Cobbs Creek Parkway and 63rd Street Safety Improvements: Phase 1
City of Philadelphia
SR: 3015 Section: SIP
Primary MPMS 115435
Phase 1_MPMS 120762

July 12, 2024

PROJECT DESCRIPTION

This project involves safety improvements along the corridor of 63rd Street/Cobbs Creek Parkway, in the City of Philadelphia, Pennsylvania.

The following work is proposed at various intersections along 63rd Street/Cobbs Creek Parkway (S.R. 3015) extending from Market Street up to and including 67th Street:

- Restriping of pavement lanes on Cobbs Creek Parkway to reallocate the existing 4-lane to a 3-lane roadway with median islands and/or curb bump-outs on segments of 63rd St from Chestnut Street to Spruce Street.

- Restriping Cobbs Creek Parkway southbound to add a left turn lane.

- Adding a median island along Cobbs Creek Parkway from Chestnut Street to the south 50 feet past Sansom Street.

- Full modernization and installation of traffic signal equipment, including but not limited to signal supports, signal heads, pedestrian countdown signal heads, retroreflective backplates, ground mounted signal controller cabinets, timing/phasing improvements, and signing.

- Construction of enhanced crosswalks with raised crossings, rectangular rapid flashing beacons, signing, and pavement marking upgrades.

- Construction of curb bump-outs and curb extensions along 63rd Street/Cobbs Creek Parkway.

- Construction of ADA ramps (If the crosswalk and ADA ramps are a part of the planned curb bump-out and will be impacted by the bump-out, it will be designed. If the crosswalk and the ADA ramps are not being impacted, they will be design-build).

1. **Chestnut Street and Cobbs Creek Parkway**
    a. Install a median island on Cobbs Creek Parkway from Chestnut Street to the south 50 feet past Sansom Street. Median to include pedestrian refuge area for pedestrians crossing Cobbs Creek Parkway on the southern approach.

b. Installation of all new signal equipment including new mast arms with luminaires (northeast and southwest corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
c. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
d. Installation of a new ground mounted signal controller cabinet on the northeast corner.
e. Installation of new and upgraded signage.

2. Walnut Street and Cobbs Creek Parkway

a. Installation of curb bump-outs on the northwest, northeast, and southeast corners of the intersection.
b. Reconstruction of existing ADA curb ramps at all four corners of the intersection.
c. Installation of new signal equipment including new mast arms with luminaires (northwest, southwest, and northeast corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
d. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
e. Installation of a new ground mounted signal controller cabinet on the northeast corner.
f. Installation of new and upgraded signage.

3. Locust Street and Cobbs Creek Parkway

a. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern approach to Locust Street. Crossing to include a raised pedestrian crossing, center median refuge island, a new mast arm (eastern side of crossing) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet on the mast arm pole and signing and striping upgrades.
b. Installation of a curb bump-out on the southeast corner of the intersection.
c. Reconstruction of existing ADA curb ramps for the Locust Street crossing on the northeast and southeast corners.
d. Restriping Cobbs Creek Parkway to provide a southbound left turn lane onto Locust Street.

4. Spruce Street – Marshall Road and Cobbs Creek Parkway

a. Installation of curb bump-outs on the northwest, northeast, and southeast corners of the intersection.
b. Reconstruction of existing ADA curb ramps at all four corners of the intersection.
c. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern slip ramp to Marshall Road. Crossing to include a raised pedestrian crossing, a new mast arm (on the western side of the crossing) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet on the mast arm pole and signing and striping upgrades.
d. Installation of all new signal equipment including new mast arms with luminaires (all four corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
e. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
f. Installation of a new ground mounted signal controller cabinet on the southeast corner.
g. Installation of new and upgraded signage.

5. Larchwood Street and Cobbs Creek Parkway

a. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern approach to Larchwood Street. Crossing to include a raised pedestrian crossing, center median refuge island, a

new mast arm (eastern side of crossing) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet on the mast arm pole and signing and striping upgrades.

b. Installation of two curb bump-outs; one on the southeast corner of the intersection and one on the western side of Cobbs Creek Parkway.
c. Reconstruction of existing ADA curb ramps for the Larchwood Ave crossing on the northeast and southeast corners and for the Cobbs Creek Parkway crossing on the western side and southeast corners.

6. Cedar Avenue and Cobbs Creek Parkway

a. Installation of all new signal equipment including new mast arms with luminaires (northeast and southwest corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
b. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
c. Install a new ground mounted signal controller cabinet on the northeast corner.
d. Installation of new and upgraded signage.

7. Catharine Street and Cobbs Creek Parkway

a. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern approach to Catharine Street. Crossing to include a raised pedestrian crossing, center median refuge island, a new mast arm (eastern side of crossing) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet on the mast arm pole and signing and striping upgrades.
b. Installation of a curb bump-out on the southeast corner of the intersection.
c. Reconstruction of existing ADA curb ramps for the Catharine Street crossing on the northeast and southeast corners and for the Cobbs Creek Parkway crossing on the western side and southeast corners.

8. Webster Street and Cobbs Creek Parkway

a. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern approach to Webster Street. Crossing to include a raised pedestrian crossing, center median refuge island, a new mast arm (eastern side of crossing) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet on the mast arm pole and signing and striping upgrades.
b. Installation of curb bump-out on the southeast corner of the intersection and on the western side of Cobbs Creek Parkway.
c. Reconstruction of existing ADA curb ramps for the Webster Street crossing on the northeast and southeast corners and for the Cobbs Creek Parkway crossing on the western side and southeast corners.

