



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

www.309online.com

PA 309 INFORMATION LINE

215.358.3093

PENNDOT INFORMATION

610.205.6700

PENNDOT WEBSITE

www.dot.state.pa.us

PENNDOT ROADWAY MAINTENANCE HOTLINE

1.800.FIX.ROAD
(1.800.349.7623)

What's Ahead

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Northbound widening on PA 309 between Easton and Paper Mill roads—including construction of retaining walls that straddle the Willow Grove Avenue overpass—is expected to finish by mid-2007. Activities will then shift to the southbound side. Construction of similar retaining walls, and widening of the southbound spans over Paper Mill Road and Waverly Road, will continue for the remainder of the year. Reconstruction of the northern half of the Willow Grove Avenue overpass also will continue through 2007.

Publications/Mailing List

PennDOT will publish its 2007 brochure for the PA 309 Improvement Project in February. To receive a copy by mail, subscribe to the mailing list in any one of three ways. Sign up on-line at www.309online.com; call the Information Line at **215.358.3093**; or complete and send the form below to:

**Improving PA 309
Pennsylvania Department of Transportation
c/o Urban Engineers, Inc.
426 Pennsylvania Avenue, Suite One
Fort Washington PA 19034**

Name _____

Address _____

Apt. # _____

City _____

State _____

Zip _____

Organization (if applicable) _____

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U.S. Department of Transportation
**Federal Highway
Administration**

THE 309 EXPRESS

Fall-Winter 2006

Edward G. Rendell, Governor
Allen D. Biehler, P.E., Secretary of Transportation

Right: A reconstructed pavement, wider median and shoulders, three new overpasses and long retaining walls mark the finished section of PA 309 just north of Fort Washington.

Q What is being done to improve storm water management along PA 309, especially at the Fort Washington Interchange?

A Extensive drainage improvements are being incorporated into the reconstruction along the length of the expressway. The new systems are designed to handle runoff from all but the most severe storms, such as those classified as 100- and 500-year events. Parts of the new system, like wider culverts at the Fort Washington and PA 73 (below) interchanges, already are in place and functioning.



What's Been Done

PennDOT has made steady progress rebuilding PA 309 and its interchanges since beginning work on the 10 mile-long Montgomery County expressway in 2004.

Work wraps-up late this year (2006) on a \$57.9 million rebuilding of the expressway between the PA 73 (Church Road) and Highland Avenue interchanges. (*The Fort Washington/PA Turnpike Interchange, located between PA 73 and Highland Avenue, is being rebuilt under a separate, \$82.6 million contract that will finish in 2008.*)

Crews will finish rebuilding the expressway from south of Fort Washington through PA 73 in late 2006, although the final paving surface will be completed next spring. Construction also ended on sound walls along the northbound and southbound off-ramps at PA 73. Both off-ramps reopened in late November.

From north of Fort Washington through Highland Avenue, reconstruction finished late in 2006 as well. Three nearby bridges over PA 309—Summit, Fort Washington and Madison avenues—were replaced to

provide room for median and shoulder widening. Longer on- and off-ramps also were constructed



at Highland Avenue and opened to traffic in 2006.

New Ramps At Fort Washington

A long-running bottleneck on southbound PA 309 was broken when PennDOT opened the new “fly over” ramp at Fort Washington in May. The new ramp takes Turnpike-bound vehicles over the expressway, eliminating the conflict between southbound motorists entering and exiting the highway. A section of the new southbound on-ramp also was put into service in 2006.

On the opposite side, traffic was shifted onto the new northbound PA 309 ramp to the Turnpike and expansion of the northbound bridge over the Turnpike access ramp got underway. The wider bridge will carry the new northbound collector-distributor (CD) lane through the interchange.

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What's Been Done

Continued from page 1



In the large photo above the new southbound “fly over” ramp rises up and over the PA 309 Expressway at Fort Washington. The inset shows the ramp passing over the partially-completed new southbound on-ramp.



With a temporary railroad bridge in place at the south end of the Fort Washington complex, construction of the permanent railroad overpass began in 2006. And in late summer, the southbound PA 309 off-ramp to Oreland was closed permanently to allow crews to begin full-scale construction to extend Pennsylvania Avenue as a two-way road between Fort Washington and Oreland. The ramp closure allowed reconstruction of the

PA 309 bridge over SEPTA’s rail line to begin late in the year as well.

Progress at the Easton Road Interchange

Excavation in 2006 dramatically changed the look of the interchange at Easton Road/Glen-side. Gone are three of the four old ramps, the Easton Road bridge over PA 309 and most of the expressway itself at the interchange. With all traffic shifted onto the existing northbound lanes, crews removed the old roadway, finished the new Easton Road bridge and reshaped the main line

at the expressway’s southern terminus under an \$88.3 million contract.

South of Easton Road, widening and intersection improvements—at Greenwood Avenue, Shopper’s Way and Cheltenham Avenue—continued on PA 309/Ogontz Avenue. The eastbound side of Easton Road from Cheltenham Avenue to PA 309 also was widened to accommodate the expanding interchange.

