

S.R. 8045 Section GUS Gustine Lake Interchange Philadelphia, Pennsylvania

Project History

In 2004, the Pennsylvania Department of Transportation (PennDOT) Engineering District 6-0 began studies evaluating five structures in an area known as the Gustine Lake Interchange. The studies determined that four of the structures needed to be replaced, while one was to be rehabilitated. An additional study was conducted in 2005 and the evaluation showed all five of the structures needed to be replaced and the project should move forward with final design. The Categorical Exclusion Evaluation (CEE) was approved in March 2006.

As a result of coordination with community and business groups from East Falls, Manayunk and Roxborough, changes were made to the project including the elimination of Bridge 3 in favor of an at-grade intersection and improvements to another existing intersection.

Noticed to Proceed for Final Design was issued by PennDOT on January 11, 2008.

Project Description

The Gustine Lake Interchange Project is located in the East Falls section of Philadelphia, just east of the confluence of the Wissahickon Creek and Schuylkill River (Figure 1).

The following structures make up the Gustine Lake Interchange Project:

- Bridge 1: Ramps G and N over Kelly Drive
- Bridge 2: Ramp F over Kelly Drive
- Bridge 3: Ramp F over Ridge Avenue
- Bridge 4: Kelly Drive over Ridge Avenue
- Bridge 5: Ramp C over Ramp H

Bridges 1, 2, 4 and 5 will be replaced while Bridge 3 will be eliminated.

The reconstruction work for the four bridges being replaced maintains or increases vertical clearances, and maintains existing bridge widths (unless additional bridge width is required for staged construction. Reconstruction of the approaches is being limited to replacing only the roadway removed by the bridge reconstruction work.

The removal of Bridge 3 will allow the realignment of existing Ramps F and J to a signalized intersection with Ridge Avenue. Another signalized intersection at Ridge Avenue will be added and will also involve the elimination of the Ramp K Spur.

All of the existing roadways involved in this project will be evaluated against urban arterial roadway design criteria (Figure 2).