

Northern Section of the PA 309 Expressway

2008 PROGRESS

After more than a year of activity in the Northern Section of PA 309, contractors have completed reconstruction of much of the northbound one-third of the expressway. The 2008 accomplishments in this section include:

- Widening and re-decking of northbound bridges over Loch Alsh Avenue, Susquehanna Road, Butler Pike, Tennis Avenue, Norristown Road and McKean Road.
- Construction of half of the southbound bridge over Bethlehem Pike.
- Removal of the Cedar Hill Road overpass and its abutments, and construction of the new bridge's eastern abutment.
- Start of work on the northbound side of PA 309/ Bethlehem Pike from the expressway's northern terminus through the intersection with PA 63/ Welsh Road.
- Installation of drainage components along the southbound side of PA 309 near Norristown Road.
- Erection of a soundwall along the southbound shoulder between Norristown Road and Butler Pike.

WHAT'S AHEAD IN 2009

By spring, a section of northbound traffic will be shifted onto new pavement north of Highland Avenue. A corresponding segment of southbound expressway also will be moved to the center section of the highway and reconstruction of the adjacent stretch of southbound expressway will get underway. The entire northbound side is expected to be completed by late spring. When it is, all northbound traffic will be riding on new pavement and all southbound traffic will be shifted to

the middle section of expressway. It will remain in this pattern until work is finished on the southbound side of PA 309.

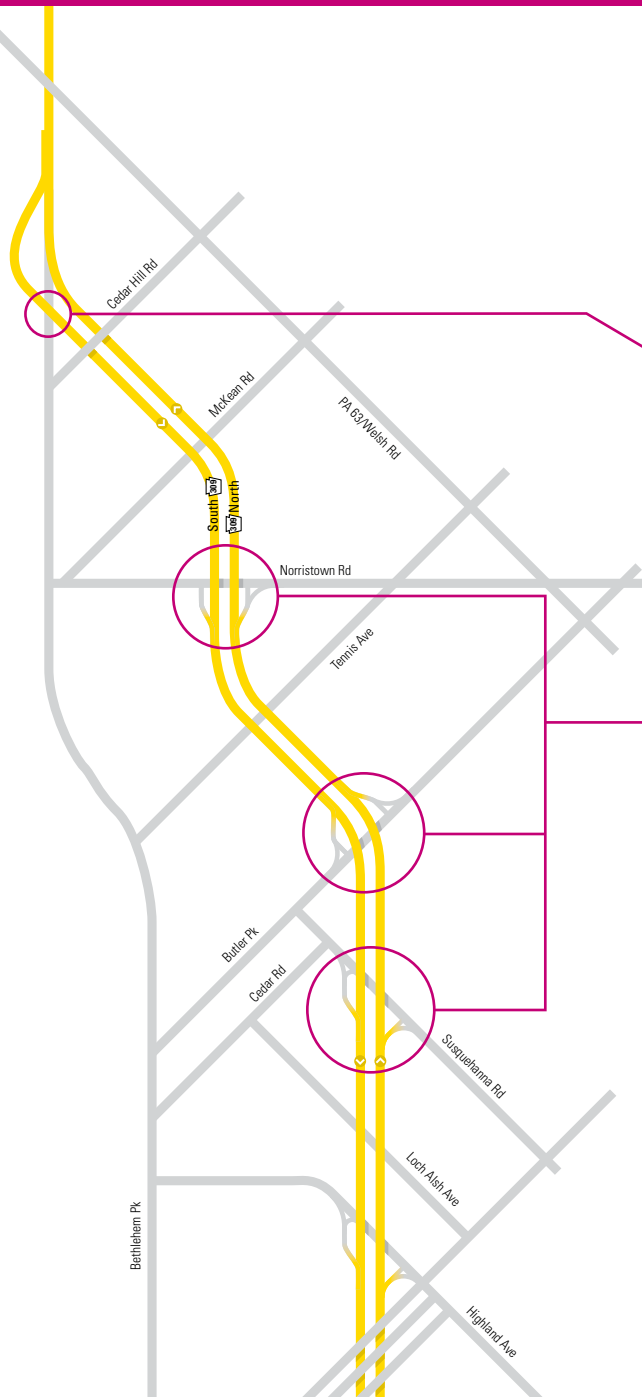
Work on the southbound side will:

- Reconstruct the travel lane and build embankments for wider southbound shoulders.
- Widen and reconstruct the southbound side of six bridges and the western abutment for the new Cedar Hill Road span.
- Reconstruct the existing on- and off-ramps at Butler Pike, Susquehanna Road and Norristown Road/Springhouse.
- Construct a new northbound on-ramp and a new southbound off-ramp at Norristown Road/Springhouse.

