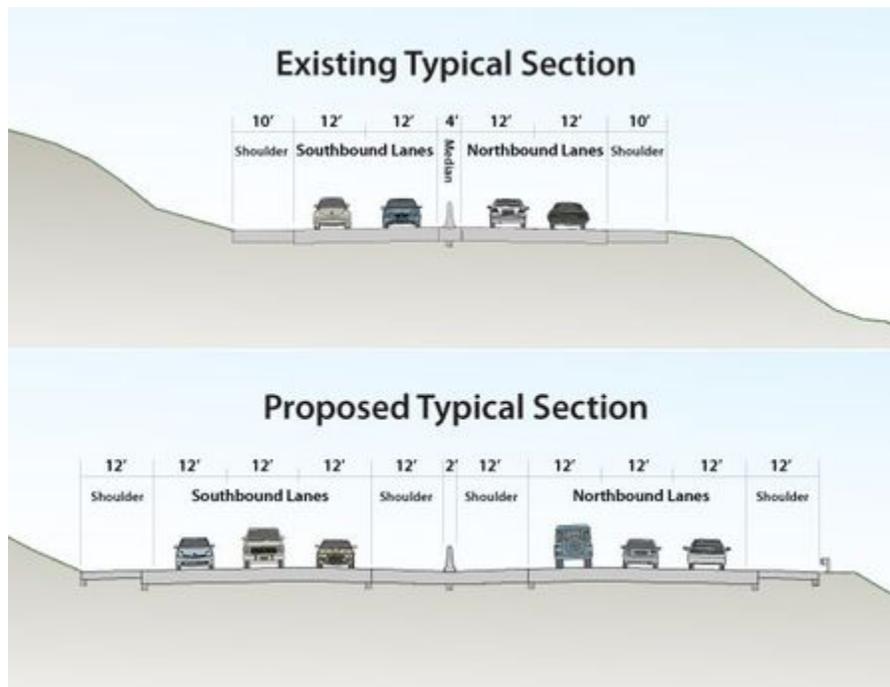


6 lanes, 10 bridges, \$225M, 2020: Turnpike widening by the numbers

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By [Kurt Bresswein](#) | For [lehighvalleylive.com](#)

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This graphic shows the widening of a typical section of the Pennsylvania Turnpike from 2 lanes in each direction spanning 72 feet to 3 lanes in each direction spanning 122 feet.

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The Pennsylvania Turnpike Commission announced Tuesday the next stretch of the Northeast Extension to be reconstructed and widened.

Pending weather, work is scheduled to start this month on the Interstate 476 project between the Lansdale (Exit 31) and Quakertown (Exit 44) interchanges.

Here is a look at the project by the numbers:

6 lanes

The commission is widening the highway from 4 lanes (2 northbound, 2 southbound) to 6 (3 northbound, 3 southbound) between mile posts A31.3 (Fretz Road) and A38.1 (Clump Road).

