

## I-95/AFC

### Allegheny Avenue to Frankford Creek

Plans to reconstruct and widen I-95 from the Betsy Ross Bridge Interchange to the Allegheny Avenue and Castor Avenue ramps, including improvements to the Allegheny/Castor interchange, remain in early stages of engineering. Improvements will be built under three contracts, the first of which is projected to start in 2017.

## PennDOT Continues Community Outreach for I-95 Projects

PennDOT design teams, working with the I-95 Sustainable Action Committee (SAC), will continue to reach out to communities in Port Richmond, Bridesburg, Frankford and Tacony to present and discuss ground-level enhancements in the various project areas. Possible improvements include noise walls, landscaping, public art, under-structure lighting and decorative wall treatments. Upcoming public workshops will be advertised in flyers and mailers and through outreach to community organizations. To get involved, contact us at [info@95revive.com](mailto:info@95revive.com).

Residents review concepts for sustainable quality-of-life improvements at a community meeting in Bridesburg (below), like the rendering of community green space near Frankford Creek (below left).



Archaeologists working for PennDOT on the Girard Avenue Interchange improvement project this summer are excavating on the site of the former William Cramp & Sons Shipbuilding Company on Richmond Street. Below the industrial foundations, at a depth of approximately six feet below ground surface, archaeologists

discovered stone tools, a hearth feature (pictured), and other artifacts associated with an intact Native American encampment dating as far back as 2000 BCE. Go to [www.digging195.com](http://www.digging195.com) to see artifacts and more about the I-95 archeological discoveries.



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# I-95 NEWS 2014



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# I-95 NEWS 2014

SUMMER—FALL 2014

## Rebuilding I-95 from Girard Avenue to Cottman Avenue

Stay current with construction at the Cottman Avenue and Girard Avenue interchanges at [www.95revive.com](http://www.95revive.com)

The rebuilding of Interstate 95 continues north of Center City Philadelphia. As major reconstruction at the Girard Avenue and Cottman Avenue interchanges moves steadily along, the Pennsylvania Department of Transportation (PennDOT) is advancing plans for three additional projects to rebuild 4.5 miles of this vital north-south artery between these exits over the next 10 or more years.

As we head into the second half of the 2014 construction season, here's an update on the four contracts that are underway on this massive infrastructure initiative and an update on future improvements to I-95.

## At Girard Avenue (I-95/GIR)

### Three Separate Contracts Now Underway at the Girard Avenue Interchange

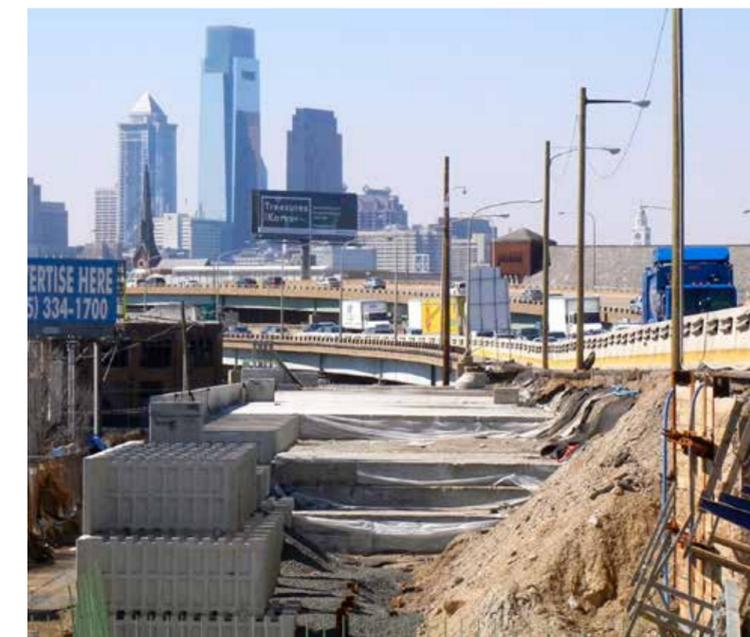
With three on-going contracts (Sections GR1, GR2 & GR3) at the I-95/Girard Avenue Interchange, construction crews on I-95's mainline have combined the existing GR2 work zone with the new GR3 work area. The new work zone extends 1.5 miles north to the Allegheny Avenue Interchange.

In June, the northbound traffic pattern at Girard Avenue, where three through lanes shift to the right between I-676 and the Girard Avenue off-ramp, was extended to Allegheny Avenue.

