

I-95 NEWS

2017

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The Road to Rebuilding I-95 in Pennsylvania

Rebuilding the aging Interstate 95 in Pennsylvania is an epic undertaking that will unfold over the next generation. It involves hundreds of engineers, technicians, tradespeople, commuters and residents in a process to replace and modernize our share of one of America's busiest and most economically-important highways.

To manage the high costs and multiple engineering challenges ahead, the Federal Highway Administration (FHWA), Pennsylvania Department of Transportation (PennDOT) and Delaware Valley Regional Planning Commission (DVRPC), the region's transportation planning organization, have organized I-95 into four areas, or Sectors A, B, C and D. The Sectors are prioritized, with the areas of I-95 most in need of repair being addressed first.

"The reconstruction of I-95 will continue to impact the region, its drivers and its communities for the foreseeable future," said Elaine Elbich, P.E., PennDOT's lead project manager for rebuilding I-95 in Pennsylvania. "We're committed to identifying and addressing those impacts on daily life during construction, just as we're exploring ways to ensure that the positive changes we make in the communities under and along I-95 are sustainable in the long term."

As illustrated on the graphic (left), Sector A extends from Interstate 676 north through the Cottman Avenue (Route 73) Interchange; Sector B from I-676 south to the Girard Point Bridge approaching the airport; Sector C from the Girard Point Bridge to the Delaware State Line; and Sector D through Bucks County to New Jersey.

Currently, five Sector A projects are rebuilding eight miles of I-95 north of Center City Philadelphia. Two Sector B projects have entered the preliminary stages of engineering and are expected to go to construction within the next decade.

And while attention is naturally drawn to how the 180,000 daily motorists will benefit from a rebuilt, wider and modernized I-95, there also are many important decisions to be made relative to traffic management, infrastructure and quality of life for the communities along the corridor.

Sector A construction and design updates inside.

Governor Tom Wolf joined Mayor Jim Kenney and PennDOT Secretary Leslie S. Richards at a recent event to announce PennDOT support for reconnecting Penn's Landing (left) with Center City. Story on Page 8.



SECTOR A: GIRARD AVENUE TO COTTMAN AVENUE

Engineering and reconstruction began more than a decade ago on this deteriorated, high traffic stretch of I-95. The five projects of Sector A: GIR, AFC, BRI, BSR and CPR, each broken into a handful of sub-sections, continue to make steady progress toward completion.

I-95/CPR: Cottman Avenue to Bridge Street

Improve the interchange at Cottman Avenue, and reconstruct and widen I-95 to four through lanes in each direction from Bleigh Avenue, at the Cottman Avenue Interchange, to Levick Street, north of Bridge Street.

Status: Mainline reconstruction completed. (CP1, CP2)

Surface street improvements, ramp construction underway

Third and final contract (CP3) expected in 2019

Finished Construction

CP1: \$34 million; CP2: \$212 million: PennDOT in late 2016 completed mainline reconstruction and widening—including seven I-95 bridges—from Bleigh Avenue to Levick Street. Motorists now have four northbound and four southbound through lanes. Three on- and off-ramps were rebuilt and widened; new ramps were built from Milnor Street (northbound) and Longshore Avenue (southbound).

Current Construction

Section CP2: \$212 million: construction of the new ramp from Cottman Avenue to southbound I-95 is scheduled to get underway in the second half of 2017 and will continue into 2018. Underpass improvements, including paving and installation of sidewalks and LED lighting, wraps up this summer at Cottman and Princeton avenues and New State Road. Reconstruction of Bleigh Avenue between Wissinoming Street and the river, including new water mains, continues for the remainder of the year. Installation of new water mains between Cottman and Princeton avenues on the west side of I-95 also are expected to be completed by year's end.

Community Benefits

- Improvements to Cottman Avenue, Princeton Avenue, State Road and New State Road help move I-95 traffic safely and efficiently through adjacent residential areas;
- New sidewalks, LED lighting and aesthetically treated abutment walls at underpasses;
- New water/sewer mains;
- Eastbound Princeton Avenue extended under I-95 to Milnor Street improves access to the waterfront; and
- Reconstructed ramp system improves traffic flow along surface streets and redistributes some commercial traffic away from residential areas.

