

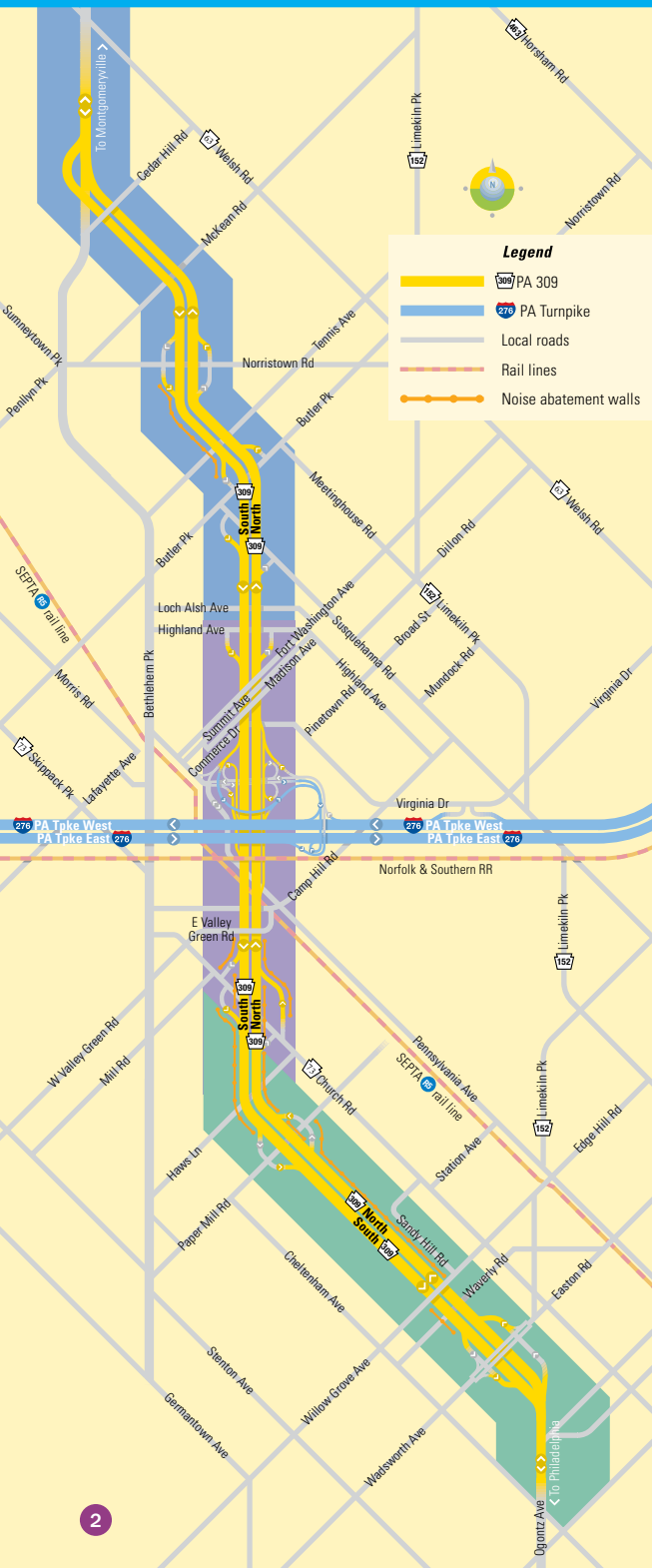
# PA 309 Expressway

IMPROVEMENT PROJECT

2008

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

# Project Overview



## North Section

Highland Ave to PA 63 (Welsh Rd)

## Central Section

Fort Washington Interchange

## South Section

Cheltenham Ave to PA 73 (Church Rd)

By the end of 2008, two thirds of the PA 309 Expressway—from Highland Avenue south to Cheltenham Avenue—will have been reconstructed. From Highland Avenue north, work will continue through 2010.

