



I-95/GIR FACT SHEET

Interstate 95 Section GIR - Girard Avenue Interchange Improvement Project *City of Philadelphia*

WHAT

PennDOT has moved four of six contracts to construction to rebuild three miles of Interstate 95 from Race Street to just south of Allegheny Avenue and reconstruct the interchange at Girard Avenue in Philadelphia.

TOTAL CONSTRUCTION COST

The total construction cost to rebuild I-95 in the area of the Girard Avenue Interchange is estimated at over \$900 million.

I-95 GIR IMPROVEMENT PLAN

Rebuilding three miles of I-95 to eliminate lane drops at the Girard Avenue Interchange and provide four continuous lanes in each direction. The first of four mainline construction phases began in 2012 and the entire program is expected to finish in 2025. Under these phases, PennDOT will replace and rehabilitate aging bridges on I-95 that were built in the mid-to-late 1960s. Bridges comprise approximately two miles of the project's three-mile length. In addition, an auxiliary lane will be provided in each direction to connect entrance and exit ramps with I-95 between the interchanges at I-676, Girard Avenue and Allegheny Avenue. I-95's existing shoulder widths also will be replaced with full-width shoulders along most of the highway. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety.

BRIDGE REPLACEMENTS

PennDOT will replace or rehabilitate 30 mainline bridges along the three miles of I-95; replace four bridges on ramps at the Girard Avenue Interchange; replace two bridges on adjacent local streets; and reconstruct four Conrail bridges over relocated Richmond Street.

INTERCHANGE IMPROVEMENT

The Girard Avenue Interchange will be reconfigured to improve access, operation and safety beginning in 2014 and continuing through later phases of construction. The configuration of the I-95/I-676 Interchange will not change, but the I-676 North on-ramp and I-95 South off-ramp will be widened by one lane to improve capacity and operation at the interchange. No existing interchange moves will be eliminated and access will be maintained to all surface streets. Pedestrian, bicycle and transit facilities along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue will be enhanced as



part of this project and will complement the city's approved Waterfront Master Plan by improving neighborhood connections to the Delaware River. In June 2010, PennDOT opened a temporary ramp to provide direct access from I-95 South to Delaware Avenue and reduce through traffic in the neighborhoods.

SUSTAINABLE ACTION COMMITTEE (SAC)

PennDOT formed a Sustainable Action Committee (SAC) for the I-95 Girard Avenue Interchange Project to integrate ground-level improvements identified by various Delaware River waterfront planning initiatives. The SAC is comprised of community and business groups, non-profit organizations and public agencies active in the project area. The groups advise PennDOT on how to soften the barrier created by the I-95's original construction, to reconnect communities to the waterfront, create new public spaces, and incorporate green infrastructure into the design.

I-95 Section GR0

I-95 GR0 (Completed): In 2009-10, PennDOT built a temporary off-ramp from I-95 South at the Girard Avenue Interchange to improve access between the highway and the waterfront area along Delaware Avenue. The ramp takes southbound I-95 drivers directly to southbound Aramingo Avenue, from which motorists can reach Delaware Avenue. This \$8.8 million project also included the relocation of northbound Aramingo Avenue through the Girard Avenue Interchange.

I-95 Section GR1

I-95 GR1 (In Construction): PennDOT's contractor, James J. Anderson Construction Company, Inc. of Philadelphia, started work in Dec. 2011 on a \$91.3 million contract to improve Richmond Street and Girard Avenue, replace bridges and relocate several major utility lines near the I-95 Girard Avenue Interchange in preparation for the ultimate reconstruction and widening of mainline I-95 in future phases. This contract is scheduled to finish in 2016. This contract is financed with 80 percent federal and 20 percent state funds. Crews will:

- Reconstruct and widen Richmond Street on its existing alignment between Aramingo Avenue and Cumberland Street;
- Reconstruct and widen Richmond Street on a new alignment to the east between Cumberland and Ann streets;
- Replace two large Conrail bridges over Richmond Street near Lehigh Avenue with four new structures and new Conrail tracks at the Port Richmond yard;
- Replace the superstructure on the Girard Avenue bridge over northbound Aramingo Avenue;
- Relocate critical utilities along Richmond Street and adjacent streets to the west;



- Improve intersections on Richmond Street at Girard Avenue, Cumberland Street, Sergeant Street, Huntingdon Street, Lehigh Avenue, Somerset Street, Cambria Street and Ann Street;
- Construct Richmond Street streetscape enhancements that consist of street trees, storm water tree vaults, meadow grass, LED street lights, green-painted bicycle lanes, and new retaining walls with aesthetic treatments along Conrail property; and
- Deploy Intelligent Transportation Systems (ITS) components -- dynamic message signs, highway cameras, incident detectors and travel-time sensors -- along arterial routes adjacent to I-95 between the Broad Street and Betsy Ross Bridge interchanges.

