

PennDOT expands long-term program to reconstruct entire I-95 corridor

PennDOT is advancing its long-range effort to reconstruct I-95 in Pennsylvania. While several interchanges in Philadelphia are currently being redesigned or reconstructed, PennDOT is planning for the future reconstruction of the remainder of I-95 in Philadelphia, Delaware and Bucks counties.

PennDOT's program manager for planning and managing the reconstruction of the entire 51 miles of I-95 in Pennsylvania is currently developing innovative strategies to identify alternative approaches to fund, design and reconstruct I-95 efficiently and effectively. Workshops with local agencies are now underway to develop and share these innovative strategies. Results from the workshops will be incorporated into the individual I-95 projects. Meanwhile, work continues on the design and construction for the current projects on I-95 from Cottman Avenue to Interstate 676.

Ground-level improvements included in Girard Avenue and Cottman Avenue Interchange projects

Working through a Sustainable Action Committee (SAC) made up of planners and representatives of local civic and community groups, PennDOT is including a number of sustainable initiatives in the areas of the Girard Avenue and Cottman Avenue interchanges and in locations of other projects north of Interstate 676.

By adding ground-level enhancements such as green spaces, pedestrian access, landscaping, lighting and public art, this cooperative effort will bring cost-effective quality of life improvements to the communities and waterfront areas adjacent to I-95.

Read more, and get involved, at www.95sustain.com.



Among the sustainable initiatives being implemented on all I-95 projects is the use of cost-effective concrete "form liners" to create aesthetic finishes on otherwise plain walls, as shown in these renderings of improvements at the Girard Avenue (top) and Cottman Avenue (bottom) interchanges.

Commuter Information

Headlights, taillights on in posted work zones. Double fines, license suspension for speeding in work zones.

PennDOT Information
610.205.6700

PennDOT Website
www.dot.state.pa.us

PennDOT Roadway Maintenance Hotline
1.800.FIX.ROAD
(1.800.349.7623)

SEPTA
215-580-7800
www.septa.org

Share-a-Ride
www.pacarpool.com

Park & Ride Locations
www.dvrpc.org/Mobility-Alternatives/Park-n-Ride.htm

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Construction to begin on next phase of improvements at Girard Avenue Interchange

PennDOT starts four years of construction this fall to rebuild sections of Richmond Street and Girard Avenue, replace the Conrail bridges over Richmond Street near Lehigh Avenue and construct other changes to improve traffic flow and access at the I-95/Girard Avenue Interchange.

The project (Section GR1) is the second of six contracts to rebuild and improve the interchange and adjacent segments of I-95.

HERE'S WHAT WILL BE DONE OVER THE NEXT YEAR AT THE GIRARD AVENUE INTERCHANGE

Initial construction will rebuild and widen Richmond Street on its current alignment between Aramingo Avenue and Cumberland Street and reconstruct the Girard Avenue bridge over northbound Aramingo Avenue.

On Richmond Street, crews will first widen the area along the northbound (east) shoulder from Aramingo Avenue to Cumberland Street to create travel lanes that will then be used to carry traffic when the existing southbound (west) side of Richmond Street is rebuilt beginning in late 2013. *Continued on page 2*

Section GR1 improvements will transform parts of Richmond Street, as seen in this rendering, into a pedestrian and bicycle friendly buffer between I-95 and the Delaware River waterfront.



Construction to begin on next phase of improvements at Girard Avenue Interchange *Continued from page 1*

From Cumberland to Ann streets, where a widened Richmond Street will be built on a new alignment to the east, utility work will dominate the first two years of the project. Once the subsurface utility ducts, lines and pipes are in place, crews will begin building the new Conrail bridges and rail facilities over Richmond Street.

On Girard Avenue, construction will be underway this fall to rehabilitate the bridge over Aramingo Avenue between Fletcher and Richmond streets. The bridge work will be done a-half-at-a-time, with northbound bridge traffic maintained on the overpass and southbound bridge traffic detoured during construction. Access to I-95 will be maintained.

Construction in 2013 and beyond will finish the roadway and intersection improvements on Richmond Street, complete improvements to the Girard Avenue span and build the new Conrail bridges and related railway work.

At the end of Section GR1 construction in 2015, Richmond Street will be one lane in each direction with a center lane for left turns at intersecting streets between Cumberland and Ann streets. In addition, the rebuilt Richmond Street will have sidewalks and dedicated bicycle lanes on both sides. Richmond Street is being improved to accommodate new I-95 ramps and other upgrades that will be built during subsequent stages of the overall project.

I-95/GR1 Traffic Impacts

- One lane maintained in each direction on Richmond Street through 2013;
- Richmond Street detoured between Lehigh Avenue and Ann Street 2014 through 2015;
- Detour southbound Girard Avenue between Fletcher and Richmond streets;
- SEPTA (www.septa.org) will use buses for the Route 15 trolley north of Girard Station during construction;
- Detour the Richmond Street bicycle route (PA Bicycle Route E); and
- Maintain access to all businesses.