Travelers on the Montgomery County highway have had a preview of the finished product, the payoff on PennDOT's \$350 million investment, when traveling through the completed sections immediately north and south of Fort Washington and at the major interchange near Glenside. There you'll find:

- Reconstructed pavement.
- Widened and refurbished bridges, culverts and overpasses.
- Improved functionality at the reconfigured PA 152/Easton Road Interchange.
- More room to accelerate or slow down at longer, wider on- and off-ramps at other locations.
- Wider shoulders and median.
- A 50-inch high concrete median barrier/glare screen.
- Sound walls at numerous locations.
- Improved storm water management.

And these same improvements remain under construction across the remainder of this 10-mile expressway between Philadelphia and its northern suburbs.

### ON YOUR TRIP THROUGH THE WORK AREA

Commuters will continue to find two peak-hour travel lanes in each direction in most work areas in 2008, as well as off-peak lane closures on any given day or evening along most of the expressway.

The northbound expressway remains in a single lane around the clock from Easton Road through Paper Mill Road until work in that section is finished in the fall. Southbound drivers will find capacity limited to one lane from the expressway's entrance at Bethlehem Pike to the overpass at Norristown Road.

As in past years, a number of on- and off-ramps will be closed and detoured as well. Details of planned lane and ramp restrictions may be found in the individual project sections of this brochure.

## FREE ROADSIDE ASSISTANCE

Help is always nearby for stranded motorists on PA 309. PennDOT's Roadside Assistance personnel patrol the work zone around the clock in brightly colored, easily identified tow trucks. This service is always free of charge.



## MINOR CRASHES IN THE WORK ZONE

Pennsylvania law allows vehicles involved in non-reportable crashes (minor damage, no injuries) to be moved to the side of the road as quickly as possible. If involved in a minor crash, and if there are no injuries to motorists, passengers or pedestrians, move the vehicles to the shoulder if possible and exchange information there.

## WORK ZONE LAWS

Pennsylvania law requires motorists to switch on headlights/taillights when entering posted highway work areas to protect workers and motorists alike. Remember, too, that fines are doubled for work zone traffic infractions. Drivers also face a 15-day license suspension if caught speeding 11 miles per hour or more over the posted speed limit in an active work zone.

- Stay alert for sudden slowing of traffic anywhere within the work zone.
- Watch for slow moving construction equipment entering and leaving the highway.
- Slow down to the posted speed limit.
- Be aware of construction personnel.

## INFORMATION RESOURCES

### Log on

- [www.309online.com](http://www.309online.com)—Your project website
- e-bulletins—*Subscribe for travel advisories, alerts, updates and news*
- [www.dot.state.pa.us](http://www.dot.state.pa.us)—PennDOT's main web portal
- [www.dot.state.pa.us/pennDOT/Districts/District6.nsf](http://www.dot.state.pa.us/pennDOT/Districts/District6.nsf)—PennDOT's regional District 6 office

### Call us at

#### PA 309 Information Line

215.358.3093

#### Fax us at

215.358.3091

#### PennDOT Information

610.205.6700

#### PennDOT Roadway Hotline

1.800.FIX.ROAD (1.800.349.7623)

### Write to us at

[info@309online.com](mailto:info@309online.com)

### Improving PA 309

Pennsylvania Department of Transportation  
c/o Urban Engineers, Inc.  
426 Pennsylvania Avenue, Suite 1  
Fort Washington PA 19034

### Contact a TMA

#### (Transportation Management Association)

*Find services, programs and activities for business, employees and commuters at*

#### Greater Valley Forge TMA

[www.gvftma.com](http://www.gvftma.com), 610.354.8899

#### Partnership TMA

[www.ptma-mc.org](http://www.ptma-mc.org), 215.699.2733

### Share-a-Ride

#### Delaware Valley Regional Planning Commission

[www.dvrpc.org](http://www.dvrpc.org), 215.592.1800

### Ride a train or bus

#### SEPTA

[www.septa.org](http://www.septa.org), 215.580.7800

# 2007 Accomplishments

## At Fort Washington

Contractors in 2007 finished rebuilding the northbound side of PA 309 and completed construction of the new northbound collector-distributor lane. Traffic was shifted onto the new northbound lane in mid-year, and southbound vehicles were moved to the middle of the highway. Reconstruction of the southbound lanes through the interchange—including the bridges over Commerce Drive, Pennsylvania Avenue and SEPTA's Commuter Rail Line just south of the interchange—then got underway.



