441		Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 110965 *Marshall Road Corridor Safety Improvements*

New

LIMITS: Plumstead Ave. to Cobbs Creek Pkwy.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8F

Road diet from Sherbrook Boulevard to Long Lane & Hampden Road to Powell Lane; left turn lanes at 5 intersections; right turn lanes at 3 intersections; modification of left turn phases at 6 intersections; increase pavement friction within road diet limits; modernize signals along corridor including interconnect and fiber optic.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	TOLL														
PE	sHSIP	435													
CON	TOLL														
CON	sHSIP		4,947												
		435	4,947	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			5,382		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111021 *Bethel Road Roundabout*

New

LIMITS: Bethel Road (SR 3017) & Mill Road (SR 3014)

No Let Date

IMPROVEMENT Intersection/Interchange 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

Roundabout installation at Bethel Road (SR 3017) & Mill Road (SR 3014)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	sHSIP	279												
FD	sHSIP		294											
ROW	sHSIP		352											
UTL	sHSIP			46										
CON	TOLL													
CON	sHSIP		263											
CON	TOLL													
CON	sHSIP			900										
		279	909	946	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,134		Total FY2023-2026			0		Total FY2027-2030		0

MPMS# 111022 *Chichester Avenue Corridor Safety Improvements*

New

LIMITS: Laughead Ave. to Bethel/Thornton Rd.

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

Traffic signal installation at Pleasant Ave./I-95 Ramp C and Johnson Ave/I-95 Ramp A/B; convert pedestal to mast arm at Bethel/Thornton; Modify left turn phase at Meetinghouse/Thornton.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	sHSIP	330												
FD	sHSIP			36										
CON	TOLL													
CON	sHSIP			849										
		330	0	885	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,215		Total FY2023-2026			0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111167 *Lansdowne Avenue Corridor Safety Improvements*

LIMITS: Lansdowne Avenue from Marshall Road to West Chester Pike No Let Date

IMPROVEMENT Intersection/Interchange Improvements NHPP:

MUNICIPALITIES: Haverford Township; Lansdowne Borough; Upper Darby Township FC:

PLAN CENTER: IPD:

PROJECT MANAGER: Traff/A. Patel **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 10B, 10C

Safety improvements include the implementation of a Road Diet, Signal Phasing Modifications, Dynamic Signal Warning Flashers, and Advance Dilemma Zone Warning Protection System.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	HSIP	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			500	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111168 *Media Wayfinding Signage*

New

LIMITS: All State Routes in Media Borough No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Media Borough FC: AQ Code:X11

PLAN CENTER: IPD:

PROJECT MANAGER: AECOM/C. Bergeman **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 5D

This project will install wayfinding signs on all state routes in Media Borough.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	61												
CON	LOC	278												
		339	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			339	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111486 *Octoraro Trail Construction - Phase 1*

New

LIMITS: State Route 202 to Temple Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	1,163												
		0	1,163	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,163		Total FY2023-2026			0		Total FY2027-2030		0

MPMS# 111487 *Walkable Chadds Ford*

New

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

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF	1,000												
		0	0	1,000	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000		Total FY2023-2026			0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111488 *Media Borough Ridge Road Stormwater Improvements*

New

LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code:A2

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	400												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			400	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111698 *Concord Township LED Upgrades*

New

LIMITS: Concord Township

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Concord Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will fund LED replacements at 16 traffic signals within the township.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	244												
		244	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			244	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111699 *Media Borough Video Detection Upgrades*

New

LIMITS: Baltimore Pike, Providence Road and State Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

Funding for this project will provide for video detection upgrades along Baltimore Pike, Providence Road and State Street.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	130												
		130	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			130	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111762 *PA 3: Ellis to St Albans*

LIMITS: Between College Avenue and Newtown Square SC Driveway

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Newtown Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Minor SOV Capacity

CMP Subcorridor(s): 10C

West Chester Pike (PA 3) will be widened to add an additional through travel lane from the Newtown Square Shopping Center signalized driveway to College Ave. (Eastbound) and to Ellis Ave. (Westbound). Approximately 0.7 mile widening in each direction.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	e581		2,000											
CON	LOC		3,278											
		0	5,278	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			5,278	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 112201 *King of Prussia and Eagle Road Intersection*

New

LIMITS: King of Prussia Road and Eagle Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Radnor Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project is for completion of a set of roadway and signal improvements at the intersection of King of Prussia Road and Eagle Road, including adding turn lanes and a new traffic signal.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	1,303												
CON	LOC	391												
		1,694	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,694	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 113251 *Highland Avenue Railroad Preemption*

No Let Date

LIMITS: State Route 291 and Highland Avenue

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S1

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	RRX				200									
		0	0	0	200	0	0	0	0	0	0	0	0	
		Total FY2019-2022			200	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 114102 West Chester Pike and I-476

LIMITS: West Chester Pike and I-476

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES:

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP:

This project is part of DVRPC Competitive CMAQ Program (MPMS #48201). The improvements involve the delineation of an additional westbound lane on West Chester Pike that will carry traffic through the signalized intersection of South Lawrence Road. The lane will be separated from the other travel lanes such that it will not be controlled by the traffic signal, and will be free-flowing onto the I-476 Northbound On-Ramp.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	CAQ	310											
		0	310	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			310	Total FY2023-2026			0	Total FY2027-2030			0

Total For Delaware	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$98,452	\$51,747	\$48,347	\$73,524	\$272,070	\$288,591	\$230,973

DVRPC FY2019-2022 TIP for PA

Final 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: 7/9/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	183	82												
FD	LOC	20												
ROW	STP	45												
ROW	183	8												
ROW	LOC	3												
UTL	STP		49											
UTL	183		9											
UTL	LOC		3											
CON	STP					1,399								
CON	183					262								
CON	LOC					87								
		158	61	0	0	1,748	0	0	0	0	0	0	0	
		Total FY2019-2022			219	Total FY2023-2026			1,748	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16154 Swamp Pike over Minister Creek Bridge (Act 13)

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: New Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

This bridge, which is located in New Hanover Township, Montgomery County, is a two-span stone masonry arch and concrete slab bridge. Built in 1844 and widened in 1928, the 41 foot long bridge has a curb to curb width of 32 feet. The bridge is categorized as "poor condition" due to the superstructure being rated with a "Poor" condition rating and the substructure of the bridge with a "Fair" condition rating. The superstructure of the bridge has random hairline longitudinal and traverse cracking, and has previously been coated with sprayed concrete. Given the "Poor" condition of the bridge, this will be a total bridge replacement project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	ACT13		175											
FD	ACT13			175										
ROW	ACT13		25											
ROW	ACT13			25										
CON	ACT13				1,370									
		0	200	200	1,370	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,770	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over SEPTA West Trenton Line (Noble Station)

Est Let Date: 5/9/2019

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 must be replaced with a new structure and is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents. 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 2003. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP	480												
CON	185	120												
CON	NHPP			4,370										
CON	185			1,092										
CON	NHPP									3,890				
CON	185									972				
		600	0	5,462	0	0	0	0	0	4,862	0	0	0	
		Total FY2019-2022		6,062		Total FY2023-2026				0		Total FY2027-2030		4,862

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16216 *Pennswood Road Bridge Over Amtrak/SEPTA Paoli Rail Lines SR:7104*

LIMITS: Over Amtrak/SEPTA Paoli Rail Lines

Est Let Date: 6/6/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides. Sufficiency Rating: 26.0

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
UTL	BOF		300												
CON	STU		4,173												
CON	183		783												
CON	LOC		261												
		0	5,517	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			5,517			Total FY2023-2026			0			Total FY2027-2030	

MPMS# 16239 *New Hanover Square Road Bridge (Bridge)*

LIMITS: Between New Road and Swamp Creek

Est Let Date: 6/18/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: New Hanover Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over Swamp Creek on New Hanover Square Road between New Road and Swamp Creek Road in New Hanover Township. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	185	435													
ROW	185		131												
UTL	STP		52												
UTL	185		13												
CON	STP									2,150					
CON	185									538					
		435	196	0	0	0	0	0	0	2,688	0	0	0		
		Total FY2019-2022			631			Total FY2023-2026			0			Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16334 PA 73, Church Road Intersection and Signal Improvements SR:0073

LIMITS: Greenwood Avenue to Rice's Mill Road

Est Let Date: 1/17/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Cheltenham Township

FC: 14; 16

AQ Code:2025M

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 intersections of PA 73 (Church Road) and Greenwood Avenue. 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 through the preliminary engineering phase into final design.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	CAQ	268												
PE	581	67												
FD	CAQ	579												
FD	581	144												
FD	CAQ		203											
FD	581		51											
ROW	TOLL													
ROW	CAQ			651										
ROW	TOLL													
ROW	CAQ				1,176									
UTL	TOLL													
UTL	CAQ			247										
CON	CAQ			9,004										
		1,058	254	9,902	1,176	0	0	0	0	0	0	0	0	
		Total FY2019-2022		12,390		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16396 Church Road Bridge Over Norristown High Speed Line (CB) SR:7220

LIMITS: Over SEPTA Route 100

Est Let Date: 6/20/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP	3,678											
CON	183	690											
CON	LOC	230											
CON	STP		702										
CON	183		132										
CON	LOC		44										
		4,598	878	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,476		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over Perkiomen Creek

Est Let Date: 6/15/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	BOF	525												
FD	183	99												
FD	LOC	33												
ROW	STP		58											
ROW	183		12											
ROW	LOC		3											
UTL	STP			61										
UTL	183			11										
UTL	LOC			3										
CON	STU												1,985	
CON	STP												5,064	
CON	183												1,322	
CON	LOC												441	
		657	73	75	0	0	0	0	0	0	0	0	8,812	
		Total FY2019-2022			805	Total FY2023-2026				0	Total FY2027-2030			8,812

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Allentown Road to PA 63/Sumneytown Pike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

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

AQ Code:2035M

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 2 of the PA 309 Connector Project: Allentown Road to Souderton Pike (HT2) - MPMS #77211. 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.

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 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	3,692											
FD	581	923											
		4,615	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,615		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16476 PA 309, Haws Rd. to Highland Ave. SR:0309

LIMITS: North & South of Ft Washington Interchg

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Whitmarsh Township; Upper Dublin Township

FC: 12; 14

AQ Code:R3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

CMP Subcorridor(s): 1A, 14B

Funds Account for Final Invoice

This project provides for the construction of Section 100 of Route 309, between Haws Rd. and Highland Avenue, which surrounds the Fort Washington Interchange. Included are roadway and overhead bridges that are to the north and south of the Fort Washing interchange. The interchange itself is contained in MPMS #64275, Section 103. The project also includes ITS components.

The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway from Cheltenham Avenue to Route 63, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the PA Turnpike interchange. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway. See MPMS #'s 16476, 16477, 16479, 64275 and 69799 for components of the Route 309 Reconstruction project.

CMP commitments include transit improvements to SEPTA's R5 regional rail. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

		TIP Program Years (\$ 000)											
Phase	Fund SXF	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		0				Total FY2023-2026				0			
Total FY2019-2022		0				Total FY2023-2026				0			

MPMS# 16484 Edgehill Road Bridge Over Old York Road SR:2034

Return

LIMITS: Over Old York Road

Actl Let Date: 8/25/2016

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Abington Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 1

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

CMP Subcorridor(s): 14E

This project involves rehabilitating or replacing the bridge carrying Edgehill Road over Old York Road. The work includes replacing the deck of the bridge and painting and the replacement of approach curb and sidewalk. The bridge carries a 2 lane road with sidewalks over a 4 lane road with sidewalks and a mountable median. The single span, 116'-long built-up steel through girder bridge is supported on horizontally scored concrete abutments with stepped modern style pilasters.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STU												
CON	TOLL												
CON	STU		38										
		0	38	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		38				Total FY2023-2026				0			
Total FY2019-2022		38				Total FY2023-2026				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16577 Ridge Pike, Harmon Road to Crescent Avenue Reconstruction and Signal Upgrade SR:0000

LIMITS: Harmon Road to Crescent Avenue

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:163

MUNICIPALITIES: Springfield Township; Whitmarsh 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 reconstructing the roadway and drainage system, upgrading and interconnecting traffic signals, and adding turn lanes at Butler Pike, Joshua Road, and Crescent Avenue. Sidewalks will be included where feasible. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	LOC	1,857											
ROW	STU						1,722						
ROW	LOC						430						
UTL	STU		131										
UTL	LOC		33										
CON	STU					7,005							
CON	LOC					1,751							
CON	STU						7,005						
CON	LOC						1,751						
CON	STP							1,132					
CON	STU							1,132					
CON	LOC							875					
CON	STP										3,502		
CON	LOC										875		
		1,857	164	0	0	8,756	10,908	3,139	4,377	0	0	0	0
		Total FY2019-2022		2,021		Total FY2023-2026		27,180		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16599 PA 320 at Hanging Rock SR:0320

LIMITS: Upper Gulph Road to Arden Road adjacent to the "Hanging Rock"

Est Let Date: 6/20/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S4

PLAN CENTER:

IPD: 14

PROJECT MANAGER: AECOM/E. Reagle

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

Road restoration, including road stabilization along the creek. The character of the roadway will not be changed. The road width currently varies between 24' and 28' with curbing and guiderail. The width of the restored road will be evened out to 28' with curbing and guiderail.

Project includes replacing existing wall along creek. Reconstruct roadway, construct concrete curbs, install storm pipes and inlets as needed, install guide rail as required.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	STP	400													
FD	STU	150													
ROW	581	530													
UTL	581	530													
CON	581		1,174												
CON	581			4,070											
CON	581				2,699										
CON	581					1,056									
		1,610	1,174	4,070	2,699	1,056	0	0	0	0	0	0	0		
		Total FY2019-2022			9,553	Total FY2023-2026				1,056	Total FY2027-2030				0

MPMS# 16610 Ashmead Road Bridge Over Tookany Creek (CB) SR:7102

LIMITS: Over Tookany Creek

Actl Let Date: 3/1/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

The proposed project consists of the replacement of an existing steel girder bridge with a new concrete spread box beam bridge. The replacement will be on-alignment with little widening and no elevation change required. Only minimal approach work is needed to connect Ashmead Road with the new 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	BOF	573													
CON	STP	489													
CON	BOF		700												
CON	183		131												
CON	LOC		44												
		1,062	875	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			1,937	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Main Street to Johnson Highway

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:21

MUNICIPALITIES: Norristown Borough; East Norriton Township

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), 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
ROW	NHPP	3,140													
ROW	581	785													
UTL	NHPP	2,292													
UTL	581	573													
		6,790	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			6,790			Total FY2023-2026			0			Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16705 *Chester Valley Trail Extension (C036)*

LIMITS: South Gulph Road Bridge to Schuylkill River Trail

Est Let Date: 9/12/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Norristown Borough; Upper Merion Township; Bridgeport Borough **FC:**

AQ Code:A2

PLAN CENTER: Metropolitan Subcenter; Town Center

IPD: 23

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 8D, 9B

This project includes the development of a 3.5 mile extension through Upper Merion, Bridgeport, and Norristown of the current paved Chester Valley Trail connecting from Exton to King of Prussia. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery County to Bucks County. This project is part of the MontCo 2040 county comprehensive plan's proposed county-wide trail system.

The Chester Valley Trail Extension is intended principally for transportation purposes, including trips to work, school, retail, and services. The Extension (MPMS #16705) will link to the Chester Valley Trail (see MPMS #14663 and 14675), connecting residential communities with major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs as well as major employment, school, retail, and service centers in Great Valley and Exton. The Chester Valley Trail in Chester County is the region's second-highest volume multi-use trail. The Extension will also unite with the Schuylkill River Trail (SRT) in Norristown, the region's highest volume trail, and through the SRT, link to trails into and through Philadelphia with eventual connections to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	CAQ	239											
ROW	CAQ	1,469											
ROW	LOC	367											
CON	CAQ	5,563											
CON	CAQ		6,957										
CON	CAQ			1,830									
		7,638	6,957	1,830	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		16,425		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16726 WarminsterRd/Pennypack Ck (Bridge)

LIMITS: over Pennypack Creek

Est Let Date: 7/25/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Moreland Township; Hatboro Borough

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a poor condition bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STP	100												
UTL	STP		320											
UTL	STU		232											
UTL	581		80											
CON	STU	2,800												
CON	185	700												
		3,600	632	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,232	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16738 US 422 Expressway Section M1B SR:0422

LIMITS: Norfolk Southern RR to Park Rd.

Est Let Date: 6/15/2020

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: Lower Pottsgrove Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 18

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	1,018											
ROW	185	255											
UTL	NHPP	679											
UTL	185	170											
CON	NHPP			7,200									
CON	185			1,807									
CON	NHPP				10,225								
CON	185				2,563								
CON	NHPP					5,115							
CON	185					1,278							
CON	NHPP						7,672						
CON	185						1,918						
CON	NHPP							7,672					
CON	185							1,918					
CON	NHPP								1,600				
CON	185								400				
CON	NHPP									6,050			
CON	185									1,519			
		2,122	0	9,007	12,788	6,393	9,590	9,590	2,000	7,569	0	0	0
		Total FY2019-2022		23,917		Total FY2023-2026		27,573		Total FY2027-2030		7,569	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16741 *Swamp Road at PA 663 SR:0663*

LIMITS: Swamp Road at PA 663

Est Let Date: 1/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: New Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

This project involves bridge replacement and widening PA 663 to accommodate exclusive left turn lanes on both approaches to Swamp Pike. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581		150										
ROW	581	338											
UTL	581	318											
CON	NHPP		2,185										
CON	581		546										
		656	2,881	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,537		Total FY2023-2026				0			
										Total FY2027-2030		0	

MPMS# 36878 *Reliance Rd Grade X-ing*

LIMITS: Between Railroad Ave and N. 2nd St.,

Actl Let Date: 5/16/2017

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Souderton Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: MAL/ M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 11A, 14C

Installation of railroad warning devices

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		0		Total FY2023-2026				0			
										Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Moore Rd to Geerdes Blvd

Est Let Date: 10/28/2021

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 (30 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STP		813										
ROW	581		203										
UTL	STP		887										
UTL	581		222										
CON	185			1,975									
CON	185			25									
CON	185			308									
CON	185				258								
CON	581					8,704							
CON	185					1,457							
CON	185						1,500						
CON	185							3,500					
CON	581								186				
CON	185									653			
		0	2,125	2,308	258	10,161	1,500	3,500	186	653	0	0	0
		Total FY2019-2022			4,691	Total FY2023-2026			15,347	Total FY2027-2030			653

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Upper Dublin Township; Horsham Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

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

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	581				507								
ROW	581					3,406							
ROW	581						6,746						
ROW	581							746					
CON	NHPP								1,578				
CON	STU								8,911				
CON	581								2,622				
		0	0	0	507	3,406	6,746	746	13,111	0	0	0	0
		Total FY2019-2022			507	Total FY2023-2026			24,009	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48175 Ridge Pike, PA Turnpike to Butler Pike SR:0000

LIMITS: PA Turnpike to Chemical Road

Est Let Date: 2/27/2020

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:64

MUNICIPALITIES: Plymouth Township

FC: 14

AQ Code:2025M

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 pavement and drainage replacement; upgrading existing and adding new traffic signals including traffic signal interconnect, and adding sidewalks. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030												
ROW	STU	714																							
ROW	LOC	178																							
CON	NHPP		33																						
CON	LOC		8																						
CON	NHPP			3,933																					
CON	LOC			983																					
CON	NHPP							3,900																	
CON	LOC							975																	
		892	41	4,916	0	0	0	4,875	0	0	0	0	0												
		Total FY2019-2022				5,849				Total FY2023-2026				4,875				Total FY2027-2030				0			

MPMS# 48186 Pottstown Area Signal System Upgrade SR:4031

Return

LIMITS: Montgomery and Chester Counties

Actl Let Date: 9/29/2016

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES: North Coventry Township; Pottstown Borough

FC: 14

AQ Code:2020M

PLAN CENTER:

IPD: 4

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

CMP Subcorridor(s): 9A

Upgrading traffic signal controllers, initiating a closed loop traffic signal system, and upgrading the signal heads and preemption for 45 signalized intersections and other miscellaneous construction items.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030												
FD	CAQ	300																							
CON	CAQ	300																							
		600	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2019-2022				600				Total FY2023-2026				0				Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Shoemaker; S Gulph: Crooked Lane to Gulph Mills Intersection

Est Let Date: 4/30/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:54

MUNICIPALITIES: Upper Merion Township

FC: 14

AQ Code:2025M

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 Shoemaker Road as well as widening to four lanes along South Gulph Road between Crooked Lane to the I-76 Gulph Mills 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
ROW	STP		443												
ROW	581		110												
UTL	STP		684												
UTL	581		172												
CON	NHPP			5,747											
CON	581			1,436											
CON	NHPP				5,747										
CON	581				1,436										
		0	1,409	7,183	7,183	0	0	0	0	0	0	0	0		
		Total FY2019-2022			15,775	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 50364 *US 202, Dekalb Pike, Section 610 (Design Only) SR:0202*

LIMITS: Johnson Highway to Morris Road

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Norristown Borough; Whitpain Township; East Norriton Township

FC: 14

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 2A, 8F, 9B

This Section 600 of US 202 project is currently in final design, and contains design phase only. Improvements include widening US 202 from two to four or five lanes and intersection improvements at major intersections. The limits of Section 600 are from Johnson Highway to PA 309. 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.

CMP commitments include transit improvements, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	NHPP			782										
FD	581			196										
		0	0	978	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			978	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 50646 *PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063*

LIMITS: Over Unami Creek and East Branch of Perkiomen

Est Let Date: 10/4/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Marlborough Township; Upper Salford Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

This project involves the rehabilitating or replacing three bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	NHPP			1,992										
CON	STP*													
		0	0	1,992	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,992	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over abandoned Reading Railroad Tracks

Est Let Date: 8/22/2019

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	STP	94												
ROW	185	23												
UTL	TOLL													
UTL	STP	99												
CON	185					4,032								
		216	0	0	0	0	4,032	0	0	0	0	0	0	
		Total FY2019-2022			216	Total FY2023-2026				4,032	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57858 Lafayette Street Extension (MG1) SR:9102

Return

LIMITS: Dannehower Bridge to PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: N

MRPID:55

MUNICIPALITIES: Norristown Borough; Plymouth Township

FC: 9

AQ Code:2035M

PLAN CENTER:

IPD: 23

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 8E, 9B

This project (Section MG1) serves as the design parent project for the Lafayette series of construction projects. The project will involve extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road. In addition to the new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection as well as a cashless toll interchange with the Pennsylvania Turnpike.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 87392.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	STU	1,600												
ROW	LOC	400												
UTL	STU	400												
UTL	LOC	100												
		2,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,500	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57865 **Edge Hill Road Reconstruction SR:2034**

LIMITS: Easton Road to Jenkintown Road

Est Let Date: 9/27/2018

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Abington Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
ROW	STU															
CON	STU															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022				0	Total FY2023-2026				0	Total FY2027-2030				0

MPMS# 59522 **Montgomery County ITS System SR:9101**

Return

LIMITS: North Penn Area

Actl Let Date: 9/26/2013

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES: Various

FC: 14

AQ Code:S7

PLAN CENTER:

IPD: 1

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

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

Development and implementation of a regional ITS system for Montgomery County.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
UTL	CAQ															
CON	TOLL															
CON	CAQ	232														
		232	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022				232	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Johnson Highway to Township Line Road

Est Let Date: 6/20/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Norristown Borough; Whitpain Township; East Norriton Township

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	1,855											
UTL	STP		523										
UTL	NHPP		1,222										
UTL	581		436										
UTL	STU			1,791									
UTL	581			448									
CON	NHPP		10,708										
CON	581		2,677										
CON	NHPP			10,708									
CON	581			2,677									
CON	NHPP				10,708								
CON	581				2,677								
CON	NHPP					5,354							
CON	581					1,338							
CON	NHPP						5,354						
CON	581						1,338						
		1,855	15,566	15,624	13,385	6,692	6,692	0	0	0	0	0	0
		Total FY2019-2022		46,430		Total FY2023-2026		13,384		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63490 US 202, Township Line Road to Morris Road (61N) SR:0202

LIMITS: Township Line Road to Morris Road

Actl Let Date: 8/2/2018

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Whitpain Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 2A, 8F

This project provides for the widening of US 202 for approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvement will also take place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd/Township Line Rd. to improve traffic flow through the area during construction. Additional work will include stormwater management and drainage improvements; sound wall constructions; concrete sidewalk, pedestrian curb ramps, pavement marking, signage; and landscaping. This section is designed under Section 610. 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.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP*	3,859											
UTL	NHPP*		1,929										
UTL	NHPP*			1,929									
CON	NHPP	26											
CON	SXF	1,114											
CON	NHPP*	11,268											
CON	STU	202											
CON	581	336											
CON	NHPP*		2,000										
CON	STP*		1,503										
CON	NHPP		1,929										
CON	581		482										
CON	STP*			1,706									
CON	NHPP			1,929									
CON	NHPP*			5,606									
CON	581			482									
CON	OTH			2,149									
CON	NHPP*				2,000								
CON	STP*					106							
CON	NHPP*								1,000				
CON	STU*									3,205			
		16,805	7,843	13,801	2,000	106	0	0	1,000	3,205	0	0	0
		Total FY2019-2022			40,449	Total FY2023-2026			1,106	Total FY2027-2030		3,205	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Morris Road to Swedesford Road

Est Let Date: 6/20/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

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

AQ Code:2035M

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.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP	3,395											
UTL	581	849											
CON	SXF		148										
CON	NHPP		3,292										
CON	581		860										
CON	STU			3,440									
CON	581			860									
CON	STP				5,824								
CON	NHPP				935								
CON	581				1,689								
CON	NHPP					13,440							
CON	STU					6,680							
CON	581					5,030							
CON	STU						93						
CON	581						173						
CON	STP							93					
CON	581							173					
		4,244	4,300	4,300	8,448	25,150	266	266	0	0	0	0	0
		Total FY2019-2022			21,292	Total FY2023-2026		25,682	Total FY2027-2030			0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: At Old US 202/PA 309/PA 463

Est Let Date: 6/20/2019

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Montgomery Township

FC: 14; 16

AQ Code:2025M

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	581	500											
CON	TOLL												
CON	NHPP	8,000											
		8,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		8,500		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64052 US202 – 61N Stormwater Management Offsite Mitigation SR:0202

New

LIMITS: US 202 in Whitpain Township

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8F

To meet the current storm water management requirements for State Route (SR) 202 Section 61N, an off-site Storm Water Mitigation Site (SR 0073-6SM) will be constructed at the southeast corner of the intersection of Skippack Pike (SR 73) and Wentz Road in Whitpain Township, Montgomery County. The proposed improvements at this location will mitigate storm water runoff upstream from the SR 202 Section 61N project. The project will incorporate a planned intersection realignment of Wentz Road to improve traffic flow and eliminate the offset configuration. Wentz Road will be realigned to connect with Parkwood Road at the intersection with Skippack Pike, and the traffic signal equipment will be replaced. Additional improvements will include the replacement of the drainage system, signing, and pavement markings, along with the installation of ADA-compliant curb ramps at the intersection.

This project is a construction breakout of MPMS #63490, US 202 Section 61N.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP	3,600												
CON	581	900												
		4,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,500	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64795 Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road SR:3045

LIMITS: I-76 to Rock Hill Road

Est Let Date: 2/15/2021

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:120

MUNICIPALITIES: Lower Merion Township

FC: 16

AQ Code:2035M

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	STU		930											
ROW	STP		1,870											
ROW	581		700											
UTL	STU		400											
UTL	581		100											
CON	185									3,692				
CON	185										35,777			
CON	185											5,252		
		0	4,000	0	0	0	0	0	0	3,692	35,777	5,252	0	
		Total FY2019-2022			4,000	Total FY2023-2026				0	Total FY2027-2030		44,721	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over Amtrak/SEPTA Paoli

Est Let Date: 9/15/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	STP	986												
ROW	183	185												
ROW	LOC	62												
UTL	STU		2,230											
UTL	183		419											
UTL	LOC		1,401											
CON	STU		1,485											
CON	183		116											
CON	LOC		256											
CON	STU				275									
CON	183				52									
CON	LOC				17									
CON	STU					2,611								
CON	183					653								
		1,233	5,907	0	344	3,264	0	0	0	0	0	0	0	
		Total FY2019-2022		7,484		Total FY2023-2026			3,264		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: US 422 to North Gulph Road

Est Let Date: 3/26/2020

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 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. This project includes relocating PA 23 and N. Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	SXF	2,897											
UTL	TOLL												
CON	SXF			3,968									
CON	NHPP			4,769									
CON	TOLL												
CON	TOLL												
CON	NHPP				4,769								
		2,897	0	8,737	4,769	0	0	0	0	0	0	0	0
		Total FY2019-2022		16,403		Total FY2023-2026				0		Total FY2027-2030	
												0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over Wissahickon Creek

Est Let Date: 9/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitemarsh 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 rehabilitating or replacing the heavily traveled bridge across the Wissahickon Creek in Whitemarsh. The bridge is closed. The county will provide new pedestrian access on the bridge that would allow access 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 bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STP	451												
FD	183	85												
FD	LOC	28												
ROW	STP	98												
ROW	183	18												
ROW	LOC	6												
CON	STU			2,701										
CON	183			506										
CON	LOC			169										
		686	0	3,376	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,062	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74816 *Whitemarsh Street Imprv (TE)*

LIMITS: Whitemarsh Township Est Let Date: 1/16/2020
IMPROVEMENT Intersection/Interchange Improvements **NHPP:**
MUNICIPALITIES: Whitemarsh Township **FC:** AQ Code:2025M
PLAN CENTER: IPD: 16
PROJECT MANAGER: EE/DVRPC/J. Coscia **CMP:** Minor SOV Capacity CMP Subcorridor(s): 15B

Has been combined with 74937.
 Street Improvements
 Whitemarsh Township
 Corridor Safety Improvements

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. Included will be the construction of a roundabout at the intersection of Church Road and Germantown Pike; the installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, lighting, traffic signal modification, on-street parking, and landscaping; along with other related street improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	1,843											
		1,843	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		1,843				0				0			

MPMS# 74937 *Whitemarsh Township Street Improvements*

Return

LIMITS: Germantown Pike, Church Road to Joshua Road No Let Date
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:** Y
MUNICIPALITIES: Whitemarsh Township **FC:** 14 AQ Code:S6
PLAN CENTER: IPD: 16
PROJECT MANAGER: EE/DVRPC/J. Coscia **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 15B

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. The installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, on-street parking, and landscaping; along with other related street improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road.

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

(2) SAFETEA-LU earmarks, ID# 3516/ PA ID# 518 (\$640,000); ID #2556/PA ID# 453 (\$1.2 mil). MPMS #74937/74816

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL	640											
CON	STP	640	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		640				0				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Allentown Road to Souderton Pike

Est Let Date: 12/3/2020

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

Phase 2 will include the following improvements:

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

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	TOLL												
ROW	STP		1,639										
ROW	TOLL												
ROW	STP			1,140									
ROW	NHPP			499									
UTL	STU		874										
UTL	581		219										
CON	STU				6,103								
CON	581				1,525								
CON	STU					5,551							
CON	581					1,445							
CON	STU						6,103						
CON	581						1,525						
CON	STU							6,103					
CON	581							1,525					
CON	STP									552			
CON	581									80			
		0	2,732	1,639	7,628	6,996	7,628	7,628	0	632	0	0	0
		Total FY2019-2022			11,999	Total FY2023-2026			22,252	Total FY2027-2030			632

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 78736 E King St O/Manatawney Cr (Bridge)

LIMITS: Pottstown Boro

Est Let Date: 1/23/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Pottstown Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

This project involves rehabilitating or replacing the state bridge over the Manatawney Creek on East King Street between Manatawney Street and PA 100 in Pottstown Borough. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	STU		200											
PE	581		50											
FD	NHPP	106												
FD	NHPP	424												
ROW	NHPP	64												
ROW	185	16												
UTL	NHPP	85												
UTL	185	21												
CON	185				4,479									
		716	250	0	4,479	0	0	0	0	0	0	0	0	
		Total FY2019-2022			5,445	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 79864 Lafayette Street, Barbados Street to Ford Street Widening (MGN)

LIMITS: Barbados Street to Ford Street

Actl Let Date: 10/19/2017

IMPROVEMENT Roadway New Capacity

NHPP: N

MRPID:55

MUNICIPALITIES: Norristown Borough

FC: 9

AQ Code:2025M

PLAN CENTER: Town Center

IPD: 23

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project (Section MGN) will reconstruct existing Lafayette Street between Barbados and Ford Streets in Norristown, as well as provide turn lanes and upgrade signals. The stretch from Mill Street to Ford Street will be widened from 2 to 4 lanes. In addition, the Schuylkill River Trail will become accessible to the community and a connection to the Chester Valley Trail will be built at the Montgomery County Freight Station at DeKalb Street.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection as well as a cashless interchange with the Pennsylvania Turnpike. With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 87392.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	STP	1,219												
		1,219	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,219	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80021 US 202, Markley Street Improvements (Section 510)

Return

LIMITS: Main Street to Harding Boulevard

Est Let Date: 10/4/2018

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:21

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:S10

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and replacement of the box beam structure carrying the southbound lanes over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction will occur. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP*		4,749											
CON	NHPP		1,729											
CON	581		1,620											
CON	NHPP			2,287										
CON	581			572										
		0	8,098	2,859	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		10,957		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80052 *Fetters Mill Bridge Over Pennypack Creek*

LIMITS: Over Pennypack Circle

Est Let Date: 5/23/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Moreland Township; Bryn Athyn Borough

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 involves rehabilitating or replacing the weight-limit posted Fetters Mill Road bridge over Pennypack Creek in Bryn Athyn Borough and Lower Moreland Township. This bridge is owned by Montgomery County.

A Preliminary Case Study will be done to determine if the bridge can be rehabilitated or should be replaced. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	BOF	266													
FD	TOLL														
FD	STP	265													
FD	TOLL														
FD	BOF		50												
ROW	BOF	76													
CON	TOLL														
CON	BOF	279													
CON	TOLL														
CON	STP							2,453							
		886	50	0	0	0	0	2,453	0	0	0	0	0		
		Total FY2019-2022			936	Total FY2023-2026				2,453	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83643 Limekiln Pike (Bridge)/SEPTA RR

LIMITS: Abington Township

Est Let Date: 7/25/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 20

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project includes the replacement of the bridge superstructure carrying Limekiln Pike over the SEPTA Lansdale/Doylestown Line. The existing structure is a single span adjacent concrete box beam structure that is approximately 76 feet long and 58 feet wide. The project will be constructed under traffic, maintaining one lane in each direction. The proposed bridge superstructure will also be 58 feet wide. The existing roadway has two 11 foot lanes and two 13 foot lanes and two 4 foot sidewalks and two protective exterior walls due to the electrified powerlines for SEPTA. Utility lines above the sidewalk may need relocation to facilitate construction. Protection of SEPTA catenary and transmission lines will be required. Construction operations will need to be coordinated with SEPTA to not impact the Lansdale/Doylestown Line services.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	STU	400											
CON	STU	3,631											
		4,031	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,031		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83742 Keim Street Bridge Over Schuylkill River

LIMITS: Over Schuylkill River

Est Let Date: 7/9/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: North Coventry Township; Pottstown Borough

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 involves rehabilitating or replacing the existing structure that is 8 span, 749' steel Pony Truss over Schuylkill River. It is closed. The proposed structure that will meet current design standards is two 12' lanes, two 6' shoulders, one 5-6' sidewalk. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP	354											
FD	STP		556										
FD	183		104										
FD	LOC		35										
ROW	STP	64											
ROW	183	12											
ROW	LOC	4											
CON	STP			6,002									
CON	183			1,125									
CON	LOC			375									
CON	STP				6,002								
CON	183				1,125								
CON	LOC				375								
CON	STP					6,002							
CON	183					1,125							
CON	LOC					375							
		434	695	7,502	7,502	7,502	0	0	0	0	0	0	0
		Total FY2019-2022		16,133		Total FY2023-2026		7,502		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 86336 *Congo Road Bridge Replacement*

LIMITS: Congo Road over Middle Creek

Est Let Date: 10/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	BOF	129												
ROW	185	33												
UTL	BOF	129												
UTL	185	33												
CON	BOF					2,388								
		324	0	0	0	2,388	0	0	0	0	0	0	0	
		Total FY2019-2022			324	Total FY2023-2026				2,388	Total FY2027-2030			0

MPMS# 86924 *US 422, Resurfacing (PM2)*

LIMITS: Walnut Street to Pleasant Street

Est Let Date: 11/1/2018

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Limerick Township; Lower Pottsgrove Township

FC: 12

AQ Code:S10

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation for 6 segment miles on Route 422 (EB and WB).

