

I-95 NEWS

2018-2019

2018/2019

Southbound Reconstruction Underway at Girard Avenue

From the Secretary of Transportation

This project is also a unique opportunity to integrate the PennDOT Connects initiative and collaborate more closely with the communities the highway serves to generate affordable and sustainable enhancements that will benefit these neighborhoods for generations.



Pennsylvania Transportation Secretary Leslie S. Richards with District Executive Ken McClain kicking off the GR4 project in April 2018.

See more sustainable initiatives on pages 6–7.

Reconstruction of Interstate 95 at the Girard Avenue Interchange in Philadelphia ramped up in the second half of 2018 with work finishing on the northbound side and demolition and construction getting underway on the southbound side between Allegheny Avenue and Girard Avenue.

Ending more than three years of work to replace the northbound viaduct, the contractor in September shifted southbound traffic—separated by a temporary barrier—onto the rebuilt northbound lanes. This traffic pattern will remain in place for three-plus years while the southbound pavement is reconstructed between the Allegheny Avenue on-ramp and Ann Street, and the southbound viaduct between Ann Street and Palmer Street is taken down and replaced.

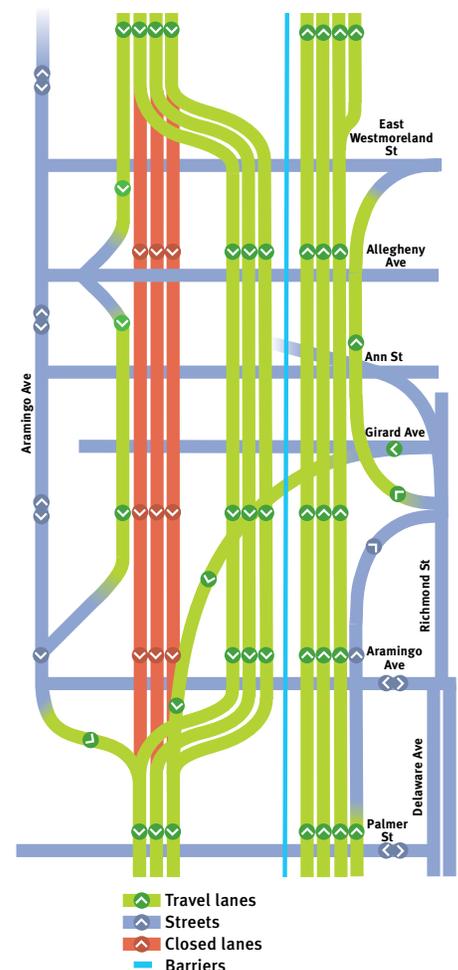
The southbound off-ramp at Girard Avenue will close in mid-2019 for about a year and a half. The ramp, along with the southbound on ramp, will be rebuilt as part of the new southbound viaduct. The existing on-ramp to I-95 south will remain open during southbound reconstruction.

PennDOT will maintain three lanes of through traffic on I-95 in both directions during construction, with occasional overnight lane closures during certain operations. There also will be periodic travel restrictions on surface streets in the project area.

Get details about this project at 95revive.com, Project Area GIR.

Information about I-95 reconstruction at the Allegheny and Betsy Ross interchanges on the inside pages.

I-95 Girard Avenue Interchange Project GR4 Construction Late 2018–2023



- Travel lanes
- Streets
- Closed lanes
- Barriers

Improve the Betsy Ross Bridge/Aramingo Avenue Interchange and widen and reconstruct .8 mile of I-95 and its bridges from Orthodox Street to Frankford Creek.



I-95 BRI: Betsy Ross Bridge/Aramingo Avenue Interchange

Status

- **First ramp improvement contract (BR0) finished in 2017**
- **Next ramp improvement contract (BR2) in 2020**
- **Mainline I-95 northbound reconstruction (BR3) in 2023**
- **Mainline I-95 southbound reconstruction (BR4) in 2026**

Completed Construction

Section BR0: \$160 million. Construction of new ramps from Aramingo Avenue to the bridge and from the bridge to Aramingo Avenue, along with reconstruction to improve ramps from I-95 south to the bridge and Aramingo Avenue, and from Aramingo Avenue to I-95 north and south finished in late 2017. The ramps to and from Aramingo Avenue and the Betsy Ross Bridge will open at the completion of BR4 construction.

Current Construction

Construction Continues on Aramingo Avenue, Adams Avenue Improvements

See Aramingo, Adams Avenue Construction Update at 95revive.com, Project Area BRI.

Next Construction

Additional Ramp Construction in 2020

PennDOT expects to begin construction in late 2020 on Section BR2, which will complete improvements at the Betsy Ross Bridge Interchange. Section BR2 will replace the ramp structure from northbound I-95 that passes over the Frankford Creek and connects with the bridge. Traffic will be maintained on this ramp during construction.