*A worker secures deck pans for the widened southbound bridge in Fort Washington.*



*Considerable progress was made in 2007 on reconstruction of the southbound lanes at Fort Washington. PennDOT expects to shift traffic onto the new pavement, as shown here, in the first quarter of 2008.*

## At PA 152/Easton Road

The new on- and off-ramps were opened to traffic in late summer. Easton Road widening wrapped up late in the year, along with improvements that added turn lanes at intersections and rebuilt PA 309/Ogontz Avenue from the interchange to Cheltenham Avenue. (The final layer of asphalt paving, the wearing course, will be placed in spring 2008.)



*PennDOT opened the new ramps at Easton Road (left) and completed most of the intersection improvements (right) between Easton Road and Cheltenham Avenue in 2007.*

## From Paper Mill Road to Easton Road

Reconstruction wrapped up on the northbound side, and the southbound lanes were finished south of the Willow Grove Avenue overpass—which also was completed in 2007—late in the year.



*Southbound reconstruction between Willow Grove Avenue and Easton Road was completed in 2007.*

## North of Highland Avenue

Once construction began late last summer, the southbound shoulder was rebuilt, the median was removed, traffic was shifted to the west side of the highway and reconstruction began on the northbound side through the end of the expressway at PA 309/Bethlehem Pike. Several ramps were closed, the Cedar Hill Road overpass was removed, northbound bridge demolition began and construction continued on the southbound bridge over Bethlehem Pike.



*Reconstruction of the northbound side north of Highland Avenue began in 2007. Left, a crew securing a construction barrier in the northern section.*



# Central Section 2008

## PA 309 FROM PA 73 (CHURCH ROAD) TO HIGHLAND AVENUE

### FORT WASHINGTON/PA TURNPIKE INTERCHANGE

Reconstruction is expected to finish at the center-point interchange in fall 2008. The remaining new ramps will be in service and improvements to Pennsylvania Avenue west of the expressway will be completed. The extension of Pennsylvania Avenue as a two-way road also will be done, re-establishing access to PA 309 from the east and creating a connection between Fort Washington and Oreland. See page 10-11 for a layout of the new interchange.

### OUTLOOK FOR 2008

- Complete reconstruction of southbound PA 309.
- Reconstruct the center portion of PA 309.
- Continue the expansion of Pennsylvania Avenue as a two-way road.
- Continue construction of remaining on- and off-ramps.
- Complete improvements to storm water management system.
- Install decorative lighting and other “streetscape” components along Pennsylvania Avenue.

### TRAFFIC IMPACTS—PA 309

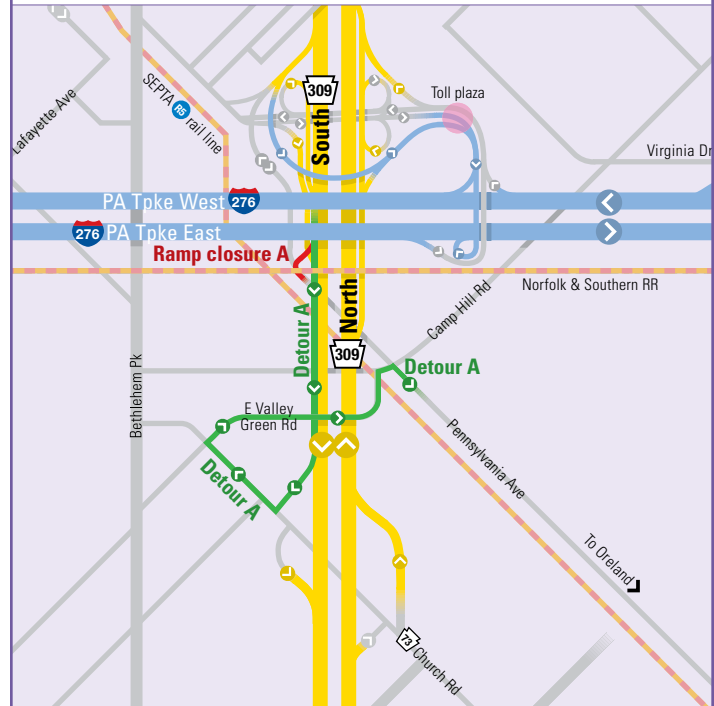
**Weekdays:** Periodic off-peak lane closures in each direction (9 a.m. to 3 p.m., 9 p.m. to 5 a.m.)

