



**S.R. 0202, Section 65N  
Swedesford Road to Bethlehem Pike**

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**Noise Abatement and  
Intelligent Transportation Systems  
Public Meeting**

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**July 12, 2007**



# Purpose of Meeting

- Discuss Changes to Noise Study
- Request residential input to proposed noise barriers (via survey)
- Discuss proposed Intelligent Transportation Systems (ITS) Elements

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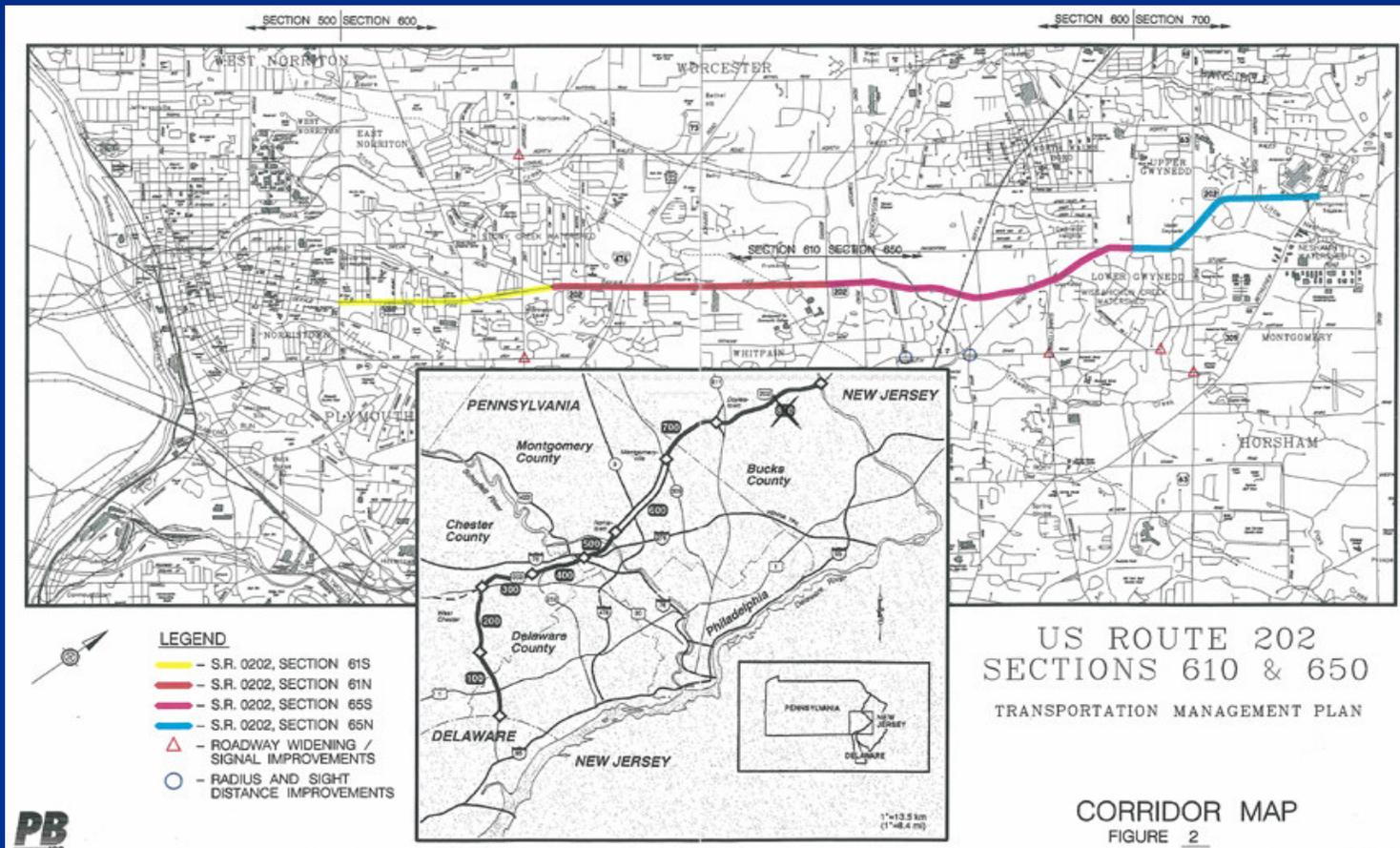


# Brief History of Project Transition

- Hancock Road to Welsh Road section of DeKalb Pike as portion of Section 700 Project
- Expressway Project reevaluated and right-sized to a Parkway Project
- Hancock Road to Welsh Road section of DeKalb Pike transferred from Section 700 Project to Section 65N Project
- Noise Analysis revised as part of Section 65N project

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# Relationship of Section 600 and Section 700 Projects