Construction of Section BR2 is the second of four contracts to reconstruct and improve almost a mile of I-95 between the Betsy Ross and Bridge Street interchanges.

More information about I-95 reconstruction at the Betsy Ross Bridge Interchange at 95revive.com, Project Area BRI.

New and rebuilt ramps at the Betsy Ross Bridge/Aramingo Avenue Interchange.



I-95 BSR: Bridge Street to the Betsy Ross Bridge

Reconstruct and widen I-95 to four through lanes in each direction from the Levick Street overpass to Orthodox Street, and reconfigure the on-off ramps at the Bridge Street Interchange.



Status

- Aramingo Avenue widening Church Street to Frankford Creek (BS4) construction through 2020
- Adams Avenue Connector (Ho4) construction through 2020
- Mainline I-95 reconstruction Levick Street to Carver Street (BS1) in late 2019
- Mainline I-95 reconstruction Carver Street to Orthodox Street (BS2) in late 2021
- Aramingo Avenue widening, reconstruction Church Street to Bridge Street (BS3) 2025

Current Construction

BS4/Ho4: \$81 million.

Construction Continues on Aramingo Avenue, Adams Avenue Improvements

See Aramingo, Adams Avenue Construction Update at www.95revive.com, Project Area BSR.

Next Construction: BS1

I-95 Mainline Reconstruction Starts in Late 2019 at the Bridge Street Interchange

PennDOT begins reconstruction of I-95 at the Bridge Street Interchange (BS1) in late 2019 with replacement of the four lanes of northbound pavement between Levick Street (the southern limit of Cottman Avenue reconstruction) and Carver Street. Several surface streets in the project area also will be improved under this contract. Details of BS1 construction will be presented at a community meeting that will be scheduled prior to the start of work on BS1.

During mainline reconstruction, northbound and southbound I-95 will be reduced from four lanes to three each way. For northbound reconstruction, three lanes of northbound traffic will be shifted onto the southbound side. The pattern will reverse for southbound reconstruction in 2021.

BS1 construction also will repave Tacony Street between Barnett and Carver streets; reconstruct Comly and Van Kirk streets from Tacony Street to the Amtrak overpasses; and install stormwater management facilities in the project area.

Three lanes on Tacony Street, south of Levick Street, will be maintained during this construction. Comly and Van Kirk streets will remain open to traffic during most of the work, but short term closures will be in place at times during work on the I-95 overpasses.

The on and off-ramps at the interchange will remain open during construction, which will take about three years to complete.

More information about I-95 reconstruction at the Bridge Street Interchange at 95revive.com, Project Area BSR.



Paving at the western end of the Adams Avenue Connector.

I-95/AFC: Ann Street to Frankford Creek

Reconstruct and widen 1.5 miles of I-95 and its bridges from the Frankford Creek to Ann Street, and improve the Allegheny Avenue Interchange.



Status

- *Richmond Street improvements (AF1) underway through 2019*
- *Allegheny Avenue, Delaware Avenue, Castor Avenue improvements (AF2) in 2021*
- *Mainline I-95 northbound reconstruction (AF3) in 2024*
- *Mainline I-95 southbound reconstruction (AF4) in 2028*

Current Construction

AF1: \$32 million.

Richmond Street Improvement Project Underway

PennDOT began utility work in spring 2018 on Richmond Street in Port Richmond and will increase construction activity in the second half of 2018 along the corridor that moves traffic to and from the Allegheny Avenue/Castor Avenue Interchange.

The project to improve Richmond Street between Ann and Westmoreland streets (AF1) is the first stage of reconstruction of I-95 at the Allegheny Avenue/Castor Avenue Interchange (I-95/Section AFC).