Next Construction

CP3 is scheduled to go to construction in 2019 to complete utility installations, including relocation of a sewer main near the new Cottman Avenue southbound on-ramp, and improvements to optimize traffic movement on the city-street grid in the vicinity of the interchange. Shoulders for the new on-ramp from Cottman Avenue to I-95 south also will be constructed at this time.

For more, go to 95revive.com and click CPR on the Individual Projects map.



Adams Avenue

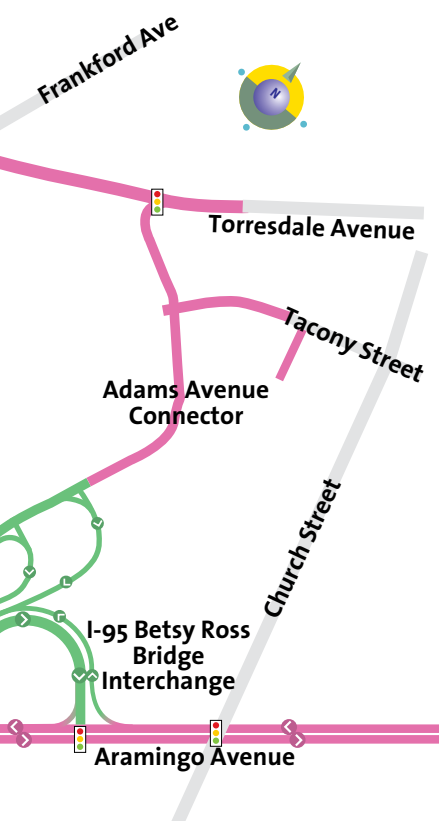


I-95/BSR: Bridge Street to the Betsy Ross Bridge



The Adams Avenue Connector project will rebuild Adams Avenue between Torresdale Avenue and Ashland Street and extend it eastward from Ashland Street to Aramingo Avenue and the ramps to and from I-95 and the Betsy Ross Bridge.

Connector



Reconstruct and widen I-95 to four through lanes in each direction from the Levick Street overpass to Margaret Street, and reconfigure the on-off ramps at the Bridge Street Interchange. Much of the BSR engineering is being coordinated with that of the adjacent Betsy Ross Bridge/Aramingo Avenue Interchange (BRI). Bridge Street Interchange improvements will be built under five separate contracts.

**Status: Improvements underway on Aramingo Avenue (BS4)
Construction of Adams Avenue Connector (Ho4) underway
Mainline I-95 construction (BS1) in 2018**

Current Construction

Section BS4/Ho4: \$81 million: Work continues on the first of two projects to improve Aramingo Avenue at the Bridge Street and Betsy Ross Bridge interchanges. Section BS4 is widening Aramingo Avenue between Church Street and Wheatsheaf Lane. This widening will benefit traffic flow at the new I-95/Betsy Ross Bridge ramps that are under construction through 2017.

- BS4 is being built in coordination with construction of the Adams Avenue Connector, which is being improved and extended from Torresdale Avenue to Aramingo Avenue to connect to I-95 and the bridge.

Community Benefits

- Improved traffic flow on surface streets at the interchange;
- Improved access to and from Aramingo Avenue, I-95 and the Betsy Ross Bridge via the Adams Avenue Connector;
- New utilities under Torresdale Avenue;
- Construction of a multi-use trail along Adams Avenue from Torresdale Avenue to Aramingo Avenue and along Aramingo Avenue between Wheatsheaf Lane and Church Street;
- New LED street lights on Adams, Torresdale and Aramingo avenues;
- New LED luminaries on Torresdale Avenue between Orchard Street and Harbison Avenue; and
- Landscaping and trees along Adams Avenue.

Next Construction

PennDOT anticipates starting I-95 mainline reconstruction and widening to eight lanes from Levick Street to Carver Street, at the north end of the Bridge Street Interchange (BS1) in late 2018. BS1 also will complete other surface street improvements—including drainage, lighting and sidewalks—to improve traffic flow at the interchange.

Long Range

Mainline reconstruction and widening from Carver Street to Margaret Street (BS2), is projected to start in 2021. BS2 includes a new southbound off-ramp to Tacony Street, removal of the existing southbound off-ramp to James Street, a new northbound on-ramp from Tacony Street, removal of the existing northbound on-ramp from Bridge Street, and reconstruction of Tacony Street. Aramingo Avenue from Church Street north to Tacony Street also will be improved in construction scheduled for 2025 (BS3).