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	STU		23											
CON	NHPP*	4,210												
CON	NHPP		1,828											
CON	581		69											
CON	185		654											
CON	185			18										
CON	185				507									
		4,210	2,574	18	507	0	0	0	0	0	0	0	0	
		Total FY2019-2022			7,309	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87099 Upper Gwynedd Township Improvements (SRTSF) - Round 1

LIMITS: Vicinity of St. Rose of Lima and
IMPROVEMENT Bicycle/Pedestrian Improvement

Actl Let Date: 7/12/2018

MUNICIPALITIES: Upper Gwynedd Township
PLAN CENTER:

NHPP:
FC:

AQ Code:A2
IPD: 17

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

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

This project will install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swarley, Summit, Pennsylvania, Fairfield, Highland and Main Streets. This project was awarded \$1,101,000 in SRTSF funds.

Specific improvements include: curbing and sidewalk along hazardous route of W. Prospect Ave from train bridge to Pennsylvania and around corner of first home on Pennsylvania to connect existing sidewalk; installation of sidewalk along Fairview extending from existing sidewalk to bend at Highland Ave; installation of sidewalk along Highland Ave between Fairview and existing sidewalk; installation of sidewalk along Swartley Ave from Washington to alleyway; installation of sidewalk along Washington Ave from West to Swartley; curbing and sidewalk along 2nd St from E. Prospect to Summit Ave and Summit Ave. improvements; installation of speed feedback signs on Main Street between North Wales Elementary and St. Rose; installation of raised crosswalk on Main Street between East Prospect and St. Rose; installation of flashing yellow school zone signs and crosswalks along W. Prospect route; and lastly, bike rack.

This project was awarded \$1,069,977 in federal Safe Routes to School (SRTSF) funding in May of 2009. Any additional funds required to complete the project will be provided locally.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF	797												
		797	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			797	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 89340 *Bridge Rehab Group S*

New

LIMITS:

Actl Let Date: 5/18/2017

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 1

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

Eight (8) poor condition bridges in Chester County and Montgomery County will be rehabilitated. Improvements are to include four (4) bridge deck replacements, two (2) bonded concrete overlays, one (1) bituminous deck overlay, and one (1) steel truss rehabilitation, all with minimal roadway improvement. Estimated service life extensions of fifteen (15) years for rehabilitation and forty (40) years for deck replacement are anticipated.

The bridges are as follows:

Chester County

- 1) Boot Road over PA 100 Bypass (Bridge Key 10402) Deck Replacement in West Whiteland Township;
- 2) South Whitford Road over Valley Creek (Bridge Key 10547) Deck Replacement in West Whiteland Township;
- 3) Ross Fording Road over Octoraro Creek (Bridge key 10518) Steel Truss Rehabilitation in West Fallowfield Township;

Montgomery County

- 4) Welsh Road over Norfolk Southern (Bridge Key 27176) Deck Replacement in Upper Dublin Township;
- 5) Easton Road over Branch Pennypack Creek (Bridge Key 27505) Bonded Concrete Overlay in Upper Moreland;
- 6) Easton Road over PA Turnpike Ramp AB (Bridge Key 27506) Bonded Concrete Overlay in Upper Moreland Township;
- 7) Quakertown Road over Branch Macoby Creek (Bridge Key 27572) Bituminous Deck Overlay in Upper Hanover;
- 8) Linfield Road over Norfolk Southern (MP 34.71), (Bridge Key 27819) Deck Replacement in Limerick Township;

Work to be performed will additionally include District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Determination Documentation clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	185	275												
CON	185		325											
		275	325	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			600	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92807 PA 73 - Skippack Pike Bridge Replacement

LIMITS: over the Skippack Creek

Est Let Date: 1/15/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	223											
ROW	185	56											
UTL	NHPP	223											
UTL	185	56											
CON	581		687										
CON	185			500									
CON	581				184								
CON	185					1,500							
CON	581					1,500							
		558	687	500	184	0	3,000	0	0	0	0	0	0
		Total FY2019-2022		1,929		Total FY2023-2026		3,000		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: PA Turnpike to Carland Road

Est Let Date: 2/27/2020

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 a bridge 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
UTL	STU	231													
UTL	183	42													
UTL	LOC	14													
CON	STU			2,807											
CON	183			526											
CON	LOC			175											
CON	STU					836									
CON	183					157									
CON	LOC					52									
		287	0	3,508	0	1,045	0	0	0	0	0	0	0		
		Total FY2019-2022			3,795	Total FY2023-2026				1,045	Total FY2027-2030				0

MPMS# 96218 Fayette Street Signal Interconnection Project

LIMITS: Elm Street to 11th Avenue

Actl Let Date: 8/9/2018

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES: Conshohocken Borough

FC: 14

AQ Code:2020M

PLAN CENTER:

IPD: 0

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2B, 15B

An interconnected traffic signal system along Fayette Street from Elm Street to 11th Avenue will be installed. Intelligent Transportation System (ITS) equipment at 6 signalized intersections will be deployed, connected via an aerial fiber optic system, and allow PennDOT to connect with systems in West Conshohocken, Plymouth Township, and I-476. Signal equipment at 3 intersections (3rd, 9th, and 11th avenues) will be upgraded to comply with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and to ensure support of the ITS equipment and software. Advanced interconnected signal systems are expected to efficiently move traffic, and thereby reduce harmful emissions.

This project was awarded \$567,775 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	CAQ	543													
		543	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			543	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 96238 Upper Merion Twp ADA Accessible Walkways and Crosswalks

LIMITS: Est Let Date: 1/17/2019
 IMPROVEMENT Bicycle/Pedestrian Improvement NHPP:
 MUNICIPALITIES: Upper Merion Township FC: AQ Code:A2
 PLAN CENTER: IPD:
 PROJECT MANAGER: EE/DVRPC/R. Gallagher CMP:

Funding will provide for the construction of about 3,780 feet of ADA accessible walkways and crosswalks with appropriate widths and setbacks along DeKalb Pk/US202 and Henderson Road that will link the SEPTA Bridgeport Train Station to King of Prussia and contribute to the township's pedestrian/bicycle network.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ	260												
		0	260	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			260	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 98037 Niantic Road over Perkiomen Creek (Bridge)

LIMITS: Est Let Date: 1/30/2020
 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	185	80												
UTL	185	21												
CON	185					1,391								
		101	0	0	1,391	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,492	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 98225 *Butler Pike over Prophecy Creek (Bridge)*

LIMITS: over Prophecy Creek No Let Date
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Upper Dublin Township **FC:** AQ Code:S19
PLAN CENTER: IPD: 13
PROJECT MANAGER: TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 14B

This project is a bridge rehabilitation/replacement of Butler Pike over Prophecy Creek in Upper Dublin Township, Montgomery County.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183	280											
FD	LOC	70											
ROW	183		56										
ROW	LOC		14										
		350	70	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		420				0				0			

MPMS# 102273 *Second Collegeville Bridge Crossing*

LIMITS: PA 29 to Ridge/Germantown Pike No Let Date
IMPROVEMENT Roadway New Capacity **NHPP:** MRPID:160
MUNICIPALITIES: Lower Providence Township; Collegeville Borough **FC:** AQ Code:2035M
PLAN CENTER: IPD: 14
PROJECT MANAGER: HNTB/N. Velaga **CMP:** Minor SOV Capacity CMP Subcorridor(s): 9A, 11A

Provide a new two lane additional bridge over the Perkiomen Creek between Ridge Pike and Germantown Pike in Lower Providence to connect with PA 29 in Collegeville. Construct new connections and relocate intersections on both ends of the bridge. The new bridge and roadway improvements will improve operations and lessen congestion on the existing 1791 stone arch bridge, the second oldest in Pennsylvania.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581		161										
PE	581			1,493									
PE	581								750				
FD	STU							2,217					
ROW	STU							1,267					
UTL	STU							633					
CON	185								5,741				
CON	185								22,964				
		0	161	1,493	0	0	0	4,117	29,455	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		1,654				33,572				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102376 SR 0611 Resurfacing MontCo

LIMITS: SR 0611 from Philadelphia County Line to Bucks County Line

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Upper Moreland Township; Abington Township; Cheltenham Townshi FC:

AQ Code:S10

PLAN CENTER:

IPD:

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

22 total segment miles of road resurfacing from Philadelphia County line to Bucks County line (Cheltenham Twp, Jenkintown Boro, Abington, Upper Moreland, & Horsham Twps) in Montgomery County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	1,500												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,500	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 102836 Walk and Bike Pottstown Phase 1 & 2 (TAP)

LIMITS: High Street, Roland Street and Jackson Street

Actl Let Date: 4/20/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

Phase 1: Construct the extension of High Street bike lanes to Roland Street and then along Roland Street to Jackson Street, where a two-way bicycle lane will be created on the Jackson Street ROW, separated from traffic lanes by a 5-ft wide bioswale. Major roadway crossings are proposed to be improved as well. This phase will improve critical connections on the higher speed, higher volume roadways to improve safety for active transportation in the Borough.

Phase 2: Construct extensive restriping project and one way roadway conversion project in order to finalize the remaining bike route system in the Borough of Pottstown.

\$1,000,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU	122												
		0	122	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			122	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103308 Indian Creek Road over Indian Creek

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Salford Township

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/S. New

CMP:

This project is the replacement of the superstructure of the Indian Creek Road Bridge over Indian Creek in Lower Salford Township, Montgomery County. The new superstructure will be prestressed concrete box beams with a concrete deck and PA Type 10M bridge barrier. Repairs to the substructure will also be completed. Bituminous paving on the approaches to the bridge is also a part of the project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185		99										
FD	LOC		25										
ROW	183		2										
ROW	LOC		1										
CON	183		374										
CON	LOC		94										
		0	595	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		595				0				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103372 Waverly Road over Tacony Creek (County Bridge #275)

LIMITS: Waverly Road over Tacony Creek

Est Let Date: 10/1/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	sSTP	350												
PE	TOLL													
PE	STP		37											
FD	sSTP	300												
FD	TOLL													
ROW	sSTP		25											
ROW	TOLL													
UTL	sSTP		25											
UTL	TOLL													
CON	sSTP			1,300										
CON	TOLL													
		650	87	1,300	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,037	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104185 *Easton Road over Branch of the Tacony Creek (County Bridge #268)*

LIMITS: Over Branch of Tacony Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP:

Montgomery County Bridge #268 is a single span non-composite prestressed adjacent box beam bridge. Built in 1957, the 29' long bridge has a curb to curb width of 49'.

Since the bridge does not have a deck and 17 of the 23 beams need to be replaced within the next 2 years, this will be a completed bridge replacement project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	183			136										
FD	LOC			34										
CON	183			796										
CON	LOC			199										
		0	0	1,165	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,165	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 104280 *First Avenue Road Diet (TAP)*

LIMITS: N. Gulph Road to Allendale Road

Actl Let Date: 12/21/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 3C, 9B

This is a road diet project along the entire length of First Avenue from N. Gulph Road to Allendale Road by reducing the number of travel lanes while maintaining acceptable vehicular traffic operations, which will allow excess existing paved roadway to provide improved facilities for other users such as bicyclists, pedestrians and transit users. Work will also involve converting the entire length of First Avenue from four (4) through lanes with no auxiliary left-turn or right-turn lanes to a three (3) lane configuration with one through lane in each direction and a center two-way left-turn lane and areas of painted median to facilitate movements into the existing commercial and office driveways along the roadway. The remaining roadway area will be converted to 5 foot bicycle lanes on each side of the road. Additionally, a mid-block raised pedestrian crosswalk including pedestrian signals, signs and markings will be provided. The crosswalk treatments will be designed to maximize pedestrian safety and will include advanced in-street yield to pedestrian markings accompanied by overhead flashing beacons and high visibility markings.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$430,856 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	431												
		431	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			431	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105077 *Park Avenue-Eagleville Road-Crawford Road Intersection Realignment*

LIMITS: Crawford Rd/Eaglesville Rd and Park Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Providence Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/E. Reagle

CMP:

Funding is provided for the realignment of the Crawford Road and Eagleville Road approaches with Park Avenue including mainline widening and signalization to improve safety, mobility and efficiency for the motoring public in Lower Providence Township.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	411		2,000												
CON	LOC		600												
		0	2,600	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			2,600		Total FY2023-2026				0		Total FY2027-2030		0

MPMS# 105134 *First Ave Linear Park/Streetscape*

LIMITS: First Ave in King of Prussia Business Park

Est Let Date: 4/25/2019

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:A2

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 3C, 9B

Funding is provided for a linear park streetscape and pedestrian sidepath improvements along First Avenue in the King of Prussia Business Park.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	LOC	300													
CON	STP*	1,200													
CON	411	1,200													
CON	LOC	60													
		2,760	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			2,760		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105677 Traffic Signal Modernization (GLG)

LIMITS: Bethlehem Pike and Dager Rd, Tennis Ave and Norristown Rd, Bethlehem Pike

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Lower Gwynedd Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP: Minor SOV Capacity

This project includes the upgrade of traffic signal equipment at three intersections within Lower Gwynedd Township. These intersections include Bethlehem Pike and Dager Road, which lies completely within Lower Gwynedd Township, Tennis Avenue and Norristown Road, which borders Lower Gwynedd Township and Upper Dublin Township, as well as Bethlehem Pike and Tennis Road, which lies on the border of Lower Gwynedd Township, Ambler Borough, and Upper Dublin Township. This upgrade will include new controllers, pedestrian equipment, including push buttons and signal heads with countdown timers, battery backups, and upgrading the LED signal heads at each intersections. Additionally, since ADA curb ramps are not currently provided at the intersection of Bethlehem Pike and Dager Road, provision of ADA curb ramps is also included for that intersection.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	073			11											
FD	LOC			11											
CON	073						161								
CON	LOC						161								
		0	0	22	0	0	322	0	0	0	0	0	0		
		Total FY2019-2022			22	Total FY2023-2026				322	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Souderton Pike to PA 309

Est Let Date: 9/5/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 14C

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

Phase 3 will reconstruct and widen Township Line Rd between Souderton Pike and County Line Road and improve the connection to PA 309. This is a breakout of Phase 2.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	2,251											
FD	581	563											
ROW	NHPP							11,981					
ROW	581							2,995					
ROW	NHPP											3,059	
ROW	581											765	
UTL	581							760					
UTL	581							3,040					
CON	581									7,983			
CON	581										3,504		
CON	581											8,427	
CON	581												20,000
		2,814	0	0	0	0	0	18,776	3,824	7,983	3,504	8,427	20,000
		Total FY2019-2022			2,814	Total FY2023-2026			22,600	Total FY2027-2030			39,914

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 106068 *Barbadoes Street Connector Road*

LIMITS: Between Lafayette Street and Washington Street

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Norristown Borough

PLAN CENTER:

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

NHPP:
FC:

Est Let Date: 4/25/2019

MRPID:55

AQ Code:NRS

IPD: 23

CMP Subcorridor(s): 8E

Provide a new extension of Barbadoes Street between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts at the intersection of Water Street and Main Street. Project is a breakout from MPMS# 80021, SR 3020 Sec 510, Markley Street South.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	1,423											
CON	NHPP	5,565											
CON	TOLL												
		6,988	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,988		Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 106326 *Union Street Grade X-ing*

LIMITS: Between Penn St and Maple Avenue

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Hatfield Borough

PLAN CENTER:

PROJECT MANAGER: MAL/ M. Lang

CMP: Not SOV Capacity Adding

NHPP:
FC:

No Let Date

AQ Code:S8

IPD: 19

CMP Subcorridor(s): 12B, 14C

Installation of upgraded railroad warning devices along Union Street between Penn Avenue and Maple Avenue in Hatfield Borough.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX		280										
		0	280	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		280		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107126 US 202-610 TSM Improvements

New-B

LIMITS: Township Line Rd and Arch Rd, Township Line Rd and North Wales Rd

Actl Let Date: 12/7/2017

IMPROVEMENT Roadway New Capacity

NHPP: N

MRPID:56

MUNICIPALITIES: Plymouth Township; Worcester Township; Whippain Township; East FC:

AQ Code:2030M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP:

Intersection improvements at two intersections as follows:

1)Township Line Rd. (SR 3001) and Arch Rd. (T-367): proposed work includes widening of the western approach of Township Line Rd. to provide a dedicated right turn lane, widening of Arch Rd. to provide left turn lanes on both approaches, install new signals and ADA compliant pedestrian facilities, new pavement markings, update signing and drainage within the project limits.

2)Township Line Rd. (SR 3001) and North Wales Rd. (T-377): proposed work includes widening of Township Line Rd. to provide left turn lanes on both approaches, install new signals and ADA compliant pedestrian facilities, new pavement markings, update signing and drainage within the project limits.

This project is a construction breakout from MPMS# 50364 (Section 610). Pre-construction phases were advanced under MPMS# 50364 for FD phase, and MPMS 63490(Section 61N) for ROW and UTL phases.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	STU	191												
CON	STP	735												
CON	581	232												
		1,158	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,158	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107179 Fort Washington Office Park, Cross County Trail Final Segment (TAP)

LIMITS: Western Access Drive of 1100 Virginia Drive to Susquehanna Road

Est Let Date: 3/14/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER: Suburban Center

IPD: 16

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project will construct the final 0.65 mile missing segment of the Cross County Trail along the north side of Virginia Drive as a Bicycle/Pedestrian facility with a 10' to 12' wide asphalt surface from the Western Access Drive of 1100 Virginia Drive to Susquehanna Road. Three signalized intersections will be modified to include new ADA ramps for the trail crossings and updated pedestrian signal equipment.

Project was awarded \$750,000 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU	899												
CON	TOLL													
CON	TOLL													
CON	TAU			120										
		899	0	120	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,019	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107180 **Powerline Trail Connection - Phase 1 (TAP)**

LIMITS: US 202 Parkway Trail with the Township Building and Community and Recreation

Est Let Date: 5/23/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU													
		850												
		850	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			850	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107640 *Route 463 Traffic Signals*

LIMITS: Hatfield Twp. Montgomery County

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Hatfield Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N.Velaga

CMP:

Automated signal system at 11 intersections on PA Route 463 in Hatfield Twp. from Clemens Road and Forty Foot Road to Cowpath Road and Line Street. The system will connect with PennDOT TMS at PA 63. This is a 2016 CMAQ awarded project, and the award amount is \$913,160.

Intersections being worked on in this project are the following:

- Forty Foot Road (SR 463) and Clemens Road
- Forty Foot Road (SR 463) and Elroy Road/Koffel Road
- Forty Foot Road (SR 463)/Broad Street (SR 1003) and Main Street (SR 463)
- S. Main Street (SR 463) and Vine Street
- S. Main Street (SR 463) and Sydney Square Shopping Center Driveway
- S. Main Street (SR 463) and Orvilla Road (SR 1004)
- Cowpath Road (SR 463) and Line Lexington Road
- Cowpath Road (SR 463) and Moyer Road
- Cowpath Road (SR 463) and Lenhart Road
- Cowpath Road (SR 463) and Broad Street (SR 2004)
- Cowpath Road (SR 463) and Line Street

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030				
CON	CAQ	1,010															
CON	CAQ		165														
		1,010	165	0	0	0	0	0	0	0	0	0	0				
		Total FY2019-2022		1,175		Total FY2023-2026				0				Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107650 *Easton Road Signals*

LIMITS: Hamilton Ave to Mt. Carmel Ave in Abington Twp.

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N.Velaga

CMP:

This project involves the upgrade of 9 signalized intersections (coordinated) along Easton Rd. in Abington Twp. from Hamilton Ave. to Mt. Carmel Ave. This is a 2016 CMAQ awarded project, and the award amount is \$780,195.

Intersections being worked on in this project are the following:

- Easton Road and Mt. Carmel Avenue (SR 2027)
- Easton Road and Keswick Avenue
- Easton Road and Jenkintown Road (SR 2021)
- Easton Road and Castlewood Road
- Easton Road and Edge Hill Road (SR 2034)
- Easton Road and Susquehanna Road (SR 2017)
- Bradfield Road and Susquehanna Road (SR 2017)
- Edge Hill Road (SR 2034) and Susquehanna Road (SR 2017)
- Jericho Road and Susquehanna Road (SR 2017)
- Highland Avenue and Susquehanna Road (SR 2017)
- Easton Road and Bradfield Road
- Easton Road and Woodland Road
- Easton Road and Hamilton Avenue

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ	800												
CON	CAQ		214											
		800	214	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,014		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107697 *Balligomingo Road Restoration*

LIMITS: Portland Rd and the I-76 overpass

Est Let Date: 12/6/2018

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: West Conshohocken Borough

FC:

AQ Code:S10

PLAN CENTER:

IPD: 15

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

In June of 2015, heavy rains resulted in failure of the slope adjacent to Balligomingo Road (SR 3037) between Portland Road and the I-476 overpass. This resulted in the closure of Balligomingo Road to through traffic as debris and mud washed onto the roadway. Due to concerns over the stability of the slope, the road remains closed. This project will stabilize the slope adjacent to the roadway and will allow the roadway to be reopened. The CON phase will include development of the final design and construction of a retaining wall, slope stabilization measures, and drainage improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	STU	2,153												
		2,153	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,153	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107825 *Old York-Susquehanna Rd Intersection (MTF)*

New

LIMITS: Old York Rd (PA 611) and Susquehanna Rd

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

The scope of this project includes improvements to the intersection of Old York Road (PA 611) and Susquehanna Roads, including realigning the intersection, increasing the turning radii, adding a turning lane, upgrading traffic signals, and improving access to businesses on the northwestern corner of the intersection.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		588											
CON	LOC		176											
		0	764	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			764	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107996 *Abington Township Trail (TAP)*

LIMITS: Abington Township

Est Let Date: 9/12/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

This project will fund construction of on- and off-road bicycle facilities providing connections to SEPTA's Ardsley and Crestmont train stations, as well as multiple parks throughout the northern section of the Township. These facilities will be the first phase of a larger vision for Abington Township, detailed in the Township of Abington Master Bicycle Plan.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$450,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	450												
		450	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			450	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 108006 *Limerick Township Trails (TAP)*

LIMITS: Limerick Township

Est Let Date: 10/24/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Limerick Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project will construct an off-road trail extending the Township trail network, leveraging grants from the DCNR and DCED. The Township will need to secure an easement from PECO to complete the trail.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$970,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	970												
		970	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			970	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 108008 *Tookany Creek Trail Phase 3 (TAP)*

LIMITS: Harrison Ave. to New Second Street

Est Let Date: 9/12/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project will fund construction of a bridge for pedestrians and bicyclists over the Tookany Creek, providing a crucial link to allow Cheltenham Township to complete the planned third phase of the Tookany Creek Trail.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$700,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	700												
		700	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			700	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 110313 *Belmont Avenue Bridge over Schuylkill River*

New

LIMITS: Belmont Avenue/Green Lane over Schuylkill River

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 10

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	183	318												
FD	183			788										
CON	STU									9,676				
CON	183									2,419				
		318	0	788	0	0	0	0	0	12,095	0	0	0	
		Total FY2019-2022			1,106	Total FY2023-2026				0	Total FY2027-2030			12,095

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110315 *Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection*

New

LIMITS: Philmont Avenue/Tomlinson Road/Pine Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:176

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:2035M

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581			450									
FD	581					716							
ROW	581									672			
UTL	581									336			
CON	STU												5,874
		0	0	450	0	716	0	0	0	1,008	0	0	5,874
		Total FY2019-2022			450	Total FY2023-2026			716	Total FY2027-2030			6,882

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

New-B

LIMITS: School Lane to Belvoir Road

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

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 carrier 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 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STU	280											
PE	183	52											
PE	185	424											
PE	LOC	124											
FD	STU		569										
FD	183		107										
FD	185		546										
FD	LOC		546										
FD	LOC		35										
ROW	185		2,185										
ROW	LOC		2,185										
UTL	185			281									
UTL	LOC			281									
CON	STU			6,573									
CON	185			1,231									
CON	TPK			4,952									
CON	LOC			410									
CON	TPK				4,952								
CON	TPK					4,952							
		880	6,173	13,728	4,952	4,952	0	0	0	0	0	0	0
		Total FY2019-2022		25,733		Total FY2023-2026		4,952		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110455 Main St RR Warning Devices

New

LIMITS: Towamencin Ave. and Vine St.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Hatfield Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12B, 14C

This project will install new RR Warning Devices in Hatfield Borough between Towamencin Ave. and Vine St.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	RRX	569												
CON	RRX		111											
		569	111	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			680	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110494 *Regional Traffic Management Center (RTMC) General Contract*

New

LIMITS: PennDOT District 6-0

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

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 \$35,600,000 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	STP	1,000												
CON	STU	4,000												
CON	LOC	11,800												
CON	STP		264											
CON	TOLL													
CON	STU		13,282											
CON	STU			15,607										
CON	TOLL													
CON	CAQ			2,673										
CON	STU				5,999									
CON	TOLL													
CON	CAQ				5,327									
		16,800	13,546	18,280	11,326	0	0	0	0	0	0	0	0	
		Total FY2019-2022			59,952	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

New

LIMITS:

No Let Date

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	100											
FD	185		150										
ROW	185			100									
UTL	185		20										
CON	STU					200							
CON	581					50							
CON	STU						200						
CON	581						50						
CON	STU							360					
CON	581							90					
CON	STU								500				
CON	581								200				
		100	170	100	0	250	250	450	700	0	0	0	0
		Total FY2019-2022			370	Total FY2023-2026			1,650	Total FY2027-2030			0

MPMS# 110837 **422 Operations & Capacity Study**

No Let Date

LIMITS: US 422 - Chester and Montgomery Counties

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

422 Operations and Capacity Study Chester and Montgomery Counties Technical Report

The efficient operation of the US 422 corridor is fundamental to the vitality of the greater Philadelphia region. Due to limited capital funding for capacity improvements, alternative strategies to maximize the current and future operating performance of this corridor continue to be identified. The primary focus of this study will be to develop a microsimulation tool and use it to analyze those strategies identified via participation of the project's stakeholders.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
STUD	STU	300											
STUD	STU		175										
		300	175	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			475	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110884 Valley Forge Granite Block Restoration

LIMITS: Gulph Road between Outer Line Drive and Thomas Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9B

This project involves the restoration of the existing granite block roadway surface in front of the National Memorial Arch in Valley Forge National Historic Park. This will provide an adequate riding surface and maintain the integrity of the contributing elements of Valley Forge National Historical Park as part of the National Memorial Arch. The north curb line will be shifted approximately ten feet south to eliminate an existing shoulder and provide a 12 foot wide, curbed westbound travel lane.

The existing roadway transition areas between the granite block and flexible pavement would include milling and wearing course overlay for approximately 15 feet to 30 feet on the west and east sides of the granite block area. A flush concrete curb will provide the transition between the granite block and the flexible pavement as requested by the National Park Service. An existing trail connects the Memorial Arch to the rest of the Park and access will be maintained during construction

The design, right-of-way and utilities phases for this project were completed under MPMS# 66952.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	STU		450											
		0	450	0	0	0	0	0	0	0	0	0	0	
Total FY2019-2022		450			Total FY2023-2026				0	Total FY2027-2030				0

MPMS# 110961 Old Skippack Rd. Roundabout

New

LIMITS: Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018)

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Salford Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

Roundabout installation at Old Skippack Road (SR 1017) & Schwanksville Road (SR 4018)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	sHSIP	633												
FD	sHSIP		203											
ROW	sHSIP		220											
UTL	sHSIP			26										
CON	sHSIP			300										
CON	sHSIP				363									
		633	423	326	363	0	0	0	0	0	0	0	0	
Total FY2019-2022		1,745			Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110971 *Main Street Safety Improvements*

New

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: West Norriton Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8E, 9B

Widen for two-way left turn lanes from Egypt Rd. to Airy Street; left turn lanes at 5 intersections; modify left turn signal phasing along corridor; relocate roadside fixed objects along corridor; convert pedestal signal to mast arm at Egypt/Main/Jefferson; increase all-red interval at Egypt/Main/Jefferson.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	sHSIP	307											
FD	TOLL												
FD	sHSIP			205									
ROW	TOLL												
ROW	sHSIP			68									
UTL	TOLL												
UTL	sHSIP			34									
CON	TOLL												
CON	sHSIP			4,774									
		307	0	5,081	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,388		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111005 *Conshohocken Garage (I-76 ICM)*

New

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	CAQ	2,000												
CON	TOLL													
CON	CAQ					8,000								
		2,000	0	0	0	8,000	0	0	0	0	0	0	0	
		Total FY2019-2022			2,000	Total FY2023-2026				8,000	Total FY2027-2030			0

MPMS# 111129 *Cannon Ave. Grade Xing*

New

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	RRX			10										
CON	RRX				300									
		0	0	10	300	0	0	0	0	0	0	0	0	
		Total FY2019-2022			310	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111169 *Evans Road: Emergency Access & Safety First*

LIMITS: Evans Road driveway to Gwynedd Mercy University

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Gwynedd Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

This project addresses multimodal hazards at the intersection of PA 63 and Gwynedd Mercy University property to improve the quality of life and increase safety.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		745											
CON	LOC		160											
		0	905	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			905	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111170 *Blair Mill Road Safety*

New

LIMITS: South of Witmer Road to North of PA 611

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Upper Moreland Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP: Major SOV Capacity

CMP Subcorridor(s): 12A, 14F

This project will improve mobility for all modes of transportation. The increased capacity provided along Blair Mill Road, Witmer Road and Commerce Avenue will improve traffic operations at both of the signalized intersections located within the project limits. Bicycle and pedestrian mobility will be improved through the placement of new sidewalk and a new segment of the Cross County Trail. The proposed pedestrian accommodations at the signalized intersections will promote safe and efficient pedestrian crossings.

This project will resurface Blair Mill Road and Witmer Road/Commerce Avenue intersection. It will repair severe rutting along Blair Mill Road that has created a hump in the profile of Witmer Road/Commerce Avenue through the intersection. Along with correcting this geometric deficiency, the resurfacing will create a uniformly smooth driving surface in areas where the road has been widened and repaired at different times, leaving a patchwork of smooth and worn pavement areas. The project will also install new signs and pavement markings to ensure all traffic control devices meet the latest guidelines and retro reflectivity standards.

The pedestrian improvements will enhance safety by placing new sidewalk in areas where none exists today as well as upgrading any existing sidewalk and curb ramps to meet or exceed the American with Disabilities Act (ADA) guidelines and all applicable federal, state, and local requirements. Additionally, the signalized intersections will include high visibility crosswalks, ADA curb ramps, pedestrian pushbuttons, and countdown pedestrian signals.

In addition a portion of the Cross County regional trail will be constructed from Witmer Road to the project limits and a continuous 5 foot-wide sidewalks will be constructed along the north side of Blair Mill Road between Witmer Road and Route 611. This project connects to the southern terminus of the 5.2 mile long Power Line Trail via existing sidewalk along Witmer Road, Gibraltar Road, and Prudential Road. The Power Line Trail is a 5.2 mile trail that makes connections to the Jarrett Nature Center, Jarrett Road Park, Lukens Park, and Deep Meadow Park, and is planned to extend west through Montgomery and Upper Gwynedd townships and connect with the popular Route 202 Parkway Trail, and east to the Pennypack Trail via the Cross County Trail in Upper Moreland Township. The pedestrian improvements will upgrade any existing sidewalk to ADA standards and fill in missing link segments to enhance

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	LOC		450										
CON	411		3,000										
CON	LOC		453										
		0	3,903	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,903		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111171 *Spring House Roadway Improvement Project*

LIMITS: From West of Wellington Drive to east of SR 2018 (Bethlehem Pike)

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Lower Gwynedd Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

The project includes roadway widening to provide an additional through lane from Norristown Road onto Sumneytown Pike. This widening would also facilitate a right turn movement into the Springhouse Shopping Center and right turns onto Bethlehem Pike. Pedestrian upgrades, and traffic signal improvement to improve traffic flow and efficiency through the Bethlehem Pike, Norristown Road and Sumneytown Pike Intersection will also be completed.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	LOC		372											
CON	411		1,964											
CON	LOC		217											
		0	2,553	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,553		Total FY2023-2026			0		Total FY2027-2030		0

MPMS# 111489 *I Love You and Your Brain Too - Bike Helmet Safety*

New

LIMITS: Telford Borough

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Telford Borough (part) *

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

Funding will be used to enhance awareness of bike helmet safety through local partnerships and participation in community events to distribute free bike helmets and provide free bicycle helmet fittings (using SRTS funding) for the Partnership TMA.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF		51											
		0	51	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			51		Total FY2023-2026			0		Total FY2027-2030		0

MPMS# 111490 *Whitpain Twp. Trail Network - Core Connector III*

New

LIMITS: Union Meeting Road between Jolly Road and Township Line Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2A, 2B

Funding will be used for the construction of a 0.7-mile section of the Whitpain Trail network along Union Meeting Road between Jolly Road and Township Line Road in Whitpain Township.

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111491 *Corinthian Trail*

New

LIMITS: Vicinity of Crooked Billet Elementary

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Hatboro Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

Funding is for the construction of a six-foot-wide asphalt walking path, ADA curb ramps, five-foot-wide concrete sidewalk, and stormwater drainage in the vicinity of Crooked Billet Elementary (using SRTS funding) in Hatboro Borough.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030				
CON	SRTSF					740											
		0	0	0	0	740	0	0	0	0	0	0	0				
Total FY2019-2022		0				Total FY2023-2026				740				Total FY2027-2030		0	

MPMS# 111492 *Limekiln Pike Multimodal Safety Initiatives*

New

LIMITS: Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary

No Let Date

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.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030				
CON	SRTSF					750											
		0	0	0	0	0	750	0	0	0	0	0	0				
Total FY2019-2022		0				Total FY2023-2026				750				Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111493 Lower Salford Sidewalk for SR 113 and Park Ave

New

LIMITS: Lower Salford

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Lower Salford Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 11A

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SRTSF					505							
		0	0	0	0	505	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		0				505				0			

MPMS# 111494 Kriebel Road Trail

New

LIMITS: Trumbauer Rd to Valley View Way

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2A

This project involves the construction of approximately 4,000 linear ft. of a new 10' wide pedestrian/bicycle trail from Trumbauer Rd to Valley View Way along the Towamencin Creek.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP		846										
		0	846	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		846				0				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111495 *Main Street Pedestrian Improvements*

New

LIMITS: PA 29 in Schwenksville

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Schwenksville Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

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.

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	SRTSF					681									
		0	0	0	0	681	0	0	0	0	0	0	0		
		Total FY2019-2022				0	Total FY2023-2026				681	Total FY2027-2030			0

MPMS# 111700 *Abington Township Signal Modernization*

New

LIMITS: Greenwood Avenue/Washington Lane and Jenkintown Road/Meetinghouse Roa

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will fully modernize two traffic signals at Greenwood Avenue/Washington Lane and Jenkintown Road/Meetinghouse Road including new mast arms, signal heads, pedestrian countdown signals, and controllers; video detection and radar dilemma zone detection; battery back-up; and upgraded ADA ramps.

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	A-073	429													
		429	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022				429	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111701 *Horsham Township Signal Modernization and Fiber Optic Installation*

New

LIMITS: Horsham Road and Dresher Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Horsham Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

This project will modernize traffic signals and install fiber optic communications along Horsham Road and Dresher Road. Additionally, the project will install new fiber optic interconnect along Dresher Road to connect the Township signal system to the PennDOT District 6-0 Traffic Management Center.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	598												
		598	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			598	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111702 *Lower Merion Township Adaptive Traffic System Upgrades*

New

LIMITS: Lower Merion twp.