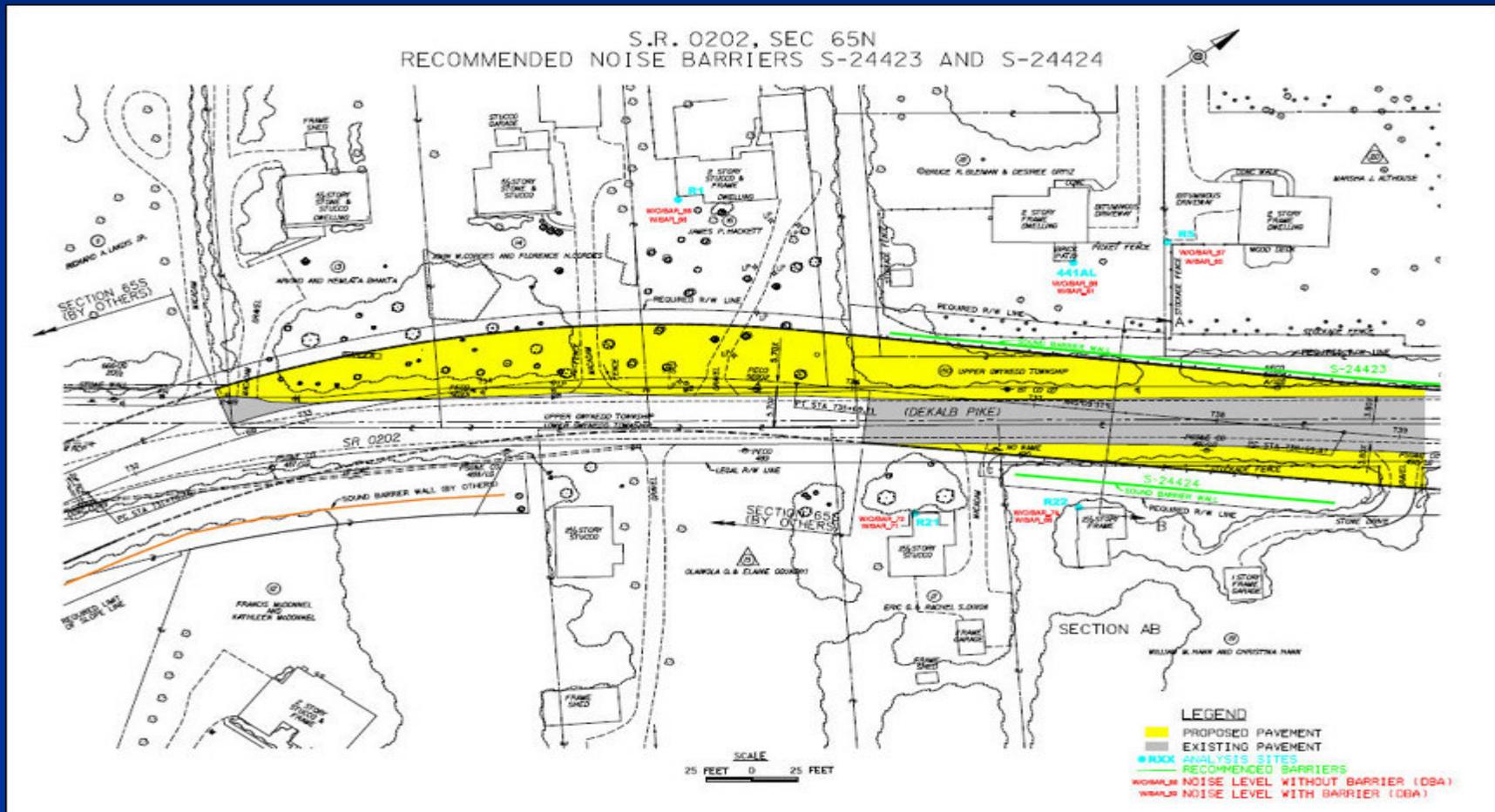
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# Project Features

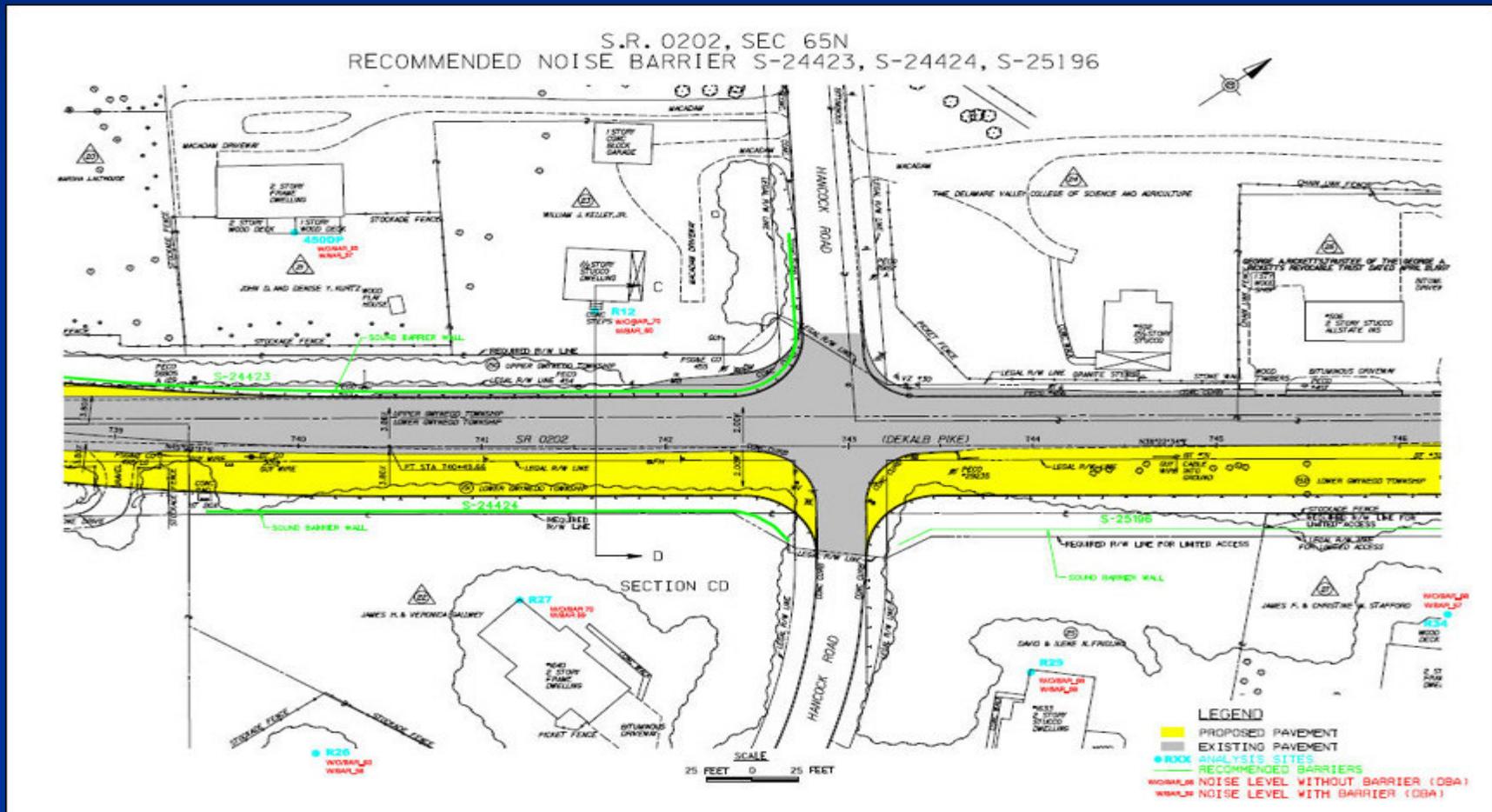
- Widening of roadway to 5 lanes
  - ❖ 2 travel lanes in each direction
  - ❖ Center-turn lane
- Inclusion of bike lane in each direction

