

I-95 NEWS 2019

SUMMER/FALL

*Vision without
action is a
daydream.
Action without
vision is a
nightmare.*

Japanese proverb

New Southbound On-Off-Ramps Under Construction at Girard Interchange

Construction is underway this summer on the new southbound on and off-ramps at the Girard Avenue Interchange. The southbound off-ramp has been closed for two years of demolition and reconstruction. The on-ramp to southbound Interstate 95 at Girard Avenue remains open during construction.

The new ramps will improve access between the interstate and the revitalized neighborhoods along Girard Avenue, Aramingo Avenue and the waterfront along Delaware Avenue.

Closing the ramp, which is part of the southbound viaduct, allows the contractor to finish demolition of the viaduct and complete reconstruction of the mile-long structure. Demolition activities will continue into early 2020. See the ramp detour route on page 2.

In addition to building a new viaduct, ongoing construction at Girard Avenue will rebuild the at-grade southbound lanes between Allegheny Avenue and Ann Street and improve Aramingo Avenue in the vicinity of the interchange, including construction of a new bridge over Girard Avenue that connects southbound Aramingo Avenue with Delaware Avenue and the waterfront.

PennDOT is maintaining 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 occasional travel restrictions on surface streets in the project area.

A number of community-friendly enhancements, including an extension of the Delaware River Greenway multi-use trail, under-structure lighting and landscaping, will be completed during the final stages of the current viaduct replacement contract as well.

The northern half of the southbound viaduct, seen here from Somerset Street in Port Richmond, will be replaced during construction beginning in fall 2019.



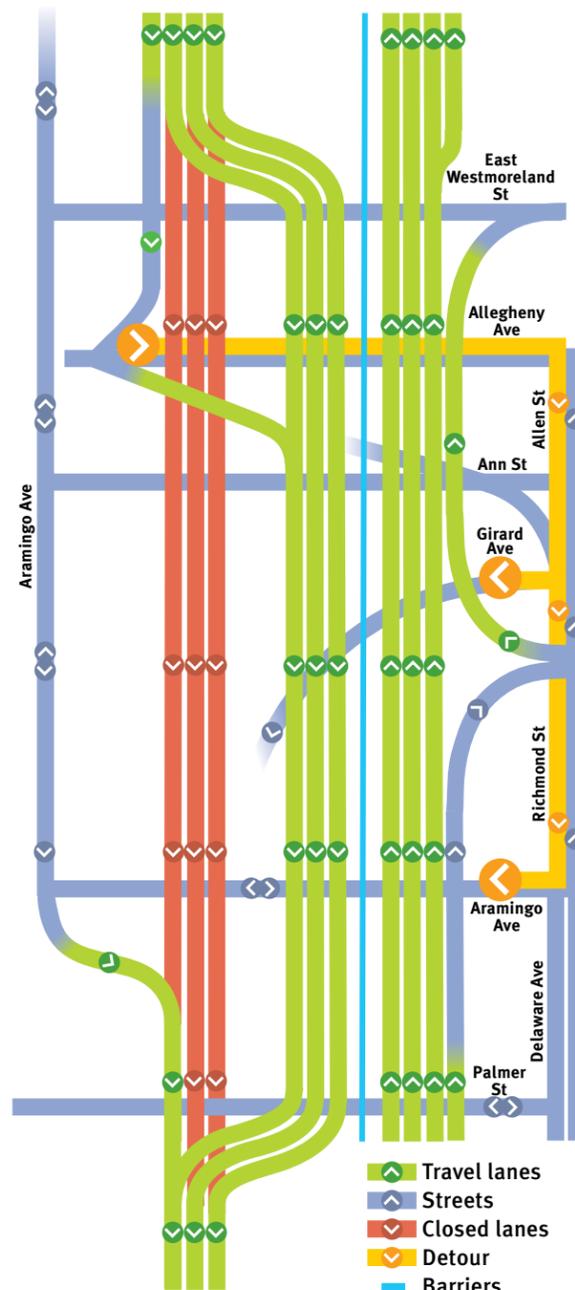
When I-95 construction at the Bridge Street Interchange starts late this year or early in 2020, commuters will find a new work zone at the northern end of the interchange. More on page 4.

New Pavement, Sidewalks and Utilities on Richmond Street: Reconstruction of Richmond Street from Ann Street to Allegheny Avenue in Port Richmond is progressing toward completion in late 2019. More on page 3.

I-95 GIR: Allegheny Avenue to Race Street

I-95 Girard Avenue Interchange Project Section GR4 Southbound Off-Ramp Detour and Traffic Pattern

Reconstruct the Girard Avenue Interchange, and reconstruct approximately three miles of I-95 to four through lanes in each direction plus a dedicated on-off lane between interchanges.



Girard Avenue southbound off-ramp traffic will be detoured for two years to the Allegheny Avenue exit and wind its way back to the Girard interchange area via Allen Street. This is the same detour route—but reversed—used while the northbound on-off ramps at Girard Avenue were rebuilt several years ago.

