

I-95 INTERCHANGES

Summer/Fall 2007
VOLUME 4, NUMBER 1

www.95revive.com

Edward G. Rendell
Governor
Allen D. Biehler, P.E.
Secretary of
Transportation

REBUILDING THE GIRARD AVENUE AND COTTMAN AVENUE INTERCHANGES

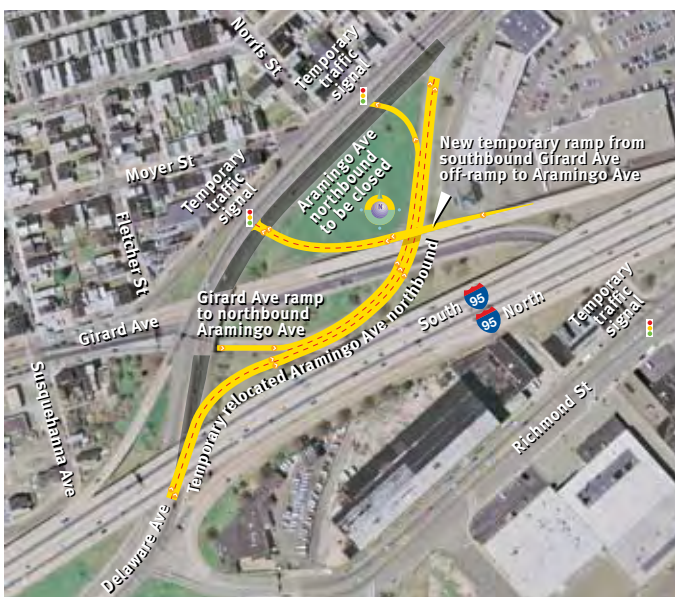
The projects to rebuild the Girard Avenue (GIR) and Cottman Avenue (CPR) interchanges, and the adjoining sections of I-95, are massive and challenging in terms of engineering and constructability.

The expanse, complexity and cost of rebuilding the two interchanges, along with the need to maintain traffic flow during construction, require each project to be completed in phases. The scheduling of the individual phases is being coordinated, although some overlap is likely as one phase transitions into the next.

Construction of the initial phases of both projects will begin in 2008. PennDOT remains committed to completing these much-needed infrastructure improvements to the region's main north-south corridor in as timely a manner as possible.

The traffic control strategy for all of the I-95 projects is to minimize, as much as possible, disruption to motorists, residents and businesses, and to provide a minimum of three lanes in each direction for peak travel times during construction on the interstate.

Temporary Ramp, Road Next Year at Girard Interchange



Above: An aerial view of the Girard Avenue Interchange showing overlays of improvements that will be built in 2008 during the first phase of reconstruction on the interchange

In the first (I-95/GRo) of six contracts to reconstruct three miles of I-95 and the Girard Avenue Interchange, PennDOT in 2008 will build a temporary ramp and new lanes to carry northbound Aramingo Avenue on a new alignment [as shown on the graphic to the left]. The improvements will help move traffic through the interchange area until the latter phases of reconstruction, when direct access to the waterfront will be completed. The temporary southbound off-ramp will improve access to the waterfront by reducing cut-through traffic on local streets.

The Details of GRo

The temporary ramp will be built as an offshoot of the existing off-ramp from I-95 south at Girard Avenue. It will connect traffic from the interstate with southbound Aramingo Avenue and allow it to move directly to the Delaware Avenue waterfront. Existing Aramingo Avenue will be made one-way southbound at its intersection with the temporary ramp, where a temporary signal will control traffic movement. Aramingo Avenue will continue to have two southbound travel lanes.

The newly constructed lanes of Aramingo Avenue will

move northbound traffic between the Delaware Avenue and York Street intersections. Northbound traffic will split at the Delaware Avenue intersection under I-95 north, then merge with the existing ramp that runs from Girard Avenue east to Aramingo Avenue north near Norris Street. Continuing northbound, a short spur will allow traffic to turn left at a temporary signal onto Aramingo Avenue south and continue on to Delaware Avenue or to the existing ramp to I-95 south.