**Weekends:** Periodic lane closures in each direction from 10 p.m. Fridays through 5 a.m. Mondays

### RAMP CLOSURES AND DETOURS

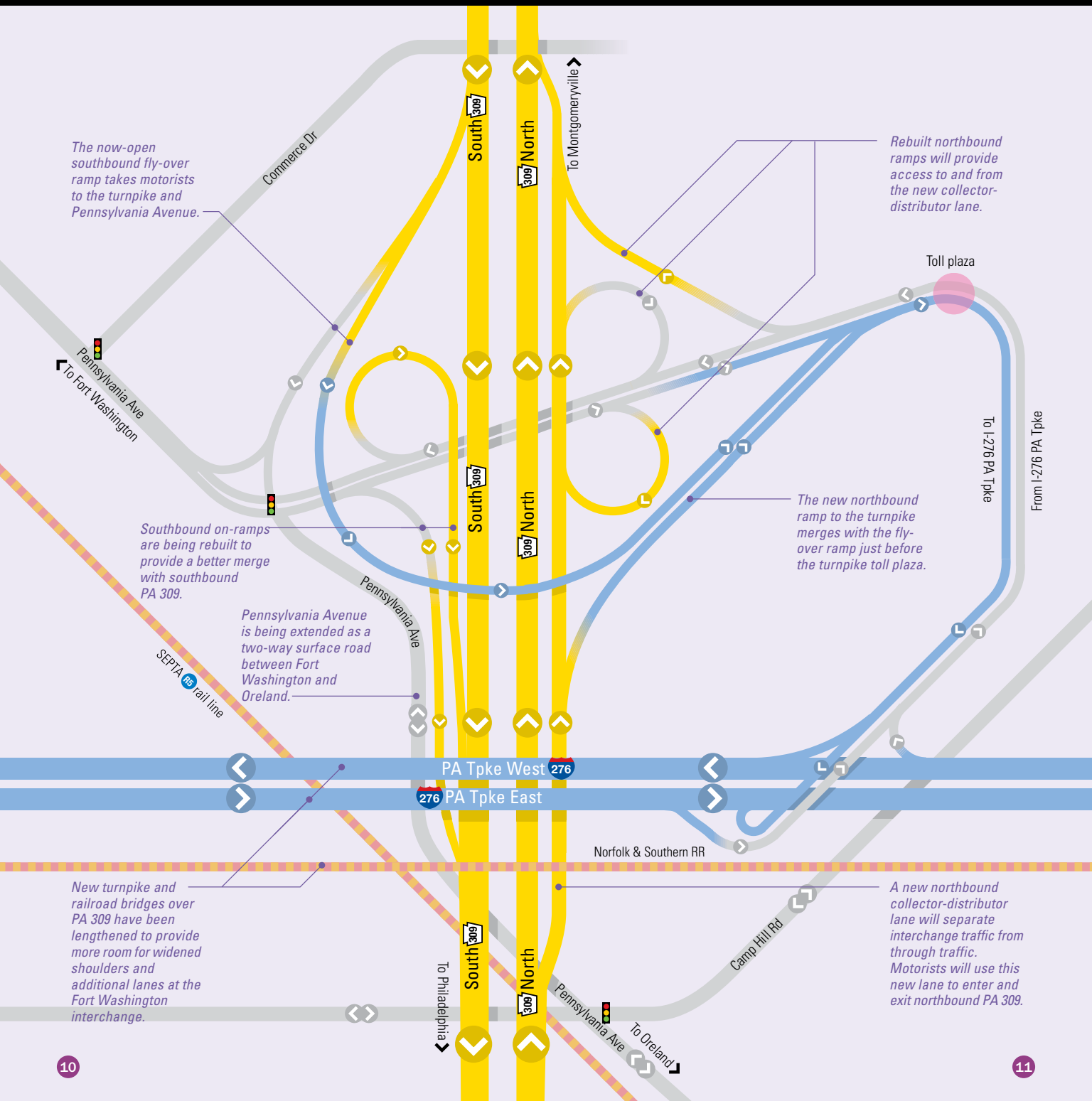
**Closure A:** PA 309 southbound to Oreland (permanent)

