

I-95 NEWS

2015

SUMMER/FALL 2015

Stay current with construction at the Cottman Avenue, Betsy Ross Bridge/Aramingo Avenue and Girard Avenue interchanges at www.95revive.com.



PennDOT is enhancing communications with its I-95 neighbors at the Girard Avenue Interchange to keep residents informed of the ongoing demolition and reconstruction. Project posters containing QR codes that transport mobile devices to specific areas on the website (www.95revive.com) are being placed in Fishtown and Port Richmond neighborhoods adjacent to I-95. A new email list also has been created for the Girard Avenue project to provide subscribers with regular updates and bulletins about the demolition and reconstruction.

Right: I-95 north will be reconstructed atop dozens of piers in place between I-95 north and relocated Richmond Street.

Viaduct Demolition at Girard Interchange

Plans are in place to start six months of demolition this summer on the viaduct carrying the east (northbound) side of Interstate 95 between Palmer and Ann streets at the Girard Avenue Interchange in Philadelphia.

The 80-span viaduct is the largest segment of the Girard Avenue-to-Allegheny Avenue section of I-95 being rebuilt under PennDOT's billion dollar I-95 Girard Avenue Interchange Improvement Project. The opposite (southbound) side of I-95 will be demolished and rebuilt under a separate contract scheduled to begin in 2018.

The viaduct ultimately will be replaced with a structure wide enough to provide room for four through lanes, a continuous off-on-lane between interchanges and wider shoulders in each direction on I-95 between the interchanges. The added width will be gained by moving I-95 to the east, where dozens of support piers already have been built in the area once occupied by Richmond Street, which has been relocated to the east.

Demolition of the viaduct will proceed in both directions beginning at Lehigh Avenue and moving north and at Aramingo Avenue and moving south. The section between Lehigh and Aramingo avenues will be the last taken down. Crews will remove the existing concrete pavement and barriers from atop the spans and demolish the viaduct's beams and support columns at ground level.

As old sections of viaduct are removed, the remaining piers will be built, new concrete beams will be set in place, and the new concrete deck will be constructed for the northbound lanes in a process that will continue into mid-2017.



**I-95 Girard Avenue Interchange Project
GR2 & GR3 Construction
Summer 2015 through early 2018**

On-Ramp to I-95 North Closes

During viaduct demolition this summer, PennDOT will close the on-ramp to I-95 north at Girard Avenue for about 18 months. The on-ramp will be replaced with a new entrance and exit ramp as part of the new viaduct reconstruction. The northbound off-ramp at Girard Avenue will remain in service during the building of the new ramps.

During ramp and viaduct construction, traffic heading for I-95 north will be detoured on Richmond Street to a temporary, northbound-only road built along the east side of I-95 between Ann Street and Allegheny Avenue. I-95 bound traffic will then be directed east on Allegheny Avenue, north on North Delaware Avenue and west on Castor Avenue to the on-ramp to I-95 north. The detour and the new ramps are depicted on the graphic to the left.

Other Work at Girard Interchange

Crews will complete reconstruction of northbound I-95 between Palmer Street and Frankford Avenue (south of Girard Avenue) in late 2015. Traffic in that area is currently traveling on the rebuilt southbound lanes and median.

Work also continues on Delaware Avenue between Columbia and Aramingo avenues. A number of utility operations are currently taking place, laying the groundwork for reconstruction of Delaware Avenue to and from the new ramps that are being rebuilt on the northbound side of I-95.

