

# FINAL DESIGN HIGHWAY TRAFFIC NOISE REPORT

Interstate 83 John Harris Memorial (South) Bridge  
S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania

N&W Project No. 2112EV219

Report Issued: December 19, 2025



Prepared For:  
**PennDOT District 8-0**

Submitted To:  
**HNTB Corporation**  
4507 North Front Street, Suite 300  
Harrisburg, PA 17110

## Table of Contents

1.0	EXECUTIVE SUMMARY .....	1
2.0	INTRODUCTION .....	4
3.0	NOISE ANALYSIS METHODOLOGY .....	6
4.0	EXISTING HIGHWAY TRAFFIC NOISE ENVIRONMENT .....	9
4.1	Noise Monitoring .....	9
4.2	Noise Modeling of Existing Conditions .....	11
5.0	FUTURE HIGHWAY TRAFFIC NOISE ENVIRONMENT .....	13
5.1	Design Year (2050) No-Build Conditions .....	13
5.2	Design Year (2050) Build Conditions .....	13
6.0	HIGHWAY TRAFFIC NOISE CONSIDERATION AND ABATEMENT OPTIONS.....	15
7.0	CONSTRUCTION NOISE CONSIDERATION AND ABATEMENT OPPORTUNITIES.....	19
8.0	PUBLIC INVOLVEMENT PROCESS .....	20

## Tables

**Table E1 – Preliminary Engineering Results**

**Table 1 – PennDOT/FHWA Land Use Activity Categories**

**Table 2 – Existing (2020) Monitored Noise Levels (Leq[h])**

**Table 3 – Noise Level Summary (Leq[h])**

**Table 4 – NSA 2 Noise Barrier Analysis**

**Table 5 – NSA 3 Noise Barrier Analysis**

## Figures

**Figure 1 – Project Location Map**

**Figure 2A – Detailed Study Area Map (West Shore)**

**Figure 2B – Detailed Study Area Map (East Shore)**

## **Appendices**

**Appendix A** – Noise Monitoring Data

**Appendix B** – Traffic Data

**Appendix C** – PennDOT Noise Barrier Warranted, Feasible, and Reasonable Worksheet

**Appendix D** – Acoustical Profiles

**Appendix E** – Public Involvement Materials and Results

**Appendix F** – List of Preparers and Reviewers

## 1.0 EXECUTIVE SUMMARY

The Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA) are currently in the final design phase of the S.R. 0083, Section 094 - John Harris Memorial Bridge (I-83 South Bridge) project. The I-83 South Bridge conveys Interstate 0083 (I-83) over the Susquehanna River connecting Dauphin and Cumberland Counties in Pennsylvania. **Figure 1** provides a Project Location Map to present the limits of the proposed improvements.

To support the project's 2023 Environmental Assessment (EA) documentation, a Preliminary Engineering Noise Analysis (PENA) report was developed, which received FHWA approval on July 13, 2021. The 2021 PENA provided an assessment of the noise environment and traffic noise abatement recommendations considered during the preliminary engineering design phase.

Subsequent to the July 2021 approval date, the project limits for the Section 094 South Bridge project were extended to the east to incorporate the Front Street/2<sup>nd</sup> Street interchange and the full length of the viaduct structure from the South Bridge to Cameron Street. This interchange and the viaduct area was previously included in the project limits for the adjacent SR 0083 Section 079 project. The revised Section 094 project limits do not include any portion of the proposed Cameron Street Interchange improvements.

Preliminary engineering and final design noise analyses had already been conducted and approved for the extended project area when it was part of the I-83 Section 079 project. Results of that analysis are found in the *SR 0083, Section 079 (Interstate 83) Widening and Reconstruction Project, Final Design Noise Report* (December 2020). In April 2022, the Section 094 project team confirmed that abatement consideration is not warranted within the extended Section 094 project limits, and a Technical Memorandum addendum to the 2021 PENA was distributed. The date for the approved Section 094 Preliminary Engineering Noise Analysis Report was later revised to April 2022.

The proposed project is considered a Type I Transportation Improvement Project and is eligible for consideration of noise abatement, if warranted, following the final design noise analyses and community input regarding the desire for noise abatement in the corridor. The "Type 1" determination is based on the magnitude of the proposed improvements, as described below:

- the addition of new through lanes in both directions;
- the modified Lemoyne Interchange configuration; and
- the modified Front Street/2<sup>nd</sup> Street Interchange configuration.

This final design analysis documents existing (2016) and predicted design year (2050) noise levels in the corridor. The noise analysis included noise monitoring of existing conditions, as well as noise modeling of existing and future conditions using the FHWA's Traffic Noise Model (TNM), version 2.5. Noise modeling was performed to predict noise levels throughout the project area under worst-case, peak-hour traffic conditions associated with existing conditions, the design year No-Build Alternative, and the design year Build Alternative.

The 2021/2022 PENA identified nine (9) Noise Study Areas (NSAs) in the project area (see **Figures 2A and 2B**). No design year build condition traffic noise impacts were identified in NSAs 1, 5, 7, 8, and 9 at that time, meaning that abatement consideration was not warranted at those locations. Traffic-induced noise levels were predicted to approach or exceed the PennDOT/FHWA Noise Abatement Criteria (NAC) at receptors within NSAs 2, 3, 4, and 6, warranting abatement consideration at those locations. Noise barriers were found to be not feasible and/or not reasonable in NSA 4 and NSA 6. Noise barriers were found to be both feasible and reasonable in NSA 2 and NSA 3, and were proposed for additional consideration during the final design phase of the project. The preliminary engineering phase impacts and abatement status (by NSA) are outlined in **Table E1**.

A comprehensive review of prior and current roadway design, grading design, and land use was performed at the initiation of the final design phase analyses, and confirmed that the preliminary engineering recommendations remain valid. NSAs where abatement has been confirmed to be not warranted, and/or not feasible/reasonable (NSAs 1, 4, 5, 6, 7, 8, and 9) have been excluded from further discussion in this final design noise analysis.

A more detailed evaluation of noise abatement for NSA2 and NSA 3 is warranted based on a review and additional predictive modeling of the refined engineering design. Abatement in the form of vertical noise barriers and barrier systems has been identified to be both feasible and reasonable for impacted receptors in both NSA 2 and NSA 3.

Following PennDOT and FHWA review and approval of the Draft Final Design Noise Analysis Report, the project team conducted noise-specific public involvement activities. Property owners and residents eligible to participate were contacted via regular and priority mail. The initial mailer included general information including a project overview and status update, a summary of the traffic noise evaluation process, and voter eligibility criteria. Stakeholders were also presented with a graphical representation of the proposed noise barrier location in order to solicit input on the public's desire for or against the proposed abatement. Links to PennDOT's project website and to PennDOT's Highway Traffic Noise Policies website were provided. The date and location of the in-person public outreach was also provided, along with instructions on how to complete an enclosed paper ballot. Following the in-person meeting, a second mailer was sent via priority mail as a reminder to provide all ballots to PennDOT by the December 2, 2025 deadline.

Upon completion of the balloting phase, the public's desire for or against the proposed abatement and their preferred aesthetic options (color and texture) for the community side of the noise barrier were tabulated. The results of the balloting are summarized within this report.

This Final Design Noise Analysis Report documents reasonableness of the proposed abatement alternative as described in **Section 6.0** and shown on **Figure 2A** of this report, including feedback received as a result of public outreach.

The following is a summary of the eligible voter responses and preferences regarding the NSA 2 and NSA 3 proposed abatement:

The noise barrier proposed to address traffic noise impacts within the NSA 2 community extends approximately 911 feet. Panel heights are proposed to range between 16 to 20 feet, yielding a total area of 17,763 square feet. The proposed barrier provides noise reductions of 2 dBA to 10 dBA for impacted and/or benefitted residential properties, and has a SF/BR value of 1,974 (below the allowable maximum of 2,000). The proposed noise barrier was accepted by the majority of the eligible property owners and residents that participated in the voting process, as no voters expressed opposition. Therefore, this barrier option has been determined to be warranted, feasible and reasonable, and is recommended for design and construction as part of this project. The public has expressed a preference for the Ashlar Stone – Gray aesthetic on the community side of the barrier.

The noise barrier system proposed to address traffic noise impacts within the NSA 3 community consists of two overlapping barriers extending a total of approximately 2,008 feet. Panel heights are proposed to range between 16 to 21 feet, yielding a cumulative area of 40,851 square feet. The proposed barrier provides noise reductions of 5 dBA to 10 dBA impacted and/or benefitted residential properties, and has a SF/BR value of 1,202 (below the allowable maximum SF/BR of 2,000). The proposed noise barrier was accepted by the majority of the eligible property owners and residents that participated in the voting process, as 13 of the 15 returned ballots (87%) approve of the barrier. Therefore, this barrier system has been determined to be warranted, feasible and reasonable, and is recommended for design and construction as part of this project. The public has expressed a preference for the Ashlar Stone – Tan aesthetic on the community side of the barrier.

## 2.0 INTRODUCTION

The I-83 South Bridge project consists of the replacement of the existing John Harris Memorial (South) Bridge, which carries Interstate 0083, Section 094 over the Susquehanna River and the Norfolk Southern railroad connecting Dauphin and Cumberland Counties, Pennsylvania. The project also entails the full depth reconstruction of I-83 between the South Bridge and just east of the Exit 41A (PA 581) interchange; the reconfiguration of the I-83 Exit 41B (Lemoyne) interchange; the replacement of the existing South 3<sup>rd</sup> Street bridge over I-83 and the Norfolk Southern Railroad in Lemoyne Borough; the relocation of Lowther Street (SR 2028) east of South 3<sup>rd</sup> Street (SR 2035) in Lemoyne Borough; the reconfiguration/reconstruction of the I-83 Exit 43 (Front Street/2<sup>nd</sup> Street) interchange; reconstruction of the viaduct from the east shore terminus of the South Bridge to Cameron Street; the addition of collector/distributor travel lanes; and associated stormwater management, lighting, signage, and the consideration of sound walls. The noise study's eastern terminus is at Cameron Street, and extends westward across the Susquehanna river to the western project terminus just east of the Exit 41A interchange. The proposed primary components of the project are briefly discussed below. See **Figure 1** for the Project Location Map and **Figures 2A and 2B** that show the Proposed Project Alignment.

The existing I-83 South Bridge is a riveted steel structure that was constructed in 1960 to carry two-way traffic over the Susquehanna River. In 1982, a welded steel structure was built immediately to the south of the first bridge to accommodate increased traffic demands. The 1982 structure now carries northbound traffic, while the original structure carries the southbound traffic. Currently the I-83 South Bridge carries four northbound and three southbound lanes. It is anticipated that the proposed new bridge will consist of a new four-lane structure, plus one auxiliary lane in each direction in the final configuration. Traffic will be maintained on I-83 during construction by constructing the northbound lanes of the new bridge immediately to the south of the existing bridge. Traffic would then be shifted to the newly constructed structure, allowing for the removal and construction of the new southbound lanes where the existing bridge is currently located.