I-95 Section GR2

I-95 GR2 (In Construction): Construction began in October 2012 on the \$39,259,503 project to rebuild 1,200 feet of I-95 south of the Girard Avenue Interchange. This contract will finish in 2015. James J. Anderson Construction Company, Inc. of Philadelphia is the general contractor. The project includes:

- Widening and rebuilding 1,200 feet of I-95 from south of Shackamaxon Street to north of Columbia Avenue to provide four lanes in each direction and a fifth auxiliary lane for future ramp traffic entering and exiting I-95 between the Girard Avenue and Interstate 676;
- Demolishing and rebuilding I-95 bridges over Shackamaxon Street, Marlborough Street and Columbia Avenue;
- Building five retaining walls to support embankments;
- Constructing three overhead sign structures;
- Installing sound walls with clear acrylic panels at the top to preserve views of the river and views from surrounding neighborhoods; and
- Building sustainable enhancements adjacent to and beneath I-95, including public art, low-maintenance landscaping, progressive storm water management devices, LED street and underpass lighting, and thematic form-liners for decorative treatment of bridge abutment walls.

I-95 Section GR3

I-95 GR 3 (Starting Construction): Construction is starting in spring 2014 on the \$211.7 million contract to reconstruct and widen northbound I-95 from Columbia Avenue to north of Ann Street in multiple stages. The project is scheduled to finish in summer 2018. This contract includes the closure and reconstruction of the northbound Girard Avenue Interchange ramps. The existing northbound I-95 off-ramp will remain open until the new off-ramp is completed, which eliminates a detour for this move. The northbound on-ramp will be closed and detoured during construction. The project includes:

- Demolition and reconstruction of several bridges, including:
 - I-95 NB over Palmer Street to Cumberland Street;



- I-95 NB over Cumberland Street to Lehigh Avenue;
- I-95 NB over Lehigh Avenue to Ann Street;
- I-95 NB off-ramp (Ramp E); and
- I-95 NB on-ramp (Ramp A).
- Construction of three retaining walls and numerous signs structures;
- Delaware Avenue reconstruction between Columbia and Aramingo avenues;
- Construction of two new direct outfall pipes to separate storm water to the Delaware River;
- Installation of sound walls;
- Reconfiguration of the intersection of Delaware Avenue, Richmond Street and Aramingo Avenue;
- Relocation of the median parking lot near Columbia Avenue to the west side of Delaware Avenue while creating public spaces;
- Installation of LED street lights on Delaware Avenue and the new parking area at Columbia Avenue;
- Planting street trees along Delaware Avenue and landscaping the median and the new parking area with species native to the area and tolerant of the urban environment;
- Relocating critical utilities along Delaware Avenue and adjacent city streets; and
- Incorporating thematic form liners on abutment and retaining wall surfaces.

I-95 Section GR4

I-95 GR 4 (In Design): Construction is expected to begin in approximately four years to reconstruct and widen southbound I-95 from Columbia Avenue to north of Ann Street in multiple stages. This contract includes the closure and rebuilding of the southbound Girard Avenue Interchange ramps. Specifically, this phase will include demolition and reconstruction of the following bridges:

- I-95 SB over Lehigh Avenue to Ann Street
- I-95 SB over Cumberland Street to Lehigh Avenue
- I-95 SB over Palmer Street to Cumberland Street
- I-95 SB off-ramp to Girard Avenue
- I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue
- I-95 SB on-ramp
- Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A

This phase also includes the completion of surface street tie-ins with the southbound ramps; construction of retaining walls and sound walls; improvement of Aramingo Avenue between Delaware Avenue and Cumberland Street; LED underpass and understructure lighting; thematic form liners on structure surfaces; and the creation of an extensive storm water management park within the interchange and beneath I-95.



I-95 Section GR5

I-95 GR5 (In Design): Construction is expected to start in approximately five to six years to reconstruct, rehabilitate and widen I-95 between Race Street and Shackamaxon Street in multiple stages. This contract will include the reconstruction of the northern ramp connections between I-95 and I-676, and the improvement of the following bridges:

- I-95 NB over Race Street (bridge deck replacement and rehabilitation);
- I-95 NB over Callowhill Street (bridge deck replacement);
- I-95 SB over Race Street (bridge deck replacement and rehabilitation);
- I-95 SB over Callowhill Street (bridge deck replacement);
- I-95 over Spring Garden Street (bridge superstructure replacement, rehabilitation and widening);
- I-95 over Fairmount Avenue (complete replacement);
- I-95 over Brown Street (complete replacement); and
- I-95 over Ellen Street to Frankford Avenue (superstructure replacement, rehabilitation and widening)

This phase also includes building retaining walls, sound walls and new pavement. An earlier stage of this contract may include surface street relocation work along Poplar Street, New Market Street, Front Street and Laurel Street to make room for I-95 improvements.

TRAFFIC VOLUME

I-95 in the area of the Girard Avenue Interchange is one of the most heavily traveled stretches of I-95 in Pennsylvania, presently carrying approximately 160,000 vehicles per day. The projected traffic volume in 2030 is approximately 228,000 vehicles a day.

SEPTA TROLLEY SERVICE

SEPTA's Route 15 trolley has been temporarily removed from Girard Avenue through Richmond Street for construction. Busses are now being used to service Route 15 riders during construction. For more transit information visit www.septa.org.

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