

I-95 NEWS 2013

SUMMER/FALL 2013

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I-95 Improvements Under Way in Philadelphia

Motorists using Interstate 95 north of Center City Philadelphia are getting a preview of the type of construction activity that will occur over the next decade to improve travel on this critical interstate as PennDOT moves a series of improvement projects through the complex engineering stages and into construction. Here is a summary of current and upcoming activity. Get more details at www.95revive.com.

At the Girard Avenue Interchange

The massive Girard Avenue Interchange Improvement project is well under way with two of its six phases now under construction and a third heading to construction in early 2014.

Construction began in 2011 on the project's second major stage, Section GR1, with extensive utility installations and reconstruction and relocation of Richmond Street from Delaware Avenue to Ann Street.

Richmond Street is being relocated east of its current alignment to provide room for construction of improvements to I-95 during the next stage of the project. As part of this improvement project, a long retaining wall is being built adjacent to the Conrail yard embankment. Paving is taking place this summer and early fall on relocated Richmond Street between Delaware and Lehigh avenues.

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The I-95 work zone between Girard Avenue and I-676 north of Center City Philadelphia

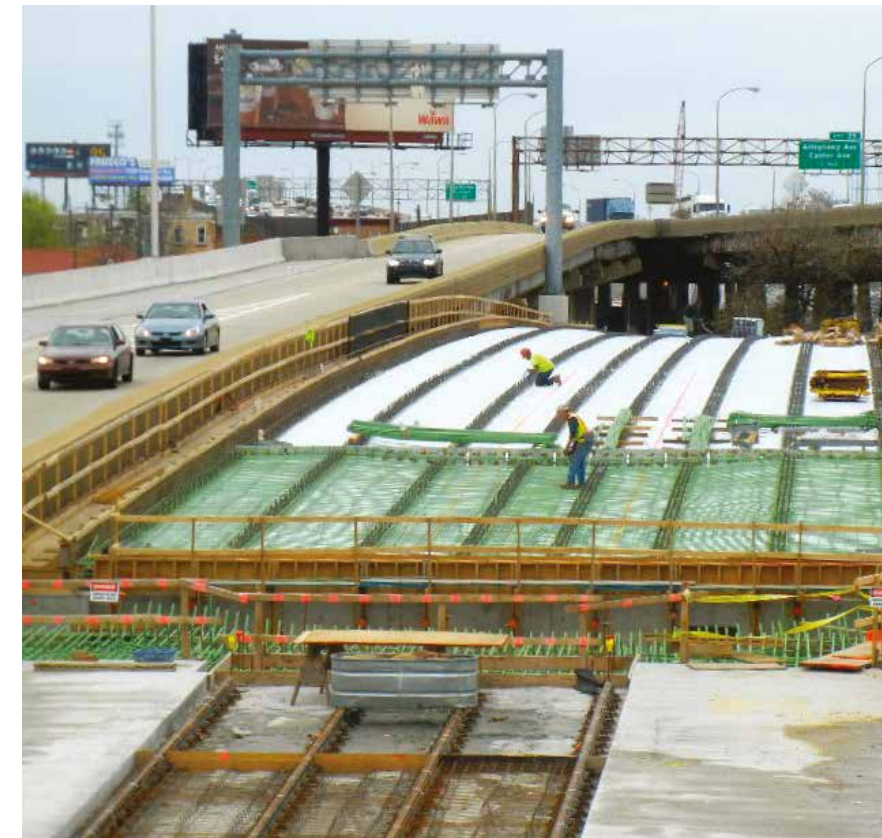


I-95 Improvements Under Way in Philadelphia

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PennDOT's contractor will finish rebuilding the Girard Avenue bridge over northbound Aramingo Avenue at the interchange in September, closing the old slip ramp to I-95 north from Girard Avenue and reconnecting Girard Avenue with Richmond Street and the main ramp to I-95 north at the intersection of Delaware and Aramingo avenues.

The rebuilding of the Girard Avenue bridge over Aramingo Avenue is slated to finish in September.



In late 2012, PennDOT began work on the first (Section GR 2) of four phases to reconstruct and widen I-95's mainline, bridges and viaducts on both sides of the interchange. Crews are currently rebuilding and widening 1,200 feet of I-95 between Palmer Street and Frankford Avenue. Bridges over Columbia Avenue and Shackamaxon and Marlborough streets are being rebuilt and widened as part of this contract.

Next up at Girard Avenue is construction of Section GR3, which will improve, widen and rebuild the northbound side of I-95 between Palmer and Ann streets and Frankford Avenue (south of the Allegheny Avenue exit). Other GR3 improvements include construction of new northbound ramps and reconstruction of Delaware Avenue from Columbia Avenue to Dyott Street. Work is scheduled to start in early 2014.

Richmond Street Detour, Lehigh Avenue to Cambria Street, September 2013–September 2015

Through traffic on Richmond Street in Port Richmond will be detoured between Lehigh Avenue and Cambria Street for two years beginning in late summer or early fall for construction of four new Conrail overpasses. The new bridges will replace the two height-restricted structures—now partially removed—between Lehigh Avenue and Somerset Street.