Due to the proposed South Bridge being wider than the existing South Bridge, a new bridge centerline is being created. Modifications to the Exit 41B, Lemoyne Interchange, are needed to meet the new centerline. The exit ramp from I-83 southbound to Lemoyne is Ramp X. Ramp X from southbound I-83 to Lemoyne will be reconfigured. Ramp X will no longer pass under I-83; it will be shifted to the north, crossing over the Norfolk Southern Railroad on a new structure and creating a new intersection with South 3<sup>rd</sup> Street.

The current South 3<sup>rd</sup> Street Bridge over I-83 is not long enough to accommodate the new four lanes of traffic on I-83 plus an auxiliary lane in each direction. Therefore, the South 3<sup>rd</sup> Street Bridge will be replaced with a longer structure. An offline replacement of the South 3<sup>rd</sup> Street bridge is proposed to allow for traffic to be maintained on the existing bridge during construction. By providing a longer South 3<sup>rd</sup> Street Bridge over I-83, a northbound I-83 on-ramp from Lemoyne to I-83 can be relocated and reconstructed at its previous location at the Lowther Street/Maple Street intersection. The South 3<sup>rd</sup> Street Bridge carries State Bike Route J and is an important bicycle and pedestrian link between Lemoyne and the surrounding communities, including Harrisburg. The bridge replacement will improve existing bicycle and pedestrian

facilities on the bridge by widening the bridge from its existing three lanes with inconsistent variable shoulder widths and one sidewalk adjacent to the southbound travel lane to four (4) 11-foot lanes with consistent five-foot shoulders and five-foot sidewalks on both sides of the bridge.

Lowther Street, east of South 3<sup>rd</sup> Street, will be shifted slightly south to accommodate the additional I-83 northbound lanes leading to the new, wider South Bridge. The current shift of Lowther Street avoids displacements, while still providing access to several properties at the eastern end of Lowther Street and the Lemoyne Borough Wastewater Treatment Facility.

At the Front Street/2nd Street Interchange, the existing one-lane, northbound off ramp to 2nd Street would be shifted to the south and reconstructed as a new two-lane ramp. The remaining northbound and southbound ramps would also be reconstructed, but will remain one lane. The viaduct from the Susquehanna River to Cameron Street would continue to have three through-lanes on I-83 in each direction. Full shoulders on the inside and outside of the I-83 mainline lanes will improve safety and mobility during incidents. The outside lanes function as a collector-distributor roadway system (similar to a frontage road) to facilitate local traffic movements and merging on and off the mainline.

Project engineering refinements have advanced in the time that has elapsed since the 2021/2022 PENA and the 2023 EA were completed. A higher level of detail has been developed related to the right-of-way, roadway, structure, and grading plans throughout the project area.

The purpose of the final design noise analysis is to review the engineering changes that have occurred over time, along with any potential changes to noise sensitive land use, in order to verify and refine the abatement recommendations of the PENA. Additional required elements, including solicitation and documentation of input from the affected communities, will occur once this Draft Final Design Highway Traffic Noise Report has been approved by PennDOT and FHWA.

As documented in the PENA, design year noise levels were projected to approach or exceed the PennDOT/FHWA Noise Abatement Criteria (NAC) at various locations throughout the limits of the project area. Noise barriers were found to be warranted, feasible, and reasonable in NSA 2 and NSA 3 in the preliminary engineering assessment. Based on the preliminary engineering recommendations and following a review of the refinements to the engineering design (including due diligence review for NSAs 4 and 6 as well as the portion of the project area included in the 2022 extension to Cameron Street), this final design noise analysis focuses only on NSAs 2 and 3.

The following sections of this report provide a complete assessment of the noise environment in those NSAs, documents the noise abatement designed to alleviate anticipated noise impacts feasibly and reasonably, and presents the final noise abatement measures that are recommended for construction as part of the project.

### 3.0 NOISE ANALYSIS METHODOLOGY

The methodologies applied to this noise analysis are in accordance with PennDOT's *Project Level Highway Traffic Noise Handbook* Publication No. 24, May 2019 (Publication 24). PennDOT guidelines are based on the U.S. Department of Transportation, Federal Highway Administration (FHWA), Federal Aid Policy Guide 23, Code of Federal Regulations (CFR), Part 772 – *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. Additional guidance and policy interpretation applied to this analysis is based on the U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Guidance* (FHWA-HEP-10-025, December 2011).

The proposed project is considered a Type I Transportation Improvement Project. Given the magnitude of the proposed improvements, detailed noise analyses were conducted during both the preliminary and final engineering design phases of the project, in accordance with PennDOT/FHWA procedures. Analyses included noise monitoring of ambient (2020) conditions to allow for computer modeling of worst-case existing (2016) and design year (2050) conditions using the FHWA TNM 2.5 computer model. The modeled existing year of 2016 is used due to constraints of project traffic data provided for the analysis, and has no bearing on the results and recommendations for abatement that rely on design year 2050 traffic characteristics.

**Table 1** provides the PennDOT/FHWA Land Use Activity Categories, along with descriptions of specific land uses associated with each Activity Category. Also included in **Table 1** are the Noise Abatement Criteria (NAC) for each of the identified Activity Categories. Noise impacts are described as impacts that occur when predicted (design year) noise levels approach or exceed the NAC shown in **Table 1**. The term “approach” has been defined by PennDOT as 1-dBA below the criteria identified in **Table 1** for Activity Categories A, B, C, D and E.

In addition to the absolute criteria defined in **Table 1**, noise impacts can also occur when design year noise levels substantially exceed existing noise levels. PennDOT defines the “Substantial Noise Increase” Criteria for Activity Categories A, B, C, D and E Land Uses as increases of 10-dBA or greater when comparing worst-case existing noise levels to worst-case design year conditions. A 10-dBA (or more) increase in noise levels reflects the generally accepted range of increase which is likely to cause sporadic to widespread complaints, and is perceived by the human ear as a doubling of traffic noise emissions.

Noise levels at receptors that satisfy either of the criteria described above “warrant” further consideration for noise abatement to mitigate the predicted impacts.

The evaluation of noise abatement (where “warranted”) is performed in two phases. Noise abatement must be evaluated for “feasibility” and for “reasonableness” to determine if it is appropriate to incorporate abatement measures into the final roadway design plans. Noise abatement feasibility addresses acoustical and engineering parameters to determine if a specific abatement measure is effective at reducing noise levels, as well as if that abatement measure can be constructed without introducing significant engineering or safety challenges which would preclude construction.

There are seven (7) parameters that must be satisfied in order for noise abatement at a specific location to be determined feasible. For noise abatement (e.g., noise barriers) to be found feasible, the answers to all seven (7) parameters must be “yes”. The parameters to be considered when determining noise barrier feasibility are:

1. Can a noise reduction of at least 5-dBA be achieved at the majority of the impacted receptor units (i.e., 50% or greater)?
2. Can the noise barrier be designed and physically constructed at the proposed location?
3. Can the noise barrier be constructed without causing a safety problem?
4. Can the noise barrier be constructed without restricting access to vehicular or pedestrian travel?
5. Can the noise barrier be constructed in a manner that allows for access for required maintenance and inspection operations?
6. Can the noise barrier be constructed in a manner that allows utilities to adequately function?
7. Can the noise barrier be constructed in a manner that allows drainage features to adequately function?

Noise barriers that successfully pass the feasibility test, considering the parameters above, are then evaluated for reasonableness to ensure noise abatement is appropriate for a given area or project. As per Publication No. 24, noise barrier reasonableness is determined by assessing multiple criteria including (1) Noise Barrier Cost Reasonableness Values; (2) Noise Reduction Design Criteria and Goals; and (3) Consideration of Viewpoints (of benefitted receptors). The following is a summary of each of the items that are evaluated to determine if a specific noise abatement measure (i.e., typically a noise barrier) is reasonable.

PennDOT’s “Noise Barrier Cost Reasonableness Value” is based upon a Maximum Square Footage of Abatement per Benefitted Receptor (MaxSF/BR) value of 2,000 or less. This MaxSF/BR criterion is applied statewide as part of the reasonableness determination process for all projects. In determining the “Square Footage per Benefitted Receptor (SF/BR)” value, the total square footage (SF) of a noise barrier is divided by the total number of “Benefitted Receptors” (BR) to determine if the abatement measure would be considered “reasonable”. Any receptor that receives a 5-dBA or greater noise reduction (or insertion loss (IL)) is considered a “Benefitted Receptor” and included in the MaxSF/BR calculation and index comparison. Noise abatement measures that are calculated with a MaxSF/BR value of 2,000 or less undergo further consideration for incorporation into the project.

PennDOT’s “Noise Reduction Design Criteria and Goals” are intended to ensure that an optimized noise barrier design is established to achieve the most effective noise barrier in terms of both noise reduction and cost. While a 5-dBA noise reduction at the majority of the impacted receptors is required as part of the feasibility criteria, the following (tiered) noise barrier abatement goals should be addressed when evaluating the reasonableness of any abatement measure for Activity Category A, B, C, and E land use facilities:

1. It is required that exterior noise levels be reduced by at least 7-dBA for at least one (1) benefitted receptor.
2. While conforming to the MaxSF/BR Criteria, it is desirable to obtain the 7-dBA minimum exterior insertion loss for additional impacted receptor sites if justified by a “point of diminishing returns” evaluation.
3. While conforming to the MaxSF/BR Criteria, it is desirable to provide additional exterior insertion loss above the 7-dBA minimum if justified by a “point of diminishing returns” evaluation.
4. If possible, it is desirable to reduce exterior noise levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60-decibel range (65-68) for Category E receptors.
5. If possible, it is desirable to reduce future exterior noise levels back to existing exterior noise levels.

When optimizing a potential noise barrier, the tiered sets of required and desirable abatement goals listed above are evaluated in terms of establishing noise reductions for impacted receptors only, and not for non-impacted receptors.

The final test associated with noise abatement reasonableness is the “Consideration of Viewpoints” (of property owners and residences benefitted by the proposed abatement). During this step, the viewpoints of all benefitted receptors are solicited in order to document their desires for a specific noise abatement option that is being considered for construction. Although the public may express opinions regarding the desire for (or against) particular noise abatement measures at any point in the development of a project, the solicitation of viewpoints does not formally occur until information contained within the draft version of the Final Design Noise Analysis Report has been approved for circulation to the public by PennDOT and FHWA.

This final step of the noise abatement reasonableness determination allows the affected community the opportunity to provide input based on the proposed location, type, height, and length of the noise abatement feature. Community input includes support or opposition to construction of the proposed abatement measure, as well as preferences on the color and texture of the community-facing side of a noise barrier (assuming it is accepted by the community). When considering a specific noise abatement option, 50% or greater of the “benefitted receptors” must be in favor of constructing the option in order for that option to be considered reasonable. Noise abatement options that are not supported by 50% or greater of the benefitted receptors are typically determined to be not reasonable. Generally, this phase of the reasonableness analysis cannot be determined until the end of the final design phase of the project.

The final design noise analysis for the I-83 South Bridge project has been performed in accordance with the methodology outlined above. This methodology is in accordance with current PennDOT and FHWA procedures, as detailed in PennDOT’s Publication 24. The results of this analysis are fully documented within this report.