**Detour A:** Follow PA 309 south to PA 73 (Church Road), turn right on PA 73 (Church Road), turn right on Valley Green Road, turn right on Camp Hill Road, turn right on Pennsylvania Avenue to Oreland



# Central Section 2008

## THE FORT WASHINGTON INTERCHANGE WHEN COMPLETED



The now-open southbound fly-over ramp takes motorists to the turnpike and Pennsylvania Avenue.

Rebuilt northbound ramps will provide access to and from the new collector-distributor lane.

Southbound on-ramps are being rebuilt to provide a better merge with southbound PA 309.

The new northbound ramp to the turnpike merges with the fly-over ramp just before the turnpike toll plaza.

Pennsylvania Avenue is being extended as a two-way surface road between Fort Washington and Oreland.

New turnpike and railroad bridges over PA 309 have been lengthened to provide more room for widened shoulders and additional lanes at the Fort Washington interchange.

A new northbound collector-distributor lane will separate interchange traffic from through traffic. Motorists will use this new lane to enter and exit northbound PA 309.

# South Section 2008

## PA 309 FROM CHELTENHAM AVENUE TO PA 73 (CHURCH ROAD)

### OVERVIEW

Reconstruction in this section is expected to finish in fall 2008. The final layer of asphalt paving, the wearing course, will be placed on the widened stretch of Easton Road at the interchange, and to PA 309/Ogontz Avenue south of the interchange.

Southbound reconstruction from approaching Paper Mill Road to the Willow Grove Avenue overpass will wrap up in spring. When completed, southbound traffic will shift back to the west side of the expressway and the southbound on-ramp at Paper Mill Road will reopen. Construction will then shift to the middle in this area.

Reconstruction in the middle of PA 309—including the area south of Willow Grove Avenue that began in late 2007—will continue until its completion in the fall.

### OUTLOOK FOR 2008

- Complete reconstruction of the northbound on- and off-ramps at Paper Mill Road.
- Complete PA 309 south reconstruction from Paper Mill Road to Willow Grove Avenue overpass in spring, then shift southbound traffic to the southbound side of PA 309 and begin reconstruction PA 309 median area from Paper Mill Road to Willow Grove Avenue overpass.
- Continue median area reconstruction south of Willow Grove Avenue overpass.
- Pave final wearing course on Easton Road, PA 309 and on PA 309/Ogontz Avenue south of Easton Road.