For more details on Section GR1 and other I-95 projects, go to www.95revive.com.



GR1 improvements include the low-hanging Conrail construction of four smaller bridges to replace overpasses on Richmond Street near Lehigh Avenue.

I-95 construction set for next spring at Cottman Avenue Interchange

Bids are due this fall for the second (Section CP2) of two stages of reconstruction of I-95 at the Cottman Avenue Interchange, with work expected to start in spring 2012 to finish improvements at the interchange and rebuild 1.4 miles of the mainline expressway.

WHAT WILL BE DONE OVER THE NEXT YEAR AT THE COTTMAN AVENUE INTERCHANGE

On I-95: The first 18 months of the project will prepare the shoulders and median to carry vehicles in shifting traffic patterns during subsequent stages of rebuilding the interstate in 2013 through 2015. The rebuilt shoulders and median will allow PennDOT to maintain three travel lanes in each direction during peak commuter times.

Construction in 2012 also may take place on the southbound off-ramp to Bleigh Avenue, which will be widened and reconstructed.

In 2012 and beyond, utility construction will close Wissinoming Street between Cottman and Princeton avenues. Utility work also may take place on Bleigh, Cottman, Princeton, Longshore, Magee and Unruh avenues east of State Road.

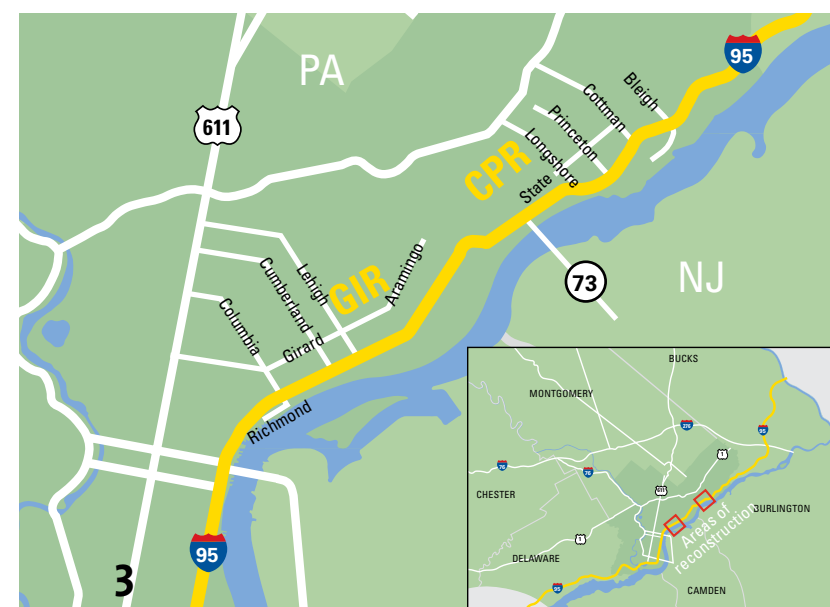
Some buildings on Wissinoming Street and State Road between Cottman and Princeton avenues will be removed for construction of a new on-ramp to southbound I-95.

Work in 2013 and beyond will rebuild the I-95 pavement between Bleigh Avenue and Levick Street, construct the new southbound on-ramp from Cottman Avenue, finish widening the southbound off-ramp to Bleigh Avenue, extend Princeton Avenue through to Milnor Street and complete other improvements to the interchange area.

CP2 Traffic Impacts in 2012

- Periodic nighttime, weekend and off-peak lane closures on I-95;
- Wissinoming Street will close permanently between Cottman and Princeton avenues; and
- Lane closures and detours on Bleigh, Cottman, Princeton, Longshore, Magee and Unruh avenues east of State Road.

For details on Section CPR and other I-95 projects, go to www.95revive.com.



Regional map shows the GIR (at left) and CPR (at right) project areas along I-95 in Philadelphia.

ITS on I-95

Included in PennDOT's Section CP2 and GR1 contracts are Intelligent Transportation System (ITS) components that will be integrated into the region's Traffic Management System.

Travel time readers and sensors, along with 31 electronic message boards to alert commuters about incidents on the interstate, will be installed on I-95 and surface streets in the vicinity of the Cottman Avenue and Girard Avenue interchanges.

PennDOT is nearing completion on three federally-funded projects worth \$54.1 million to install ITS equipment on I-95 and other highways in the region to enhance incident response and to provide valuable traveler information. Similar ITS components will be included in later stages of Girard Avenue Interchange improvements and in other projects on I-95 in Pennsylvania.

Read more about this at www.95revive.com.



CP2 improvements include reconstruction of the southbound ramp and intersection at Bleigh Avenue, as shown in this rendering.

Electronic message boards, as shown in the picture on the right, will be installed on I-95 and surface streets at the Cottman Avenue and Girard Avenue interchanges.

New traffic patterns will be in place this fall on several surface roads at the I-95/Cottman Avenue Interchange. For more information, including a downloadable map showing the changes, go to www.95revive.com.



New Traffic Patterns at Cottman Avenue Interchange