Reconstruction is expected to move to the center of the Northern Section of the expressway—with northbound traffic remaining on the new northbound lanes and southbound traffic shifted to the new southbound lanes—in fall 2009. All Northern Section work is expected to finish by mid-2010.

ITS INSTALLATION

As reconstruction of the Montgomery County expressway continues in 2009, PennDOT also will continue with installation of Intelligent Transportation Systems (ITS) components along PA 309 between Easton Road and the US 202/Five Points Intersection in Montgomeryville. Traffic cameras, electronic message boards and other high-tech components are being installed under the \$11.4 million contract, the final chapter in the PA 309 Improvement Project.



What's been done on the PA 309 Expressway

Reconstruction of the PA 309 Expressway in Montgomery County reached a significant milestone in fall 2008. Work between Paper Mill Road and Cheltenham Avenue finished in October. And roadway construction wrapped up at the Fort Washington/PA Turnpike Interchange late in the year, ending five years of mainline construction between the Highland Avenue Interchange and Cheltenham Avenue. Motorists now have...

1 COMPLETELY REBUILT PAVEMENT, BRIDGES AND SHOULDERS

Almost six miles of the expressway's pavement—along with PA 309 overpasses at Waverly Road, Paper Mill Road, Haws Avenue, PA 73/Church Road, Camp Hill Road, SEPTA, Pennsylvania Avenue, Commerce Drive and Highland Avenue—have been reconstructed from the ground up with wider shoulders and median.

2 ALL NEW INTERCHANGE AT FORT WASHINGTON

The busy center point interchange connecting PA 309 with the Pennsylvania Turnpike at Fort Washington has been completely transformed. Once narrow with short on- and off-ramps and limited sight distance at the head of the on-ramps, the new interchange boasts:

- A northbound collector-distributor lane that lets motorists using the new on- and off-ramps enter and exit the expressway separated from the flow of through traffic.
- A new southbound flyover ramp connecting directly with the Turnpike, plus longer, wider ramps to and from Pennsylvania Avenue.
- Improvements to the storm water management system.

3 EXTENSION OF PENNSYLVANIA AVENUE

As part of the upgrades at Fort Washington, Pennsylvania Avenue has been extended as a two-way road between Fort Washington and Oreland. Beyond connecting the two communities, the extension provides access between Oreland and PA 309 via the new interchange at Fort Washington.

4 IMPROVED INTERCHANGE AT EASTON ROAD/GLENSIDE

PA 309's second-busiest interchange also has been markedly improved. Gone are the split of east- and westbound Easton Road through the interchange area and the old ramp configuration. In their place, Easton Road has been widened on its approaches to PA 309 and relocated to a single bridge over the expressway, where it meets the new ramps at new synchronized signals to better manage traffic at the new diamond interchange.

5 NEW MEDIAN BARRIER, SIGNS AND SOUNDWALLS

New 50 inch-high median barrier, which also deflects glare from opposing nighttime traffic, is in place. New overhead and shoulder mounted highway signs have been erected, and soundwalls have been installed at a number of locations.

6 LONGER, WIDER RAMPS FOR SAFER ACCESS

In addition to improvements at Fort Washington and Easton Road/Glenside, on- and off-ramps at all other interchanges in the completed section have been vastly improved. Longer, wider ramps, each with greatly improved acceleration and deceleration space for safer entry to and exits from the high-speed road, are now in place at Paper Mill Road, PA 73/Church Road and Highland Avenue.