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project will extend the Wynnewood Road adaptive signal system to add two adjacent intersections (Lancaster Avenue/Old Wynnewood, East Wynnewood/ Williams) and implement an adaptive system on County Line Road at three intersections (Bryn Mawr Avenue/Glenbrook Road, Lindsay Avenue, and Landover Road) adjacent to Bryn Mawr Hospital.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	763												
		763	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			763	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111703 Lower Moreland Township Signal Modernization

New

LIMITS: Huntingdon Pike and Philmont Avenue/Welsh Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will modernize a traffic signal at Huntingdon Pike and Philmont Avenue/Welsh Road including new mast arms, controller assembly, battery back-up, vehicle detection, and accessible pedestrian signals.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	396												
		396	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			396	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111704 Towamencin Township Signal Upgrades

New

LIMITS: 16 signals in Towamencin Township

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will upgrade 16 traffic signals, including pedestrian countdown signals with ADA-compliant push buttons, and upgrading loop detection to video detection and radar dilemma zone detection.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	342												
		342	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			342	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111705 *Trappe Borough Coordinated Signal System*

New

LIMITS: Main Street at 3rd Ave and Trappe Shopping Center

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Trappe Borough

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project will install a coordinated system to operate two signals on Main Street (3rd Avenue and Trappe Shopping Center), including new controllers, pedestrian countdown signals, video detection, new ADA ramps, and LED replacements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	253												
		253	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			253	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111706 *Upper Moreland Township Signal Modernization*

New

LIMITS: Byberry Road and Davisville Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Moreland Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will modernize the traffic signal at Byberry Road and Davisville Road, including new mast arms, signal heads, pedestrian countdown signals, controllers, video detection, radar dilemma zone detection, battery back-up, and upgraded pedestrian crossings and ADA ramps.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	253												
		253	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			253	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111707 *Upper Providence Township Signal Modernization*

New

LIMITS: Linfield-Trappe Road and Township Line Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will provide for modernization of a traffic signal at Linfield-Trappe Road and Township Line Road including replacement of wooden poles with conventional mast arms, new LED signals, overhead street name signs, ADA compliant ramps, pedestrian countdown signals with push buttons, and vehicle detection.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	232												
		232	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			232	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111708 *Whitpain Township Signal Modernization*

New

LIMITS: Skippack Pike

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

This project will upgrade five traffic signals along Skippack Pike, including controllers, video detection, dilemma zone detection, emergency preemption, ADA push buttons, GPS time clocks, and signal head replacement.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	243												
		243	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			243	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112212 *Mont Clare Improvement Project*

New

LIMITS: Jacobs St. & Bridge Street; Walnut St. & Bridge St.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project eliminates a 50-foot offset between Jacobs Street and Walnut Street at their signalized intersection with Bridge Street (Route 29) by realigning Jacobs Street to intersect Bridge Street directly opposite Walnut Street.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	LOC		40											
ROW	LOC		310											
CON	411		927											
CON	411		927											
CON	LOC		113											
		0	2,317	0	0	0	0	0	0	0	0	0	0	
Total FY2019-2022		2,317			Total FY2023-2026				0		Total FY2027-2030			0

MPMS# 112213 *Horsham Rd. Widening*

No Let Date

LIMITS: Horsham Rd. & Limekiln Pike

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Horsham Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP: Minor SOV Capacity

Horsham Road will be widened and upgraded to carry two through lanes in each direction between Limekiln Pike and Davis Grove. Limekiln Pike will also be widened to accommodate 2 through lanes in each direction.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	3,000												
CON	LOC	900												
		3,900	0	0	0	0	0	0	0	0	0	0	0	
Total FY2019-2022		3,900			Total FY2023-2026				0		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112221 *Cowpath & Orvilla Intersection Improvements*

LIMITS: Cowpath Road and Orvilla Road No Let Date
IMPROVEMENT Intersection/Interchange Improvements NHPP:
MUNICIPALITIES: Hatfield Township FC: AQ Code:R1
PLAN CENTER: IPD:
PROJECT MANAGER: AECOM/D. Griffith CMP: Minor SOV Capacity CMP Subcorridor(s): 12B, 14C

The Cowpath and Orvilla Intersection Improvements project realigns 725 feet of Orvilla Road to create a four-legged intersection with Cowpath Road (PA 463) at the location of the existing western T-intersection. Southbound Orvilla Road will consist of an exclusive left, through, and right-turn lane at the intersection with Cowpath Road (PA 463). "Old" Orvilla Road will remain open to local traffic and will be realigned to create a T-intersection with the realigned Orvilla Road and end in a cul-de-sac. Sidewalks will be added along the eastern and western sides of Orvilla Road which will connect to the existing Hatfield Township Nature Area Trails. ADA compliant pedestrian accommodations will be installed at the intersection.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	LOC	576											
CON	411	1,919											
		2,495	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		2,495				0				0			

MPMS# 112232 *I-76 Slope Repair Westbound*

LIMITS: New
No Let Date
IMPROVEMENT Intersection/Interchange Improvements 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 Upper 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	250											
ROW	581	50											
UTL	581	100											
CON	581			750									
CON	581							250					
		400	0	750	0	0	0	250	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		1,150				250				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112233 I-76 Rock Slope Stabilization Eastbound

New

LIMITS: Between Milemarkers 333.9 & 334.1

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

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 rock slope stabilization along I-76 Eastbound near mile posts 333.9 and 334.1 in Upper Merion Township, Montgomery County. Rocks, mud, and tree branches have been falling onto the I-76 Eastbound shoulders and travel lanes, which has required rock slope maintenance from County maintenance forces. These repairs have been a temporary solution in reaction to the falling debris. A more permanent solution is now required to address the situation to avoid the possible closure of the roadway in the event of a large rockfall. This rock slope contains medium to large rock blocks (up to approximately 5 feet x 5 feet x 5 feet) with about a 4 foot overhang adjacent to the roadway. There is little to no rockfall catchment area. There have been frequent rockfalls in the area, and the overhanging blocks are at considerable risk of falling. The causes of the rock slope failure may include freeze-thaw cycles, vegetation root jacking, and stress relief from the original construction of the roadway. A detailed site reconnaissance will be performed to assist with designing remedial measures, which may involve tree removal, rock scaling, rock bolts, concrete buttresses, mesh, horizontal drains and other items.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	581	250													
ROW	581	75													
UTL	581	50													
CON	581			1,125											
CON	581				616										
		375	0	1,125	616	0	0	0	0	0	0	0	0		
		Total FY2019-2022			2,116	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112248 I-76/202 Intchnng Sinkhole

New

LIMITS:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

PLAN CENTER:

IPD:

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

I-76/202 Interchange Sinkhole
Upper Merion Township
Sinkhole remediation

12/6/18--Project let, District Control has been changed from TSS/SPF to CONSTR. Low bidder as J. D Eckman, Inc. with a low bid amount of \$4,076,772.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	581-IM	125												
FD	581-IM	100												
UTL	581-IM	50												
CON	581-IM	4,570												
CON	FFL		4,842											
		4,845	4,842	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			9,687	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112472 Pleasantview & Park Road Bridges

New-B

LIMITS: Lower Pottsgrove Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Pottsgrove Township; Montgomery Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

Pleasantview & Park Road Bridges
Lower Pottsgrove Township, Montgomery County
Bridge Replacement

04/01/2019--NHPP funding for construction has been deemed eligible by FHWA(Clint Beck) as this is a breakout project from MPMS# 16738 SR 422 Sec M1B

This project is advance replacement of two (2) overhead bridges carrying Pleasantview Road and Park Road over SR 0422 within the limits of SR 0422, Section M1B (MPMS 16738) project. SR 0422, Section M1B includes reconstruction of approximately 1.7 miles of expressway including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek (35.0 Sufficiency Rating). SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. The expressway will be reconstructed on both existing and new alignments meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. Acceleration lane for westbound on-ramp from Sanatoga Interchange will be improved to meet the current design standards. 16'-6" vertical clearance will be provided under both overhead bridges once SR 0422 mainline is reconstructed.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	NHPP		7,200												
CON	185		1,800												
		0	9,000	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			9,000		Total FY2023-2026				0		Total FY2027-2030		0

MPMS# 112504 Transportation Study Montgomery County Owned Roads

New

LIMITS: Montgomery County

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not Yet Determined

The purpose of this study is to create a vision and a plan for the upgrade of multiple county-owned arterial roads by examining future traffic and multi-modal needs in Montgomery County. This effort will study six county-owned road corridors spanning 42 miles of roadway on the National Highway System. These corridors include three principal arterials (Germantown Pike, Sumneytown Pike, and Butler Pike) and three minor arterials (Easton Road, Swamp Pike, and Geryville Pike).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
STUD	TOLL														
STUD	STP	300													
		300	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			300		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112712 PA 73/PA 663 South Improvement

New

LIMITS:

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: New Hanover Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project widens PA 73 to provide a separate eastbound left-turn lane along with minor reprofiling of a vertical curve to improve sight distance, and the installation of a traffic control signal in New Hanover Township, Montgomery County at the intersection of PA 76 and PA 663.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	125												
CON	LOC	38												
		163	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			163	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 112715 Forty Foot Road Rowadway Improvements

LIMITS: Morgandale Drive and Allentown Road

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP: Minor SOV Capacity

The proposed improvements along Forty Foot Road are located between the intersections with Morgandale Drive and Allentown Road (SR 1001). Improvements include the following: widening of westbound Forty Foot Road, overlay and restriping of SR 63 to a five lane section, between Christopher Dock Access and Newbury Way, and installation of a traffic signal at the intersection of Forty Foot Road/Newbury Way/Site Access.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		1,018											
CON	LOC		408											
		0	1,426	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,426	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 112731 *Davisville and Byberry Intersection Improvements*

LIMITS: Intersection of Davisville Road and Byberry Road

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Upper Moreland Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A

The project includes roadway widening along Davisville road to provide a dedicated northbound right turn lane onto Byberry Road, and signal timing improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		390											
CON	LOC		120											
		0	510	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			510	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 112734 *Red Lion Road Culvert and Roadway Improvements*

New

LIMITS: Intersection of Red Lion Road and Philmont Avenue

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project replaces a poor condition PennDOT owned structure and roadway widening along Red Lion Road to accommodate existing traffic volumes.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		1,200											
		0	1,200	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,200	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 113533 *Traffic Signal Upgrade (ARLE)*

New

LIMITS: Intersection of Meetinghouse Rd & Fox Chase Rd

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP:

Abington Township proposes to improve the existing signalized intersection of Meetinghouse Road and Fox Chase Road by completing a full modernization of the intersection's signal equipment, including updated detection, pedestrian push buttons and ADA curb ramps.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	244		28											
CON	244		162											
		0	190	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			190	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 113914 *Washington Lane and Shoppers Lane Intersection Safety Improvements*

New

LIMITS: Intersection of Washington Ln/Shoppers Ln in Elkins Park

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Steve Gault

CMP:

This project proposes to install crosswalks and upgrade the pedestrian and traffic signals at the intersection of Washington Lane and Shoppers Lane in Wyncote to in order to modernize its signal technology and to increase pedestrian safety.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	227												
		227	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			227	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 113915 *Greenwood Avenue/Longfellow Road/Rices Mill Road Intersection Update II*

New

LIMITS: Intersection of Greenwood Avenue/Longfellow Road/Rices Mill Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Steve Gault

CMP:

This project seeks to building upon the worked proposed in Cheltenham Township's 2015 Green Light-Go Grant to integrate the intersection of Greenwood Avenue, Longfellow Road and Rices Mill Road with an InSync/Rythmn system so that it can integrate with the system at the intersection of Greenwood Avenue and Route 309 located approximately 200 feet from the subject intersection. Since the grant in the amount of \$21,750 was received, the Township hired a new Street Light and Traffic Signal Superintendent, who as been working to bring as many of the Township's intersections into compliance with current permits and regulations, noted that a significant amount of additional work is required to upgrade the intersection as proposed in the 2015 grant. This project proposes to do that work so the upgrade can be completed. The work includes: upgrading mast arms and signal supports so it can support the additional weight of the new technology, installing radar detection, a new control cabinet and the necessary conduit. In addition, pedestrian push buttons and countdown timers will be installed, as this intersection also sees significant pedestrian traffic.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	310												
		310	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			310	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 113916 *York Road Rail Crossing Improvements*

New

LIMITS: Intersection of Davisville Rd and Easton Rd

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Moreland Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: Steve Gault

CMP:

This project will include modifications to traffic signals along York Road at Davisville Road and Easton Road to improve the operation and safety of the interaction between the at-grade SEPTA rail crossing. The improvements will include the following: supervised interconnect circuits, gate down circuitry, railroad pre-emption test panel, max pre-emption timer, and fiber optic blank out signs as needed. Additionally, a pedestrian crossing will be added at the intersection of York Road and Davisville Road.

The project is located along York Road (PA-611) at the intersections of Davisville Road (S.R. 2042) and Easton Road (PA-611) within Upper Moreland Township.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	160												
		160	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			160	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 113917 *Egypt Road Traffic Signals Performance Measures, Etc.*

New

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Lower Providence Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Steve Gault

CMP:

The intent of this project is to initiate the use of automated traffic signal performance measures (ATSPM) to provide the Township and the Department with the means to efficiently and effectively manage traffic along this corridor at three intersections - Egypt Road and Surrey Lane, Egypt Road and Park/Pawlings Road, and Egypt Road and Crawford Road. Fiber optic cable will be installed along US 422 through the Egypt Road corridor to the traffic signal at Crawford Road in order to provide communications to the Department's RTMC and to the ATSPM central server in Harrisburg. At each intersection, ATC Cabinets will be specified to replace the existing cabinets and new countdown pedestrian indications will also be replaced. This project will implement an all pedestrian phase at the intersection of Egypt/Park/Pawlings for safety improvement due to limited sight distance for southbound right turn vehicles to see pedestrians in the western crosswalk. New detection will be needed to cover all lanes for each approach at the intersection, and the use of existing advanced detection is anticipated.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	342												
		342	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			342	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 113918 *Montgomery Township GLG - PA 309 and Horsham Road*

New

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Montgomery Township

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Steve Gault

CMP:

This application will provide a complete signal modernization of four critical intersections in Montgomery Township, Montgomery County, PA. Three of these signals are along PA 309 (North Wales Road and the two signals for Montgomery Mall), with the fourth intersection along Horsham Road at Pheasant Run.

This project will include replacing the signal poles, standards, heads, signs and wiring which are all at or near the end of their useful cycle life. The signal mast arms at the Montgomery Mall North and South are original equipment, dating back to 1976. The PA 309/North Wales Road signal was installed in 1993 and does not meet current ADA requirements. The Horsham Road / Pheasant Run signal equipment dates back to 1989. The PA 309 signals would continue to operate on Rhythm's adaptive signal system, and the equipment will be relocated to the new traffic signal controller cabinets. The Horsham Road / Pheasant Run intersection will be retimed as part of this project in order to optimize mobility/traffic flow.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	400												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			400	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114270 Wynnewood Road HSIP

New

LIMITS: County Line Road to Lancaster Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

This projects spans Wynnewood Rd (SR 3044) from County Line Road (0010/0000) to Lancaster Ave (0040/0000) in Montgomery County.

The proposed scope of this project include:

- Conversion of an undivided four-lane road to three lanes and a two-way left turn lane (i.e., a "Road Diet")
- Also eliminates one conflicting through movement for left turns
- Also increases offset to fixed objects along roadway
- Also adds dedicated left turn lanes to existing signalized and unsignalized intersections
- Install retroreflective signing and pavement markings
- Improve signal coordination

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	HSIP		200											
		0	200	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			200	Total FY2023-2026				0	Total FY2027-2030			0

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114967 *Transportation Operations*

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

The goal of this project is to 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)

Montgomery

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.
1. 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
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

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ		208											
PRA	581		52											
		0	260	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			260	Total FY2023-2026				0	Total FY2027-2030			0

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 115474 *Bicycle and Pedestrian Planning Program*

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP:

DVRPC seeks to create an environment where people of all ages choose to bike and walk as part of an active, healthy, and environmentally-friendly lifestyle. The main priorities of this program are to work with municipalities, counties, and our planning partners to develop and maintain safe bicycle and pedestrian facilities that enhance local mobility. Work will be integrated across DVRPC offices or partner agencies to best meet the needs of the planning partner. Projects will emphasize stakeholder outreach, the development and sharing of new data resources, using bicycle and pedestrian counters, and the conduct of analysis to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and complete streets in communities throughout the DVRPC region. This program also supports DVRPC's participation in state, regional, and local bicycle and pedestrian advisory or policy committees, helping to shape and promote constructive bicycle and pedestrian direction and policy. Some of these activities may also require DVRPC to purchase equipment or services to meet program goals. As an area of focus, this work includes an emphasis on Active Transportation and Active Places—the idea that those places where walking and biking (Active Transportation) are prevalent are good for the vibrancy and quality of life of a community (Active Places), and vice versa. With this integrated approach, communities gain health benefits, increased mobility, economic stability, and an overall sense of vibrancy.

Tasks:

1. As requested by the Delaware County Planning Department, support the development and promotion of Dixi, a beta bike routing service that provides detailed trip instructions for cyclists in the region based on their stated level of comfort bicycling. The platform will use DVRPC's Level of Traffic Stress mapping to inform recommended trip routing.
2. Provide ongoing support and collaboration with regional partners in PA and NJ to advance a coordinated bike share program across the region.
3. Conduct analysis and prioritization of sidewalk gaps using regional sidewalk inventory data. As technical capacity permits, one component of this work will be to conduct a network connectivity analysis similar to the DVRPC bicycle low-stress connectivity analysis, to quantify every sidewalk gap's impact on average route directness for available pedestrian routes, if improved (e.g., number of new connections that would be enabled). This task also supports use and application of regional sidewalk inventory data in planning studies.
4. Develop a strategy for a new regional funding program to close sidewalk gaps, using the regional sidewalk inventory and Task 3 analysis work as a foundation.
5. Support partner agencies in using DVRPC pedestrian and bicycle planning tools such as the Bicycle LTS and Connectivity Analysis webtool.
6. Together with the Office of Travel Monitoring, continue bicycle and pedestrian count work including:
 - * Conduct counts at roughly 1/3 of the locations for the Cyclical Pedestrian Counting program in the PA counties
 - * Conduct counts at roughly 1/3 of the locations for the regional cyclical bicycle count program
 - * Provide periodic summaries of trends, before/after, and other relevant summaries analyzed from DVRPC's bicycle and pedestrian count program with the aim of making count data more accessible and understandable to the broadest range of planning partners, including NJDOT, PennDOT, counties, municipalities, and the general public working to improve bicycle and pedestrian infrastructure.
 - * Conduct project counts throughout the region, as needed and as capacity permits.
7. Participate and support pedestrian and bicycle advisory boards: the NJ Bicycle and Pedestrian Advisory Council (NJ BPAC) in New Jersey and Pennsylvania Pedalcycle and Pedestrian Advisory Committee (PPAC) in Pennsylvania; continue to chair and coordinate NJ BPAC Design/Infrastructure Subcommittee, and support member government efforts in Complete Streets, Vision Zero, green stormwater infrastructure, and placemaking.
8. Review bicycle and pedestrian project funding applications as appropriate for programs such as TAP, SRTS, and Pennsylvania's Multimodal Transportation Fund.
9. Provide Subject Matter Expert (SME) review and comment on potential pedestrian and bicycle facilities for PennDOT projects through the PennDOT Connects program.
10. Projects may be jointly funded, and conducted collaboratively, with the Regional Transit Planning Program.

Products:

1. Complete planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations, as appropriate.
2. Memorandums of Understanding, Requests for Proposals, and other appropriate outreach templates for soliciting bike share vendor(s) within the region.
3. Completed sidewalk inventory for the region with gap analysis summarized on-line, in a technical memo, and/or summary mapping of analysis.
4. Survey and data collection in support of agency projects.
5. Other technical work for regional stakeholders as required.

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	TOLL													
PRA	STU		50											
		0	50	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			50	Total FY2023-2026				0	Total FY2027-2030			0

Total For	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
Montgomery	\$163,296	\$131,121	\$154,525	\$94,175	\$543,117	\$262,634	\$132,033

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 12824 2019 Philadelphia ADA Ramps

New

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

This project will improve the ADA facilities along several main roadways in the City of Philadelphia including Henry Avenue, Stenton Avenue, Godfrey Avenue, Clarissa Street, Wayne Avenue, Bethlehem Pike, Mount Airy Avenue, Easton Road, Wadsworth Avenue, Girard Avenue, Cheltenham Avenue, Princeton Avenue, Willits Road, Spring Garden Street, Whitby Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	STU	400												
CON	TOLL													
CON	STU		5,644											
CON	STU			125										
		400	5,644	125	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			6,169	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 12886 ADA Ramps 2020 Philadelphia

New

LIMITS: Philadelphia County

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

This project will improve ADA facilities along several main roadways in the City of Philadelphia, including Route 1, Roosevelt Boulevard, Cottman Avenue, New State Road, Welsh Road & Roosevelt Boulevard, Bustleton Avenue & Bridge Street, Philmont Avenue, Richmond Street & Girard Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street. A total of 565 ramps have been identified as having ADA barriers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	581	195												
PE	581			205										
CON	TOLL													
CON	NHPP		4,666											
CON	TOLL													
CON	STU				2,000									
CON	NHPP				3,619									
CON	TOLL													
CON	NHPP					215								
		195	4,666	205	5,619	215	0	0	0	0	0	0	0	
		Total FY2019-2022			10,685	Total FY2023-2026				215	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Between North Third Street and North Lawrence Street

Est Let Date: 3/28/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLAN CENTER:

IPD: 26

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Removal of state bridge over Conrail on Erie Avenue between North Third Street and North Lawrence Street in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	185	279												
UTL	185				250									
CON	185	2,000												
CON	185		2,379											
		2,279	2,379	0	250	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,908	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 17409 *Coulter St/SEPTA *B2 (Bridge)*

LIMITS:

Est Let Date: 10/24/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 19

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	581	1,061												
ROW	185		244											
ROW	581		63											
UTL	185			950										
CON	185				1,848									
CON	185					1,848								
		1,061	307	950	1,848	1,848	0	0	0	0	0	0	0	
		Total FY2019-2022			4,166	Total FY2023-2026				1,848	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: over SEPTA Cynwyd Line

Est Let Date: 8/13/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Lower Merion Township; Philadelphia City

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 lin 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP		424										
PE	185		106										
FD	NHPP			1,080									
FD	185			270									
ROW	NHPP				46								
ROW	185				12								
UTL	NHPP				46								
UTL	185				12								
CON	NHPP					3,400							
CON	185					850							
CON	NHPP						3,400						
CON	185						850						
		0	530	1,350	116	0	4,250	4,250	0	0	0	0	0
Total FY2019-2022				1,996		Total FY2023-2026		8,500		Total FY2027-2030		0	

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

LIMITS: Woodland Avenue to Bartram Avenue

Est Let Date: 11/7/2019

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	CAQ		2,647										
CON	TOLL												
CON	CAQ			11,558									
		0	2,647	11,558	0	0	0	0	0	0	0	0	0
Total FY2019-2022				14,205		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

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

Actl Let Date: 5/4/2017

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 20

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

CMP Subcorridor(s): 3A, 10A

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

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

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

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	185	2,500												
CON	NHPP*	3,774												
		6,274	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			6,274	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Shackamaxon Street to Ann Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP		200										
PE	581		50										
PE	NHPP			200									
PE	581			50									
PE	NHPP					800							
PE	581					200							
FD	NHPP			7,600									
FD	581			1,900									
FD	NHPP				9,600								
FD	581				2,400								
FD	NHPP					9,600							
FD	581					2,400							
FD	NHPP						2,400						
FD	581						600						
FD	NHPP									2,400			

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Philadelphia

FD	581									600			
FD	NHPP									2,400			
FD	581									600			
		0	250	9,750	12,000	13,000	3,000	0	0	0	3,000	3,000	0
		Total FY2019-2022		22,000		Total FY2023-2026		16,000		Total FY2027-2030		6,000	

MPMS# 46958 Philadelphia Naval Shipyard Access

LIMITS: Langley Ave. 26th Street to Broad Street

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER: Metropolitan Subcenter

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

Actl Let Date: 11/3/2016

NHPP:

MRPID:67

FC: 16

AQ Code:S10

IPD: 0

CMP Subcorridor(s): 4C

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SXF	472											
CON	LOC	118											
		590	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		590		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Race St. to Neshaminy Creek

No Let Date

IMPROVEMENT Other

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	NHPP	1,600												
PE	581	400												
PE	NHPP		1,600											
PE	581		400											
PE	NHPP			1,600										
PE	581			400										
PE	NHPP				1,600									
PE	581				400									
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0	
		Total FY2019-2022			8,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 47394 I-95, Levick St. to Bleigh Ave. (CPR) (IMP) SR:0095

LIMITS: Levick St. to Bleigh Ave.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the Design parent project for I-95 Sections CP1 and CP2. The overall section provides for the reconstruction of 8 bridges and 1.2 miles of roadway; the mainline will be reconfigured to eliminate the lane drop between the interchange ramps, and will result in 4 through lanes in each direction; widen in area of Princeton-Cottman interchange to accommodate new southbound on-ramp from Cottman Ave. and northbound on-ramp from Milnor St. This project involves the widening and reconstruction of SR 95-CPR at its modified directional interchange with SR 73 (Cottman and Princeton Aves.) in the City of Philadelphia. Constructed in the mid-1960's, I-95 is located between the AMTRAK rail corridor and the riverfront industries along the Delaware River. The adjacent I-95 interchanges are located approximately 2.7 miles north at the Academy Road interchange and 2.1 miles south at the Bridge Street interchange.

The south-bound on ramp at Princeton Avenue will be eliminated and replaced with a SB on ramp at State Road/Longshore and one at Cottman. A north bound slip ramp from Milnor Street to the north-bound on ramp will also be provided. Off-line work on Cottman and Princeton Avenues will restore 2-directional traffic to these current 1-way state routes. An additional SB lane will also be added to State Road between Cottman Avenue and New State Road. Associated intersection lane configuration upgrades will also be incorporated at the: Cottman/State, Cottman/Torresdale, State/Princeton and Bleigh/State intersections. An EB lane will also be created on Princeton Avenue beneath the I-95, restoring the Tacony community connection with the Delaware Riverfront at this location. Complete mainline pavement replacement with associated drainage and safety upgrades is included. Mill and overlay on local streets.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 memoranda on supplemental CMP strategies for details related to this project. (SAFETEA DEMO #1370, PA ID# 198 - \$15.3 Million. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	NHPP		560											
ROW	581		140											
		0	700	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			700	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 48193 **Allens Lane Bridge Over SEPTA Rail Line SR:4003**

Return

LIMITS: Over SEPTA R8 Rail Line (South of Germantown Ave)

Est Let Date: 12/6/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	3,904												
CON	581		1,079											
		3,904	1,079	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,983	Total FY2023-2026				0	Total FY2027-2030			0

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

No Let Date

LIMITS: Over Amtrak's Harrisburg Line

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 4

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

CMP Subcorridor(s): 7A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	STU	340												
		340	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			340	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Amtrak at 30th Street

Est Let Date: 1/17/2019

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	BOF		405										
FD	183		76										
FD	LOC		25										
FD	STU			275									
FD	183			52									
FD	LOC			17									
CON	BOF	1,598											
CON	183	299											
CON	LOC	99											
CON	BOF		2,154										
CON	183		363										
CON	LOC		121										
CON	BOF			2,219									
CON	183			416									
CON	LOC			138									
CON	BOF				1,739								
CON	183				326								
CON	LOC				108								
CON	BOF					2,977							
CON	183					599							
CON	LOC					200							
CON	STU							1,186					
CON	183							222					
CON	LOC							74					
		1,996	3,144	3,117	2,173	3,776	0	1,482	0	0	0	0	0
		Total FY2019-2022		10,430		Total FY2023-2026		5,258		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57902 City Wide 3R Betterments

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#105488 for CW105 package
 See MPMS#108090 for CW106 package
 See MPMS#108092 for CW107 package
 See MPMS#108095 for CW108 package
 See MPMS#108097 for CW109 package

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP			1,096									
PE	LOC			1									
FD	STP				699								
FD	LOC				174								
FD	STP					908							
FD	LOC					227							
CON	STP							16,000					
CON	LOC							4,000					
CON	STP												19,200
CON	LOC												4,800
		0	0	1,097	873	1,135	0	20,000	0	0	0	0	24,000
		Total FY2019-2022		1,970		Total FY2023-2026		21,135		Total FY2027-2030		24,000	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Schuylkill River

Actl Let Date: 11/5/2015

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 0

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP	2,000												
CON	185	500												
		2,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,500	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Schuylkill River and CSX Railroad

Est Let Date: 11/5/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Center City Philadelphia; West 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

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP		5,033										
FD	185		1,258										
ROW	581	1,031											
ROW	185			226									
ROW	581				912								
UTL	185	1,061											
CON	NHPP			2,563									
CON	581			641									
CON	NHPP				1,235								
CON	STU				2,589								
CON	185				956								
CON	NHPP					871							
CON	STU					15,348							
CON	581					4,054							
CON	STU						15,070						
CON	185						3,767						
CON	STU							11,301					
CON	185							2,825					
CON	STU								11,301				
CON	185								2,825				
		2,092	6,291	3,430	5,692	20,273	18,837	14,126	14,126	0	0	0	0
		Total FY2019-2022			17,505	Total FY2023-2026			67,362	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Wooden Bridge Run

Est Let Date: 5/15/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	185	310													
ROW	185		319												
UTL	185		319												
CON	581							3,295							
CON	185							743							
		310	638	0	0	0	0	4,038	0	0	0	0	0		
		Total FY2019-2022			948	Total FY2023-2026				4,038	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Schuylkill River

Est Let Date: 9/27/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: AECOM/C. Suhoskey

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

This project involves rehabilitating or replacing a bridge located on Grays Ferry Avenue (S.R. 3021) that crosses the Schuylkill River and Amtrak railway tracks and is located between Woodland Avenue and 34th Street in the City of Philadelphia. This project involves rehabilitating the pier caps on the bridge, and may also include minor deck repairs due to the spalling. The purpose of this project is to extend the service life of the bridge which was built in 1976. The existing bridge upholds the two lanes for each approach of Grays Ferry Avenue over the Schuylkill River, which flows in a southerly direction. The existing bridge's pier caps are missing welds and members and have minor section loss. The 3-span, 155'-long and 60'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	185	260												
		260	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			260	Total FY2023-2026				0	Total FY2027-2030			0

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

LIMITS: Between West Bristol Street and Hunting Park Avenue

Est Let Date: 3/28/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:NRS

PLAN CENTER:

IPD: 28

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	185				250									
CON	185	4,244												
		4,244	0	0	250	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,494	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS: Delaware Avenue to Oregon Avenue

Est Let Date: 4/25/2024

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: PWB/V. Fleysch

CMP: Not SOV Capacity Adding

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STP		885											
FD	LOC		222											
ROW	STP				3,322									
ROW	LOC				830									
ROW	STP					3,322								
ROW	LOC					830								
CON	STP						3,024							
CON	LOC						756							
CON	STU							6,048						
CON	LOC							1,512						
CON	STU								3,024					
CON	LOC								756					
		0	1,107	0	4,152	4,152	3,780	7,560	3,780	0	0	0	0	
		Total FY2019-2022		5,259		Total FY2023-2026		19,272		Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70243 *American Street Streetscape (TIGER)*

Return

LIMITS: Girard Avenue to Indiana Avenue

Actl Let Date: 9/14/2017

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLAN CENTER:

IPD: 7

PROJECT MANAGER: AECOM/A. Kim

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	STU		2,605										
		0	2,605	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		2,605		0		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 72597 *Benjamin Franklin Bridge Safety Improvements*

No Let Date

LIMITS: Benjamin Franklin Bridge

IMPROVEMENT Intersection/Interchange Improvements

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	95											
FD	STP		820										
UTL	581			28									
CON	581				57								
CON	581					2,327							
CON	581						1,673						
		95	820	28	57	0	2,327	1,673	0	0	0	0	0
Total FY2019-2022		1,000		1,000		Total FY2023-2026		4,000		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: City-wide

Est Let Date: 6/6/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysch

CMP: Not SOV Capacity Adding

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SXF	2,565												
CON	LOC	688												
		3,253	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,253	Total FY2023-2026				0	Total FY2027-2030			0

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

Return

LIMITS: South Philadelphia Port

Actl Let Date: 2/16/2017

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

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

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	STP	25												
		25	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			25	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Between Grays Ferry Avenue and the University Ave bridge over the Schuylkill R

Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 19

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	NHPP	716												
PE	185	179												
FD	STP		782											
FD	185		196											
ROW	185			68										
UTL	185			68										
CON	185											1,283		
CON	185											5,133		
		895	978	136	0	0	0	0	0	0	0	6,416	0	
		Total FY2019-2022			2,009	Total FY2023-2026				0	Total FY2027-2030			6,416

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

Return

LIMITS: Over SEPTA R8 Rail Line

Actl Let Date: 9/11/2014

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Germantown-Chestnut Hill

FC:

AQ Code:S19

PLAN CENTER:

IPD: 2

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

CMP Subcorridor(s): 15B

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	BOF													
FD	BOF													
UTL	BOF													
CON	BOF		51											
CON	LOC		3											
		0	54	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			54	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

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

Est Let Date: 11/5/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 15

PROJECT MANAGER: AECOM/D. Didier

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
STUD	NHPP	350											
FD	NHPP	1,697											
FD	185	424											
ROW	581			679									
ROW	185			450									
ROW	185				122								
ROW	581				800								
ROW	581					1,000							
UTL	581		652										
UTL	185		3,423										
UTL	581			1,532									
UTL	185			4,561									
UTL	581				4,270								
UTL	185				5,919								
UTL	581					769							
UTL	185					1,875							
CON	NHPP			1,664									
CON	581			416									
CON	NHPP				4,502								
CON	581				1,125								
CON	NHPP					7,340							
CON	581					1,834							
		2,471	4,075	9,302	16,738	12,818	0	0	0	0	0	0	0
		Total FY2019-2022		32,586		Total FY2023-2026		12,818		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: City of Philadelphia

Est Let Date: 6/6/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 21

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 15A

This project involves rehabilitating or replacing the state bridge over the CSX rail line on US 30 (W Girard Avenue) between Parkside Avenue and the Schuylkill Expressway in Philadelphia. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	129											
FD	STP			792									
FD	185			198									
UTL	STP				816								
UTL	185				204								
CON	NHPP	2,000											
CON	581	500											
CON	NHPP		1,500										
CON	581		375										
CON	NHPP			107									
CON	581			26									
		2,629	1,875	1,123	1,020	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,647		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Columbia Ave. to Ann Street

Actl Let Date: 7/28/2011

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 21

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

CMP Subcorridor(s): 4B

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

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP	1,000											
CON	NHPP		950										
		1,000	950	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,950		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79825 I-95: Shackamaxon - Columbia (GR2)

Return

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2020M

PLAN CENTER:

IPD:

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

CMP Subcorridor(s): 4B

Project is I-95 mainline construction traffic control cross-over construction, reconstruction and widening of I-95 between Shackamaxon St. and Columbia Ave., I-95 structure replacements over Shackamaxon St., Marlborough St., and Columbia Ave., and associated retaining and sound barrier wall construction.

This project is a breakout of MPMS# 17821 (GIR).

Related sections of this project include: MPMS #'s 17821, 80094, 79686, 79826, 79827, 79828, and 57874.

This project will be coordinated with MPMS# 83640, an IMP project which carries \$30 million for this project.

An investment of more than \$1.1 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. These MPMS #'s include: 79903 (BR0), 47812 (BR1), 47813 (AFC), 79911 (AF1), 57874 (RVS), 47314 (RS1), 50575 (RS2), 47783 (RS3), 46948 (D01), 79683 (CP1), 47394 (CPR), 80014 (CPU), 47811 (BSR), 79908 (BS1), 80094 (GR0), 17821 (GIR), 79686 (GR1), 79825 (GR2), 82619/84232 (MB1), 84528 (MB2).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	TOLL													
UTL	STU		33											
		0	33	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			33	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: City of Philadelphia

Est Let Date: 3/28/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	1,000												
CON	SXF	2,000												
		3,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Milnor/Disston Sts. to Pennpack Cr

Est Let Date: 3/26/2020

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

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): 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU		2,335										
CON	SXF		563										
CON	LOC		881										
		0	3,779	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,779		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Allegheny Avenue Interchange

Actl Let Date: 4/26/2018

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 12

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).

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP*		1,618										
CON	NHPP*	314											
CON	NHPP*		360										
CON	581*		40										
CON	NHPP*			3,525									
CON	NHPP*				4,260								
		314	2,018	3,525	4,260	0	0	0	0	0	0	0	0
		Total FY2019-2022		10,117		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Henry Ave. from Lincoln Drive to Port Royal Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 18

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	TOLL													
FD	HSIP	1,000												
UTL	TOLL													
UTL	HSIP	350												
CON	TOLL													
CON	HSIP		3,145											
CON	TOLL													
CON	HSIP			6,343										
CON	TOLL													
CON	HSIP				2,301									
		1,350	3,145	6,343	2,301	0	0	0	0	0	0	0	0	
		Total FY2019-2022			13,139	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Between Torresdale Avenue and Castor Avenue

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	250											
FD	185		1,011										
ROW	185			113									
UTL	185			1,463									
CON	STP								6,785				
CON	185								1,696				
		250	1,011	1,576	0	0	0	0	8,481	0	0	0	0
		Total FY2019-2022			2,837	Total FY2023-2026			8,481	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Wayne Junction

Est 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP*		300										
CON	SXF	151											
CON	STP*	2,349											
CON	NHPP*	11,758											
CON	581	1,676											
CON	NHPP*		17,278										
CON	STU*		4,085										
CON	581		3,564										
CON	NHPP*			7,985									
CON	STU*			6,101									
CON	185			1,525									
CON	STU*				7,128								
CON	185				1,782								
CON	STU*					8,019							
CON	581					4,920							
CON	185					835							
CON	STU*						736						
CON	STU						2,504						
CON	581						810						
CON	STU							7,734					
CON	581							1,934					
		15,934	25,227	15,611	8,910	13,774	4,050	9,668	0	0	0	0	0
		Total FY2019-2022		65,682		Total FY2023-2026		27,492		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 85415 *Olney Ave Safety Improvements*

LIMITS: Olney Ave. from Broad St to Rising Sun Ave

Actl Let Date: 5/21/2015

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 6

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

CMP Subcorridor(s): 5G, 14A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	HSIP		21											
CON	HSIP													
		0	21	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			21	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 85417 *Allegheny Avenue Safety Improvements*

LIMITS: Ridge Ave to Aramingo Ave

Actl Let Date: 11/3/2016

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:A2

PLAN CENTER:

IPD: 7

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

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	HSIP	310												
CON	HSIP		226											
		310	226	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			536	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 85419 *Erie Av: Broad St. - K St*

LIMITS: Erie Av: Broad St - K St

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 6

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

CMP Subcorridor(s): 5G, 14A

Safety improvements along SR 1004, Erie Avenue, between Broad Street and K Street, including new signals, repaving, restriping, and drainage improvements. CON (\$4,500,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	HSIP		10											
CON	HSIP													
		0	10	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			10	Total FY2023-2026				0	Total FY2027-2030			0

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

LIMITS: Vicinity of Philadelphia District Schools

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS: Byberry Road over CSX Rail Line

Est Let Date: 10/10/2019

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STU	1,080												
FD	183	271												
ROW	STP		175											
ROW	183		44											
UTL	STP		874											
UTL	183		219											
CON	185			2,566										
CON	185				324									
CON	581				10,066									
		1,351	1,312	2,566	10,390	0	0	0	0	0	0	0	0	
		Total FY2019-2022			15,619	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 88767 *Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1*

Return

LIMITS: Over I-676 Expressway at 21st Street and 22nd Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:104

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 4

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

CMP Subcorridor(s): 3A

This project involves rehabilitating or replacing three superstructures over I-676 in the City of Philadelphia. This section is located at the 21st Street Bridge over I-676 North of Winter Street Intersection, the 22nd Street Bridge over the I-676 North of the Winter Street Intersection, and the 18th Street bridge over I-676. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Three bridges have existing sidewalks on each side that will be replaced in kind.