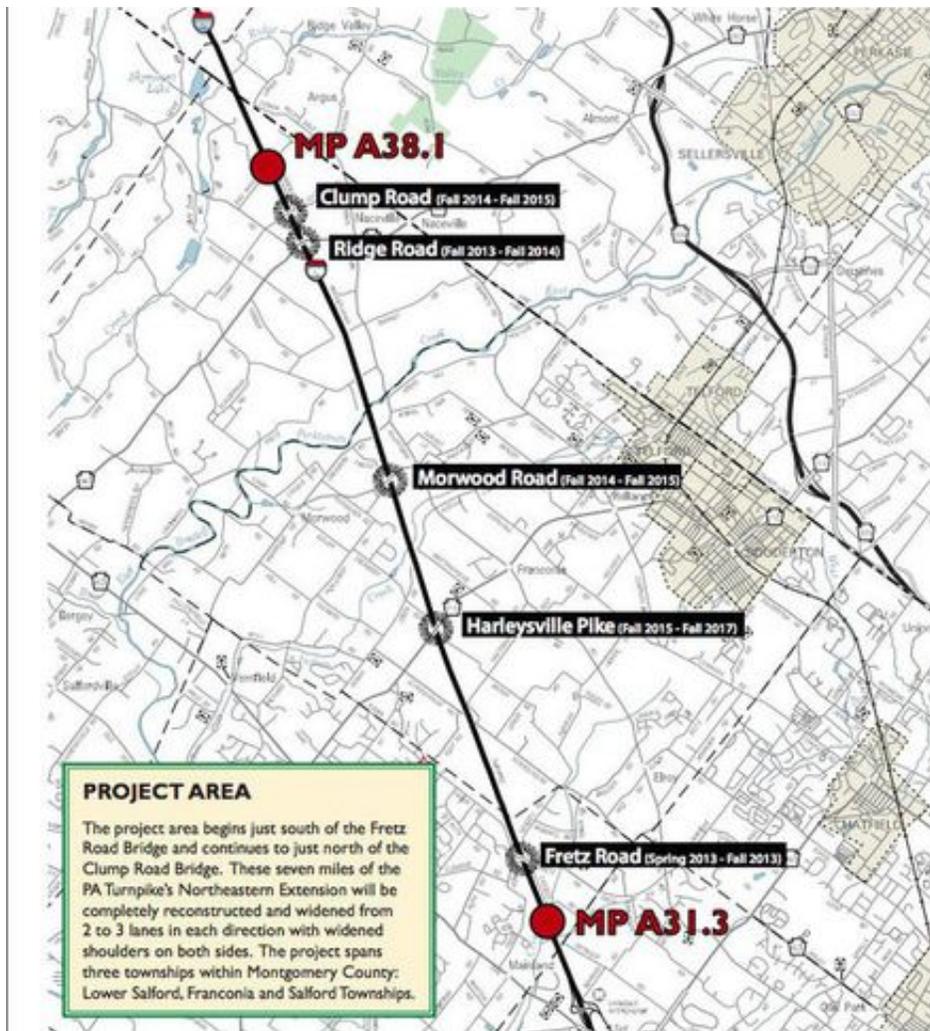
55 mph

The work slated to begin in February includes tree and shrub removal along the turnpike's right-of-way. During construction, the contractor will install temporary concrete barrier, advanced-warning signs and traffic-control devices with reduced speeds of 55 miles per hour in the construction zone.

Other highway components to be replaced include lighting, concrete barriers, guide rail and right-of-way fencing. Construction will include building sound barriers, retention walls for support of excavation, storm-water management basins and drainage systems.

10 bridges

The contractor will also replace 10 mainline bridges that carry turnpike traffic over local roads and creeks. These structures will be removed and replaced in stages as construction of the turnpike widening progresses.



This graphic from a Pennsylvania Turnpike Commission open house April 11, 2013, shows the stretch of the Northeast Extension (Interstate 476) slated to be widened from 4 to 6 lanes beginning in February 2018 and continuing into 2020.

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12-foot shoulders

The new six-lane highway will also feature full, 12-foot shoulders to the left and right of the travel lanes.

"Total roadway reconstruction is a massive undertaking that involves removing the old four-lane roadway and sub-base up and completely replacing it with a brand new, six-lane roadway," Pennsylvania Turnpike Chief Engineer Brad Heigel said in a statement Tuesday. "Once reconstruction and widening along the Northeastern Extension is completed, it will improve safety and enhance mobility for our customers who travel this stretch of interstate."

2020

This project is expected to be completed by the end of 2020, with the opening of north and southbound traffic to three lanes in each direction. Miscellaneous roadway work may continue through 2021.

\$225 million

Pilesgrove, New Jersey-based Richard E. Pierson Construction Co. Inc. was awarded the \$225 million contract by the Turnpike Commission last November. Hill International of Philadelphia will be providing construction-management services on the project, which crosses through Lower Salford, Franconia and Salford townships in Montgomery County.

