

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

New

LIMITS: over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: RKK/C. Carmichael

CMP: Not SOV Capacity Adding

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	2,000											
PE	183		1,000										
PE	183			1,500									
FD	183					6,000							
UTL	183								10,000				
CON	BRIP									2,445			
CON	BRIP										6,938		
CON	BRIP											22,617	
		2,000	1,000	1,500	0	0	6,000	0	10,000	2,445	6,938	22,617	0
		Total FY2023-2026			4,500	Total FY2027-2030			16,000	Total FY2031-2034			32,000

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

LIMITS: over SEPTA Cynwyd Line

Est Let Date: 2/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17678 *Spring Garden over Amtrak*

New

LIMITS: over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: RKK/C. Carmichael

CMP: Not SOV Capacity Adding

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

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

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

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

LIMITS: Woodland Avenue to Bartram Avenue

Est Let Date: 1/26/2023

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:2025M

PLAN CENTER: Metropolitan Subcenter

IPD: 24

PROJECT MANAGER: PWB/V. Fleysh

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4C, 6B

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	CAQ	817											
		817	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		817				0				0			

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Amtrak at 30th Street

Actl Let Date: 7/29/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	BOF*	3,000												
		3,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			3,000	Total FY2027-2030				0	Total FY2031-2034			0

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

LIMITS: City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

- See MPMS#108092 for CW107 package
- See MPMS#108097 for CW109 package
- See MPMS #108098 (CW ADA 2)
- See MPMS #112500 (CW110)
- See MPMS #112525 (CW111)
- See MPMS #112527 (CW ADA 3)
- See MPMS #116807 (CW ADA 4)

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 64844 **30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines SR:8012**

LIMITS: Over Amtrak's Northeast Corridor Rail Lines, 30th

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: West Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

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

CMP Subcorridor(s): 3A

This project involves the rehabilitation of complex structures around 30th Street Station and over Amtrak's Northeast Corridor rail lines in the City of Philadelphia. There are six structures within the project limits. The work area includes Market Street and Little Market Street (S.R. 3010 and S.R. 3026), Arch Street (S.R. 3030), and Chestnut (S.R. 0003) between 30th Street and Schuylkill Avenue West. It also includes 30th St. Street (S.R. 3026) between Arch Street and Market Street. The roadways around the station are built on a structure to accommodate the railroad tracks (AMTRAK, SEPTA) and highway (I-76, Schuylkill Expressway) that pass underneath. Also, no changes to the horizontal or vertical geometry or clearances are anticipated. This affected section of Market Street is on the NHS.

The purpose of the project is to maintain and enhance safe and efficient transit to serve the existing and future transportation needs associated with the highly urban center of Philadelphia, PA. Areas of structural deterioration include deck joints, structural members with corrosion and fatigue cracks, and road deck calcification. Painting of existing structural steel is included. Extensive coordination with Amtrak is required for the substructure repairs between the tracks. The roadway surface and drainage capabilities will be improved on Market, Little Market and Chestnut Streets. On Arch Street and 30th Streets, surface improvements have previously been completed under a separate project and this project will only address rehabilitation of the substructures for these structures.

Traffic will be maintained during construction using staged construction methods. The deck configuration for the Market, Little Market and Chestnut Street structures entails a sub-deck as part of the encasement of the steel substructure. Membrane waterproofing and a concrete protective layer are on top of the sub-deck. Above the concrete protective layer is varying height fill, a level of concrete and a bituminous overlay. The project only entails milling and overlaying the bituminous in the roadway with full depth replacement at the joints and sidewalks.

The project is located in a rolling urban setting with a variety of industrial, commercial, and transportation land uses immediately adjacent to the project area. The area has a high level of pedestrian traffic to and from 30th Street Station and public bus stops. For Market and Little Market Streets, pedestrian enhancements will be incorporated as part of the City of Philadelphia's planned "Station Square" concept between 30th Street Station and the IRS Building (formerly housing the Post Office).

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Over Schuylkill River and CSX Railroad

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:245

MUNICIPALITIES: Center City Philadelphia; West Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

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

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

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

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

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

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

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: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	318											
ROW	185		109										
UTL	185					119							
CON	TOLL												
CON	BRIP					7,403							
		318	109	0	0	7,522	0	0	0	0	0	0	0
		Total FY2023-2026			427	Total FY2027-2030			7,522	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS: Delaware Avenue to Oregon Avenue

Est Let Date: 7/15/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:266

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: PWB/V. Fleysh

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 72597 *Benjamin Franklin Bridge Safety Improvements*

LIMITS: Benjamin Franklin Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP		896										
CON	STP												5,958
		0	896	0	0	0	0	0	0	0	0	0	5,958
		Total FY2023-2026			Total FY2027-2030				Total FY2031-2034				
		896			0				5,958				

DVRPC FY2023-2026 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: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 15

PROJECT MANAGER: AECOM/D. Griffith

CMP: Not SOV Capacity Adding

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

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

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

This is a breakout from MPMS #69828.

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: City of Philadelphia

Est Let Date: 2/24/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

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

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

PA ID: PA242, PA251, PA262, PA615.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
CON	TAP	500													
CON	TAP		500												
		500	500	0	0	0	0	0	0	0	0	0	0		
		Total FY2023-2026			1,000	Total FY2027-2030				0	Total FY2031-2034				0

DVRPC FY2023-2026 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: 5/15/2024

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

BREAK INTO 4 SEPARATE PROJECTS

- MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2
- MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony
- MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail
- MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail

- PA ID #242 - \$471,425 remains of the original \$546,425 from 2003 Appropriations Bill.
- PA ID #262 - \$183,994 remains of the original \$750,000 from 2004 Appropriations Bill.
- PA ID# 464 - \$0 remains of the original \$8,000,000 from SAFETEA DEMO #2649.
- PA ID# 615 - \$1,907,557 remains of the original \$3,000,000 from SAFETEA DEMO #4805.
- PA ID# 671 - \$6 remains of the original \$500,000 from SAFETEA DEMO #363.

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Henry Ave. from Lincoln Drive to Port Royal Avenue

Actl Let Date: 11/5/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 18

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
UTL	HSIP*	350												
UTL	TOLL													
		350	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			350	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Between Torresdale Avenue and Castor Avenue

Est Let Date: 1/26/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 28

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	185	1,073												
ROW	185		139											
UTL	185		250											
UTL	185			250										
UTL	185				1,196									
CON	TOLL													
CON	BRIP	3,896												
CON	TOLL													
CON	BRIP		3,000											
		4,969	3,389	250	1,196	0	0	0	0	0	0	0	0	
		Total FY2023-2026			9,804	Total FY2027-2030				0	Total FY2031-2034			0

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

LIMITS: Over Wayne Junction

Actl Let Date: 10/18/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:102

MUNICIPALITIES: Philadelphia City

FC: 12

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

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

TIP Program Years (\$ 000)

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

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

Est Let Date: 1/29/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES:

FC: 14

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

This phase of SR 95 Section BSR covers the reconstruction of Aramingo Avenue from Church Street to Tacony Street, and the reconstruction of Harbison Avenue from Tacony Street to Torresdale Avenue, including traffic signal modifications at the following intersections:

- Aramingo Avenue at Orthodox Street
- Aramingo Avenue at Margaret Street
- Aramingo/Harbison Avenues at Tacony Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Bridge Street
- Harbison Avenue at Torresdale Avenue

This project will construct a multi-use sidepath on the east side of Aramingo Avenue from Church Street to Orthodox Street and Margaret Street. The existing bicycle lanes and the sidewalk on the east side of Aramingo Avenue will be removed. Also, the area vacated by the removal of the southbound I-95 on-ramp in the BR4 project (MPMS #103559) will be converted to a community amenity. The existing veterans' memorial will be preserved. For an overall description of the SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

\$10M out of an estimated \$60M (2021 CON estimate of \$41M YO'E'd to FY34) is programmed for construction in FY34. The construction balance that is not shown in FY34 is in the Long-Range Plan.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	1,013											
ROW	581	113											
UTL	NHPP			5,373									
UTL	581			597									
CON	STU												10,000
CON	NHPP												
CON	185												

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

1,126	0	5,970	0	0	0	0	0	0	0	0	10,000	
Total FY2023-2026		7,096		Total FY2027-2030				0		Total FY2031-2034		10,000

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS: Byberry Road over CSX Rail Line

Est Let Date: 4/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ROW	STU*	87												
UTL	STU*	699												
CON	TOLL													
CON	BRIP	7,053												
CON	BRIP		1,610											
CON	TOLL													
CON	TOLL													
CON	BRIP			1,483										
CON	TOLL													
CON	BRIP				2,766									
CON	TOLL													
CON	BRIP					500								
		7,839	1,610	1,483	2,766	500	0	0	0	0	0	0	0	
		Total FY2023-2026		13,698		Total FY2027-2030				500		Total FY2031-2034		0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

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

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLAN CENTER:

IPD: 25

PROJECT MANAGER: Gannett/B. Massi

CMP: Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	NHPP	2,712												
CON	NHPP		2,713											
		2,712	2,713	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			5,425	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 92147 *Broad St over Loading Dock (Bridge)*

LIMITS: North of Callohill Road to Noble Street on Broad Street

Actl Let Date: 5/7/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

SD bridge breakout project from MPMS #88706.
Broad Street o/ Reading RR
Bridge Replacement
City of Philadelphia

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
UTL	STU*	350												
		350	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			350	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street;) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	1,261											
FD	185	315											
ROW	185	164											
ROW	185	654											
UTL	TOLL												
UTL	BRIP					8							
UTL	TOLL												
UTL	BRIP						1,426						
CON	TOLL												
CON	BRIP					2,376							
CON	TOLL												
CON	BRIP						6,348						
CON	TOLL												
CON	BRIP							1,426					
		2,394	0	0	0	2,384	7,774	1,426	0	0	0	0	0
Total FY2023-2026		2,394				Total FY2027-2030				11,584			
						Total FY2031-2034				0			

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

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

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has now advanced the retiming of over 30 corridors with local, state and federal funding, with at least 4 more currently pending.