#### 4.0 EXISTING HIGHWAY TRAFFIC NOISE ENVIRONMENT

The noise analysis was initiated during the preliminary engineering phase by reviewing the project area to identify the locations of noise-sensitive land uses within meaningful proximity to the proposed improvements. The selection of noise monitoring locations was guided by the location of noise-sensitive land uses, the relative influence of non-highway noise sources on ambient sound levels, the location of existing (local) roadways in the project area, and the limits and design specifications associated with the proposed improvements. **Figures 2A and 2B** provide an aerial view of the I-83 South Bridge project area.

Noise-sensitive land uses listed in **Table 1** are present and adjacent to the proposed facility. The majority of the noise-sensitive land uses adjacent to the highway corridor are residential structures, classified as Land Use Activity Category B receptors. Residential land uses consist of detached single- and multi-family homes of varying density in communities both north and south of I-83.

In addition to Activity Category B land uses, several Activity Category C land uses are present in the project area. These include the Lemoyne Borough Swimming Pool, Memorial Park, and a section of the Capital Area Greenbelt trail, none of which are present in NSA 2 or NSA 3.

Although Activity Category E (commercial/industrial) land uses are present within the corridor, a thorough review of the project area indicates that none of the Activity Category E land uses have exterior noise-sensitive use areas present. Therefore, no analyses were performed for Activity Category E facilities.

There are several Activity Category G (undeveloped lands) land uses present within the corridor. A simple analysis of typical cross-sections was performed at two locations to determine the limits of potential future traffic-noise impacts for land use planning efforts. The results of that evaluation are included in the 2022 PENA.

For organizational purposes, the project was split into multiple NSAs based on common areas of highway traffic noise influence. NSAs are groupings of noise-sensitive land uses that have similar noise levels and common noise influences. NSAs are also useful for considering the benefits of noise abatement and evaluating noise abatement measures for feasibility and reasonableness. **Figures 2A and 2B** identify the locations of the NSAs that have previously been evaluated for the project. The 2022 PENA concluded that abatement consideration was warranted, feasible and reasonable in NSA 2 and NSA 3.

#### 4.1 Noise Monitoring

In order to provide data to assist with noise model validation, noise monitoring was conducted at five (5) short-term locations adjacent to the project area in NSA 2 and NSA 3. The locations of the noise monitoring sites are shown in **Figures 2A and 2B** (receptors 2-1, 2-2, 3-1, 3-2, and 3-3). Noise monitoring receptor site data is shown in **Table 2**.

Noise Monitoring was performed at each of the selected noise monitoring locations using RION NL-52 Class 1 sound analyzers. Readings were taken on the A-weighted scale and reported in decibels (dBA). Noise meters were field-calibrated using a RION NC-74 acoustical calibrator before and after monitoring sessions. The noise monitoring equipment meets all requirements of the American National Standard Specifications for Sound Level Meters, ANSI S1.4-1983 (R2006), and meets all requirements as defined by FHWA. Noise monitoring was conducted in accordance with the methodologies contained in FHWA-HEP-18-065, *Final Report Noise Measurement Handbook* (FHWA, June 2018).

Noise levels were monitored for 10-minute durations at five (5) short-term monitoring locations. Noise level data was recorded at 10-second intervals for the 10-minute duration of each sample. Data collected by the sound analyzers include date, time, and noise level data for each 10-second interval. Additional data collected at each monitoring location included atmospheric conditions, wind speed, background noise sources, and atypical or non-traffic-related noise influences. Traffic data (vehicle volume and speed) were also observed and recorded on all roadways which contribute to the ambient noise levels. Given high traffic volumes and complex travel movements, manual real-time traffic counts were augmented with drone camera footage during the monitoring sessions to allow for detailed and accurate traffic volume and classification counts for contributing roadways. Traffic was grouped into one (1) of five (5) categories: automobiles, medium trucks, heavy trucks, buses, and motorcycles, as per PennDOT/FHWA procedures. Copies of the noise monitoring data sheets and noise monitoring data for NSA 2 and NSA 3 are included in **Appendix A**.

Short-term noise monitoring in NSA 2 and NSA 3 was conducted between 11:00 AM and 12:00 PM on October 22, 2020. Timing was selected to avoid inappropriate meteorological conditions, as well as periodic traffic congestion due to maintenance activities or travel incidents. During the monitoring sessions, traffic on contributing roadways in close proximity to monitoring sites was generally free flow, allowing for TNM model validation. Traffic flow was estimated at approximate LOS C during the monitoring sessions, which typically represents maximum noise levels due to the combination of vehicle volumes and travel speed.

The following is a summary of monitored noise levels in the NSAs being carried forward into the final design noise analysis.

## **NSA 2**

NSA 2 is located in the western section of the project area, south of I-83, between Maple Street and South 3<sup>rd</sup> Street/Bridge Street. This NSA includes detached single-family residential units along Lowther Street (which is oriented generally parallel to I-83). NSA 2 is generally at-grade with I-83 in the western end, transitioning as the roadway enters a cut-section heading east under the existing South 3<sup>rd</sup> Street bridge. Front row homes in this NSA have a direct line of sight to the I-83 travel lanes. Although there is intervening vegetation, it lacks sufficient density to provide meaningful traffic-noise reduction for homes in this NSA. Second-row homes (south of Lowther Street) experience additional traffic noise influence from the local roadway network.

Two (2) short-term noise monitoring sites (2-1 and 2-2) were monitored in this NSA. Site 2-1 represents front-row residences north of Lowther Street, between Maple Street and South 3<sup>rd</sup>

Street, closest to the I-83 travel lanes. Site 2-2 represents second-row residences south of Lowther Street, between Maple Street and South 3<sup>rd</sup> Street. Noise levels in NSA 2 were monitored at 67 dBA at both sites.

### **NSA 3**

NSA 3 is located in the western section of the project area, south of I-83, between South 3<sup>rd</sup> Street and Susquehanna Court. This NSA includes detached single-family and multi-family residential units along Lowther Street/I-83 Northbound Ramp H Spur (which is oriented generally parallel to I-83 prior to merging). Additional non-noise sensitive land use is interspersed among the properties with a direct line-of-sight to the I-83 travel lanes. NSA 3 is above-grade relative to I-83 in the western portion, transitioning to an at-grade relationship in the center of the NSA, transitioning again to an above-grade relationship to I-83 in the eastern portion of the NSA. Front row residences in this NSA have a direct line of sight to the I-83 travel lanes, as do some of the second-row residences at the eastern end of the NSA. Residences in the center of the NSA are partially shielded by intervening terrain features and buildings.

Three (3) short-term noise monitoring sites (3-1, 3-2, and 3-3) were evaluated in this NSA. Site 3-1 represents front-row residences in the western section of the NSA. Site 3-2 represents residences on Walton Street in the central section of the NSA, set further back from the I-83 travel lanes. Site 3-3 represents the residences at the eastern end of Walton Street, behind the “Internists of Central Pennsylvania” building, but still maintaining a direct line-of-sight to the I-83 travel lanes to the northeast. Noise levels in NSA 3 were monitored between 62 and 70 dBA.

## **4.2 Noise Modeling of Existing Conditions**

Computer modeling is the accepted technique for predicting and evaluating existing and future noise levels associated with traffic-induced noise. Currently, the FHWA TNM 2.5 is the approved highway noise prediction computer model used in Pennsylvania. The TNM software package has been established as a reliable tool for predicting noise generated by highway traffic. TNM incorporates specific engineering design information and project mapping elements to evaluate traffic-induced noise levels. The information applied to the modeling effort includes geo-referenced base-mapping, existing and proposed contour files, existing and proposed roadway design files (including profiles and cross-sections), and existing and future traffic data (including vehicle volume, composition, and speed).

Additional features identified in the field and accounted for in the TNM noise modeling effort include existing terrain features, tree zones, buildings and building rows, as well as existing local roadways that provide measurable noise influences at adjacent noise receptors. Base mapping and field views were used to identify noise-sensitive land uses within the project corridor, as well as potential areas of frequent outdoor human activity for parks or other non-residential land uses within the project corridor.

The noise modeling process is initiated with computer model validation. This is accomplished by comparing monitored noise levels with noise levels generated by TNM, using traffic characteristics that were present during the noise monitoring effort. This comparison ensures that reported changes in noise levels between existing and future conditions are due to changes in

roadway/traffic conditions and not to discrepancies between monitoring and modeling techniques. Differences of three (3) decibels or less between monitored and modeled levels are considered acceptable for TNM validation, as this is the limit of change detectable by the typical human ear and is used by PennDOT as the calibration benchmark.

**Table 3** provides a summary of the model validation for the I-83 South Bridge project area. Column 6 of **Table 3** provides the existing (2020) monitored noise level at five (5) locations. Column 7 provides the 2020 modeled noise levels using traffic characteristics witnessed in the field during the noise monitoring phase. Column 8 displays the difference between 2020 monitored and modeled values. The evaluated receptor sites show a difference of 3 dBA or less between monitored and modeled values, indicating the model is capable of predicting traffic noise levels to the prescribed level of accuracy. Therefore, the TNM models used in this analysis have been validated.

Following the noise model validation phase, additional noise modeling was performed to evaluate existing (2016) noise levels more comprehensively under worst-case traffic conditions. As part of the worst-case existing condition modeling effort, additional “modeled-only” sites were added to thoroughly predict existing traffic noise levels and propagation characteristics throughout the project corridor. The locations of all noise modeling sites are displayed on **Figures 2A and 2B**.

Noise modeling sites were selected to be representative of one or more noise-sensitive receptors present within the NSAs. The modeling sites each represent one or more single-family residential units.

The worst-case existing condition modeling effort relies on worst-case existing (2016) traffic data (supplied by the project’s traffic engineering team) to predict peak-hour noise levels. Traffic data employed for the noise analysis can be found in **Appendix B**.

Column 9 of **Table 3** provides a summary of worst-case existing (2016) noise levels throughout the project area under peak travel periods.

Based on review of the existing worst-case noise levels through the I-83 South Bridge project area, existing worst-case traffic noise levels currently approach or exceed the PennDOT/FHWA NAC in portions of NSA 2 and NSA 3. Existing worst-case traffic noise impacts are generally limited to front-row receptors or receptors with a direct line-of-sight to the I-83 travel lanes.

## 5.0 FUTURE HIGHWAY TRAFFIC NOISE ENVIRONMENT

There is currently one (1) design alternative being evaluated as part of the final design phase of the I-83 South Bridge project. The design alternative used in this final design traffic noise analysis reflects refinements and design changes made since the approval of the 2022 PENA and are current as of August 7, 2025. **Figures 2A and 2B** display the noise study project limits and engineering details associated with the project. See **Section 2.0 Introduction** for a complete description of the proposed improvements. Although the project includes displaced parcels, there are no displacements of noise-sensitive land use.

PennDOT's Publication 24 and associated FHWA guidance requires the prediction and reporting of both Future No-Build and Build condition worst-case traffic noise levels. The Future No-Build condition represents sound levels from the existing roadway network but in consideration of design year traffic growth. The Future Build condition also considers traffic growth over time, but incorporates the proposed engineering design elements and associated traffic patterns and characteristics.

The design year No-Build models were developed by incorporating design year (2050) No-Build peak hour traffic into the validated existing-condition baseline TNM models. Design year traffic volumes, vehicle composition, and speeds were assigned to the relevant existing roadways represented in the models.