For more, go to 95revive.com and click BSR on the Individual Projects map.

I-95/BRI: Betsy Ross Bridge Interchange



Improve the Betsy Ross Bridge/Aramingo Avenue interchange and widen and reconstruct 0.8 mile of I-95 and its bridges from Orthodox Street to Wheatsheaf Lane.

**Status: First of two ramp improvement contracts (BRo) under construction
Mainline I-95 (BR3) construction in 2023**

Current Construction

Section BRo: \$160 million: Includes construction of new ramps from Aramingo Avenue to the bridge and from the bridge to Aramingo Avenue, along with reconstruction to improve several other existing ramps. **BRo** is scheduled to finish in late 2017.

Community Benefits

- Adams Avenue Connector allows local access to and from Aramingo Avenue, I-95 and the Betsy Ross Bridge;
- New water mains, with residential connections, under Torresdale Avenue between Adams Avenue and Worrel Street;
- New section of multi-use trail along the west side of Adams Avenue;
- Decorative street lights on Adams Avenue;
- New LED luminaries on Torresdale Avenue; and
- New sidewalk on west side of Torresdale Avenue between Frankford Avenue and Womrath Street.

Next Construction

A second ramp contract (**BR2**) scheduled to begin in 2019 will rebuild existing ramps from I-95 north to the bridge, and from the bridge to I-95 south.

Long Range

Section BR3 includes reconstruction of the northbound lanes at the interchange area. Preliminary Construction is anticipated to start in 2023. Reconstruction of the southbound lanes (**BR4**) will begin in 2016.

For more, go to 95revive.com and click BRI on the Individual Projects map.

Ironworkers tie re-bar for the deck connecting the new ramp from the Betsy Ross Bridge to the rebuilt ramp from I-95 south.



I-95/AFC: Ann Street to Frankford Creek



Reconstruct and widen 1.5 miles of I-95 and its bridges from the Frankford Creek, near Wheatsheaf Lane, to Ann Street, south of Allegheny Avenue.

Status: Design engineering underway
Mainline I-95 (AF3) construction in 2024

Community Benefits

- Richmond Street reconstructed and improved from Ann Street to Westmoreland Street, with new utilities, sidewalks, street lights and trees;
- SEPTA's Westmoreland Transit Loop reconstructed;
- Parking lanes created on Melvale Street, Wishart to Clearfield streets, and on Emery Street, Westmoreland to Madison streets;
- I-95 widening will be on the east side to minimize residential impacts;
- I-95 between Allegheny Avenue and Westmoreland Street may be rebuilt as a viaduct to reconnect the two sides of Monkeiwicz playground under I-95;
- A separated, two-way bikeway on the north side of Castor Avenue, Richmond Street to Delaware Avenue, creating a Castor Avenue Connection between Aramingo Avenue and the East Coast Greenway Trail on Delaware Avenue, and remains in discussion with City Planners, the community and other stakeholders;
- Castor Avenue, Delaware Avenue and Allegheny Avenue reconstructed in the vicinity of I-95;
- I-95 northbound off-ramp from E. Westmoreland Street relocates to Castor Avenue, increasing available space for the Monkeiwicz Playground.

Next Construction

Richmond Street improvements between Ann Street and Westmoreland Street (AF1), plus parking lane installation on Melvale and Emery streets, and reconstruction of SEPTA's Westmoreland Transit Loop in 2018.

Long Range

Northbound widening and reconstruction (AF2), including reconstruction of the northbound I-95 ramps at Castor Avenue, projected to start in 2024.

For more, go to 95revive.com and click AFC on the Individual Projects map.

Choices for reconstruction of Westmoreland to Tioga viaduct:

Left photo: Similar to existing viaduct with fencing removed, it would allow for potential community use under I-95 such as parking. Would require agreements between PennDOT and the community for maintenance.

Right photo: Section of I-95 would be built on fill with retaining walls. This would block the view of surrounding industrial area; create retaining walls that can be decoratively treated; reduce under-highway noise; reduce vibration during construction; and closes Schiller Street under I-95.



I-95/GIR: Allegheny Avenue to Race Street

Reconstruct and improve the interchange at Girard Avenue and approximately three miles of the adjoining interstate between Ann Street, south of Allegheny Avenue, and Race Street, north of I-676. This project is being completed under seven separate contracts.