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

- Adams Ave - Tookany Creek Parkway to Whitaker – 4 intersections – Excluding Tabor Ave
- Cecil B Moore Ave - 32nd to 8th. – 21 intersections – excluding Ridge Ave and Broad St
- Cedar Ave - 52nd to Cobbs Creek. – 11 intersections – excluding 52nd St
- Diamond St - 31st to 5th. – 21 intersections – excluding Ridge Ave and Broad St
- Elmwood Ave - 73rd to 57th. – 14 intersections – excluding 70th St
- Front St - Berks to York. – 6 intersections
- Kingsessing Ave - 46th to 65th.- 16 intersections – excluding 58th St
- Monument Ave - Ford to Target. – 3 intersections
- Oxford Ave - Frankford to Sanger. – 9 intersections
- Washington Ln - Morton to Limekiln. – 13 Intersections
- Wayne Ave - Windrim to Walnut. – 13 intersections – excluding Chelten Ave
- Girard Avenue – Lancaster Ave to 33rd St – 14 Intersections
- Market Street – 63rd St to 39th St – 24 intersections
- Packer Ave – 10th St to 7th St – 3 intersections
- Pattison Ave – 11th St to Front St – 6 intersections
- Darien Street – Hartranft St – 1 intersection
- Broad Street – Oregon Ave to 11st St – 11 intersections
- Front St – Oregon Ave to Pattison – 5 Intersections

Additional corridors may be added as funding allows and as new priorities are identified.

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98229 **59th Street over AMTRAK (Bridge)**

LIMITS: 59th Street over AMTRAK

Est Let Date: 4/17/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:TBD

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

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.

The current structure was built in 1926, and consists of a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch superstructure atop reinforced concrete abutment and pier substructures. The anticipated work includes demolition and removal of the existing superstructure and portions of the existing reinforced concrete abutments & piers and construction of a new steel multi-girder bridge with reinforced concrete composite deck atop reinforced concrete abutments and piers; as well as roadway approach reconstruction and repaving, curb and sidewalk reconstruction, streetlighting improvements, ADA accessibility improvements, railroad electric traction (ET) system modification and utility relocations, and other related work.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	849											
FD	LOC	212											
UTL	183		1,614										
UTL	LOC		403										
UTL	183			1,328									
UTL	LOC			332									
UTL	183				3,238								
UTL	LOC				809								
CON	BOF			10,355									
CON	183			1,942									
CON	LOC			647									
CON	BOF				15,696								
CON	183				2,943								
CON	LOC				981								
CON	BOF					5,007							
CON	183					939							
CON	LOC					312							
CON	BOF						69						
CON	183						12						
CON	LOC						4						
		1,061	2,017	14,604	23,667	6,258	85	0	0	0	0	0	0
		Total FY2023-2026		41,349		Total FY2027-2030		6,343		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98230 *Tabor Road over Tacony Creek (Bridge)*

LIMITS: Tabor Road over Tacony Creek

Est Let Date: 7/13/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 29

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

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

The bridge carrying Tabor Road over Tacony Creek is a three span, non-composite, adjacent box beam bridge that was built in 1957. Anticipated work includes demolition and replacement of the superstructure; rehabilitation of the existing reinforced concrete abutments, wingwalls, and piers; full depth pavement reconstruction of the bridge approaches; replacement of the parapet, railing, curb and sidewalk; reconstruction of ADA curb ramps; coordinated relocation of utility facilities; and other miscellaneous construction. Construction will be staged, allowing the bridge to remain open for traffic and avoiding the need for a lengthy detour. Temporary pedestrian and multi-use trail detours may be required.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	328											
FD	LOC	82											
UTL	183		80										
UTL	LOC		20										
UTL	183			396									
UTL	LOC			100									
CON	STU		3,482										
CON	183		652										
CON	LOC		217										
CON	STU			1,000									
CON	183			187									
CON	LOC			62									
CON	STU				5,964								
CON	183				1,118								
CON	LOC				372								
		410	4,451	1,745	7,454	0	0	0	0	0	0	0	0
		Total FY2023-2026		14,060		Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 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 Barnes Street

Est Let Date: 9/30/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD: 20

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G, 15A

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Barnes Street in Philadelphia's East Falls and Wissahickon neighborhoods. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion, Geometric changes to a traffic island to reduce the turning radius for vehicles, Left turn lanes, A raised intersection, Bumpouts and medians, including sidewalk and ADA ramps, Roadway lighting, A shared-use bicycle and pedestrian path, High-friction surface treatments on horizontal curves, Pavement markings and signing, speed reduction pavement markings, Electronic speed feedback signs, Delineators and updated guide rail, Philadelphia Water Department drainage and water relocation, Interconnected and coordinated traffic signals, and Upgraded traffic signals including new mast arms, signal heads, pre-emption equipment, timing optimization with video and radar detection, and the addition of pedestrian countdown timers and accessible signals.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TOLL													
CON	STU	325												
CON	sSTP	325												
		650	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			650	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS: Schuylkill River south of Grays Ferry Ave.

Actl Let Date: 12/7/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:196

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 3

PROJECT MANAGER: AECOM/A. Kim

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

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

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	890											
CON	185		2,340										
CON	185			1,770									
CON	185				3,500								
CON	185					10,094							
		890	2,340	1,770	3,500	10,094	0	0	0	0	0	0	0
		Total FY2023-2026			8,500	Total FY2027-2030			10,094	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103563 **I-95: Delaware Avenue Extension (BS5)**

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

Est Let Date: 12/14/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	2,658											
ROW	581	664											
ROW	NHPP		8,658										
ROW	581		2,164										
ROW	STU			2,658									
ROW	581			664									
UTL	TOLL												
UTL	NHPP		5,796										
CON	NHPP		7,714										
CON	581		1,928										
CON	STU			5,290									
CON	NHPP			9,399									
CON	581			3,672									
CON	NHPP				3,000								
CON	581				750								
CON	NHPP					5,922							
CON	581					1,480							
CON	NHPP						5,000						
CON	581						1,250						

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

CON	NHPP							3,025					
CON	581							756					
CON	NHPP								24,506				
CON	581								6,126				
CON	NHPP									17,714			
CON	581									4,428			
CON	NHPP										10,000		
CON	581										2,500		
		3,322	26,260	21,683	3,750	7,402	6,250	3,781	30,632	22,142	12,500	0	0
		Total FY2023-2026		55,015	Total FY2027-2030		48,065		Total FY2031-2034		34,642		

MPMS# 105092 Citywide Resurfacing 104

LIMITS: City of Philadelphia

Actl Let Date: 4/12/2018

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP:

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

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

Potential candidates for this resurfacing package include:

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

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105290 *Ben Franklin Bridge Eastbound Operational Improvements*

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R3

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 14A

This project will improve traffic operations on the eastbound approaches to the Benjamin Franklin Bridge, and improve the safety and connectivity of the pedestrian and bicycle facilities within the approach areas.

Currently, eastbound traffic enters onto the bridge from three local streets; Sixth Street, Race Street (SR 3032) and Fifth Street, Three or four lanes are provided on the bridge in the eastbound direction, depending on the configuration of the movable barrier. Three travel lanes are available during the morning peak period and four travel lanes during the evening peak period. Existing operations create vehicular conflicts, reduced speeds and congestion created by high volumes.

Pedestrians and bicycles within the vicinity of the eastbound approach are confronted with several, uninterrupted traffic streams and a lack of clearly defined crossings. Pedestrians and bicycles destined for the bridge or the Philadelphia Plaza use inappropriate routes, creating conflicts with vehicular traffic.

Proposed improvements include realigning the Fifth Street approach north of Race Street to intersect with the Race Street approach at a new, signalized intersection. Shifting the Fifth Street intersection to the west can improve the turning radius for larger vehicles, and eliminate the need to dedicate Lane 7 on the Bridge for the exclusive use of the Fifth Street approach. A mountable concrete island is proposed to separate the Fifth Street/Race Street approach from the Sixth Street approach. Proposed improvements also include signage to direct pedestrians and bicycles to appropriate routes, and barriers to reduce potential conflicts with vehicular traffic.

Related to MPMS #72597

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP		757										
PE	581		189										
FD	STU			881									
FD	581			220									
ROW	STP				41								
CON	STU												9,562
		0	946	1,101	41	0	0	0	0	0	0	0	9,562
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		2,088				0				9,562			

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106264 I-95 Central Access Philadelphia (CAP) / Waterfront Access

LIMITS: I-676 Interchange to south of Washington Ave

Est Let Date: 9/20/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 10A

This project creates an innovative complex of a cap structure, viaduct, road, and trail structures that re-establish a strong connection between central Philadelphia and its waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. The new cap/bridge structure will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets, providing more direct access to the waterfront.

The scope of this project includes 5 major components: 1) replacing and expanding the existing cap/bridge structure near Penn's Landing and constructing a new, extended cap/bridge structure which will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets for pedestrian and vehicular use (note the current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut Street span Columbus Boulevard); 2) extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing; 3) reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing; 4) constructing a section of the Delaware River Trail along Christopher Columbus Boulevard; and 5) inspection and repairs of underwater concrete piles located in the Penn's Landing area.

