

Pennsylvania Department of Transportation 7000 Geerdes Boulevard King of Prussia PA 19406 Spring 2008 VOLUME 1, NUMBER 1

# Bridge, intersection construction in 2007

PennDOT in 2007 began rebuilding bridges over US 202 in Chester County and improving nearby intersections under the first of two projects that will make room for future improvements to the expressway in Tredyffrin and East Whiteland townships.

Since last spring, travelers on the heavily used north-south artery have seen the Mill Lane Bridge replaced and steady progress made on construction of a replacement Swedesford Road overpass south of the PA 401 Interchange.

The new bridges, along with four others that will be replaced beginning in 2008, have abutments that are set further back from the shoulder. This will make room for construction of an additional northbound and southbound lane—plus a two lane, northbound collector-distributor roadway at the PA 29/Great Valley Interchange—during the final two stages of the long-term initiative to rebuild 6.3 miles of US 202 (Section 300) from North Valley Road to the US 30/Exton Bypass.

Improvements to several surface roads also were substantially completed in 2007 as part of first stage of construction. These measures will enhance local traffic flow before, during and after the improvement of US 202.

PennDOT added a lane in each direction on PA 401 (Conestoga Road) between the US 202 interchange and the intersection with Phoenixville Pike. Left and right turn lanes were added at the intersection to compliment the widening on PA 401.

In addition, turn lanes are being added to the intersection of Phoenixville Pike/Planebrook Road/Swedesford Road. Construction at both intersections will be completed this spring.



The large photo above shows work that is underway to replace the Swedesford Road overpass near the PA 401 Interchange. The inset shows nighttime activity to place beams for the new Mill Lane Bridge, which was completed late in 2007.

# US 202

Section 300

# Making room for improvements to US 202



Heavy lifting at the Mill Lane overpass: Beams were set in 2007 for the new bridge over US 202 in East Whiteland Township.

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### WEBSITE/MAILING LIST

If you would like to be added to the US 202 mailing list, go to the project website, [www.us202-300.com](http://www.us202-300.com), or complete and send the form provided below to:

Urban Engineers, Inc. 70 East Swedesford Road Suite 70-106 Malvern, PA 19355

Name \_\_\_\_\_ Address Apt. # \_\_\_\_\_ City State Zip \_\_\_\_\_ Organization (if applicable) \_\_\_\_\_

# More bridge replacements in 2008

PennDOT in 2008 will complete construction of the Swedesford Road Bridge (south), which crosses over US 202 between the PA 401 and US 30 Interchanges. Work also will get underway early in the year on the Church Road Bridge, the final structure included in the Phase 1 contract, and on a second set of bridges (Phase 2) in the Section 300 project area. Phase 2 includes spans over US 202 at:

PA 29/Morehall Road (replace).

Swedesford Road (north) at the PA 29/Great Valley Interchange (replace).

Cedar Hollow Road (replace).

Abandoned railroad bridge just north of Cedar Hollow Road (modify).