Widening operations continued on the northbound side of PA 309 from north of Easton Road to the Paper Mill Road exit. As part of that work, northbound retaining walls were built to support the widening on both sides of the Willow Grove Avenue overpass, and the northbound structure over Waverly Road was widened.

Replacement of the Willow Grove Avenue overpass continued in 2006 as well. The southern half of the bridge was completed and work is underway to rebuild the northern half of the span.

A new pedestrian tunnel, connecting Springfield Middle School and Springfield High School, was nearing completion late in the year. Contractors also built a permanent wetland site, replacing small areas of habitat being used for expressway widening, adjacent to the northbound lanes near Camp Hill Road.

Construction on the southern end of PA 309 between Cheltenham Avenue and PA 73 is scheduled to finish in fall 2008.

What's Ahead

Work set to begin north of Highland Ave in 2007

PennDOT expects to start construction in mid-2007 on the fourth and final main line contract that will reconstruct the northern end of the expressway and a mile-long stretch of PA 309/Bethlehem Pike.

Early stage activities will focus on building supports to hold the highway’s embankments in place, especially along the southbound side. Those supports will consist of vertical sheeting that will be driven into the ground along the outside edge of the existing right-of-way.

With sheeting in place by year’s end, rebuilding the northbound and southbound shoulders will begin. Traffic will then shift to the outer

edges of the expressway, allowing crews to rebuild the median. All these activities are in preparation for a shift later in 2008 that will remove PA 309 traffic from the northbound side of the roadway so that reconstruction activities can begin there.

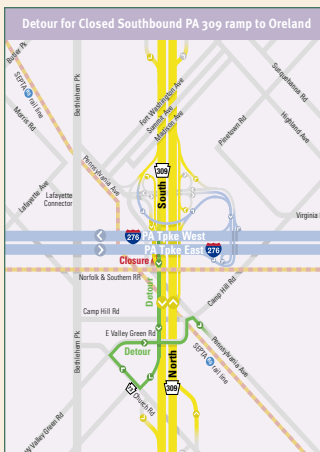
Contractors also will close and detour the Cedar Hill Road bridge over PA 309, as well as several on- and off-ramps, at the start of construction in the northern section. Like other bridges over the expressway, the new Cedar Hill Road structure will provide more overhead clearance and room for shoulder and median widening on PA 309. The span will remain closed until the project is finished in 2010.

Top right: Existing ramps at the Butler Pike (above) and Susquehanna Road interchanges will be upgraded during reconstruction of the northern-third of the expressway (below, right). Work on this final section will begin in 2007.

Top left: A new northbound on-ramp will replace the existing stone wall at the Norristown Road/Springhouse Interchange. A matching new southbound off-ramp will complete the upgrade of the interchange to a full diamond configuration.

Q How will I travel between Oreland and Fort Washington with the changes at the Fort Washington interchange?

A When Pennsylvania Avenue is completed as a two-way road, southbound PA 309 motorists heading to Oreland will exit at Fort Washington, turn left onto Pennsylvania Avenue and follow it under PA 309. Motorists from Oreland will follow Pennsylvania Avenue under PA 309 and access the expressway at Fort Washington. Until then, motorists will follow a detour (below) when traveling between the two communities.



What's Ahead

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Ramps set for closure in mid-2007 through 2009 include

- Southbound on-ramp at Susquehanna Road
- Northbound on-ramp at Butler Pike
- Southbound off-ramp at Butler Pike

Other 2007 construction activities in this section may include



At Easton Road

By early 2007, much of the main line of PA 309 at the expressway's southernmost interchange will be reconstructed. The southbound ramps and the northbound on-ramp will remain closed until mid-2007. The northbound off-ramp remains open during work at the interchange.

Widening of the westbound half of Easton Road on both sides of PA 309 will end in 2007. Widening and intersection improvements also are expected to continue on PA 309/Ogontz Avenue south of Easton Road.

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widening the turn lane from eastbound PA 63 (Welsh Road) to southbound PA 309/Bethlehem Pike and widening along PA 309/Bethlehem Pike between that intersection and the expressway entrance.

Elsewhere on PA 309

At the Fort Washington interchange, work will continue on both sides of the expressway.

The new railroad overpass should finish in winter 2007, allowing contractors to remove the temporary structure and complete widening and construction of two southbound on-ramps through the remainder of the year. Activities on the northbound side of the interchange will continue to focus on construction of the new collector-distributor lane in addition to the remaining northbound on- and off-ramps.

Improvements to Pennsylvania Avenue between Oreland and Fort Washington will be ongoing in 2007, as will work on the bridge over SETPA's tracks. Oreland off-ramp traffic remains detoured for the duration of construction, but the northbound on-ramp from Oreland, originally scheduled for closure in 2006, remains open until the Pennsylvania Avenue work is completed.

