I-95NEWINTER 2016

Commuter Options

We all know it's out there: construction to improve Interstate 95 in Philadelphia. Ongoing work to rebuild pavement, bridges, and ramps can affect travel, especially for weekday commuters. Employees need to reach workplaces on time, and employers need employees to arrive safely and promptly. To help everyone get where they need to go, the Delaware Valley Regional Planning Commission (DVRPC) and PennDOT have created resources to assist employers and employees with planning and implementing programs to ease commutes during the most challenging phases of construction.

Some suggestions for employers include:

- Encouraging employees to commute by transit, bicycling, or ride-sharing;
- Exploring alternative work schedules;
- Implementing new commuting policies and incentives; and
- Staying informed by visiting www.511PA.com and www.95revive.com for road conditions and construction updates.



Rebuilding and Improving I-95 in Pennsylvania

he reconstruction of Interstate 95 north of Center City Philadelphia is steadily advancing across several busy work zones. PennDOT has so far invested more than \$800 million under its current I-95 program on engineering and construction to rebuild, widen, and improve eight of the most heavily-traveled miles of this aging Pennsylvania interstate. Construction is underway at three interchanges (Girard Avenue, Betsy Ross Bridge, Cottman Avenue), while design engineers prepare plans for additional work at Girard Avenue and Betsy Ross Bridge as well as for future work at the Bridge Street and Allegheny Avenue interchanges.

This initiative, paid for with federal and state funds, is creating jobs for hundreds of

workers and suppliers as it helps ensure that I-95 remains a dependable component of the region's economy. To address some of the inevitable challenges for those living near or using I-95 during the replacement of its deteriorated bridges and crumbling pavement, PennDOT is working with the City of Philadelphia, SEPTA, Delaware Valley Regional Planning Commission (DVRPC), community and business leaders, and others to ease construction impacts and reduce the number of vehicles on I-95 during peak-hour travel. Explore the Commuter Options developed by the DVRPC (left story) to see what you can do to improve the commute on I-95.



We value your continuing support and patience as we rebuild I-95. Please consider the safety of others, especially our highway workers, by driving distraction-free at the posted speed through all work zones. Thank you.



For more information, resources, tips, and suggestions, please visit: www.dvrpc.org/commute95 or reach out to your local Transportation Management Association (TMA).

Central Philadelphia TMA: www. centercityphila.org, 215-440-5500 Clean Air Council: www.cleanair.org 215-567-4004 Delaware County TMA: www.dctma.org 610-892-9440 TMA of Bucks County www.tmabucks.com 215-244-9082

At the Girard Avenue Interchange (GIR)

New viaduct emerging

ollowing months spent dismantling the old structure, crews continue construction of the new, 49-span (A span is the distance between column supports.) I-95 north viaduct between Palmer and Ann streets.

As the new viaduct is built, new northbound ramps also are under construction along Richmond Street adjacent to I-95 between Aramingo and Girard avenues, where a new intersection of the ramps and Richmond Street also is under construction. I-95 north motorists exiting at Girard Avenue will continue using the existing off-ramp until the new off-ramp opens in spring 2017. The old ramp will then be torn down, allowing crews to complete improvements to Delaware Avenue. The northbound on-ramp remains closed and detoured until 2018.

Traffic Impacts

During construction on the east side of I-95, motorists may find temporary closures, detours and stoppages on surface streets in the vicinity of the interchange. Impacted streets include Girard Avenue, Richmond Street, Lehigh Avenue, Delaware Avenue, and other cross streets under I-95.

Northbound and southbound Delaware Avenue also are being widened and rebuilt between Columbia and Aramingo avenues. Improvements on Delaware Avenue—including significant upgrades to numerous sub-surface utilities—are part of the surface street upgrades in the vicinity of the new northbound ramps. A detailed construction update is available under *News* at *www.95revive.com*.

GIR Construction Update

Reconstruction of the Girard Avenue Interchange and adjacent segments of I-95, from Allegheny Avenue through the Interstate 676 Interchange to Race Street, is about a third-of-the-way to completion.

Project Summary

Beginning construction in 2009 with temporary improvements to the southbound off-ramp and Aramingo Avenue, PennDOT has since relocated and significantly improved a stretch of Richmond Street to make room for total reconstruction of the new northbound viaduct; demolished the old northbound viaduct; and finished widening and rebuilding a 1,200 foot section of I-95 between Palmer Street and Frankford Avenue, at the southern end of the interchange.

Current construction is rebuilding I-95 north from Palmer Street to Allegheny Avenue, including the new viaduct between Palmer and Ann streets with new northbound ramps at Richmond Street. This contract is headed for completion in 2018.

Following in late-2017 or 2018 is a new contract to completely rebuild southbound I-95 from Allegheny Avenue to Palmer Street. Two additional contracts to rebuild northbound and southbound I-95 between Frankford Avenue and Race Street, near the approach to I-676, will finish construction on the overall Girard Avenue Interchange project in 2027 or later. More information about this project is available at www.95revive.com.





