State Route 28 Highland Park Interchange Reconstruction Project

SR 28, Section A56, Allegheny County, PA
Boroughs of Sharpsburg, Aspinwall, and Fox Chapel
O’Hara Township, City of Pittsburgh

Public Meeting

Fox Chapel Area High School Auditorium

December 12, 2017
Project Team

**PennDOT**
Cheryl Moon-Sirianni, P.E.
Jim Foringer, P.E.
Angelo Pampena
Rich Yakupkovic, P.E.
Erik Porter, P.E.
Mark Young
Nick Krobot, P.E.
Todd Kravits, P.E.
Doug Thompson, P.E.
Jeff Bucher, P.E.

**FHWA**
Cory Donahue, P.E.

**Michael Baker International**
Greg Cerminara, P.E.
Jessica Belowich, P.E.
Dave Jackson, P.E.
Ray Maginness
Andy Kuchta
Overview of the Tonight’s Meeting

- Purpose of the Meeting
- Project History
- Project Purpose & Need
- Alternative Overview
- Sound Impact Analysis
- Anticipated Traffic Control
- Anticipated Project Schedule
- Project Input / Feedback
Project History

- History of this section of roadway
- History of the current design project
  - Eleven (11) initial interchange design concepts developed
  - Four (4) Alternatives carried forward for detailed analysis
  - Met with the Municipal Officials in March 2016
  - Alternative being presented today considered:
    - Project purpose and need
    - Environmental impacts
    - Engineering constraints
    - Traffic data
    - Right-of-Way impacts
    - Project cost
    - Feedback from public officials
To address the identified deficiencies related to the State Route 28 bottleneck, congested traffic conditions, and other operational issues of the interchange.
Congestion / Traffic Operations that impede mobility

- Congestion within the project limits is undesirable today and further degrades in Design Year (2040)

Facility Deficiencies / Lack of Continuity impede the movement of goods & services

- The two-lane section of SR 28 within the interchange lacks continuity with four-lane sections to the north and south of the interchange
- Vertical clearance through the interchange is substandard

Safety

- Crash incident frequency for the SR 28 / SR 1005 Highland Park Interchange exceeds the Statewide average in several locations
# Project Characteristics

## Functional Classification

<table>
<thead>
<tr>
<th>Route</th>
<th>Classification</th>
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<tbody>
<tr>
<td>SR 28</td>
<td>Freeway / Expressway</td>
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## Posted Speed Limit

<table>
<thead>
<tr>
<th>Route</th>
<th>Speed Limit</th>
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<tbody>
<tr>
<td>SR 28</td>
<td>55</td>
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<tr>
<td>SR 1005 (Highland Park Bridge)</td>
<td>45</td>
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<tr>
<td>SR 1001 (Main St / Freeport Rd)</td>
<td>35</td>
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## Average Daily Traffic

<table>
<thead>
<tr>
<th>Route</th>
<th>Year 2020</th>
<th>Year 2040</th>
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<tbody>
<tr>
<td>SR 28</td>
<td>66,000</td>
<td>79,000</td>
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<tr>
<td>SR 1005 (Highland Park Bridge)</td>
<td>51,000</td>
<td>61,000</td>
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<tr>
<td>SR 1001 (Main St / Freeport Rd)</td>
<td>15,000</td>
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A primary purpose of the project is to relieve the bottleneck currently on SR 28. Two through lanes will be re-established on SR 28 through the interchange with ramp configuration improvements.

The Highland Park Bridge to northbound SR 28 ramp creates a third lane to Delafield Ave off-ramp.

The SR 28 on-ramp from Virginia Avenue Ext. will remain.

Operational modifications to ramps at the Freeport Road interchange, including additional traffic signals.

Project is independent of the Riverfront 47 Development
Alternative Overview

Video
Project Highlights

• Alternative shown today avoids the following resources:
  – Residential and commercial displacements
  – Aspinwall Recreational Area or other parks
  – Historic districts (Sauer Building & Aspinwall Historic Districts)
  – Highland Park Bridge river crossing

• There are minimal temporary and permanent right-of-way acquisitions

• Project has the potential to address sound impacted areas
Environmental Features
Highway Traffic Sound Level Analysis

- Preliminary Analysis was performed following the PennDOT Publication 24 Project Level Highway Traffic Noise Handbook.
Sound Impact Analysis

Noise Sensitive Area (NSA)
There are two preliminary locations where sound barriers will be carried into the Public Involvement process:

- SR 28 Outbound from the Aspinwall Recreational Area to the Lexington Ave / Delafield Ave Bridge Area.
- SR 28 Inbound from the Lexington Ave / Delafield Ave Bridge Area to the Western Avenue Area.
Sound Impact Analysis

Preliminary Sound Barrier Locations
• The Owners and Renters of Benefited sites will vote on whether they are in favor of the proposed sound barrier.
  
  o “Benefited” is defined as a site receiving a ≥5 decibel (noticeable) sound level reduction.
  
  o A sound barrier meeting will be held to present / discuss the barrier specifics with the Benefited owners / renters.
  
  o Reasonable efforts will be made to contact people for voting purposes; including mail, certified letter and/or door-to-door surveys.
  
  o ≥50% of the tallied votes must be in favor of the sound barrier in order to move forward into the Final Design phase.
Final interpretation of the results will be made by PennDOT, considering all feedback gained during the public involvement process.
• SR 28 generally to be maintained similar to existing travel patterns
• Ramps to be detoured in a phased approach
## Anticipated Design / Construction Schedule:

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## Anticipated Construction Cost: $55 Million
• Display boards are exhibited in the lobby

• Video will be running on a screen in the lobby

• Comment Forms (located on sign-in table) may be filled out this evening or mailed / emailed at a later date

• Project information will be posted on PennDOT’s website
www.penndot.gov

- Blue bar at the upper portion of the screen click on “Regional Offices”

- Go to the map and click on 11

- Right side column click on “Public Meetings”

- Look for:
  “SR 28 Highland Park Interchange Reconstruction Project”
Questions?