The design-year Build-condition noise models were created by incorporating the proposed future roadway improvements into the validated existing model, including changes to roadway vertical and horizontal alignments and re-grading of terrain along sound propagation pathways. Design year (2050) Build peak hour traffic volumes, vehicle composition, and speeds were then assigned to the post-construction roadway network.

### 5.1 Design Year (2050) No-Build Conditions

As shown in column 10 of **Table 3**, the design-year No-Build traffic noise levels are anticipated to increase by approximately 1 to 2 dBA at receptors within the project area when compared to the existing condition. This increase is in line with expectations given the relative increases in traffic volumes over time.

### 5.2 Design Year (2050) Build Conditions

Design year (2050) Build Alternative traffic noise levels were modeled to determine if future noise levels are projected to approach or exceed the PennDOT/FHWA NAC under the current project design. If the PennDOT/FHWA NAC are approached or exceeded at any receptor under the Build Alternative, noise abatement consideration is warranted for those locations.

Column 11 of **Table 3** provides a summary of design year worst-case noise levels at each receptor under the Build Alternative. The following discussion provides a summary of the Build Alternative traffic noise levels for each NSA. Digital copies of all TNM 2.5 noise models

developed for the project are available upon request.

### **NSA 2**

As shown in column 11 of **Table 3**, future design year worst-case noise levels associated with the Build Alternative are projected to range from 65 to 75 dBA. Based on the noise modeling results, design year noise levels are predicted to increase between 2 to 4 dBA, as compared to existing conditions.

Seven (7) modeling sites (2-1, 2-2, 2A, 2B, 2C, 2E and 2F) representing 16 residences are predicted to approach or exceed the PennDOT/FHWA NAC for Activity Category B under the Build Alternative. Therefore, noise abatement consideration is warranted for NSA 2.

### **NSA 3**

As shown in column 11 of **Table 3**, future design year worst-case noise levels associated with the Build Alternative are projected to range from 62 to 73 dBA. Based on the noise modeling results, design year noise levels are predicted to increase between 1 to 3 dBA, as compared to existing conditions.

Eight (8) modeling sites (3-1, 3-2, 3-3, 3A, 3B, 3F, 3G and 3-H) representing 31 residences are predicted to approach or exceed the PennDOT/FHWA NAC for Activity Category B under the Build Alternative. Therefore, noise abatement consideration is warranted for NSA 3 and will be discussed in the following sections of this report.

## 6.0 HIGHWAY TRAFFIC NOISE CONSIDERATION AND ABATEMENT OPTIONS

Design year noise levels associated with the Build Alternative are projected to approach or exceed the PennDOT/FHWA NAC in NSA 2 and NSA 3. Therefore, noise abatement consideration is warranted for the impacted receptors within each of those NSAs. This section of the report documents the noise abatement alternatives that were considered to reduce noise levels within each NSA and an evaluation of their feasibility and reasonableness.

PennDOT and FHWA guidelines recommend a variety of noise abatement measures which should be considered in response to transportation-related noise impacts. While noise barriers and/or earth berms are generally the most effective form of noise abatement, additional abatement measures exist that have the potential to provide considerable noise reductions under certain circumstances. Noise abatement measures to be considered for a given project include:

- Construction of noise barriers (or earth berms), including acquisition of property rights, either within or outside the highway right-of-way. Landscaping is not a viable noise abatement feature.
- Traffic management measures including, but not limited to, traffic-control devices and signing for the prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive land designations.
- Alteration of horizontal and vertical alignments.
- Acquisition of real property or interests therein (predominately unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise. This measure may be included in Type 1 projects only.
- Noise Insulation of Activity Category D land use facilities listed in **Table 1**. Post installation maintenance and operational costs for noise insulation are not eligible for State or Federal-aid funding.

Based on the nature of the existing facility and the proposed improvements, traffic management measures were not considered an appropriate solution. Opportunities for alignment modifications are limited given right-of-way constraints and existing development adjacent to the mainline roadway. Property acquisition (to provide buffer zones or to construct/provide noise abatement) is not necessary or supported by the analysis. Noise insulation of Activity Category D land uses is also not necessary or supported by the noise analysis. Therefore, noise barriers and/or earth berms were considered the only form of noise abatement having the potential to reduce future noise levels at impacted receptor sites.

Noise walls and earth berms are often implemented into the highway design in response to identified noise impacts. The effectiveness of a free-standing (post and panel) noise barrier and an earth berm of equivalent height are relatively consistent; however, an earth berm is often perceived as a more aesthetically pleasing option. Therefore, where possible, earth berms are typically preferred over noise barriers. Unfortunately, the use of earth berms is not always an option due to the excessive space they require within the roadway corridor. At a standard slope of 2:1, every one (1) foot of berm height requires approximately four (4) feet of horizontal width to accommodate the required slopes. This requirement becomes more complex in pre-existing roadway corridors (like the I-83 South Bridge project area), where previously developed parcels

are adjacent to the proposed right-of-way. In these situations, the implementation of earth berms can require significant property acquisition to accommodate noise abatement. Due to the desire to minimize right-of-way acquisition and the lack of horizontal clearance, berms were not considered an option for this project. Therefore, noise barriers are the optimal form of noise abatement available to reduce noise impacts. Accordingly, noise barriers were evaluated for each NSA where noise impacts were identified.

When designing abatement, barrier footprints are typically located at the top of a cut-slope no less than ten (10) feet inside the existing ROW (in cut conditions) and along the top of the fill-slope, typically adjacent to the roadway shoulder (in fill conditions). In areas where a break in the barrier is required to accommodate utilities, drainage, or other design considerations, an overlap section is developed wherein the length of the overlapped panels are typically a minimum of three (3) times the distance between the two (2) barrier sections. For example, a gap of 15 feet between overlapping barriers would typically require an overlap section a minimum of 45 feet or greater in length.

As discussed in **Section 3.0 Noise Analysis Methodology**, noise abatement measures must be evaluated for feasibility and reasonableness and satisfy the applicable parameters associated with each criterion in order to be recommended for further consideration through the final design phase of the project. These parameters are identified and listed in PennDOT's Noise Barrier Warranted, Feasibility and Reasonableness Worksheets. Copies of the Noise Barrier Warranted, Feasible, and Reasonable Worksheets for each noise abatement option evaluated in the I-83 South Bridge project area are provided in **Appendix C**.

Noise abatement was developed in an attempt to pass PennDOT's feasibility and reasonableness criteria. These parameters include (among other criteria) the feasibility requirement to provide noise reductions of at least five (5) dBA for the majority of the impacted receptors in a given NSA. Additionally, as per PennDOT's reasonableness criteria, it is required that exterior noise levels be reduced by at least seven (7) dBA for at least one (1) benefitted receptor. PennDOT's Noise Barrier Cost Reasonableness Value is based on a Maximum Square Footage of Abatement per Benefitted Receptor (MaxSF/BR). Noise abatement measures that are calculated with a MaxSF/BR value of 2,000 or less are considered "reasonable".

Once a barrier has been developed that addresses minimum performance goals for feasibility and reasonableness, it is further optimized to a "point of diminishing returns". The relationship between noise barrier square footage and noise barrier performance is non-linear. This means that noise benefits typically increase with increased barrier height and/or length; however, at some point, further increases in barrier height and/or length result in reduced increases in benefit until a point of diminishing returns is reached. A point can be identified where a potential noise barrier provides the best balance between square footage and acoustical benefit. All noise barriers presented in this analysis were developed in an attempt to achieve feasibility and reasonableness design goals for impacted receptors first, then optimized to the point of diminishing returns while still maintaining feasibility and reasonableness objectives. Additionally, logical termini for barrier panels were also considered to resolve engineering, aesthetic, engineering design, and public acceptance considerations.

Noise barriers that passed PennDOT's feasibility and reasonableness criteria during the Preliminary Engineering Noise Analysis were recommended for further consideration throughout the final design phase of the project. During final design, noise abatement measures were further refined, considering final design engineering specifics associated with the project and PennDOT's Noise Reduction Design Criteria and Goals.

Following PennDOT/ FHWA review and approval of the Draft Final Design Highway Traffic Noise Report, the proposed noise abatement option for each qualifying NSA was presented to the public to solicit input on their desire for or against the abatement features. The following is a summary of the options that were developed, refined, and optimized to provide feasible and reasonable noise abatement.

## NSA 2

A noise barrier was modeled in an attempt to identify feasible and reasonable noise abatement for the impacted receptor sites in NSA 2. As shown in **Table 3**, design year (2050) noise impacts are predicted at seven (7) sites (2-1, 2-2, 2A, 2B, 2C, 2E and 2F) representing 16 residences.

A continuous post-and-panel noise barrier was modeled in an attempt to identify feasible and reasonable noise abatement for these receptors. A noise barrier was evaluated throughout the limits of NSA 2, then refined in both height and length based on PennDOT feasibility and reasonableness considerations.

As shown in **Figure 2A** (moving from west to east), the refined noise barrier for NSA 2 was modeled between approximate ramp station 901 +00 and mainline station 174 +50. The proposed barrier is adjacent to the edge of shoulder where at-grade along the ramp, transitioning to top of cut along the mainline approaching the relocated South 3<sup>rd</sup> Street overpass. The noise barrier was initially modeled at multiple heights ranging from six (6) feet above ground level to 25 feet above ground level, at one (1) foot increments. The noise barrier was then optimized for the purposes of evaluating noise barrier feasibility and reasonableness, as well as establishing logical termini for barrier end points.

**Table 4**, columns 5 and 6, provides a noise barrier summary for the optimized noise barrier evaluated for impacted sites in NSA 2. As shown, the evaluated noise barrier provides noise reductions of 1 to 10 dBA for the impacted sites, indicating the optimized barrier option is feasible relative to performance goals. As summarized in **Table 4**, the optimized barrier has a total length of 911 feet. The optimized barrier ranges from 16 to 20 feet in height and has a total area of 17,763 square feet. Providing benefits to 9 residences, the barrier has a MaxSF/BR Value of 1,974, indicating that the optimized barrier is reasonable.

As documented in **Section 8.0 Public Involvement Process**, the proposed noise barrier system for NSA 2 has been approved by the majority of responding eligible property owners. Therefore, this barrier satisfies all requirements of the reasonableness criteria and is proposed for construction. PennDOT's Noise Abatement Warranted, Feasible and Reasonable Worksheet has been included in **Appendix C**. Noise barrier voting forms and other public outreach materials are included in **Appendix E**.

**NSA 3**

A noise barrier was modeled in an attempt to identify feasible and reasonable noise abatement for the impacted receptor sites in NSA 3. As shown in **Table 3**, design year (2050) noise impacts are predicted at eight (8) modeling sites (3-1, 3-2, 3-3, 3A, 3B, 3F, 3G and 3-H) representing 31 residences.

A post-and-panel overlapping two-barrier system was modeled in an attempt to identify feasible and reasonable noise abatement for these receptors. The overlap configuration is necessary to accommodate drainage requirements. A noise barrier system was evaluated throughout the limits of NSA 3, then refined in both height and length based on PennDOT feasibility and reasonableness considerations.

