

I-95 Girard Point Bridge Improvement Project

www.penndot.pa.gov/i95GirardPoint



Existing Bridge

Existing Bridge Statistics

User Profile:

Primarily commuters

Built:

Late 1960s/Early 1970s

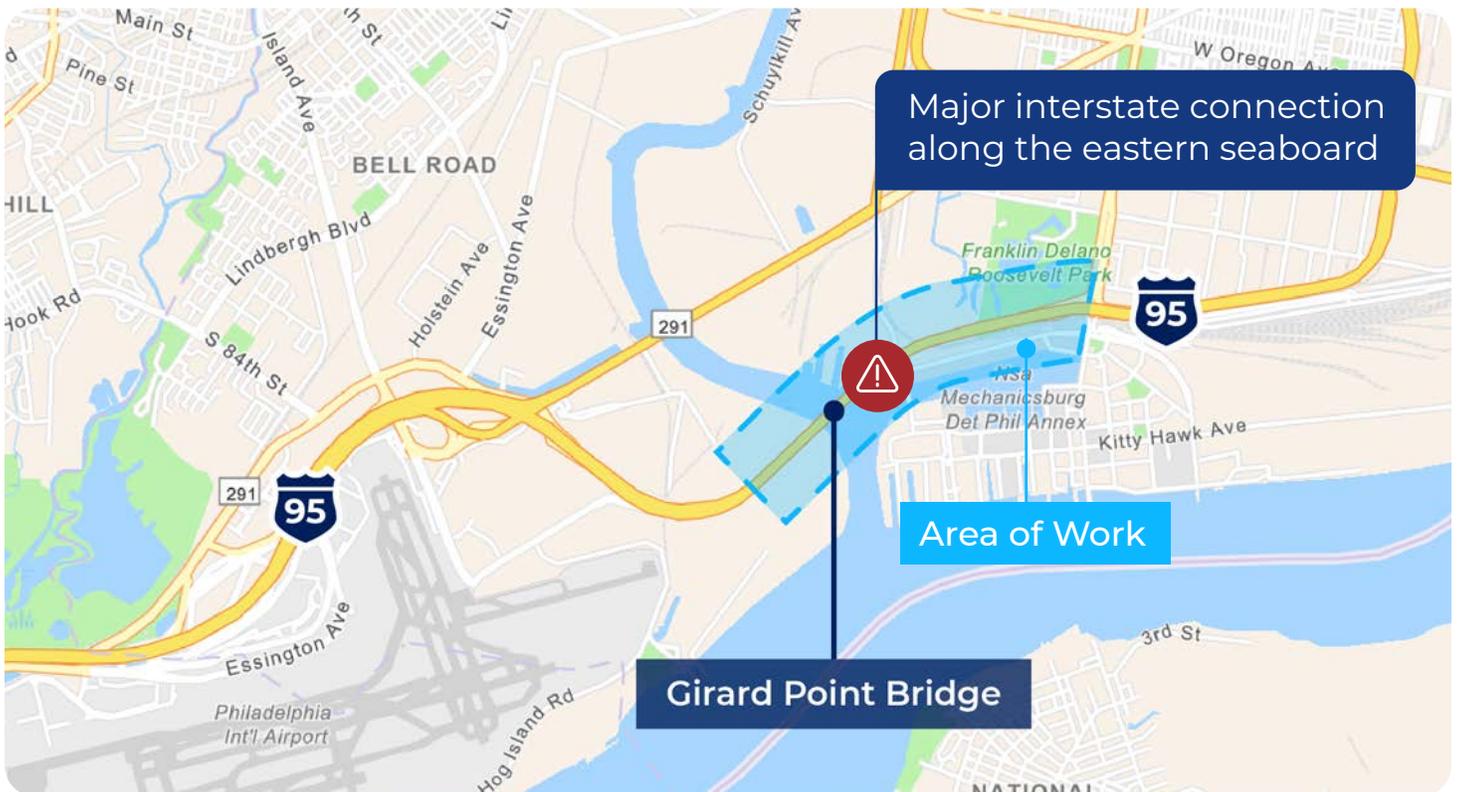
Average Daily Traffic

148,500 vehicles per day

Truck Traffic

6% of total vehicles

Why do we need to fix this bridge?



Major interstate connection along the eastern seaboard

Area of Work

Girard Point Bridge



Why Girard Point Bridge?

Overview

The purpose of the I-95 Girard Point Bridge Improvement Project is to ensure that this bridge, which is an essential transportation facility for the Philadelphia metropolitan region, continues to provide a safe and reliable crossing over the Schuylkill River, and to improve the adjacent approach structures and pavement between Island Avenue and the Philadelphia Navy Yard.

The project is intended to provide a smoother driving experience, enhanced safety, improved access to the adjacent Philadelphia International Airport and Navy Yard and to keep the bridge in sound structural condition.

Why

- Major connection in the interstate system that links the Philadelphia International Airport and Navy Yard as well as Delaware County and Philadelphia.
- Connects travelers, deliveries and more throughout the eastern seaboard.
- Rehabilitation will increase the remaining service life of the structures and will improve the overall bridge condition rating.

How will this benefit your region?

- Accommodate future growth in traffic volumes
- Benefits to freight travel
- Reliable transportation — less frequent repairs and maintenance

Revenue generated from bridge toll goes back into the Girard Point Bridge.

Estimated Construction Cost: \$650 million – \$800 million

The I-95 Girard Point Bridge Improvement Project is critical and needs to be completed. If the Girard Point Bridge is funded by bridge tolling, funds would be freed up to allow other critical projects to continue to move forward in the region.

PennDOT’s Major Bridge P3 Initiative is anticipated to invest approximately \$2.5 billion in the replacement and rehabilitation of major bridges across the state. Funding these bridges with tolls could free up enough funds* to either:

- Repave ~2,500 miles of highways
- or
- Build ~960 miles of new highway lanes
- or
- Replace ~8,600 miles of guiderail

* Based on 2020 infrastructure costs