Demolition of a section of the old northbound viaduct between Palmer and Ann streets.

Project Summary

Avenue Interchange and reconstruction and widening

of more than a mile of I-95

between Cottman Avenue and

first part of this project, which

Bridge Street will be substantially

completed by the end of the year. Work started in 2009 on the

included improvements to surface

southbound on-ramps (State Road

at Longshore Avenue). The second

and final contract started in 2012

in late 2016 when they complete rebuilding the median. More

information about this project is available at **www.95revive.com**.

with partial reconstruction of the median and widening and reconstruction of the southbound lanes. Northbound reconstruction continues until this fall. Crews will then finish mainline construction

streets and construction of new northbound (Milnor Street) and

Improvements to the Cottman

At the Cottman Avenue Interchange (CPR)

CPR Construction Update

Continuing northbound reconstruction and widening

even northbound replacement bridges—over Bleigh Avenue, Cottman Avenue, Princeton Avenue, New State Road, Longshore Avenue, Unruh Avenue and Magee Avenue— and the retaining walls that will support the widened pavement between each bridge are all in place.

Crews will finish paving the rebuilt, widened northbound side of I-95 between Levick Street and Bleigh Avenue by early fall. Once concrete paving finishes, northbound traffic will be shifted onto the new pavement and reconstruction of the median will be completed by the end of the year.

On the west side of I-95, relocation of large water and sewer mains continues in the area between the Cottman Avenue off-ramp and the Princeton Avenue on-ramp. When the new water line is installed and functioning, the old pipe will be removed and construction will begin on foundations for the new on-ramp to I-95 south from Cottman Avenue. A detailed construction update is available under *News* at *www.95revive.com*.





Concrete paving on the widened and rebuilt northbound lanes between the Bridge Street and Cottman Avenue interchanges will wrap up by early fall. Work will then shift to the median.

The new on-ramp to I-95 south at Longshore Avenue.



FALL/WINTER 2016



Project Summary

The first phase of this project will improve access between I-95, the Betsy Ross Bridge and Aramingo Avenue. Current construction (Section BRo), which has minimal impact on travel on I-95, will finish in 2017. The next phase is scheduled to start in 2018 and will upgrade the interchange's older ramps. The ensuing phases of the overall project will rebuild the remaining ramps and about one mile of northbound and southbound I-95 on both sides of the interchange. They are in the planning stage, with construction anticipated to begin in 2020 or later. More information about this project is available at www.95revive.com.

At Betsy Ross Bridge/Aramingo Avenue (BRI)

BRO Construction Update

Ramp construction at the Betsy Ross Bridge/Aramingo Avenue Interchange

arying stages of ramp construction are underway on both sides of I-95. Crews will finish the new ramp from I-95 south to the bridge this fall. This ramp merges with a second new ramp, from Aramingo Avenue to the bridge, which also is currently under construction. Both new on-ramps merge at the approach to the bridge on the east side of I-95.

The ramp from Aramingo Avenue to I-95 south also is being rebuilt. The replacement ramp utilizes piers from the old ramp, which was taken down in early spring, as well as several new piers that are under construction at the sprawling work area. The southbound side at the lower end of this ramp, where it crosses over Aramingo Avenue, is also being widened. Half this ramp remains open for traffic heading to I-95 north. Traffic heading to I-95 south remains detoured to the on-ramp at the Girard Avenue Interchange.

A new precast box culvert is now in place to take storm water runoff from both sides of I-95 to a controlled outfall in the adjacent Frankford Creek. A detailed construction update is available under *News* at **www.95revive.com**.



Above: A towering replacement pier, one of several that will support the new ramp from Aramingo Avenue to I-95 south.



Above: New ramps under construction at the Betsy Ross Bridge/Aramingo Avenue Interchange.



Left: Workers remove a steel girder from the old ramp to I-95 south from Aramingo Avenue.

FALL/WINTER 2016

BSR, BRI, AFC Design Updates

Project Summary

Design engineering continues on three projects to reconstruct I-95 between the Cottman Avenue and Girard Avenue interchanges: BSR (Bridge Street Ramps); BRI (Betsy Ross Interchange); and AFC (Ann Street to Frankford Creek). Engineering for parts of BSR and BRI is being coordinated due to the proximity of some of the improvements. More information about these projects is available at www.g5revive.com.



Public meeting in early 2017

ennDOT will host a public meeting for the combined Betsy Ross Bridge Interchange (BRI) and Bridge Street Ramps (BSR) design sections in early 2017. PennDOT's engineers will update the status of each project and will present a revised design that no longer includes a northbound off-ramp at Orthodox Street. Prior to the public meeting, PennDOT will host a Sustainable Action Committee (SAC) meeting with representatives from community groups, city agencies, and elected officials to discuss updates to the projects and gather feedback on the plans.