As shown in **Figure 2A** (moving from west to east), the refined noise barrier system for NSA 3 consists of two overlapping sections, which provide a gap to accommodate required drainage considerations. The western section is located adjacent to the top of the cut slope, and extends approximately 400 feet between mainline station 177 +00 and mainline station 181 +00. The eastern (overlapping) section is located adjacent to the I-83 edge of shoulder, and extends approximately 1300 feet between mainline station 180 +00 and mainline station 193 +00. At this point, the proposed barrier diverges from the shoulder at an angle, following the cut/fill line to the top of the slope. The barrier culminates in the east with an approximate 200-foot section extending along the high point of the slope. The noise barrier system was initially modeled at multiple heights ranging from six (6) feet above ground level to 25 feet above ground level, at one (1) foot increments. The noise barrier was then optimized for the purposes of evaluating noise barrier feasibility and reasonableness, as well as establishing logical termini for barrier end points.

**Table 5**, columns 5 and 6, provides a noise barrier summary for a feasible noise barrier evaluated for impacted sites in NSA 3. As shown, the evaluated noise barrier system provides noise reductions of 5 to 10 dBA for the impacted sites, indicating the optimized barrier option is feasible relative to performance goals. As summarized in **Table 5**, the optimized barrier system has a total length of 2,008 feet. The optimized barrier system ranges from 16 to 20 feet in height and has a total area of 40,851 square feet. Providing benefits to 34 residences, the barrier system for NSA 3 has a MaxSF/BR Value of 1,202, indicating that the optimized barrier system is reasonable.

As documented in **Section 8.0 Public Involvement Process**, the proposed noise barrier system for NSA 3 has been approved by the majority of responding eligible property owners. Therefore, this barrier satisfies all requirements of the reasonableness criteria and is proposed for construction. PennDOT's Noise Abatement Warranted, Feasible and Reasonable Worksheet has been included in **Appendix C**. Noise barrier voting forms and other public outreach materials are included in **Appendix E**.

## **7.0 CONSTRUCTION NOISE CONSIDERATION AND ABATEMENT OPPORTUNITIES**

Throughout the construction phase of the project, noise sensitive land uses in close proximity to the proposed improvements are susceptible to construction noise impacts. Activities and equipment associated with construction are likely to temporarily elevate noise within the project area. Sensitive receptors within close proximity to proposed improvements may experience varying noise levels and durations, depending on the nature of the activity, the type of equipment being used, and the relative distance from the temporary noise source.

Reductions in noise emissions at the source are an effective means of reducing construction noise impacts. Contractors should perform regular maintenance and upkeep of vehicles and equipment. Common areas of focus include engine and exhaust maintenance (including muffler systems), and regular lubrication of moving parts.

Additional methods should be considered to further reduce or respond to construction noise concerns. Implementation of workplace protocols should be considered, including elimination of “tailgate banging”, consideration of the location of staging areas away from noise sensitive land uses, and potential incorporation of smart back-up alarms. Restrictions on work hours should also be considered, where appropriate. Where construction noise impacts are unavoidable, the use of temporary noise barriers are an alternative that may be considered. Community input on sequencing of operations as well as a complaint-response mechanism may also serve to reduce construction noise impacts on the community.

PennDOT will continue to coordinate with the local municipality to identify potential issues with construction noise, including constraints on active work periods. Municipal construction noise concerns will be addressed if and when they are identified through PennDOT’s ongoing municipal coordination for the project.

## 8.0 PUBLIC INVOLVEMENT PROCESS

Public involvement activities, including project-specific public meetings (in-person and virtual), have been ongoing throughout the life of the project. The intent of the outreach has been to present project details to affected stakeholders and the community at-large, and provide a forum for their input and concerns.

During the preliminary engineering phase of the project, two full-day (1 PM to 7 PM) open house public meetings were held on November 9 and 10, 2021. The first meeting was held at the Harrisburg Mall, 3501 Paxton Street, Harrisburg PA. The second meeting was held at the Penn Harris Trademark by Wyndham, 1150 Camp Hill Bypass, Camp Hill, PA. Results of the 2021 PENA were included as part of the information presented to the public. Traffic noise technical staff attended these meetings to assist the public's understanding of the PennDOT/FHWA traffic noise abatement process, and its application to the I-83 South Bridge project. Visual aids were also employed to facilitate community understanding of the traffic noise study, including the locations where noise abatement consideration was proposed to be carried through to Final Design, as well as those areas determined to be ineligible for abatement consideration.

The project's Environmental Assessment (EA) document was made available for public review and comment from October 17 to November 16, 2023. Additionally, in-person Public Hearings to receive public testimony on the EA were held on November 1 and November 2, 2023.

As documented in **Section 3.0 Noise Analysis Methodology**, public outreach is also necessary during final design to conclude the reasonableness evaluation for the proposed abatement concepts presented in the Draft Final Design Highway Traffic Noise Report. This is done to ensure that the public supports construction of the recommended abatement features and has been made aware of its physical specifications and anticipated acoustical performance. Community-specific public outreach is also performed to solicit input related to aesthetic considerations, including color and texture on the community side of proposed noise barriers.

Following PennDOT/FHWA review and approval of the Draft Final Design Noise Analysis Report (October 2025), the project team initiated noise-specific public involvement activities for proposed abatement in NSA 2 and NSA 3.

Outreach via mailers and an in-person public meeting was performed to provide project and noise-specific information, as well as to obtain and record preferences regarding proposed abatement measures. Samples of the materials that were provided to the public are included in **Appendix E**.

Property owners and residents eligible to participate were identified and contacted via two rounds of regular (first round) and priority (second round) mail. Contents of the mailers they received included a brochure outlining general project information (including a project overview and status update), a summary of the traffic noise evaluation process, and voter eligibility criteria. Voters were also presented with a graphical depiction of the proposed barrier footprint on aerial imagery in order to solicit informed feedback on the public's desire for or against the proposed abatement. The brochures also included links to the project website and additional contact information should the resident/owner desire to contact the PennDOT project team with questions. The initial mailers

included the date, time, and location of the in-person public meeting, which was held on November 19, 2025 at the Trinity Lutheran Church located at 2000 Chestnut Street in Camp Hill, PA. The second-round mailer replaced the public meeting information with a reminder to return completed ballots by the December 2, 2025 deadline.

A hard copy of the noise wall ballot was also provided. The ballot included a personal identification section to ensure that no owner or resident provided more than one ballot response. The reverse side of the ballot provided a section to indicate a preferred color and texture preference, as well as a space to provide additional comments for PennDOT consideration. Graphical depictions of aesthetic treatment options being offered for the community side of the noise barrier were also included. The community was provided with Beige, Gray or Tan versions of three texture options: Ashlar Stone, Chiseled Limestone or Sawn Plank. Two additional texture choices were provided, but without a choice of color: Antique Brick (Red) and Split Block (Tan).

Initial correspondence was sent to eligible voters on October 31, 2025, with instructions to return ballots by December 2, 2025. Voters were also provided the option to express their preferences at an in-person public meeting held on November 19, 2025. A second round of correspondence was sent to eligible voters on November 21, 2025.

Six of the nine eligible voters in NSA 2 submitted ballots, a 67% participation rate. The majority of responses (100%) were in favor of the proposed abatement (all in favor, none opposed). Preferences for color and texture were varied, with a Gray Ashlar Stone finish being the preferred choice for the community-side color and texture.

Fifteen (15) of the 39 eligible voters in NSA 3 submitted ballots, a 38% participation rate. The majority of responses (87%) were in favor of the proposed abatement (13 in favor and two opposed). Preferences for color were varied but a strong consensus emerged for the texture, with a Tan Ashlar Stone finish being the preferred choice for the community-side color and texture.

Copies of the eligible voter mailing list for each NSA (including a tally of voter preferences), as well as copies of the returned ballots, can be found in **Appendix E**.

# **TABLES**

**Table E1**  
**SR 0083, Section 094**  
**Preliminary Engineering Noise Abatement Summary**

NSA	WARRANTED?	FEASIBLE?	REASONABLE?
1	No	Not Applicable	Not Applicable
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	No
5	No	Not Applicable	Not Applicable
6	Yes	No	Not Applicable
7	No	Not Applicable	Not Applicable
8	No	Not Applicable	Not Applicable
9	No	Not Applicable	Not Applicable

**Table 1  
PennDOT and FHWA  
Hourly Weighted Sound Levels dB(A) For Various Land Use Activity Categories\***


Land Use Activity Category	Leq(h) <sup>1</sup>	Description of Land Use Activity Category
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B <sup>2</sup>	67 (exterior)	Residential
C <sup>2</sup>	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E <sup>2</sup>	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A, B or C.
F	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.
<p>1 Impact thresholds should not be used as design standards for noise abatement purposes.                  2 Includes undeveloped lands permitted for this activity category</p>		

\* PennDOT has chosen to use Leq(h) [not L10(h)] on all of its transportation improvement projects.

**Table 2**  
**SR 0083, Section 094**  
**Existing (2020) Short-term Monitored Noise Levels (Leq(h) in dBA)**

(1)	(2)	(3)	(4)	(5)	(6)
NSA	Site ID	Site Description	PennDOT/FHWA Activity Category	Noise Abatement Criteria (NAC)* in dBA	Existing (2020) Monitored Noise Level
1	1-1	641 Lowther Street, Lemoyne, PA	B	66	57.0
	1-2	511 Lowther Street, Lemoyne, PA	B	66	60.9
2	2-1	359 Lowther Street, Lemoyne, PA	B	66	67.0
	2-2	344 Lowther Street, Lemoyne, PA	B	66	66.7
3	3-1	274 Lowther Street, Lemoyne, PA	B	66	70.1
	3-2	229 Walton Street, Lemoyne, PA	B	66	62.2
	3-3	101 Walton Street, Lemoyne, PA	B	66	68.1
4	4-1	342 South 5th Street, Lemoyne, PA	B	66	60.1
	4-2	344 Plum Street, Lemoyne, PA	B	66	52.5
5	5-1	231 Plum Street, Lemoyne, PA	B	66	65.2
	5-2	118 Herman Avenue, Lemoyne, PA	B	66	68.4
	5-3	230 South 1st Street, Lemoyne, PA	B	66	56.5
	5-4	Memorial Park, Lemoyne, PA	C	66	59.3
6	6-1	813 South Front Street, Harrisburg, PA	B	66	63.3
	6-2	Open space across from 110 Hanna Street, Harrisburg, PA	C	66	59.5

\* Noise levels that are within 1 dBA of the PennDOT/FHWA NAC (Table 1)

 Noise level approaches or exceeds PennDOT/FHWA NAC

**Table 3**  
**S.R. 0083, Section 094**  
**Noise Level Summary (Leq(h))**

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
NSA	Site Descriptor	Residences/Equivalent Residential Units	PennDOT/FHWA Activity Category	Noise Abatement Criteria (NAC)*	Existing (2020) Monitored Noise Level	Model Validation		Existing (2016) Peak Hour Noise Level	Design Year (2050) No Build Noise Level	Design Year (2050) Build Noise Level
						Modeled Noise Level	Difference (Monitored vs. Modeled)			
2	2-1	3	B	66	67.0	69.0	2.0	70	71	73
	2-2**	3	B	66	66.7	63.9	-2.8	64	65	67
	2A	2	B	66				66	68	70
	2B	2	B	66				68	69	71
	2C	2	B	66				71	72	75
	2D**	3	B	66				62	64	65
	2E**	1	B	66				64	65	66
	2F**	3	B	66				65	66	67
3	3-1	6	B	66	70.1	69.0	-1.1	70	71	72
	3-2	5	B	66	62.2	64.7	2.5	65	67	67
	3-3	2	B	66	68.1	65.4	-2.7	66	67	69
	3A	3	B	66				72	72	73
	3B	3	B	66				72	73	73
	3C	9	B	66				60	61	62
	3D	4	B	66				62	63	64
	3E	3	B	66				63	65	65
	3F	5	B	66				65	66	67
	3G	3	B	66				66	67	68
	3H	4	B	66				65	67	68

\* Noise levels that are within 1 dBA of the PennDOT/FHWA NAC (Table 1) OR exceed existing noise levels by 10 dBA or greater WARRANT abatement consideration.