Note that \$60 million local funds will be provided by the City of Philadelphia via bonding for structure construction, and a series of private contributions will be made available for the project: \$25 million for amenities; and \$20 million for reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	NHPP	1,126											
CON	STU*	12,844											
CON	CAQ	13,708											
CON	NHPP*	16,436											
CON	SPK-STP	26,466											
CON	TOLL												
CON	CAQ		7,792										
CON	SPK-STP		13,816										
CON	NHPP*		16,471										
CON	STU*			525									
CON	STP*			1,000									
CON	NHPP*			12,509									
CON	SPK-STP			20,094									
CON	SPK-STP				21,619								
CON	STP*				305								
CON	NHPP*				32,549								
CON	NHPP*				31,167								
CON	TOLL												
CON	STP					3,600							
CON	TOLL												
CON	STP						575						
CON	STU						3,025						
CON	TOLL												
CON	STP							3,600					
CON	STP								3,600				
CON	TOLL												
CON	TOLL												

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

CON STP									3,520				
CON BRIP									6,250				
CON BRIP										6,250			
CON TOLL													
CON BRIP											6,250		
CON TOLL													
CON TOLL													
CON BRIP												6,250	
Total FY2023-2026		70,580	38,079	34,128	85,640	3,600	3,600	3,600	3,600	9,770	6,250	6,250	6,250
Total FY2027-2030						14,400				28,520			

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.

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106993 *Frankford Ave Signal Improvements*

LIMITS: Girard Avenue to Knights Road

Est Let Date: 7/13/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 28

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
CON	sHSIP		1,607													
		0	1,607	0	0	0	0	0	0	0	0	0	0			
Total FY2023-2026		1,607			Total FY2027-2030				0				Total FY2031-2034		0	

MPMS# 107632 *Fox Chase Lorimer Trail(L)©*

LIMITS: Fox Chase SEPTA station, Philadelphia

Est Let Date: 4/14/2022

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP:

This project will construct a 0.5 mile multi-use trail system connection Fox Chase SEPTA station and 16 mile trail system in Montgomery county and Philadelphia along old rail ROW.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034			
CON	CAQ	728														
		728	0	0	0	0	0	0	0	0	0	0	0			
Total FY2023-2026		728			Total FY2027-2030				0				Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

New

LIMITS:

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD:

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

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

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

MPMS# 107803 *2016 Phila Co ADA Ramps*

New-B

LIMITS: City of Philadelphia

Actl Let Date: 10/19/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

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 Philadelphia County. This project contains 88 ADA ramps from the District ADA Transition List.

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

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108092 *Citywide Resurfacing 107*

LIMITS: City of Philadelphia

Est Let Date: 9/30/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 25

PROJECT MANAGER: PWB/MLF/V. Fleysch

CMP: Not SOV Capacity Adding

Roadway surface conditions along the project's street sections have deteriorated over time due to traffic, weather conditions, and utility excavations. As such, the primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

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

Streets included in this resurfacing package include:

- Minerva Street (G184) from Umbria Street to Shawmont Avenue
- Morris Street (G012) from Front Street to 34th Street
- Race Street (G010) from Benjamin Franklin Parkway to Broad Street
- Race Street (G010) from 6th Street to 2nd Street
- Red Lion Road (G164) from Verree Road to Roosevelt Boulevard
- Shawmont Avenue (G184) from Minerva Street to Ridge Avenue
- Tasker Street (G014) from Front Street to 34th Street
- Umbria Street (G184) from Leverington Avenue to Minerva Street
- Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	STU*	4,541												
		4,541	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			4,541	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108097 *Citywide Resurfacing 109*

LIMITS: City of Philadelphia

Est Let Date: 2/13/2022

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: PWB/MLF/V. Fleysch

CMP: Not SOV Capacity Adding

Dock Street, Spruce Street, 38th Parallel Place and Front Street are all Federal Aid Network segments surfaced with historic granite block or "Belgian Block" pavers. All street segments will have granite block reset and regouted as needed along with necessary base repairs and accessibility improvements. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade noncompliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Dock Street (G307/G710) from 2nd Street to Christopher Columbus Boulevard

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

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

Front Street (G005) from Vine Street to Ellen Street

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	STU*	2,114												
CON	STU*		1,000											
CON	STU*			3,132										
		2,114	1,000	3,132	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			6,246	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 108098 *Citywide ADA Ramps 2*

LIMITS: City of Philadelphia

Est Let Date: 9/16/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/MLF/V. Fleysch

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	STP*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			500	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS: Falls Road Bridge

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:TBD

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	1,080											
FD	LOC	269											
UTL	183		56										
UTL	LOC		14										
CON	STU			10,500									
CON	183			1,968									
CON	LOC			656									
CON	STU				7,778								
CON	183				1,458								
CON	LOC				486								
CON	STU					3,500							
CON	183					656							
CON	LOC					218							
		1,349	70	13,124	9,722	4,374	0	0	0	0	0	0	0
		Total FY2023-2026		24,265		Total FY2027-2030		4,374		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108129 MLK Drive over Schuylkill River (Bridge)

LIMITS: MLK Drive

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
UTL	183	47												
UTL	LOC	12												
CON	TOLL													
CON	BRIP	2,296												
CON	STU	25												
CON	TOLL													
CON	BRIP		2,603											
CON	STU		4,000											
CON	TOLL													
CON	BRIP			1,814										
CON	STU			2,000										
CON	TOLL													
CON	BRIP				1,522									
CON	STU				7,856									
		2,380	6,603	3,814	9,378	0	0	0	0	0	0	0	0	
		Total FY2023-2026			22,175	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110314 30th Street Viaduct over 30th Street Lower (Bridge)

LIMITS: Market Street and Walnut Street

Est Let Date: 2/20/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The purpose of the project is to rehabilitate the 30th Street Viaduct over 30th Street Lower between Market Street and Walnut Street to extend the useful life of the bridge. Work is planned to include deck replacement, superstructure and substructure cleaning & repair, and possible further rehabilitation. The underside of the bridge superstructure will be cleaned and repainted, with steel repairs as necessary. The bridge's drainage system will also be replaced and upgraded as needed. Recent bridge repairs have revealed accelerated deterioration of the structure, which will continue to worsen without rehabilitation, and could result in eventual weight restrictions or closure. Recent high-density development in the area has increased use of the viaduct, and pending future developments in the 30th Street Station area will further increase its importance, making future restrictions or closures highly disruptive.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
PE	BOF		377												
PE	183		71												
PE	LOC		23												
FD	BOF	1,199													
FD	183	179													
FD	LOC	60													
UTL	BOF		60												
UTL	183		11												
UTL	LOC		4												
CON	BOF			6,684											
CON	183			1,253											
CON	LOC			417											
CON	BOF				3,000										
CON	183				562										
CON	LOC				187										
CON	BOF					3,684									
CON	183					690									
CON	LOC					368									
		1,438	546	8,354	3,749	4,742	0	0	0	0	0	0	0		
		Total FY2023-2026			14,087	Total FY2027-2030				4,742	Total FY2031-2034				0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110782 *Historic Shawmont Station*

LIMITS: Shawmont Avenue, Philadelphia

Est Let Date: 9/13/2021

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

The restoration of the Historic Shawmont Station will repair a nearly 200-year-old, nationally significant building, add interpretative signage, and improve public access and safety at this important site, while enhancing the Schuylkill River Trail.

2018 TA set aside regionally selected project, award amount \$1,000,000 - Line Item MPMS# 64984

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

MPMS# 110958 *Castor Avenue Roundabout*

LIMITS: Castor Avneue (SR 1005) and Wyoming Avenue

Est Let Date: 8/10/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP		262										
CON	sHSIP			500									
		0	262	500	0	0	0	0	0	0	0	0	0
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		762				0				0			

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111194 *Castor Avenue Corridor Safety Improvements*

LIMITS: Castor Ave from Comly to Rhawn Ave

Est Let Date: 3/30/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

This project will implement a road diet, upgrade signals, and add left turn lanes to the project area.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	206												
CON	HSIP		1,971											
		206	1,971	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			2,177		Total FY2027-2030			0		Total FY2031-2034		0

MPMS# 111496 *Franklin Square Pedestrian Access Project*

LIMITS: Race Street: 6th St. - 8th St.

Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M. Merez

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A, 14A

This project will construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAU	850												
CON	TAP		432											
		850	432	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,282		Total FY2027-2030			0		Total FY2031-2034		0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111500 *Manayunk Canal Masonry Wall Restoration*

LIMITS: Manayunk Lower Locks (69 and 70)

Est Let Date: 4/27/2023

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M, Meraz

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

Funds for this project will go to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	500												
CON	TAP		500											
		500	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,000		Total FY2027-2030			0		Total FY2031-2034		0

MPMS# 111505 *Mid-block Crossing in University City - Drexel University*

LIMITS: 33rd and 32nd Streets

Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

Fund will go to construct a mid-block crosswalk across Chestnut Street between 33rd and 32nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	500												
CON	TAP		500											
		500	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,000		Total FY2027-2030			0		Total FY2031-2034		0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111506 *Blvd Pedestrian Safety & Direct Bus Improvements*

LIMITS: Roosevelt Boulevard

Est Let Date: 1/13/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will construct six (6) sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct northbound Direct Bus station at Broad Street/Roosevelt Boulevard; make sidewalk improvements on Broad Street to improve pedestrian safety to the Broad Street Line.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	500												
CON	TAP			1,031										
		500	0	1,031	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,531	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 111507 *Cramp Elementary School Traffic Safety Improvements*

LIMITS: Philadelphia's Fairhill Neighborhood

Est Let Date: 5/11/2023

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Funding will establish a school slow zone near Cramp Elementary through traffic safety improvements, bumpouts & upgraded ADA ramps, speed cushions, signage, and upgraded crosswalks.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	595												
CON	TAP		400											
		595	400	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			995	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111508 *South Broad Street Sidepath, Phase 1*

LIMITS: West side of South Broad Street, from Hartranft Street to the Navy Yard

Est Let Date: 5/11/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C

This project will construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.