9. Christian Street and Cobbs Creek Parkway

a. Installation of all new signal equipment to include new mast arms with luminaires (northeast and southwest corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
b. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
c. Installation of a new ground mounted signal controller cabinet on the northeast corner.
d. Installation of new and upgraded signage.

10. **62nd Street and Cobbs Creek Parkway**
    a. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern approach to 62nd Street. Crossing to include a center median refuge island, new mast arms (on the northern side of crossing and approximately 350 feet to the west of 62nd Street on the southern side) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet, and signing and striping upgrades.
    b. Installation of curb bump-outs on the northeast corner of the intersection and on the southern side of Cobbs Creek Parkway.
    c. Reconstruction of existing ADA curb ramps for the 62nd Street crossing on the northeast and northwest corners and for the Cobbs Creek Parkway crossing on the northeast corner and southern side.

11. **61st Street and Cobbs Creek Parkway**
    a. Installation of all new signal equipment to include new mast arms with luminaires (all four corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
    b. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
    c. Install a new ground mounted signal controller cabinet on the northwest corner.
    d. Installation of new and upgraded signage.

12. **60th Street and Cobbs Creek Parkway**
    a. Installation of all new signal equipment to include new mast arms with luminaires (all four corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
    b. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
    c. Installation of a new ground mounted signal controller cabinet on the northwest corner.
    d. Installation of new and upgraded signage.

13. **59th Street and Cobbs Creek Parkway**
    a. Installation of all new signal equipment to include new mast arms with luminaires (northwest and southeast corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
    b. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
    c. Installation of a new ground mounted signal controller cabinet on the northeast corner.
    d. Installation of new and upgraded signage.

14. **Hoffman Avenue - 58th Street and Cobbs Creek Parkway**
    a. Installation of all new signal equipment to include new mast arms with luminaires (all four corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
    b. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
    c. Installation of a new ground mounted signal controller cabinet on the southwest corner.
    d. Installation of new and upgraded signage.

15. Thomas Avenue and Cobbs Creek Parkway

a. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern approach to Thomas Avenue. Crossing to include a raised pedestrian crossing, center median refuge island, a new mast arm (eastern side of crossing) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet on the mast arm pole and signing and striping upgrades.
b. Installation of a curb bump-out on the southeast corner of the intersection.
c. Reconstruction of existing ADA curb ramps for the Thomas Avenue crossing on the northeast and southeast corners and for the Cobbs Creek Parkway crossing on the northeast corner and western side.

16. Whitby Avenue and Cobbs Creek Parkway

a. Installation of all new signal equipment to include new mast arms with luminaires (all four corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
b. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
c. Installation of a new ground mounted signal controller cabinet on the northeast corner.
d. Installation of new and upgraded signage.

17. Florence Avenue – 59th Street and Cobbs Creek Parkway

a. Installation of all new signal equipment to include new mast arms with luminaires (northeast and southwest corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
b. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.
c. Installation of a new ground mounted signal controller cabinet on the northeast corner.
d. Installation of new and upgraded signage.

18. 60th Street and Cobbs Creek Parkway

a. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern approach to 60th Street. Crossing to include a raised pedestrian crossing, a new mast arm (eastern side of crossing) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet on the mast arm pole and signing and striping upgrades.
b. Installation of curb bump-outs on the southeast corner of the intersection and on the western side of Cobbs Creek Parkway.
c. Reconstruction of existing ADA curb ramps for the 60th Street crossing on the northeast and southeast corner, for the Warrington Ave slip ramp crossing on the southeast corner, and for the Cobbs Creek Parkway crossing on the southeast corner and on the western side.

19. Springfield Avenue and Cobbs Creek Parkway

a. Installation of curb bump-outs on the northeast and southeast corners of the intersection and on the western side of Cobbs Creek Parkway.
b. Reconstruction of existing ADA curb ramps at all four corners of the intersection.
c. Installation of all new signal equipment to include new mast arms with luminaires (northeast and southwest corners), new signal heads, retroreflective backplates, vehicle detection for left turn phases and side streets, and the addition of emergency vehicle detector (emergency preemption).
d. Addition of pedestrian countdown signal heads and pedestrian push buttons mounted to the new signal poles.

e. Installation of a new ground mounted signal controller cabinet on the northeast corner.
f. Installation of new and upgraded signage.

20. Mount Moriah Cemetery (S-Curve) and Cobbs Creek Parkway

a. Installation of a curb bump-out and median island installation to the north and south of the S-curve in the area of the Mount Moriah Cemetery Driveway. No ADA curb ramps are anticipated to be provided.
b. Installation of new and upgraded signage.

21. 67th Street and Cobbs Creek Parkway

a. Construction of an enhanced pedestrian crossing of Cobbs Creek Parkway on the southern approach to 67th Street. Crossing to include a raised pedestrian crossing, a new mast arm (eastern side of crossing) with mounted rectangular rapid flashing beacons, new luminaries, a pole mounted controller cabinet on the mast arm pole and signing and striping upgrades.
b. Installation of curb bump-outs on the northeast corner of the intersection and on the western side of Cobbs Creek Parkway.
c. Installation of new curb extension to revise the curb line between 67th Street and 68th Street to follow along on the eastern side of Cobbs Creek Parkway and remove the large area of pavement on the southeast corner of the intersection.
d. Reconstruction of existing ADA curb ramps for the 68th Street crossing, for the 67th Street crossing, for the Beaumont Street crossing, and for the Cobbs Creek Parkway crossing.

The entire project will take place within existing Right-of-way and within existing previously disturbed roadway and sidewalk areas. Temporary Construction Easements will not be required for this project.

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