# Project Features



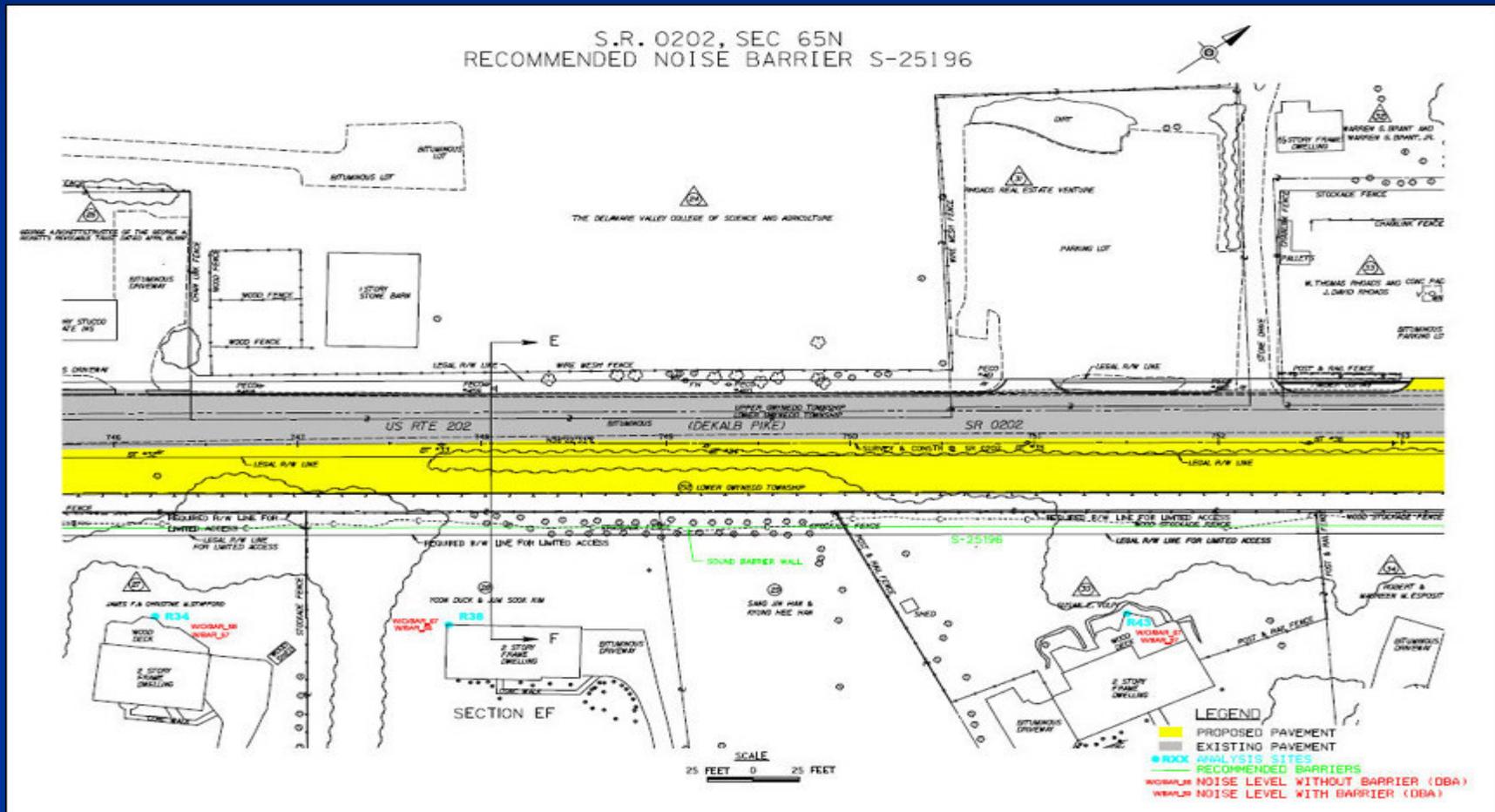
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# Project Features



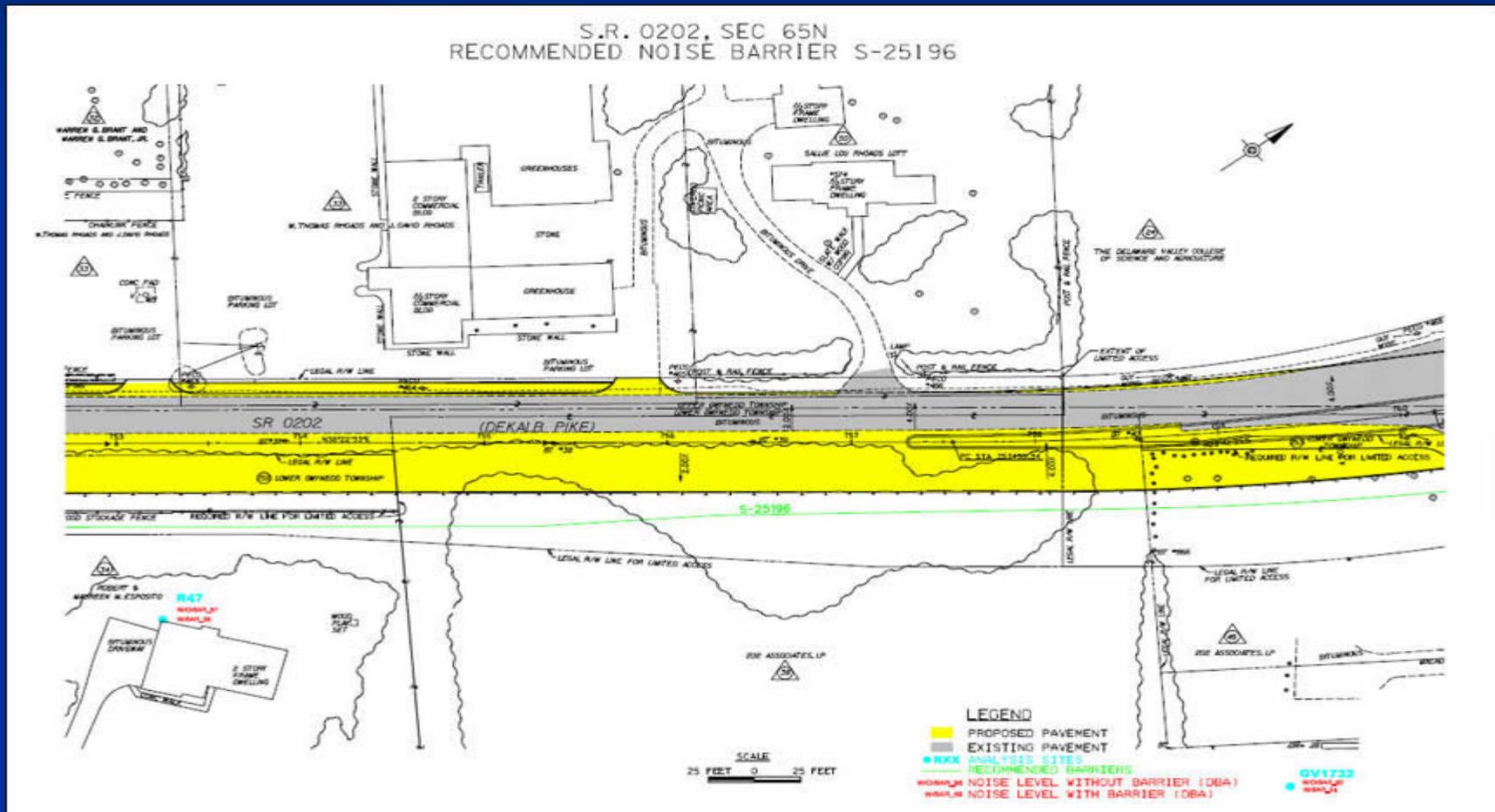
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# Project Features