The South Broad Street sidepath will connect NRG Station (formerly named Pattison Avenue and AT&T Station) to the Navy Yard through a sidepath on the west side of South Broad Street. The sidepath will run from Hartranft Street to the Navy Yard entrance at League Island Boulevard. To accommodate the sidepath near the Terminal Avenue intersection, the southbound lane configuration will be converted from two (2) left turn lanes and two (2) through lanes to one (1) left turn lane, one (1) shared left/through lane, and one (1) through lane. The project also proposes to include appropriate lighting, pavement markings and signage, and an upgrade of ADA facilities.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	1,037												
CON	TAP		500											
		1,037	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,537		Total FY2027-2030			0	Total FY2031-2034			0

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

LIMITS: Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/10/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered to be in poor condition due to substructure issues, and requires rehabilitation to remove its poor condition status and extend its useful life. Proposed construction includes demolition of the superstructure and portions of the existing abutments, substructure spall and crack repairs, partial abutment reconstruction, installation of new elastomeric bearings, construction of a new prestressed concrete multi-girder superstructure, installation of a new cast-in-place concrete deck and approach slabs, new sidewalks and parapets, stormwater improvements, approach roadway & sidewalk improvements, repairs to the adjacent stone stairway, and related construction.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TOLL													
CON	sSTP		1,660											
		0	1,660	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,660		Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112463 **ADA Ramps in Center City Philadelphia**

LIMITS: Market, Chestnut and Walnut Streets in Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project will involve the repair or reconstruction of damaged and or deteriorated ADA curb ramps in various historic districts in Philadelphia along Market, Chestnut, and Walnut Streets between the Delaware and Schuylkill River.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
FD	TOLL	149													
FD	STU														
UTL	TOLL														
UTL	STU		22												
CON	TOLL														
CON	STU			2,161											
		149	22	2,161	0	0	0	0	0	0	0	0	0		
		Total FY2023-2026			2,332			Total FY2027-2030			0			Total FY2031-2034	
					2,332						0				

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112500 Citywide 3R 110

LIMITS: City of Philadelphia

Est Let Date: 3/16/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/MLF/V. Fleysch

CMP: Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments except Barnett Street and Elbridge Street will be resurfaced with bituminous material and restriped. Barnett and Elbridge, currently existing concrete roadways, will receive base repair and will be considered for a possible asphalt overlay. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. Broad Street, Front Street, and portions of Belfield & Gray's Ferry Avenues are part of the National Highway System (NHS).

Streets included in this package include:

- North 2nd Street (G168) Old 2nd Street to Cheltenham Avenue (Minor Arterial)
- North 5th Street (G001) Luzerne Street to Roosevelt Boulevard (Minor Arterial)
- North 5th Street (G001) Spring Garden Street to Lehigh Avenue (Minor Arterial)
- 61st Street (G095) Passyunk Avenue to Lindbergh (Minor Arterial)
- 70th Street (G069) Essington Avenue to Cobbs Creek Parkway (City Limit) (Minor Arterial)
- Algon Avenue (G123) from Levick Street to Cottman Avenue (Minor Arterial)
- Barnett St (G060) from Tacony Street to Levick Street (Minor Arterial)
- Belfield Avenue (G248) from Old York Road to Baynton Street (Principal Arterial/Collector)
- North Broad Street (G703) Old York Road to Cheltenham Avenue (Principal Arterial)
- Byberry Road (G193/G197) Philmont Avenue to Roosevelt Boulevard (Minor Arterial)
- Elbridge Street (G060) Levick Street to New State Road (Minor Arterial)
- Front Street (G005) Oregon Avenue to Pattison Avenue (Principal Arterial)
- G Street (G495) from Hunting Park Avenue to Wyoming Avenue (Collector)
- Grays Ferry Avenue (G016/G021) South St. to 34th St. (Principal Arterial/Minor Arterial)
- Haldeman Avenue (G200) Red Lion Road to Bustleton Avenue (Collector)
- Lansdowne Avenue (G064) Cobbs Creek (City Limit) to Lancaster Avenue (Minor Arterial)
- Montgomery Drive (G082) Martin Luther King Jr. Dr. to Belmont Ave. (Minor Arterial)
- Powelton Avenue (G020) Market Street to 31st Street (Collector)
- Race Street (G010) from Broad Street to 8th Street (Minor Arterial)
- Rising Sun Avenue (G056/G003) from Broad Street to Luzerne Street (Collector)
- Rowland Avenue (G496) Cottman Avenue to Solly Avenue (Minor Arterial/Collector)
- South Street (G018) 27th Street to Broad Street (Minor Arterial)
- Woodland Ave. (G726/G097) Baltimore Ave to Grays Ferry Ave (Principal/Minor Arterial)
- Woodland Avenue (G097) South 49th Street to Island Avenue (Minor Arterial)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP*	255											
CON	STU	1,952											
CON	LOC	488											
CON	STP		2,690										
CON	STU		1,952										
CON	LOC		1,160										
CON	STU			2,025									
CON	LOC			506									
CON	STU				4,262								
CON	STP				878								
CON	LOC				1,285								
CON	STU					31,534							
CON	STP					819							

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

CON	LOC					8,088							
CON	STU						608						
CON	LOC						152						
		2,695	5,802	2,531	6,425	40,441	760	0	0	0	0	0	0
		Total FY2023-2026		17,453		Total FY2027-2030		41,201		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112525 Citywide 3R 111

New

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysch

CMP: Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments will be milled and resurfaced with bituminous material and restriped. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. All roadway segments will be evaluated for low-cost safety improvements to reduce the risk of crashes; the segments on 21st, 58th, Cecil B. Moore, Diamond, Ford, Front, Packer, Tabor, Wyncote, and Wyoming are part of the Vision Zero High Injury Network, a network of Philadelphia streets with the highest rates of fatalities and severe injuries per mile, and will receive particular attention.

34th, Poplar, Red Lion, Sedgley, and Warfield are all part of the National Highway System (NHS).

Potential Street Segments include:

21st St (G013) MARKET ST to OREGON AVE (Minor Arterial)
22nd St (G031/ G108) RIDGE AVE to W ERIE AVE (Collector/Minor Arterial)
34th St (G051) Walnut St to Market St; LANCASTER AVE to MANTUA AVE (Principal Arterial)
49th St (G520) Baltimore Ave to WOODLAND AVE (Collector)
58th St (G065) HOFFMAN AVE to LINDBERGH BLVD (Collector)
59th St (G230) LANSDOWNE AVE to LANCASTER AVE (Collector)
6th St (G002) WASHINGTON AVE to OREGON AVE (Collector)
7th St (G003) OREGON AVE to PATTISON AVE (Minor Arterial)
Arch St (G711) N 16TH ST to N 23RD ST (Collector)
Ashburner St (G118) FRANKFORD AVE to STATE RD (Minor Arterial)
Ashton Rd (G205) HOLME CIR to GRANT AVE (Minor Arterial)
Bells Mill Rd (G181) RIDGE AVE to GERMANTOWN AVE (Minor Arterial)
Bloomfield Ave (G158) PINE RD to KREWSTOWN RD (Collector)
Cecil B Moore Ave (G036) RIDGE AVE to N 33RD ST (Collector)
Cemetery/Chester Ave (G086/G527) 65TH ST to WOODLAND AVE (Minor Arterial)
Diamond St (G032) N 5TH ST to N 33RD ST (Minor Arterial)
Ford Rd (G152) GREENLAND DR to MONUMENT RD (Minor Arterial)
Front St (G005) E VENANGO ST to E ROOSEVELT BLVD (Collector)
Greenland Dr (G152) MARTIN LUTHER KING DR RAMP N to FORD RD (Minor Arterial)
Hagys Mill Rd (G182) PORT ROYAL AVE to SPRING LN (Minor Arterial)
Ivy Hill Rd (G499) STENTON AVE to CHELTENHAM AVE (Collector)
Lefevre/ Margaret St (G104) ARAMINGO AVE to RICHMOND ST (Minor Arterial)
Locust St (G709) W WASHINGTON SQ to S 18TH ST (Collector)
Manayunk Ave (G526) RIDGE AVE to ROXBOROUGH AVE (Collector)
Orthodox St (G102) ARAMINGO AVE to RICHMOND ST (Minor Arterial)
Oxford Ave (G121) FRANKFORD AVE to OXFORD CIR (Minor Arterial)
Packer Ave (G042) S FRONT ST to S BROAD ST (Minor Arterial)
Poplar Dr (G029) SEDGELEY DR to W GIRARD AVE (Principal Arterial)
Red Lion Rd (G164) CITY BOUNDARY to BUSTLETON AVE (Principal Arterial)
School House Ln (G105) GERMANTOWN AVE to RIDGE AVE (Minor Arterial)
Sedgeley Dr (G029) KELLY DR to LEMON HILL DR (Principal Arterial)
Spring Ln (G181) HAGYS MILL RD to Ridge Ave (Minor Arterial)
Strawberry Mansion Brg (G152) MARTIN LUTHER KING DR RAMP N to STRAWBERRY MANSION DR (Minor Arterial)
Susquehanna Ave (G572) N Front St to N BROAD ST (Collector)
Tabor Rd (G083) RISING SUN AVE to ADAMS AVE (Minor Arterial)
Warfield St (G734) WHARTON ST to MOORE ST (Collector)
Wyncote Ave (G137) E CHELTEN AVE to OGONTZ AVE (Minor Arterial)
Wyoming Ave (G054) N BROAD ST to CASTOR AVE (Collector/ Minor Arterial)

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP	424											
PE	LOC	106											
CON	STP					1,179							
CON	LOC					1,194							
CON	STP						1,179						
CON	LOC						294						
CON	STP							1,179					
CON	LOC							294					
CON	STP								1,179				
CON	LOC								294				
CON	STP									3,899			
CON	LOC									974			
CON	STP										3,899		
CON	LOC										974		
CON	STP											3,899	
CON	LOC												3,899
CON	STP												974
CON	LOC												974
		530	0	0	0	2,373	1,473	1,473	1,473	4,873	4,873	4,873	4,873
		Total FY2023-2026			530	Total FY2027-2030			6,792	Total FY2031-2034			19,492

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112527 *Citywide ADA Ramps 3*

LIMITS: City of Philadelphia

Est Let Date: 7/13/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/MLF/V. Fleysch