7 SIX NEW OVERPASSES

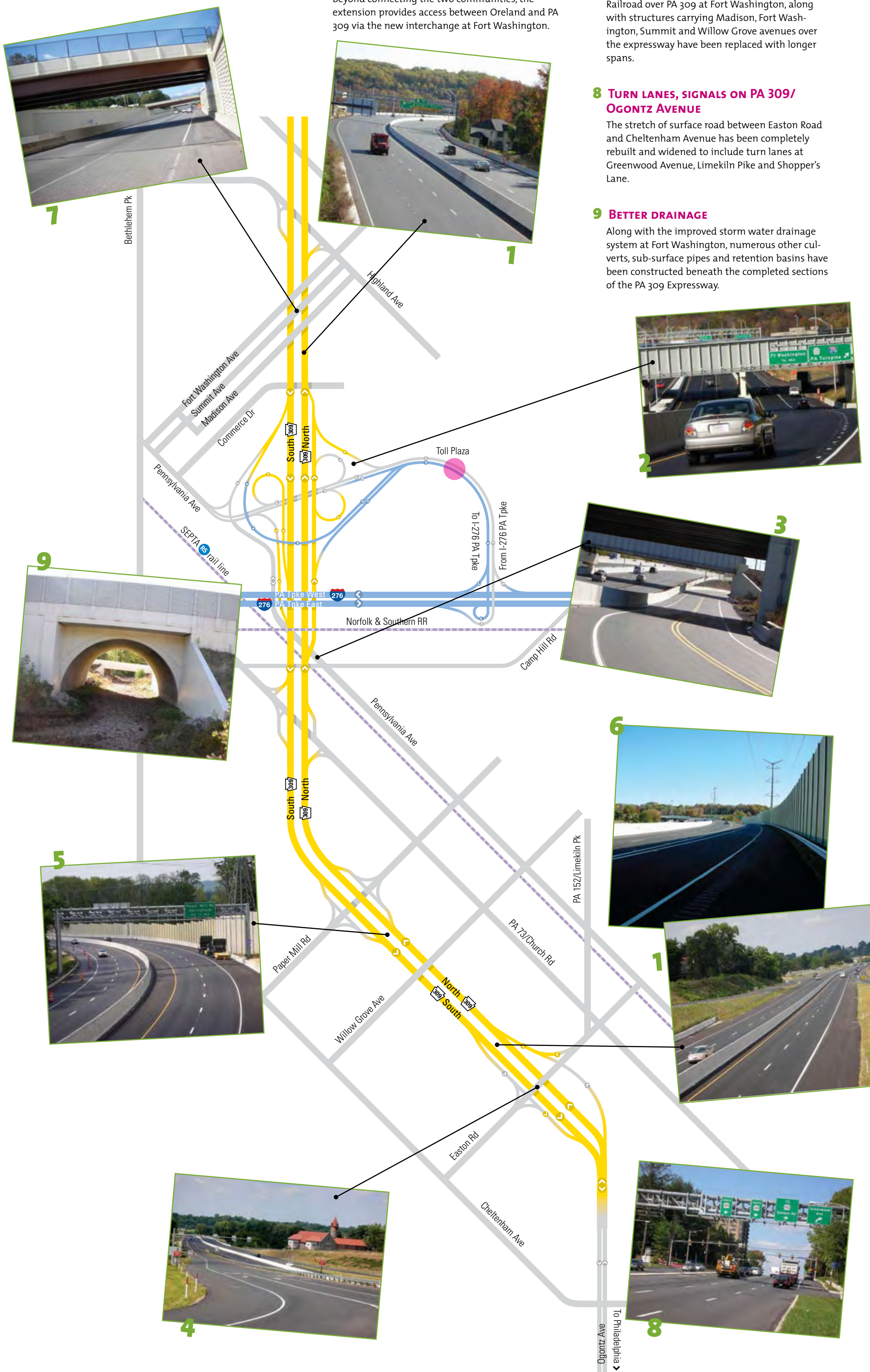
To accommodate the widening below, bridges carrying the Turnpike and the Norfolk Southern Railroad over PA 309 at Fort Washington, along with structures carrying Madison, Fort Washington, Summit and Willow Grove avenues over the expressway have been replaced with longer spans.

8 TURN LANES, SIGNALS ON PA 309/OGONTZ AVENUE

The stretch of surface road between Easton Road and Cheltenham Avenue has been completely rebuilt and widened to include turn lanes at Greenwood Avenue, Limekiln Pike and Shopper's Lane.

9 BETTER DRAINAGE

Along with the improved storm water drainage system at Fort Washington, numerous other culverts, sub-surface pipes and retention basins have been constructed beneath the completed sections of the PA 309 Expressway.



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Department of
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THE 309 EXPRESS

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

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PENNDOT WEBSITE

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