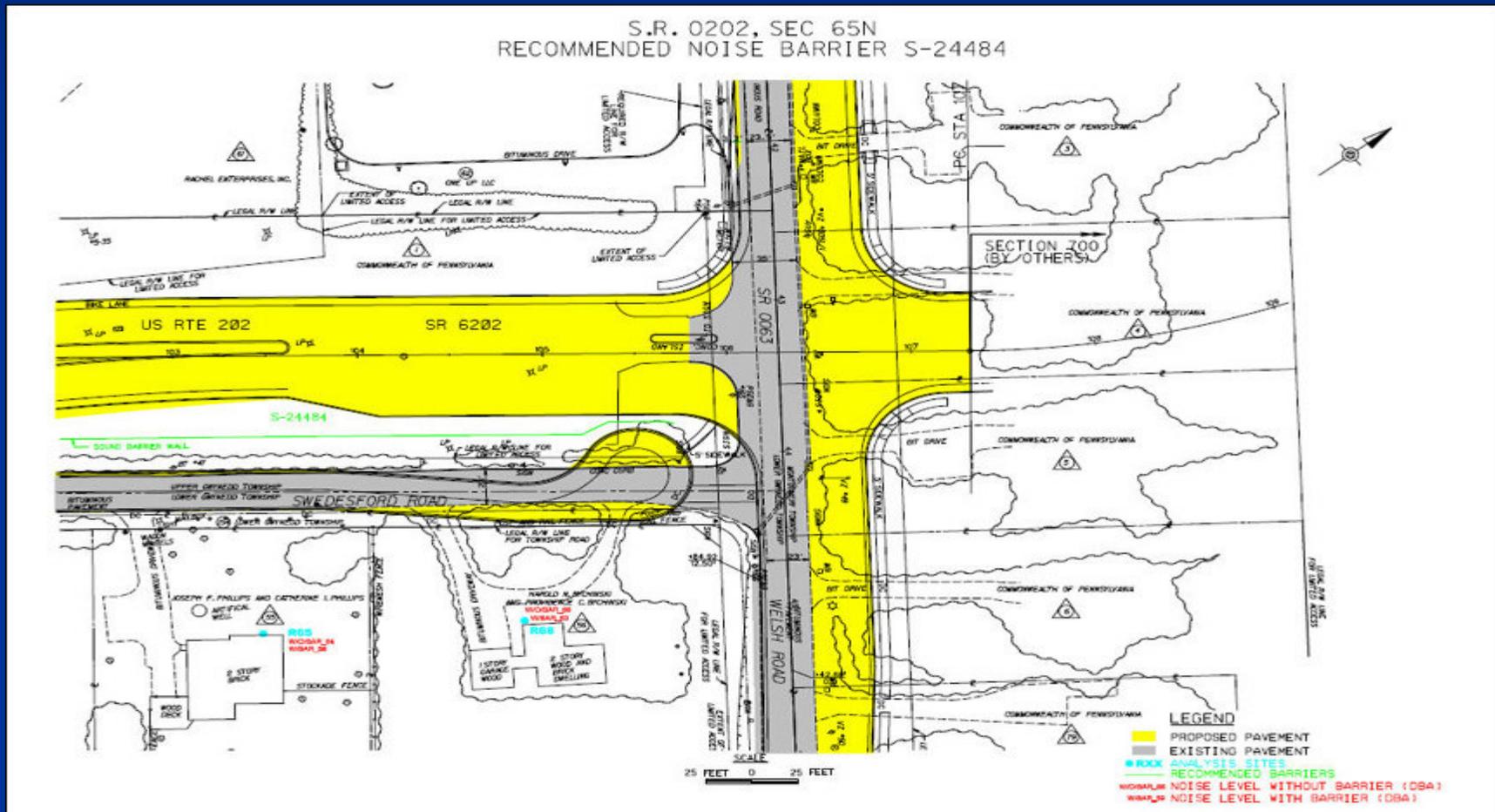
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# Project Features