CMP: Not SOV Capacity Adding

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects – primarily Center City Signals NE Quad (MPMS# 70014), completed in 2017, and the cancelled Citywide Bumpouts project (MPMS# 64805) – as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STP*	490												
FD	STP	1,305												
FD	LOC	327												
CON	STP		3,402											
CON	LOC		850											
CON	STP			3,699										
CON	LOC			924										
CON	STP				2,297									
CON	LOC				574									
		2,122	4,252	4,623	2,871	0	0	0	0	0	0	0	0	
		Total FY2023-2026			13,868	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 114173 *Roosevelt Blvd Crossover Lanes*

LIMITS: Roosevelt Blvd

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

Roosevelt Blvd Crossover Lanes
Philadelphia
Modification of crossover lanes

This project will aim to improve traffic flow and reduce congestion for vehicles and buses along Roosevelt Boulevard. This will be accomplished through modifying crossovers at six locations, offsetting left hand turns at Grant Avenue, and intersection improvements at Woodhaven Road off ramp to Roosevelt Boulevard Northbound. Crossover locations include:

- 1) Revere Street, includes mid-block pedestrian crossing and pedestrian signal
- 2) Winchester Avenue
- 3) Fulmer Street
- 4) Michener Street
- 5) Strahle Street
- 6) Faunce Street

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	CAQ	700												
		700	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			700	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 114942 *SR 0001 Roosevelt Blvd IHSDM Study*

LIMITS: Roosevelt Blvd, Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Not Yet Determined

This Interactive Highway Safety Design Model (IHSDM) study will look at two sample sections, which are being selected as representative of Roosevelt Boulevard north end and south end of the Boulevard. These two selections have curves and high ADT intersections within them and do represent Roosevelt Boulevard as a whole. Due to the high estimate for an IHSDM study to be completed for an entire corridor it was decided to choice these sections as a first studies area. First area is F Street to Pratt Street. Second area is Grant Avenue to Red Lion Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
STUD	sHSIP			950										
		0	0	950	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			950	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115430 *Broad Street Corridor Safety Improvements*

LIMITS: Allegheny Avenue to the Roosevelt Boulevard

Est Let Date: 4/11/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project will implement the replacement of the two-way left-turn lane with raised concrete medians with pedestrian refuges.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	63												
UTL	HSIP		56											
CON	HSIP		826											
		63	882	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			945		Total FY2027-2030			0		Total FY2031-2034		0

MPMS# 115431 *Verree Rd Corridor Safety Improvements*

LIMITS: Bloomfield Avenue to Red Lion Road

Est Let Date: 3/3/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5H, 12A

The proposed scope of this project include:

- Conversion of signals from pedestal-mounted to mast arm
- Addition of pedestrian countdown timers and pushbuttons
- Coordination of arterial signals
- Modification of left turn signal phasing at Welsh Road

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	201												
CON	HSIP		1,560											
		201	1,560	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,761		Total FY2027-2030			0		Total FY2031-2034		0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115433 *Welsh Road Corridor Safety Improvements*

LIMITS: Alburger Avenue to Kismet Road

Est Let Date: 3/2/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A

The proposed scope of this project include:

- Road diet of Welsh Road from Alburger Avenue to Kismet Road
- Addition of exclusive left turn lane(s) (LTLs)
- Addition of pedestrian countdown timers at signalized intersections
- Coordination of arterial signals
- Installation of retroreflective backplates on signals

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	105												
UTL	HSIP	35												
CON	HSIP		2,209											
		140	2,209	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			2,349		Total FY2027-2030				0		Total FY2031-2034	

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115434 *Frankford Avenue Corridor Safety Improvements*

LIMITS: Oxford St to Convent Lane

Est Let Date: 3/14/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

The proposed scope of this project include:
 Convert signals from pedestal-mounted to mast arm
 Add pedestrian countdown timers
 Install retroreflective backplates
 Upgrade signal cabinets
 Coordinate arterial signals at the following intersections:
 Berks St
 Norris St
 Susquehanna Ave
 Dauphin St
 Cumberland St
 Huntingdon St
 Somerset St
 Cambria St
 Orleans St
 Ann St
 Westmoreland St
 Venango St
 Glenwood Ave
 Pike St
 Torresdale Ave
 Convert minor road stop control to all-way stop control at Palmer St
 Install curb extensions
 Install ADA ramps
 Install intersection lighting over crossings

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	341												
CON	HSIP		2,497											
CON	HSIP			5,523										
		341	2,497	5,523	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			8,361	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115435 *63rd Street Corridor Safety Improvements*

LIMITS: 63rd Street/Cobbs Creek Parkway corridor from Lancaster Ave (SR 0030) to 62n

Est Let Date: 1/25/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A, 10A

The proposed scope of this project include:

- Adding lane lines on corridor – the corridor is two lanes in each direction for the majority of the length but pavement markings are not currently visible to drivers.
- Upgrading signal equipment by replacing 8" signal heads with 12" signal heads, installing retroflective back plates, adding additional signal heads (one for each lane, currently only one head per approach), installing countdown pedestrian signal heads.
- Evaluating and updating left-turn phasing at several intersections with a high number of angle crashes for left-turning vehicles.
- Evaluating and updating vehicle and pedestrian clearance timings.
- Convert the signalized intersection of Cobbs Creek Parkway (SR 3015) and Spruce Street/Marshall Road (SR 3031) to a single-lane roundabout.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	342												
ROW	HSIP	91												
CON	HSIP			5,209										
CON	HSIP				1,088									
		433	0	5,209	1,088	0	0	0	0	0	0	0	0	
		Total FY2023-2026			6,730	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 115440 *Washington Lane Corridor Safety Improvements*

LIMITS: Stenton Ave to Cheltenham Ave

Est Let Date: 5/25/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14A, 15A

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers
- Coordination of signals
- Conversion of signals from pedestal to mast-arm
- Installation of curb bumpouts
- Installation of raised crosswalks and flashing beacons at the 76th Avenue/Briar Road intersection

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	385												
CON	HSIP		2,000											
CON	HSIP			2,412										
		385	2,000	2,412	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			4,797	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115442 *Vine Street Corridor Safety Improvements*

LIMITS: 7th Street to Broad Street

Est Let Date: 12/11/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Road Diet of Vine Street between 8th Street and Broad Street (SR 0611)
- Install a curb protected bike lane in each the eastbound and westbound directions
- Remove on-street parking
- Update signal equipment where necessary

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP		122											
CON	HSIP					1,567								
		0	122	0	0	1,567	0	0	0	0	0	0	0	
Total FY2023-2026		122			Total FY2027-2030				1,567		Total FY2031-2034			0

MPMS# 115444 *Wyoming Avenue Corridor Safety Improvements*

LIMITS: Roosevelt Boulevard to Whitaker Avenue

Est Let Date: 3/14/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Convert signals from pedestal-mounted to mast arm
- Provide flashing beacons at unsignalized intersections

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	114												
CON	HSIP		2,844											
		114	2,844	0	0	0	0	0	0	0	0	0	0	
Total FY2023-2026		2,958			Total FY2027-2030				0		Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115445 **5th Street Corridor Safety Improvements**

LIMITS: Spring Garden Street to Hunting Park Avenue

Est Let Date: 4/27/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:
 · Convert all signals from pedestal to mast arm from Spring Garden Street to Lycoming Street
 · Install pedestrian countdown timer signal heads from Spring Garden Street to Lycoming Street

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
FD	HSIP	286													
CON	HSIP		2,000												
CON	HSIP			2,658											
		286	2,000	2,658	0	0	0	0	0	0	0	0	0		
Total FY2023-2026		4,944			Total FY2027-2030				0				Total FY2031-2034		0

MPMS# 115913 **Philadelphia Trip Generation Model**

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

The goal of this project is to develop a tool that can accurately quantify impacts of new, mixed-use developments in terms of total person-trips generated and mode shares of vehicular, transit, bicycle, and pedestrian; collect necessary data and apply and validate the tool for Philadelphia County. Phase I will focus on the software development. Phase II will be the model estimation and validation tasks, specifically to determine AM and PM peak period person trip rates for mixed-use developments in Philadelphia as a function of locations, dwelling units, parking supply and retail employment.

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115963 TCDI Administration 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:R6.07

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will support the key policies of Connections 2050 by ensuring a diverse and competitive regional and local economy by encouraging reinvestment in the region by coordinating regional transportation, land use, redevelopment, and economic development.

At the regional level, staff will continue to lead, participate, and support economic development investment strategies in the region; including managing and maintaining the regions Comprehensive Economic Development Strategy (CEDs), as required by the US Economic Development Administration (EDA). Tasks may include completing and submitting the CEDs updates to EDA, amending the list of vital projects as appropriate, assisting in grant applications to EDA, and working with federal and regional partners to identify how to best advance the CEDs goals. To continue to comply with EDA guidelines, staff will explore the regions vulnerability with regard to a major economic downturn caused by natural events, loss of a major employer, pandemic or similar major health crises, or international trends. Staff will continue to engage and build partnerships with US EDA and other economic development practitioners and provide for potential US EDA funding applications. Additional activities may include convening economic development partners for project development and reaching out to county partners outside of the DVRPC service area. Staff will continue to analyze employment and industry data and report on regional trends and any other data requests as part of our economic analyses supporting the long-range plan and CEDs.

Rating the Region: Staff will provide updated data and analysis for the regional comparisons report (Rating the Region), as part of our Connections 2050 efforts, by collaborating with long-range planning staff to add the Rating the Region indicators to DVRPCs existing Tracking Progress dashboard. Indicators for the regional CEDs will also be combined with the Tracking Progress indicators to expand the Tracking Progress dashboards scope. Updates will be made to increase user accessibility and readability.

Access to Tourist Destinations: Staff will continue to identify livability and sustainability strategies to tie the quality and location of transportation facilities to multi-modal accessibility of tourist destinations and employment. Tasks may include working with local communities to make better use of their tourist destinations, convening tourism stakeholders in the region, and addressing multi-modal feasibility to tourist destinations.