*Continued on page 2*



Southbound (top) and northbound (right) widening and reconstruction between Girard Avenue and I-676



**GIR Travel Impacts**

- Maintain a minimum three through lanes in each direction on I-95 during peak travel times;
- Occasional off-peak and/or weekend lane restrictions;
- Northbound off-ramp and southbound off- and on-ramps at Girard Avenue remain open;
- Northbound on-ramp from Aramingo Avenue remains open until mid-2015, when it closes for 15 months for reconstruction;
- The continuous northbound and southbound lanes between the on/off ramps at Allegheny and Girard avenues remain open for vehicles entering and exiting I-95;
- Richmond Street remains closed and detoured between Lehigh Avenue and Cambria Street until mid-2015;
- Shackamaxon Street, Marlborough Street and Columbia Avenue will close periodically between Wildey and Richmond streets for bridge construction;
- Periodic lane closures will be in place on Delaware Avenue between Columbia and Aramingo avenues for utility work; and
- No parking or storage allowed under I-95 from Palmer Street to Ann Street.

**Current Construction at the Girard Avenue Interchange Area**

- Section GR1—Surface street utility work; relocation of Richmond Street between Dyott and Ann streets; construction of four new Conrail bridges between Lehigh Avenue and Somerset Street; installation of sewer main interceptor at Richmond and Somerset streets;
- Section GR2—Widening and reconstruction of I-95 north and median from Frankford to Columbia avenues (between Girard Avenue and I-676), including the bridges over Shackamaxon Street, Marlborough Street and Columbia Avenue; and
- Section GR3—I-95 median construction from Columbia Avenue to Ann Street; pier construction on the east side of I-95 from Dyott to Somerset streets; utility work on Delaware Avenue from Columbia to Aramingo avenues; construction of a new on-off ramp to I-95 north from Columbia/Aramingo avenues.

**Rebuilding I-95 from Girard Avenue to Cottman Avenue** *Continued from page 1*

Three through lanes of southbound I-95 traffic also shifted to the right, creating a work area in the middle of I-95 that runs from just north of I-676 to Allegheny Avenue. (The continuous on-off lanes between the Allegheny and Girard interchange ramps remain in place, providing four lanes through much of the work zone.)

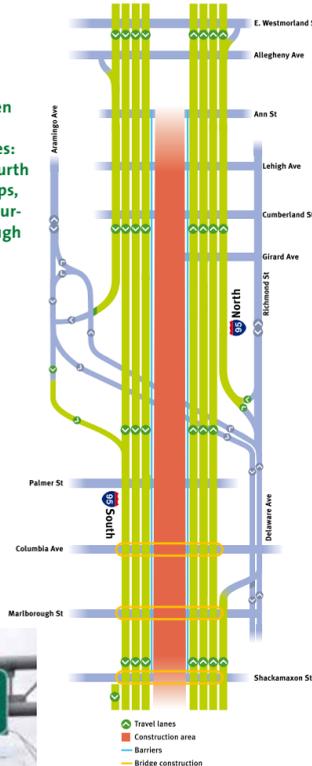
With this pattern in effect until next spring (2015), the contractor will complete total reconstruction of the middle section of I-95 between Frankford and Columbia avenues (GR2) and partial reconstruction (demolition of the median barrier and placement of temporary pavement) of the median from Columbia Avenue to Ann Street (GR3), south of Allegheny Avenue.

When median work finishes, northbound traffic will move to the rebuilt center of I-95, creating a new work zone for demolition of the existing northbound lanes. The northbound side of I-95 will then be reconstructed from the ground up, widened and shifted to the east to provide four through lanes and a fifth continuous on-off lane between interchanges from I-676 to Allegheny Avenue. Additional stages of mainline reconstruction between Columbia Avenue and Ann Street will continue until mid-2018.



Southbound bridge and retaining wall construction south of Girard.

The current work zone between the I-95 Girard Avenue and Allegheny Avenue interchanges: Three through lanes, plus a fourth continuous lane between ramps, are being maintained during current work in the median through early 2015.



The new Girard Avenue bridge over Aramingo Avenue.



**Surface Street Improvements at Girard Avenue**

In addition to continuing construction along Richmond Street and several intersecting streets within the Girard Avenue Improvement project area, work is expanding to include improvements to a section of Delaware Avenue north of Columbia Avenue.

**ON DELAWARE AVENUE** between Columbia Avenue and the intersection with Aramingo Avenue/Richmond Street, construction in 2014 remains limited to a variety of utility operations in both directions. Major reconstruction will start in 2015 to tie Delaware Avenue into the intersection with Aramingo Avenue and, eventually, the new on-ramp that is being built in the area of the old Cramp Shipyard site.