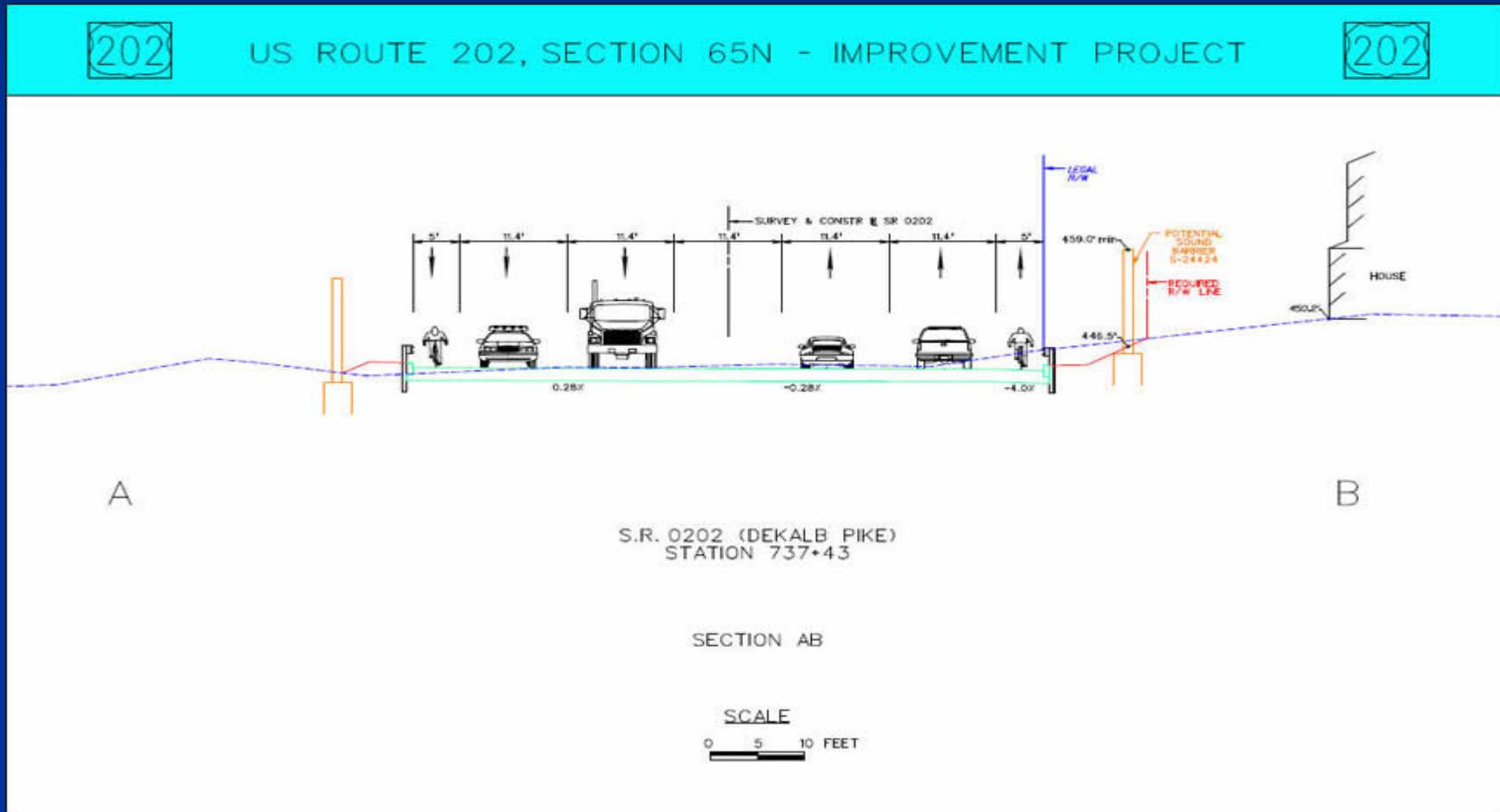
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# Project Features



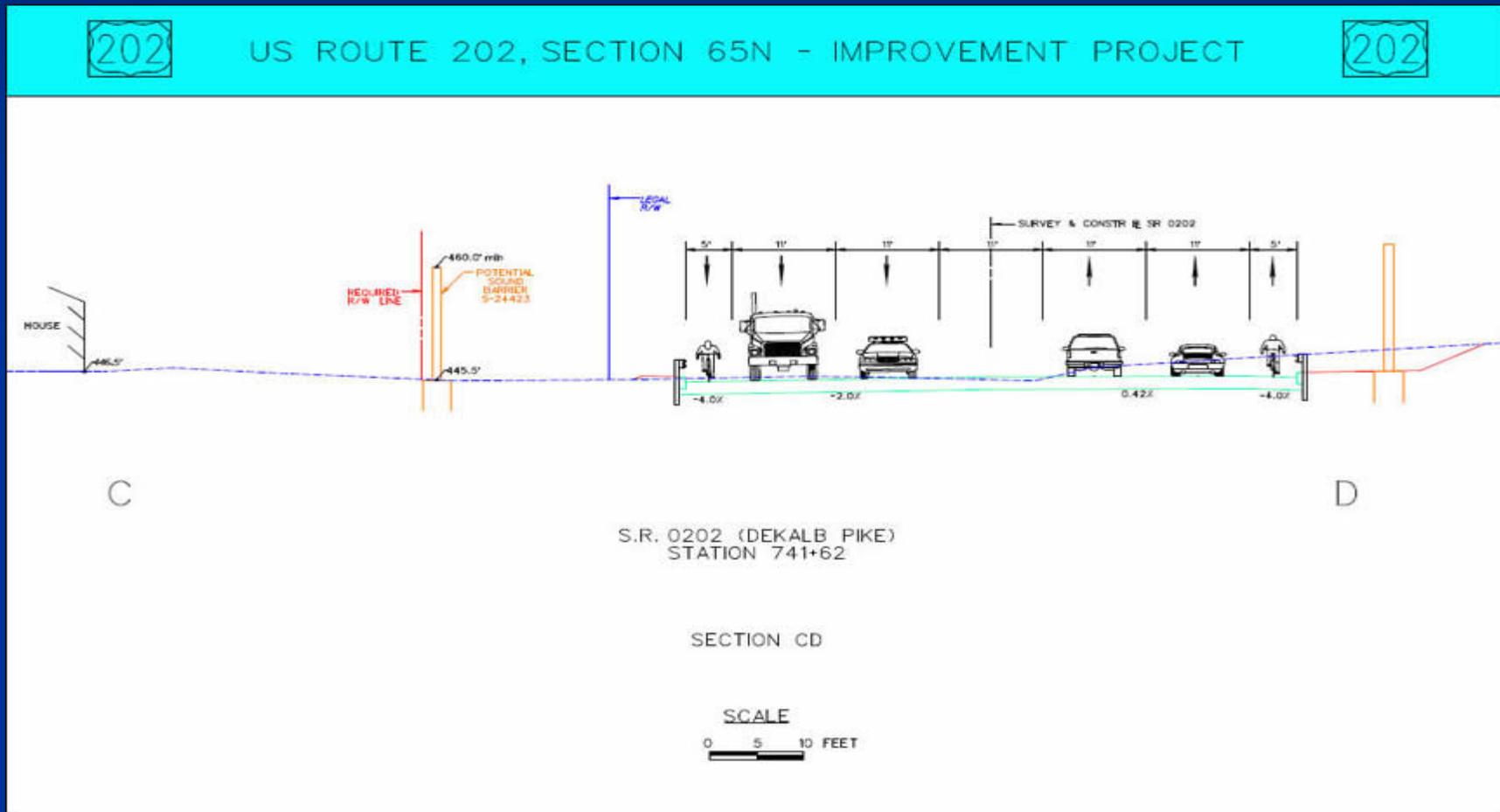
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# Project Features