A drainage system—including a detention basin within the interchange—will be built to control runoff. There also will be utility relocations in the GRo project area.

GRo is projected to cost approximately \$8–\$10 million and is expected to be completed in 2008.

2008 GRo Construction Impacts

Construction of Section GRo will be staged without any anticipated road closures or detours, but temporary short-term lane closures may be necessary to complete tie-ins to existing ramps and connecting surface roads.

ON ARAMINGO AVENUE—BETWEEN DELAWARE AVENUE AND YORK STREET

- Periodic lane restrictions for construction activities
- Narrowing and periodic short-term closures for structure work at the I-95 south off-ramp

ON DELAWARE AVENUE

- Periodic lane restrictions at Aramingo Avenue

ON GIRARD AVENUE CONNECTOR—BETWEEN GIRARD AVENUE AND ARAMINGO AVENUE NORTH

- Narrowing for construction of temporary northbound Aramingo Avenue roadway

ON I-95 SOUTH RAMP TO GIRARD AVENUE

- Narrowing for construction activities at temporary ramp

THE RIGHT-OF-WAY PROCESS

PennDOT will purchase a number of full parcels and smaller tracts for the improvements to I-95 at both the Cottman Avenue and Girard Avenue interchanges. Most owners of property slated for purchase for Cottman Avenue improvements already have been contacted by PennDOT or its representatives. The right-of-way Plan for the Girard Avenue project is still being developed.

I-95 NOISE WALLS

Where noise walls will be constructed and the types of walls that will be installed during the Girard Avenue project is still under study. When the studies are completed and approved, PennDOT will present its findings to the community.

Noise studies for the Cottman Avenue project have been completed and are being reviewed by the Federal Highway Administration (FHWA). Following FHWA approval, PennDOT will present its findings to the public in late 2007 or early 2008. Noise walls will be installed during the third phase (CP2) of the CPR project.

What I-95/GIR will accomplish

- Reconstruct three miles of I-95 and 13 bridges
- Increase capacity on I-95 to include a fifth auxiliary lane in each direction between interchanges
- Rebuild the Girard Avenue Interchange
 - Add a southbound off-ramp to Delaware Avenue
- Install noise walls in approved locations
- Improve surface street access to I-95
- Improve surface street traffic movement at the interchange area
- Improve access to the waterfront
- Improve directional signing at the interchange
- Install new Intelligent Transportation Systems (ITS) technology to minimize delays and disruptions on the interstate

Other Phase of I-95/GIR

I-95/GR1: This phase includes all major utility work and most of the surface street improvements and relocations, including work on Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. GR1 is projected for construction in spring 2009. A temporary detour road, for use during work at the interchange in later phases, will be constructed through Conrail's Port Richmond Yard.

GR1 also will include work on the Girard Avenue trolley bridge, replacement of the bridges carrying Conrail over relocated Richmond Street, and replacement of associated retaining walls along Richmond Street and the detour road. SEPTA's Route 15 trolley also will be re-routed during this phase.

I-95/GR2 through GR5: The mainline of I-95 and the interchange ramps at Girard Avenue will be reconstructed under these four phases. I-95 will be widened and reconstructed to add a fifth, continuous off-on lane between interchanges and to provide wider shoulders for improved safety. Minor ramp work also will take place at the Allegheny Avenue and Vine Street interchanges. These phases are projected to be under construction from 2009 until 2016. The estimated total cost of all GIR projects is \$450 million.

Ramp, Surface Street Construction in Tacony in 2008

PennDOT begins the first of three phases of the project to reconstruct I-95's Cottman Avenue Interchange (I-95/CPR) in 2008 when work begins on two new on-ramps and improvements to surface streets at the busy interchange. This first phase, CP1 and estimated at \$25 million, is scheduled to start next spring.