Camden County Missing Middle Housing: Since many of the regions mature communities face social, economic, transportation (motorized and nonmotorized), and infrastructure challenges, staff will continue community development and revitalization efforts that strive to implement Connections 2050, and assist with investment and equitable development strategies at the local level. Specifically, staff will collaborate and assist on the Housing Initiative developing specific case studies in Camden County on missing middle housing. As part of the Housing Initiative, staff will use the Regional Economic Development Forum (RCEDF) to provide outreach to communities highlighted in the identified case studies to discuss the research and best practices.

Retail Districts: Staff will continue to monitor community resilience, specifically for the regions identified retail districts and downtowns to address pandemic recovery needs. This may include zoning recommendations, street design flexibility, and/or convening stakeholders. The retail district typology work will continue to be evaluated and enhanced.

Roebing Steel Plant Land Use and Feasibility Study (Florence Township, Burlington County, NJ): Staff will assist on the Roebing Steel Plant Land Use and Feasibility Study to determine the highest and best use of this brownfield transit-oriented development, including market feasibility. Tasks may include land use and zoning research, census and retail data collection, regulatory document research, and outreach including stakeholder interaction and presentations.

Regional Community and Economic Development Forum (RCEDF): Staff will hold a minimum of two but up to four meetings of the Regional Community and Economic Development Forum (RCEDF). At least two meetings will be used for the Housing Initiative case study outreach meetings. The RCEDF facilitates networking and coordination between the region's transportation, economic development, and land use planning professionals on issues of regional importance; fosters greater cooperation between agencies; and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community.

TCDI: Program administration of the Transportation and Community Development Initiative (TCDI) grant program will continue. FY 2023 will include project solicitation for eligible New Jersey communities with project selection in spring 2023. Projects will then be managed by DVRPC staff and this will include all tasks related to procurement, invoicing, progress reports, and outreach meetings, as necessary. Staff will continue to maintain the TCDIdirect (project management) database specifically providing project management for previously awarded FY22 Pennsylvania projects.

Municipal Outreach: Staff will continue municipal outreach through educational events and workshops. These events provide Certification Maintenance (CM) credits for American Institute of Certified Planners (AICP) members. Staff will maintain the Municipal Funding Resource (MFR) which provides a list of grant programs for stakeholders. The MFR is a shared online database with our county partners that enables

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

each to share programs and opportunities.

Completion of this work may require the purchase of equipment and data services.

Tasks

1. Work with EDA and regional stakeholders on the development of the regional CEDS.
2. Maintain the economic development webpage and subpages with current data.
3. Update Tracking Progress interface to include regional and CEDS-related economic development indicators.
4. Analyze multi modal access to tourist destinations.
5. Assist on the Camden County Housing Missing Middle analysis.
6. Identify and engage local stakeholders and community leaders, as well as provide local technical assistance to communities on revitalization strategies through educational events and workshops.
7. Provide analysis on the Roebing Steel Plant Land Use and Feasibility Study.
8. Convene a minimum of two (2) but up to four meetings of the Regional Community and Economic Development Forum (RCEDF). Two meetings specifically for the Housing Initiative outreach and case studies.
9. Develop the FY 23 TCDI Program Guidelines and updated webpage.
10. Maintain the TCDI Direct project management database.
11. Deliver Municipal Outreach presentations as requested.
12. Provide AICP CM credits as requested.
13. Work with county partners to maintain the Municipal Funding Resource Database.

Products

1. CEDS Key Regional Economic Development Project Database.
2. Memos or products as requested by US EDA (as it pertains to our pending Economic Development District (EDD) status), as well as EDA support letters for potential funding applicants.
3. Economic Data bulletins and/or Snapshots.
4. Updated Tracking Progress dashboard that includes metrics to compare regions.
5. Technical memo on increasing multimodal access to tourist destinations.
6. Deliverable/Report on Camden County Missing Middle Housing.
7. Retail District analysis.
8. Roebing Steel Land Use and Feasibility Study deliverable(s).
9. Minutes of the Regional Economic Development Forum Meetings (RCEDF)
10. FY 23 TCDI Program Guidelines and updated webpage.
11. TCDI Direct project management database.
12. Municipal Outreach presentations as requested.
13. AICP CM credit event surveys.
14. Municipal Funding Resource Database.

*PA TIP - MPMS #115963 - \$170,000 STU/Toll Credit Match for TCDI Admin;

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	STU	190												
PRA	STU		190											
		190	190	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			380	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115965 TAP Project Engineering/Management 2022-23

LIMITS: Districtwide

IMPROVEMENT Other

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: Jim Mosca

CMP:

NHPP:
FC:

No Let Date

MRPID:R6.07

AQ Code:X1

IPD:

This project will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region.

Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction.

The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services.

For more information, see the following website: <http://www.dvrpc.org/ProjectImplementation/>

Tasks

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	STU	712												
PRA	581	178												
PRA	STU		712											
PRA	581		178											
		890	890	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,780	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115966 CMAQ Project Engineering/Management 2022-23

LIMITS: Districtwide

IMPROVEMENT Other

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: Jim Mosca

CMP:

NHPP:
FC:

No Let Date

MRPID:R6.07

AQ Code:X1

IPD:

This line item will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region. Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction.

The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services.

For more information, see the following website: <http://www.dvrpc.org/ProjectImplementation/>

Tasks

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
PRA	CAQ	120													
PRA	581	30													
PRA	CAQ		120												
PRA	581		30												
		150	150	0	0	0	0	0	0	0	0	0	0		
		Total FY2023-2026			300	Total FY2027-2030				0	Total FY2031-2034				0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115971 *Transportation Systems Management and Operations (TSMO)*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will ease traffic congestion and improve the efficiency of existing transportation facilities and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) with Transportation Systems Management and Operations.

Federal metropolitan planning regulations require MPOs to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two longstanding related initiatives. The Transportation Operations Program Area (23-52-050) and the Transportation Systems Management and Operations Project highlight key activities undertaken by these programs. The Transportation Systems Management and Operations (TSMO) Project incorporates strategies to help proactively manage the transportation system by addressing recurring and nonrecurring congestion. Strategies such as traffic incident management, traveler information services, safety service patrols, work zone management, and freight management improve system efficiency, enhance public safety, help reduce traveler delays and improve information access. Successful integration of these and other TSMO strategies will help to make the region more cohesive, and enhance communications and collaboration among transportation partners.

DVRPCs TSMO program encompasses a wide range of activities including the coordination of multi-agency regional initiatives. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. A virtual video wall component allows operations center and field personnel to view traffic video feeds in the region.

RIMIS became operational in 2010 and since it is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOTs database. To receive PennDOT incident information, a data interface to PennDOTs Road Conditions Reporting System (RCRS) was constructed in FY 2011. A data interface to the City of Philadelphia Streets Departments Road Permit system provides street closure information related to events such as utility work, block parties, special events, and construction. This not only greatly increased the amount of usable data for RIMIS users, but was a critical project for the Philadelphia Traffic Management Center. DVRPC has continued to roll out RIMIS to regional transportation agencies, county 911/emergency management centers, local police and fire departments in major corridors, and counties' engineering/public works departments in New Jersey as requested. Assistance in using RIMIS in local municipalities for Integrated Corridor Management (ICM) purposes is offered, especially with respect to the I-76 ICM Project in Pennsylvania.

In FY 2023, the primary emphasis will be operating and maintaining RIMIS software, continuing to expand the number of agencies participating in RIMIS, continued exploration of the RIMIS SPATEL tool, and working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues that they may be encountering.

Other focus areas of DVRPCs TSMO program include updating DVRPCs Interactive Detour Route Mapping (IDRuM) application, providing training programs for ITS operators and emergency response personnel, monitoring performance measures, security planning, and providing technical assistance to agencies.

IDRuM is being enhanced and updated into a new online web version. IDRuM is designed to give emergency responders access to the detour routes that allow them to be prepared when an incident occurs on a nearby highway. Typically traffic is diverted off the highway onto the arterial network and those arterials often become congested. By planning these routes and identifying key control points, local police can provide traffic control assistance to help ease the flow of traffic in their communities. The new online version was rolled out for Pennsylvania detours in FY2021 and work continues this year to incorporate the New Jersey detour routes.

There continues to be emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability, which tell us that conditions are better or worse than in the past. DVRPC will continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our regions performance measures.

Activities listed below fall under two broad categories: RIMIS and Other TSMO Tasks. The former includes Operations and Maintenance (O&M) tasks performed by the software vendor (TRANSCOM) and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC staff activities that support programs for greater integration among the regions TSMO stakeholders, and more general activities. Some of these activities may require DVRPC to purchase equipment and/or services.

Tasks

RIMIS Software Vendor Tasks

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the system administrator, adding additional ITS devices to the RIMIS database and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.
4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will periodically meet with DVRPC and the users to review RIMISs status and discuss and resolve operational issues.

DVRPC RIMIS Tasks:

1. Coordinate software vendors activities with the RIMIS users and the Transportation Operations Task Force.
2. Supervise the RIMIS software vendors adherence to its contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure that information entered into RIMIS is accurate and timely, and that agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arises.

Other TSMO Tasks

1. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies.
2. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Work toward developing a new web version of IDRuM program, including using GIS to make necessary updates to the detours to reflect changes to any routes or construction activity.
3. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
4. Continue to maintain the regions ITS Infrastructure Inventory.
5. Participate in appropriate security planning efforts by attending external meetings, webinars and other events such as the Delaware Valley Intelligent Center (DVIC) security roundtable quarterly meetings.
6. Continue to promote and provide training programs on TSMO and ITS strategies. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.
7. Continue coordination and participation with local and regional partners and their committees, such as The Eastern Transportation Coalition, Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee.
8. Continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our regions performance measures.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	STU	310												
PRA	581	78												
PRA	STU		310											
PRA	581		78											
		388	388	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			776	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115972 I-95 Planning Assistance 2022-23

LIMITS: Philadelphia

IMPROVEMENT Other

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: EE/E. Elbich

CMP:

NHPP:
FC:

No Let Date

MRPID:R6.07

AQ Code:X1

IPD:

The purpose of this program is to support the implementation of I-95 Reconstruction Projects by serving as a planning and coordination resource for PennDOT.