### TRAFFIC IMPACTS—PA 309

**Weekdays:** One lane northbound

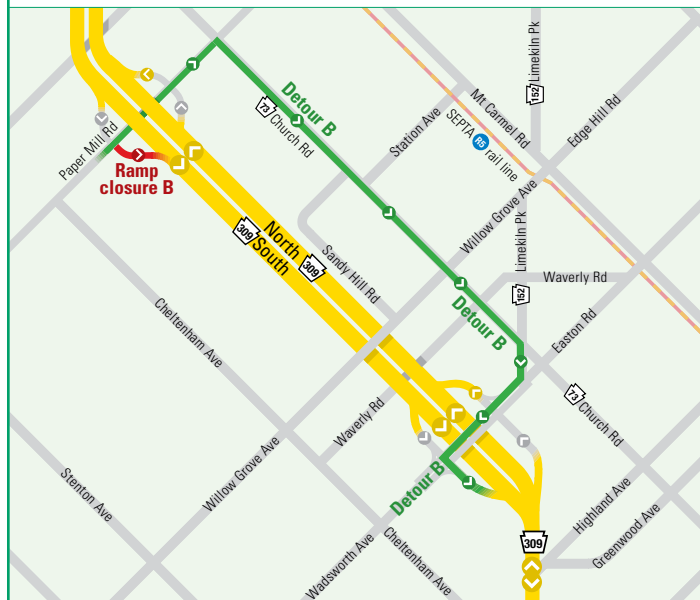
Periodic off-peak lane closures southbound  
(9 a.m. to 3 p.m., 9 p.m. to 5 a.m.)

**Weekends:** Periodic southbound lane closures from 10 p.m. Fridays through 5 a.m. Mondays

### RAMP CLOSURES AND DETOURS THROUGH SPRING 2008

**Closure B:** Paper Mill Road to southbound PA 309

**Detour B:** Follow Paper Mill Road north to PA 73 (Church Road), turn right onto PA 73 (Church Road) east, turn right onto PA 152/ Limekiln Pike, turn right onto Easton Road south to PA 309 south



# South Section 2008

## THE NEW PA 152/GLENSIDE INTERCHANGE



# North Section 2008

## PA 309 FROM HIGHLAND AVENUE TO PA 63 (WELSH ROAD)

### OVERVIEW

Northbound reconstruction will continue through 2008 from the Highland Avenue Interchange through the end of the expressway at Bethlehem Pike. The northbound side of the bridges over Loch Alsh Avenue, Susquehanna Road, Butler Pike, Tennis Avenue, Norristown Road and McKean Road also will be rebuilt. Work will begin on the new Cedar Hill Road bridge over PA 309.

Widening also may get underway on southbound PA 309 (Bethlehem Pike) between PA 63 (Welsh Road) and the start of the expressway. The expressway's northbound terminus will be widened to two lanes. Northbound ramps at Susquehanna Road, Butler Pike and Norristown Road will be reconstructed, and a new northbound on-ramp will be built at Norristown Road.

### OUTLOOK FOR 2008

- Reconstruct PA 309 north.
- Reconstruct northbound ramps.
- Reconstruct northbound bridges.
- Begin construction of new northbound on-ramp at Norristown Road.
- Begin PA 309 (Bethlehem Pike) widening south of PA 63 (Welsh Road).

### TRAFFIC IMPACTS—PA 309

**Weekdays:** One lane southbound around-the-clock from Bethlehem Pike to Norristown Road/Springhouse

Periodic off-peak lane closures northbound from Highland Avenue to Bethlehem Pike (9 a.m. to 3 p.m., 9 p.m. to 5 a.m.)

Periodic off-peak lane closures southbound from Norristown Road/Springhouse to Highland Avenue (9 a.m. to 3 p.m., 9 p.m. to 5 a.m.)

