

I-95 NEWS 2020

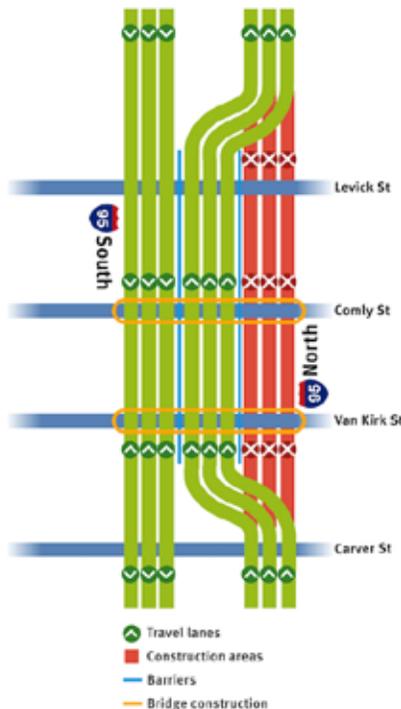
WINTER/SPRING

Two New Work Areas in Philadelphia in 2020

New construction at the Bridge Street (Section BSR) and Betsy Ross Bridge (Section BRI) interchanges begins in early 2020 as reconstruction of the southbound viaduct at Girard Avenue (Section GIR) continues to make significant progress. See page 4 for a GIR update.

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.



Mainline Reconstruction this Spring at the Bridge Street Interchange

Reconstruction of the eight lanes of Interstate 95 at the northern end of the Bridge Street Interchange in Philadelphia begins this spring (2020) between Levick Street and Carver Street, Section BS1. PennDOT awarded a \$79.7 million BS1 contract to the H&K Group of Skippack, Montgomery County, in late 2019.

PennDOT's contractor will start reconstruction of the four northbound lanes in mid-2020 following several months work beginning in early spring to prepare the southbound side and median of I-95 to carry three lanes in each direction through the work zone during the northbound stage of construction.

When northbound reconstruction finishes in fall 2021, the traffic pattern will reverse, shifting vehicles to the rebuilt northbound side for reconstruction of the southbound lanes. Construction on Section BS1 will continue into late 2022.

[More at 95revive.com](http://95revive.com), [Project Area BSR](#).



Section BS1 will reconstruct the I-95 pavement and two bridges at the northern half of the I-95/Bridge Street Interchange.

Ramp Construction in 2020 at the Betsy Ross Bridge Interchange

PennDOT begins work on additional ramp improvements at the I-95/Betsy Ross Bridge Interchange in early 2020. Section BR2 will replace four ramps under a \$93.6 million contract to Buckley & Company of Philadelphia.

Section BR2 will reconstruct:

1. The ramp from northbound I-95 that passes over the Frankford Creek and connects with the bridge: The ramp will be reconstructed a half-at-a-time, allowing one lane of traffic on this ramp during construction.
2. The ramp from the bridge to I-95 south: This ramp will be closed and detoured for approximately 15 months during the middle stage of the two-and-a-half years of BR2 construction.
3. The ramp from the bridge to northbound I-95: This ramp will be closed and detoured for about 10 months during the latter stage of the project.
4. The ramp from Aramingo Avenue to southbound I-95: This ramp also will be closed for about 10 months late in the project as well. The ramp from Aramingo Avenue to northbound I-95, which splits from the ramp structure to southbound I-95, will remain open.



Ramps in red will be reconstructed under Section BR2.

Section BR2 is the second phase of ramp improvements at this interchange. The first were completed in 2017 under the Section BR0 project. Additionally, ramps from the bridge and Aramingo Avenue to northbound I-95 will be rebuilt under the Section BR3 project scheduled to begin in 2023. At the conclusion of BR3, the entire I-95/Betsy Ross Bridge Interchange will have been rebuilt to meet current and future traffic needs through 2050 and beyond.

When BR2 construction finishes in mid-2022, the ramps will be tied in to improvements currently under construction along Aramingo Avenue and Adams Avenue. [See Aramingo Avenue/Adams Avenue Construction Update on page 3.](#)

Two additional construction contracts, Sections BR4 and BR5, will reconstruct almost a mile of I-95's mainline between the Betsy Ross Bridge and Bridge Street interchanges.