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 as needed. Assist with design coordination and implementation of congestion mitigation strategies.
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 SEPTAs West Trenton Line.
5. Facilitate coordination between SEPTA, PennDOT, and other agencies, including multiple agencies/departments within the City of Philadelphia.
6. Coordinate communications and outreach activities with the TMAs.
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, detour routes, long range planning, and general coordination.
12. Provide mapping and Geographic Information Systems (GIS) support as requested.
13. Provide support in coordinating and developing legal agreements, as needed.
14. Assist with identifying and cataloging transportation infrastructure projects within the corridor.
15. Assist with coordination related to other transportation and land development projects in the corridor, as requested.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	NHPP	80												
PRA	581	20												
PRA	NHPP		80											
PRA	581		20											
		100	100	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026				200				Total FY2027-2030				0
										Total FY2031-2034				0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115973 *Enhance and Maintain Travel Forecasting Tools 2022-23*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:R6.07

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will support the economic vitality of the region, improve accessibility and mobility for people, goods and services, protect the environment, enhance connectivity between modes, & promote the management and operation of the existing transportation system.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	STU	454												
PRA	STU		454											
		454	454	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			908	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 116807 *Citywide ADA Ramps 4*

New

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysch

CMP: Not SOV Capacity Adding

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STU	1,018												
PE	LOC	255												
FD	STU			720										
FD	LOC			180										
CON	STU					3,191								
CON	LOC					797								
CON	STU							6,648						
CON	LOC							1,662						
		1,273	0	900	0	0	3,988	8,310	0	0	0	0	0	
		Total FY2023-2026			2,173	Total FY2027-2030				12,298	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

New-B

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

No Let Date

IMPROVEMENT

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

This project will involve the landscaping, building and amenities portion of the I-95 CAP project being paid for by local and private dollars.

12/3/2021--This project has been created for the items that are essential for functioning of the public spaces but not eligible for transportation funding. The funding for this portion of the work is City of Philadelphia bond and private.

This second contract will be let under an open bid by the Delaware River Waterfront Corporation, a registered 501(c)3 nonprofit corporation that acts as the steward of the waterfront and funded in part by the City. The parameters for the ownership, responsibility, and maintenance of all the cap components listed above are identified in a license agreement with the City that is currently in the process of execution. The Department will only be responsible for the heavy infrastructure with all landscape, building and amenities being the responsibility of the City and DRWC. Agreement language has been developed by the Office of Chief Counsel, Counsel for Department of General Services, and the office of the City Solicitor.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	LOC	105,000												
		105,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			105,000	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 117867 *Bus Boarding Islands*

LIMITS: Citywide

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Joe Burns

CMP:

This program will install safe bus boarding islands on multimodal corridors with priority transit service routes in Philadelphia. The raised concrete islands provide safe bus boarding and alighting zones for users of SEPTA bus network.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	244	1,500												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,500	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117868 *Priority Corridor Safety Improvements*

LIMITS: Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Joe Burns

CMP:

This program is expected to include a combination of low-cost safety improvements and heavy construction interventions. This project may include some signal retiming. Exact locations of will depend on safety audit findings.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	244	1,500												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,500	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 117870 *Corridor ITS and Emergency Preemption*

LIMITS: Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Joe Burns

CMP:

This project is for the Corridor ITS and Emergency Preemption program. This program intended to improve safety for the traveling public by reducing emergency incidents related crashes and by reducing red-light running.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	244	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			500	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117875 *Bike Network Curb Separation*

LIMITS: Citywide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Joe Burns

CMP:

This project is for the physical separation of Philadelphia's high-quality bikeway network will encourage more Philadelphians and visitors alike to bicycle for transportation and recreation.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	244	1,500												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,500	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 117904 *PA Transportation and Community Development Initiative (TCDI) 2022-23*

LIMITS: District wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X2

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The Transportation and Community Development Initiative (TCDI) is a grant program that supports smart growth in the individual municipalities of the Delaware Valley through initiatives that implement the regions long-range plan, Connections 2050 Plan for Greater Philadelphia. Central to the effort is the objective to enhance quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI provides a mechanism for our planning partners to undertake locally-directed actions to improve their communities, which in turn implements their local county comprehensive plans and supports the goals and vision of the regions long-range plan. This grant program seeks to support and leverage state and county programs, by providing funding to undertake planning, analysis or early-stage design projects which improve the efficiency of the regional transportation system.

Through a competitive selection process, DVRPC will award \$1.2 million to select projects in the 5-county Pennsylvania region which includes the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia.

Tasks

1. Distribute \$1.2 million dollars to selected projects within Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STU		1,200											
		0	1,200	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,200	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117906 *Intersection Transit Safety Improvements*

LIMITS: Citywide

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Joe Burns

CMP:

This program focuses on street designs that slow driver speeds and encourage safer driving behaviors, creating safer, more walkable neighborhood streets for the families who live on them.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
CON	244	1,500													
		1,500	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2023-2026			1,500	Total FY2027-2030				0	Total FY2031-2034				0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117930 PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This work program will manage the work of TMAs and contractors that serve employers implementing commute alternatives programs and encourage commuters to choose travel alternatives to the single-occupancy vehicle (SOV).

The Transportation Management Associations (TMAs) and other related partners in southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and program for over two decades, in the form of two grants funded by PennDOT the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in SE PA). For FY2023, DVRPC and PennDOT have developed a new TDM grant program that combines these two legacy grants into one new base TDM grant for each organization previously funded through one or both of the legacy grants. Each organization will be awarded an amount of funding to perform activities like education and outreach on TDM options, TDM strategies, and the advantages for both employers and employees to implement or use these options. DVRPC will contract with and oversee the work program development and approval for each subrecipient receiving these grants and work with their respective county planning department(s) as well as PennDOT (Central Office and District 6) and FHWA in this development and in tracking progress and results from their efforts.

This program supports DVRPC staff activities for planning, marketing, procurement and accounting, as well as funding to lease software for and manage the regional Share-A-Ride (SAR) ride match program, the Emergency Ride Home (ERH) program and provide necessary materials, schedules and tools to help contractors promote TDM with a unified message in the SE PA region. This program is part of the larger coordinated regional TDM effort that includes the Travel Options Program (TOP) competitive grant program. Completion of this work may require the purchase of equipment or services.

Tasks

1. Work with TMAs/Contractors to develop Work Programs for base TDM efforts.
2. Ensure this work involves outreach to both employers and the general commuting public.
3. Oversee TMA/Contractor TDM education and outreach efforts and development and placement of relevant materials; encourage cooperative efforts whenever possible.
4. Operation of the Share-A-Ride (SAR) ride match program, including annual software lease agreements, database management and quarterly reporting, registrant communications and training.
5. Creation and administration of contracts with each of nine subrecipients.
6. Review and payment of monthly or quarterly invoices and reports for each of nine subrecipients.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	CAQ	325												
PRA	CAQ		325											
		325	325	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			650	Total FY2027-2030				0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117935 Philadelphia Trip Generation Model 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The project will be undertaken in three phases. The first phase will design and build the tools software and user interface, assemble various transportation and land use datasets, and create a data collection plan and tablet-based survey instrument. It is assumed that the software will be an extension and modification of DVRPCs TIM data viewer and the geographic level of analysis will be the travel models Traffic Analysis Zones (eg, Census Block Groups in Philadelphia).

Phase II will focus on site selection and data collection. This phase will be deferred until FY2023 to avoid any temporary travel behavior changes due to the COVID-19 pandemic. The final phase will analyze the collected data, develop the relationships between input and output variables, and validate the tool for mixed-use developments in Philadelphia. A Users Guide with instructions for using the tool will be written as part of Phase III. This phase will begin in FY2023 and continue into FY2024. Later phases could be added to extend the tool to urban areas in other counties in the DVRPC region.

This project may require the purchase of goods and/or services, including temporary survey workers.

Tasks

Phase I Software Development Tasks:

1. Coordinate with Philadelphia Planning Commission and Office of Transportation, Infrastructure, and Sustainability to identify the tools functions and outputs.
2. Review relevant literature on adjustments to ITE Trip Generation Rates.
3. Specify software design including functionality, interface, background layers and tiles, input data, calculations to perform, output data, graphics and reports, and results for download and export results.
4. Prepare GIS and other existing datasets including retail employment, accessibility measures, transit score, distance to transit stations, parking availability and cost, occupied housing units, land-use mix/entropy variable, level of bicycle traffic stress, sidewalk connectivity, density, and real estate characteristics.
5. Prepare ITE Trip Generation Rate and TIM3.1 travel model data for comparisons to model outputs.
6. Populate PostGRES database by exporting GIS and VISUM datasets.
7. Modify TIM Data Viewer and add functions to view existing input datasets, to modify input data to account for proposed developments, and to calculate and report person trips by vehicular, transit, bicycle, and pedestrian modes for AM and PM peak periods.
8. Modify Data Viewers Tile Server to display additional layers.
9. Create Python scripts to facilitate data import and calculations.
10. Modify zonal reporting, downloading, and exporting functions.

Phase II Data Collection Tasks:

1. Coordinate with Philadelphia Planning Commission and Office of Transportation, Infrastructure, and Sustainability to identify candidate sites to survey. Coordinate with neighborhood groups and improvement districts on outreach to building owners and managers.
2. With assistance from PCPC and oTIS, create data collection plan, specify site characteristics, and identify candidate sites.
3. Interview, hire, and train temporary surveyors.
4. Prepare data collection schedules and itineraries.
5. Create intercept survey form and code survey onto tablet computers.
6. Execute Survey
7. Tabulate and process survey data, clean data, and expand survey results.