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	STU		474											
		0	474	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			474	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

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

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLAN CENTER:

IPD: 25

PROJECT MANAGER: Gannett/V. Genua

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	NHPP	2,200											
CON	TOLL												
CON	NHPP			2,200									
		2,200	0	2,200	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,400		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92147 *Broad St over Loading dock (Bridge)*

New

LIMITS: North of Callohill Road to Noble Street on Broad Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project will replace the Broad Street Bridge over a loading dock and reconstruct the associated roadway approach in the City of Philadelphia. The initial bridge was constructed in 1898 to separate Reading Railroad from Broad Street, and was reconstructed in 1956 to provide access to the adjacent buildings and loading docks. The bridge was renovated in 1983 to rehabilitate deck joints and to reinforce the roadway. The current structure is a five-span rolled steel beam structure that carries four lanes and two parking lanes, as well as a raised median. The sidewalks on either side of the roadway are each more than 20 feet wide and are adjacent to the former Philadelphia Inquirer building and the Commerce building.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	NHPP	144												
ROW	TOLL													
ROW	STP	8												
ROW	TOLL													
ROW	TOLL													
ROW	NHPP		598											
UTL	NHPP	750												
UTL	TOLL													
CON	TOLL													
CON	TOLL													
CON	STU	1,787												
CON	NHPP	763												
CON	STU		958											
CON	TOLL													
CON	NHPP		4,164											
CON	TOLL													
CON	TOLL													
CON	STP		9											
CON	NHPP			5,000										
CON	STP			1,151										
CON	TOLL													
CON	TOLL													
CON	TOLL													
CON	STP				52									
CON	TOLL													
CON	NHPP					1,471								
CON	NHPP						8,346							
CON	TOLL													
		3,452	5,729	6,151	52	0	1,471	8,346	0	0	0	0	0	
		Total FY2019-2022			15,384	Total FY2023-2026				9,817	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92376 Walnut Lane Bridge Over Wissahickon Creek Restoration

LIMITS: Over Wissahickon Creek

Actl Let Date: 5/21/2015

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 1

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

CMP Subcorridor(s): 15A

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
CON	STU	497														
CON	TOLL															
CON	STP	299														
CON	NHPP	1,068														
CON	TOLL															
CON	STP		787													
CON	NHPP		1,950													
		1,864	2,737	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022			4,601				Total FY2023-2026				0			
									Total FY2027-2030				0			

MPMS# 92554 Ridge Ave Over Amtrak (Bridge)

LIMITS: 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 6/15/2022

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
FD	STU	721														
FD	185	180														
ROW	STP		525													
ROW	185		131													
UTL	STP		656													
UTL	185		164													
CON	STP								5,219							
CON	185								1,305							
		901	1,476	0	0	0	0	0	6,524	0	0	0	0			
		Total FY2019-2022			2,377				Total FY2023-2026				6,524			
									Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92809 *Roosevelt Blvd Exit (Bridge)*

LIMITS: Roosevelt Boulevard exit at PA 611/Broad Street

Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	185		250												
FD	NHPP			835											
FD	185			209											
ROW	NHPP				49										
ROW	185				12										
UTL	185					326									
CON	NHPP							4,054							
CON	185							1,013							
		0	250	1,044	61	0	326	5,067	0	0	0	0	0		
		Total FY2019-2022			1,355	Total FY2023-2026				5,393	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

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 identified to be advanced as part of this project:

- 22nd St - Clearfield to College.
- 22nd St - Mifflin to Federal.
- 48th St - Wyalusing to Fairmount.
- 57th St - Lansdowne to Baltimore.
- 70th St - Essington to Greenway.
- Adams Ave - Rising Sun Plaza to Whitaker.
- Buist Ave - 73rd to 61st.
- Castor Ave - Comley to St. Vincent.
- Cecil B Moore Ave - 32nd to 8th.
- Cedar Ave - 52nd to Cobbs Creek.
- Cheltenham Ave - Ivy Hill to Pittville.
- Chester Ave - 47th to 57th.
- Christian St - Grays Ferry to 15th.
- Diamond St - 31st to 5th.
- Elmwood Ave - 73rd to 57th.
- Front St - Berks to York.
- Johnston - Chew to Lincoln.
- Kingsessing Ave - 46th to 65th.
- Monument Ave - Ford to Target.
- Moyamensing Ave - Federal to Mifflin.
- Oxford Ave - Frankford to Sanger.
- Rhawn St - Revere to Cresco.
- Springfield Ave - 47th to 60th.
- Summerdale Ave - Pratt to Oxford.
- Washington Ln - Morton to Limekiln.
- Wayne Ave - Windrim to Walnut.

DVRPC Competitive CMAQ Awarded Project FY 2011-2012

CMAQ award \$1,000,000

Matching funds \$1,000,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98229 **59th Street over AMTRAK (Bridge)**

LIMITS: 59th Street over AMTRAK

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 23

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7A

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	183		816										
PE	LOC		204										
PE	183			816									
PE	LOC			204									
FD	183					1,600							
FD	LOC					400							
UTL	183					3,280							
UTL	LOC					820							
CON	183					16,000							
CON	LOC					4,000							
		0	1,020	1,020	0	26,100	0	0	0	0	0	0	0
		Total FY2019-2022		2,040		Total FY2023-2026		26,100		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98230 *Tabor Road over Tacony Creek (Bridge)*

LIMITS: Tabor Road over Tacony Creek

No Let Date

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.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	183		480											
FD	LOC		120											
		0	600	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			600	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Henry Ave. from Abbotsford Avenue to Hermit Lane

No Let Date

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 Hermit Lane in Philadelphia's East Falls 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 #80104. PE will be funded and completed under MPMS# 80104.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	TOLL													
FD	HSIP	700												
UTL	TOLL													
UTL	HSIP		150											
CON	TOLL													
CON	HSIP			4,169										
CON	TOLL													
CON	HSIP				641									
		700	150	4,169	641	0	0	0	0	0	0	0	0	
		Total FY2019-2022			5,660	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 103218 *Ashton Road Grade Crossing*

LIMITS: Between Tolbut Street and Jenny Place

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER:

IPD: 18

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

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

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103219 *Blue Grass Road Grade Crossing*

LIMITS: Between Gregg Street and Welsh Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER: Suburban Center

IPD: 19

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

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

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

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

Est Let Date: 10/21/2021

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	3,819											
ROW	STU						4,666						
UTL	STU	4,700											
UTL	NHPP	300											
CON	NHPP					12,741							
CON	581					3,505							
CON	NHPP						6,744						
CON	581						1,571						
CON	185						435						
CON	NHPP							9,048					
CON	STU							188					
CON	581							2,262					
CON	STU									5,646			
CON	NHPP									32,020			
CON	581									677			
CON	581									3,558			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

8,819	0	0	0	16,246	13,416	11,498	0	41,901	0	0	0
Total FY2019-2022			8,819	Total FY2023-2026		41,160	Total FY2027-2030		41,901		

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

LIMITS: Spring Garden to Broad

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
STUD	STP	800											
		0	800	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			800	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 104385 *Ridge Ave ISIP*

LIMITS: Ridge Avenue (SR 3009)

Actl Let Date: 6/8/2017

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Center

IPD: 7

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

CMP Subcorridor(s): 15A

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	sHSIP	27											
		0	27	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			27	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105290 *Ben Franklin Bridge Eastbound Operational Improvements*

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP		656										
PE	581		164										
FD	581				174								
FD	581				696								
UTL	185					30							
CON	STU							4,434					
		0	820	0	870	30	0	4,434	0	0	0	0	0
		Total FY2019-2022		1,690		Total FY2023-2026		4,464		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105488 Citywide Resurfacing 105

LIMITS: City of Philadelphia

Est Let Date: 9/26/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

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

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

Potential candidates for this resurfacing package include:

- Chestnut Hill Avenue, Seminole St. to Bethlehem Pike
- Seminole Avenue, Chestnut Hill Ave to St. Martins Ln.
- St. Martins Lane., Highland Ave. to Mermaid Ln.
- Mermaid Lane, St. Martins Ln. to McCallum St.
- McCallum Street, Mermaid Ln. to Allens Ln.
- Germantown Avenue, Bethlehem Pike to Rex Ave.
- Bells Mill Road, Germantown Ave. to Stenton Ave

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STU	720												
FD	LOC	180												
CON	STU		4,189											
CON	LOC		1,047											
CON	STU			1,456										
CON	LOC			364										
CON	STU				2,859									
CON	LOC				715									
		900	5,236	1,820	3,574	0	0	0	0	0	0	0	0	
		Total FY2019-2022		11,530		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105796 Philadelphia Pump Station Upgrades

New

LIMITS: South Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S18

PLAN CENTER: Metropolitan Center

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

Reconstruction of five (5) pump stations and an underpass lighting system. The pump stations in Philadelphia County are at the following locations: 1) I-676 at the intersection of 10th and Winter Streets, 2) I-676 at 22nd Street, 3) I-95 at Dock Street, and 4) I-95 SB Off-Ramp at Christopher Columbus Boulevard. The pump station in Bristol Township, Bucks County is located at the intersection of PA 413 and US 13. The underpass lighting system is for I-95 in the area of Dock Street in the City of Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP	3,000												
		3,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105853 Lindbergh Boulevard Trail Cobbs Creek Segment D

New

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

The proposed trail is a 1,664 ft. long by 12 ft. wide multi-use trail that will be placed entirely within the existing public right-of-way. The proposed trail will start at the 86th Street & Lindbergh Boulevard entrance to the John Heinz National Wildlife Refuge at Tinicum, travel along Lindbergh Boulevard, cross 84th Street at the existing signalized intersection, run for a short distance within a wide grassy strip alongside 84th Street, and connect with the cul-de-sac of Chelwynde Avenue. Lindbergh Boulevard and Chelwynde Avenue are city streets. Existing conditions on Lindbergh Boulevard are a 60 foot cartway and very low traffic volume. The proposed trail involves altering the road so that the west side will contain a 12 foot wide pedestrian and bicycle track, the east side will contain a 38 foot wide roadway, and an 8 foot wide grass island will be installed between the two sides. Minor modifications to the intersection at 84th Street and Lindbergh Boulevard will be necessary to safely serve trail users.

Modifications will include:

- Modify the curb return at the west corner of the intersection
- Re-apply stop bars and crosswalks (motor vehicle traffic has worn away the paint)
- Remove narrow curb cuts and replace with wider ADA curb cuts
- Replace concrete triangle islands at two corners of intersection (existing concrete curbs and cement pavement are in poor condition)
- Add pedestrian signal heads to existing traffic signals
- Replace existing traffic signal with dual overhead signal.

Additional factors involved in the proposed trail include: The John Heinz National Wildlife Refuge (Heinz NWR) is currently planning to widen the existing entrance driveway at 86th & Lindbergh and add a new bike/ped path along the northwest side of the entrance. The proposed Cobbs Connector Section D trail project is coordinating with Heinz NWR to connect with the new bike/ped path. The Chelwynde Avenue cul-de-sac is currently a dumping site of construction demolition material and discarded tires. Clean-up of the dumping site is considered part of the trail project. The proposed trail includes a provision for connection with Philadelphia Parks and Recreation's future trail that will continue north on the east side of 84th Street.

This project will be funded from the Circuit Line Item, MPMS# 105291.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ													
CON	TOLL													
CON	CAQ													
CON	TAU		988											
CON	TOLL													
CON	TAU			368										
		0	988	368	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,356	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106264 I-95 Central Access Philadelphia (CAP) / Waterfront Access

New

LIMITS: I-676 Interchange to south of Washington Ave

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

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 \$70 million local funds will be provided by the City of Philadelphia via bonding, and over \$20 million of private contributions will be made available for 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP	2,600											
FD	NHPP	9,400											
FD	NHPP		10,000										
ROW	SPK-STP		4,000										
ROW	SPK-STP			6,000									
UTL	NHPP		1,000										
CON	LOC		5,000										
CON	SPK-STP			7,000									
CON	LOC			15,000									
CON	SPK-STP				13,000								
CON	LOC				25,000								
CON	SPK-STP					20,000							
CON	OTH					21,000							
CON	LOC					25,000							
CON	SPK-STP						24,000						
		12,000	20,000	28,000	38,000	66,000	24,000	0	0	0	0	0	0
		Total FY2019-2022			98,000	Total FY2023-2026			90,000	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106708 I-95 Planning Assistance

LIMITS: I-95 Corridor Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

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. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PRA	NHPP	80													
PRA	581	20													
PRA	NHPP		80												
PRA	581		20												
PRA	NHPP			80											
PRA	581			20											
PRA	NHPP				80										
PRA	581				20										
		100	100	100	100	0	0	0	0	0	0	0	0		
		Total FY2019-2022			400	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106991 *5th Street Signal Improvements*

LIMITS: Godfrey Ave to Cheltenham Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 25

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	sHSIP	677												
		677	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			677	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 106992 *2nd Street Signal Improvements*

LIMITS: Lehigh Avenue to Rising Sun Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 28

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	sHSIP	1,228												
		1,228	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,228	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106993 *Frankford Ave Signal Improvements*

LIMITS: Girard Avenue to Knights Road

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	HSIP		387											
CON	TOLL													
CON	sHSIP	140												
CON	TOLL													
CON	sHSIP			860										
CON	TOLL													
CON	sHSIP				607									
		140	387	860	607	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,994		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106994 *Rising Sun Ave Signal Improvements*

LIMITS: Wingohocking Street to Olney Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 31

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	HSIP	1,076												
CON	TOLL													
CON	sHSIP	1,257												
CON	HSIP		271											
		2,333	271	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,604		Total FY2023-2026				0		Total FY2027-2030	

MPMS# 106995 *Castor Ave Signal Improvements*

LIMITS: Aramingo Avenue to Hunting Park Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 27

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	HSIP	2,108												
CON	HSIP		675											
		2,108	675	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,783		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107181 Chelten-Greene Plaza Reconstruction (TAP)

LIMITS: Chelten-Greene Plaza

Est Let Date: 4/25/2019

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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

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

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

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	TAU	370													
		370	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			370	Total FY2023-2026				0	Total FY2027-2030				0

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

LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	TAU	450													
CON	TOLL														
		0	450	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			450	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Stephen Girard Elementary School and Southwark School

Est Let Date: 7/25/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6C

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU													
CON	TAU		205											
CON	TAU			42										
CON	TAU				844									
		0	205	42	844	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,091	Total FY2023-2026				0	Total FY2027-2030			0

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

LIMITS: Philadelphia to Montgomery County

Est Let Date: 4/25/2019

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU		740											
		0	740	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			740	Total FY2023-2026				0	Total FY2027-2030			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: High priority bicycle corridors throughout the City

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 25

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

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

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

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU													
CON	TAP	300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			300	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107545 Philadelphia Pump Station Electrical (C)

New

LIMITS: South Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

Reconstruction of five (5) pump stations and an underpass lighting system. The pump stations in Philadelphia County are at the following locations:

- 1) I-676 at the intersection of 10th and Winter Streets
- 2) I-676 at 22nd Street
- 3) I-95 at Dock Street
- 4) I-95 SB Off-Ramp at Christopher Columbus Boulevard

The pump station in Bristol Township, Bucks County is located at the intersection of PA 413 and US 13. The underpass lighting system is for I-95 in the area of Dock Street in the City of Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	290												
		290	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			290	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107546 Philadelphia Pump Station Mechanical (C)

New

LIMITS: South Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

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

Reconstruction of five (5) pump stations and an underpass lighting system. The pump stations in Philadelphia County are at the following locations:

- 1) I-676 at the intersection of 10th and Winter Streets
- 2) I-676 at 22nd Street
- 3) I-95 at Dock Street
- 4) I-95 SB Off-Ramp at Christopher Columbus Boulevard

The pump station in Bristol Township, Bucks County is located at the intersection of PA 413 and US 13. The underpass lighting system is for I-95 in the area of Dock Street in the City of Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	50												
		50	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			50	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107547 Philadelphia Pump Station Plumbing (C)

New

LIMITS: South Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

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

Reconstruction of five (5) pump stations and an underpass lighting system. The pump stations in Philadelphia County are at the following locations:

- 1) I-676 at the intersection of 10th and Winter Streets
- 2) I-676 at 22nd Street
- 3) I-95 at Dock Street
- 4) I-95 SB Off-Ramp at Christopher Columbus Boulevard

The pump station in Bristol Township, Bucks County is located at the intersection of PA 413 and US 13. The underpass lighting system is for I-95 in the area of Dock Street in the City of Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	1,590												
		1,590	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,590	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107631 *Navy Yard Contra Flow Loop Shuttle*

New-B

LIMITS: AT&T station and Navy Yard station Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R.Gallagher

CMP: Not SOV Capacity Adding

This project will increase shuttle service between the Navy Yard and AT&T Station to 11 minute headways by adding a second loop shuttle for service throughout the day.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	CAQ		416											
		0	416	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			416	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107648 *N. 5th Street Reformatting Signals*

LIMITS: Luzerne St. to Cayuga St.

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N.Velaga

CMP:

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

Signal upgrades, fiber interconnection, and traffic calming for a 0.4 mile corridor along N. 5th St. from Luzerne to Cayuga St.

2016 CMAQ award of \$2,020,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ			2,020										
		0	0	2,020	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,020	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107654 *Advancing CNG in Philadelphia*

New

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

The proposed project is the purchase of 25 Compressed Natural Gas (CNG) Refuse Haulers (Trash Trucks) in the City of Philadelphia, Philadelphia County. Nine (9) of the vehicles will be purchased with federal funds while the remaining 16 vehicles will be covered by local funds from the City of Philadelphia. The City of Philadelphia Fleet division will be replacing diesel engines that have high emissions with new CNG engines that have lower emissions. Fueling station will be at Balfour and Venango St.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	CAQ		2,000											
		0	2,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,000		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107698 I-76 Bridge Repair Section SRE

LIMITS: University Avenue through Arch Street

Est Let Date: 10/4/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The scope of this project contains rehabilitation of the structure along with the existing bridge deck is proposed along with repairs to piers, abutments and other components of the substructure. The I-76 Bridge carries I-76 along and over the Schuylkill River in the City of Philadelphia from University Avenue through Arch Street. Located adjacent to the 30th Street Regional Rail Station, this bridge carries a high volume of traffic and is an important interstate route for the local and regional needs of the greater Philadelphia area. As a result of the continued deterioration of the bridge deck and deck joints, several spalls were observed with exposed reinforcement which required immediate action by the Department. This project also includes the repair of a structure that carries I-76 over PA 23 and Arrowmink Creek in Conshohocken.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP*	6,298												
CON	TOLL													
CON	STU*	172												
CON	STU	249												
CON	STU*		2,785											
CON	NHPP		6,244											
CON	TOLL													
CON	NHPP*		4,000											
CON	STP*		1,923											
CON	NHPP			3,031										
CON	STP			1,057										
CON	STU*			2,168										
CON	TOLL													
CON	NHPP*			3,985										
CON	NHPP				3,943									
CON	NHPP*				1,057									
CON	TOLL													
CON	STU									14,129				
CON	TOLL													
		6,719	14,952	10,241	5,000	0	0	0	0	14,129	0	0	0	
		Total FY2019-2022			36,912	Total FY2023-2026				0	Total FY2027-2030			14,129

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107709 I-95 Bridge Repairs (95/MB4)

New

LIMITS: I-95 Corridor

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP	323											
UTL	185	35											
CON	NHPP	838											
CON	STU	1,350											
CON	581	243											
CON	NHPP		5,271										
CON	185		586										
CON	NHPP			8,255									
CON	185			661									
CON	581			256									
CON	NHPP				5,951								
CON	185				661								
CON	NHPP					5,951							
CON	185					661							
CON	NHPP						5,951						
CON	185						661						
		2,789	5,857	9,172	6,612	6,612	6,612	0	0	0	0	0	0
		Total FY2019-2022		24,430		Total FY2023-2026		13,224		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107831 *Make Way for Children Phila*

New

LIMITS: Frances Willard Elementary, Commodore John Barry Elementary and John H. T

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	812												
CON	LOC	340												
		1,152	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,152	Total FY2023-2026				0	Total FY2027-2030			0

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

New

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	626												
CON	LOC	188												
		0	814	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			814	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107870 *Logan Pointe Roadway (MTF)*

New

LIMITS: Wyoming Avenue between 11th and Roosevelt Boulevard

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/A. Kim

CMP:

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	411	3,000											
		0	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			3,000	Total FY2023-2026			0	Total FY2027-2030			0

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

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

Est Let Date: 6/20/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	600											
		600	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			600	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108009 Demand-Driven Indego Expansion

LIMITS: City of Philadelphia

No Let Date

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	985												
		985	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			985	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108090 Citywide Resurfacing 106

LIMITS: City of Philadelphia

Est Let Date: 8/22/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 29

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

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

Streets/Project Boundaries:

- Southampton Road (G196) from Roosevelt Boulevard to Worthington Road
- Dunks Ferry Road (G444) from Byberry Road to the City Limit
- Welsh Road (G125) from Holme Circle to Rowland Avenue
- Alburger Avenue (G174) from Pine Road to Welsh Road
- Kensington Avenue (G046/G058) from Front Street to Frankford Avenue
- Front Street (G005) from Ellen Street to Kensington Avenue
- Fairmont Avenue (G502) from Broad Street to Kelly Drive
- Ogontz Avenue (G135/G724) from Cheltenham Avenue to Belfield Avenue
- 22nd Street from Snyder Avenue to Spring Garden Street

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	TOLL													
PE	STU		240											
PE	LOC		6											
CON	STP		437											
CON	STU		1,500											
CON	LOC		484											
CON	STU			3,501										
CON	LOC			874										
CON	STU				10,097									
CON	LOC				2,524									
		0	2,667	4,375	12,621	0	0	0	0	0	0	0	0	
		Total FY2019-2022		19,663		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS: City of Philadelphia

Est Let Date: 6/18/2020

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

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

Streets/Project Boundaries:

Race Street (G010) from Benjamin Franklin Parkway to 8th Street
 Race Street (G010) from 6th Street to 2nd Street
 22nd Street (G011) from Snyder Avenue to Spring Garden Street
 Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue
 Tasker Street (G014) from Front Street to 34th Street
 Morris Street (G012) from Front Street to 34th Street

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	STP		39										
PE	TOLL												
PE	STU		201										
PE	LOC		60										
FD	STU		40										
FD	LOC		10										
CON	STU			2,401									
CON	LOC			600									
CON	STU				4,956								
CON	LOC				1,239								
CON	STU					1,444							
CON	STP					2,000							
CON	LOC					861							
		0	350	3,001	6,195	4,305	0	0	0	0	0	0	0
		Total FY2019-2022			9,546	Total FY2023-2026			4,305	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108095 Citywide Resurfacing 108

LIMITS: City of Philadelphia

Est Let Date: 8/22/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 27

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

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

Streets/Project Boundaries:

- Presidential Boulevard (G140) from Neill Drive to City Avenue
- Neill Drive (G140) from Falls Road to Presidential Boulevard
- Falls Road (G140) from Martin Luther King Jr. Drive to Neill Drive
- Martin Luther King Jr. Drive (G079) from Falls Bridge to Benjamin Franklin Parkway
- Wister Street (G117) from Germantown Avenue to Belfield Avenue
- Main Street (G076/G114) from Leverington Avenue to Ridge Avenue
- Shurs Lane (G111) from Main Street to Ridge Avenue
- Domino Lane (G139) from Umbria Street to Valley Avenue
- Valley Avenue (G138) from Wigard Avenue to Henry Avenue
- Windrim Avenue (G083) from Wanye Avenue to Fisher Avenue
- Spruce Street (G066) from 63rd Street to South Street
- South Street (G018) from Conventions Avenue to 33rd Street
- 34th Street (G051) from Spruce Street to Walnut Street

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	STP		240										
PE	LOC		60										
FD	STP		40										
FD	LOC		10										
CON	STU			2,081									
CON	LOC			520									
CON	STU				1,444								
CON	LOC				361								
CON	STP					7,280							
CON	LOC					1,820							
		0	350	2,601	1,805	9,100	0	0	0	0	0	0	0
		Total FY2019-2022			4,756	Total FY2023-2026			9,100	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS: City of Philadelphia

Est Let Date: 6/18/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	STP		240											
PE	LOC		60											
FD	STP		22											
FD	LOC		6											
CON	STU				4,637									
CON	LOC				1,159									
		0	328	0	5,796	0	0	0	0	0	0	0	0	
		Total FY2019-2022			6,124	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108098 Citywide ADA Ramps 2

LIMITS: City of Philadelphia

Est Let Date: 11/7/2019

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 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP	560											
PE	LOC	140											
FD	STP			275									
FD	LOC			69									
CON	STP								4,175				
CON	LOC								1,044				
		700	0	344	0	0	0	0	5,219	0	0	0	0
		Total FY2019-2022		1,044		Total FY2023-2026			5,219	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS: Falls Road Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
CON	LOC												
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		0				0				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108129 *MLK Drive over Schuylkill River (Bridge)*

LIMITS: MLK Drive

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

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.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	183		280											
PE	LOC		80											
FD	183			1,200										
FD	LOC			300										
		0	360	1,500	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,860	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110314 30th Street Viaduct over 30th Street Lower (Bridge)

New

LIMITS: Market Street and Walnut Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/Gannett/S. New

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	BOF			405										
PE	185			75										
PE	LOC			25										
PE	BOF				460									
PE	185				86									
PE	LOC				29									
FD	BOF				891									
FD	185				111									
FD	LOC				37									
CON	BOF									7,871				
CON	185									1,476				
CON	LOC									492				
		0	0	505	1,614	0	0	0	0	0	9,839	0	0	
		Total FY2019-2022			2,119	Total FY2023-2026				0	Total FY2027-2030			9,839

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110415 *Schuylkill Banks Christian to Crescent (TIGER)*

New

LIMITS: Christian Street to 34th Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 19

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

This section of the Schuylkill River Trail (SRT) will close a trail gap that exists between the Trail's current terminus at Christian Street to the beginning of the next Trail segment at 34th Street, known as the Grays Ferry Crescent. Sponsored by the Schuylkill River Development Corporation (SRDC) in collaboration with the City of Philadelphia, this trail section parallels approximately 3,000 feet of the riverfront and is titled Christian to Crescent by SRDC. The Schuylkill River Park Trail is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River.

This project is one of several phases of the Schuylkill River Trail (SRT) which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. The SRT is a regional trail that connects Valley Forge National Historical Park to Historic Bartram's Garden has been constructed in segments through a variety of fund sources and other MPMS #'s including 70220, 68067, 81584, and 90144 and allows users to access work, school, shops, medical facilities and other services throughout Philadelphia. Filling the gap in this regionally vital trail makes the entire system more valuable. It opens trips from rural and suburban areas that surround Philadelphia to cultural destinations, like Historic Bartram's Garden. It creates safer connections for students and employees who live in Center City and commute to the University of Pennsylvania's Pennovation Center in Grays Ferry or the University of the Sciences in Southwest Philadelphia. Likewise, it will allow commuters and residents from Southwest Philadelphia to be able to more easily access Center City. It will encourage more individuals to walk or commute by bicycle, which many commuters avoid if a significant portion of the route is likely to be shared with vehicles. This expands the user base of the trail system and reduces vehicle traffic on crowded streets and highways during peak traffic hours.

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

This project has been awarded \$12,000,000 in Federal TIGER 9 funding. \$1,000,000 provided by DCNR is listed as "Other" funding in FY19 (\$500,000) and FY20 (\$500,000)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	OTH	4,500											
CON	LOC	3,500											
CON	TIGER		12,000										
CON	OTH		500										
CON	SPK-STP			1,000									
CON	LOC			250									
CON	SPK-STP				3,000								
CON	LOC				750								
CON	SPK-STP					6,000							
CON	LOC					1,500							
		8,000	12,500	1,250	3,750	7,500	0	0	0	0	0	0	0
		Total FY2019-2022			25,500	Total FY2023-2026			7,500	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110780 North Broad Street Vision Zero #1

LIMITS: Girard Avenue to Cecil B. Moore Avenue

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/DS

CMP:

N. Broad Street-Vision Zero Priority Corridor
 North Broad St.
 From Girard to Cecil B. Moore Avenues
 Installation of full medians

This project has another MPMS number, 111503, which received a State TAP award.

The North Broad corridor has had over 250 reportable crashes over the past 5 years, which is a safety priority location for both the City and PennDOT. This, combined with increased residential and mixed use development, has highlighted the need and opportunity for pedestrian safety improvements.

Following FHWA's proven countermeasures guidance, full medians will improve pedestrian crossing safety, as well as access management to improve safety for all users. Raised medians reduce crashes up to 46%, which will greatly improve the pedestrian environment along this vibrant corridor.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU			300										
		0	0	300	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			300	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110781 *Renewing Philadelphia's Historic Streets*

LIMITS: Thomas Paine Place Philadelphia, PA

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

Renewing Philadelphia's Historic Streets
 Thomas Paine Place
 Philadelphia
 Restoration of granite block streets with ADA improvements

The project involves full restoration of and ADA improvements to Thomas Paine Place, a granite block paved street listed as part of the City's Historic Street Paving Thematic District and located in the Society Hill National Register District.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	TAU		630											
CON	TOLL													
CON	TAU			370										
		0	630	370	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000		Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 110782 *Historic Shawmont Station*

LIMITS: Shawmont Avenue, Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

The restoration of the Historic Shawmont Station will repair a nearly 200-year-old, nationally significant building, add interpretative signage, and improve public access and safety at this important site, while enhancing the Schuylkill River Trail.

2018 TA set aside regionally selected project, award amount \$1,000,000 - Line Item MPMS# 64984

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU			900										
		0	0	900	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			900		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110958 *Castor Avenue Roundabout*

New

LIMITS: Castor Avneue (SR 1005) and Wyoming Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	HSIP		209											
FD	sHSIP		496											
UTL	sHSIP			46										
CON	sHSIP			500										
CON	sHSIP				262									
		0	705	546	262	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,513	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111062 *University Avenue and I-76 Off Ramp Intersection Safety Improvements*

LIMITS: University Avenue at Ramp EX 41 76E/Civic Cen

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

This project involves intersection improvements including re-aligning the ramp coming off I-76 EB, pedestrian improvements, and upgrades to mast arms.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	HSIP	420												
CON	HSIP		2,241											
		420	2,241	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,661	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111067 *Frankford Avenue Multimodal Study*

Return

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

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/R. Whittington

CMP:

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
STUD	581	150												
STUD	581		150											
		150	150	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			300	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111181 *Indego Connect*

No Let Date

LIMITS: City of Philadelphia

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/D. Griffith

CMP: Not SOV Capacity Adding

The Indego Connect project will install bike share stations within the city of Philadelphia at five locations.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	568												
CON	LOC	170												
		738	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			738	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111189 Adams/Summerdale Avenues and Roosevelt Boulevard

New

LIMITS: Roosevelt Blvd. from south of Summerdale Ave. to north of Adams Ave.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project is for improving the intersection geometry in the southwest corner of Adams/Summerdale Avenues and Roosevelt Boulevard in order to mitigate the conflict point between pedestrians and vehicles.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	LOC		260											
CON	411		1,114											
CON	LOC		74											
		0	1,448	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,448		Total FY2023-2026				0		Total FY2027-2030	

MPMS# 111190 Bartram's Mile Greenway Enhancements

New

LIMITS: From the Schuylkill River Swing Bridge south to Bartram's Garden

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project makes enhancements to the new Bartram's Mile trail and greenway, including installation of an irrigation system and maintenance facility and contextually sensitive additions to site landscaping.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411		184											
		0	184	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			184		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111191 *Improving Anne d'Harnoncourt Drive*

New

LIMITS: From Kelly Drive to Spring Garden Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

This project is for roadway and multimodal transportation improvements to Anne d'Harnoncourt Drive.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	3,000												
CON	LOC	900												
CON	411		3,000											
		3,900	3,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			6,900	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111192 *37th Street Extension (MTF)*

New

LIMITS: Between Market St. and Filbert St.

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP: Minor SOV Capacity

CMP Subcorridor(s): 10A

This project will create a short one block connection road for vehicles with a pedestrian friendly streetscape between market Street and Filbert Street on 37th Street.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	1,500												
CON	LOC	450												
		1,950	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,950	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111194 *Castor Avenue Corridor Safety Improvements*

LIMITS: Castor Ave from Comly to Rhawn Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
PE	HSIP	680														
PE	HSIP		192													
		680	192	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022			872				Total FY2023-2026				0			
									Total FY2027-2030				0			

MPMS# 111409 *2018 Philadelphia ADA Ramps*

New

LIMITS: Board Street, City Avenue, Walnut Street, and Market Street

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

This project will improve ADA facilities along four main roadways in the City of Philadelphia (Board Street, City Avenue, Walnut Street, and Market Street). There are approximately 361 ADA ramps at 136 intersections along these corridors.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
CON	581	112														
CON	581		2,461													
CON	581			950												
CON	581				817											
CON	581					361										
		112	2,461	950	817	361	0	0	0	0	0	0	0			
		Total FY2019-2022			4,340				Total FY2023-2026				361			
									Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111496 *Franklin Square Pedestrian Access Project*

New

LIMITS: Franklin Square

No Let Date

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, 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		432												
		432	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			432	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111500 *Manayunk Canal Lower Locks Preservation Project*

New

LIMITS: Manayunk Lower Locks (69 and 70)

No Let Date

IMPROVEMENT Other

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): 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
			1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111501 *Broad & Locust Modified Urban Intersection*

New

LIMITS:

No Let Date

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): 10A, 14A

This project involves the modification at Broad and Locust Streets will replicate the current construction on Broad and Chestnut and Walnut Streets to improve ADA accessibility, safety and the aesthetics of the public realm.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111503 *North Broad Street - Vision Zero Priority Corridor*

New

LIMITS: West Girard Avenue to Cecil B. Moore Avenue

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project will increase pedestrian safety on North Broad Street with the installation of medians from West Girard Avenue to Cecil B. Moore Avenue. This funding supplements the Regional TA selection of \$300,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
			700											
		0	700	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			700	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111505 *Mid-block Crossing in University City - Drexel University*

New

LIMITS: 33rd and 32nd Streets

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,000		Total FY2023-2026				0		Total FY2027-2030		0

MPMS# 111506 *Blvd Pedestrian Safety & Direct Bus Improvements*

New

LIMITS:

No Let Date

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 6 sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct NB Direct Bus station at Broad/Blvd; make sidewalk improvements on Broad to improve pedestrian safety to the BSL.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,000		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111507 *Cramp Elementary School Traffic Safety Improvements*

New

LIMITS: Philadelphia's Fairhill Neighborhood

No Let Date

IMPROVEMENT Other

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): 5G, 14A

Funding will establish a school slow zone near Cramp Elementary through traffic safety improvements (using SRTS funding).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF				995									
		0	0	0	995	0	0	0	0	0	0	0	0	
		Total FY2019-2022			995	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111508 *South Broad Street Sidepath, Phase 1*

New

LIMITS: West side of South Broad Street, from Hartranft Street to the Navy Yard

No Let Date

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			0	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111509 *City Avenue Project - City Avenue Special Services District*

New

LIMITS: 52nd Street to Lapsley Lane

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

Funding will provide for installation of new pedestrian lighting from 52nd Street to Lapsley Lane in the City of Philadelphia and Lower Merion Township, Montgomery County

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		987												
		987	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			987	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111510 *Frankford & Belgrade Improvements*

New

LIMITS:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project will fund improvements to sidewalks, line striping, pedestrian countdowns, and traffic signal.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP													
		300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			300	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111511 *Riverfront Gateway Sidewalk Project*

New

LIMITS: I-95 from Callowhill Street to Oregon Avenue

No Let Date

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): 4B, 10A

Funding will go to repair and replace damaged sidewalks with heavy pedestrian traffic under I-95.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	625											
		625	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			Total FY2023-2026				Total FY2027-2030				
		625			0				0				

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

New

LIMITS: Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/1/2022

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 poor condition due to substructure issues. It requires abutment repair and reconstruction of the bearing pedestals to avoid posting, remove its poor condition status, and extend its useful life.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	sSTP	136											
CON	sSTP		1,660										
		136	1,660	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			Total FY2023-2026				Total FY2027-2030				
		1,796			0				0				

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111709 *Second Street Signal Modernization*

New

LIMITS: Second Street corridor from Callowhill Street to Lehigh Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

This project will modernize intersections along the Second Street corridor from Callowhill Street to Lehigh Avenue, including but not limited to the installation of traffic controllers, signage and pavement markings, communications equipment to connect back to the City's Traffic Operations Center, and ADA curb ramps.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	3,207												
		3,207	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,207	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111710 *Philadelphia Citywide Wireless Communication*

New

LIMITS: Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

This project will install wireless radios to integrate signals along five proposed corridors in the city, including Columbus Boulevard, Grays Ferry Avenue, Academy Road, Whittaker Avenue/B Street, and Hunting Park Drive.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	1,795												
		1,795	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,795	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111711 *Oregon Avenue Signal Upgrades*

New

LIMITS: Oregon Avenue from Passyunk Avenue to Front Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

This project will modernize traffic signals along Oregon Avenue from Passyunk Avenue to Front Street, including but not limited to the installation of traffic controllers, signage and pavement markings, communications equipment to connect back to the City's Traffic Operations Center, and ADA curb ramps.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	4,668												
		4,668	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,668	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 112203 *Old City Market Street Vision Zero Improvements*

No Let Date

LIMITS: Market Street, from 6th to 2nd Street.

