PennDOT plans fifth lane on Route 309 in Shavertown

Medial barrier proves unworkable

The Pennsylvania Department of Transportation (PennDOT) is "leaning strongly towards a fifth lane" to be installed on Route 309 between Harris Hill Road and Hassell, a PennDOT engineer.

Mountain Business and Profes- and concrete islands at several sional Association last week. They intersections, and a "jug handle" were accompanied by Alan King, Center Street in Kingston Town- an engineer with Borton-Lawson ship next year, according to Bob Engineering, which is designing changes to routes 309 and 415 in

Hassell and Faith Ann Liuzzo the Back Mountain. King explained spoke to members of the Back his firm's plan to add traffic lights turn for northbound traffic on Route 309 at Hillside Road.

Earlier this year, PennDOT had said there was a possibility that a turns and lights, slowing traffic.

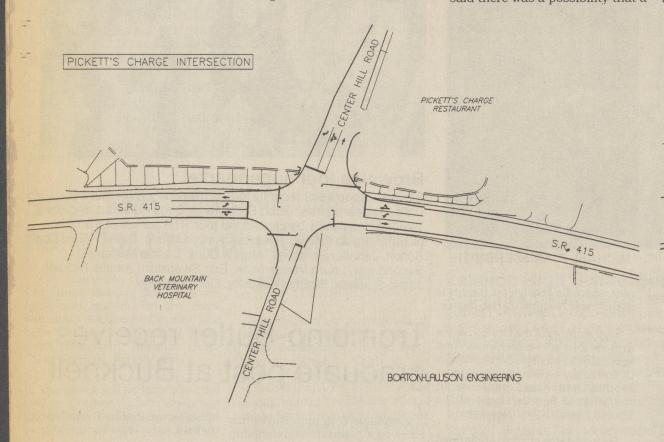
center barrier would be installed the fifth lane. Owners of businesses in that area were concerned that a barrier preventing left turns would Hassell said that placing a barrier areas for buses to pull off the highalong the highway would have way would be provided. required additional jug handle

415 - 118 INTERSECTION

in Kingston Township, rather than signals on Route 309 would be the intersections of Route 309 and synchronized so that motorists traveling at the speed limit would not have to stop. He and King also Center Hill Road and Route 118 deprive them of customers. But described several places where intersections on Route 415. Work

In addition to the Hillside Road tions taking place later.

Hassell said that most traffic intersection, work is planned at Franklin Street, Main Road and Hildebrandt Road, as well as at the on the fifth lane is expected to begin first, starting in the fall of 1993, with renovation to intersec-



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