Deteriorated bridge beams at the I-95 Bridge Street Interchange.

BSR/BRI: Adams Avenue Connector in 2017

he next phase of construction to improve surface street access to and from the ramps on the west side of I-95 at the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI) will begin in 2017 with the start of work on the Adams Avenue Connector

Over three years of construction, this project (BS4) will rebuild and extend Adams Avenue between Torresdale and Aramingo avenues. The connector project also will reconstruct Aramingo Avenue between Wheatsheaf Lane and Church Streets, and construct additional surface street connections to the ramps to and from the Betsy Ross Bridge and I-95. Traffic flow on Aramingo Avenue will be maintained throughout construction.

In addition, several public amenities will be built as part of the project, including a portion of the Frankford Creek Greenway, a city-owned multi-use trail, as well as a trail gateway area with landscaping at the new intersection of Aramingo and Adams avenues.

The project team held numerous meetings with neighborhood groups in Bridesburg and Frankford in 2015 to discuss the proposed Adams Avenue improvements. Feedback from residents was incorporated into the plans for items such as street lighting, decorative formliners for structures, and fencing.

Continued on page 6

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

BSR, BRI, AFC Design Updates

Continued from page 5

AFC: Property owners' meeting this fall for Richmond Street widening

ennDOT's design team will meet with Richmond Street property owners this fall or in early 2017 to present preliminary plans for the reconstruction of Richmond Street between Ann Street and Westmoreland Street in Port Richmond. The project is part of Section AFC's surface street improvements. PennDOT will notify property owners by mail of the meeting time and location.

The proposed improvements will reconstruct and widen Richmond Street and its parking lane by two feet on each side by reducing the width of sidewalks between Ann Street and Allegheny Avenue. In the three blocks south of Allegheny Avenue, PennDOT will install new trolley tracks and catenary poles, remove and replace sections of the water main under Richmond Street, build new sidewalks, erect steet lights, and resurface the roadway.

North of Allegheny Avenue, Richmond Street will be repaved up to Westmoreland Street, and SEPTA's Westmoreland trolley loop will be reconstructed. Nearby Melvale Street also will be widened between Richmond Street and I-95 for parking.

Work is scheduled to begin in 2018. Construction of improvements to Richmond Street in Port Richmond, part of the Allegheny to Frankford Creek (AFC) reconstruction, will be coordinated with ongoing reconstruction of I-95 south of Ann Street.





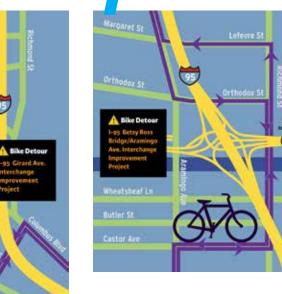
An artist's rendering (top) of improvements to Richmond Street between Ann Street and Allegheny Avenue, and Richmond Street at Ann Street as it is today (right).



Reading, Riding and Biking

Bicycle detours

wo bicycle route detours are currently in place to give cyclists safe passage around the Girard Avenue and Betsy Ross Bridge/Aramingo Avenue work areas.

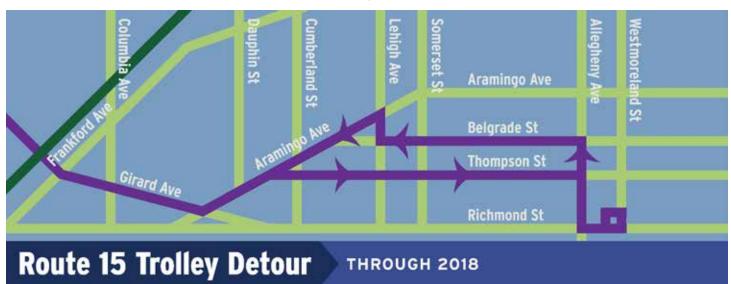


Aramingo Avenue bicycle detour

Girard Avenue bicycle detour

SEPTA detour

EPTA will continue to detour the Route 15 trolley along the route below during construction on surface streets in the vicinity of the Girard Avenue Interchange and during upcoming construction on Richmond Street in Port Richmond. Contact SEPTA at 215-580-7800 with questions.



Sign up for project news

ennDOT is building email subscription lists for each of the five project areas north of Center City Philadelphia—GIR, AFC, BRI, BSR, CPR. The individual lists will be used to contact subscribers with information specific to each project. Subscribing to one of the individual project areas also gets you Travel Advisories, Construction Updates and other general information about the reconstruction of I-95 in Philadelphia. Go to **www.95revive. com** and click on *Subscribe*, *Email Updates*.

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

PennDOT Roadway Maintenance Hotline 1.800.FIX.ROAD (1.800.349.7623)

SEPTA

215-580-7800 www.septa.org

Share-a-Ride www.pacarpool.com

Park & Ride Locations www.dvrpc.org/ MobilityAlternatives/ Park-n-Ride

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