**Weekends:** Periodic lane closures in each direction from 10 p.m. Fridays through 5 a.m. Mondays

# North Section 2008

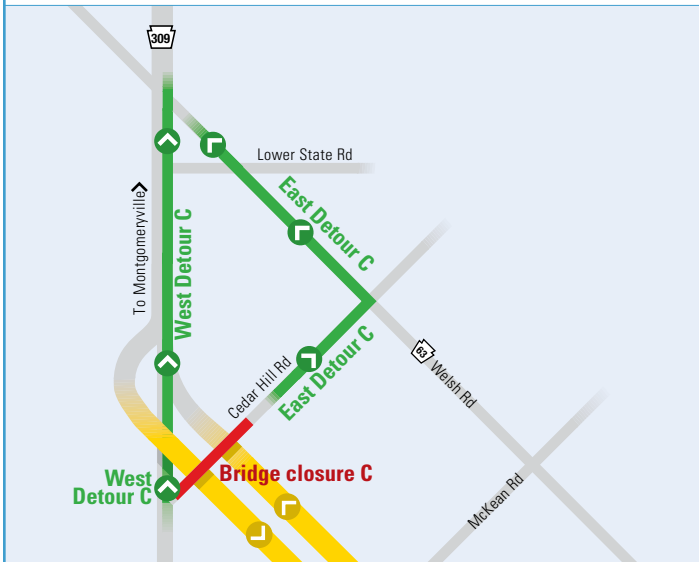
## PA 309 FROM HIGHLAND AVENUE TO PA 63 (WELSH ROAD)

### BRIDGE AND RAMP CLOSURES AND DETOURS THROUGH 2010

**Closure C:** Cedar Hill Road bridge

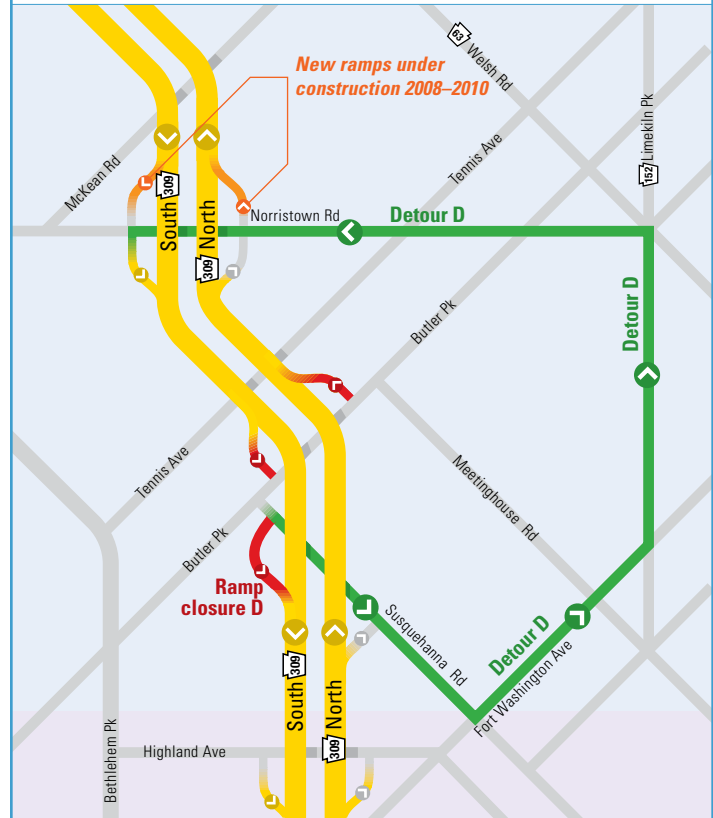
**East Detour C:** Cedar Hill Road east to PA 63 (Welsh Road), left to PA 309

**West Detour C:** Cedar Hill Road west to Bethlehem Pike, right to PA 309

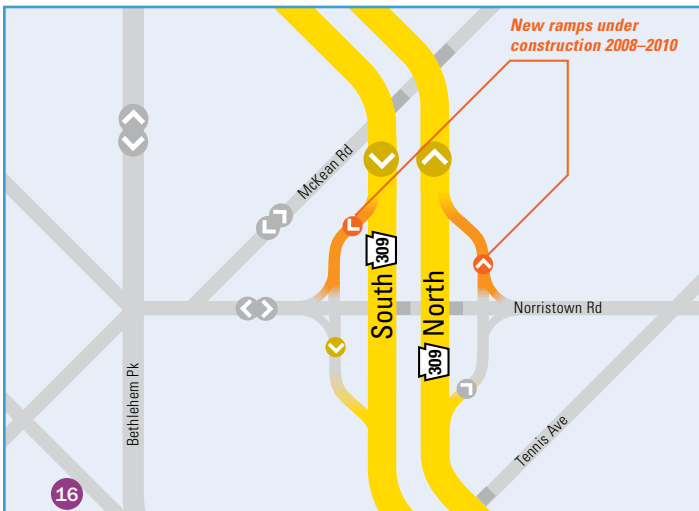


**Ramp Closure D:** Susquehanna Road to PA 309 South

**Detour D:** Susquehanna Road east to Fort Washington Avenue, turn left to PA 152 (Limekiln Pike), turn left to Norristown Road, turn left to PA 309



