

# the 309



Spring / Summer 2005  
Volume 5, Number 1

## Express

### Rebuilding of Two Major Interchanges Underway in 2005

#### 309 Fort Washington/PA Turnpike Interchange

After opening bids last fall (2004), PennDOT awarded an \$82.6 million contract to the joint venture of Nyleve Bridge Corp. and James D. Morrissey, Inc. to build a new PA 309 interchange at the Pennsylvania Turnpike in Fort Washington. Work at the interchange began in January 2005.

Motorists get web-cam views of conditions in the work areas by logging on to [www.309online.com](http://www.309online.com).



Interchange work this year will focus on construction of a temporary railroad bridge over the PA 309 Expressway. The temporary span, which will be placed adjacent to the existing railroad bridge located just south of the turnpike overpass near the Oreland Interchange, will be utilized by Norfolk Southern Railroad during construction of a permanent replacement structure. Like the other replacement bridges over PA 309, the new railroad bridge will be longer, with its abutments placed further back in the shoulder area to provide room for the new interchange.

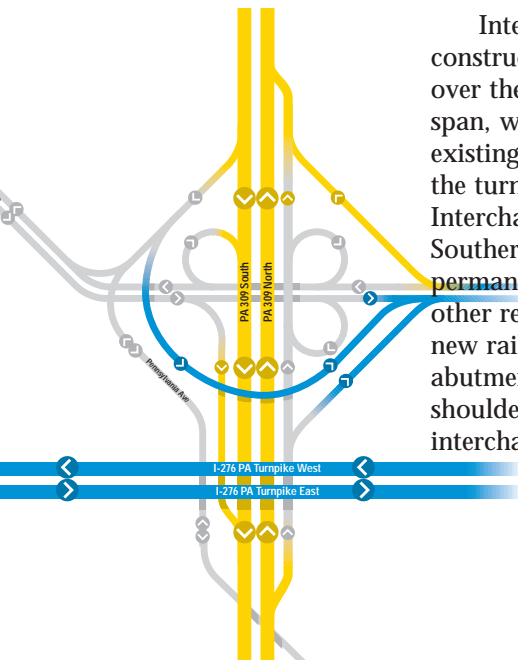
The existing railroad span and its abutments will be demolished immediately at the completion of the temporary crossing. This is expected to occur in late 2005, clearing the way for contractors to build the new bridge and complete new interchange ramps.

Also at the interchange in 2005, crews will shift traffic to the expressway's southbound side and median, as was done in the construction zones to the immediate north and south of Fort Washington. To accomplish this, the contractor will rebuild the southbound shoulder and the median. Temporary barrier will then be placed between the northbound and southbound traffic and at the outside edge of the shifted northbound lanes. Four lanes of traffic then will be shifted into the new pattern, freeing the northbound third of the expressway for widening and reconstruction.

Upon shifting the traffic, the contractor will expand excavation and drainage work on the northbound side of the interchange, where an additional collector-distributor lane will be built along with new ramps.

On the southbound side of the interchange, excavation and other activities for the new fly over ramp also will get underway. Some work related to the widening and eventual rerouting of Pennsylvania Avenue as a two-way connection between Fort Washington and Oreland also is expected.

More than two years of additional construction will complete the new interchange in 2008. All of the ramps at the interchange will remain in service throughout the rebuilding process.



## Rebuilding of Two Major Interchanges Underway in 2005

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### New PA 152/Easton Road Interchange

Fort Washington is not the only area along PA 309 where major interchange construction will be a part of the commuting experience for the next several years.

Following a bid-opening in January, PennDOT's contractor begins construction this spring to dismantle and systematically reconstruct the PA152/Easton Road interchange near Glenside. The interchange work is part of an \$88 million contract that also includes reconstruction of the expressway from PA 73 (Church Road) to Cheltenham Avenue.