\*\* Field observation supported by TNM modeling indicates that local traffic on Lowther Street contributes approximately 2 dBA to overall noise levels at these receptors

\*\*\* Sites 5-1 and 5-2 were not able to be validated within the TNM model due to dominance of non-traffic noise sources at those locations




\*\*\*\* ERU = Equivalent Residential Units for non-residential land uses, developed from guidelines contained within PennDOT Publication 24, Appendix E

Noise level approaches or exceeds PennDOT/FHWA NAC

**Table 4**  
**SR 0083, Section 094**  
**NSA 2 - Noise Barrier Analysis**

(1)	(2)	(3)	(4)	(5)	(6)
NSA 2	Site Descriptor	Site Representation	Design year (2050) Peak Hour Noise Level*	1. Feasible Noise Barrier (Optimized)	
	2-1	3	73	Abated Noise Level*	Insertion Loss*
	2-2**	3	67	64	9
	2A	2	70	65	2
	2B	2	71	60	10
	2C	2	75	62	10
	2D**	3	65	65	9
	2E**	1	66	64	1
2F**	3	67	64	2	
				65	2

Barrier Analysis	NSA or Receptor(s)	Number of Benefits	Barrier Length	Minimum Height (ft.)	Maximum Height (ft.)	Total Area (Sq./Ft.)	Max SF/BR Value	Barrier Feasible?	Barrier Reasonable?
1. Optimized	NSA 2	9	911	16	20	17,763	1,974	Yes	Yes

-  Noise level approaches or exceeds PennDOT/FHWA NAC
-  Insertion Loss of 5 dBA or greater
-  Insertion loss of 7 dBA or greater

\* Noise values, comparisons and Insertion Loss are calculated to the tenth of a dBA and then rounded for presentation purposes

\*\* Lowther Street traffic noise significantly contributes to the reported Impacts at Sites 2-2, 2D, 2E and 2F

**Table 5**  
**SR 0083, Section 094**  
**NSA 3 - Noise Barrier Analysis**

(1)	(2)	(3)	(4)	(5)	(6)
NSA 3	Site Descriptor	Site Representation	Design year (2050) Peak Hour Noise Level*	1. Feasible Noise Barrier (Optimized)	
				Abated Noise Level*	Insertion Loss*
	3-1	6	72	62	10
	3-2	5	67	60	7
	3-3	2	69	64	5
	3A	3	73	63	10
	3B	3	73	64	10
	3C	9	62	59	3
	3D	4	64	60	4
	3E	3	65	59	6
3F	5	67	59	8	
3G	3	68	61	7	
3H	4	68	63	5	

Barrier Analysis	NSA or Receptor(s)	Number of Benefits	Barrier Length	Minimum Height (ft.)	Maximum Height (ft.)	Total Area (Sq./Ft.)	Max SF/BR Value	Barrier Feasible?	Barrier Reasonable?
1. Optimized	NSA 3	34	2,008	16	21	40,851	1,202	Yes	Yes


- Noise level approaches or exceeds PennDOT/FHWA NAC
- Insertion Loss of 5 dBA or greater
- Insertion loss of 7 dBA or greater

\* Noise values, comparisons and Insertion Loss are calculated to the tenth of a dBA and then rounded for presentation purposes

# **FIGURES**



**Legend**

 Study Limits

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) Open contributors, and the GIS User Community. Copyright © 2011 Geographic Society



**Project Location**  
 S.R. 0083, South Bridge  
 Cumberland and Dauphin Counties, Pennsylvania  
 Project Number: 2112EV219

**Figure:**  
 1

Source: USGS Topo Map

**Scale:**  
 1:60,000



Navarro & Wright Consulting Engineers, Inc.  
 151 Reno Avenue, New Cumberland, PA 17070  
 (717) 441-2216 (Telephone) (717) 441-6408 (Fax)

**Date:** 9/24/2025

**Drawn by:** LIK



Document Path: N:\2021\1212EV219\_E00915\_HTNBW\088\_EV\_Environmental\GIS\183\_Noise\183\_Noise.aprx  
 Date: 20211212EV219\_E00915\_HTNBW\088\_EV\_Environmental\GIS\183\_Noise\183\_Noise.aprx

**Legend**

**Noise Receptors**

- Impact, Benefit
- Impact, No Benefit
- Not Impacted, Benefit
- Not Impacted, No Benefit

**Result**

- Proposed Noise Walls
- Noise Study Areas (NSA)
- Project Limit
- Proposed Design
- Proposed Baseline



Navarro & Wright Consulting Engineers, Inc.  
 151 Reno Avenue, New Cumberland, PA 17070  
 (717) 441-2216 (Telephone) (717) 441-6408 (Fax)

**Detailed Study Area Map (West Shore)**  
 S.R. 0083, South Bridge  
 Cumberland and Dauphin Counties, Pennsylvania  
 Project Number: 2112EV219

Source: ESRI Imagery Basemap

Scale:  
 1 inch = 300 feet

Drawn by: LIK



Date: 9/24/2025

**Figure:**  
**2A**










**Legend**

**Noise Receptors**

-  Proposed Noise Walls
-  Noise Study Areas (NSA)

**Result**

-  Impact, Benefit
-  Impact, No Benefit
-  Not Impacted, Benefit
-  Not Impacted, No Benefit

-  Project Limit
-  Proposed Design
-  Proposed Baseline



Document Path: \\FonvteDrive\Projects\20211212EV219\_E00815\_HTN\WON081\_EVA\_Environmental\GIS\183\_Noise\183\_Noise.aprx



Navarro & Wright Consulting Engineers, Inc.  
 151 Reno Avenue, New Cumberland, PA 17070  
 (717) 441-2216 (Telephone) (717) 441-6408 (Fax)

**Detailed Study Area Map (East Shore)**  
 S.R. 0083, South Bridge  
 Cumberland and Dauphin Counties, Pennsylvania  
 Project Number: 2112EV219

**Source:** ESRI Imagery Basemap

**Scale:**  
 1 inch = 300 feet

**Drawn by:** LIK

**Date:** 10/22/2025

**Figure:**  
 2B

# **APPENDICES**

**Appendix A**  
**Noise Monitoring Data**

# I-83 SEC 094, SOUTH BRIDGE

**Site #** 2-1  
**Meter #** 1  
**Employee** NW

Description : 359 Lowther St, Lemoyne

Monitoring Data:

	AM Peak	Off-Peak	PM Peak
Date		10/22/20	
Start Time		11:15 AM	
End Time		11:25 AM	
Duration		10 min	
Leq.		<b>67.0</b>	

Atmospheric Data
Wind Speed (mph) <b>&lt;5 MPH</b>
Temp. (°F)
Humidity (%)

Traffic Data

	Roadway			
	Interstate 83	Lowther St		
	NB	SB		
Cars	316	352	75	
MT	20	16	2	
HT	73	58	3	
Bus	0	0	0	
MC	2	0	0	



Monitoring Notes

---



---



---



Notable Shielding or Profile Information:

10/22/2020 11:15 00d 00:00:10.0	69.3	8511380.382
10/22/2020 11:15 00d 00:00:10.0	66.7	4677351.413
10/22/2020 11:15 00d 00:00:10.0	69.1	8128305.162
10/22/2020 11:15 00d 00:00:10.0	67.5	5623413.252
10/22/2020 11:15 00d 00:00:10.0	65.9	3890451.45
10/22/2020 11:15 00d 00:00:10.0	64.8	3019951.72
10/22/2020 11:16 00d 00:00:10.0	67.7	5888436.554
10/22/2020 11:16 00d 00:00:10.0	66.6	4570881.896
10/22/2020 11:16 00d 00:00:10.0	68.2	6606934.48
10/22/2020 11:16 00d 00:00:10.0	68.4	6918309.709
10/22/2020 11:16 00d 00:00:10.0	67.2	5248074.602
10/22/2020 11:16 00d 00:00:10.0	66.8	4786300.923
10/22/2020 11:17 00d 00:00:10.0	65.5	3548133.892
10/22/2020 11:17 00d 00:00:10.0	64	2511886.432
10/22/2020 11:17 00d 00:00:10.0	67.1	5128613.84
10/22/2020 11:17 00d 00:00:10.0	66.3	4265795.188
10/22/2020 11:17 00d 00:00:10.0	65	3162277.66
10/22/2020 11:17 00d 00:00:10.0	65	3162277.66
10/22/2020 11:18 00d 00:00:10.0	73.1	20417379.45
10/22/2020 11:18 00d 00:00:10.0	68.3	6760829.754
10/22/2020 11:18 00d 00:00:10.0	68.5	7079457.844
10/22/2020 11:18 00d 00:00:10.0	65.2	3311311.215
10/22/2020 11:18 00d 00:00:10.0	64.9	3090295.433
10/22/2020 11:18 00d 00:00:10.0	68.2	6606934.48
10/22/2020 11:19 00d 00:00:10.0	67.8	6025595.861
10/22/2020 11:19 00d 00:00:10.0	65.5	3548133.892
10/22/2020 11:19 00d 00:00:10.0	60.5	1122018.454
10/22/2020 11:19 00d 00:00:10.0	63.4	2187761.624
10/22/2020 11:19 00d 00:00:10.0	69	7943282.347
10/22/2020 11:19 00d 00:00:10.0	64.6	2884031.503
10/22/2020 11:20 00d 00:00:10.0	67.3	5370317.964
10/22/2020 11:20 00d 00:00:10.0	64.6	2884031.503
10/22/2020 11:20 00d 00:00:10.0	64.2	2630267.992
10/22/2020 11:20 00d 00:00:10.0	64.3	2691534.804
10/22/2020 11:20 00d 00:00:10.0	63.9	2454708.916
10/22/2020 11:20 00d 00:00:10.0	65.1	3235936.569
10/22/2020 11:21 00d 00:00:10.0	68.6	7244359.601
10/22/2020 11:21 00d 00:00:10.0	68.1	6456542.29
10/22/2020 11:21 00d 00:00:10.0	66.5	4466835.922
10/22/2020 11:21 00d 00:00:10.0	67.7	5888436.554
10/22/2020 11:21 00d 00:00:10.0	65.5	3548133.892
10/22/2020 11:21 00d 00:00:10.0	63.6	2290867.653
10/22/2020 11:22 00d 00:00:10.0	64.5	2818382.931
10/22/2020 11:22 00d 00:00:10.0	68	6309573.445
10/22/2020 11:22 00d 00:00:10.0	67.7	5888436.554
10/22/2020 11:22 00d 00:00:10.0	67.9	6165950.019
10/22/2020 11:22 00d 00:00:10.0	70.2	10471285.48
10/22/2020 11:22 00d 00:00:10.0	68.7	7413102.413
10/22/2020 11:23 00d 00:00:10.0	67	5011872.336
10/22/2020 11:23 00d 00:00:10.0	66.2	4168693.835
10/22/2020 11:23 00d 00:00:10.0	64.9	3090295.433
10/22/2020 11:23 00d 00:00:10.0	64.3	2691534.804
10/22/2020 11:23 00d 00:00:10.0	65.6	3630780.548
10/22/2020 11:23 00d 00:00:10.0	68.9	7762471.166
10/22/2020 11:24 00d 00:00:10.0	64.8	3019951.72