Status: Three mainline contracts (GR0, GR1, GR2) completed.

Replacement of the northbound viaduct between Palmer and Ann streets continues through 2018.

Replacement of the southbound viaduct starts in 2019.



Finished Construction

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

Section GR1: \$91.3 million: Reconstruction of Richmond Street from Aramingo Avenue to Cumberland Street, realignment of Richmond Street from Cumberland Street to Ann street, rehabilitation of the Girard Avenue bridge over Aramingo Avenue, and replacement of the Conrail bridges over Richmond Street with four new bridges.

Section GR2: \$39.2 million: Reconstruction and widening of 1,200 feet of I-95 from Palmer Street, at the southern end of the Girard Avenue Interchange, south to Frankford Avenue, including new bridges over Columbia Avenue, Marlborough Street and Shackamaxon Street finished in 2016.

For the Community

- New sidewalks, crosswalks, decorative retaining walls, pedestrian-scale LED street lights and street trees on Richmond Street;
- New sidewalks, LED wall-wash lighting, decorative abutment walls and landscaping at three bridges near Penn Treaty Park;
- New utility lines under Delaware Avenue and Richmond Street to minimize surface clutter;
- LED understructure and pier lighting under I-95 from Palmer Street to Ann Street;
- Noise barriers with clear panels along I-95 and southbound Aramingo Avenue;
- New bicycle infrastructure;
- Reclaimed Cramp Building industrial salvage art for public display;
- New higher-clearance Conrail bridges on Richmond Street allows truck traffic to stay off local streets;
- Off-street parking;
- Stormwater parks and thematic landscaping;
- New pedestrian plazas and spaces under the highway; and
- New interchange configuration that consolidates highway access to minimize cut-through traffic on local streets.



New concrete pavement for a section of the new northbound I-95 viaduct stretches north from near Girard Avenue to Ann Street and beyond. As the new viaduct finishes in 2018, PennDOT will begin the early stages of replacing the adjacent southbound viaduct. Photo: James J. Anderson Construction

Current Construction:

Section GR3; \$211.7 million: Construction of the new northbound viaduct—including completion of the new off-ramp—continues through late-2018. Concrete paving crews are working north-to-south across the new viaduct, having started just south of the Allegheny Avenue off-ramp.

After the new northbound off-ramp to Richmond Street opened in May, the old ramp was demolished so that the approach to the new off-ramp can be completed this summer. The new northbound on-ramp also is expected to open this fall when northbound I-95 traffic is shifted onto a portion of the new viaduct.

Next Construction

The contract to rebuild the southbound lanes from just south of Allegheny Avenue to Palmer Street (**GR4**)—including complete replacement of the southbound viaduct between Ann Street to Palmer Street and the southbound ramps at Girard Avenue — is expected to start in 2018. Preliminary construction will take place under the existing southbound lanes. Demolition and replacement of the southbound viaduct from Ann Street to Palmer Street is projected to begin in 2019. The southbound on-ramp will remain open during reconstruction. The southbound off-ramp will be closed and detoured for a time during reconstruction.

Long Range

Design is underway on two contracts (**GR5, GR6**) to reconstruct I-95 from Frankford Avenue, at the southern end of the Girard Avenue Interchange, to Race Street, including widening the ramps at the I-676 Interchange. Construction is expected to begin in 2021 on the southbound side of I-95 (**GR6**).



Northbound I-95 traffic exiting at Girard Avenue uses the new off-ramp to Richmond Street as deck construction progresses south toward Palmer Street. (Note the burlap covering recently poured concrete at the bottom of the photo and the as-yet unpaved segment with green re-bars in place.) Photo: James J. Anderson Construction



Gov. Wolf, Mayor Kenney Announce Financial Support for Sector B Project

At a June (2017) event along the Delaware Riverfront in Philadelphia, Governor Tom Wolf joined Mayor Jim Kenney, PennDOT Secretary Leslie S. Richards and others to announce that the state has identified \$100 million in funding for I-95 reconstruction that will reconnect Penn's Landing with the city's nearby historic attractions. PennDOT already has committed an additional \$10 million for preliminary engineering and design that is underway.