The Details of CP1

CP1 includes construction of a new southbound on-ramp from State Road and a new northbound on-ramp from Milnor Street. The Milnor Street ramp will allow northbound access from the river-side of the highway, reducing truck and other traffic in adjacent residential areas.

The existing southbound on-ramp from Princeton Avenue also will be removed under CP1 once the new State Road ramp is functioning. Removing the on-ramp will set the stage for Princeton Avenue to be converted to a two-way road east of Torresdale Avenue. PennDOT also will install bicycle lanes, new sidewalks and traffic calming measures to remake Princeton Avenue into a street that primarily serves the community.

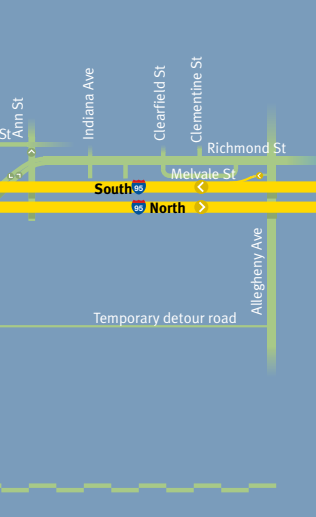
The improvements on Princeton Avenue also will enhance the connection between the surrounding neighborhood and the riverfront once the entire interchange project is completed.

Other changes under CP1 will help to move drivers to and from the interstate by channeling traffic along streets that lead to the interchange.

Cottman Avenue will be converted to a two-way street—one lane eastbound, two lanes westbound—from Torresdale Avenue to State Road, and re-designated as Route 73 east- and westbound. Clearance under the AMTRAK bridge, west of State Road, will be increased to 14 feet 6 inches to accommodate commercial vehicles.

State Road will be widened to include an additional southbound lane between Princeton and Cottman avenues. On-street parking will be retained on the northbound side.





CPR AND ENGINE 38

Construction of the new on-ramp from State Road at Longshore Avenue requires that PFD Engine 38 be relocated during the I-95/CP1 project. PennDOT has met with City and elected officials and neighborhood representatives about Engine 38, and the City remains committed to keeping the facility in the community. While PennDOT will compensate the City for the property, Philadelphia has full jurisdiction over everything else related to relocation of the fire station.

2008 CP1 Construction Impacts

ON PRINCETON AVENUE—BETWEEN TORRESDALE AVENUE AND STATE ROAD

ON COTTMAN AVENUE—BETWEEN TORRESDALE AVENUE AND STATE ROAD

ON STATE ROAD—BETWEEN LONGSHORE AVENUE AND COTTMAN AVENUE.

ON NEW STATE ROAD—BETWEEN LONGSHORE AVENUE AND STATE ROAD

- Periodic lane closures
- No parking in construction areas at times
- Limited pedestrian/sidewalk access at times

ON MILNOR STREET

- Periodic lane restrictions for construction of I-95 north on-ramp

ON PRINCETON AVENUE SOUTHBOUND ON-RAMP

- Shortened merge onto mainline expressway

What I-95/CPR will accomplish

- Reconstruct 1.4 miles of I-95 and eight bridges
- Increase capacity on I-95 to include a fourth auxiliary lane in each direction between interchanges
- Install noise walls southbound in approved locations
- Rebuild the Cottman Avenue Interchange
 - Add a southbound on-ramp from Cottman Avenue
 - Add a northbound on-ramp from Milnor Street
 - Add a southbound on-ramp from State Road to replace Princeton Avenue ramp
- Improve surface street access to and from I-95 and remove some commercial traffic from local street system
- Improve access to the waterfront by rebuilding Princeton Avenue from I-95 to Milnor Street
- Improve directional signing at the interchange
- Install new Intelligent Transportation Systems (ITS) technology to minimize delays and disruptions on the interstate