1957

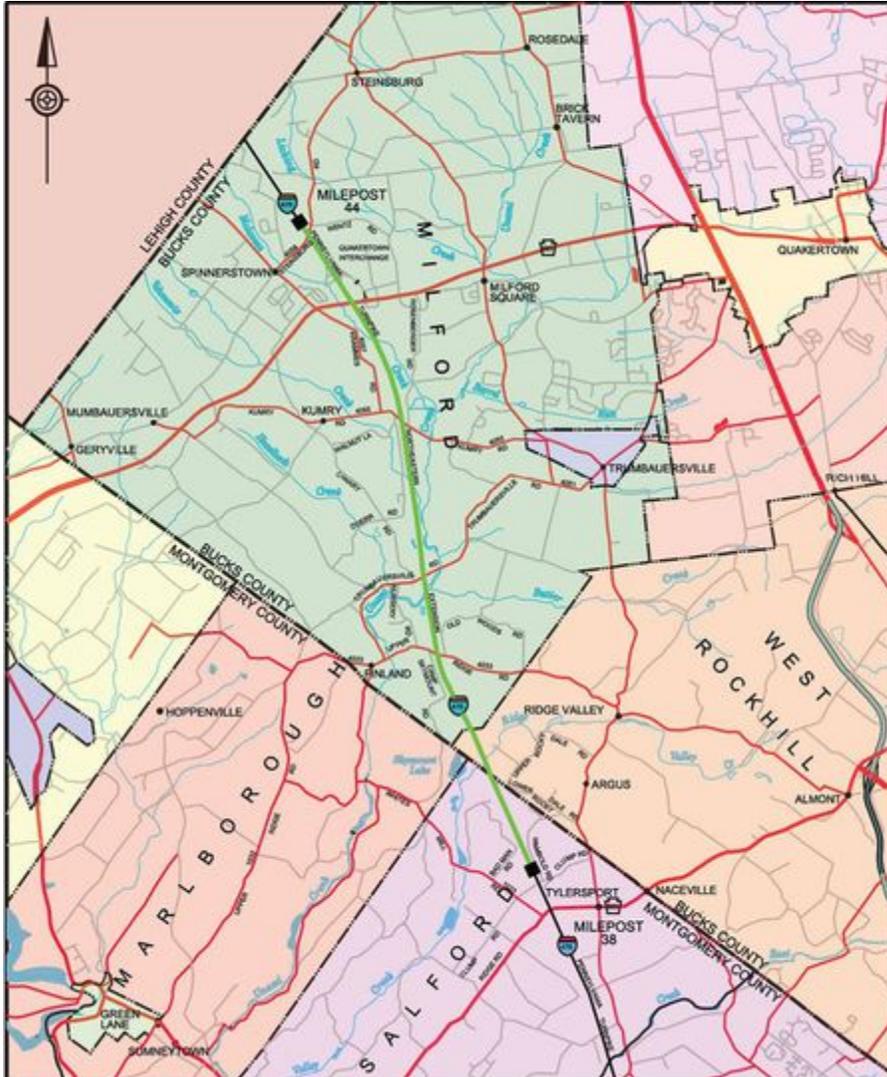
The section of I-476 opened to traffic in 1957. Today it carries 51,000 vehicles a day



The Pennsylvania Turnpike Northeast Extension is seen at four lanes between mile posts A20 and A31, prior to its widening to six lanes completed in August 2017.

Courtesy photo / For lehighvalleylive.com

The project follows the reconstruction and widening of the Northeast Extension from the Mid-County Interchange (mile post A20) to the Lansdale Interchange (mile post A31). That construction began in May 2014 and was substantially completed on Aug. 31, 2017, with the opening 3 lanes both northbound and southbound.



This Pennsylvania Turnpike Commission map shows the stretch of the Northeast Extension (Interstate 476) between mile posts A38 and A44.5 to be reconstructed and widened from 4 to 6 lanes beginning in 2020 or later.

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What's next?

Final design began in 2014 for the total reconstruction and widening of the turnpike's Northeastern Extension north of Clump Road (mile post A38) to north of Steinsburg Road (mile post A44.5). The existing four-lane highway (74 feet wide) will be reconstructed to accommodate six 12-foot travel lanes with 12-foot left and right shoulders and a 2-foot median barrier (122 feet wide total).

This next project also includes the removal and replacement of five mainline bridges. The project corridor traverses Salford Township in Montgomery County and West Rockhill and Milford Townships in Bucks County.

Work is expected to begin in 2020 or later on the reconstruction and widening of I-476 from Clump Road to John Fries Highway, and in 2024 or later on the highway's reconstruction and widening from John Fries Highway to Steinsburg Road, plus improvements to the Quakertown interchange.