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP: Not SOV Capacity Adding

Removal of through lane (reduction from 4 lane to 3 lane section) in order to provide protected bike lanes and shortened ped crossing lengths.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	LOC		971											
CON	411		3,000											
		0	3,971	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,971	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112224 *Provco Penrose*

New

LIMITS:

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

This project is for the economic revitalization efforts to transform a previous heavy metal shredding facility into a proposed Wawa convenience store with gas and a separate restaurant facility.

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	411		1,300												
		0	1,300	0	0	0	0	0	0	0	0	0	0		
Total FY2019-2022		1,300			Total FY2023-2026				0				Total FY2027-2030		0

MPMS# 112225 *Parkside Avenue Vision Zero Corridor*

New

LIMITS: Parkside Ave.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project is for critically needed traffic safety improvements on a Vision Zero High Injury Corridor, Parkside Avenue, including pedestrian islands, LED lighting, intersection improvements, and a new sidepath.

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	411	359													
CON	LOC	231													
CON	411		2,324												
		590	2,324	0	0	0	0	0	0	0	0	0	0		
Total FY2019-2022		2,914			Total FY2023-2026				0				Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112226 *Roosevelt Boulevard Direct Bus, Phase B*

New

LIMITS: Roosevelt Blvd.

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M7

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

This project is for the construction of eight new bus plazas at four key intersections along Roosevelt Boulevard to support SEPTA's next segment of Boulevard Direct, which will ultimately connect to the Wissahickon Transportation Center in Manayunk.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	411	900											
		0	900	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			900	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 112228 *Navy Yard Broad Street Quay Wall Replacement*

New

LIMITS: Broad St. entrance to Navy Yard

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

This project is for the replacement of a circa 1898 timber deck structure supporting the main entrance (Broad Street) to the Navy Yard.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	411	3,000											
		0	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			3,000	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112687 *Historic Streets – Philadelphia*

New

LIMITS:

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project is for the restoration of 4 unique historic streets to improve multimodal access, ADA compliance and boost economic development in historic districts: Camac Street's wood pavers, Waverly Street's iron slag block, and Mermaid Lane and Winston Road's cubical granite block.

TIP Program Years (\$ 000)																
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
PE	411		115													
PE	LOC		51													
CON	411		1,031													
CON	LOC		352													
		0	1,549	0	0	0	0	0	0	0	0	0	0			
Total FY2019-2022		1,549			Total FY2023-2026				0				Total FY2027-2030		0	

MPMS# 112688 *Murals at Wayne Junction*

New

LIMITS: Wayne Junction

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Dave Bratina

CMP:

This project is for improving the safety and utilization of a multimodal transportation hub through the addition of public art.

TIP Program Years (\$ 000)																
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
CON	411		68													
CON	LOC		29													
		0	97	0	0	0	0	0	0	0	0	0	0			
Total FY2019-2022		97			Total FY2023-2026				0				Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112733 *City Avenue*

New

LIMITS: City Ave. between Wynnewood Road and 50th Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/C. Bergeman

CMP:

This project is for road and pedestrian safety improvements that entail construction of medians, inlet replacements, reconstruction of raised crosswalks on City Avenue.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	626				0				0				
		0	626	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			626	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 113537 *Fiber Optic Network Signal Integration (ARLE)*

New

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP:

The City of Philadelphia is currently in the process of expanding and upgrading a number of arterials with state-of-the-art technology by integrating them into an automated traffic management system (ATMS). With the installation of such technology, new signal controllers are being interconnected with single-mode fiber optic cable. As the City of Philadelphia builds a centrally located Traffic Control Network, the "last mile" of previous arterial upgrades must be connected, thus enhancing the City's communication infrastructure.

Intelligent Transportation Systems CCTV, Video Detection, Microwave Detection, Passive Loops, GPS Preemption, Temperature Sensing Loops, Smart sensing LED's, Ramp Metering. System integration also requires expansion of the current communications infrastructure, Type 170 signal controllers and peripheral communications, detection, and video hardware.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	244	600				0				0				
		0	600	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			600	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 114914 *Ben Franklin Bridge Eastbound Access*

New

LIMITS: Benjamin Franklin Bridge, Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The goals of this project are to improve safety and connectivity for bicycles and pedestrians in the vicinity of the Benjamin Franklin Bridge on the west side. Identify linkages between existing and proposed bicycle, pedestrian, and transit facilities, and evaluate potential roadway realignment to support multimodal access, particularly on the 5th Street and 6th Street approaches to the Ben Franklin Bridge (eastbound).

The eastbound entrance to the Ben Franklin Bridge is surrounded by attractions and amenities for pedestrians, bicyclists, and transit riders. A newly completed ADA compliant ramp on the Camden side of the bridge has improved accessibility for pedestrians and bicyclists of all ages and abilities to access the bridge. However, heavy traffic and a roadway design that is primarily vehicle-oriented continue to pose a barrier to multimodal bridge access on the Philadelphia side. This project will explore alternatives for roadway reconfiguration as well as other streetscape improvements to provide multimodal connections between Franklin Square Park, Monument Plaza, the bicycle and pedestrian bridge path, and upcoming or proposed facilities such as the Franklin Square PATCO station and Race Street bike lane. The study area will include 6th Street from Callowhill Street to Arch Street, 5th Street from Arch Street to Race Street, Race Street from 7th Street to 4th Street, the I-676 off-ramp at 6th Street, and the eastbound on-ramps to the bridge. The project will evaluate traffic operations based on existing conditions as well as with projected 2045 traffic volumes, and lane reconfiguration alternatives will be developed and evaluated for operational feasibility. Roadway realignment alternatives will be evaluated with a focus on the 5th Street and 6th Street approaches to the Ben Franklin Bridge (eastbound). Stakeholder meetings and public outreach will be conducted to guide the development of recommendations.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
STUD	TOLL														
STUD	STU		180												
		0	180	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			180	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 114939 *Regional Transportation Demand Management Program*

New

LIMITS: Region wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ		200											
PRA	581		50											
		0	250	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			250	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115610 *Noble Street Bridge over 13th Street*

LIMITS: North of Callowhill Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP:

Noble Street Bridge over 13th Street (City Bridge #1468) is located to the north of Callowhill Street in the Center City section of Philadelphia. The bridge condition is designated as 'Poor' with a weight restriction for 3 tons and requires a full superstructure replacement. The scope of work includes the demolition and removal of the existing superstructure, the construction of a proposed single-span superstructure with a reinforced concrete composite deck, sidewalks, edge-mounted barriers and parapets, abutment beam seat repairs, minor substructure crack sealing and repointing, approach slabs, as well as other related miscellaneous construction. The purpose of the project is to rehabilitate the bridge to prolong its useful life, prevent continued deterioration that could lead to bridge closure, remove the weight restriction, and remove the Serious condition designation.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	ACT13				2,000									
		0	0	0	2,000	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,000	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 115619 *Pine Road over Pennypack Creek*

LIMITS: Pennypack Park (CB# 205) in Northeast Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP:

This bridge was built in 1977 and is considered to be in "Poor" condition due to its low substructure rating. This project will rehabilitate the bridge to prolong its useful life and remove its current "Poor Condition" status, and prevent continued deterioration that could lead to weight restriction or bridge closure. Recommended rehabilitation includes deck repairs and installation of a protective overlay within the cartway; replacement of the deck, sidewalk, and parapet in the exterior bays; steel girder end repairs; superstructure steel painting; bearing replacement; pedestal and beam seat repairs; approach slab and backwall reconstruction; and substructure concrete repairs. This project will be coordinated with a related rehabilitation of the Pine Road Bridge over SEPTA project (CB #194) (MPMS# 17521) to minimize travel disruptions, as the two projects are close in proximity.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	ACT13		300											
FD	ACT13				250									
CON	ACT13					2,750								
		0	300	0	250	2,750	0	0	0	0	0	0	0	
		Total FY2019-2022			550	Total FY2023-2026				2,750	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115632 *Historic Shawmont Station Electrical*

New-B

LIMITS: Shawmont Ave. Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP:

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. Due to the separation of trades, this project was broken up into a General contract (MPMS #110782) and an Electrical contract (MPMS #115632).

2018 TA set aside regionally selected project, award amount \$1,000,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU			100										
		0	0	100	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			100	Total FY2023-2026				0	Total FY2027-2030			0

Total For Philadelphia	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$148,979	\$197,718	\$157,741	\$171,115	\$675,553	\$422,336	\$102,285

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 12842 **ADA Ramps 2020 Bucks and Montgomery Counties**

New

LIMITS: Various Townships in Bucks and Montgomery Counties

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

This project will improve ADA facilities along several main roadways in Bensalem, Bristol, Falls Township, Morrisville, Lower Makefield, Lower Southampton, New Hope, and Northampton in Bucks County, and Abington, Horsham, Upper Dublin, and Upper Moreland in Montgomery County. These roadways include Bristol Pike, Lincoln Highway, Delmorr Avenue, River Road, Moreland Road, Bustleton Pike, Buck Road, State Road, Otter Street, Trenton Avenue, Oxford Valley Road, Swamp Road, and Lincoln Highway. A total of 496 ramps in this project area have been identified as having ADA barriers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	581	195												
PE	581			105										
CON	TOLL													
CON	STU		7,500											
		195	7,500	105	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			7,800	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 12885 **ADA Ramps 2020 Chester and Montgomery Counties**

New

LIMITS: Various Townships in Chester and Montgomery Counties

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

This project will improve ADA compliant curb ramps, signal appurtenances, and other miscellaneous sidewalk features for various state routes in Chester and Montgomery Counties, within the following municipalities: Atglen, Caln, Coatesville, Elverson, Downingtown, East Caln, East Nantmeal, North Coventry, Parkesburg, Phoenixville, Schuylkill, Upper Uwchlan, Uwchlan, West Nantmeal, and West Vincent in Chester County, and Souderton and Pottstown in Montgomery County. Signal upgrades may include new or relocated pedestrian pushbuttons, pedestrian signal heads, or signal poles. Other miscellaneous sidewalk improvements may include grading, seeding, signage installation, pavement striping and roadway adjustments. These roadways include Main Street & Anderson Avenue, Starr Street & Washington Avenue, Pottstown Pike, West Uwchlan Avenue, Hanover Street, Farmington Avenue & Hanover Street. A total of 252 ramps have been identified as having ADA barriers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	581	200												
CON	TOLL													
CON	STU		2,911											
CON	TOLL													
CON	STU				1,864									
		200	2,911	0	1,864	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,975	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 16178 **Construction Management Tasks**

New

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	581		300											
		0	300	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			300	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17876 *Road/Resurfacing/Rehabilitation*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Typical components of a '3R' (Road/Resurfacing/Rehabilitation) project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Project dollars will be drawn down as needed for individual projects.

TOLL CREDIT

This project now programs funds and work previously included in the Preventive Maintenance Line Item #57622.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581							4						
CON	581								2,611					
CON	STP											2,868		
CON	581											15,216		
		0	0	0	0	0	0	4	2,611	0	0	18,084	0	
		Total FY2019-2022			0	Total FY2023-2026				2,615	Total FY2027-2030			18,084

MPMS# 17891 *RideECO Mass Marketing Efforts SR:0000*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase RideECO sales.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ	200												
PRA	LOC	50												
PRA	CAQ		200											
PRA	LOC		50											
		250	250	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			500	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17900 *Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)*

Return

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jackie Koons-Felion

CMP: Not SOV Capacity Adding

Funding in this MPMS # is specifically for Accrued Unbilled Costs (AUC).

DVRPC staff UPWP Tasks for Mobility Services/Mobility Alternatives Program/Share-a-Ride have been assigned a new MPMS #110460 to separate the funding from funds provided directly to the TMA's which will now be represented by MPMS #110429. All tasks for both DVRPC staff UPWP activities and TMA direct services were previously captured in MPMS #17900.

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.

Funds are allocated accordingly:\$200,800 CAQ/\$50,200 Match (\$34,200 State Appropriations 581/\$16,000 RideECO) for DVRPC UPWP; \$54,000 CAQ to each of the 5 regional TMA's; \$120,000 CAQ to SEPTA; \$62,200 to City of Philadelphia/Clean Air Council.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ	50												
PRA	581	5												
PRA	LOC	8												
		63	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			63	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17928 *Air Quality Partnership*

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 education and outreach activities and materials to encourage the reduction of emissions from transportation sources that contribute to ozone and PM 2.5 pollution. This project will promote dissemination of air quality forecasts and educate the public about steps the public can take to reduce transportation related emissions and improve air quality.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
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 FY2019-2022			250	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

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 - \$3,800,000 (\$6,000,000 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 FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

- 10) MPMS #114172 - Dreshertown Rd Cross County Trail Extension - \$4,642,200 (\$1,892,200 CMAQ/ \$2,750,000 Matching funds)
- 11) MPMS #114173 - Roosevelt Blvd Cross Over Lanes - \$1,500,000
- 12) MPMS #110415 - Schuylkill River Park Extension – Christian to Crescent - \$50,622,771 (\$1,650,000 CMAQ/ \$48,972,771 Matching funds)
- 13) MPMS #114174 - Indego 2.0: Increasing Core Capacity - \$3,122,000 (\$2,250,000 CMAQ/ \$872,000 Matching funds)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	LOC	342											
CON	CAQ			4,166									
CON	CAQ				27,000								
		342	0	4,166	27,000	0	0	0	0	0	0	0	0
		Total FY2019-2022		31,508		Total FY2023-2026				0			
										Total FY2027-2030			
										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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	STU	350											
PE	TOLL												
PE	STU		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		700		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY2019-2022 TIP for PA

Final 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:

CMP: Not SOV Capacity Adding

Aerial Photography on District 6-0 area.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
STUD	TOLL													
STUD	STU	500												
STUD	TOLL													
STUD	STU		100											
		500	100	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			600	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 51095 *ITS Program Integrator*

Return

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	STU	1,227												
PE	581	307												
PE	STU		738											
PE	581		184											
		1,534	922	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,456	Total FY2023-2026				0	Total FY2027-2030			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 FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	HSIP				11,311									
CON	HSIP					6,753								
CON	HSIP						14,253							
CON	HSIP							14,253						
CON	HSIP								14,253					
CON	HSIP									14,253				
CON	HSIP										14,253			
CON	HSIP											14,253		
CON	HSIP												14,253	
		0	0	0	11,311	6,753	14,253	14,253	14,253	14,253	14,253	14,253	14,253	
Total FY2019-2022		11,311			Total FY2023-2026			49,512		Total FY2027-2030			57,012	

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	CAQ	250												
PE	CAQ		250											
		250	250	0	0	0	0	0	0	0	0	0	0	
Total FY2019-2022		500			Total FY2023-2026			0		Total FY2027-2030			0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64652 *Transportation Community Development Initiative (TCDI)*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLAN CENTER:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	STU		1,200											
PE	LOC		300											
		0	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,500		Total FY2023-2026				0		Total FY2027-2030		0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64984 *Transportation Alternatives Program (TAP) 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 FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU				3,088								
CON	TAU					3,932							
CON	TAU						3,932						
CON	TAU							3,932					
CON	TAU								3,932				
CON	TAU									3,932			
CON	TAU										3,932		
CON	TAU											3,932	
CON	TAU												3,932
		0	0	0	3,088	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932
		Total FY2019-2022		3,088		Total FY2023-2026		15,728		Total FY2027-2030		15,728	

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 2013-2019 funding in the amount of \$119,581,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

SEPTA will continue to utilize FY 2020-2022 FHWA Transit Flex funding in the amount of \$51,249,000 to support the SEPTA Bus Purchase Program (MPMS #90512).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
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 FY2019-2022		68,332		Total FY2023-2026		68,332		Total FY2027-2030		68,332	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 66460 *TAP Project Engineering and Management - DVRPC*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	STU	568												
PE	581	142												
PE	STU		992											
PE	581		248											
		710	1,240	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,950		Total FY2023-2026				0		Total FY2027-2030	

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	CAQ	120												
PE	581	30												
PE	CAQ		184											
PE	581		46											
		150	230	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			380		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 72738 *Transportation Systems Management and Operations (TSMO)*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	CAQ	560											
PRA	581	140											
PRA	STU		310										
PRA	581		78										
		700	388	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,088		Total FY2023-2026				0		Total FY2027-2030	

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	581	1,500											
CON	581		1,500										
		1,500	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,000		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75855 *District Program Management Services "B"*

LIMITS: Region-wide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	581	1,500												
PRA	581		1,500											
		1,500	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,000		Total FY2023-2026			0		Total FY2027-2030		0

MPMS# 79927 *Highway Reserve Line Item-STP*

LIMITS: Region-wide No Let Date
IMPROVEMENT Other **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:NRS
PLAN CENTER: 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581		133											
CON	185			18										
CON	STP					4,984								
CON	STP							3,146						
CON	581							127						
		0	133	18	0	4,984	0	3,273	0	0	0	0	0	
		Total FY2019-2022			151		Total FY2023-2026			8,257		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79929 *Bridge Reserve Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	BOF		478										
CON	BOF			1									
CON	185			863									
CON	185				1,366								
CON	BOF					116							
CON	185									12,364			
		0	478	864	1,366	116	0	0	0	12,364	0	0	0
		Total FY2019-2022			2,708	Total FY2023-2026			116	Total FY2027-2030			12,364

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	581		150										
CON	LOC		819										
CON	581			252									
CON	581				497								
CON	STU					13,685							
CON	581					1,176							
CON	STU						633						
CON	STU							613					
CON	581							250					
CON	STU									357			
		0	969	252	497	14,861	633	863	0	357	0	0	0
		Total FY2019-2022			1,718	Total FY2023-2026			16,357	Total FY2027-2030			357

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 80093 *I-76, Regional Travel Information*

LIMITS: I-76 in Philadelphia/Lower and Upper Merion Townships

Actl Let Date: 3/15/2018

IMPROVEMENT Signal/ITS Improvements

NHPP: Y

MUNICIPALITIES:

FC: 11

AQ Code:S7

PLAN CENTER: Metropolitan Subcenter

IPD: 2

PROJECT MANAGER: AECOM/E. Reagle

CMP: Not SOV Capacity Adding

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

This project will implement a Variable Speed Limit System and a Queue Detection System along I-76 from I-276 to US 1. The new Variable Speed Limit and Queue Detection systems will utilize existing fiber optic communications infrastructure and existing ITS equipment supplemented with additional equipment for these new systems. The purpose is to improve safety and traffic operations along the corridor. Over 2100 crashes were reported along this roadway section between 2009 and 2013 with 66% being rear-end crashes. Variable Speed Limits are used to maximize capacity with uniform travel speeds, provide safer travel speeds for conditions, and reduce rear-end collisions. Queue Detection is used to reduce sudden stopping, reduce bottlenecks from rear end crashes and promote more uniform driver behavior. These systems are anticipated to reduce total number of crashes, accelerate response to crashes, alert drivers to emerging incidents, and reduce delays along the corridor.

This project was funded by a \$3,200,000 SAFETEA-LU Earmark (PA ID# 361/FED ID# 0878)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ		799											
CON	581		199											
		0	998	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			998	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP		1,017										
CON	581		3,954										
CON	LOC		975										
CON	581			2,677									
CON	NHPP					8,938							
CON	581					140							
CON	581						8						
CON	NHPP							1,145					
CON	NHPP									166			
CON	581									11,330			
CON	NHPP										3,108		
CON	581										5,040		
CON	NHPP											3,108	
CON	581											5,040	
CON	NHPP												3,108
CON	581												5,040
		0	5,946	2,677	0	9,078	8	1,145	0	11,496	8,148	8,148	8,148
		Total FY2019-2022		8,623	Total FY2023-2026		10,231		Total FY2027-2030		35,940		

DVRPC FY2019-2022 TIP for PA

Final 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU							58					
CON	581								1,250				
CON	581												1,689
CON	581												1,689
		0	0	0	0	0	0	58	1,250	0	0	0	3,378
		Total FY2019-2022			0	Total FY2023-2026			1,308	Total FY2027-2030			3,378

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	3											
CON	LOC	76											
CON	CAQ		253										
CON	LOC		736										
CON	CAQ				2,878								
CON	CAQ					28,881							
CON	CAQ						36,881						
CON	CAQ							36,881					
CON	CAQ								36,881				
CON	CAQ									36,881			
CON	CAQ										36,881		
CON	CAQ											36,881	
CON	CAQ												36,881
		79	989	0	2,878	28,881	36,881	36,881	36,881	36,881	36,881	36,881	36,881
		Total FY2019-2022			3,946	Total FY2023-2026			139,524	Total FY2027-2030			147,524

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84457 *Signal Retiming Program*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ	350												
PRA	CAQ		350											
PRA	CAQ			350										
		350	350	350	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,050	Total FY2023-2026				0	Total FY2027-2030			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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	TOLL	472												
PRA	STU		1,045											
PRA	TOLL													
PRA	STU													
		472	1,045	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,517	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 92182 *Expressway Service Patrol - Suburban Counties (2022-2026)*

LIMITS: I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delawa

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP			4,437										
		0	0	4,437	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			4,437	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 92311 Culvert Replacement Group L

LIMITS: Chester Cnty-East Fallowfield Township, East Brandywine Township, East Pikelan

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Upper Providence Township; Caln Township; East Brandywine Towns **FC:** 14; 16; 17; 19

AQ Code:S19

PLAN CENTER:

IPD:

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

7 culverts in Chester, Delaware, and Montgomery counties that are poor condition will be replaced with minimal roadway improvement, which is estimated to extend their service life by 100 years. The bridges are as follows:

Chester County:

1. Doe Run Road over Branch Sucker Run (Bridge Key 10044) in East Fallowfield Township
2. Creek Road over Branch Brandywine Creek (Bridge Key 10174) in East Brandywine Township
3. Bondsville Road over Branch Beaver Creek (Bridge Key 10215) in Caln Township
4. Whitehorse Road over Branch Pickering Creek (Bridge Key 10303) in Schuylkill Township
5. Clay Creek Road over Tributary East Branch White Clay Creek (Bridge Key 39994) in Franklin Township

Delaware County

6. Macdade Boulevard over Branch Muckinipattis Creek (Bridge Key 15231) in Glenolden Borough

Montgomery County

7. Second Avenue over Branch of Mingo Creek (Bridge Key 27805) in Upper Providence Township

Work to be performed will additionally include the superstructure replacement of the SR 4012 (Graterford Road) Bridge over Perkiomen Creek in Montgomery County; substructure repairs for the SR 3023 (Pocopson Road) Bridge in Chester County; and District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	185	1,366													
CON	185		13												
CON	185				121										
		1,366	13	0	121	0	0	0	0	0	0	0	0		
		Total FY2019-2022			1,500	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 95447 *County Bridge Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Rural Center; Town Center

IPD: 29

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township,

FD \$59,000, CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244

PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, PE \$300,000, FD \$375,000, ROW \$90,000, UTL \$50,000, CON \$2,000,000. The total cost of this project is \$2,630,000.

Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FD \$120,000, ROW \$31,000, CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, PE \$300,000, FD \$300,000, ROW \$75,000, CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, PE \$300,000, FD \$200,000, ROW \$40,000, CON \$1,400,000. The total cost of this project is \$1,940,000.

Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, PE \$350,000, FD \$250,000, ROW \$50,000, UTL \$50,000, CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE \$410,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON 2,850,000. The total cost of this project is \$3,660,000.

-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, PE \$450,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON \$2,900,000. The total cost of this project is \$3,700,000.

Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township,

PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FD \$143,000, CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FD \$350,000, CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Store Road Bridge (MPMS #98228) in Lower Salford Township PE \$11,000, FD \$80,000, CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project. Drawn down in FY16 of the FY2015 TIP.

City of Philadelphia

-59th Street over Amtrak (MPMS #98229) PE \$3,000,000, FD \$2,000,000, UTL/RR \$4,100,000, CON \$20,000,000. The total cost of this project is \$29,100,000, project is BOF eligible;

-Woodland Avenue over SEPTA (MPMS #98232) PE of \$480,000, FD \$320,000, CON \$952,000, CON \$10,048,000. The total cost of this project is \$10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP.

-Tabor Road over Tacony Creek (MPMS #98230) PE \$240,000, FD \$600,000, CON \$6,000,000. The total cost of this project is \$6,840,000.

Pennsylvania - Highway Program (Status: TIP)

Various

Round 2 (summer 2016 selections):
MPMS #s will be created once invoices are received by PennDOT.

Bucks County

- Walnut Street Bridge over Perkiomen Creek (CB #13) (MPMS #13248), Perkasio Borough, CON \$5,150,000. This is a retro-reimbursement project.
- Frosty Hollow Road over Mill Creek - CB #15 (MPMS #103620), Middletown Township, PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project. Drawn down in FY2017 TIP.
- Mill Creek Road over Martins Creek - CB #220 (MPMS #102598), Falls Township, PE \$41,000, FD \$250,000, ROW \$50,000, CON \$2,464,000. Total cost \$2,805,000. This is a retro-reimbursement project.

Chester County

- State Street in Avondale - CB #289 (MPMS #14246), Avondale Borough, PE \$100,000, FD \$250,000, ROW \$20,000, UTL \$150,000 CON \$1,800,000. Total cost \$2,320,000. This is a retro-reimbursement project.
- Mill Road in Tredyffrin Twp - CB #167 (MPMS #13981), Tredyffrin Township, Study \$150,000, PE \$300,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,000,000. Total cost \$2,925,000. This is a retro-reimbursement project.
- Bertolet School Road - CB #196 (MPMS #86271), East Vincent Township, Study \$200,000, PE \$450,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,775,000. Total cost \$3,900,000. This is a retro-reimbursement project.

Delaware County

- Paper Mill Road over Carby 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183			1,162									
CON	BOF					5,407							
CON	183					2,056							
CON	BOF						5,815						
CON	183						9,725						
CON	183							12,814					
CON	BOF								7,489				
CON	BOF									44,467			
		0	0	1,162	0	7,463	15,540	12,814	7,489	44,467	0	0	0
		Total FY2019-2022			1,162	Total FY2023-2026			43,306	Total FY2027-2030			44,467

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	TOLL												
PRA	STU	120											
PRA	TOLL												
PRA	STU		120										
		120	120	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		240				0				0			

DVRPC FY2019-2022 TIP for PA

Final 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. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the summer of 2018 (Round 2)

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. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2014 (Round 1). 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.

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

Montgomery County

(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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	LOC	325											
CON	LOC		8										
CON	183			1,271									
CON	LOC			428									
CON	183				2,500								
CON	LOC				625								
CON	183					2,343							
CON	LOC					530							
		325	8	1,699	3,125	2,873	0	0	0	0	0	0	0
		Total FY2019-2022			5,157	Total FY2023-2026			2,873	Total FY2027-2030			0

MPMS# 102106 *Poor Condition Bridge Line Item*

LIMITS: Region Counties and City of Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item is a set aside for rehabilitation or replacement of candidate poor condition bridges that have been identified in the DVRPC region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185				103								
CON	185						9						
CON	STU							125					
CON	185							25,338					
CON	185								9,192				
CON	STU									1,528			
CON	185									17,097			
CON	STU										1,528		
CON	185										17,097		
CON	STU											1,528	
CON	185											17,097	
CON	STU												1,528
CON	185												17,097
		0	0	0	103	0	9	25,463	9,192	18,625	18,625	18,625	18,625
		Total FY2019-2022			103	Total FY2023-2026			34,664	Total FY2027-2030			74,500

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102107 *Bridge On Demand Line Item*

LIMITS: Region Wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Bridge On-Demand Reserve Line Item
Districtwide
Bridge Replacement/Rehabilitation/Preservation activities

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		0				Total FY2023-2026				0			
Total FY2019-2022		0				Total FY2023-2026				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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581		125			400		330	2,670	4,300			
PE	581												
PE	581												
PE	581												
PE	581												
Total FY2019-2022		0	125	0	0	Total FY2023-2026		330	2,670	Total FY2027-2030			
Total FY2019-2022		125				Total FY2023-2026				3,400			
Total FY2019-2022		125				Total FY2023-2026				3,400			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102318 *Bridge Group M*

LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 1/17/2019

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

Five bridges in Bucks and Chester counties that are poor condition will be replaced with minimal roadway improvements. An estimated service life extension of 30 years is anticipated. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Dublin Pike Road over Deep Run (Bridge Key 6987) in Hilltown Township; and
Butler Avenue over Branch of West Neshaminy Creek (Bridge Key 6913) in New Britain Township.

The bridges in Chester County are:

PA 926/West Street Road over Radley Run (Bridge Key 10284) in Thornbury Township;
Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10511) in Newlin Township; and
Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10510) in Newlin Township.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	185	5,517												
		5,517	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			5,517	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102319 *District Wide Bridge Rehab Group O*

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

Three bridges in Bucks, 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.

Delaware County: Concord Road over Green Creek (Bridge Key 15300)

Montgomery County: Trinity Lane over Gulph Mills Creek (Bridge Key 27402)

There is also an additional structure included under this project, St. Peters Wall. It is a wingwall and buttress wall at a culvert. Since the culvert is a minor one (less than 8' long) it is not in BMS nor have a BRKEY. The drainage culvert is at 15/4043/0050/0605

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	STP	250													
CON	581		834												
CON	185		1,093												
CON	581			3,537											
		250	1,927	3,537	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			5,714	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102320 *District Wide Bridge Rehab Group P*

New

LIMITS: Districtwide

No Let Date

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-Wismer Road over Hickory Creek (Bridge Key 7105)
- Allentown Road over Branch of the Unami Creek (Bridge Key 7403)
- Lurgan Road over Branch of Pidcock Creek (Bridge Key 7348)

The bridges in Chester County are:

- West Miner Street over Branch of Blackhorse Run (Bridge Key 10267)

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:

- Black Rock Road over Crossmans Run (Bridge Key 27779)
- Linfield Road over Tributary of the Schuylkill River (Bridge Key 27822)
- Ashbourne Road (SR 2025) over Tookany Creek - Bridge ID #46202500300617; Bridge Key 27636

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	185	232												
CON	185		2,549											
CON	185			2,549										
CON	185				2,549									
		232	2,549	2,549	2,549	0	0	0	0	0	0	0	0	
		Total FY2019-2022			7,879	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102665 *Signal Upgrade Line Item*

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ	1,000												
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,000		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104639 *Travel Monitoring*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

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	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
PRA	STU	145												
PRA	TOLL													
PRA	TOLL													
PRA	STU		145											
		145	145	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			290	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 105291 *The Circuit Line Item*

LIMITS: No Let Date
 IMPROVEMENT Bicycle/Pedestrian Improvement NHPP:
 MUNICIPALITIES: Various FC: AQ Code:A2
 PLAN CENTER: IPD: 23
 PROJECT MANAGER: L. Guarini 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. \$6 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) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
- 3) Montgomery - Chester Valley Trail Extension Design Supplement for MPMS #16705;
- 4) Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
- 5) Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
- 6) Philadelphia -Spring Garden Street Greenway MPMS #105850

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ		300											
CON	CAQ			2,500										
CON	CAQ				500									
		0	300	2,500	500	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,300	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106648 *Sink Holes Line Item*

LIMITS: District Wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	750												
		0	750	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			750	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 106649 *Stormwater Permits/Environmental Mitigation*

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

MPMS# 106651 *Sign Structure Repair*

LIMITS:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X11

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Reserve Line Item for Sign Structure Repairs

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	200												
		0	200	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			200	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106654 I-95 Transportation Demand Mgt (TMA)

LIMITS: No Let Date
 IMPROVEMENT Other NHPP: MRPID:65
 MUNICIPALITIES: Various FC: AQ Code:NRS
 PLAN CENTER: IPD:
 PROJECT MANAGER: EE/E. Elbich 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
PRA	NHPP	225														
PRA	STU	10														
PRA	TOLL															
PRA	NHPP		225													
PRA	TOLL															
		235	225	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022			460				Total FY2023-2026				0			
									Total FY2027-2030				0			

MPMS# 106990 District Roundabout Program

LIMITS: Districtwide No Let Date
 IMPROVEMENT Intersection/Interchange Improvements NHPP:
 MUNICIPALITIES: Various FC: AQ Code:NRS
 PLAN CENTER: IPD:
 PROJECT MANAGER: Traff/A. Patel CMP: Not SOV Capacity Adding

Evaluation of roundabouts at one or more locations.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
CON	sHSIP	500														
		500	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022			500				Total FY2023-2026				0			
									Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 107544 **Bridge Group N**

LIMITS: Est Let Date: 1/31/2019
IMPROVEMENT Bridge Repair/Replacement **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:S19
PLAN CENTER: IPD: 22
PROJECT MANAGER: Gannett/V. Genua **CMP:** Not SOV Capacity Adding

Seven bridges in Bucks, Chester, and Montgomery counties that are poor condition will be replaced, and one bridge in Bucks County that is not poor condition will be rehabilitated, all with minimal roadway improvements. An estimated service life extension of 30 years for replacements and 15 years for rehabilitation is anticipated. Work will also include District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:
 Aquetong Road over Branch of Aquetong Creek (Bridge Key 7100) in Solebury Township;
 Rehabilitation of Hulmeville Road over Chubb Run (Bridge Key 7222) in Middletown Township; and
 Richlandtown Road over Cooks Creek (Bridge Key 7419) in Springfield Township.

The bridges in Chester County are:
 Clay Creek Road over Tributary of East Branch of White Clay Creek (Bridge Key 39994) in Franklin Township;
 Creek Road over Branch of Brandywine Creek (Bridge Key 10173) in East Brandywine Township; and
 Baltimore Pike over Branch of Red Clay Creek (Bridge Key 10501) in New Garden Township.

The bridge in Montgomery County is:
 Second Avenue over Branch of Mingo Creek (Bridge Key 27805) in Upper Providence Township.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	424											
CON	185		1,850										
CON	185			1,850									
CON	185				1,850								
		424	1,850	1,850	1,850	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		5,974				0				0			

MPMS# 107800 **2016 Del/Ches/Mont/ ADA Ramps**

Return

LIMITS: Chester, Delaware and Montgomery Counties Actl Let Date: 2/15/2018
IMPROVEMENT Bicycle/Pedestrian Improvement **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:A2
PLAN CENTER: IPD:
PROJECT MANAGER: Traffic/F.Hanney **CMP:**

This project is Design Build. This project involves the construction of ADA ramps in Delaware, Chester and Montgomery Counties. This project contains 295 ADA ramps from the District ADA Transition List. Reconstruction of curb cut ramps to latest ADA standards

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	STU		265										
		0	265	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		265				0				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 107801 **2016 Bucks & Montco ADA Ramps**

Return

LIMITS: Bucks & Montgomery Counties

Actl Let Date: 2/15/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/F.Hanney

CMP:

This project is Design Build. This project involves the construction of ADA ramps in Bucks and Montgomery Counties. This project contains 114 ADA ramps from the District ADA Transition List. Reconstruction of curb cut ramps to latest ADA standards

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	STU		161											
		0	161	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			161	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 108554 **Local Asset Data Collection - Southeast PA**

LIMITS: Bucks, Montgomery, and Philadelphia Counties

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

PennDOT initiated a Local Road and Bridge data collection project to collect important data on municipal and county roadways. Working with the state’s MPOs and RPOs, PennDOT’s goal is to gather comprehensive information on the Commonwealth’s extensive network of local roads and bridges missing from the current inventory. The supporting data that is collected will be stored in a database available to PennDOT’s planning partners and counties for use in planning, programming, and other business needs.