Coming Soon: Sector B Projects

While I-95 reconstruction at Girard Avenue finishes between Frankford Avenue and I-676 (GR6 southbound in 2021; GR5 northbound in 2024), PennDOT will be well into the next phase of I-95 reconstruction south of I-676: Sector B.

Sector B will rebuild six miles of I-95 in Central and South Philadelphia between Spring Garden Street and the Girard Point Bridge. Sector B currently includes two project sections—the Central to South Philadelphia corridor study (Section CSP), and the Penn’s Landing improvement project (Section CAP).

Initial Sector B construction in the Penn’s Landing area will improve multi-modal connections and access from Center City to the Delaware River, including a new bridge that caps I-95 and Columbus Boulevard between Chestnut and Walnut streets, plus an extension of the South Street pedestrian bridge over Columbus Boulevard to Penn’s Landing.

This project, Section CAP, is scheduled for construction in late 2021.

Find more on CAP at 95revive.com.

Improve the Allegheny Avenue Interchange and reconstruct 1.5 miles of I-95 and its bridges to four through lanes in each direction from the Frankford Creek to Ann Street.



I-95/AFC: Ann Street to Frankford Creek

Richmond Street Improvements at Allegheny Avenue Interchange Finish in Late 2019

Surface street construction at the Allegheny Avenue Interchange for the remainder of 2019 will install new Route 15 Trolley rails and reconstruct the middle section of Richmond Street between Ann Street and E. Westmoreland Street. Work is proceeding from south to north.

Installation of new curbs and sidewalks from Ann Street to Allegheny Avenue in Port Richmond is expected to wrap up by mid-summer 2019.

During the first stage of the \$32 million project in 2019, PennDOT installed new gas, sewer and water lines and relocated the electric and fiber-optic utilities along Richmond Street.

Additional on-street parking for residents was created along a widened Melvale Street, situated east of Richmond Street adjacent to I-95. A new building and platforms also are under construction through late 2019 at SEPTA’s new Westmoreland Loop terminal.

The Richmond Street improvements are the first contract in the larger effort to rebuild I-95 between Allegheny Avenue and Frankford Creek (I-95/AFC).

A second project, AF2, will improve other surface streets in the vicinity of the Allegheny Avenue Interchange, including Delaware Avenue, Allegheny Avenue and Castor Avenue. AF2 is scheduled for construction in 2021.

Widening adjacent to new curbs and sidewalks along the northbound side of Richmond Street in mid-2019.



Workers install the foundation for one of the new decorative street lights being installed along Richmond Street. Street trees also are being planted during the final stage of the two-year improvement project.

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

Reconstruct I-95 and its bridges to four through lanes in each direction from the Levick Street overpass to Margaret Street, and relocate the on-off ramps at the Bridge Street Interchange.



I-95 Reconstruction in Late 2019 or early 2020 at the Bridge Street Interchange

Commuters will find a new work zone on I-95 in later 2019 or early 2020 when construction begins to rebuild the pavement between Levick Street and Carver Street, Section BS1.

The first stage of work this fall will prepare the median and the southbound shoulder to create a six lane traffic pattern on the west side of I-95. Following the shift of northbound traffic to the middle of the interstate in early 2020, work will get underway to rebuild the northbound lanes and bridges.

The pattern will reverse for southbound reconstruction in 2021. The entire BS1 project is expected to be completed late 2022.

Three lanes of traffic will be maintained on each side of I-95 during peak travel times, though an occasional off-peak lane closure may occur. 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. Tacony Street will be reduced to three lanes during I-95 construction in 2020.

The on and off-ramps at the interchange will remain open during construction, which will take about three years to complete. BS1 is the second of five projects at the Bridge Street Interchange.

For a map of the traffic pattern for northbound BS1 reconstruction at the Bridge Street Interchange, see page 6.



Existing northbound I-95 near VanKirk Street as seen from Tacony Street, and a rendering depicting improvements to the bridge and retaining wall under Section BS1.



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



A bird's eye view of the ramps at the Betsy Ross Bridge Interchange: Section BR2 will complete the reconstruction of the interchange's ramp complex. Photo: Urban Engineers



I-95 BRI: Betsy Ross Bridge Interchange

Additional Ramp Construction in 2020

PennDOT expects to begin a contract to complete ramp improvements at the Betsy Ross Bridge Interchange, Section BR2, in early-to-mid 2020.

Section BR2 will replace the ramp structure from northbound I-95 to the bridge. Traffic will be maintained on this ramp during construction. The ramp from the bridge to I-95 south also will be replaced as part of BR2. This ramp will be closed for approximately 18 months during construction.

Section BR2 is the second phase of ramp improvements at this interchange. The first was completed in 2017 under the Section BR0 project.