10/22/2020 11:24 00d 00:00:10.0  
10/22/2020 11:24 00d 00:00:10.0  
10/22/2020 11:24 00d 00:00:10.0  
10/22/2020 11:24 00d 00:00:10.0  
10/22/2020 11:24 00d 00:00:10.0

66.1 4073802.778  
67.3 5370317.964  
67.1 5128613.84  
66.7 4677351.413  
67.2 5248074.602

**Site 2-1**

<b>10 MIN Leq</b>
67.0

# I-83 SEC 094, SOUTH BRIDGE

**Site #** 2-2  
**Meter #** 2  
**Employee** NW

Description : 344 Lowther St, Lemoyne

Monitoring Data:

	AM Peak	Off-Peak	PM Peak
Date		10/22/20	
Start Time		11:15 AM	
End Time		11:25 AM	
Duration		10 min	
Leq.		<b>66.7</b>	

**Atmospheric Data**

Wind Speed (mph)  
**<5 MPH**  
Temp. (°F)

Traffic Data

	Interstate 83		Lowther St		
	NB	SB			
<b>Cars</b>	316	352	75		
<b>MT</b>	20	16	2		
<b>HT</b>	73	58	3		
<b>Bus</b>	0	0	0		
<b>MC</b>	2	0	0		

Humidity (%)



Monitoring Notes



Notable Shielding or Profile Information:

10/22/2020 11:15 00d 00:00:10.0	66.7	4677351.413
10/22/2020 11:15 00d 00:00:10.0	71.8	15135612.48
10/22/2020 11:15 00d 00:00:10.0	72.2	16595869.07
10/22/2020 11:15 00d 00:00:10.0	64.5	2818382.931
10/22/2020 11:15 00d 00:00:10.0	66.4	4365158.322
10/22/2020 11:15 00d 00:00:10.0	63.3	2137962.09
10/22/2020 11:16 00d 00:00:10.0	67.1	5128613.84
10/22/2020 11:16 00d 00:00:10.0	64.4	2754228.703
10/22/2020 11:16 00d 00:00:10.0	62.8	1905460.718
10/22/2020 11:16 00d 00:00:10.0	67.5	5623413.252
10/22/2020 11:16 00d 00:00:10.0	68.9	7762471.166
10/22/2020 11:16 00d 00:00:10.0	65	3162277.66
10/22/2020 11:17 00d 00:00:10.0	65.8	3801893.963
10/22/2020 11:17 00d 00:00:10.0	67	5011872.336
10/22/2020 11:17 00d 00:00:10.0	61.2	1318256.739
10/22/2020 11:17 00d 00:00:10.0	61.3	1348962.883
10/22/2020 11:17 00d 00:00:10.0	58.9	776247.1166
10/22/2020 11:17 00d 00:00:10.0	69.6	9120108.394
10/22/2020 11:18 00d 00:00:10.0	65.4	3467368.505
10/22/2020 11:18 00d 00:00:10.0	59.5	891250.9381
10/22/2020 11:18 00d 00:00:10.0	68.1	6456542.29
10/22/2020 11:18 00d 00:00:10.0	71.3	13489628.83
10/22/2020 11:18 00d 00:00:10.0	67.5	5623413.252
10/22/2020 11:18 00d 00:00:10.0	65.6	3630780.548
10/22/2020 11:19 00d 00:00:10.0	58.6	724435.9601
10/22/2020 11:19 00d 00:00:10.0	55	316227.766
10/22/2020 11:19 00d 00:00:10.0	65	3162277.66
10/22/2020 11:19 00d 00:00:10.0	63.9	2454708.916
10/22/2020 11:19 00d 00:00:10.0	67.2	5248074.602
10/22/2020 11:19 00d 00:00:10.0	63.3	2137962.09
10/22/2020 11:20 00d 00:00:10.0	67.7	5888436.554
10/22/2020 11:20 00d 00:00:10.0	66.1	4073802.778
10/22/2020 11:20 00d 00:00:10.0	64.1	2570395.783
10/22/2020 11:20 00d 00:00:10.0	66.2	4168693.835
10/22/2020 11:20 00d 00:00:10.0	63.7	2344228.815
10/22/2020 11:20 00d 00:00:10.0	67.9	6165950.019
10/22/2020 11:21 00d 00:00:10.0	67.5	5623413.252
10/22/2020 11:21 00d 00:00:10.0	64	2511886.432
10/22/2020 11:21 00d 00:00:10.0	64	2511886.432
10/22/2020 11:21 00d 00:00:10.0	61.9	1548816.619
10/22/2020 11:21 00d 00:00:10.0	67.1	5128613.84
10/22/2020 11:21 00d 00:00:10.0	65.3	3388441.561
10/22/2020 11:22 00d 00:00:10.0	57.9	616595.0019
10/22/2020 11:22 00d 00:00:10.0	68.4	6918309.709
10/22/2020 11:22 00d 00:00:10.0	69.9	9772372.21
10/22/2020 11:22 00d 00:00:10.0	64.3	2691534.804
10/22/2020 11:22 00d 00:00:10.0	63.1	2041737.945
10/22/2020 11:22 00d 00:00:10.0	60.1	1023292.992
10/22/2020 11:23 00d 00:00:10.0	63.9	2454708.916
10/22/2020 11:23 00d 00:00:10.0	66.6	4570881.896
10/22/2020 11:23 00d 00:00:10.0	67.1	5128613.84
10/22/2020 11:23 00d 00:00:10.0	65.3	3388441.561
10/22/2020 11:23 00d 00:00:10.0	60.5	1122018.454
10/22/2020 11:23 00d 00:00:10.0	66.1	4073802.778
10/22/2020 11:24 00d 00:00:10.0	72.1	16218100.97

10/22/2020 11:24 00d 00:00:10.0	70.3	10715193.05
10/22/2020 11:24 00d 00:00:10.0	71.5	14125375.45
10/22/2020 11:24 00d 00:00:10.0	61	1258925.412
10/22/2020 11:24 00d 00:00:10.0	66.5	4466835.922
10/22/2020 11:24 00d 00:00:10.0	66.8	4786300.923

**Site 2-2**

<b>10 MIN Leq</b>
66.7

# I-83 SEC 094, SOUTH BRIDGE

**Site #** 3-1  
**Meter #** 3  
**Employee** NW

Description : 274 Lowther St, Lemoyne

Monitoring Data:

	AM Peak	Off-Peak	PM Peak
Date		10/27/20	
Start Time		11:44 AM	
End Time		11:54 AM	
Duration		10 min	
Leq.		<b>70.1</b>	

**Atmospheric Data**

Wind Speed (mph)  
**<5 MPH**  
Temp. (°F)

Humidity (%)

Traffic Data:

	Interstate 83		Ramps	
	NB	SB	SB Off	NB On
<b>Roadway</b>				
<b>Direction</b>				
<b>Cars</b>	317	346	77	64
<b>MT</b>	12	12	2	2
<b>HT</b>	69	82	3	1
<b>Bus</b>	0	0	0	0
<b>MC</b>	0	1	0	1



Monitoring Notes



Notable Shielding or Profile Information:

10/27/2020 11:43 00d 00:00:10.0	73	19952623.15
10/27/2020 11:43 00d 00:00:10.0	67.8	6025595.861
10/27/2020 11:43 00d 00:00:10.0	70.8	12022644.35
10/27/2020 11:43 00d 00:00:10.0	72.4	17378008.29
10/27/2020 11:43 00d 00:00:10.0	68.4	6918309.709
10/27/2020 11:43 00d 00:00:10.0	71.3	13489628.83
10/27/2020 11:44 00d 00:00:10.0	72.7	18620871.37
10/27/2020 11:44 00d 00:00:10.0	71.3	13489628.83
10/27/2020 11:44 00d 00:00:10.0	66.3	4265795.188
10/27/2020 11:44 00d 00:00:10.0	66.6	4570881.896
10/27/2020 11:44 00d 00:00:10.0	72.3	16982436.52
10/27/2020 11:44 00d 00:00:10.0	71.3	13489628.83
10/27/2020 11:45 00d 00:00:10.0	66.6	4570881.896
10/27/2020 11:45 00d 00:00:10.0	66.1	4073802.778
10/27/2020 11:45 00d 00:00:10.0	85.1	323593656.9
10/27/2020 11:45 00d 00:00:10.0	88.7	741310241.3
10/27/2020 11:45 00d 00:00:10.0	66.5	4466835.922
10/27/2020 11:45 00d 00:00:10.0	70	10000000
10/27/2020 11:46 00d 00:00:10.0	72.7	18620871.37
10/27/2020 11:46 00d 00:00:10.0	70.5	11220184.54
10/27/2020 11:46 00d 00:00:10.0	72.5	17782794.1
10/27/2020 11:46 00d 00:00:10.0	62	1584893.192
10/27/2020 11:46 00d 00:00:10.0	66.5	4466835.922
10/27/2020 11:46 00d 00:00:10.0	66	3981071.706
10/27/2020 11:47 00d 00:00:10.0	67.7	5888436.554
10/27/2020 11:47 00d 00:00:10.0	70.8	12022644.35
10/27/2020 11:47 00d 00:00:10.0	72.1	16218100.97
10/27/2020 11:47 00d 00:00:10.0	69.1	8128305.162
10/27/2020 11:47 00d 00:00:10.0	67.4	5495408.739
10/27/2020 11:47 00d 00:00:10.0	70	10000000
10/27/2020 11:48 00d 00:00:10.0	73.4	21877616.24
10/27/2020 11:48 00d 00:00:10.0	71.1	12882495.52
10/27/2020 11:48 00d 00:00:10.0	73.4	21877616.24
10/27/2020 11:48 00d 00:00:10.0	66.2	4168693.835
10/27/2020 11:48 00d 00:00:10.0	67.7	5888436.554
10/27/2020 11:48 00d 00:00:10.0	69.4	8709635.9
10/27/2020 11:49 00d 00:00:10.0	70.6	11481536.21
10/27/2020 11:49 00d 00:00:10.0	73.7	23442288.15
10/27/2020 11:49 00d 00:00:10.0	70.6	11481536.21
10/27/2020 11:49 00d 00:00:10.0	75	31622776.6
10/27/2020 11:49 00d 00:00:10.0	74	25118864.32
10/27/2020 11:49 00d 00:00:10.0	68.4	6918309.709
10/27/2020 11:50 00d 00:00:10.0	64.8	3019951.72
10/27/2020 11:50 00d 00:00:10.0	69.9	9772372.21
10/27/2020 11:50 00d 00:00:10.0	64	2511886.432
10/27/2020 11:50 00d 00:00:10.0	62.6	1819700.859
10/27/2020 11:50 00d 00:00:10.0	67.9	6165950.019
10/27/2020 11:50 00d 00:00:10.0	68.7	7413102.413
10/27/2020 11:51 00d 00:00:10.0	70.8	12022644.35
10/27/2020 11:51 00d 00:00:10.0	67.4	5495408.739
10/27/2020 11:51 00d 00:00:10.0	71.5	14125375.45
10/27/2020 11:51 00d 00:00:10.0	71.9	15488166.19
10/27/2020 11:51 00d 00:00:10.0	67.9	6165950.019
10/27/2020 11:51 00d 00:00:10.0	67.4	5495408.739
10/27/2020 11:52 00d 00:00:10.0	67.8	6025595.861