In Section BR0 construction that ended in 2017, the rebuilt ramp from southbound I-95 to the Betsy Ross Bridge passes under the new ramp from the bridge to Aramingo Avenue.



Construction Update: Aramingo Avenue and Adams Avenue

At the Betsy Ross Bridge Interchange, work continues through mid-2020 along the northbound side of Aramingo Avenue between Wheatsheaf Lane and Church Street—where it is being widened to include two through lanes and left turn lanes to I-95 ramps and the new Adams Avenue Connector. Construction of the northbound half of a wider bridge over the Frankford Creek is also underway.

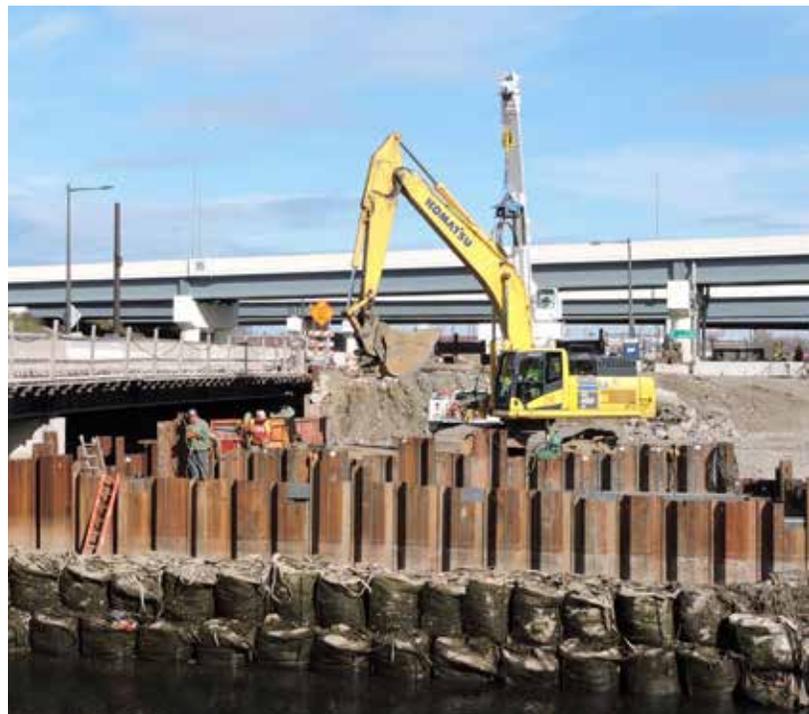
Widening on the southbound side, including the southbound half of the Frankford Creek bridge, finished in late summer 2019 before traffic was shifted onto the southbound lanes and work started on the next stage of construction.

Construction of the new Adams Avenue Connector also continues through mid-2020. The new, half-mile long connection between Torresdale Avenue and the Aramingo Avenue at the interchange will open to traffic at that time.



When the Adams Avenue Connector opens in mid-2020, pedestrians will enjoy a section of new multi-purpose trail and new sidewalks between Torresdale and Aramingo avenues.

Construction will continue through mid-year on the eastern (northbound) half of the new Aramingo Avenue bridge over the Frankford Creek.



Southbound Viaduct Construction at Girard

Construction at the Girard Avenue Interchange in 2020 will continue the process of building the mile-long replacement viaduct carrying southbound I-95 through the interchange.

Workers have been placing concrete deck slabs for the four through lanes of southbound traffic starting at the southern end of the new viaduct at Palmer Street since mid-2019 and progressing north.

Demolition and construction also are underway at the other end of the viaduct beginning at Ann Street and moving south, including replacement of the original off ramp. As the remnants of the structures are demolished, ground crews are building the remaining support piers, setting deck beams and placing section of concrete pavement.

At ground level at the interchange, Aramingo Avenue has been reconstructed between York Street and the under-construction bridge to the on-ramp to southbound I-95 and Delaware Avenue.

With crews at both ends working toward the center, the new viaduct and new southbound off-on ramps, along with other improvements at the interchange, are expected to be in place by late 2021.