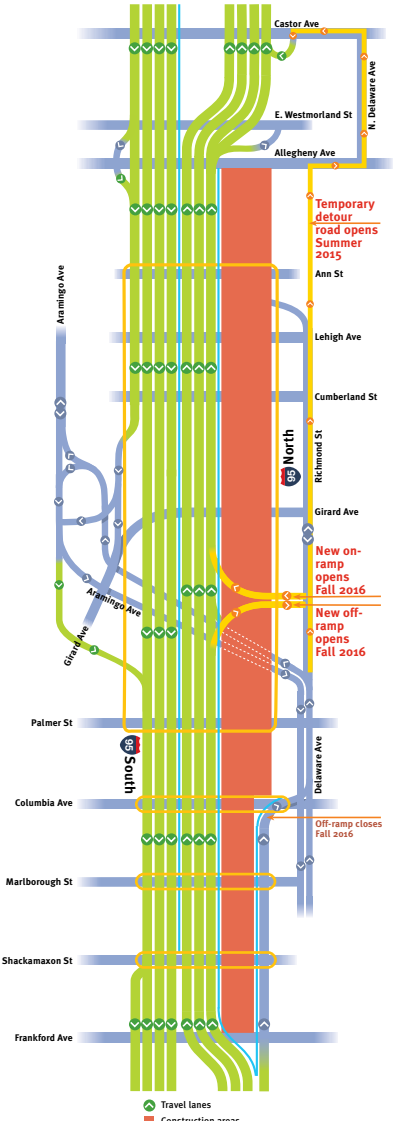
Median Reconstruction Advances at Cottman Avenue

Work continues through early fall 2015 in the median of I-95 at the Cottman Avenue Interchange (I-95/CPR).

Crews are replacing the center section of seven bridges, building the new far left southbound lane and preparing the median to carry northbound traffic during the next stage of construction. Southbound traffic will continue using the three rebuilt southbound lanes.

At ground level, PennDOT is working with the Philadelphia Water Department to relocate a large water main at the Cottman Avenue Interchange area. When the main is in place, work will begin on the new Cottman Avenue on-ramp to I-95 south.

Construction also continues along Bleigh Avenue between State Road and the Delaware River to replace railroad tracks and install piping for I-95's new storm water drainage system.



PennDOT's initiative to improve regional traffic flow includes installation of a number of Dynamic Message Signs along streets in Northeast Philadelphia to provide traveler information for those headed to I-95. These large structures are being installed on Harbison Avenue, Bridge Street, Tacony Street, Torresdale Avenue, Cottman Avenue and Academy Road.

BSR, BRI, AFC: Current and Future Improvements between



Right: With the new layout of the Allegheny Avenue and Castor Avenue Interchange, southbound ramps will stay at Allegheny Avenue while both northbound off-on ramps will be from Castor Avenue.

Richmond Street Reconstruction in 2017, Plus Improvements to Betsy Ross Bridge Access, Local Playground

A project to widen Richmond Street between Allegheny Avenue and Ann Street (see Improving Richmond Street on page 5) scheduled for 2017 will be the first of four contracts to go to construction under PennDOT’s planned reconstruction and widening of 1.5 miles of I-95 from the Frankford Creek at the Betsy Ross Bridge/Aramingo Avenue Interchange to Ann Street (I-95/AFC) south of Allegheny Avenue. The remaining three phases of AFC, including reconstruction of I-95 and improvements to the Allegheny/Castor Avenue Interchange, remain in the I-95 preliminary engineering stage.



The exit at this interchange will be changed to keep southbound on and off-ramps at Allegheny Avenue. The northbound on-off ramps will be located at Castor Avenue. The northbound on-ramp will be modified to provide access to the Betsy Ross Bridge, an improvement that will draw commercial vehicles from the industrial area east of I-95 and away from the nearby neighborhoods.

In addition, the section of I-95 between Allegheny Avenue and Westmoreland Street will be rebuilt as a viaduct, allowing the currently divided Monkiewicz Playground to be connected under the interstate. PennDOT will work with the community and the City of Philadelphia Department of Parks and Recreation on a detailed plan for the use of the space under I-95 during the final design stage beginning in 2017.

AFC also will include improvements to Allegheny, Castor and Delaware avenues within the project area.



Phase 1 Construction at Betsy Ross/Aramingo Interchange

Construction began in early 2015 on the first of three contracts to improve and complete the ramp system at the I-95 Betsy Ross Bridge/Aramingo Avenue Interchange (I-95/BRI). Work currently is taking place mostly within the ramp complex on the west side of I-95, where construction is underway on a \$160 million project to widen and rehabilitate a number of ramps and build new ramps to connect Aramingo Avenue and the Betsy Ross Bridge.