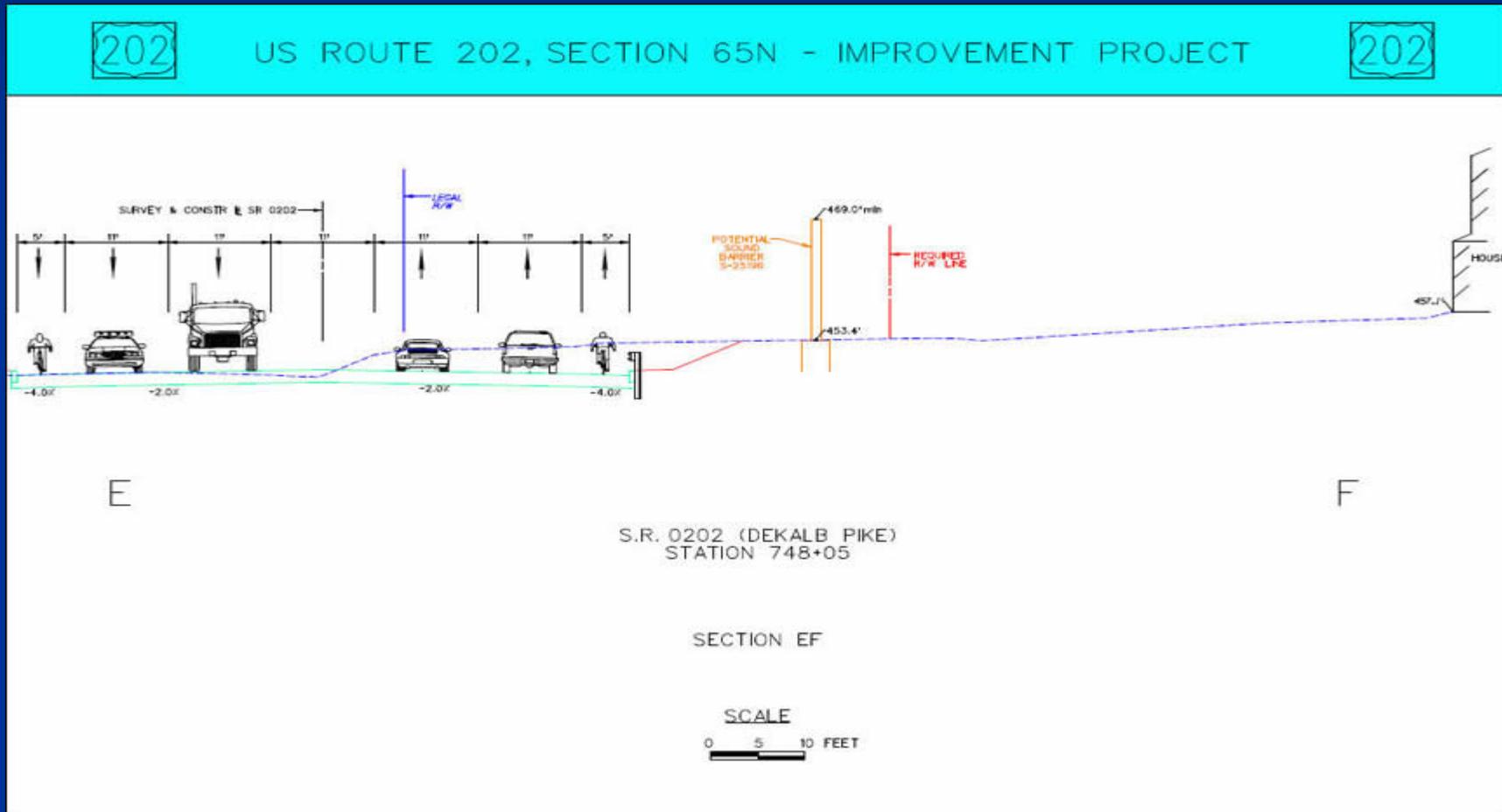
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# Project Features



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# Project Features



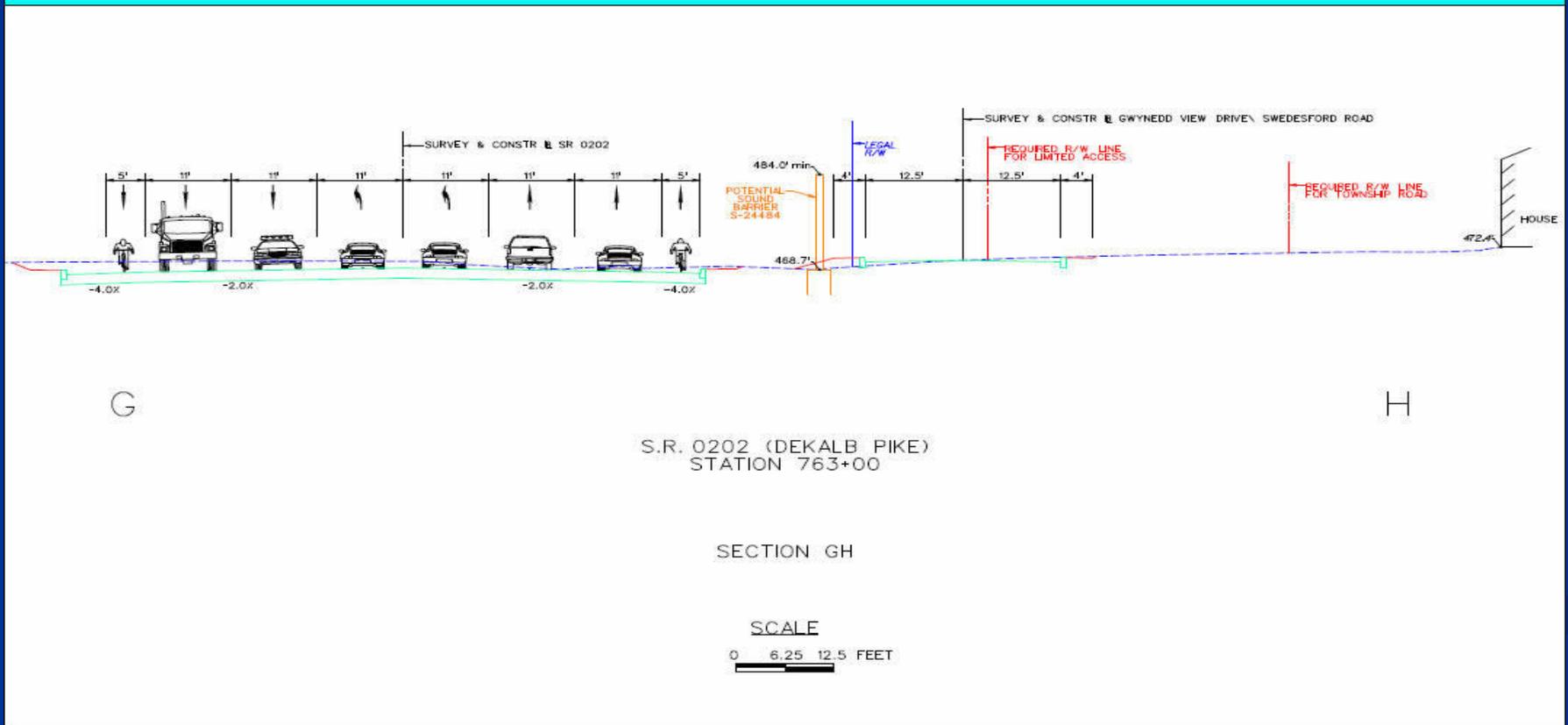
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# Project Features