Phase III Model Estimation and Validation Tasks:

1. Perform regression analyses and other calculations to determine AM and PM peak period person trip rates for mixed-use developments in Philadelphia as a function of location, dwelling units, parking supply, and retail employment.
2. Perform regression analyses and other calculations to determine AM and PM peak period mode shares for vehicular, transit, bicycle, and pedestrian trips.
3. Incorporate calculated relationships into Philadelphia Trip Generation Tool
4. Configure Tool to be hosted on City of Philadelphia's server and website..
5. Test and validate tools predictions by predicting trip rates for additional sites, collecting data at those sites, and comparing predicted to observed results.
6. Modify model as needed.
7. Prepare Users Guide and Instructions.

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	82											
		82	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		82				Total FY2027-2030				0			
						Total FY2031-2034				0			

MPMS# 118014 2023 Bridge Painting Pkge

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This bridge painting project will prevent, delay, or reduce deterioration of bridge elements by painting exposed steel in order to restore the function of several existing bridges, keep them in good or fair condition, thereby extending their service lives without costly rehabilitation projects. Painting steel bridge elements, replacing bridge joints, bearing repairs, and related select steel repairs, all necessitated by failing paint systems.

- 67730102300033 Northwestern Avenue over Wissahickon Creek;
- 67730101900042 Southampton Road over Conrail;
- 67730100200079 Calumet Street over SEPTA;
- 67730102500094 Red Lion Road over Conrail;
- 67730100180103 18th Street over Conrail;
- 67730100900124 49th Street over SEPTA;
- 67730102700125 42nd Street over AMTRAK and Conrail;
- 67730100100135 Front Street over Conrail;
- 67730100100136 Front Street over AMTRAK;
- 67730100500145 Glenwood Avenue over SEPTA;
- 67730100600166 Kensington Avenue over Frankford Creek;
- 67730100300180 McCallum Street over Cresheim Creek;
- 67730100170234 17th Street over Conrail;
- 67730100170235 17th Street over SEPTA;
- 67730100200252 Scotts Lane over Roosevelt Boulevard;
- 67730100200268 20th Street over Conrail;
- 67730101300292 Wyoming Avenue over Tacony Creek and Fishers Lane (I Street);
- 67730100170309 17th Street over Penn Center Underground Street System

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	800											
FD	185							400					
UTL	BRIP								800				
CON	BRIP										4,750		
		800	0	0	0	0	0	400	800	0	4,750	0	0
Total FY2023-2026		800				Total FY2027-2030				1,200			
						Total FY2031-2034				4,750			

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118034 *Spring Garden Connector - Phase 1*

New

LIMITS: East of Broad

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

To develop a complete street design for Spring Garden Street, in order to better and more safely accommodate all road users, contribute to the sense of place on the corridor, advance the city's green stormwater management and traffic safety goals, and complete the Center City section of the East Coast Greenway

Spring Garden Street's current configuration and state of repair does not provide adequate access or safety, resulting in decreased levels of service as well as conflicts and unsafe conditions for all road users.

Design is funded locally with \$500,000 of Automated Speed Enforcement (ASE) funds, \$1,000,000 City Capital, \$1,000,000 PA DCNR Funds, and \$2,000,000 of private funds.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	OTH	1,000												
PE	PRIV	2,000												
FD	OTH		500											
FD	LOC		1,000											
CON	STU											26,000		
		3,000	1,500	0	0	0	0	0	0	0	0	26,000	0	
		Total FY2023-2026			4,500	Total FY2027-2030				0	Total FY2031-2034			26,000

MPMS# 118035 *5th Street Improvements*

New

LIMITS: Roosevelt Blvd. to Godfrey Ave.

No Let Date

IMPROVEMENT Streetscape

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

To design and construct complete street improvements including signal modernization, interconnect, resurfacing, channelization, ADA ramps, safety improvements, and streetlighting

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STU	810												
FD	581							540						
CON	581							2,000						
CON	581								1,929					
CON	581									3,025				
CON	581										2,046			
		810	0	0	0	0	0	2,540	1,929	3,025	2,046	0	0	
		Total FY2023-2026			810	Total FY2027-2030				4,469	Total FY2031-2034			5,071

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118351 *Chestnut St. Ped. Islands*

LIMITS: Chestnut Street: 34th to 63rd

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Philadelphia

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/M. Meraz

CMP:

NHPP:
FC:

No Let Date

MRPID:R6.01

AQ Code:A2

IPD:

This project will replace painted pedestrian areas on Chestnut Street with concrete pedestrian islands to elevate pedestrian safety along the corridor and expand the project area west to 63rd Street.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	500											
CON	TAP	500											
		0	500	500	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,000				Total FY2027-2030				0			
						Total FY2031-2034				0			

MPMS# 118352 *Safe Routes Philly: MS*

LIMITS: Philadelphia

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/M. Meraz

CMP:

NHPP:
FC:

No Let Date

MRPID:R6.07

AQ Code:X1

IPD:

This program is a bicycle and pedestrian education program for middle school students

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	450											
		450	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		450				Total FY2027-2030				0			
						Total FY2031-2034				0			

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118386 *Roosevelt Boulevard at Southampton Road (Statewide "MTF")*

LIMITS: SR 1 (Roosevelt Blvd) and Southampton Rd

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/S. Finan

CMP:

This project will construct intersection improvements at SR 1 (Roosevelt Blvd.) and Southampton Road, including driveways on SR 1 and Southampton Road. Improvements will add turning lanes, new signalized and reconfiguration of existing signalized intersection.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	411	3,000												
CON	LOC	5,135												
		8,135	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			8,135	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118496 *The Woodland Avenue Trolley Portal Complete Streets Project (TOP)*

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:R6.01

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

The project will improve traffic safety for all users and enhance transit service performance and reliability along Woodland Avenue in West Philadelphia.

TOP funding will support purchasing traffic signal equipment and materials as well as bicycle infrastructure materials in the project area. TOP funds will not be used for the installation of the equipment and materials purchased using TOP funding. The proposed improvements will include transit priority capabilities and protected bike lane infrastructure on Woodland Avenue.

Traffic Signal Equipment TOP funding will be used to purchase new traffic signal materials and equipment. Specific materials and equipment will be identified after final design is completed. The signal will include transit priority capabilities and allow for the completion of a pedestrian crosswalk between the 40th Street Trolley Portal and Woodland Avenue. In the installation of the signal equipment purchased by the TOP grant, the City will also install the pedestrian crosswalk and ADA curb ramps at the appropriate locations. This new signal will: (1) allow pedestrians to cross to the Woodlands, (2) allow trolleys to safely and reliably, (3) include emergency vehicle preemption, and (4) calm vehicle speeds on Woodland Avenue.

Bicycle Infrastructure Materials TOP funding will be used to purchase bicycle infrastructure materials. Through the use of precast curb molds, the proposed bicycle infrastructure improvements will allow concrete curb to be installed on top of the asphalt after paving. This is seen as a similar level of protection for the bike lane as a traditional concrete curb but does not require full-depth reconstruction and restoration of the roadway. This will reduce the amount of time and effort required to implement this project and will allow the City to test an innovative approach for constructing safer, quick-build multimodal infrastructure that is easier to maintain.

The protected bike lanes will connect West and Southwest Philadelphia with University City via Woodland Walk, a popular bike/pedestrian only facility through the University of Pennsylvania. The bike lanes also connect to the Woodlands, a popular park in the neighborhood. Safe bike and pedestrian connections to the Woodlands have been a long-standing community request, and this project will allow for improved access to the Woodlands while also greatly improving transit operations.

Funds will be flexed to SEPTA to administer the project in FFY24.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	CAQ		592											
PRA	LOC		147											
		0	739	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			739	Total FY2027-2030				0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 119437 *Great Streets Philadelphia RAISE 22*

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

The City of Philadelphia's capital project will implement critically needed transportation safety improvements, accessibility enhancements, and state of good repair upgrades along seven high crash corridors totaling nearly five miles located in historically disadvantaged communities and areas of persistent poverty. Proposed improvements include traffic safety treatments based on FHWA's Proven Safety Countermeasures, signal modernization, ADA ramps, curb extensions and corner bumpouts, raised crosswalks, RRFB's, resurfacing, and sidewalk upgrades.

Locations include: 57th Street (Upland Way to Wynnefield Avenue); Westminster Avenue (40th to 52nd Streets); Springfield Avenue (51st to 57th Streets); Limekiln Pike (Medary Avenue to Haines Street); Tioga Street (5th to 15th Streets); 11th Street (Master Street to Diamond Street); and Longshore Avenue (Roosevelt Boulevard to Frontenac Street)

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	LOC	1,200											
FD	LOC		2,468										
CON	RAISE			25,000									
CON	LOC			652									
		1,200	2,468	25,652	0	0	0	0	0	0	0	0	0
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		29,320				0				0			

MPMS# 119480 *Roosevelt Boulevard Study*

LIMITS: From SR 611 (Broad Street) in North Philadelphia to the Pennsylvania Turnpike (

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Bensalem Township

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This project is a study of the SR 1 (Roosevelt Blvd.) corridor. SR 1 is a high traffic roadway with significant crash history. The study will include traffic operations, transit operations, safety analysis, right-of-way utilization, economic analysis and identification of legal issues.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	581	500											
STUD	581		250										
STUD	581			250									
		500	250	250	0	0	0	0	0	0	0	0	0
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		1,000				0				0			

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 119487 Philadelphia Railroad Bridges Study

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP:

This is a planning Study to develop strategies for the removal of attached railroad catenary systems

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
STUD	SXF	1,560												
STUD	LOC	390												
		1,950	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,950	Total FY2027-2030				0	Total FY2031-2034			0

Total For Philadelphia	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$284,061	\$168,603	\$231,860	\$189,075	\$873,599	\$295,900	\$186,782