PennDOT currently does not have complete data on “non-liquid fuel” local roadways and bridges. Non-Liquid Fuel local roads are owned and maintained by municipalities and are not funded by the liquid fuels tax. In past years, data has been collected for Chester and Delaware counties, and portions of Bucks and Montgomery counties. This year, staff will continue the data collection in Bucks and Montgomery, and may begin collecting data in the City of Philadelphia. Using existing data from PennDOT and the counties/City, DVRPC will need to field verify locations of potential public local roads and bridges. The project does not include private roads, or bridges on private roads, such as cemetery drives, private driveways, or roads used on private property such as mobile home, apartment or commercial complexes.

DVRPC staff will perform the data collection according to established methodology developed by PennDOT utilizing tablets and software provided by PennDOT. Prior to any data collection in Philadelphia, DVRPC will send a letter to the City of Philadelphia that explains the purpose of the project. DVRPC will continuously monitor progress and perform quality checks on all collected data utilizing PennDOT’s web-based mapping application.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	STU	100												
		100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			100	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 109599 *Bridge Group U*

New

LIMITS: Various Locations

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Seven bridges in Bucks, Chester and Montgomery counties that are poor condition will be replaced with minimal roadway improvements. An estimated service life extension of 30 years is anticipated. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Stoney Hill Road over Brock Creek (Bridge Key 7305)

Lower State Road over Branch of Mill Creek (Bridge Key 7363)

The bridges in Chester County are:

5th Street over Branch of Little Elk Creek (Bridge Key 10415)

Saginaw Road over Big Elk Creek (Bridge Key 10450)

Barnsley-Chrome Road over Northeast Creek (Bridge Key 10580)

The bridges in Montgomery County are:

Salford Street over Branch Perkiomen Creek (Bridge Key 27560)

Washington Lane over Branch Pennypack Creek (Bridge Key 27674)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	185	400												
UTL	185	125												
CON	185		2,489											
CON	185			2,500										
CON	185				2,511									
		525	2,489	2,500	2,511	0	0	0	0	0	0	0	0	
		Total FY2019-2022			8,025	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 109847 *ROW Divestment 6-0*

New

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	581	750												
		750	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			750	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 109848 *LED Lighting Conversion 6-0*

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S18

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

The purpose of this project is to convert existing PennDOT maintained lighting fixture inventory to LED luminaires. District 6 currently maintains approximately 4800 light fixtures. They date from the construction of the earliest interstates and arterials in the region to those being constructed today. This project is to convert the earlier type fixtures to LED luminaires. The District will first look at critical corridors and oldest fixtures.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	581	250												
PE	581		500											
		250	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			750	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 110127 *District 6 Modeling Assistance*

LIMITS: I-95 reconstruction and other areas as needed across the District

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will require an expansion of DVRPC staff to include a dedicated travel modeler to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania. The additional staff member will report to the Manager, Office of Modeling and Analysis, and work with other OMA staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	NHPP	256												
PRA	581	64												
PRA	NHPP		368											
PRA	581		92											
		320	460	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			780	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110407 ADA Ramp Study

New

LIMITS: Regionwide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP:

This project involves the inventory and scoping of Americans with Disabilities Act (ADA) ramps in Bucks, Chester, Delaware, and Montgomery Counties, as well as, the City of Philadelphia. The ramps that will be reviewed are those that are on the District Transition List, which is the complete list of all corridors that included Surface Treatment projects since the point at which ADA ramps were not upgraded as part of the project. Surface Treatment projects have triggered the obligation to provide compliant curb ramps where pedestrian walkways intersect the resurfaced streets. Title II of the Americans with Disabilities Act requires that non-compliant ADA ramps be replaced in conjunction with highway resurfacing projects that alter pedestrian crossings. A consultant will help the District to determine the exact locations of ADA ramps that will be included in future design-build ADA ramp contracts.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
STUD	TOLL													
STUD	STU	300												
STUD	STP		800											
		300	800	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,100		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110429 *Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR)*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jackie Koons-Felion

CMP: Not SOV Capacity Adding

Mobility Alternatives Program is serviced by the TMAs and Contractors (SEPTA and Clean Air Counsel) in the Southeastern Region under DVRPC and helps companies improve their benefits package while saving employees time and money on their commute. MAP also helps reduce traffic and air pollution in the Southeast PA 5 County region. MAP can help everyone find a better way to get to work. Whether it's on transit, in a car pool or van pool, or even working from home, MAP has information on what the various alternatives are and how companies and individuals can take advantage of them.

TMA Bucks

Serving the entire Bucks County, PA area, including: Bensalem, Bristol, Doylestown, Levittown, Newtown, Quakertown and Warminster.

TMA of Chester County

Serving the Chester County, PA area, including: Coatesville, Downingtown, Exton, Great Valley, Kennett Square, Oxford and West Chester.

Delaware County TMA

Serving the entire Delaware County, PA area, including: Chester City, Media, Newtown Square, Springfield, and Radnor Township.

GVF Transportation

Serving the Greater Valley Forge area of Montgomery and Chester Counties, PA, including: King of Prussia, Norristown, Tredyffrin and 31 adjacent municipalities.

The Partnership TMA

Serving eastern Montgomery County, PA, including: the greater North Penn area, Horsham, the Indian Valley, the Upper Perkiomen and Willow Grove.

Central Philadelphia TMA

Serving the Center City Philadelphia area, with transportation fairs and information.

Clean Air Council-

Serving all of Philadelphia City/County, providing all MAP services and assistance with SAR.

University City District TMA

Serving University City area between the borders of the Schuylkill River, 50th Street, Spring Garden Street, and Woodland Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	CAQ	588											
PRA	LOC	148											
PRA	CAQ		535										
PRA	LOC		134										
		736	669	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,405		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110460 *Commuter Services*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PRA	CAQ	201													
PRA	581	34													
PRA	LOC	16													
PRA	TOLL														
PRA	CAQ		201												
PRA	581		34												
PRA	LOC		16												
		251	251	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			502	Total FY2023-2026				0	Total FY2027-2030				0

MPMS# 110469 *Wrong Way Entry Design Build*

New

LIMITS: Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

Implementation of wrong-way countermeasures at interchange exit ramps.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	sHSIP	250													
CON	HSIP			1,000											
CON	sHSIP			500											
CON	sHSIP				1,250										
		250	0	1,500	1,250	0	0	0	0	0	0	0	0		
		Total FY2019-2022			3,000	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110660 *Bridge Group V*

New

LIMITS: Bucks and Montgomery Counties

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Hanover Township; Haycock Township; Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This bridge group project was a breakout from Bridge Group U and includes four structures to be replaced in Bucks and Montgomery counties.

The bridge in Bucks County are:

East Cherry Road over branch of Tohickon Creek (Bridge Key 7438)

Deerwood Lane over Kimples Creek (Bridge Key 7449)

Stony garden Road over branch of Kimples Creek (Branch Key 7450)

The bridge in Montgomery County is:

Church Road over branch of Perkiomen Creek (Branch Key 27575)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	185	225												
UTL	185	100												
CON	185		700											
CON	185			711										
CON	185				1,517									
CON	185									1,590				
		325	700	711	1,517	0	0	0	0	1,590	0	0	0	
		Total FY2019-2022			3,253	Total FY2023-2026				0	Total FY2027-2030			1,590

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110664 Group W Bridges

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tredyffrin Township; Whitpain Township; Haycock Township; Middletown Township; FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves the rehabilitation of eight bridges in Bucks, Chester, and Montgomery Counties. All work on the existing bridge decks will be aimed at preserving the existing structures. Additional work on these bridges may include minor drainage work and substructure concrete repairs. In addition, unforeseen priority bridge repairs will be completed on structures throughout the District as part of this project. These repairs are needed to allow these structures to continue to remain in service.

Bucks County

- BMS # 09-0563-0250-0000 Mountain View Road over Saw Mill Road
- BMS # 09-2083-0090-1123 Stony Brook Road over Jericho Creek
- BMS # 09-2103-0090-1802 South Sugan Road over Aquetong Creek
- BMS # 09-2195-0010-0000 Big Oak Road over Interstate 95
- BMS # 09-4029-0020-0059 Cat Hill Road over East Br. Perkiomen Creek

Chester County

- BMS # 15-0252-0094-0945 Paoli Pike over Norfolk Southern RR
- BMS # 15-3195-0010-0000 Park Road over US 1 Bypass

Montgomery County

- BMS # 46-2001-0100-1492 Morris Road over SEPTA RR

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	185	25											
CON	185	275											
CON	185		421										
CON	185			1,500									
CON	185				1,500								
CON	185					1,316							
		300	421	1,500	1,500	0	1,316	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		3,721				1,316				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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-Felion **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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ	760												
PRA	LOC	190												
PRA	CAQ		1,010											
PRA	LOC		251											
		950	1,261	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			2,211		Total FY2023-2026				0		Total FY2027-2030	

MPMS# 111513 *Stormwater Management and Wetland Site Repair*

New

LIMITS: Regionwide No Let Date
IMPROVEMENT Roadway Rehabilitation **NHPP:**
MUNICIPALITIES: Various **FC:** AQ Code:X9
PLAN CENTER: IPD:
PROJECT MANAGER: HNTB/N. Velaga **CMP:**

This project consists of repairs to three previously constructed wetland mitigation sites along the Exton Bypass (SR 30) in West Whiteland Township, as well as stormwater control measure (SCM) repairs that have been identified through the Visual Site Inspections (VSI's) which are occurring as part of the statewide National Pollutant Discharge Elimination System (NPDES)/Municipal Separate Stormwater Systems (MS-4) compliance program. SCM repairs have been identified in Bucks, and Montgomery Counties. Specific site work will include re-grading, re-planting, inlet and outlet structure repairs, channel restoration, and similar re-construction work.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	1,000												
CON	581			544										
		1,000	0	544	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,544		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 112280 *Districtwide Barrier Repair*

LIMITS: No Let Date
IMPROVEMENT Roadway Rehabilitation **NHPP:**
MUNICIPALITIES: Lower Merion Township; Coatesville City; Philadelphia City **FC:** AQ Code:S9
PLAN CENTER: IPD:
PROJECT MANAGER: HNTB/N. Velaga **CMP:**

This project involves the repair and replacement of damaged and deteriorated roadway barriers in District 6-0. The majority of work will be done on approximately 2,500 linear feet of barriers on State Route (SR) 76 (the Schuylkill Expressway) in Philadelphia and Montgomery Counties and approximately 5,800 linear feet of metal and concrete barriers on SR 82 (Manor Road) in Chester County.

The continued deterioration of barriers along SR 76 and SR 82 has led to conditions which urgently require the extensive replacement of whole sections of barrier. For segments where barrier repairs are needed, SR 76 carries over 200,000 vehicles per day and SR 82 carries over 15,000 vehicles per day. The median barrier within the project limits along SR 76 was initially built in 1967 and was rehabbed in 1986. Over the years, it has deteriorated due to age and vehicular impacts. Temporary repairs have been completed using W-beam rail; however, full replacement is needed to maintain the safety of the barrier. The attached photos below show some of the deteriorated sections. The median barrier on SR 82 consists of steel tubular rail. Due to its age and vehicular impacts, the barrier has deteriorated to a point where it needs to be addressed. Unfortunately, repair materials for this type of rail are no longer available and therefore replacement is required.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
UTL	581		25												
CON	STP		1,137												
CON	TOLL														
CON	NHPP		1,863												
		0	3,025	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			3,025			Total FY2023-2026			0			Total FY2027-2030	

MPMS# 112524 *District 6-0 Low Cost Safety Improvements*

New

LIMITS: Regionwide **NHPP:** No Let Date
IMPROVEMENT Intersection/Interchange Improvements **FC:**
MUNICIPALITIES: Various **FC:** AQ Code:S2
PLAN CENTER: IPD:
PROJECT MANAGER: Traff/A. Patel **CMP:** Not SOV Capacity Adding

This project will systematically target locations identified as part of PennDOT's Statewide Highway Safety Network Screening (HSNS) results and 2018 Crash Clusters. The proposed improvements will follow the recommended countermeasures provided in the 2017 Pennsylvania Strategic Highway Safety Plan (SHSP). This project is scalable and will have the flexibility to add/delete locations depending on funding availability.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	TOLL														
PE	HSIP	2,000													
CON	TOLL														
CON	HSIP		4,200												
		2,000	4,200	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			6,200			Total FY2023-2026			0			Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 112977 TMA Competitive Grant Program

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Minor SOV Capacity

The TMA Competitive Grant Program (TMA CGP) provides a mechanism for southeastern Pennsylvania's TMAs and MAP contractors to supplement their regular Work Programs with additional funding to carry out supplemental activities that are core to their missions, related to transportation issues of reducing traffic congestion, improving air quality by lowering vehicle emissions, facilitating multi-modalism, embracing new technology, and promoting commute alternatives to the single-occupant vehicle, and that concurrently help implement the region's long-range plan. All of the TMAs and MAP contractors submit annual Work Programs under a two-year contract period with PennDOT, and the TMA CGP funding program can either bolster and leverage existing, effective strategies, or be applied for new initiatives consistent with the CMAQ funding source.

The projects that were selected in April of 2019 are:

Partnership TMA - Bicycle Audits and Employee Workshops for Commuters. Expected benefits from this project are improvements that encourage more employees to bike to work.

Delaware County TMA - TDM Targeted Social Media Campaign. Expected benefits from this project would increase awareness of TDM options available and encourage more mode changes for commuting with a younger demographic.

Greater Valley Forge TMA - TDM Outreach and Education along Route 422. Expected benefits from this project are education on TDM options along this corridor and how implementing them can help reduce congestion and improve air quality along the corridor on a more regular basis.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ	159												
PRA	LOC	40												
		199	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			199	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 113162 Storm Water Management 2019

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Bristol Borough; Bristol Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

Stormwater Mitigation and SCM Site Repair
Various Locations
Repairs to Stormwater Mitigation Sites

This project consists of repairs to eleven (11) stormwater control measures (SCM) across Bucks, Chester, and Delaware Counties. Three (3) sites are located along PA 13 in Bucks County, three (3) sites are located along US 202 in Chester County, one (1) site is located on PA 41 Chester County, one (1) site is located on PA 100 in Chester County, one (1) site is located on PA 29 in Chester County, and two (2) sites are located on SR 8018 in Delaware County. These SCMs have been identified through the Visual Site Inspections (VSI's) which are occurring as part of the statewide NPDES/MS-4 stormwater compliance program. Specific site work will include re-grading, re-planting, inlet and outlet structure repairs, channel restoration, and similar reconstruction work.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	581		1,500										
		0	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,500		Total FY2023-2026				0			
						Total FY2027-2030				0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 113257 Outdoor Advertising Control

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: ROWB. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	STU	266												
PRA	STU		334											
		266	334	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			600	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 114492 US 422 Modeling & Corridor Analysis

LIMITS: 422 corridor from KOP to Berks County line

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/M. Holva

CMP:

DVRPC is currently developing an operations model of the US 422 Corridor in Chester and Montgomery Counties. The model will be used to assess the current and projected operating conditions of the highway and its interchanges. Work completed by DVRPC to date includes development of the base year and 2040 no-build operations models.

A PennDOT procured consultant is needed to assist with tasks which are outside of the scope of work and beyond the limits of DVRPC's resources. This entails conducting a thorough and comprehensive examination of the US 422 corridor including exploring a transit option for the corridor. For the transit component, consultant tasks may include developing preliminary BRT routes, schedules, station location, vehicle operations, system right-of-way, and potential ridership forecasts. Work may include the impacts of additional impervious surfaces, stormwater management, socioeconomic impacts, and detailed cost estimates.

A consultant would assist with the detailed Vissim analysis and modeling efforts. DVRPC could oversee work that involves defining where Flex Lanes would begin and end by direction. Tasks could also focus on looking at opportunities where Flex Lanes may reduce the need for implementing the full programmed widening between PA 363 Trooper Road and US 202. A consultant would assist in sensitivity testing for the operational impacts of this improvement strategy. It is likely that the Flex Lanes would operate with the use of ITS technology. This may include how the Flex Lanes are opened and closed, hours of operation, and inner/outer lane configurations testing. Other ITS technologies, such as ramp metering, speed harmonization, dynamic lane assignment, and queue warning systems may also be explored.

A consultant would prepare a comprehensive final report detailing findings and recommendations for all aspects of their work. DVRPC's modeling work and deliverables would serve as an appendix to the larger report.

This approach would satisfy PennDOT's request to look at the US 422 holistically and would set the foundation for implementation of the recommended improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
STUD	TOLL													
STUD	NHPP		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115620 Commuter Assistance After COVID-19

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: Stacy Bartels

CMP:

To assist businesses and commuters with navigating their options for travel as restrictions ease from the COVID-19 pandemic and resulting work shut-down, and continue the momentum of existing messaging regarding transportation options that reduce congestion once the back-to-work period begins.

Tasks involved in the DVRPC Work Program include:

1. Facilitate the activities of the SE PA TMAs and Clean Air Council as they continue working with employers on telework issues - proactive and reactive; explore making programs permanent (in some form) after SAH restrictions are listed.
2. Organize and implement telework training for TMAs and Clean Air Council staff (virtual instead of in-person) - "train the trainer," so they can gain even more current and broader information and skills to use with companies.
3. Implement a regional outreach campaign re: telework - promote how well it's been working for businesses (and the positive environmental effects), and why and how it can continue as we phase into back to work.
4. Coordinate and promote Bike (Back) to Work educational programs, including but not limited to virtual and live bike challenges, short presentations or videos on bike maintenance and repair, promoting bike share and bike match programs, and possibly starting a "pledge" campaign that would encourage riders to commit to (occasionally) using their bike for commute purposes.
5. Partner on certain AQP activities to reinforce and promote the data and results on AQ and other environmental benefits resulting from limited vehicle commutes mid-March to mid-May.
6. Reconnect former vanpool members and initiate possible new carpool groups with Virtual Commuter Lunch Clubs or "Pool" Parties.
7. Initiate a marketing campaign on/near select transit routes and stops to thank essential workers and acknowledge transit agencies' attempts to keep vehicles clean and safe for travel for them, while encouraging previous (and potential new) riders to return to using transit.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ		98											
PRA	LOC		25											
		0	123	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			123	Total FY2023-2026				0	Total FY2027-2030			0

Total For Various	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$43,989	\$74,428	\$50,004	\$80,113	\$248,534	\$397,539	\$483,576



TRANSIT PROJECTS FOR THE
FY2019 TIP

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 93586 *Downingtown Train Station Rehabilitation*

LIMITS: No Let Date
IMPROVEMENT: Transit Improvements **NHPP:**
MUNICIPALITIES: Downingtown Borough **FC:**
PLAN CENTER: Town Center AQ Code:2025M
PROJECT MANAGER: IPD: 16
CMP Subcorridor(s): 7E
CMP: Not SOV Capacity Adding

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 on a section of tangent track in Downingtown Borough, as a result of the Alternative Analysis conducted by PennDOT with Amtrak, SEPTA, and local communities in 2013. The proposed new station will continue to serve Amtrak and SEPTA train service, will be ADA accessible, and will provide 500 foot long high level boarding platforms, approximately 850–950 parking spaces, bicycle and pedestrian access, site lighting and security. The existing station is an enclosed shelter with a low level platform, has 360 parking spaces, and is not ADA accessible. The details of the site configuration will continue to develop as PennDOT works towards the goal of creating a Transit Oriented Development (TOD) with a developer to be determined.

The Downingtown Station is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 Amtrak round trips per average workday, which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are 22 Amtrak stops and 42 SEPTA stops per weekday at the Downingtown Station. Amtrak ridership numbers for the station are 61,435 riders (FY14-15). This line has multiple tracks, full electrification, and grade separation from the highway grid.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	5307	18,000												
CON	5337	26,000												
CON	341	6,500												
CON	341	4,500												
		55,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			55,000		Total FY2023-2026			0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 114284 *Keystone Corridor Zoo Interlocking Project*

New

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER: S. Panko

CMP:

The goal of this project is to address functionally obsolete rail infrastructure at the Zoo Interlocking and bring the facility into a state of good repair. The project will improve performance on a highly utilized segment of the Keystone Corridor providing service to over 35,000 passenger trains and 8.4 million people each year. These improvements will provide benefits to passengers by increasing maximum operating speeds from 30 mph to 80 mph, resulting in a time savings of 70 seconds per trip, increased operational flexibility and service reliability, and improved ride quality. The project consists of the following improvements:

- Slope stabilization, including the construction of two new retaining walls;
- State of good repair improvements to track two (through track) to create a continuous through track for westbound trains with new concrete ties and continuous welded rail, grading and drainage upgrades, and modifications to existing overhead catenary systems (OCS); and
- Track reconfiguration and state of good repair improvements on the western end of the interlocking to eliminate seven unnecessary diverging movements with the removal of one turnout, construction of new track, and various signal and OCS improvements.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	FRA-SOGR		15,140												
CON	137 (PennDOT)		29,020												
CON	1516		11,040												
		0	55,200	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			55,200	Total FY2023-2026				0	Total FY2027-2030				0

Total For PennDOT	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$55,000	\$55,200	\$0	\$0	\$110,200	\$0	\$0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 *Capital Operating Assistance - Pottstown Area Rapid Transit (PART)*

LIMITS: Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

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 FY19 - FY21 include (also see MPMS #95739):

- FY19: Technology (\$155,000),
- FY20: Technology (\$155,000),
- FY21: Technology (\$155,000), Vehicle and Equipment Purchase (\$622,000)

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
OP	5307	669													
OP	1513	1,150													
OP	LOC	89													
OP	5307		702												
OP	1513		1,150												
OP	LOC		93												
OP	5307			737											
OP	1513			1,150											
OP	LOC			98											
OP	5307				774										
OP	1513				1,150										
OP	LOC				103										
		1,908	1,945	1,985	2,027	0	0	0	0	0	0	0	0		
		Total FY2019-2022			7,865	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS: No Let Date
IMPROVEMENT Transit Improvements **NHPP:**
MUNICIPALITIES: Pottstown Borough **FC:** AQ Code:M10
PLAN CENTER: IPD:
PROJECT MANAGER: K. High **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 9A, 16A

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology project, and begin the replacement of their existing bus fleet.

Capital projects planned in FY19 - FY21 include:

FY19: Technology (\$155,000),
 FY20: Technology (\$155,000),
 FY21: Technology (\$155,000), Vehicle and Equipment Purchase (\$622,000)

Technology: Includes but not limited to the acquisition of an IT solution which provides GPS/GIS, predictive arrival, automatic voice announcement, wireless internet connectivity, real time mapping and monitoring, and a new fare collection upgrade.

Vehicle & Equipment Purchase: Includes but not limited to the replacement of transit buses, as well as informational kiosks, bus shelters, and other amenities.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CAP	5307	1,876												
CAP	1517	450												
CAP	LOC	35												
CAP	5307		100											
CAP	1517		50											
CAP	LOC		3											
CAP	5307			722										
CAP	1517			50										
CAP	LOC			24										
		2,361	153	796	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,310	Total FY2023-2026				0	Total FY2027-2030			0

Total For Pottstown	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$4,269	\$2,098	\$2,781	\$2,027	\$11,175	\$0	\$0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 *Capital Asset Lease Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, warehouse facilities, 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CAL	37 (PennDO)	15,000											
CAL	5307	8,849											
CAL	5337	33,524											
CAL	1514	13,881											
CAL	LOC	462											
CAL	07 (PennDO)		15,000										
CAL	5337		26,454										
CAL	1514		10,029										
CAL	LOC		334										
CAL	5337			28,634									
CAL	1514			9,582									
CAL	LOC			318									
CAL	5337				45,738								
CAL	1514				12,438								
CAL	LOC				414								
CAL	5337					46,653							
CAL	1514					12,689							
CAL	LOC					423							
CAL	5337						47,586						
CAL	1514						12,946						
CAL	LOC						431						
CAL	5337							48,537					
CAL	1514							13,210					
CAL	LOC							440					
CAL	5337								49,508				
CAL	1514								13,492				
CAL	LOC								450				
CAL	5337									50,498			
CAL	1514									13,782			
CAL	LOC									459			
CAL	5337										51,508		
CAL	1514										14,066		
CAL	LOC										469		
CAL	5337											52,539	
CAL	1514											14,357	
CAL	LOC											478	
CAL	5337												53,589
CAL	1514												14,601

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAL	LOC									487			
71,716	51,817	38,534	58,590	59,765	60,963	62,187	63,450	64,739	66,043	67,374	68,677		
Total FY2019-2022		220,657		Total FY2023-2026		246,365		Total FY2027-2030		266,833			

MPMS# 59973 *Utility Fleet Renewal Program - Non Revenue Vehicles*

LIMITS: System-wide No Let Date
IMPROVEMENT: Transit Improvements **NHPP:**
MUNICIPALITIES: Various **FC:**
PLAN CENTER: AQ Code:M2
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. These vehicles include automobiles for transit supervisors and operations support personnel; utility vehicles for the inspection, maintenance, and construction of operating facilities, overhead power systems, signal systems, and track; and service vehicles and equipment for use in garages, shops, and operations support functions. 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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PUR	1514	5,742											
PUR	LOC	191											
PUR	1514		5,806										
PUR	LOC		194										
PUR	1514			5,806									
PUR	LOC			194									
PUR	1514				5,806								
PUR	LOC				194								
PUR	5307					4,800							
PUR	1514					1,161							
PUR	LOC					39							
PUR	1514						5,806						
PUR	LOC						194						
PUR	1514							5,806					
PUR	LOC							194					
PUR	1514								5,806				
PUR	LOC								194				
PUR	1514									5,806			
PUR	LOC									194			
PUR	1514										5,806		
PUR	LOC										194		
PUR	1514											5,806	
PUR	LOC											194	
		5,933	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2019-2022		23,933		Total FY2023-2026		24,000		Total FY2027-2030		24,000	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60255 *Regional Rail Signal Modernization Program*

LIMITS: System-wide railroad facilities No Let Date

IMPROVEMENT Transit Improvements **NHPP:**

MUNICIPALITIES: Various **FC:** AQ Code:M6

PLAN CENTER: IPD: 6

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project provides for the modernization of the signal system on SEPTA's Regional Rail network including the installation of an Automatic Train Control (ATC) System and the Advanced Civil Speed Enforcement System (ACSES). The ATC System, which operates on a microprocessor based platform, ensures effective train separation and provides train overspeed protection with automatic braking. The new signal system also enables bi-directional train movements with full signaling, thus greatly enhancing the flexibility of service when a portion of track is out of service for maintenance or repair.

The ACSES is layered onto the ATC system on all SEPTA-owned Regional Rail lines. Working in unison, these two systems provide the functionality of a Positive Train Control (PTC) System that the "Rail Safety Improvement Act of 2008" mandated to be operational by December 31, 2015 (subsequently extended to December 31, 2020). The PTC system enhances the ATC system by providing the ability to enforce a stop, enforce civil speed restrictions, and enforce temporary speed restrictions through a network of transponders, while maintaining the continuous track monitoring advantages of ATC. These systems are interoperable with Amtrak and the various freight carriers.

To date, SEPTA has implemented ATC & PTC systems on all Regional Rail lines. This funding will enable SEPTA to complete integration and interoperability work needed to function cohesively with CSX and Norfolk Southern throughout the region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	5337	4,000											
ERC	1514	968											
ERC	LOC	32											
ERC	5337		4,800										
ERC	1514		1,162										
ERC	LOC		38										
		5,000	6,000	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		11,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 *Debt Service*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

- Payments on converted Indexed Rate Revenue Refunding Bonds, Series 2007. These bonds were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Subway Elevated car acquisition, Broad Street Subway Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Subway Elevated Line infrastructure improvements.

- Payments on Fixed Rate Revenue Refunding Bonds, Series 2010/2017. 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. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2010 Bonds.

- Payments on Capital Grant Receipts Bonds, Series FY 2011/2017. These bonds support the procurement of 120 new railcars (Silverliner V's) and the rehabilitation of the Wayne Junction Intermodal Facility.

- Payments on the Employment Based Immigration- 5th Preference (EB-5) program loan. These funds are being used for the Electric Locomotive Procurement, Frazer Shop & Yard Improvements, Elwyn to Wawa Service Restoration, City Hall Station, and substation rehabilitation projects.

- Payments on Capital Financing. SEPTA anticipates utilizing short and/or long-term borrowings to advance various capital projects during Fiscal Year 2019 through 2021. The financing may take the form of additional borrowings under the EB-5 Loan Program, Grant Anticipation Notes (GANs), or other short term financing tools. Projects to be funded under this program may include vehicle purchases and infrastructure improvements, depending upon cash flow requirements. There are currently no outstanding obligations under this program and the actual amount of borrowing is subject to change.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
DS	5337	13,256											
DS	PTAF 44	32,089											
DS	1514	8,646											
DS	LOC	1,393											
DS	5307		9,360										
DS	5337		13,257										
DS	PTAF 44		24,480										
DS	1514		11,279										
DS	LOC		1,219										
DS	5307			27,600									
DS	5337			20,344									
DS	PTAF 44			24,393									
DS	1514			17,406									
DS	LOC			1,420									
DS	5337				12,372								
DS	5307				15,600								
DS	PTAF 44				12,058								
DS	1514				12,574								
DS	LOC				834								
DS	5337					12,376							

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

DS	5307				15,600								
DS	PTAF 44				12,065								
DS	1514				29,027								
DS	LOC				1,384								
DS	5337					12,374							
DS	5307					15,600							
DS	PTAF 44					12,064							
DS	1514					29,026							
DS	LOC					1,384							
DS	5337						12,374						
DS	5307						15,600						
DS	PTAF 44						12,058						
DS	1514						29,026						
DS	LOC						1,383						
DS	5337							12,377					
DS	5307							15,600					
DS	PTAF 44							12,062					
DS	1514							29,027					
DS	LOC							1,383					
DS	5307								15,600				
DS	5337								12,374				
DS	PTAF 44								10,850				
DS	1514								29,026				
DS	LOC								1,340				
DS	5307									15,600			
DS	5337									12,374			
DS	1514									29,026			
DS	LOC									967			
DS	5307										15,600		
DS	1514										26,032		
DS	LOC										868		
DS	5307											15,600	
DS	1514											26,032	
DS	LOC											868	
		55,384	59,595	91,163	53,438	70,452	70,448	70,441	70,449	69,190	57,967	42,500	42,500
		Total FY2019-2022		259,580	Total FY2023-2026		281,790		Total FY2027-2030		212,157		

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Federal Preventive Maintenance provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
OP	5337	36,200											
OP	LOC	9,050											
OP	5337		36,200										
OP	LOC		9,050										
OP	5307			36,200									
OP	LOC			9,050									
OP	5307				36,200								
OP	LOC				9,050								
OP	5337					13,707							
OP	5307					22,493							
OP	LOC					9,050							
OP	5307						23,771						
OP	5337						12,429						
OP	LOC						9,050						
OP	5307							23,771					
OP	5337							12,429					
OP	LOC							9,050					
OP	5337								10,738				
OP	5307								25,462				
OP	LOC								9,050				
OP	5337									12,511			
OP	5307									23,689			
OP	LOC									9,050			
OP	5337										16,857		
OP	5307										19,344		
OP	LOC										9,050		
OP	5337											17,108	
OP	5307											19,092	
OP	LOC											9,050	
OP	5307												22,310
OP	5337												13,889
OP	LOC												9,050
OP	5307												16,746
OP	5337												19,454
OP	LOC												9,050
		45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,251	45,250	45,249	45,250
		Total FY2019-2022		181,000		Total FY2023-2026		181,000		Total FY2027-2030		181,000	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60335 City Hall / 15th Street Stations

LIMITS: City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:M8

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

This project will rehabilitate City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line. The improvements to be completed include the installation of new elevators and ramps to all levels of both stations, wider ramped corridors connecting the stations, and accessible fare line gates. The station interiors will be updated with new architectural finishes, signs, Art-in-Transit, seating and other amenities, lighting, public address systems, and closed-circuit TV. Structural repairs and upgrades will be completed to improve mechanical and natural ventilation, and prevent / intercept water infiltration and inflow. The City Hall / 15th Street Stations project has been divided into the following phases: Dilworth Park Phase (complete), 15th Street Station Phase (in construction), Inter-Station Connections, and City Hall Station Structural Work Phase (underpinnings), and the City Hall Station Phase.

The total project cost is \$146.47 million. Funding is programmed as follows: Prior year funds in the amount of \$56.49 million and \$89.98 million in FY 2019-2024.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	3,171											
ERC	OTH	6,660											
ERC	LOC	106											
ERC	1514		7,742										
ERC	LOC		258										
ERC	1514			1,275									
ERC	OTH			5,332									
ERC	LOC			42									
ERC	1514				8,980								
ERC	LOC				299								
ERC	1514					23,924							
ERC	LOC					797							
ERC	1514						30,385						
ERC	LOC						1,013						
		9,937	8,000	6,649	9,279	24,721	31,398	0	0	0	0	0	0
		Total FY2019-2022		33,865		Total FY2023-2026		56,119		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

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:

- 69th Street Transportation Center Parking Garage - \$31.01 million (Prior Years - FY 2023)
- Fern Rock Transportation Center Complex - \$77.5 million (FY 2024 - FY 2030)
- Gwynedd Valley Station Parking - \$2.54 million (Prior Years - FY 2019)
- Ivy Ridge Parking - \$35 million (FY 2024 - FY 2030)
- Noble Station Parking Garage and Storage Track - \$53 million (Prior Years - FY 2019 & FY 2022 - 2025)
- Philmont Station Parking - \$25 million (FY 2024 - FY 2030)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	1,525											
ERC	LOC	51											
ERC	1514		3,910										
ERC	LOC		130										
ERC	1514			4,244									
ERC	LOC			141									
ERC	1514				6,436								
ERC	LOC				214								
ERC	1514					9,359							
ERC	LOC					312							
ERC	1514						9,591						
ERC	LOC						320						
ERC	1514							9,774					
ERC	LOC							326					
ERC	1514								10,278				
ERC	LOC								342				
ERC	1514									22,571			
ERC	LOC									752			
ERC	1514										24,052		
ERC	LOC										802		
ERC	1514											27,246	
ERC	LOC											908	
ERC	1514												25,261
ERC	LOC												842
		1,576	4,040	4,385	6,650	9,671	9,911	10,100	10,620	23,323	24,854	28,154	26,103
		Total FY2019-2022		16,651		Total FY2023-2026		40,302		Total FY2027-2030		102,434	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS: Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the engineering and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line at the approximate location of the existing station.

Phase 1 will make the existing station ADA accessible. This phase includes construction of a pedestrian overpass with a total of three elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas will be reconfigured and pedestrian linkages, such as sidewalks and crosswalks, will be provided throughout the station area. SEPTA, Amtrak, and PennDOT are all contributing to the cost of Phase 1 construction, which has a total budget of \$48.69 million. SEPTA is programming \$35.01 million for Phase 1 to reflect SEPTA and PennDOT's share.

Phase 2 includes an intermodal station complex complete with an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities and a 600-plus space commuter parking garage. The total budget for Phase 2 is \$51.2 million, which is programmed in FY 2024-2027. Advancement of the Darby Road Bridge improvements is a necessary requirement for Phase 2 construction.