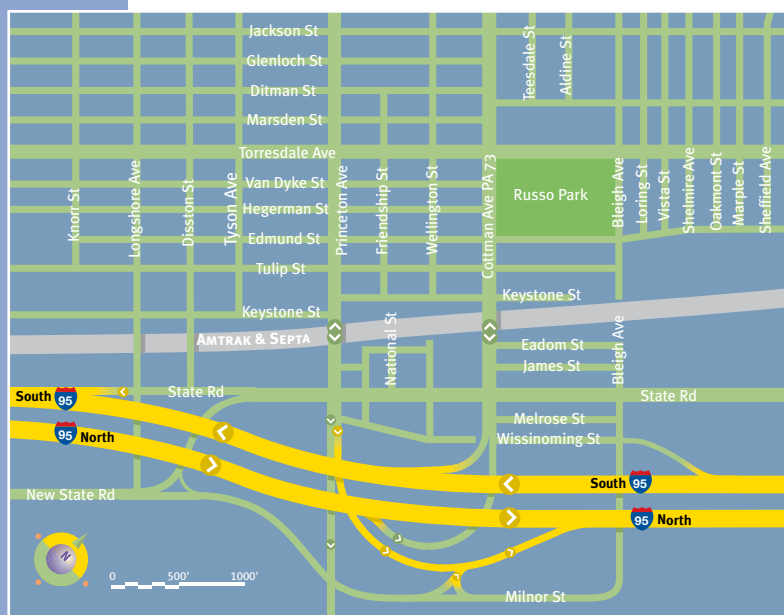
Other Phases of I-95/CPR

I-95/CP1: The second phase of the Cottman Avenue Interchange project, CPU, will focus on relocating Philadelphia's water and sewer mains under Wissinoming Street, along with improvements to Milnor Street and Bleigh Avenue. This phase is projected to go to construction in late 2008.

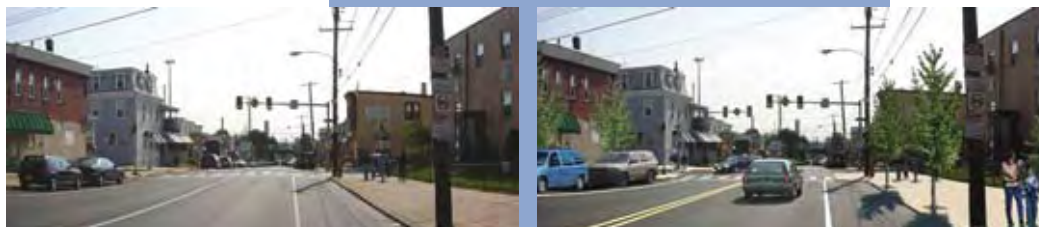
I-95/CP2: This is the final and largest segment of the overall project. This contract will widen and reconstruct 1.4 miles of I-95, including eight bridges, from the overpass at State Road to the Levick Street bridge. Wider shoulders also will be provided for improved safety.

In addition to rebuilding the pavement and adding a fourth lane in each direction, CP2 improvements include construction of a new southbound on-ramp from Cottman Avenue and upgrades to the remaining original off-ramps. This last phase is scheduled to begin at the completion of CP1 and CPU.

PennDOT expects that there will be construction in the Cottman-Princeton area until 2012. The estimated total cost of all CPR projects is \$150 million.



Above: Improvements to the I-95/Cottman Avenue Interchange



Princeton Avenue before (far left) and after (left) completion of the I-95/Cottman Avenue Interchange Improvement Project

I-95 INTERCHANGES

Before and After



Above: Princeton Avenue with and without the southbound on-ramp. The Princeton Avenue ramp is being replaced by the State Road on-ramp (below).



Above : State Road without and with the new southbound on-ramp to I-95

Website/Mailing List

If you would like to be added to the Interchanges mailing list, go to the project website, www.95revive.com, or complete and send the form provided below to:

Project Manager I-95
Pennsylvania Department of Transportation
7000 Geerdes Boulevard
King of Prussia PA 19406
610.205.6846

Name

Address

Apt. #

City

State

Zip

Organization (if applicable)

Published by:

Pennsylvania Department of Transportation
Engineering District 6-o

Elaine Elbich, P.E., *Project Manager*