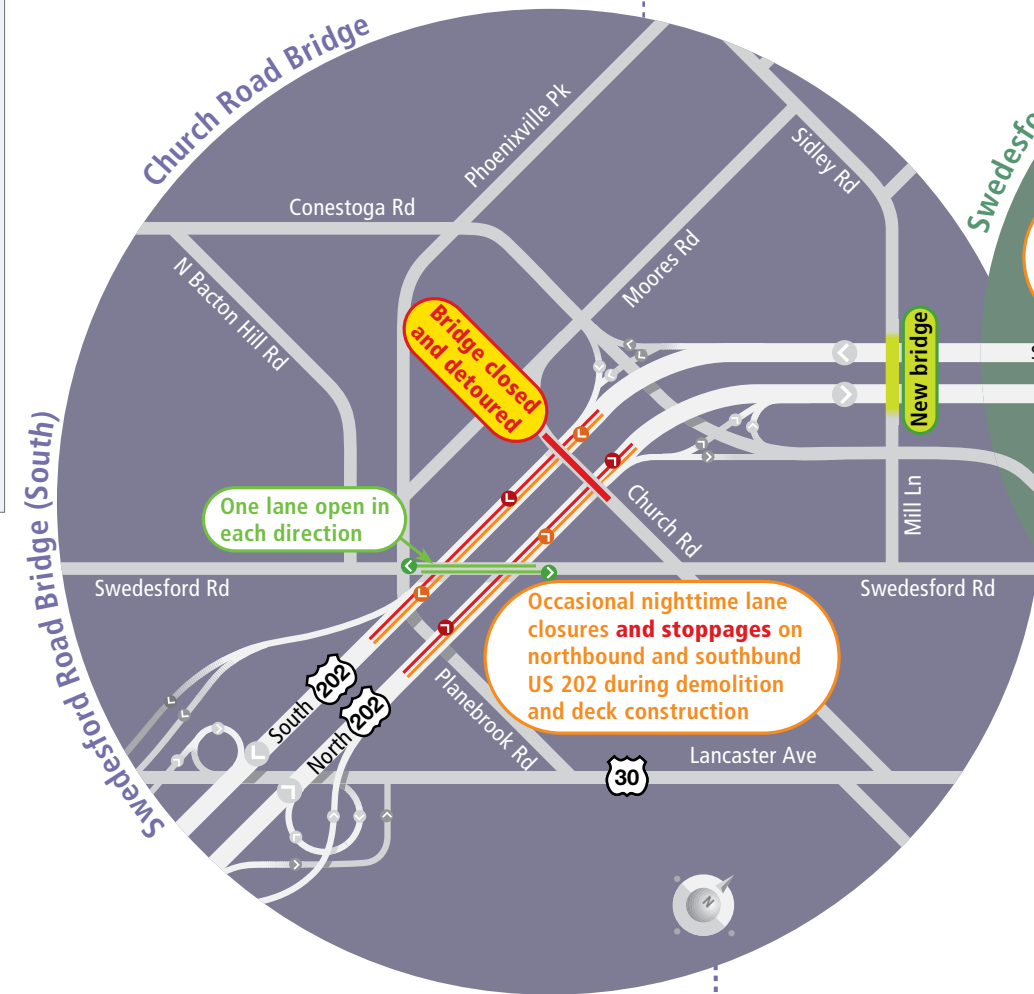
Phase 2 construction will be done under a \$23.34 million contract that is scheduled to be completed in mid-2010.

Go to [www.us202-300.com](http://www.us202-300.com) for more details, specific construction schedules, detours and other aspects of the US 202 Section 300 projects.

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## AT CHURCH ROAD BRIDGE

Work will start in March 2008 to replace this bridge that crosses US 202 just south of the PA 401 Interchange. Traffic will be detoured along PA 401, Phoenixville Pike and Swedesford Road during construction. The new Church Road Bridge will open by year's end.



## AT SWEDESFORD ROAD BRIDGE (SOUTH)

Construction of the eastbound half of the bridge will continue until spring. New deck beams will be set in place in late winter, and work on the superstructure will continue until about mid-year. Traffic will then be shifted onto the new bridge section and demolition and reconstruction will begin on the westbound side, finishing late in the year.



Work began in February to replace the bridge carrying Swedesford Road over US 202 at the southern end of the PA 29 Interchange. The bridge will remain open during construction.

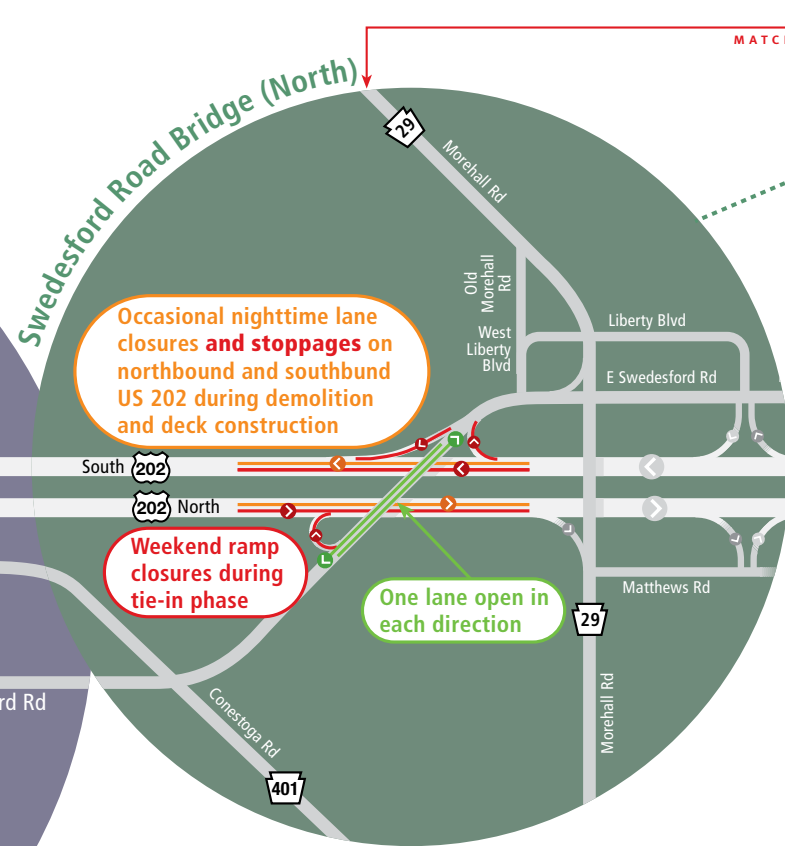
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## AT SWEDESFORD ROAD BRIDGE (NORTH)

This bridge, located at the PA 29/Great Valley Interchange, will be reconstructed a-half-at-a-time. The new bridge will have a through lane and shoulder in each direction, a sidewalk on the northbound side, plus an additional lane southbound leading to the on-ramp to US 202 north.

