

Frequently Asked Questions

- 1. What is the Belmont Avenue and St Asaphs Road Roundabout Intersection Improvement Project?**

This project will construct a roundabout at the intersection of SR 3045 (Belmont Avenue) and St. Asaphs Road in Lower Merion Township, PA. The project will increase safety, improve operations, and ease congestion at the intersection. The project will replace the current signalized intersection with a multilane (2-lane) roundabout.
- 2. What is the history of this project?**

In 2019, PennDOT District 6-0 studied the crash histories of intersections throughout the District. This intersection was among the highest ranked in Montgomery County. The purpose of the study was to identify candidate intersections with safety issues, where a roundabout would be a suitable safety countermeasure. A roundabout was chosen as the preferred alternative at this location following the guidelines of FHWA's Highway Safety Improvement Program (HSIP).
- 3. Are new pedestrian facilities being considered for part of this project?**

Yes, the project will include additional widening adjacent to sidewalks for the planned Public Multi-Purpose Path as part of the Mainline Greenway Map. This plan was adopted by Lower Merion Township and shown on the City Avenue District Official Map.
- 4. What is the cost and funding source?**

The current estimate for construction cost is approximately \$5 million.
The project will be constructed using 100% federal funding.
- 5. When will construction start?**

Construction is expected to begin in spring of 2027.
- 6. How will traffic be maintained during construction?**

Detour, partial detour, and phased construction options are being considered. All business and residential access will be maintained throughout construction. Pedestrian access will be maintained during construction with minimal closures/detours.
- 7. Will lighting be included in this project?**

Intersection lighting is recommended for this project.
- 8. Will the construction of a roundabout prohibit growth and development of commercial properties?**

No. As part of preliminary engineering and in coordination with Lower Merion the design accommodates and does not prohibit any of the development projects that are located in three of the four quadrants.
- 9. Are there any roundabouts nearby?**

Local residents are familiar with the roundabout in Philadelphia on Walnut Lane ([Google Map](#)). It is at the intersection of Walnut Lane and Park Line Drive, about four miles to the northwest.

Frequently Asked Questions

10. Why is it a multilane (2-lane) roundabout?

Due to the amount of vehicular traffic on the roadways, the intersection will require a 2-lane roundabout to be installed on opening day. The operational analysis performed during preliminary engineering included the added trips of background growth rate to future year 2047 and the adjacent developments into the projects traffic models to confirm that no additional lanes would be needed in the future.

11. Why not a traffic signal with exclusive left-turn lanes?

The project is funded by utilizing Highway Safety Improvement Program (HSIP) funding. This funding source requires the project to evaluate a benefit-cost ratio. The project needs to show that the societal cost savings of implementing the improvements (cost savings in reduction in crashes) needs to exceed the construction costs of the project.