Demolition of the southbound off-ramp structure at Girard Avenue improvements to the bridge and retaining wall under Section BS1.



A photo simulation of the reconstructed I-95/Girard Avenue Interchange looking east from Girard Avenue



Demolition of the southbound viaduct at Girard Avenue



Deck construction on a section of the new southbound viaduct at Girard Avenue



Richmond Street Improvements Completed

Construction is substantially completed on a \$32.1 million project that began in 2018 to reconstruct and improve Richmond Street between Ann Street and Westmoreland Street in Philadelphia's Port Richmond neighborhood.

Under the I-95/Section AF1 project, PennDOT reconstructed Richmond Street between Ann Street and Westmoreland Street, replaced water and gas mains and other utilities, improved intersections, built new sidewalks and installed decorative street lights along the corridor. Tracks and power lines for the SEPTA Route 15 trolley also were replaced. Construction of SEPTA's new Westmoreland Loop terminal will finish this spring..

Approximately 60 "street" trees will be planted along Richmond Street this spring to complete the project.

The Section AF1 improvements were the first of four contracts included in the I-95/Section AFC project area that will reconstruct and improve 1.5 miles of I-95 between the Frankford Creek and Allegheny Avenue, including improvements to the interchange at Allegheny/Castor Avenue. The work on Richmond Street was done to improve traffic movement to and from the I-95 interchange both during and after upcoming I-95 reconstruction.

Improved Richmond Street includes new pavement, new sidewalks and curbs, new trolley tracks and wires, trolley platforms at Clearfield Street, new street lights, trees and upgraded utilities.



A utility crew installs a new gas main under Richmond Street.

Residents View Plans for Community Improvements at Open House in Bridesburg

Residents from neighborhoods adjacent to I-95 near the Bridge Street and Betsy Ross Bridge interchanges in Philadelphia saw plans for upcoming I-95 reconstruction and the ways that the rebuilt and modernized interstate will coexist with neighboring communities at a November Open House in Bridesburg. Interacting with more than 60 residents, PennDOT updated the status of the ambitious project and addressed a number of issues and topics of specific interest to their communities, including:

- **No Orthodox Street Off-Ramp:** Based on concerns raised at an earlier public meeting about potential impacts on the community, PennDOT's design team revised preliminary plans so that an I-95 off-ramp at Orthodox Street will not be included in the project.
- **Improved Safety, Efficiency and Infrastructures:** Addressing questions about traffic congestion in the neighborhoods due to the proximity of the interstate, the design team responded that the ideal result of the project, in addition to replacing I-95's deteriorating structures, would be improved safety and, based on projections of a traffic study, reduced congestion and more efficient traffic movement on surface streets.
- **Feedback from the meeting indicated that the public is especially excited about the prospect of new bicycle facilities on the street network that will create new connections and contribute to traffic-calming across the neighborhoods.**
- **More Residential Parking:** Presented with options for using the new public spaces near I-95 that will be created by the reconstruction, the public indicated the need for additional residential parking in the neighborhoods.



PennDOT's engineering consultants field questions and explain details of upcoming improvements to I-95 and to ground-level spaces under and adjacent to the interstate to residents of Bridesburg Frankford and Wissinoming.



New Look I-95 Website

The website chronicling the reconstruction of Interstate 95 in Pennsylvania has a fresh new look. www.95revive.com provides news about current construction on this important north/south arterial as well as information about the ongoing engineering and planning that are at the heart of PennDOT's long term investment in the 52 miles of transportation infrastructure. Check out the site on any device, and while there, subscribe to receive newsletters, travel advisories, meeting notices, quarterly construction updates and more about the ongoing reconstruction of I-95.



A PennDOT consultant (left) discusses the project's environmental features with an Open House attendee.



Attendees were overwhelmingly in favor of using new underpasses as community gateways (1), and incorporating lighting (4), landscaping (3), and architectural surface treatments of abutment walls (2) to enhance the pedestrian experience.



DELAWARE AVENUE



After viewing two options for potential alignments to access Delaware Avenue from Richmond Street, the public indicated a preference for an alignment that navigated around the Boys and Girls Club.

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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