

**Bridge 38 – W. Moreland Avenue over Branch of Pennypack Creek – Upper Moreland Township and
the Borough of Hatboro**

December 2025 Project Update

Contractor			
H&K Group, Inc.			
Original Contract Amount:	\$ 2,201,833.00	Notice To Proceed Date:	June 24, 2025
Approved Change Order Total:	\$ -	Project Contractual Completion Date:	December 31, 2027
Current Contract Amount:	\$ 2,201,833.00	Total Calendar Days:	920
Amount Earned To Date:	\$ 127,954.00	Calendar Days Used	190
Percentage Earned:	5.8%	Approved Time Extensions:	0
		Calendar Days Remaining:	730
		Time Elapsed Percentage:	21%



W. Moreland Avenue Looking West – June 2025.

INTRODUCTION

County Bridge 38, which connects Upper Moreland Township to the Borough of Hatboro by carrying West Moreland Avenue over a branch of the Pennypack Creek is a single-span, non-composite, pre-stressed concrete adjacent box beam structure spanning 45 feet, originally constructed in 1958. The bridge was designated as Structurally Deficient (“SD”) by PennDOT due to the poor condition of the deck, superstructure, and substructure. Subsequently, in 2018, the bridge was placed on the Capital Improvement Plan (CIP) and funds were secured to begin the design process for a full replacement.

The Engineering design was completed by Traffic Planning and Design (TPD) in 2024. The new proposed structure will be a single-span pre-stressed concrete adjacent box beam bridge supported on concrete abutments with a span of 49 feet 6 inches and an increased hydraulic opening, which will allow a higher volume of water to flow. The construction contract was awarded to Haines and Kibblehouse (H&K) at a cost of \$2,201,833.00 and the project is to be completed by December 31, 2027.

SPECIAL CONDITIONS

There is an extensive amount of utility relocation and coordination required before the bridge demolition can begin, including: AQUA, PECO Electric, Verizon Communications, AT&T, LUMEN, Crown Castle, Comcast, and PennDOT Fiber. Additionally, the project site is a low-lying area that is susceptible to flooding conditions during periods of heavy rain. This will require the new abutments to be demolished and reconstructed individually, rather than concurrently, to minimize restricting the creek to a point that increases flood risk. The project site is immediately adjacent to the Hatboro Memorial Swimming Pool, which is a popular community gathering location. Special care must be taken to provide open access to the large parking lot and overflow lot on the opposite side of the street during the active periods between Memorial Day and Labor Day.



Aerial Utilities – June 2025.

PROGRESS

The Notice-To-Proceed (NTP) was issued to H&K Group on 6/24/2025. The initial phase of the project consisted of the clearing and grubbing of vegetation and trees within the limit of disturbance (LOD) to allow the utility relocation work to commence. Over the course of several months, the associated utility companies have worked on their relocation plans. The PECO Electric work is complete and the remaining communications companies have begun their relocation work. It is critical that the communications companies perform their work in a specific order to avoid any wrapping or tangling of lines during the process. The bridge has remained open to traffic and pedestrians during this period.



New PECO Utility Pole Location – October 2025.

SCHEDULE

Demolition is expected to begin in mid-January 2026. An approved PennDOT detour will go into effect and the bridge will be closed to traffic and pedestrians (**See separate “Detour Plan”**). The western abutment (Upper Moreland Township) will be the first side to be demolished and reconstructed, followed by the eastern abutment (Hatboro). Upon completion of the new abutments, the pre-fabricated beams will be set on the new abutments and the concrete deck will be poured. Full depth roadway reconstruction at the bridge approaches will be completed, followed by paving

operations, guiderail and safety items, and line striping before reopening the bridge to traffic by the end of 2027.



Bridge Beam Setting on Similar Project (Stock Photo)

LIMITATIONS

As with all bridge construction projects, the goal is to minimize disruption to the local communities and reopen to traffic as early as possible. Weather is an uncontrollable factor, that presents unknown challenges throughout the course of the project. The construction of the bridge abutments begins at a depth of 18 feet below the roadway surface and dewatering operations are critical to the success of the project. The coordination and completion of utility relocation at the onset of the project is another variable based on their resources and the need to respond to their own service outages and emergency conditions.