

State Eliminates 3d Ramp On Rte. I-95 in South Phila.

By RAY HOLTON
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State highway officials agreed to remove still another ramp from the plans for I-95 Friday as an apparent result of pressure from legislators from politically potent South Philadelphia and Mayor Frank L. Rizzo.

The decision to remove the on-ramp at Front and Morris sts. came three days after the Pennsylvania Department of

Transportation had already agreed to eliminate two ramps that would have jumped traffic into the Society Hill-South st. area.

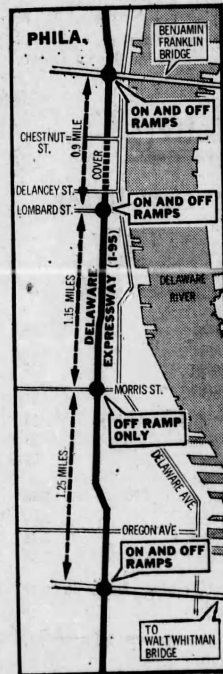
Mayor Rizzo made the announcement at a City Hall press conference with three state lawmakers from South Philadelphia—Sen. Henry Cianfrani, Rep. James Tayoun and Rep. Ossie Myers.

City Managing Director Hillel Levinson said he received assurance from PennDOT Secretary Jacob Kassab that the state would begin "pouring concrete on the first nice day in spring."

"The days of putting on-off ramps in residential areas is over," said Mayor Rizzo.

The final compromise plans of the unfinished two miles of I-95 along the Delaware River include only three of the original 10 ramps scheduled for the superhighway between Vine st. and the Walt Whitman Bridge. The remaining ramps are a northbound exit at Morris st., and an on-and-off ramp at Lombard st.

A Federal lawsuit brought by the Neighborhood Preservation Coalition forced PennDOT to eliminate most of the ramps Tuesday.



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and the store were named co-defendants in the suit but were cleared of liability by the jury.

Attorneys for Mrs. Huddell hailed the verdict as unprecedented in the area of automobile safety.

The award is believed to be one of the largest in a civil case in New Jersey.

Mrs. Huddell, 38 when he died, was a widow who had at one time been involved with Camden's Cooper

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