SR 28, Section A56 Highland Park Interchange
Sound Barrier Meeting

February 12, 2019
Project Team

PennDOT District 11-0
Cheryl Moon-Sirianni, P.E. - District Executive
Doug Seeley, P.E - Assistant District Executive, Design Division
Erik Porter, P.E, - Senior Project Manager
Mark Young - District Environmental Manager
Nick Krobot, P.E. - Assistant Environmental Project Manager

Michael Baker International
John Tricini, P.E., PLS - Project Manager
David Jackson, P.E. - Roadway Design Engineer
Andy Kuchta - Noise Analysis Technical Manager
Justin Miller – Public Involvement Specialist
Meeting Format

PRESENTATION

• Mark Young, PennDOT District Environmental Manager
  – Welcome, Project Introduction and Meeting Purpose

• Erik Porter, P.E., Project Manager, PennDOT
  – Overview of the Overall Project

• Andrew Kuchta, Michael Baker International
  – Summary of Highway Sound Analysis Process
  – Location of the Proposed Sound Barriers
  – Sound Wall Considerations and Constraints
  – Available Community-side Barrier Styles and Colors
  – Opportunity to see the predicted sound level reductions at your benefited property
Purpose of this Meeting

• Provide voting information to the benefited homeowners and residential renters in regards to having a sound barrier constructed (or not constructed) near their homes.

• Provide voting information on the type, style and/or color of the proposed sound barriers on the community side if they wish to have PennDOT construct the barrier.
PROJECT LIMITS
A Noise Analysis was conducted in 2017 and the project area was divided into FOUR Noise Sensitive Areas (NSAs)
• Representative measurement sites were selected.
  o Field measurements were made to validate the model in each NSA.

• Noise-sensitive analysis receptors were selected to include all residences, schools, parks, etc.

• The FHWA-approved Traffic Noise Model (TNM) was used to predict the worst-case sound levels for the existing and future conditions at all noise-sensitive receptors.

• Impacts were identified for noise-sensitive receptors where the modeled sound level equaled or exceeded 66 decibels (dBA) or if the proposed project caused an increase of 10 or more dBA over the existing condition.
  – (dBA) stands for decibels (dB) on the A-weighted (human) perception scale.
Note: (dBA) stands for decibels (dB) on the A-weighted (human) perception scale.
Subsequently, noise abatement analysis is warranted for impacted sites based on Feasibility and Reasonableness.

- Feasibility and Reasonableness primarily deal with:
  - Attaining noticeable sound level decreases: (≥ 5 dBA for the majority of the impacted sites with at least one site attaining a 7 dBA reduction).
  - Observing PennDOT construction regulations regarding drainage, trees, signs, utilities, safety, terrain, wetlands, right-of-way and maintenance.
  - Benefiting the majority of impacted sites (50+) with a barrier that meets the ≤2,000 square foot per benefited receptor criteria.

- Following the December 2017 Public Meeting, the sound wall dimensions were adjusted in length and height in various places based on public input.

- The results determined that sound barriers were feasible and reasonable in two (2) locations east of the interchange.
Proposed Sound Barrier Locations

- Barrier NSA 3 - SR 28 Northbound from the Aspinwall Recreational Area to the Lexington/Delafield Bridge Area.
  
  (4,680’ long, 6-11’ high with decibel reductions from 5-8 dBA, ~100 benefited sites)

- Barrier NSA 4 - SR 28 Southbound from the Lexington/Delafield Bridge Area to the Western Avenue Area.
  
  (2,760’ long, 8.5-20’ high with decibel reductions from 5-17 dBA, 56 benefited sites)
The Owners and Renters of Benefited sites will vote on approving the sound barrier, its color and its texture.

- “Benefited” is defined as a site receiving a ≥5 decibel (noticeable) sound level reduction.
- This sound barrier meeting is being held to present/discuss the barrier specifics with the Benefited owners/renters.
- Reasonable efforts have already been made to contact people for voting purposes via certified mail and this meeting.
- ≥50% of the counted votes must be in favor of the sound barrier in order to move forward in the Final Design phase.
- “Impacted” is defined when the modeled sound level is ≥ 66 dBA or if there is an increase of ≥10 dBA over the existing condition.
Sound Wall Considerations - 2

- The barrier’s color and texture will then be counted from the received “Yes” votes.
- The Benefited owners/renters will determine the residential-side texture and color.
- PennDOT will determine the highway-side texture and color.

- Final interpretation of the results will be made by PennDOT/consultants, considering all feedback gained during the public involvement process.
- Grape Stake (Brown)
- Grape Stake (Grey)
- Grape Stake (Tan)
• Irregular Stone (Gray)

• Irregular Stone (Brown)

• Irregular Stone (Tan)
Sound Barrier Styles/Colors - 3

- Ashlar Stone (Brown)
- Ashlar Stone (Gray)
- Ashlar Stone (Tan)
• Brick (Red)
- Transparent / Grape Stake (Brown)
- Transparent / Irregular Stone
- Transparent / Ashlar Stone (Tan)
Anti-Bird Threads will be incorporated into all transparent panels if transparent panels are selected by the benefited residents.
Sound Barrier Construction & Style Consideration - Public Input Survey Questionnaire

Please provide us with the following information to ensure your vote will be applied to the correct barrier:

Name: ____________________________________________________________

Street Address: ____________________________________________________

Phone (optional): __________________________ Email (optional): ____________

Receptor Number: «Noise Receptor Number»

Are you the current property owner or a renter?  ☐ Property Owner  ☐ Renter

Are you in favor of the sound barrier for your community?  ☐ Yes  ☐ No

If yes, which BARRIER STYLE do you prefer?  (Please choose only one. Note: all transparent barriers include anti-bird threads in the panels)

☐ Grape Stake  ☐ Irregular Stone  ☐ Ashlar Stone  ☐ Brick  ☐ Transparent/Grape Stake

☐ Transparent/Irregular Stone  ☐ Transparent/Ashlar Stone  ☐ Transparent/Brick

Which COLOR do you prefer?  (Please choose only one.)

☐ Gray (all styles)  ☐ Brown (all styles)  ☐ Tan (all styles)  ☐ Red (for brick style only)

Comments (optional):

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

Signed: __________________________, Date: __________________________

Please return the questionnaire using the postage-paid envelope by 3/8/19 to:

Mark Young – District Environmental Manager
PENNDOT District 11-0
45 Thompson Road
Bridgeville, PA 15107

OR: Please drop off your ballot in the comment box at the Sound Barrier Public Meeting

OR: You may scan and send via email to PennDOT at: MARKYOUNG@pa.gov.

Thank you for your input in this roadway design process. Your cooperation is deeply appreciated.
www.penndot.gov

• Blue bar at the upper portion of the screen click on “Regional Offices”
• Go to the map and click on
• Right side column click on “Public Meetings”
• Look for:
  “SR 28 Highland Park Interchange Reconstruction Project”
THANK YOU !!

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Questions