Current I-95 traffic pattern through the Cottman Avenue Interchange



Contractor Fully Engaged in Final Phase of Cottman Avenue Interchange

Widening and reconstruction on the southbound side of I-95 between Rhawn and Levick streets began in April and will continue through the end of the year.

When southbound work finishes, three lanes of southbound traffic will be shifted onto the new pavement and the median area will be rebuilt under the next stage of construction in 2014. The northbound lanes will be rebuilt in the final major stage of the project in 2015. The southbound off-ramp to Bleigh Avenue, which also is being rebuilt, is closed and will reopen in 2014.

At the completion of the project in 2016, I-95 will have four through lanes as well as a continuous exit-entry lane linking the Academy Road-to-Cottman Avenue-to-Bridge Street interchanges.

On the surface streets below I-95 at Cottman Avenue, piers are in place to support the southbound widening of the viaduct that carries I-95 between Rhawn Street and Bleigh Avenue.

Installation of a new water main and other utilities continues along Wissinoming Street (immediately adjacent to I-95 south), where construction of the new southbound on-ramp from Cottman Avenue will start in 2014. Cottman Avenue east of State Road—at the foot of the northbound off-ramp—is being widened to add an eastbound lane for accessing the new, soon-to-be-built Cottman Avenue on-ramp to I-95 south. Storm water drainage improvements also continue to be made along several roads east of Milnor Street and New State Road in the interchange area.

FOR THE LATEST IN CONSTRUCTION PROGRESS AT BOTH INTERCHANGES, GO TO WWW.95REVIVE.COM

Workers build forms for a pier cap for widening southbound I-95 approaching Cottman Avenue.



More I-95 Improvements between Cottman and Girard Start in 2015

As construction progresses on two improvements at opposite ends of the eight-mile work area north of Center City Philadelphia, PennDOT's engineering teams continue moving forward with design activities on three additional large-scale projects to rebuild and improve I-95 between the Cottman Avenue (to the north) and Girard Avenue (to the south) interchanges.

Scheduled for construction beginning in 2015 are the first phases of work at the Bridge Street and Betsy Ross Bridge interchanges.

At the Betsy Ross Bridge (I-95/BRI) Interchange, ramps connecting I-95, the bridge and Aramingo Avenue will be the focus of the first (Section BRO) of the project's three phases. Construction on I-95's main line will take place at the completion of phase two work, which involves replacing, removing and rehabilitating several railroad bridges over I-95.



Ramps at the Betsy Ross Bridge Interchange

At the Bridge Street Interchange (I-95/BSR), reconstruction and widening of 2.1 miles of I-95 from Levick Street to the Betsy Ross Bridge Interchange (Section BS1) are scheduled to start in 2016 with an early focus on improving surface streets.

Sustainable Improvements Near Bridge Street

With a number of sustainable enhancements to the underside of I-95 and adjacent local streets already in line to be built as part of ongoing projects at Girard and Cottman avenues, PennDOT's Sustainable Action Committee (SAC) for I-95 will hold meetings this fall with community groups in the vicinity of Bridge Street and Aramingo Avenue to begin developing similar street-level improvements for these areas.

Sustainable improvements for Bridge Street may include thematic form liner wall treatments for rebuilt underpasses, lighting for underpasses and public spaces, public art, street-scape enhancements, bicycle lanes and other "quality of life" upgrades for the adjacent communities. Individuals interested in helping plan improvements for their communities are encouraged to work through community groups and other neighborhood organizations.



Thematic form liner treatment on a retaining wall along relocated Richmond Street near the Girard Avenue Interchange

PennDOT continues to invest in other sections of I-95, including \$75 million in improvements to the Girard Point Bridge in South Philadelphia that will finish this summer, and \$21 million in an ongoing project to repair 28 bridges on I-95 in Philadelphia, Delaware and Bucks counties.



Five Years Ago

Last March marked five years since an emergency response to a cracked column near Ann Street in Port Richmond shut down I-95 between the Allegheny Avenue and Girard Avenue interchanges for two and a half days. The closure forced more than 150,000 daily commuters to find another way into and out of Center City Philadelphia. The affected section of I-95, including the column that was replaced, will be reconstructed beginning in 2016 under an upcoming phase of the Girard Avenue Interchange project. PennDOT is working diligently with available funds to rebuild the aging interstate and avoid similar structural problems in the future.



After cracks were found in a column supporting I-95 near Ann Street (left), workers installed a temporary support (right) and replaced the damaged column.



More Recently...

"Digging the City: Archaeological Discoveries from the Philadelphia Waterfront", a successful four-month public exhibit of archaeological artifacts uncovered from neighborhoods near the Girard Avenue Interchange, concluded last February at the Independence Seaport Museum at Penn's Landing.

The exhibit showcased approximately 100 individual objects from the prehistoric era—the oldest dated to around 2,500 B.C.—through the early 20th century. The artifacts were recovered during archaeological investigations for the project.

Read more at www.95revive.com.

Some of the artifacts recovered during archaeological explorations at the Girard Avenue Interchange. Right: A slag glass matchholder. Below: A glass oil "sparkling" lamp.



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