202

US ROUTE 202, SECTION 65N - IMPROVEMENT PROJECT

202



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# History of Detailed Noise Analyses

- July 2000: Final Design Noise Impact Analysis Report for S.R. 0202 – Section 701
  - ❖ Performed for expressway section
  - ❖ Underpass of Welsh Road
  - ❖ Free-flow expressway speeds
  - ❖ Recommended noise abatement for Amity Lane and Gwynedd Knoll

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## History (Continued)

- December 2006: Addendum to Final Design Noise Impact Analysis Report for S.R. 0202, Section 650
  - ❖ Performed for new roadway design
  - ❖ Signalized at-grade intersections at US 202/Parkway and at Parkway/Welsh Road
  - ❖ Lower speeds
  - ❖ Different traffic distribution
  - ❖ Recommended noise abatement for Amity Lane and Gwynedd Knoll



## West Side (Amity Lane) Barrier

- Approximate Length = 706 feet
- Height Range = 12 to 14 feet
- Average Height = 13.7 feet
- Insertion loss for impacted residences = 7 to 10 dBA
- Resulting noise levels at benefited receptors = 57 to 61 dBA



## **East Side (Gwynedd Knoll) Barrier System**

- Approximate Length = 3,211 feet
- Height Range = 10 to 18 feet
- Average Height = 13.7 feet
- Insertion loss for impacted residences = 7 to 11 dBA
- Resulting noise levels at benefited receptors = 50 to 66 dBA

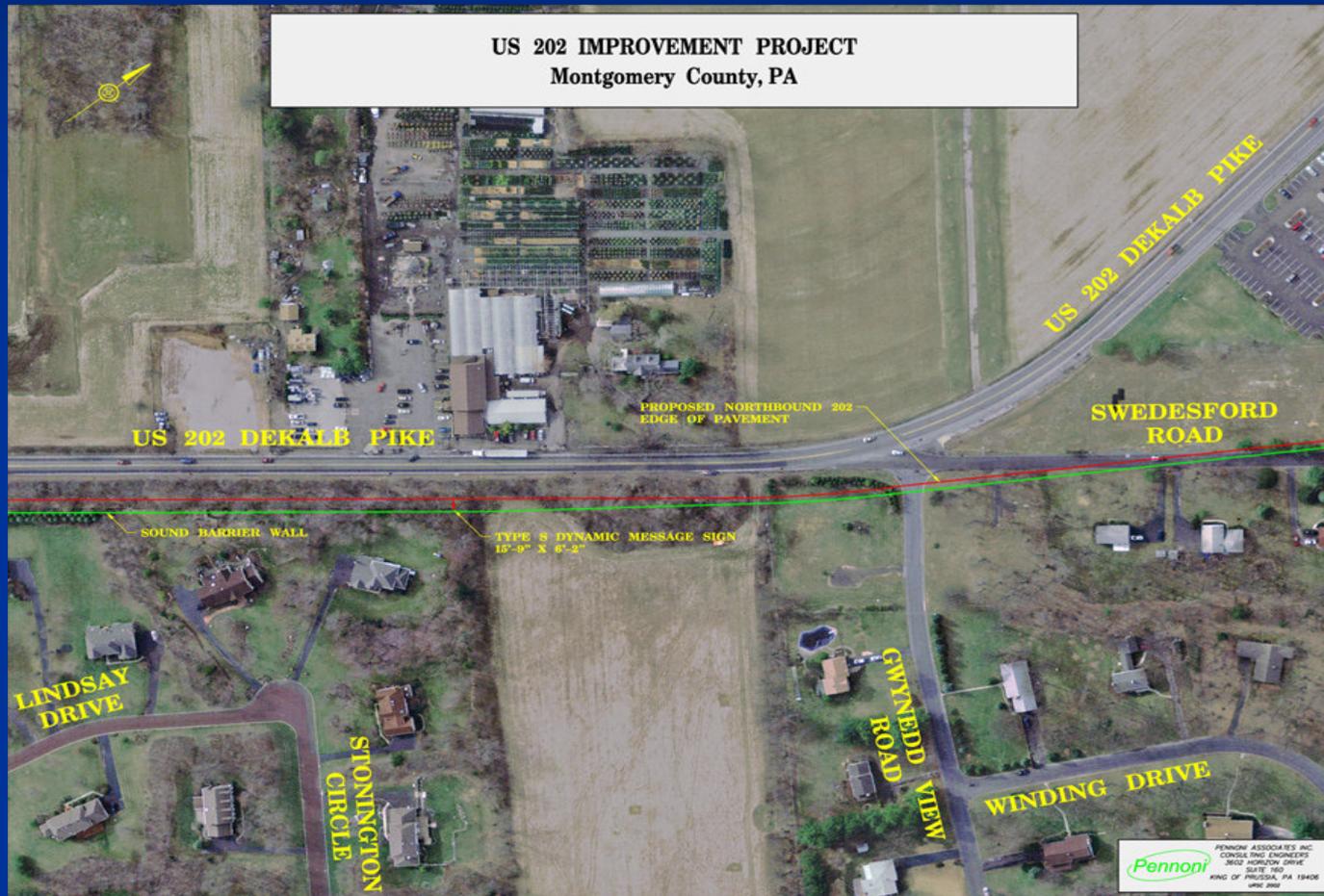


# Intelligent Transportation Systems (ITS) Elements

- Dynamic Message Sign (DMS)
- Closed Circuit Television Camera (CCTV)