This year's activities at the expressway's southernmost interchange will rebuild the southbound bridge and the ramps to and from PA 152 and Easton Road. The new interchange will be a diamond configuration, eliminating the loop ramps currently in place. Easton Road, which currently crosses over PA 309 at the interchange as separate eastbound and westbound roadways, will be rebuilt as a divided, two-lane highway at that location.

During reconstruction, only the ramp from westbound Easton Road to southbound PA 309 will be closed and detoured. All other ramps will remain open or be rerouted within the interchange during construction. The closed ramp will follow a simple detour west along Easton Road to Cheltenham Avenue, turning left onto Cheltenham Avenue back to PA 309.

South of the interchange, crews will rebuild the PA 309 median, then shift four lanes of traffic onto the southbound side and reconstruct the northbound lanes. Crossovers will shift traffic onto the northbound side and back again through the PA 152/Easton Road Interchange.

Motorists need to be aware that northbound PA 309 will be limited to a single lane from this point through the Paper Mill Road Interchange.

By mid-year, following removal of the existing median barrier and repaving of the median and southbound shoulder, three lanes of traffic -- one north and two south -- will shift to the southbound side of PA 309 and carry traffic between the PA 73 (Church Road) and PA 152/Easton Road interchanges. Crews will then begin reconstruction of the vacated northbound side of the expressway.

Reconstruction of the Willow Grove Avenue overpass also will begin at this time and continue through the rebuilding of the expressway below. This bridge will be built a half-at-a-time, allowing traffic to continue using Willow Grove Avenue during construction.

Reconstruction of the south section of PA 309, including the PA 152/Easton Road Interchange, will continue through 2007.

PennDOT's bright green safety service vehicle delivered free services to dozens of stranded motorists along the PA 309 Expressway in 2004. The expressway safety service patrol will continue to assist motorists in the work zone for the duration of the rebuilding.



### Elsewhere on PA 309

PennDOT has received approval from the Federal Highway Administration (FHWA) to move forward with final engineering, land acquisition and utility clearance for the new PA 309/Sumneytown Pike Connector. The new two-lane road will run between Sumney-

town Pike and PA 309 through Towamencin, Lower Salford, Franconia, Hatfield and Hilltown townships.

To build the five-mile Connector, which will improve travel and relieve existing and projected traffic congestion in and around the affected municipalities, PennDOT will

- rebuild parts of Wambold and Township Line roads;
- construct a new two-lane road between Allentown and Cowpath road;
- realign Sumneytown Pike from Old Forty Foot Road to Freed Road; and
- build a direct connection from southbound PA 309 to the connector.

Construction is expected to start in 2007 and take two-to-three years to complete.

Also, PennDOT last summer completed a \$5.6 million project to widen the shoulders of PA 309 from the five points intersection in Montgomeryville north to Hilltown Pike.



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## Work Zone Laws

Pennsylvania law requires motorists to switch on their headlights/taillights when entering posted highway work areas. Drivers also face a 15-day license suspension and doubled fines if caught speeding 11 miles per hour or more over the posted speed limit in an active work zone.

PA 309 Website  
[www.309online.com](http://www.309online.com)

PA 309 Information Line  
215.358.3093

PennDOT Information  
610.205.6700

PennDOT Website  
[www.dot.state.pa.us](http://www.dot.state.pa.us)

PennDOT Roadway Maintenance Hot Line  
1.800.FIX.ROAD  
(1.800.349.7623)

## Highland Avenue to PA 63 (Welsh Road) Set for Reconstruction in 2006

Work between Highland Avenue and PA 63 (Welsh Road) will be underway in spring 2006.

Originally expected to begin in fall 2005, the start of this final phase of PA 309 Expressway reconstruction has been moved to allow PennDOT to complete design and land acquisition for construction of two new ramps at the Springhouse/Norristown Road Interchange, late additions to the project.

PennDOT expects to go to bid with the final contract in early 2006. Construction on this section is expected to finish in 2008.

## Newsletters/Mailing List

Subscribe to the mailing list in any one of three ways. Sign up on-line at [www.309online.com](http://www.309online.com); call the Information Line at 215.385.3093; or complete and send the form below to:

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