

I-95news

2012

Summer 2012

Stay current with construction at the Cottman Avenue and Girard Avenue interchanges at www.95revive.com.

Final Half of Cottman Interchange Project Starts

Construction starts this summer on the second and final phase of the Interstate 95 Cottman/Princeton Interchange reconstruction, a five-year, \$212 million project that is the largest single construction contract in PennDOT's history.

Initial construction activities will focus on subsurface utility work on streets in the interchange area in Tacony. Some preparatory work also may take place on I-95's shoulders in mid-to-late 2013, but the majority of widening and reconstruction on 1.4 miles of I-95 is not expected to begin until 2014.

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A rendering (top) shows improvements to the southbound I-95 off-ramp at Bleigh Avenue that will be completed under the second phase of construction at the I-95/Cottman Avenue Interchange. Bottom inset shows the ramp as it now appears.



Final Half of Cottman Interchange Project Starts *Continued from page 1*

Here's what will be done over the next year at the Cottman Avenue Interchange

Construction wrapped up this summer on the project's first phase (I-95/CP1) with completion of the new northbound ramp from Milnor Street. The new ramp will help move vehicles east of the highway onto I-95 north, easing the traffic load on neighborhood streets west of I-95.

In late summer, buildings along Wissinoming Street between Cottman and Princeton avenues will be taken down. This will clear the way for excavation and installation of large underground water and sewer lines that ultimately will be connected to the mains beneath Bleigh Avenue in 2014.

Additionally, PennDOT will improve the interchange's storm water management system by extending large drainage pipes under several city streets east of I-95 to outlets in the Delaware River. This work will start in 2012 with construction of the outlet ends of the pipes at the river's edge. Pipes will be installed under Bleigh, Cottman and Princeton avenues east of Milnor Street, and beneath Longshore, Unruh and Magee avenues east of New State Road in 2013.

Traffic Impacts on Surface Streets in 2012, 2013

- Wissinoming Street—Closed permanently between Cottman and Princeton avenues
- Cottman, Princeton, Bleigh, Longshore, Unruh and Magee avenues—Single lane east of I-95

Components for I-95's Intelligent Transportation Systems also will be added during the first two years of construction. Traffic cameras and related hardware will be installed along Tacony Street, State Road and on I-95 in the project area.

On I-95 in 2013

As demolition and utility work progress at street level, construction crews will mobilize on I-95 to prepare the interstate to maintain three lanes of traffic in each direction during the three stages of rebuilding the travel lanes, median, ramps and bridges in 2014 through 2017.



PennDOT will install new water and sewer lines as part of the second phase of the I-95/Cottman Avenue project.

PennDOT currently has five major projects in varying stages of design and construction between I-676 and Cottman Avenue in Philadelphia.

Minor repairs to the existing pavement, ramps and shoulders will prepare the outside portions of northbound and southbound I-95 to support traffic, especially commercial vehicles, during reconstruction between Bleigh Avenue and Levick Street.

Traffic Impacts on I-95 in 2013

- Periodic single lane closures Monday thru Fridays, 9 a.m. to 3 p.m., 9 p.m. to 5 a.m.
- Periodic single lane closures non-holiday weekends, 10 p.m. Fridays to 5 a.m. Mondays

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

Work at Girard Avenue Progressing Along Richmond Street

Construction that started in late 2011 on the second (I-95/GR1) of six phases of improvements to the I-95/Girard Avenue Interchange has focused on excavation and utility work on surface streets in the interchange area.

Water, gas, sewer and other utility contractors are presently working on Richmond Street between Delaware Avenue and Cumberland Street. Utility placement, excavation and construction of a new retaining wall also are underway in the area behind the existing retaining wall along Richmond Street between Cumberland Street and Lehigh Avenue.

Richmond Street is being relocated east of its current alignment to make room for improvements to the northbound side of I-95 under a later phase of the I-95/Girard Avenue Interchange project.

Utility construction will finish in the Port Richmond neighborhood immediately west of I-95, where new gas, water and sewer lines are being installed in the area bounded by Richmond and Thompson streets, and Lehigh Avenue and Ann Street. Additional work by PECO Energy and Verizon also is taking place this summer in the area bounded by Lehigh Avenue and Cambria Street, and Salmon and Richmond streets.

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



Richmond Street is being relocated to this area east of the existing road between Cumberland Street and Lehigh Avenue. A long

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Installation of a new gas main on Edgemont Street: PennDOT is providing new gas, water and sewer mains beneath a number of surface streets near the Girard Avenue Interchange.

Girard Avenue bridge closed, on-ramp reopens

PennDOT reopened the closed ramp from Girard Avenue to I-95 north as part of a revised plan to replace the superstructure of the Girard Avenue bridge over the new northbound Aramingo Avenue. Temporary traffic signals have been installed where Girard Avenue crosses northbound Aramingo Avenue. The new bridge is expected to be reopened to traffic in mid-2013.



Workers install temporary signals at Girard Avenue and Aramingo Avenue north to provide access to the reopened northbound on-ramp.



Retaining wall is being constructed to support the embankment for the relocated road.

Traffic Management Enhancements on I-95

Current construction at the Girard Avenue Interchange area also includes installation of additional Intelligent Transportation Systems (ITS) hardware, including traffic cameras and travel time sensors on I-95 at the Betsy Ross, Ben Franklin, Walt Whitman and Commodore Barry bridges. The components will upgrade both the City's and PennDOT's regional traffic management centers that provide motorists on the area's expressways and primary highways with real time traffic information.

Construction on I-95 Near Girard Interchange on the Way

The next contract in the I-95/ Girard Avenue Interchange Improvement Project is scheduled to go to bid late this summer. Work is expected to start on this third phase (I-95, Section GR2) of the six-phase project late this year or early next year.

Section GR2 will widen and rebuild I-95 and three of its bridges from south of Shackamaxon Street to north of Columbia Avenue. Go to www.95revive.com for more details.



Design Continues on Three Other Projects between Girard and Cottman

As construction expands at the Cottman Avenue (Section CPR) and Girard Avenue (Section GIR) interchanges, engineering teams are moving forward on three other projects to rebuild I-95 between those interchanges.

Reconstruction in the vicinity of the Bridge Street Interchange (Section BSR, Levick Street to Margaret Street) is now in the final design stage, with the first of three phases of the project headed for construction by 2015.

PennDOT met earlier this year with owners whose properties may be impacted by construction. Attendees were informed of the process that will be used to purchase the land needed for improvements to the interchange, I-95's mainline, Aramingo Avenue and other surface streets in the vicinity.

Later this year, PennDOT will form a Sustainable Action Committee (SAC) with community groups in the Bridge Street project area to guide discussion on affordable quality-of-life improvements to the spaces beneath I-95 that may be incorporated into construction.



Also in final design is the first phase of the project to rebuild I-95 at the Betsy Ross Bridge Interchange (Section BRI, Margaret Street to Wheatsheaf Lane). Initial construction in 2015 will focus on the ramps to and from the bridge and Aramingo Avenue. The remaining phases to rebuild the northbound and southbound lanes of I-95 are in the preliminary engineering stage.

Also in preliminary engineering is the section of I-95 south of the bridge that includes the Allegheny Avenue and Castor Avenue ramps (Section AFC, Ann Street to Wheatsheaf Lane). Preliminary engineering includes development of conceptual plans, traffic models and required studies (environmental, historical, archaeological, etc.). Construction on Section AFC is expected to begin in approximately five years.

Commuter Information

Headlights, taillights on in posted work zones.

Double fines, license suspension for speeding in work zones.

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