Complementing this project is MPMS #47979 North Valley Road over Amtrak, which will replace the North Valley Road (SR 1005) over Amtrak / SEPTA (BMS# 15-1005-080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	6,552											
ERC	LOC	218											
ERC	5307		3,920										
ERC	1514		948										
ERC	LOC		32										
ERC	1514					242							
ERC	LOC					8							
ERC	1514						20,565						
ERC	LOC						685						
ERC	1514								18,871				
ERC	LOC								629				
ERC	1514									9,868			
ERC	LOC									329			
		6,770	4,900	0	0	0	250	21,250	19,500	10,197	0	0	0
		Total FY2019-2022		11,670		Total FY2023-2026		41,000		Total FY2027-2030		10,197	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

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. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle preventive maintenance allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CAP	5307	22,400											
CAP	5337	38,400											
CAP	1514	17,248											
CAP	LOC	575											
CAP	5307		24,000										
CAP	5337		36,000										
CAP	1514		21,307										
CAP	LOC		710										
CAP	5337			24,000									
CAP	5307			36,264									
CAP	1514			17,994									
CAP	LOC			600									
CAP	5307				38,600								
CAP	5337				24,000								
CAP	1514				18,575								
CAP	LOC				619								
CAP	5307					33,310							
CAP	5337					30,087							
CAP	1514					19,310							
CAP	LOC					644							
CAP	5337						16,061						
CAP	5307						48,139						
CAP	1514						18,994						
CAP	LOC						633						
CAP	5337							18,552					
CAP	5307							46,448					
CAP	1514							16,900					
CAP	LOC							563					
CAP	5307								48,221				
CAP	5337								17,579				
CAP	1514								16,873				
CAP	LOC								562				
CAP	5337									14,034			
CAP	5307									52,566			
CAP	1514									16,839			
CAP	LOC									561			

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP	5337									14,581			
CAP	5307									52,818			
CAP	1514									17,032			
CAP	LOC									569			
CAP	5337										18,600		
CAP	5307										49,600		
CAP	1514										17,226		
CAP	LOC										574		
CAP	5307											55,164	
CAP	5337											13,836	
CAP	1514											17,419	
CAP	LOC											581	
		78,623	82,017	78,858	81,794	83,351	83,827	82,463	83,235	84,000	85,000	86,000	87,000
		Total FY2019-2022		321,292		Total FY2023-2026		332,876		Total FY2027-2030		342,000	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations, known as Customized Community Transportation (CCT). The vehicles acquired will replace existing vehicles that have exceeded their useful life. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PUR	5310	3,350											
PUR	5307	5,600											
PUR	1514	2,165											
PUR	LOC	72											
PUR	5307		5,600										
PUR	1514		1,355										
PUR	LOC		45										
PUR	5307			5,600									
PUR	1514			1,355									
PUR	LOC			45									
PUR	5307				5,600								
PUR	1514				1,355								
PUR	LOC				45								
PUR	5307					5,600							
PUR	1514					1,355							
PUR	LOC					45							
PUR	5307						5,600						
PUR	1514						1,355						
PUR	LOC						45						
PUR	5307							5,600					
PUR	1514							1,355					
PUR	LOC							45					
PUR	5307								5,600				
PUR	1514								1,355				
PUR	LOC								45				
PUR	5307									5,600			
PUR	1514									1,355			
PUR	LOC									45			
PUR	5307										5,600		
PUR	1514										1,355		
PUR	LOC										45		
PUR	5307											5,600	
PUR	1514											1,355	
PUR	LOC											45	
PUR	5307												5,600
PUR	1514												1,355
PUR	LOC												45

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

11,187	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000
Total FY2019-2022		32,187		Total FY2023-2026		28,000		Total FY2027-2030		28,000	

MPMS# 60611 SEPTA Key (Fare Collection System/New Payment Technologies)

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

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 introduced the SEPTA Key Early Adopters Program in June 2016 which deployed City Transit (Bus, Trolley, Trackless Trolley and High Speed Lines) but limited the products available for purchase to TransPasses, Convenience Passes, Travel Wallet and Quick Trips. Full deployment of the remaining City Transit related products is projected to be completed in 2018. Deployment of Regional Rail and CCT Connect Paratransit Services is scheduled to be underway in 2018.

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 downtown Railroad stations (Temple University, Jefferson Station, Suburban Station, 30th Street Station, and University City); 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. Much of this work is complete or nearing completion.

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. Project status updates are available online at <http://www.septa.org/key/>.

The total project cost is \$297.77 million. Funding is programmed as follows: Prior year funds in the amount of \$199.81 million and \$97.96 million in FY 2019-2020.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CAP	5307	32,881												
CAP	1514	20,477												
CAP	LOC	684												
CAP	5337		4,781											
CAP	5307		12,568											
CAP	1514		4,198											
CAP	LOC		140											
		54,042	21,687	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		75,729		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60636 *Elwyn to Wawa Rail Restoration*

LIMITS: Elwyn to Wawa, Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:p

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 16

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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 in Wawa, Delaware County along the existing line referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including cross-ties, continuous welded rail and track interlockings; catenary system rehabilitation; a bi-directional signal system with automated train controls and positive train control; communications system improvements; and the replacement and rehabilitation of bridges and culverts.

The new terminus at Wawa 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; and a 600+ car parking deck. 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. Finally, a railcar storage/maintenance yard and crew facility will be constructed on SEPTA property in Lenni, Delaware County.

The total project cost is \$177.86 million. Funding is programmed as follows: Prior year funds in the amount of \$26.81 million and \$151.05 million in FY 2019-2022.

		TIP Program Years (\$ 000)											
<u>Phase</u>	<u>Fund</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
ERC	1514	13,297											
ERC	OTH	21,460											
ERC	LOC	443											
ERC	1514		19,599										
ERC	LOC		671										
ERC	OTH		26,819										
ERC	1514			35,306									
ERC	LOC			1,177									
ERC	1514				30,748								
ERC	LOC				1,025								
		35,200	47,089	36,483	31,773	0	0	0	0	0	0	0	0
		Total FY2019-2022		150,545		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60638 *Regional Rail Car, Locomotive, and Trolley Acquisition*

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

This program provides for the replacement and addition of rail cars, locomotives, and trolleys. It will replace vehicles and equipment that have exceeded their useful life, and provide for fleet expansion to meet present and projected increases in ridership. Planned procurements include:

Electric Locomotives - \$154.5 million (Contract Award Complete; Delivery FY 2019)

The acquisition of new electric locomotives will allow SEPTA to retire its current, life-expired locomotives and accommodate the planned acquisition of new multi-level push-pull railcars to address growing ridership. The locomotives will come equipped with SEPTA's Positive Train Control system and regenerative braking. This capability enables energy from the train's motion when slowing down to be fed back to the power system for use by other trains. The locomotives are expected to be delivered in calendar year 2018.

Multi-Level Regional Rail Cars and Coaches - \$174.30 million (Contract Award Complete; Delivery FY 2020 - FY 2021)

This project provides for the acquisition of 45 new multi-level push-pull passenger railcars with an option for an additional 10 push-pull railcars. These cars are required to accommodate growing ridership and increased service capacity needs on SEPTA's Regional Rail system, and are additions to SEPTA's current fleet of 45 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice announcement and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems. The railcars are expected to be delivered in calendar years 2020 and 2021.

Trolley Acquisition and Infrastructure - \$1.1 billion (FY 2024 - Future Years)

This project provides for the modernization of SEPTA's Trolley service through the acquisition of new articulated trolleys, and associated planning and infrastructure improvements to accommodate these new vehicles. The goals of the program are: 1) a system in full compliance with the Americans with Disabilities Act (ADA); 2) a safe and improved customer experience; 3) controlled vehicle acquisition costs by providing a faster, higher capacity service; and 4) reduced operating costs through fleet right-sizing based on faster, higher capacity service. The new trolleys will operate on City Transit Routes 10, 11, 13, 15, 34, 36 and Suburban Transit Routes 101 & 102. The trolleys will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power supplies, subway station and in-street stop upgrades, track and bridge improvements, fare payment and trolley maintenance.

Regional Rail Cars, Silverliner VI - \$1.1 billion (FY 2024 - Future Years)

This project will provide for the purchase of new railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV railcars were built between 1974 and 1976, and by the time of replacement, the cars will be well past their expected useful life. These new railcars will fully comply with the evolving federal and state regulations regarding safety features and systems, and will be fully compliant with the Americans with Disabilities Act (ADA) requirements.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PUR	1514	2,419											
PUR	OTH	67,590											
PUR	LOC	81											
PUR	1514		3,629										
PUR	LOC		121										
PUR	OTH		7,560										
PUR	5337			34,278									
PUR	1514			8,692									
PUR	LOC			290									
PUR	5307				12,322								
PUR	5337				41,353								
PUR	1514				47,770								
PUR	LOC				1,592								
PUR	5337					20,640							

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 Substations and Power Improvements

LIMITS: System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. Program work includes replacing transformers, trolley breakers, feeder switches, substation switchgears, protective relaying, and catenary.

Currently programmed substation and power projects include:

- Allen Lane Substation - \$15 million (FY 2024 - FY 2030)
- Brill Substation Overhaul - \$12.8 million (FY 2024 - FY 2030)
- Lansdale, Chestnut Hill East, 18th/12th/Portal, Hatboro Construction - \$25.24 million (FY 2019 - FY 2022)
- Neshaminy, Bethayres, Yardley Construction - \$24.58 million (Prior Years - FY 2021)
- Market, Ellen, Ranstead Construction - \$18.68 million (FY 2019 - FY 2021)
- Media-Elwyn Line Catenary Replacement - \$16.8 million (Prior Years - FY 2020)
- Park, Broad, Loudon, Castor Construction - \$19.95 million (FY 2020 - FY 2023)
- Substation Design and Equipment Purchase - \$28.23 million (Prior Years - FY 2022)
- Transit Substation Overhaul Program - \$45 million (FY 2024 - FY 2030)
- Wayne Junction Static Frequency Converters #1-4 - \$60 million (Prior Years - FY 2023)
- Woodbourne Construction - \$23.49 million (FY 2020 - FY 2023)

Power Program:

30th Street West Catenary Replacement - \$77 million (Prior Years - FY 2022)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	8,706											
ERC	LOC	290											
ERC	OTH	20,560											
ERC	5307		9,600										
ERC	1514		13,165										
ERC	OTH		20,234										
ERC	LOC		362										
ERC	1514			46,573									
ERC	LOC			1,552									
ERC	1514				38,828								
ERC	LOC				1,294								
ERC	1514					53,003							
ERC	LOC					1,766							
ERC	1514						23,952						
ERC	LOC						798						
ERC	1514							15,436					
ERC	LOC							514					
ERC	1514								6,774				
ERC	LOC								226				
ERC	1514									5,806			
ERC	LOC									194			
ERC	1514										5,807		
ERC	LOC										194		
ERC	1514											10,645	
ERC	LOC											355	
ERC	1514												11,419
ERC	LOC												381

DVRPC FY2019-2022 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

29,556	43,361	48,125	40,122	54,769	24,750	15,950	7,000	6,000	6,001	11,000	11,800
Total FY2019-2022		161,164		Total FY2023-2026		102,469		Total FY2027-2030		34,801	

MPMS# 60655 *Levittown Station*

LIMITS: Levittown station in Bucks County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 15

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

Improvements to Levittown Station on the Trenton Regional Rail Line will make the station fully ADA accessible. Work includes installation of new full length high-level platforms with canopies; replacement of the station building; parking improvements and expansion; stormwater management; new signage, lighting, and passenger amenities. In addition, a new pedestrian overpass complete with elevators will be constructed to replace the old tunnel. Bus loops will be constructed and bus shelters installed to promote intermodal access, improve traffic flow and enhance safety for motorists and pedestrians through the station and parking areas.

The total project cost is \$36.01 million. Funding is programmed as follows: Prior year funds in the amount of \$26.42 million and \$9.59 million in FY 2019 and FY 2020.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	7,277											
ERC	LOC	243											
ERC	5307		1,200										
ERC	1514		842										
ERC	LOC		28										
ERC	1514												
ERC	LOC												
		7,520	2,070	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		9,590		Total FY2023-2026				0			
		Total FY2019-2022		9,590		Total FY2023-2026				0			

DVRPC FY2019-2022 TIP for PA

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:2035M

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

The Ardmore Transportation Center project on the Paoli/Thorndale Regional Rail Line will modernize the station and make it fully ADA accessible. This project will be completed in 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 stairs and ramps; improved lighting; new signage; landscaping and site improvements including storm water management; and preparing the foundation for a future parking garage. The total budget for Phase 1 is \$36.29 million, which includes the design for Phase 2.

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. The total budget for Phase 2 is \$26.05 million. SEPTA is programming \$10 million towards Phase 2 construction in FY 2028 and FY 2029. Phase 2 will be advanced upon identification of funding partners and alternate funding sources.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ERC	5307		3,500											
ERC	1514										4,839			
ERC	LOC										161			
ERC	1514											4,839		
ERC	LOC											161		
		0	3,500	0	0	0	0	0	0	0	5,000	5,000	0	
		Total FY2019-2022			3,500	Total FY2023-2026				0	Total FY2027-2030		10,000	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS: System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER:

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 and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Currently programmed projects include:

Railroad Stations

- Bicycle Transit Access Program - \$2.5 million (Ongoing)
- Chestnut Hill East ADA Improvements - \$11.17 million (FY 2021 - FY 2023)
- Devon Station - \$20 million (FY 2024 - FY 2030)
- East Falls Station - \$19.5 million (FY 2021 - FY 2025)
- Hatboro Station - \$7.15 million (FY 2024 - FY 2030)
- Jenkintown-Wyncote Station High Level Platforms - \$25.32 million (Prior Years - FY 2023)
- Malvern Station High Level Platforms - \$15.26 million (FY 2021 - FY 2025)
- Marcus Hook Station - \$22.5 million (FY 2024 - FY 2030)
- Roslyn Station - \$6.5 million (FY 2024 - FY 2030)
- Secane Station - \$24.20 million (Prior Years - FY 2019 & FY 2024 - FY 2030)
- Swarthmore Station Roof and Canopy - \$1.81 million (Prior Years - FY 2019)
- Willow Grove Station - \$20.89 million (Prior Years - FY 2022)
- Wyndmoor Station - \$19.5 million (FY 2024 - FY 2030)
- Wynnewood Station - \$19.5 million (FY 2024 - FY 2030)

Transit Stations

- 5th Street Station - \$19.45 million (Prior Years - FY 2020)
- 11th Street Station - \$9.5 million (FY 2019 - FY 2022)
- 30th Street Station Improvements - \$38.8 million (Prior Years - FY 2021)
- Arrott Transportation Center (Margaret-Orthodox Station) - \$39.86 million (Prior Years - FY 2019)
- Center City Concourses Improvements - \$59.65 million (Prior Years - FY 2020 & FY 2024 - FY 2030)
- Erie Station on the Broad Street Line - \$9 million (FY 2021 - FY 2024)
- Fairmount Station - \$18 million (FY 2024 - FY 2030)
- Hunting Park Station - \$5.5 million (FY 2024 - FY 2030)
- South Philadelphia Broad Street Line Station - \$9.80 million (FY 2024 - FY 2030)
- Stadium Station on the Norristown High Speed Line - \$3.00 million (FY 2019)
- Susquehanna-Dauphin Station on the Broad Street Line - \$14.94 million (Prior Years - FY 2020)
- Tasker-Morris Station - \$9.8 million - (Prior Years - FY 2021)
- Villanova Station on the Norristown High Speed Line - \$4 million (FY 2022 - FY 2023)
- Wyoming Station on the Broad Street Line - \$5 million (FY 2024 - FY 2030)

Bus and Trolley Loop Program

- Bethlehem Pike - \$1.75 million (FY 2021 - FY 2023)
- Direct Bus Phase B - \$2.5 million (FY 2020 - FY2023)
- Ridge and Summit - \$1.75 million (FY 2023 - FY 2025)
- Rising Sun and Olney - \$1.75 million (FY 2024 - FY 2030)
- Wissahickon Transportation Center - \$14.22 million (Prior Years - FY 2020)
- Westmoreland - \$1.75 million (FY 2019 - FY 2021)
- Wycombe - \$2.00 million (FY 2024 - FY 2030)

The Conshohocken Station & Parking project is also part of this program. In support of PennDOT's I-76 Integrated Corridor Management (ICM), SEPTA is constructing a new fully ADA accessible station and station access improvements at Conshohocken Station on the Manayunk/Norristown Regional Rail Line. This station will receive new full length high-level platforms; new passenger shelters; accessible pathways, sidewalks and handrails/guardrails; bike facilities; additional roadway access to the station; new signage and lighting; stormwater management systems and landscaping. The total cost of the project is \$15 million. Funding is programmed as follows: prior years through FY 2020.

Additionally, SEPTA will be constructing a "Smart Garage" at Conshohocken Station. The current cost estimate is \$37.4 million, which includes property acquisition, design (garage structure and smart features), construction of the garage, and installation of the smart parking

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

features. This project has received \$2 million of FHWA CMAQ FLEX funding in FY19 to support the design effort and will receive \$8 million of FHWA CMAQ Flex funding in FY23 to support the installation of smart parking features and related construction costs. These CMAQ funds are programmed in MPMS #111005. State funds programmed in MPMS #77183 in FY19 and FY23 will be applied as a state match for the flex funds programmed in MPMS #111005.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	5339B	3,806											
ERC	1514	38,488											
ERC	LOC	1,283											
ERC	5339B		2,000										
ERC	CAQ		2,000										
ERC	5307		12,000										
ERC	BUILD		15,000										
ERC	1514		63,093										
ERC	LOC		2,103										
ERC	1514			31,725									
ERC	LOC			1,057									
ERC	5339				3,189								
ERC	1514				25,145								
ERC	LOC				838								
ERC	1514					45,506							
ERC	LOC					1,516							
ERC	1514						5,486						
ERC	LOC						183						
ERC	1514							20,445					
ERC	LOC							681					
ERC	1514								24,172				
ERC	LOC								806				
ERC	1514									22,361			
ERC	LOC									745			
ERC	1514										38,749		
ERC	LOC										1,291		
ERC	1514											40,046	
ERC	LOC											1,335	
ERC	1514												49,501
ERC	LOC												1,650
		43,577	96,196	32,782	29,172	47,022	5,669	21,126	24,978	23,106	40,040	41,381	51,151
		Total FY2019-2022		201,727		Total FY2023-2026		98,795		Total FY2027-2030		155,678	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair.

Projects to be advanced include:

- Track and Right-of-Way: Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; retaining walls; culverts; and grade crossing improvements.
- Station Facilities: Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; sanitary facilities; escalators; elevators; parking; and accessibility improvements.
- Communications & Signal Systems: Rehabilitation of signal systems and select communications equipment.
- Power Systems: Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; and localized and centralized control facilities.
- Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, sprinkler systems, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	45,000											
ERC	LOC	1,500											
ERC	1514		45,968										
ERC	LOC		1,532										
ERC	1514			45,973									
ERC	LOC			1,532									
ERC	1514				46,936								
ERC	LOC				1,564								
ERC	1514					47,904							
ERC	LOC					1,596							
ERC	1514						48,871						
ERC	LOC						1,629						
ERC	1514							49,839					
ERC	LOC							1,661					
ERC	1514								50,807				
ERC	LOC								1,693				
ERC	1514									51,775			
ERC	LOC									1,725			
ERC	1514										52,742		
ERC	LOC										1,758		
ERC	1514											53,710	
ERC	LOC											1,790	
ERC	1514												54,678
ERC	LOC												1,822
		46,500	47,500	47,505	48,500	49,500	50,500	51,500	52,500	53,500	54,500	55,500	56,500
		Total FY2019-2022		190,005		Total FY2023-2026		204,000		Total FY2027-2030		220,000	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 30-foot buses for suburban circulator and contracted service routes. The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six years and 4) Introduction of new technology to the fleet.

In February 2017, SEPTA issued a Notice to Proceed to Proterra for 25 battery electric buses and related equipment. These buses will be deployed on SEPTA Bus Routes 29 and 79 in South Philadelphia. Buses are scheduled for delivery in 2018. The total cost of this procurement is \$29.75 million (Prior Years - FY 2019).

In June 2016, SEPTA issued a Notice to Proceed to New Flyer Industries for the manufacture of 525 40-foot low-floor hybrid buses. These buses will be delivered over a five-year period, which began in 2017. The total cost of this procurement is \$467.96 million (Prior Years - FY 2021).

This program also provides funding for future bus procurements in FY 2023 through FY 2030.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State Bond funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PUR	5339(C)	1,500											
PUR	5339	9,079											
PUR	5307	33,280											
PUR	1514	25,973											
PUR	OTH	19,995											
PUR	LOC	866											
PUR	5339		9,205										
PUR	1514		2,228										
PUR	LOC		74										
PUR	OTH		120,000										
PUR	5339			7,705									
PUR	5307			1,122									
PUR	1514			5,997									
PUR	OTH			74,672									
PUR	LOC			200									
PUR	5339				4,516								
PUR	1514				5,226								
PUR	LOC				174								
PUR	5307					17,613							
PUR	5339					7,705							
PUR	1514					10,258							
PUR	LOC					342							
PUR	5307						15,212						
PUR	5339						7,705						
PUR	1514						9,678						
PUR	LOC						323						
PUR	5339							7,705					
PUR	5307								15,212				

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

PUR	1514					9,678							
PUR	LOC					323							
PUR	5339						7,705						
PUR	5307						15,212						
PUR	1514						9,678						
PUR	LOC						323						
PUR	5339							7,705					
PUR	5307							15,212					
PUR	1514							9,678					
PUR	LOC							323					
PUR	5339								7,705				
PUR	5307								15,212				
PUR	1514								9,678				
PUR	LOC								323				
PUR	5307									15,212			
PUR	5339									7,705			
PUR	1514									9,678			
PUR	LOC									323			
PUR	5339										7,705		
PUR	5307										15,212		
PUR	1514										9,678		
PUR	LOC										323		
		90,693	131,507	89,696	9,916	35,918	32,918	32,918	32,918	32,918	32,918	32,918	32,918
		Total FY2019-2022		321,812		Total FY2023-2026	134,672			Total FY2027-2030	131,672		

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 93588 *Exton Station*

LIMITS: Exton Station in Chester County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

The Exton Station Improvement project will modernize the station located on the Paoli/Thorndale Regional Rail Line. This project will be advanced in phases.

Phase 1 encompasses the construction of high-level platforms with canopies and wind screens, stormwater management improvements, and a new station building. The station facilities will be fully ADA compliant. New lighting, signage, security features, and passenger amenities will also be provided. The total budget for Phase 1 is \$24.42 million. SEPTA will use prior year funds and funds programmed in FY 2019 to advance Phase 1.

Phase 2 comprises the construction of bus circulation loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station. Phase 3 includes the development and construction of a fully accessible, multi-level parking expansion. The Phase 2 and 3 budget is \$39.5 million. SEPTA will use funds programmed in FY 2024 through FY 2027 to advance Phase 2 and 3.

The total project cost is \$63.92 million. Funding is programmed as follows: Prior year funds in the amount of \$15.06 million, \$9.53 million in FY 2019 and \$39.33 million FY 2024-2027.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	5337	6,000											
ERC	1514	3,417											
ERC	LOC	113											
ERC	5337		1,360										
ERC	1514		329										
ERC	LOC		11										
ERC	1514					1,452							
ERC	LOC					48							
ERC	1514						14,516						
ERC	LOC						484						
ERC	1514							14,516					
ERC	LOC							484					
ERC	1514									7,583			
ERC	LOC									253			
		9,530	1,700	0	0	0	1,500	15,000	15,000	7,836	0	0	0
		Total FY2019-2022		11,230		Total FY2023-2026			31,500	Total FY2027-2030			7,836

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 *Bridge Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

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 million (FY 2024 - FY 2030)
 - 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 million (FY 2024 - FY 2030)
 - 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) - \$45 million (Ongoing)
- Mainline-Schuylkill Bridges (Philadelphia) - \$58 million (Prior Years - FY 2019; FY 2024 - FY 2030)
 - 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
- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$15.5 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35 million (FY 2021 - FY 2024)
- Stone Arch Bridges Phase 2 (Multiple Locations) - \$10 million (Prior Years - FY 2020)
 - Doylestown Line Mile Post 4.87 over Neshaminy Creek near Sunset Avenue Chalfont, PA
 - Lansdale Line Mile Post 18.91 near Penllyn Pike Blue Bell, PA
 - Media/Elwyn Line Mile Post 12.68 near Possum Hollow Road Wallingford, PA
 - West Trenton Line Mile Post 13.70 near Meadowbrook Station Jenkintown, PA
 - West Trenton Line Mile Post 15.95 near Kirk Drive Huntingdon Valley, PA
 - West Trenton Line Mile Post 18.52 near County Line Road Philadelphia, PA
 - West Trenton Line Mile Post 22.65 near Parkland Avenue Parkland, PA

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	5,076											
ERC	LOC	169											
ERC	1514		5,381										
ERC	LOC		179										
ERC	1514			7,020									
ERC	LOC			234									
ERC	1514				10,723								
ERC	LOC				357								
ERC	5307					8,906							
ERC	1514					12,604							
ERC	LOC					420							
ERC	1514						29,468						
ERC	LOC						982						
ERC	1514							20,613					
ERC	LOC							687					
ERC	1514								24,688				
ERC	LOC								823				
ERC	1514									22,568			
ERC	LOC									752			
ERC	1514										24,958		
ERC	LOC										832		

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

ERC	1514										26,310		
ERC	LOC										877		
ERC	1514											18,370	
ERC	LOC											612	
		5,245	5,560	7,254	11,080	21,930	30,450	21,300	25,511	23,320	25,790	27,187	18,982
		Total FY2019-2022		29,139		Total FY2023-2026		99,191		Total FY2027-2030		95,279	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 *Track Improvement Program*

LIMITS: System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER:

NHPP:
FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:AY

AQ Code:M9

IPD:

This program will provide for improvements to SEPTA's track and right-of-way. Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program will renew and replace street track and special work, continuous welded rail (CWR), ties, and timbers.

Currently programmed projects include:

- Doylestown & Warminster Tie Renewal & Surfacing - \$7.89 million (FY 2019 - FY 2020)
- Market-Frankford Line Bridge Street Yard Program - \$3 million (FY 2022 - FY 2023)
- Market-Frankford Line Haunch Repair - \$.001 million (Ongoing)
- Norristown High Speed Line Interlockings - \$7.10 million (FY 2019 - FY 2021)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$26 million (Prior Years - FY 2023)
- Norristown Station Regional Rail 3rd Track - \$34.5 million (FY 2024 - FY 2030)
- Route 101/102 Yard Tracks Program - \$5.69 million (FY 2024 - FY 2030)
- Street Track Improvements (Trolley Routes 10, 11, 13, 34, & 36, Non-Revenue, Diversion Routes) - \$27.25 million (FY 2024 - FY 2030)
- Track and ROW Rail Service Improvements - \$19.25 million (Ongoing)
- Trolley Tunnel Track Renewal - \$1.5 million (Prior Years - FY 2019)
- Richmond Street Track Reconstruction - \$8 million (FY2020 - FY 2021)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	5307		6,401										
ERC	1514		1,548										
ERC	LOC		52										
CAP	1514	6,355											
CAP	LOC	212											
CAP	1514		11,358										
CAP	LOC		378										
CAP	1514			11,666									
CAP	LOC			389									
CAP	1514				6,778								
CAP	LOC				226								
CAP	1514					7,103							
CAP	LOC					237							
CAP	1514						2,419						
CAP	LOC						81						
CAP	1514							3,008					
CAP	LOC							100					
CAP	1514								5,032				
CAP	LOC								168				
CAP	1514									7,926			
CAP	LOC									264			
CAP	1514										7,742		
CAP	LOC										258		
CAP	1514											8,226	
CAP	LOC											274	
CAP	1514												8,226
CAP	LOC												274

DVRPC FY2019-2022 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

6,567	19,737	12,055	7,004	7,340	2,500	3,108	5,200	8,190	8,000	8,500	8,500
Total FY2019-2022		45,363	Total FY2023-2026		18,148	Total FY2027-2030		33,190			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 Roof Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems.

Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75 million (FY 2024 - FY 2030)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.1 million (Prior Years - FY 2019)
- Broad Substation Roof Replacement - \$2 million (Prior Years - FY 2019)
- Comly Roof Replacement - \$7.5 million (Prior years - FY 2020)
- Courtland Shop Roof Replacement - \$8.8 million (Prior years - FY 2020)
- Frankford Depot Roof Replacement - \$8.8 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Maintenance, Stations, & Substations Roof Program - \$21 million (FY 2024 - FY 2030)
- Midvale Roof Replacement - \$30.03 million (FY 2019 - FY 2023)
- Overbrook Maintenance Facility Roof Replacement - \$7.55 million (Prior Years - FY 2019)
- Sansom Substation Roof Replacement - \$2 million (FY 2024 - FY 2030)
- Southern Garage Roof Replacement - \$7.7 million (FY 2019 - FY 2020; FY 2024 - FY 2030)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	11,371											
ERC	LOC	380											
ERC	5307		4,800										
ERC	1514		12,906										
ERC	LOC		525										
ERC	1514			6,291									
ERC	LOC			209									
ERC	1514				1,562								
ERC	LOC				52								
ERC	1514					2,652							
ERC	LOC					88							
ERC	1514						4,500						
ERC	LOC						150						
ERC	1514							4,644					
ERC	LOC							156					
ERC	1514								6,485				
ERC	LOC								215				
ERC	1514									12,116			
ERC	LOC									404			
ERC	1514										15,456		
ERC	LOC										515		
ERC	1514											8,070	
ERC	LOC											269	
ERC	1514												3,097
ERC	LOC												103
		11,751	18,231	6,500	1,614	2,740	4,650	4,800	6,700	12,520	15,971	8,339	3,200
		Total FY2019-2022		38,096		Total FY2023-2026	18,890			Total FY2027-2030	40,030		

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for improvements at SEPTA's bus and rail maintenance shops, facilities maintenance shops, and office buildings. Program elements include replacement of vehicle washer, lift, and boiler systems; wheel truing program; bus and steel wheel lift programs; underground storage tank replacement program; shop & yard upgrades; and paving improvements.

Currently programmed projects include:

- 103 Victory Avenue Facility Improvements - \$19.81 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Boiler Replacement Program - \$4.68 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Bus Lift Program - \$6 million (FY 2024 - FY 2030)
- Environmental Cleanup - \$5.64 million (Prior Years - FY 2030)
- Frankford Transportation Building - \$17.6 million (Prior Years - FY 2019)
- Frontier Garage Roof, Washer, and Paving - \$14.67 million (Prior Years - FY 2019)
- Garage/Shop Overhead & Fire Doors - \$7.5 million (FY 2024 - FY 2030)
- On-Site Power for Major Facilities - \$6 million (FY 2024 - FY 2030)
- Midvale Depot Electric Bus Infrastructure project - \$5,375,000
- Powelton Yard Facility Improvements - \$3.92 million (Prior Years - FY 2021)
- Southern Garage Stormwater Management and Pavement - \$5.88 million (Prior Years - FY 2019)
- Steel Wheel Lift Program - \$8.11 million (Prior Years - FY 2019 & FY 2024 - FY 2030)
- Tasker-Morris Stormwater - \$8 million (FY 2023 - FY 2025)
- Underground Storage Tank Replacement Program - \$10.93 million (Prior Years - FY 2020; FY 2024 - FY 2030)
- Vehicle Washer Program - \$14 million (FY 2024 - FY 2030)
- Wheel Truing Program - \$8.40 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Wyoming Complex Storm Water Retrofits - \$2.92 million (FY 2019 - FY 2021)

The Frazer Rail Shop and Yard Upgrade project and the Wayne Junction Shop Improvements project are also included in this program.

The Frazer Rail Shop project will upgrade the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including new 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 and mechanical equipment will be replaced. The budget for this project is \$139 million. Funding is programmed as follows: prior fiscal years through FY 2022.

The Wayne Junction Shop Improvements project will help accommodate the expansion of SEPTA's railcar and locomotive fleets. This project will be advanced in phases, and will ultimately expand the existing shop by approximately 117,000 square feet. The first phase includes the addition of a 3-car capacity blowdown building, along with a remote storage building. The second phase will begin in the outer years of the project and will expand the existing facility. The total cost of the project is \$150 million. Funding is programmed as follows: prior fiscal years through FY 2020 and FY 2024 through FY 2030.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	OTH	33,730											
ERC	5339C		4,300										
ERC	5307		2,336										
ERC	1514		18,819										
ERC	LOC		724										
ERC	OTH		9,981										
ERC	1514			20,172									
ERC	LOC			672									
ERC	1514				24,213								
ERC	LOC				807								
ERC	1514					23,024							

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SEPTA

ERC	LOC					767							
ERC	1514					23,323							
ERC	LOC					777							
ERC	1514						22,810						
ERC	LOC						760						
ERC	1514							15,872					
ERC	LOC							529					
ERC	1514								12,774				
ERC	LOC								426				
ERC	1514									17,468			
ERC	LOC									582			
ERC	1514										17,565		
ERC	LOC										585		
ERC	1514											19,403	
ERC	LOC											647	
		33,730	36,160	20,844	25,020	23,791	24,100	23,570	16,401	13,200	18,050	18,150	20,050
		Total FY2019-2022		115,754		Total FY2023-2026		87,862		Total FY2027-2030		69,450	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102571 *Communications, Signals, & Technology Improvements*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, and information technology infrastructure. Projects will upgrade hardware and software, replace equipment that has reached or exceeded its useful life, and bring systems to a state of good repair.

Currently programmed projects include:

- 30th to Phil Catenary, Signals and ROW Improvements - \$45.9 million (Prior Years - FY 2020)
- Broad Street Subway Ridge Spur Signals - \$8.66 million (Prior Years - FY 2020)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$32.5 million (Prior Years - FY 2023)
- Information Technology Program - \$60 million (Prior Years - Future Years)
- Interlocking Improvement Program - \$75 million (Prior Years - FY 2030)
- Media/Elwyn ATC Upgrade - \$4 million (Prior Years - FY 2019)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73 million (Prior Years - FY 2022)
- Route 101/102 Positive Train Control - \$76.40 million (Prior Years - FY 2020)
- Scheduling System Enhancements - \$9.8 million (Prior Years - FY 2021)
- Video Systems Refreshment Program - \$6.46 million (Prior Years - FY 2022)
- Transit Asset Management System - \$4.8 million (Prior Years - FY 2020)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CAP	5307	800											
CAP	1514	38,853											
CAP	LOC	1,288											
CAP	1514		49,058										
CAP	LOC		1,635										
CAP	1514			35,636									
CAP	LOC			1,188									
CAP	1514				26,803								
CAP	LOC				893								
CAP	1514					26,379							
CAP	LOC					879							
CAP	1514						12,339						
CAP	LOC						411						
CAP	1514							12,339					
CAP	LOC							411					
CAP	1514								12,339				
CAP	LOC								411				
CAP	1514									12,339			
CAP	LOC									411			
CAP	1514										12,339		
CAP	LOC										411		
CAP	1514											12,339	
CAP	LOC											411	
CAP	1514												12,339
CAP	LOC												411
		40,941	50,693	36,824	27,696	27,258	12,750	12,750	12,750	12,750	12,750	12,750	12,750
		Total FY2019-2022		156,154		Total FY2023-2026		65,508		Total FY2027-2030		51,000	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 107011 Safety and Security Improvements

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M6

PLAN CENTER:

IPD: 20

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety is a key objective of SEPTA's Strategic Business Plan. All projects are grounded in a safety-first methodology. This program addresses SEPTA's goal to provide passengers with safe, reliable, and efficient transportation. The program includes projects that will improve station, tunnel, and facility ventilation systems, interoperable communications, bus operations, and security infrastructure.

Currently programmed projects include:

- Bus Operator Shields - \$6.26 million (FY 2019 - FY 2020)
- Bus Turn Alerting System - \$4.85 million (Prior Years - FY 2019)
- Elmwood Safety and Security Improvements - \$.40 million (Prior years - FY 2019)
- Escalator/Elevator Improvement Program - \$25.43 million (FY 2019 - FY 2030)
- Fern Rock Transportation Center Safety Improvements - \$19.52 million (FY 2019 - FY 2022)
- Jefferson Station Ventilation - \$4.5 million (Prior Years - FY 2020)
- Lawndale Station Pedestrian Underpass & High Level Platform - \$9.59 million (Prior Years - FY 2020)
- Midvale Facility & Security Enhancements - \$26.7 million (Prior Years - FY 2029)
- Pump Rooms - \$10 million (FY 2024 - FY 2030)
- Radio Interoperability - \$24.89 million (Prior Years - FY 2019)
- Safety & Security Infrastructure Hardening Program - \$3 million (Ongoing)
- Station Ventilation Improvements at Suburban and AT&T Stations - \$20 million (Prior Years - FY 2030)
- Wayne Junction Yard Security Improvements - \$2.5 million (Prior Years - FY 2021)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	16,285											
ERC	LOC	542											
ERC	5307		7,600										
ERC	1514		15,601										
ERC	LOC		653										
ERC	1514			12,610									
ERC	LOC			420									
ERC	1514				10,016								
ERC	LOC				334								
ERC	1514					10,652							
ERC	LOC					355							
ERC	1514						8,855						
ERC	LOC						295						
ERC	1514							11,204					
ERC	LOC							373					
ERC	1514								10,161				
ERC	LOC								339				
ERC	1514									8,419			
ERC	LOC									281			
ERC	1514										6,290		
ERC	LOC										210		
ERC	1514											5,816	
ERC	LOC											194	
ERC	1514												4,684
ERC	LOC												156

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
	16,827	23,854	13,030	10,350	11,007	9,150	11,577	10,500	8,700	6,500	6,010	4,840
	Total FY2019-2022			64,061	Total FY2023-2026		42,234	Total FY2027-2030		26,050		

Total For	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
SEPTA	\$794,695	\$834,774	\$672,197	\$613,285	\$2,914,951	\$2,453,147	\$2,453,110



INTERSTATE MANAGEMENT PROGRAM
FOR THE FY2019 TIP FOR DVRPC
SUBREGION

I-95 RECONSTRUCTION PROJECT ROADMAP

The I-95 Corridor, a major facility built in the 1960s, 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.