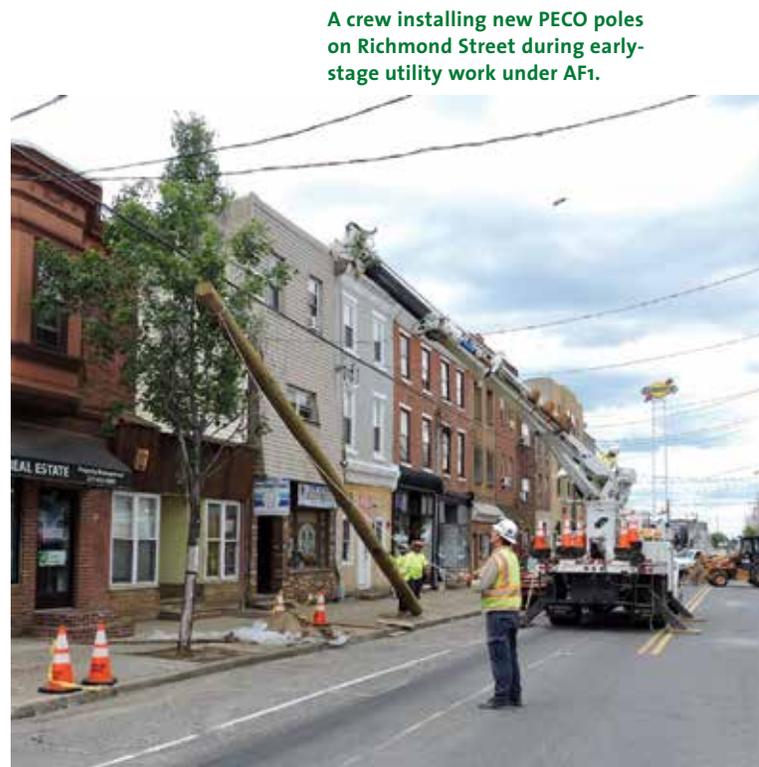
Following installation of new Philadelphia Gas Works (PGW) gas mains in spring 2018, Philadelphia Electric Co. (PECO) began moving utility poles to accommodate the changes to the sidewalk that will be made under the AF1 contract. Other utilities will be active in the work zone throughout 2018.

Work started in the second half of 2018 to widen Melvale Street to provide residents additional on-street parking. Residential parking also will be relocated to the east side of Emery Street adjacent to SEPTA's Westmoreland Transit Loop. Construction to improve the Loop will take place primarily in 2019.

By early 2019, roadway and sidewalk construction will begin on Richmond Street. Work will proceed a few blocks-at-a-time. Richmond Street is closed to southbound traffic for the remainder of 2018 and for much of 2019. It will remain open to local northbound traffic, with localized detours being set up to move northbound vehicles around work areas.



This rendering shows some of the improvements to Richmond Street, including underground utilities, under AF1.



A crew installing new PECO poles on Richmond Street during early-stage utility work under AF1.

I-95 GIR: Allegheny Avenue to Race Street

Reconstruct and improve the Girard Avenue Interchange and approximately three miles of the adjoining interstate between Ann Street, south of Allegheny Avenue, and Race Street, south of I-676.



A crew maneuvers a deck beam into place during construction of the new northbound viaduct at Girard Avenue. When work on the northbound viaduct finishes in late 2018, demolition and reconstruction will begin on the southbound side.



Status

- Temporary off-ramp, Aramingo Avenue improvements (GR0) finished in 2010
- Richmond Street reconstruction, replacement Conrail bridges (GR1) finishing in 2019 with installation of SEPTA catenary poles/wires on Girard Avenue and Richmond Street
- Mainline I-95 reconstruction Palmer Street to Frankford Avenue (GR2) finished in 2016
- Mainline I-95 northbound reconstruction Ann to Palmer streets (GR3) underway through 2018
- Mainline I-95 southbound reconstruction Ann to Palmer streets (GR4) underway through 2021
- Mainline I-95 southbound reconstruction Frankford Avenue to I-676 (GR6) in 2021
- Mainline I-95 northbound reconstruction Frankford Avenue to I-676 (GR5) in 2024

Completed Construction

GR0: \$8.8 million. Construction of a temporary southbound off-ramp and realignment of Aramingo Avenue at the interchange finished in 2010.

GR1: \$91.3 million. Reconstruction of Richmond Street from Aramingo Avenue to Cumberland Street, realignment of Richmond Street from Cumberland to Ann streets, construction of four new Conrail bridges substantially finished in 2017.

GR2 \$39.2 million. Reconstruction and widening of 1,200 feet of I-95 from Palmer Street to Frankford Avenue, including new bridges over Columbia Avenue, Marlborough Street and Shackamaxon Street finished in 2016.

Current Construction

GR3: \$211.7 million. Construction of the new northbound viaduct continues through 2018.

GR4: \$311.5 million. Early stage work on Aramingo Avenue, Cumberland Street to Delaware Avenue, through 2018.

See GIR construction story on front page.

Demolition of the final section of the old northbound viaduct in late 2017.



PennDOT Connects

“The new approach to project planning and development expands the department’s requirements for engaging local and planning partners by requiring collaboration with stakeholders before project scopes are developed....”

Green Stormwater Infrastructure (GSI) at Girard

Fishtown residents adjacent to I-95 told us they wanted more greenery between the interstate and their homes. So PennDOT integrated planted *bioswales* into reconstruction plans for the now completed GR2 section between Palmer Street and Frankford Avenue.