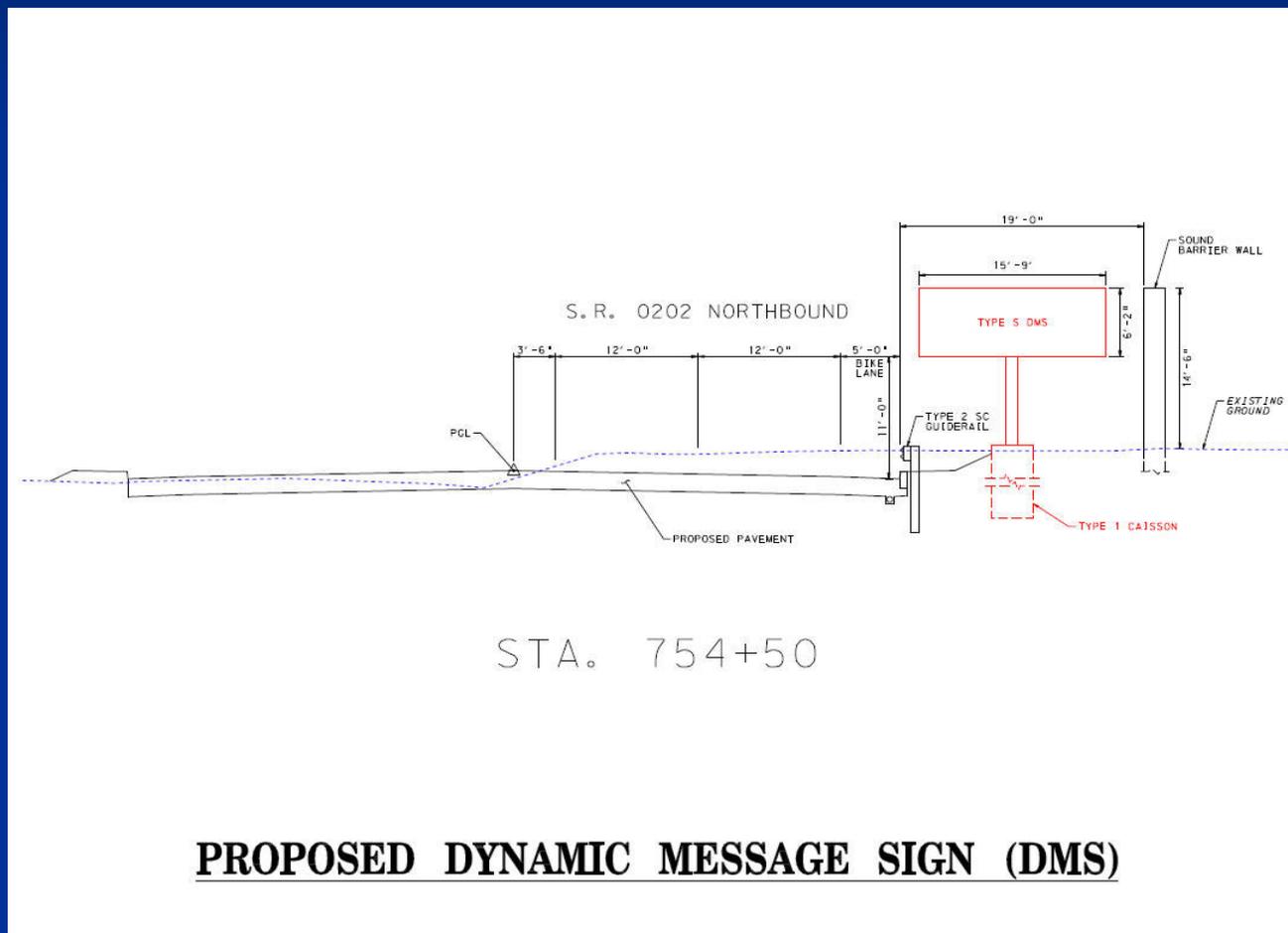
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# Dynamic Message Sign (DMS)



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# Dynamic Message Sign (DMS)



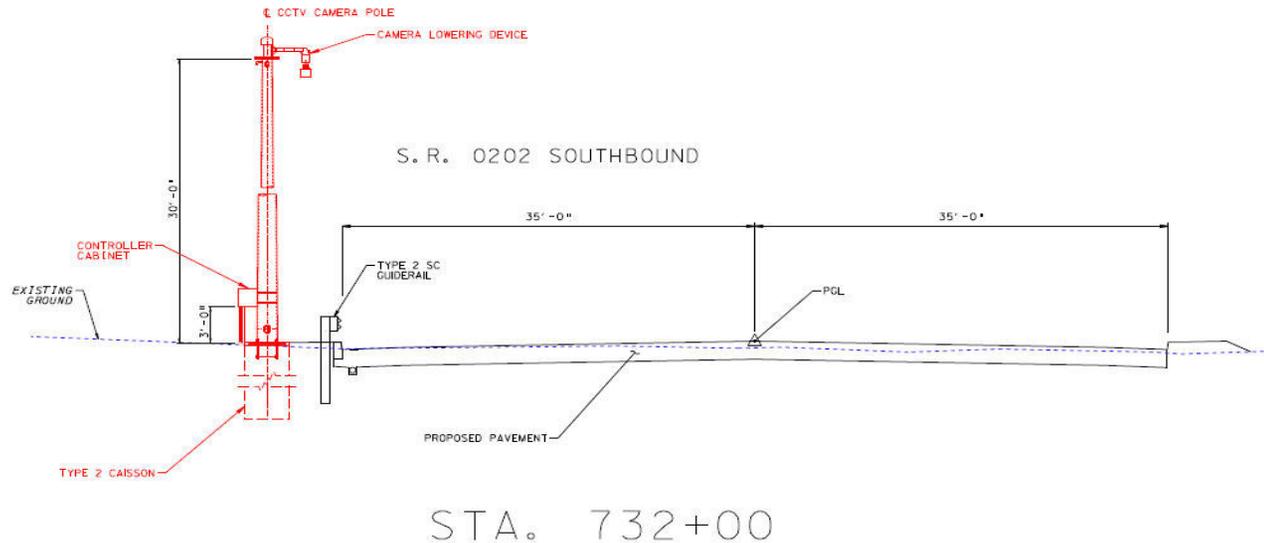
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# Closed Circuit TV Camera (CCTV)



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# Closed Circuit TV Camera (CCTV)



**PROPOSED CLOSED CIRCUIT TELEVISION CAMERA (CCTV)**

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