### THE NORRISTOWN ROAD/SPRINGHOUSE INTERCHANGE WHEN COMPLETED



# North Section

## PA 309 FROM HIGHLAND AVENUE TO PA 63 (WELSH ROAD)

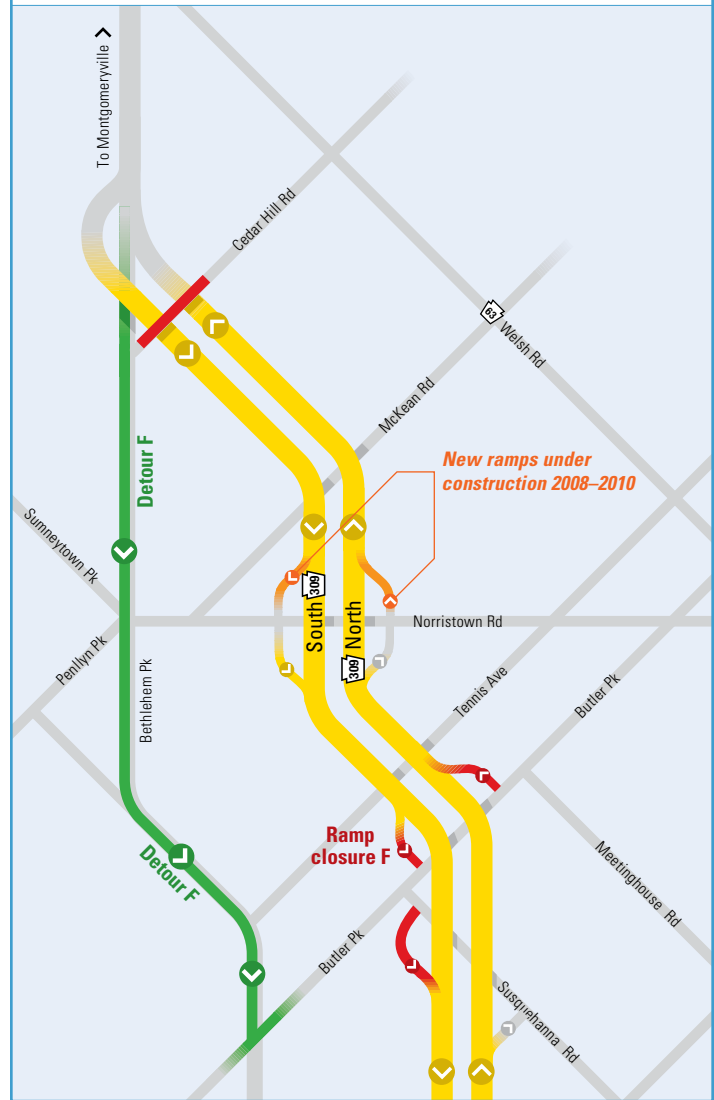
**Ramp Closure E:** Butler Pike to PA 309 North (expected to close in mid 2008)

**Detour E:** Butler Pike to Bethlehem Pike, Bethlehem Pike North to PA 309



**Ramp Closure F:** PA 309 South to Butler Pike

**Detour F:** PA 309 South to Bethlehem Pike South to Butler Pike





Federal Highway  
Administration

**Edward G. Rendell**  
*Governor*

**Allen D. Biehler, P.E.**  
*Secretary of Transportation*

**Pennsylvania Department of Transportation**  
Engineering District 6  
7000 Geerdes Boulevard  
King of Prussia PA 19406