**ON RICHMOND STREET IN PORT RICHMOND**, where traffic has been moved east onto the relocated roadway, construction continues through next year immediately adjacent to I-95 between Dyott Street and Lehigh Avenue. Crews are building piers to support the new northbound I-95 structure.

**RICHMOND STREET** remains detoured between Lehigh Avenue and Cambria Street until mid-2015 for construction of the four new Conrail overpasses that will replace the two original railroad bridges over Richmond Street. Just north of the Conrail bridges, a replacement sewer main remains under construction at Somerset Street. Work to extend Richmond Street north to Ann Street also is underway. Construction starts later this year on a temporary road that will carry northbound Richmond Street traffic to the northbound on-ramp at Allegheny Avenue when the existing northbound on-ramp at Girard Avenue closes in 2015.

**ALONG RICHMOND STREET AND WILDEY STREET BETWEEN FRANKFORD AND COLUMBIA AVENUES IN FISHTOWN**, southbound I-95 widening and reconstruction—including sound wall installation and new bridges over Columbia Avenue, Marlborough Street and Shackamaxon Street—finished in mid-2014. Work then shifted to the middle of I-95, where crews are rebuilding the median and the center sections of the three bridges. Northbound widening underway since early 2013 adjacent to Richmond Street also continues into 2015.



Above, top to bottom: Delaware Avenue; relocated Richmond Street; the new sewer interceptor at Richmond Street near Somerset Street; and northbound construction along Richmond Street in Fishtown.

This rendering shows finished construction on I-95, including new off-on ramps at Girard Avenue, along with improvements to Delaware Avenue north of Columbia Avenue.

Lower left is Columbia Park, a sustainable, quality of life addition developed through PennDOT's involvement with the community.



**At Cottman Avenue (I-95/CPR)**

**Southbound Reconstruction Finishes This Fall, Median Area Reconstruction Then Begins at Cottman Interchange**

Construction of retaining walls to support southbound I-95 embankments and the southbound sections of seven new overpasses (Bleigh, Cottman, Princeton, Longshore, Magee and Unruh streets and New State Road) wraps up this summer. Paving crews placing I-95's new southbound concrete pavement between Rhawn and Levick streets are expected to finish work this fall, setting up the shift of three lanes of southbound I-95 to the rebuilt southbound side of the highway. Workers will then focus on rebuilding I-95's median—including the mid-sections of the seven overpasses—before moving on to improve the northbound side in 2015.

On surface streets at the interchange, motorists will continue to encounter overhead bridge construction at Bleigh, Longshore, Magee and Unruh streets and New State Road, and at the off-on ramps at Cottman and Princeton avenues.

Major sewer and water line relocation also continues through the end of 2014, though most of this work is being done without impacting travel. Later this year, when construction to install a new water main near the I-95 northbound off-ramp at Cottman Avenue is completed, crews will begin building the new on-ramp to I-95 south from Cottman Avenue. Most of the roadwork to provide access to the new on-ramp has been completed.

Workers pour the concrete pavement for the southbound I-95 off-ramp to Bleigh Avenue at the Cottman Avenue Interchange. The ramp reopened on July 18.



In late-spring construction, excavators build an embankment to support the widened southbound lanes of I-95 between Bleigh Avenue and Cottman Avenue.

**I-95/BRI and I-95/BSR**

**First of Six Construction Contracts to Improve I-95 and the Betsy Ross Bridge/ Aramingo Avenue and Bridge Street Interchanges Due Out This Fall**

Engineering teams continue developing plans for improvements to I-95 and its interchanges with the Betsy Ross Bridge/Aramingo Avenue (I-95/BRI) and Bridge Street (I-95/BSR). Mainline reconstruction and widening, along with improvements to the ramp connections serving the adjacent interchanges, will be done under six separate construction contracts from 2015 to 2024.

PennDOT is scheduled to open construction bids this fall on the first of the six contracts, I-95 Section BRo. In work starting in 2015, Section BRo will improve the ramp system at the Betsy Ross Bridge/Aramingo Avenue interchange. New ramps connecting Aramingo Avenue directly to the Betsy Ross Bridge will be constructed, existing ramps improved, Intelligent Transportation System components installed and stormwater basins built. A separate project to connect Adams Avenue to the ramps at Aramingo Avenue is expected to be under construction in 2018. Initial construction will have minimal impact on I-95 traffic, but some travel restrictions are likely on Aramingo Avenue and other nearby streets during the two years it will take to complete this contract.