In addition to the bridge, several hundred feet of Swedesford Road will be reconstructed on each side of the span. This roadwork will include the tie-ins with the adjacent ramps to US 202.

Construction began in February to replace the southern side of the bridge. The northern half will be rebuilt in 2009, finishing in 2010.

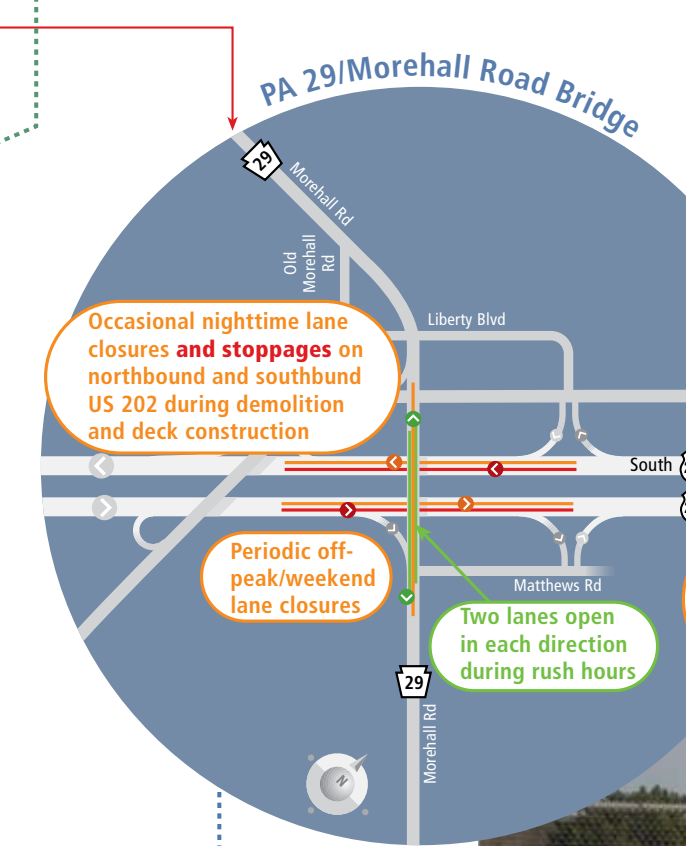


## AT PA 29/MOREHALL ROAD BRIDGE

This bridge carries four lanes of PA 29 through the heart of the PA 29/Great Valley Interchange. It will be rebuilt in three stages. Roadway improvements also will be made on PA 29 for several hundred feet on both sides of the span.

The new PA 29 Bridge will have two through lanes in each direction, wider shoulders, a sidewalk on the southbound side and additional left and right turn lanes in the northbound direction. Work began in February.

Crews will begin by removing and paving over the existing median, then shifting traffic to begin replacement of the bridge's northern section under Stage 1 in 2008. Stage 2 in 2009 will replace the center section, and Stage 3 will finish the job by rebuilding the southern side of the span, finishing in 2010.



Major bridge reconstruction at the PA 29/Great Valley Interchange in 2008 and beyond will include replacement of the PA 29/Morehall Road overpass.

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The Cedar Hollow Road overpass (above) will be replaced beginning in 2008 with a new bridge that will be constructed on a new alignment south of the existing span. An abandoned railroad overpass (inset) will be raised to increase the vertical clearance for vehicles on US 202.



## AT CEDAR HOLLOW ROAD BRIDGE, RAILROAD OVERPASS

A new Cedar Hollow Bridge will be constructed on a new alignment south of the existing bridge, which will remain open during construction. The existing bridge will be demolished once the new span is in service.

The new bridge will cross US 202 at an angle, eliminating the sharp turn that motorists now face on the west side of the existing overpass. It will have two through lanes, wider shoulders and a sidewalk on the north side. Cedar Hollow Road will be reconstructed for about 600 feet on each side of the bridge, including the intersection with Matthews Road. Construction will start in early 2008 and will take two years to complete.

The out-of-service railroad overpass just north of Cedar Hollow Road will be raised approximately two-feet to provide greater clearance for vehicles using US 202. The crossing will become part of Chester County's future recreational trail system.