Mayor Kenney announced that the city has earmarked \$90 million over a five year period to complete the project. Janet Haas of the William Penn Foundation, announced the commitment of \$15 million and that the foundation is working to raise \$10 million more. The total project cost is estimated at \$225 million.

"We are showing how partnerships between the public and private sectors deliver important benefits that improve both our quality of life and economy," Governor Wolf said. "In this case, as Interstate 95 will be rebuilt, we have partnered with the City and the William Penn Foundation to restore and enhance the river's connection to Center City."

There are four key elements of the waterfront project:

1. A four-acre cap over I-95 and Columbus Boulevard between Walnut and Chestnut streets, which will hold such amenities as a new ice skating rink in the winter, spray pools in the summer, a café and a variety of other active uses, as well as the Irish and Scottish Memorials.
2. An eight-acre civic space between Walnut and Chestnut that will tilt down from the east side of Columbus Boulevard to the river, replacing the 40 year old

SECTOR B: RECONSTRUCTION OF I-95 IN CENTRAL AND SOUTH PHILADELPHIA

PennDOT is planning the long term reconstruction of nearly six-miles of I-95 between Spring Garden Street and Broad Street (PA 611) in Central and South Philadelphia, Sector B. Planners and engineers are looking at ways to proceed with this next challenge and have started developing specific projects: 1) Central to South Philadelphia corridor study; and 2) the Penn's Landing improvement project. Early activities on these two projects will

- Evaluate the needs for reconstruction of I-95 between Spring Garden Street and Broad Street (PA 611);
- Develop alternatives for the reconstruction of the Penn's Landing, I-76, and Broad Street interchanges in the project-area;
- Evaluate the remaining life of existing highway structures to help develop reconstruction schedules;
- Complete planning and begin preliminary design for a proposed expansion of the existing I-95 cap at Penn's Landing that would extend over I-95 and Columbus Boulevard between Chestnut Street, Walnut Street, and Front Street to the waterfront; and
- Complete planning and begin preliminary design activities for an extension of the South Street Pedestrian Bridge over I-95 to the southern end of Penn's Landing.

Much of Sector B is located along the Delaware River, so project goals include identifying additional bicycle, pedestrian, and transit improvements that could be made to increase multi-modal transportation access along and through I-95 to reach waterfront recreation, shopping and employment destinations. Much more to come.



deteriorated hardscape of the Great Plaza.

3. An extension of the South Street Bridge from its current terminus on the west side of Columbus to the Penn's Landing Marina.

4. The construction of the two mile on-road section of the Delaware River Trail, from Spring Garden Street to Washington Avenue, built to the same high quality standards of the Penn Street

Trail already constructed at Delaware Avenue and Spring Garden Streets.

The project as currently envisioned will generate approximately \$1.6 billion of new revenues within the overall waterfront district that will benefit the City, Philadelphia schools, and the Commonwealth.

Preliminary engineering activities are currently underway. Construction

is estimated to take approximately three years. More at <http://www.delawareriverwaterfront.com/planning/news/penns-landing-funding-complete>

Above: Delaware River Waterfront Corporation's Penn's Landing Redevelopment Plan rendering of its Master Plan that includes covering I-95 and Columbus Boulevard from Chestnut to Walnut streets.

SUSTAINABLE ACTION COMMITTEE (SAC)

PennDOT's public outreach teams will continue holding numerous agency, community and special purpose meetings in neighborhoods surrounding the I-95 interchanges to solicit input and keep the community up-to-date on proposed improvements. Streamlining this coordinated planning of neighborhood improvements along the I-95 corridor, PennDOT created Sustainable Action Committees (SAC) for each I-95 project. The Committees were tasked with identifying relevant, appropriate and affordable waterfront and community improvements that can be incorporated into the plans for I-95 reconstruction.

Since the inception of SAC activities in 2010, the Committees already have realized a number of street-level improvements, including pedestrian and bicycle facilities, new LED street lights and landscaping along Richmond Street, noise barriers, and decorative underpass walls.

The SAC, with representatives from community groups, businesses, non-profits and public agencies in the project areas, will continue to explore other significant enhancements for inclusion in the future reconstruction projects.

To see how you can become involved, go to www.95revive.com/i95/neighborhood-improvements/overview.

I-95 Sector B: Penn's Landing to Interstate 76 Interchange



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.

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