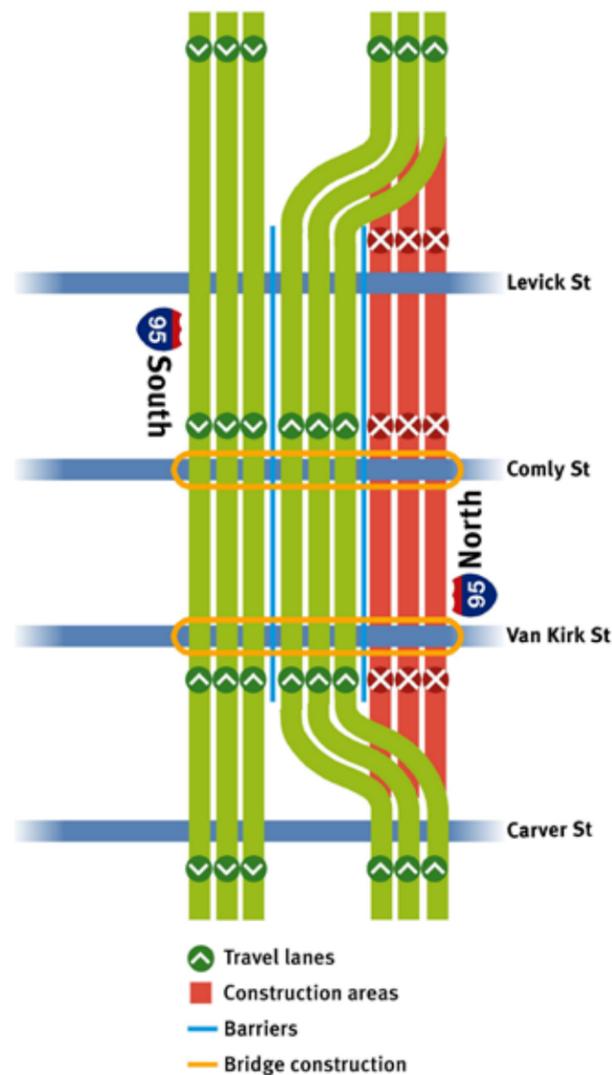
At the completion of BR2, the ramps will be tied-in with the widening and other improvements currently under construction along Aramingo Avenue. The ramps also will be tied-in to the Adams Avenue Connector, an extension of Adams Avenue from Torresdale Avenue to Aramingo Avenue currently under construction as part of the BS4 project.

Two additional construction contracts, or sections, will complete the reconstruction of I-95 at the Betsy Ross Bridge Interchange and improve almost a mile of I-95 between the Betsy Ross and Bridge Street interchanges.

More at [95revive.com](https://www.95revive.com), Project Area BRI.

I-95 Bridge Street Interchange Project Section BS1 Northbound Construction

Three lanes in each direction will be maintained. Work will take place on the northbound side.



Have questions or comments about the reconstruction of I-95 in Pennsylvania? Visit Our Website: 95revive.com Write Us: info@95revive.com Call the Construction Help Line: 215.513.1399

Aramingo Avenue, Adams Avenue Construction Update

Aramingo Avenue construction shifts to the middle for several months in mid-2019 when work finishes on the southbound half of the new Frankford Creek bridge and southbound widening is completed on both sides of the new span between Church Street and Wheatshaf lane.

Following this short interim stage to rebuild the middle section of Aramingo Avenue and complete utility installations, work shifts to the northbound side for construction of the east half of the bridge and reconstruction of the pavement. This work will continue into 2020.

Aramingo Avenue will be two lanes northbound, two lanes southbound during the interim stage. Once bridge construction starts, Aramingo Avenue will be one lane northbound and two lanes southbound through the work area for the remainder of the project.

Construction of the new Adams Avenue Connector also continues into 2020. The new, half-mile long roadway will provide direct access from Torresdale Avenue to Aramingo Avenue and the ramps to I-95 and the Betsy Ross Bridge.

The reconstructed Adams Avenue intersection with Torresdale Avenue will open later in 2019 after new sidewalks are constructed on Tacony Street and that roadway is repaved from Adams Avenue to Church Street.

This summer, ADA ramps and sidewalks will be installed on both sides of Torresdale Avenue between Frankford Avenue and Womrath Street. Crews in 2017 installed new water mains along Torresdale Avenue between Frankford Avenue and Adams Avenue as

part of the Adams Avenue Connector improvements.

A section of paved multi-use trail also has been constructed along the south side of the Connector and will tie-in to the Frankford Creek Greenway at Aramingo Avenue at the project's end.

The Connector and its links to the interstate and the bridge will be fully realized once the BR2 contract, scheduled for construction in early 2020, finishes in 2022. Widening on Aramingo Avenue along with the Connector will improve traffic flow on streets serving both the I-95 Betsy Ross Bridge and adjacent Bridge Street interchanges.

See Additional Ramp Construction in 2020 on page 5.

The west half of the Aramingo Avenue bridge over Frankford Creek under construction in spring 2019. Work shifts to the opposite side by fall 2019.



Rendering of a widened Aramingo Avenue with a new segment of the Frankford Creek Greenway.

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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