More than \$2.7 billion will provide for PennDOT's long-term, multi-phase initiative to rebuild and improve Interstate 95 in Pennsylvania. Over the next decade, PennDOT will focus on reconstructing an eight mile stretch of Interstate 95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are reflected in more than 40 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. Construction is currently active at the Cottman/Princeton Interchange (CPR), at the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), and at the Girard Avenue Interchange (GIR). Two other sections, at the Bridge Street Interchange (BSR) and from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC) are in varying stages of design as engineers work out the details of rebuilding the interchanges and the connecting segments of I-95. Table 34, on the next page, shows a breakdown of the individual projects and programming amounts in the Draft FY2019 STIP.

In addition, PennDOT has a number of other projects that are smaller in scope but significant nonetheless presently in design or under construction on I-95 in Philadelphia, Bucks County and Delaware County (Sectors B and C). There is more work still yet to be added to the region's long range transportation improvement program that will methodically rebuild the entire interstate over time. As engineers and contractors redesign and rebuild I-95 and its interchanges, planners and community groups are exploring ideas for creative, green and sustainable ground-level enhancements for those living and working in the neighborhoods along the corridor so that appropriate pedestrian, bicycle, and transit facilities along the corridor may also be expanded depending on the particular construction section. For example, a major enhancement along the corridor will cap over I-95 near Penn's Landing and will re-connect Center City with the Delaware River Waterfront.

The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the 51 miles of I-95 in Pennsylvania, 23% are located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. Some segments are beyond the point of maintenance. *Sector A* projects pose particular design, construction and traffic management challenges given their location within densely populated Philadelphia neighborhoods and their proximity to port facilities, an active major north-south rail line and the Delaware River waterfront.

Table 42: I-95 FY2019 STIP Funding

Sections	Subsections	MPMS #	Limits	Amount of Funds Programmed in the FY2019 STIP for PA ('000)				
				First FY (2019-2022)	Second FY (2023-2026)	Third FY (2027-2030)	Total Amount Programmed	
SECTOR A	Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave. (Design)	These projects have been let for construction and do not have funds programmed in the FY2019 STIP.			
		CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Longshore to Bleigh Aves.				
		CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.	\$ 2,700			\$ 2,700
	Levick Street to Bridge Street (BSR)	CP3	80014	I-95, Utility Relocation and Surface Sts	\$ 34,496	\$ 10,000		\$ 34,496
		BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	\$ 20,000	\$ 15,300		\$ 35,300
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	\$ 73,730	\$ 22,000		\$ 95,730
		BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	\$ 11,670	\$ 60,000	\$ 120,000	\$ 191,670
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass				
		BS4	103562	I-95 Betsy Ros Ramps/Adams Avenue Connector	\$ 5,814			\$ 5,814
		BS5	103563	I-95 Bridge Street Ramps	\$ 50,184	\$ 45,242		\$ 95,426
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (Design)	\$ 24,000	\$ 21,000		\$ 45,000
		BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	\$ 3,000			\$ 3,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatsheaf Lane to north side of Orthodox St. Crossing)	\$ 63,983	\$ 38,626		\$ 102,609
				I-95N & I-95S: Betsy Ross Mainline construction from Wheatsheaf Lane to I-95 north of Margaret St.	\$ 3,890	\$ 90,293	\$ 120,000	\$ 214,183
				I-95 Betsy Roos Mainline SB			\$ 217,800	\$ 217,800
		BR4	103559	I-95 Betsy Roos Mainline SB				\$ 217,800
		BR5	103560	I-95 Betsy Ross Conrail Bridges	\$ 22,614	\$ 16,000		\$ 38,614
	BR6	103561	I-95 Betsy Ross Interchange Drainage		\$ 8,358		\$ 8,358	
	Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatsheaf Lane/Frankford Creek (AFC) (Design)	\$ 21,400	\$ 15,000		\$ 36,400
		AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.	\$ 15,000			\$ 15,000
		AF2	79912	I-95: Allegheny Ave. Interchange	\$ 21,954	\$ 19,225		\$ 41,179
		AF3	103557	I-95N Ann St. to Wheatsheaf Lane, Allegheny Ave. South of Frankford Creek	\$ 4,300	\$ 38,081	\$ 115,000	\$ 157,381
		AF4	103558	I-95SB Ann St. to Wheatsheaf Lane			\$ 62,099	\$ 62,099
	Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	\$ 22,000	\$ 16,000	\$ 6,000	\$ 44,000
		GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn	This project has been let for construction and does not have funds programmed in the FY2019 STIP.			
		GR1	79686	I-95: Columbia Ave. to Ann St.	\$ 1,000			\$ 1,000
		GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	This project has been let for construction and does not have funds programmed in the FY2019STIP.			
GR3		79826	I-95N: Columbia Ave. to Ann St. (N)	\$ 5,000.00			\$ 5,000	
GR4		79827	I-95S: Columbia Ave. to Ann St. (N)	\$ 129,503	\$ 120,000	\$ 8,000	\$ 257,503	
GR5		79828	I-95: Race to Shackamaxon Sts.	\$ -	\$ 76,377	\$ 68,901	\$ 145,278	
GR6		103553	I-95 Race - Shackamaxon 2 Sts.	\$ 20,442	\$ 90,000	\$ 40,000	\$ 150,442	
GR7		103554	I-95 Corridor ITS/ATMS	\$ 1,000			\$ 1,000	
GR8		103555	I-95 Corridor ITS	\$ 25,150	\$ 11,827		\$ 36,977	
Other I-95 Projects	GR9	103556	I-95 ATMS (GR9)			\$ 51,000	\$ 51,000	
	95/322 - Sector C	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	\$ 3,500	\$ 7,500	\$ 137,392	\$ 137,392	
	95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	\$ 2,613			\$ 2,613	
		46959	I-95 Design Review Manager	\$ 8,000			\$ 8,000	
		92289	I-95 Consultant Management	\$ 8,000			\$ 8,000	
		98207	I-95 Congestion Management	\$ 49,100			\$ 49,100	
	CSXT - Sector C	104343	US 322 over CSX	\$ 22,003	\$ 9,378		\$ 31,381	
		105796	Philadelphia Pump Station Upgrades	This project has been let for construction and does not have funds programmed in the FY2019 STIP.				
	CAP	106264	I-95 Central Access Philadelphia/Waterfront Access	\$ 107,000	\$ 90,000		\$ 197,000	
		106708	I-95 Planning Assistance	\$ 400			\$ 400	
		106654	I-95 Transportation Demand Management (TMA)	\$ 450			\$ 450	
	Total Amount of Funds Programmed in FY2019 STIP for PA for I-95 Reconstruction in Philadelphia ('000):							\$ 2,529,295

Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
 Teal shading denotes project in the DVRPC Regional Highway Program has been let, and funds for the construction phase have been obligated/encumbered.
 Red shading denotes project is currently programmed in the Statewide Interstate Management Program (IMP) in the DVRPC region.
 Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.
 Yellow shading denotes a future MPMS # that has not yet been programmed in the DVRPC Regional Highway Program or the Statewide IMP.
 Source: DVRPC 2018

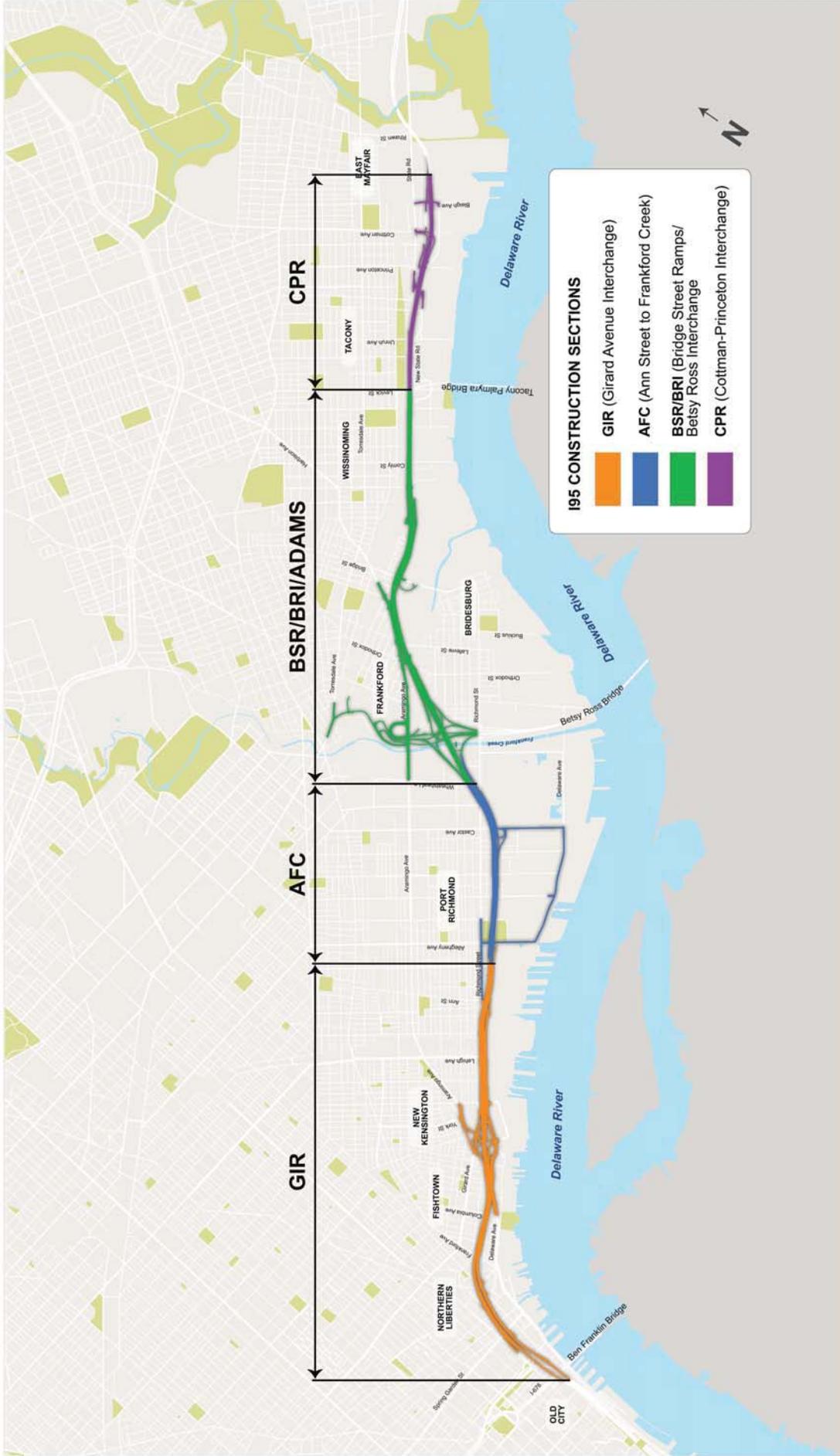


Figure 8: I-95 SECTOR A MAP

I95 SECTOR A
Map Of Construction Sections

DVRPC FY2019-2022 TIP for PA

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: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

The SR 95, Section 322 project entails the reconfiguration of the interchange connecting two heavily traveled corridors, I-95 and US 322. The I-95 / US 322 interchange, constructed in the late 1960's, employs poor geometry that includes a left-lane on-ramp requiring a major weave across three high volume lanes of traffic. Limited sight distances, minimal acceleration and deceleration ramp lengths, and roadway segments without shoulders compound the fundamental design problems. Consequently, this area has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative. There are five existing bridges associated with the interchange: I-95 Southbound over US 322 and Ramp A; I-95 Northbound over Ramp A; Ramp N over US 322 and Ramp A; Highland Avenue over I-95 and Engle Street over I-95. The project will involve the replacement of these structures. Other structures in the project vicinity include culverts carrying waterways under I-95. The project limits along I-95 extend from just south of the US 322 interchange to the Commodore Barry Bridge Off Ramp. The US 322 bridge over CSXT, has been broken out to a separate MPMS#104343, and will be funded under the DVRPC TIP. The project limits along US 322 extend from the interchange with Bethel Road to the I-95 interchange. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. Local roadway improvements are also anticipated for Township Line Road. This section of I-95 has ITS equipment and is a crucial link in PennDOT's Traffic and Incident Management System (TIMS) Program. This project will maintain and improvement upon existing ITS equipment along the I-95 corridor and approaching highways.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581-IM	500											
PE	581-IM		1,000										
PE	581-IM			1,000									
PE	581-IM				1,000								
PE	581-IM					500							
FD	581-IM					1,000							
FD	581-IM						1,000						
FD	581-IM							1,000					
FD	581-IM								1,000				
FD	581-IM									1,000			
ROW	581-IM							1,000					
ROW	581-IM								1,000				
ROW	581-IM									1,000			
UTL	581-IM								1,000				
UTL	581-IM									1,000			
CON	TOLL												
CON	NHPP-IM									134,392			
		500	1,000	1,000	1,000	1,500	1,000	2,000	3,000	137,392	0	0	0
		Total FY2019-2022			3,500	Total FY2023-2026			7,500	Total FY2027-2030			137,392

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Delaware

MPMS# 103744 I-95 Pavement Preservation SB

New

LIMITS: I-95 from Delaware State Line to Philadelphia

No Let Date

MUNICIPALITIES: Lower Chichester Township; Ridley Park Borough; Upland Borough; Upper Chichester Township

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP:

This project includes milling and repaving of I-95 southbound from the Delaware State Line to 2,000 feet north of PA 420 in Lower Chichester Township, Upper Chichester Township, Chester Township, Chester City, Upland Borough, Ridley Township, Ridley Park Borough, and Tinicum Township in Delaware County. Work will be on mainline and ramps as required. Bituminous pavement will be removed, decks will be repaired and paved on bridges that have been previously overlaid. On bridges with existing concrete decks work will be limited to deck repairs as required. Work also includes updating guide rail, spall repairs on existing concrete medians, and replacing damaged signs, pavement markings, and raised pavement markers.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	NHPP-IM	24,154													
CON	581-IM	2,684													
CON	NHPP-IM		3,257												
CON	581-IM		362												
		26,838	3,619	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			30,457			Total FY2023-2026			0			Total FY2027-2030	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

MPMS# 104821 I-476 Travel Management

New

LIMITS: Between PA 3 and I-95

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township

MRPID:130

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

:MP Subcorridor(s): 2C, 2D, 4D, 5C

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following: 1) Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present; 2) Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents; and 3) Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	SPK-STP	4,500											
FD	SPK-STP	3,697											
FD	SPK-STP		675										
FD	SPK-STP			1,128									
ROW	SPK-STP			250									
UTL	SPK-STP			300									
CON	TOLL												
CON	SPK-STP					5,000							
CON	TOLL												
CON	SPK-STP						15,000						
CON	TOLL												
CON	SPK-STP							19,000					
CON	TOLL												
CON	SPK-STP								15,000				
		8,197	675	1,678	0	5,000	15,000	19,000	15,000	0	0	0	0
		Total FY2019-2022		10,550		Total FY2023-2026		54,000		Total FY2027-2030		0	

Total For Delaware	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$35,535	\$5,294	\$2,678	\$1,000	\$44,507	\$61,500	\$137,392

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

LIMITS: PA Turnpike to US 1

No Let Date

MUNICIPALITIES: Lower Merion Township; West Conshohocken Borough; Upper Merion Township

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	SPK-NHPP		2,750										
FD	TOLL												
FD	SPK-NHPP			3,500									
FD	SPK-NHPP				4,485								
FD	TOLL												
ROW	SPK-NHPP			6,240									
ROW	TOLL												
ROW	TOLL												
ROW	SPK-NHPP				4,000								
UTL	SPK-NHPP			4,240									
UTL	TOLL												
UTL	SPK-NHPP				1,750								
UTL	TOLL												
CON	TOLL												
CON	SPK-NHPP				12,000								
CON	SPK-NHPP					30,000							
CON	TOLL												
CON	SPK-NHPP						35,000						
CON	TOLL												
CON	TOLL												
CON	SPK-NHPP							26,025					
CON	SPK-NHPP								16,000				

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

CON	TOLL												
		0	2,750	13,980	22,235	30,000	35,000	26,025	16,000	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		38,965				107,025				0			

Total For Montgomery	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$0	\$2,750	\$13,980	\$22,235	\$38,965	\$107,025	\$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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine St. and Cottman Ave. that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP-IM		3,600										
PE	581-IM		400										
FD	NHPP-IM	900											

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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FD	581-IM	100											
FD	NHPP-IM		8,100										
FD	581-IM		900										
FD	NHPP-IM			4,500									
FD	581-IM			500									
FD	NHPP-IM				4,500								
FD	581-IM				500								
FD	NHPP-IM					4,500							
FD	581-IM					500							
FD	NHPP-IM						4,500						
FD	581-IM						500						
FD	NHPP-IM							4,770					
FD	581-IM							530					
		1,000	13,000	5,000	5,000	5,000	5,000	5,300	0	0	0	0	0
		Total FY2019-2022		24,000		Total FY2023-2026		15,300		Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

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)

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP-IM		9,600										
FD	581-IM		2,400										
FD	NHPP-IM			4,800									
FD	581-IM			1,200									
FD	NHPP-IM				4,800								
FD	581-IM				1,200								
FD	NHPP-IM					4,800							
FD	581-IM					1,200							
FD	NHPP-IM						4,800						
FD	581-IM						1,200						

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FD	NHPP-IM							4,800					
FD	581-IM							1,200					
FD	NHPP-IM								2,400				
FD	581-IM								600				
		0	12,000	6,000	6,000	6,000	6,000	6,000	3,000	0	0	0	0
		Total FY2019-2022		24,000			Total FY2023-2026	21,000		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 **I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095**

LIMITS: Ann St. to Wheatsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the AFC Design Parent.

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of replacing 12 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.3 miles. The Preferred Build Option for Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will be split to provide both access to I-95 Northbound and the Betsy Ross Bridge which will provide direct access to the Betsy Ross Bridge from NB I-95.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge.

Complete reconstruction and widening of the existing pavement. Reconstruction or replacement of all existing bridges. Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing structure from Westmoreland Street to Tioga Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581-IM	2,950											
FD	185-IM	2,050											
FD	185-IM		2,050										
FD	581-IM	2,950											
FD	581-IM			2,950									
FD	185-IM			2,050									
FD	581-IM				2,950								
FD	185-IM				2,050								

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FD	185-IM					2,050								
FD	581-IM					2,950								
FD	185-IM						2,050							
FD	581-IM						2,950							
FD	581-IM							2,950						
FD	185-IM							2,050						
UTL	581-IM	590												
UTL	185-IM	410												
UTL	185-IM			164										
UTL	581-IM			236										
		6,000	5,400	5,000	5,000	5,000	5,000	5,000	0	0	0	0	0	
		Total FY2019-2022		21,400		Total FY2023-2026		15,000		Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685 **I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)**

LIMITS: Levick Street to Bleigh Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction section of Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent).

This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP-IM	2,430											
CON	581-IM	270											
		2,700	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,700		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79826 **I-95 Northbound: Columbia-Ann St N (GR3)**

LIMITS: Columbia Ave. 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: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 northbound 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 northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Delaware Ave. will be reconstructed between Columbia Ave. and Aramingo Ave. and the temporary detour road will be constructed along Conrail's Port Richmond Yard and an associated retaining wall. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2.7 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	NHPP-IM		5,000											
		0	5,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			5,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 **I-95 Southbound: Columbia-Ann St N (GR4)**

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing standard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Aramingo Ave. will be reconstructed between Delaware Ave. and Cumberland St. Additionally, a shared-use path will be constructed under the viaduct between Girard Avenue Interchange and Lehigh Avenue with connections to bike lanes on Richmond Street, Aramingo Avenue, and Lehigh Avenue. A shared-use path will be constructed along Aramingo Avenue from Delaware Avenue to York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP-IM*	2,000											
UTL	581-IM*	250											
UTL	NHPP-IM*		6,553										
UTL	581-IM*		700										
CON	TOLL												
CON	NHPP-IM*	30,000											
CON	NHPP-IM*		30,000										
CON	TOLL												
CON	581-IM		350										
CON	TOLL												
CON	NHPP-IM*			30,000									
CON	TOLL												
CON	NHPP-IM*				30,000								
CON	TOLL												
CON	NHPP-IM*					30,000							
CON	NHPP-IM*						30,000						

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Philadelphia

CON TOLL												
CON TOLL												
CON NHPP-IM*						34,036						
CON NHPP-IM*							30,000					
CON TOLL												
CON TOLL												
CON NHPP-IM*									6,224			
	32,250	37,603	30,000	30,000	30,000	30,000	34,036	30,000	6,224	0	0	0
	Total FY2019-2022		129,853		Total FY2023-2026		124,036		Total FY2027-2030		6,224	

DVRPC FY2019-2022 TIP for PA

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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2.7 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM*					1,800							
ROW	581-IM*					200							
ROW	NHPP-IM*						1,510						
ROW	581-IM*						168						
UTL	NHPP-IM					3,600							
UTL	581-IM					400							
UTL	NHPP-IM						3,600						
UTL	581-IM						400						
UTL	NHPP-IM							3,240					
UTL	581-IM							360					
CON	TOLL												
CON	NFP							61,099					
CON	TOLL												
CON	NHPP-IM									68,901			
		0	0	0	0	6,000	5,678	64,699	0	68,901	0	0	0
	Total FY2019-2022				0	Total FY2023-2026		76,377		Total FY2027-2030		68,901	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	TOLL														
CON	NHPP-IM		3,000												
		0	3,000	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			3,000		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 I-95: Betsy Ross Section Ramps A&B (BR2)

LIMITS: Wheatshaeaf 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: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

The BR2 section is a part of the I-95 Reconstruction, SR 0095 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. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP-IM		2,596										
UTL	581-IM		288										
CON	TOLL												
CON	NFP		51,099										
CON	NHPP-IM		3,275										
CON	TOLL												
CON	NFP			10,000									
CON	TOLL												
CON	NHPP-IM					19,000							
CON	TOLL												
CON	NHPP-IM						19,626						
		0	57,258	10,000	0	19,000	19,626	0	0	0	0	0	0
		Total FY2019-2022		67,258		Total FY2023-2026		38,626		Total FY2027-2030		0	

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 **I-95: Betsy Ross Mainline Northbound (BR3)**

LIMITS: Wheatshaeaf 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 Wheatshaeaf Lane to SR 0095 north of Margaret St. This contract will also remove the multi-lane 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. A fourth through lane on I-95 northbound will be added to replace the removed collector/distributor road. This includes the demolition and/or replacement of numerous structures including I-95 northbound over Frankford Creek and construction of a northbound I-95 viaduct over Orthodox, Pearce and Margaret Street. As a result of the collector/distributor ramp removal, Ramp GH will be reconstructed. 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 noisewall in this section will be replaced. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM		2,781										
ROW	581-IM		309										
UTL	581-IM			400									
UTL	581-IM				400								
UTL	581-IM					293							
CON	TOLL												
CON	NHPP-IM						30,000						
CON	TOLL												
CON	NHPP-IM							30,000					
CON	TOLL												
CON	NHPP-IM								30,000				
CON	TOLL												
CON	NHPP-IM									120,000			

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	0	3,090	400	400	293	30,000	30,000	30,000	120,000	0	0	0
Total FY2019-2022			3,890		Total FY2023-2026		90,293		Total FY2027-2030		120,000	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908 **I-95: Kennedy to Levick (Section BS1) (IMP)**

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:S10

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 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;
- Mill and overlay Tacony Street from Carver Street to Levick 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; and

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	581-IM	1,000												
ROW	581-IM		1,000											
CON	TOLL													
CON	NHPP-IM		22,580											
CON	TOLL													
CON	NHPP-IM			22,000										
CON	TOLL													
CON	NHPP-IM				22,000									
CON	TOLL													
CON	NHPP-IM					22,000								
		1,000	23,580	22,000	22,000	22,000	0	0	0	0	0	0	0	
		Total FY2019-2022			68,580	Total FY2023-2026				22,000	Total FY2027-2030			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79910 *I-95: Margaret to Kennedy (Section BS2) (IMP)*

LIMITS: Margaret to Kennedy

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

This phase of SR 95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Carver Street. This section includes 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. This project includes work to: (1) reconstruct northbound and southbound I-95 (widened from three to 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) replacement of the I-95 mainline bridges over Fraley Street and Carver Street/Delaware Avenue Extension; (3) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (4) construction of a new southbound I-95 off-ramp and a new northbound I-95 on-ramp at the Tacony Street/Carver Street/Delaware Avenue Extension intersection; (5) reconstruct Tacony Street from Buckius Street to Carver Street/Delaware Avenue Extension; (6) construct a new traffic signal at Tacony Street and Carver Street/Delaware Avenue Extension; (7) modify the traffic signals at Bridge and Tacony Streets, Tacony and Fraley Streets, Bridge and James Streets, and Richmond and Lafevre Streets; (8) reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and (9) construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM		2,700										
ROW	581-IM		300										
ROW	NHPP-IM			2,074									
ROW	581-IM			230									
UTL	NHPP-IM		3,029										
UTL	581-IM		337										
UTL	NHPP-IM			2,700									
UTL	581-IM			300									
CON	TOLL												
CON	NHPP-IM							30,000					
CON	TOLL												
CON	NHPP-IM								30,000				
CON	TOLL												
CON	NHPP-IM									120,000			

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Philadelphia

	0	6,366	5,304	0	0	0	30,000	30,000	120,000	0	0	0
	Total FY2019-2022		11,670		Total FY2023-2026		60,000		Total FY2027-2030		120,000	

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Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79912 I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2)

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

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. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks will be included on Allegheny, Delaware and Castor and Bicycle Facilities will be improved along Castor Avenue.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM	3,240											
ROW	581-IM	360											
ROW	NHPP-IM		3,240										
ROW	581-IM		360										
ROW	NHPP-IM			3,298									
ROW	581-IM			366									
UTL	NHPP-IM		1,854										
UTL	581-IM		206										
UTL	NHPP-IM			927									
UTL	581-IM			103									
CON	NHPP-IM				8,000								
CON	TOLL												
CON	TOLL												
CON	NHPP-IM					8,000							
CON	NHPP-IM						8,000						
CON	TOLL												
CON	NHPP-IM							3,225					
CON	TOLL												

DVRPC FY2019-2022 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

	3,600	5,660	4,694	8,000	8,000	8,000	3,225	0	0	0	0	0
	Total FY2019-2022			21,954	Total FY2023-2026		19,225	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 80014 *I-95, Utility Relocation & Surface Sts (CP3)*

New

LIMITS: Cottman-Princeton Utility, Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

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 the final construction section for Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent).

This project is for the construction of a new southbound I-95 on-ramp at Cottman Avenue (Ramp F) and an associated retaining wall. The work also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line sanitary sewer. Preliminary construction work for the implementation of Active Traffic Management (ATM) on the CPR section of I-95. Street trees and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community and the I-95 Design Consistency Guidelines.

Section CP3 provides additional opportunity for trail connections to the riverfront K&T and Tacony-Holmesburg Trails; enhancements to the bicycle network particularly on Princeton Avenue; and improvement of fire hydrant accessibility to I-95. Section CP3 will also provide the opportunity to review local traffic patterns that have developed since the implementation to two-way traffic on Princeton and Cottman Avenues (Section CP1) and the opening of the MaST Community Charter School, to determine possible operational adjustments to the local street network.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80014, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 102304 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47394, 79683, 79685 and 80014.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	581-IM	1,030												
FD	581-IM		1,030											
FD	581-IM		850											
CON	TOLL													
CON	NHPP-IM		12,436											
CON	TOLL													
CON	NHPP-IM			10,000										
CON	TOLL													
CON	NHPP-IM				10,000									
CON	TOLL													
CON	NHPP-IM					10,000								
		1,030	14,316	10,000	10,000	10,000	0	0	0	0	0	0	0	
		Total FY2019-2022			35,346	Total FY2023-2026				10,000	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PE	NHPP-IM	1,800													
PE	581-IM	200													
PE	NHPP-IM		1,800												
PE	581-IM		200												
PE	NHPP-IM			1,800											
PE	581-IM			200											
PE	NHPP-IM				1,800										
PE	581-IM				200										
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0		
		Total FY2019-2022			8,000	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

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: Other

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, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 102304 (Section GR6 Construction), 102305 (Section GR7 construction), 102309 (I95 Corridor Drainage).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
PRA	NHPP-IM		16,100												
PRA	NHPP-IM			16,500											
PRA	NHPP-IM				16,500										
		0	16,100	16,500	16,500	0	0	0	0	0	0	0	0		
		Total FY2019-2022			49,100	Total FY2023-2026				0	Total FY2027-2030				0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103553 *I-95 Southbound: Race to Shackamaxon (GR6)*

LIMITS: I-95 Race St to Shackamaxon South

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM*		2,700										
ROW	581-IM*		300										
ROW	NHPP-IM*			1,800									
ROW	581-IM*			200									
UTL	NHPP-IM		3,600										
UTL	581-IM		400										
UTL	NHPP-IM			3,600									
UTL	581-IM			400									
UTL	NHPP-IM				2,348								
UTL	581-IM				261								
CON	NHPP-IM					30,000							
CON	TOLL												
CON	NHPP-IM						30,000						
CON	TOLL												
CON	NHPP-IM							30,000					
CON	TOLL												
CON	TOLL												
CON	NHPP-IM									40,000			
		0	7,000	6,000	2,609	0	30,000	30,000	30,000	40,000	0	0	0
	Total FY2019-2022			15,609		Total FY2023-2026	90,000			Total FY2027-2030	40,000		

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103554 I-95 Corridor ITS/ATMS (GR7)

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 23

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Not SOV Capacity Adding

This project is a component of the Statewide Interstate Management Program (IMP) and provides for I-95 Corridor ITS/ATMS through the City of Philadelphia. Automated Traffic Management Systems (ATMS) are bringing benefits to both private vehicles and public transport systems, exploiting the ability of IP-based networks to reach key devices in the field such as video cameras, stop lights, and emerging road or rail side beacons for transmitting information. This enables private automobiles to avoid congestion or accidents, reducing risk of accident, as well as speeding up journeys and improving traffic flow. In the case of buses, speeds can be adjusted to maintain schedules and avoid bunching, while trains can be informed of dangers up the line.

Road networks are the main focus of ATMS, starting in urban and sub-urban areas, extending to long distance highways and eventually covering all major routes. There is the potential for integrating ATMS with other systems, such as satellite navigation and weather forecasting, in planning journeys and then adjusting routes in real time as events unfold.

Once it has been deployed, an ATMS network can be used to hook up a range of additional IP monitoring devices, such as dynamic message signs, roadside information transmitters, traffic counters, and automatic incident detection equipment.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	NHPP-IM													
CON	NHPP-IM		1,000											
CON	TOLL													
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103555 I-95 Corridor ITS (GR8)

New

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: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G, 5H

Traffic signal interconnection and implementation of ITS devices along the US-1/Roosevelt Boulevard from 9th Street to Woodhaven Road in Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	NHPP-IM		4,635											
UTL	581-IM		515											
CON	TOLL													
CON	NHPP-IM			10,000										
CON	TOLL													
CON	NHPP-IM				10,000									
CON	TOLL													
CON	NHPP-IM					10,000								
CON	TOLL													
CON	NHPP-IM						1,827							
		0	5,150	10,000	10,000	10,000	1,827	0	0	0	0	0	0	
		Total FY2019-2022			25,150	Total FY2023-2026				11,827	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103556 I-95 ATMS (GR9)

New-B

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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	581-IM									1,000			
CON	TOLL												
CON	NHPP-IM									50,000			
		0	0	0	0	0	0	0	0	51,000	0	0	0
		Total FY2019-2022			0	Total FY2023-2026				0	Total FY2027-2030		51,000

DVRPC FY2019-2022 TIP for PA

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. Existing I-95 has 4 lanes northbound. The proposed I-95 will have four lanes and an auxiliary lane northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

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

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM				3,150								
ROW	581-IM				350								
ROW	NHPP-IM					3,150							
ROW	581-IM					350							
ROW	NHPP-IM						2,817						
ROW	581-IM						313						
UTL	NHPP-IM				720								
UTL	581-IM				80								
UTL	NHPP-IM					720							
UTL	581-IM					80							
UTL	NHPP-IM						586						
UTL	581-IM						65						
CON	NHPP-IM								30,000				

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103558 *I-95 Southbound: Ann Street to Wheitsheaf Lane (AF4)*

LIMITS: I-95 Ann St to Wheitsheaf Lane No Let Date

MUNICIPALITIES: Philadelphia City MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements FC: AQ Code:S10

PLAN CENTER: IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti CMP: Major SOV Capacity CMP Subcorridor(s): 4B

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

Project will reconstruct I-95 from Clearfield Street to Wheitsheaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

*Westmoreland Viaduct (I-95 SB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Replace the existing SB Structure from Westmoreland Street to Tioga Street.

*I-95 SB over Venango Street - Total Replacement

*I-95 SB over Castor Avenue - Total Replacement

*I-95 SB over Richmond Street - Total Replacement

*I-95 SB over Wheitsheaf Lane - Total Replacement

*Ramp E over playground - New Bridge

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. Existing I-95 has 4 lanes southbound. The proposed I-95 will have four lanes and an auxiliary lane southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

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

Various sections of I-95 Reconstruction: MPMS #'s 47813, 79911, 79112, 103557 and 103558. This project is integral to the Delaware Valley Freight Corridors Initiative.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	581-IM									500			
UTL	581-IM									500			
CON	TOLL												
CON	NFP										61,099		
		0	0	0	0	0	0	0	0	1,000	61,099	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030		62,099	

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103559 I-95: Betsy Ross Mainline Southbound (BR4)

LIMITS: No Let Date
MUNICIPALITIES: Philadelphia City MRPID:65
IMPROVEMENT: Intersection/Interchange Improvements FC: AQ Code:2035M
PLAN CENTER: 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 Wheatshaf Lane to SR 0095 north of Margaret St. This contract will also remove the multi-lane 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. A fourth through lane on I-95 southbound will be added to replace the removed collector/distributor road. This includes the demolition and/or replacement of numerous structures including I-95 southbound over Frankford Creek and construction of a southbound I-95 viaduct over Orthodox, Pearce 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 Honeywell Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	NHPP-IM									156,701					
CON	NFP									61,099					
		0	0	0	0	0	0	0	0	217,800	0	0	0		
		Total FY2019-2022				0	Total FY2023-2026				0	Total FY2027-2030			217,800

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103560 I-95: Betsy Ross Section Conrail Bridges (BR5)

LIMITS: Conrail bridges over I-95, Thompson St, and Ramps A & C

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

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, and rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM		1,854										
ROW	581-IM		206										
ROW	NHPP-IM					1,854							
ROW	581-IM					206							
UTL	NHPP-IM		1,390										
UTL	581-IM		154										
UTL	NHPP-IM					1,391							
UTL	581-IM					155							
CON	NHPP-IM									35,010			
CON	TOLL												
		0	3,604	0	0	3,606	0	0	0	35,010	0	0	0
		Total FY2019-2022		3,604		Total FY2023-2026		3,606		Total FY2027-2030		35,010	

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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 1

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	TOLL														
CON	NHPP-IM					4,000									
CON	TOLL							4,358							
CON	NHPP-IM														
		0	0	0	0	0	4,000	4,358	0	0	0	0	0		
		Total FY2019-2022				0	Total FY2023-2026				8,358	Total FY2027-2030			0

DVRPC FY2019-2022 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103562 *I-95: Betsy Ross Ramps/Adams Avenue Connector (Section BS4)*

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 22

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

The project includes the required ramp construction to complete the interchange connections from Aramingo Avenue to I-95 and the Betsy Ross Bridge. This involves completing the Aramingo Avenue connections to ramps D, F, KK, and JJ west of Aramingo Avenue. Aramingo Avenue will be reconstructed for 0.5 miles from Wheatshaf Lane to Church Street, including replacement of the bridge over Frankford Creek. As part of the ramp work connecting Aramingo Avenue to I-95 and the Betsy Ross Bridge, a portion of the Adams Avenue Connector from Aramingo Avenue to Ramp D will also be constructed. The Adams Avenue Connector will be completed to Torresdale Avenue as part of the MPMS #17782 project. The Frankford Creek Greenway will be built along the east side of Aramingo Avenue and along the south side of the Adams Avenue Connector, including a short extension to Church Street.

This project includes upgraded/new traffic signals at the following intersections:

- Aramingo Avenue and Wheatshaf Lane
- Aramingo Avenue and Adams Avenue Connector
- Aramingo Avenue and Ramp F
- Aramingo Avenue and Church Street
- Church Street and Tacony Street

See MPMS #47811 for an overall description of the SR 95 Section BSR section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP-IM		900										
CON	NHPP-IM		5,814										
		0	6,714	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,714		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

Total For Philadelphia	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$49,580	\$227,841	\$132,898	\$121,809	\$532,128	\$643,729	\$836,034