These *bioswales* help manage runoff from the interstate by reducing stormwater flows into the sewer system. With the *bioswales* now in place for several years, PennDOT is partnering with student scientists from Villanova and Temple universities to study how this Green Stormwater Infrastructure (GSI) is performing. The functioning of the GSI system thus far, along with the findings of the study teams, has influenced stormwater designs at the Girard Avenue Interchange and are helping guide design decisions for future I-95 reconstruction between Frankford Avenue and Race Street (GR5 and GR6).

Meanwhile, nearby residents of the Fishtown neighborhood have taken ownership as a community of the landscaped spaces, decorating them for holidays and helping to keep them litter and weed free.



Temple University students collect data to study the effectiveness of the *bioswale* in reducing stormwater runoff from I-95.

Below: PennDOT planted this *bioswale* between I-95 and Richmond Street in Fishtown as part of the now-completed GR2 section of I-95 reconstruction between Palmer Street and Frankford Avenue.



Above: A Villanova University student sets up a solar panel to power a weather station used to study the effectiveness of the Green Stormwater Infrastructure in place near the Marlborough Street overpass.



...PennDOT Connects aims to transform capital and maintenance project development by ensuring that community collaboration happens early, and that each project is considered in a holistic way for opportunities to improve safety, mobility, access, and environmental outcomes for all modes and local contexts.” PennDOT Connects Policy Statement

Surface Street Improvements at BRI and BSR

Bicycle and pedestrian connections under and around I-95 are an important consideration in the reconstruction of I-95 at the Betsy Ross Bridge Interchange (BRI). The new Adams Avenue Connector, currently under construction between Torresdale and Aramingo avenues, includes a portion of the Frankford Creek Greenway multi-use trail.

Stay up-to-date and informed about proposals for sustainable improvements planned for I-95 reconstruction by going to 95revive.com and subscribing to updates for any of the project areas.



Above: As part of the BSR project, a trail gateway will be constructed at the new intersection of Adams and Armingo avenues. PennDOT is looking to extend the pedestrian/bicycle connections to the K&T

Trail along the Delaware River in later phases of the project. Potential areas for connection include Tacony Street, Bridge Street, and Aramingo Avenue.

Below: During mainline reconstruction at Bridge Street (BS1), the new Comly Street and Van Kirk Street underpasses will have wide sidewalks, custom wall designs, and updated lighting to better allow the community to access areas east of I-95. Similar underpass enhancements have been completed under the Cottman Avenue and Girard Avenue projects.



Left: Orthodox Street is a key connector between the Bridesburg neighborhood, the Delaware River, and the future Bridesburg Riverfront Park. As designs progress for the BRI project, the community will help determine whether the new I-95 overpass is built on structure or on fill, which

wall treatment option is preferred, and how the space underneath I-95 will be used (as is currently being done for the GIR projects). Bicycle and pedestrian connections to the future Bridesburg Riverfront Park and the Delaware Avenue Trail will also be considered.



Commuter Information

Headlights, taillights on in posted work zones.

Double fines, license suspension for speeding in work zones.

Headlights on when windshield wipers are on.

[Travel Info To Go](#)
www.511PA.com

[PennDOT Information](#)
610.205.6700

[PennDOT Website](#)
www.penndot.gov/district6

[PennDOT Roadway Maintenance Hotline](#)
1.800.FIX.ROAD
(1.800.349.7623)

[SEPTA](#)
215-580-7800
www.septa.org

[Share-a-Ride](#)
www.dvrpc.org/CommuterServices

[Park & Ride Locations](#)
www.dvrpc.org/MobilityAlternatives/Park-n-Ride

Publications/Mailing List

To receive project publications by mail, click on Subscribe at www.95revive.com, or send the form below to:

I-95 Project Publications

c/o Hill International
1341 N. Delaware Avenue
Suite 400
Philadelphia, PA 19025-4374
Fax 215.633.8607



www.95revive.com

Tom Wolf
Governor

Leslie S. Richards
Secretary of
Transportation

Please send _____ copies to:

NAME _____

ADDRESS _____ APT. # _____

CITY _____ STATE _____ ZIP _____

ORGANIZATION (IF APPLICABLE) _____



U.S. Department of Transportation
**Federal Highway
Administration**

TŁUMACZENIE INFORMACJI O PROJEKCIE DO WGL DU
NA STRONIE INTERNETOWEJ

WWW.95REVIVE.COM

TRADUCIR LA INFORMACIŁN DEL PROYECTO EN
WWW.95REVIVE.COM

Pennsylvania
Department of
Transportation

7000 Geerdes Boulevard
King of Prussia PA
19406

www.95revive.com

I-95 NEWS 2018-2019