Final design activities continue for the two additional phases (BR2, BR3) of this project that will complete improvements to the interchange and widen and reconstruct I-95 and its bridges from Margaret Street to Wheatsheaf Lane. The remaining phases of BRI are being developed in coordination with improvements to I-95 and the adjacent Bridge Street Interchange. (See BSR on page 4.)



Left: Workers construct piers that will support widened and improved ramps along the southbound lanes of I-95 at the Betsy Ross Bridge/Aramingo Avenue Interchange.

Between the Cottman Avenue and Girard Avenue Interchanges

Improving the Bridge Street Interchange and Approach Roads



The artist's depiction to the right shows a new gateway to the Frankford Creek Greenway that will be built as part of the BRI project.



Below: The viaduct that carries I-95 between Frankford Avenue and Race Street will be replaced under phase GR5.



Reaching out to More Communities at the Girard Interchange

With three phases of the I-95/Girard Avenue Interchange Improvement Project (I-95/GIR) under construction, PennDOT continues to address the community-level improvements, engineering challenges and construction logistics for these and several additional stages of the overall GIR project that ultimately will rebuild I-95 between the Allegheny Avenue and Interstate 676 interchanges.

The next construction phase, Section GR 4, will demolish and replace the southbound side of the interstate between Allegheny and Columbia avenues. It is headed for construction in 2018. In fall 2015, prior to finalizing construction plans, PennDOT design teams will hold a series of community meetings to select noise barrier designs and identify specific community improvements to be constructed under I-95. PennDOT public Involvement teams will also continue meeting and communicating with groups representing the Fishtown, Olde Richmond, and Port Richmond neighborhoods.

Meanwhile, planning for construction at the southern end near the I-676 Interchange is heating up. Section GR 5, still several years from construction, will rebuild I-95 between Frankford Avenue and Race Street, within the I-676 Interchange.

Go to www.95revive.com/i95/neighborhood-improvements/overview for more information on how you can help plan for the future of I-95.

Improving Richmond Street

Following up on neighborhood concerns about the tight squeeze between traffic and parked vehicles, PennDOT in 2017 will begin reconstructing Richmond Street between Ann Street and Allegheny Avenue as part of the I-95/AFC project.

As the accompanying illustration shows, Richmond Street will be widened by narrowing the sidewalks on both sides from 13 feet to 11 feet, providing four more feet of room for parking and for cars, trucks and trolleys to move safely in opposite directions. SEPTA Route 15 trolley tracks and catenary poles will be reconstructed, new pedestrian-scale lighting installed, new sidewalks constructed and street trees planted where possible.

The artist's depiction below shows reconstructed Richmond Street, with improved lane widths, and new trees and street lights. The new lane, parking and sidewalk dimensions are shown in the cross-section to the right.



Adams Avenue Connector

Under development as part of the Bridge Street Interchange (I-95/BSR) project is the Adams Avenue Connector, an extension and upgrade of Adams Avenue between Torresdale and Aramingo avenues.

The community is being engaged to provide input on the design of specific improvements under the Connector project, including the reconstruction of Aramingo Avenue between Warrants Lane and Church Street, construction of the remaining ramp connections at the Betsy Ross Bridge/Aramingo Avenue Interchange, and construction to extend Adams Avenue from its current terminus at Torresdale Avenue to Ashland Street.

The Connector construction also will build a portion of the Frankford Creek Greenway between Torresdale Avenue and Aramingo Avenue/Warrants Lane; a shared use path along Aramingo Avenue; a trail gateway at Aramingo Avenue/Adams Avenue; and decorative formliners on the bridge over Frankford Creek. Additional landscaping and LED pedestrian lighting will be included in the project.



The Adams Avenue Connector, the yellow line running north-to-south overlaid on the graphic to the right, will extend Adams Avenue from Torresdale Avenue to Ashland Street near Aramingo Avenue. Torresdale Avenue, the mostly yellow/black line running generally east-to-west on the graphic, also will be improved, and a section of Tacony Street (red line) will be closed and relocated to a new intersection with the Connector. The Frankford Creek is shown in blue.



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