
I-95/BRI FACT SHEET

Interstate 95 Section BRI - Bridge Street to the Betsy Ross Bridge Project *City of Philadelphia*

The project will rebuild and improve I-95 from the Bridge Street Interchange through the Betsy Ross Bridge Interchange. This section extends from Wheatshaeaf Lane to north of Margaret Street.

PennDOT will improve the Betsy Ross Bridge/Aramingo Avenue interchange and widen and reconstruct I-95 and its bridges from Wheatshaeaf Lane to Margaret Street. This 0.8 mile section of I-95 runs through the Betsy Ross Bridge Interchange.

Status

I-95 Section BRI is being developed as three separate phases, or Sections: BR0, BR2 and BR3.

I-95 Section BR0

Stage one (Section BR0) of the rebuilding of I-95 at the Betsy Ross Bridge Interchange is in the Final Design stage. Section BR0 includes improvements to most of the existing ramps to and from I-95 and the Betsy Ross Bridge and Aramingo Avenue. Initial construction in 2015 will complete the missing ramps to and from the Betsy Ross Bridge and Aramingo Avenue.

BR0 Details

This phase covers the Betsy Ross Interchange from the western approach to the Betsy Ross Bridge to the west side of Aramingo Avenue, including work to:

- Widen the ramp bridge (Ramp C) carrying northbound I-95 traffic to Aramingo Avenue;
- Widen and replace the deck of the ramp bridge (Ramp D) over Aramingo Avenue/Conrail/Frankford Creek carrying Aramingo Avenue traffic to I-95 south;
- Relocate/replace the ramp (Ramp EE) carrying southbound traffic over I-95 to the Betsy Ross Bridge;
- Rehabilitate the ramp bridge (Ramp F) carrying southbound I-95 traffic to Aramingo Avenue;
- Widen and replace the deck of the ramp bridge (Ramp I) carrying northbound and southbound I-95 traffic over Aramingo Avenue/Conrail and westbound traffic from the Betsy Ross Bridge to Aramingo Avenue;
- Construct new bridge for ramp (Ramp I) carrying westbound traffic from the Betsy Ross Bridge over I-95 to Aramingo Avenue;



- Construct new bridge on ramp (Ramp JJ) carrying Aramingo Avenue traffic to the Betsy Ross Bridge;
- Remove and relocate a combination Philadelphia Water Department Sanitary/Storm Sewer Culvert;
- Install a new traffic signal at the intersection of Richmond Street and the westbound exit ramp from Betsy Ross Bridge;
- Install a new traffic signal at the intersection of Richmond Street and Lefevre Street;
- Relocate the Philadelphia Gas Works gas mains under abandoned Thompson Street;
- Relocate the PECO underground electric lines at abandoned Thompson Street; and
- Remove the Thompson Street bridge over Frankford Creek.

I-95 Section BR2

Section BR2 includes work related to the Conrail/NJ Transit (DelAir Branch) railroad line. The railroad bridge over I-95 will be replaced. The railroad bridge over abandoned Thompson Street will be removed. The bridge over the northbound ramps to the Betsy Ross Bridge and Aramingo Avenue will be rehabilitated. The project also includes work on interchange Ramps A and B, widening of Aramingo Avenue from Frankford Creek to Duncan Street, and the first section of the Adams Avenue Connector. Preliminary Engineering for this section finished in December 2011 and Final Design is underway, with construction anticipated to start in 2018.

BR2 Details

This phase covers work on the Conrail/NJ Transit (DelAir Branch) railroad line, including:

- Replacement of the railroad bridge over I-95;
- Removal of the railroad bridge over Thompson Street;
- Rehabilitation of the railroad bridge over the northbound I-95 ramps (Ramps A, C) to the Betsy Ross Bridge and Aramingo Avenue;
- Rehabilitate the ramp bridge (Ramp A) carrying northbound I-95 over Frankford Creek to the Betsy Ross Bridge;
- Rehabilitate the ramp bridge (Ramp B) carrying westbound traffic from the Betsy Ross Bridge to I-95 South;
- Widen Aramingo Avenue from Frankford Creek to Duncan Street;
- Replace the Aramingo Avenue bridge over Frankford Creek;
- Complete the first section of the Adams Avenue Connector, which when complete will run from Aramingo Avenue to Torresdale Avenue; and
- Construct a multi-use side path along Aramingo Avenue from Wheatsheaf Lane to Duncan Street, and along the Adams Avenue Connector.



I-95 Section BR3

Section BR3 includes reconstruction of the northbound and southbound lanes of I-95 within the project area. Preliminary Engineering for this section was finished in December 2011. Final Design will begin in 2015, with construction anticipated to start in 2020.

BR3 Details

This phase includes reconstruction of the northbound and southbound lanes of I-95 from the northern limit of Wheatsheaf Lane to just north of Margaret Street, including work to:

- Widen and reconstruct northbound and southbound I-95 (expand from 3 to 4 travel lanes) from the northern limit of the structure over Wheatsheaf Lane to just north of Margaret Street;
- Construct a new northbound off-ramp (Ramp Y);
- Realign Pearce Street to connect to Orthodox Street;
- Replace the I-95 bridge over Frankford Creek;
- Remove the I-95 low-level structure from the Betsy Ross Interchange to Orthodox Street and replace with engineered fill;
- Remove the northbound and southbound collector-distributor low-level structure from the Betsy Ross Bridge to Orthodox Street and replace with engineered fill;
- Replace the I-95 bridge over Orthodox and Pearce streets and the I-95 bridge over Margaret Street with one viaduct structure;
- Rehabilitate the ramp (Ramp G) bridge that carries Aramingo Avenue traffic to I-95 north;
- Rehabilitate the ramp (Ramp H) bridge that carries Betsy Ross Bridge traffic to I-95 north over Juniata and Almond streets;
- Remove the existing ramp (Ramp Y) bridge and replace with fill;
- Remove the existing ramp (Ramp J) bridge over Orthodox and Pearce Streets;
- Replace numerous retaining walls;
- Construct approximately 1,000 feet of ground-mounted sound walls and 3,000 feet of structure-mounted sound walls along northbound I-95.

May 2014