10/27/2020 11:52 00d 00:00:10.0	63.1	2041737.945
10/27/2020 11:52 00d 00:00:10.0	66.7	4677351.413
10/27/2020 11:52 00d 00:00:10.0	68.1	6456542.29
10/27/2020 11:52 00d 00:00:10.0	69.2	8317637.711
10/27/2020 11:52 00d 00:00:10.0	70.1	10232929.92

Site 3-1

<b>10 MIN Leq</b>
70.1

# I-83 SEC 094, SOUTH BRIDGE

**Site #** 3-2  
**Meter #** 2  
**Employee** NW

Description : 229 Walton St, Lemoyne

**Monitoring Data:**

	AM Peak	Off-Peak	PM Peak
Date		10/27/20	
Start Time		11:44 AM	
End Time		11:54 AM	
Duration		10 min	
Leq.		<b>62.2</b>	

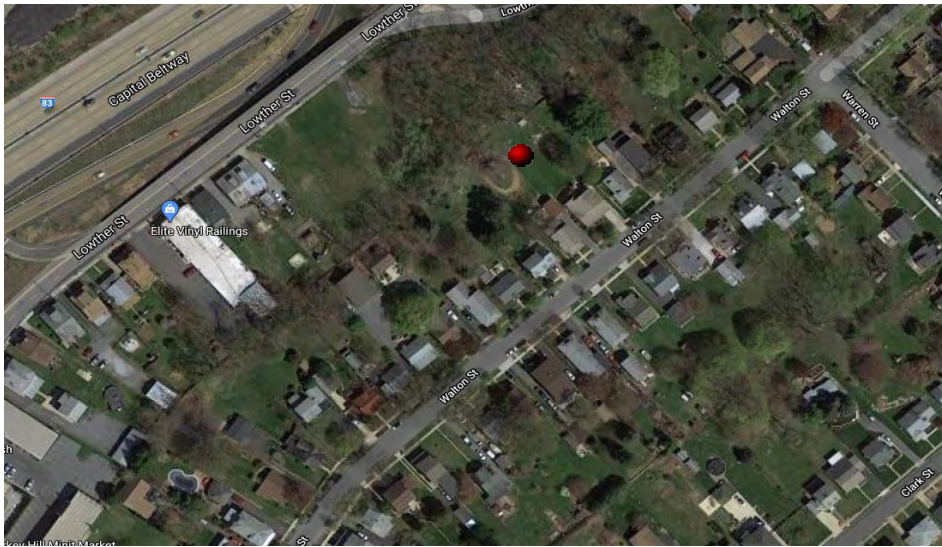
Atmospheric Data
Wind Speed (mph) <b>&lt;5 MPH</b>
Temp. (°F)
Humidity (%)

**Traffic Data**

	Roadway			Ramps	
	NB	SB		SB Off	NB On
Cars	317	346		77	64
MT	12	12		2	2
HT	69	82		3	1
Bus	0	0		0	0
MC	0	1		0	1



Monitoring Notes



Notable Shielding or Profile Information:



10/27/2020 11:43 00d 00:00:10.0	63.4	2187761.624
10/27/2020 11:43 00d 00:00:10.0	61.7	1479108.388
10/27/2020 11:43 00d 00:00:10.0	61.4	1380384.265
10/27/2020 11:43 00d 00:00:10.0	62.5	1778279.41
10/27/2020 11:43 00d 00:00:10.0	63.6	2290867.653
10/27/2020 11:43 00d 00:00:10.0	61.9	1548816.619
10/27/2020 11:44 00d 00:00:10.0	63.2	2089296.131
10/27/2020 11:44 00d 00:00:10.0	65.9	3890451.45
10/27/2020 11:44 00d 00:00:10.0	64	2511886.432
10/27/2020 11:44 00d 00:00:10.0	62.2	1659586.907
10/27/2020 11:44 00d 00:00:10.0	65.5	3548133.892
10/27/2020 11:44 00d 00:00:10.0	64.4	2754228.703
10/27/2020 11:45 00d 00:00:10.0	62.5	1778279.41
10/27/2020 11:45 00d 00:00:10.0	61.9	1548816.619
10/27/2020 11:45 00d 00:00:10.0	59.2	831763.7711
10/27/2020 11:45 00d 00:00:10.0	65.7	3715352.291
10/27/2020 11:45 00d 00:00:10.0	62.5	1778279.41
10/27/2020 11:45 00d 00:00:10.0	61.3	1348962.883
10/27/2020 11:46 00d 00:00:10.0	65.5	3548133.892
10/27/2020 11:46 00d 00:00:10.0	62.8	1905460.718
10/27/2020 11:46 00d 00:00:10.0	60.1	1023292.992
10/27/2020 11:46 00d 00:00:10.0	59.4	870963.59
10/27/2020 11:46 00d 00:00:10.0	59	794328.2347
10/27/2020 11:46 00d 00:00:10.0	59.5	891250.9381
10/27/2020 11:47 00d 00:00:10.0	61.8	1513561.248
10/27/2020 11:47 00d 00:00:10.0	62.8	1905460.718
10/27/2020 11:47 00d 00:00:10.0	62.8	1905460.718
10/27/2020 11:47 00d 00:00:10.0	63	1995262.315
10/27/2020 11:47 00d 00:00:10.0	62.4	1737800.829
10/27/2020 11:47 00d 00:00:10.0	60.7	1174897.555
10/27/2020 11:48 00d 00:00:10.0	63.5	2238721.139
10/27/2020 11:48 00d 00:00:10.0	62.7	1862087.137
10/27/2020 11:48 00d 00:00:10.0	61.2	1318256.739
10/27/2020 11:48 00d 00:00:10.0	62.4	1737800.829
10/27/2020 11:48 00d 00:00:10.0	61.3	1348962.883
10/27/2020 11:48 00d 00:00:10.0	63.7	2344228.815
10/27/2020 11:49 00d 00:00:10.0	62.3	1698243.652
10/27/2020 11:49 00d 00:00:10.0	64.4	2754228.703
10/27/2020 11:49 00d 00:00:10.0	63.5	2238721.139
10/27/2020 11:49 00d 00:00:10.0	62.4	1737800.829
10/27/2020 11:49 00d 00:00:10.0	62.7	1862087.137
10/27/2020 11:49 00d 00:00:10.0	60.9	1230268.771
10/27/2020 11:50 00d 00:00:10.0	62.9	1949844.6
10/27/2020 11:50 00d 00:00:10.0	57.3	537031.7964
10/27/2020 11:50 00d 00:00:10.0	59.7	933254.3008
10/27/2020 11:50 00d 00:00:10.0	61	1258925.412
10/27/2020 11:50 00d 00:00:10.0	58.6	724435.9601
10/27/2020 11:50 00d 00:00:10.0	59.1	812830.5162
10/27/2020 11:51 00d 00:00:10.0	58.9	776247.1166
10/27/2020 11:51 00d 00:00:10.0	58.6	724435.9601
10/27/2020 11:51 00d 00:00:10.0	58.2	660693.448
10/27/2020 11:51 00d 00:00:10.0	61	1258925.412
10/27/2020 11:51 00d 00:00:10.0	62.7	1862087.137
10/27/2020 11:51 00d 00:00:10.0	60.9	1230268.771
10/27/2020 11:52 00d 00:00:10.0	60.3	1071519.305

10/27/2020 11:52 00d 00:00:10.0	60.8	1202264.435
10/27/2020 11:52 00d 00:00:10.0	59.5	891250.9381
10/27/2020 11:52 00d 00:00:10.0	60.4	1096478.196
10/27/2020 11:52 00d 00:00:10.0	60.2	1047128.548
10/27/2020 11:52 00d 00:00:10.0	58.8	758577.575

**Site 3-2**

<b>10 MIN Leq</b>
62.2

# I-83 SEC 094, SOUTH BRIDGE

**Site #** 3-3  
**Meter #** 1  
**Employee** NW

Description : 101 Walton St, Lemoyne

**Monitoring Data:**

	AM Peak	Off-Peak	PM Peak
Date		10/27/20	
Start Time		11:44 AM	
End Time		11:54 AM	
Duration		10 min	
Leq.		<b>68.1</b>	

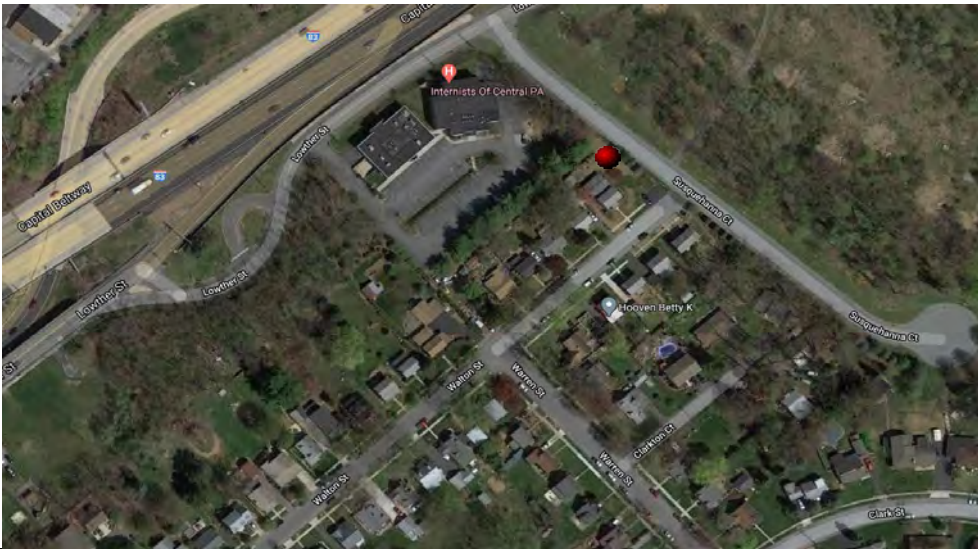
Atmospheric Data
Wind Speed (mph) <b>&lt;5 MPH</b>
Temp. (°F)
Humidity (%)

**Traffic Data**

	Roadway			Ramps	
	NB	SB		SB Off	NB On
Cars	317	346		77	64
MT	12	12		2	2
HT	69	82		3	1
Bus	0	0		0	0
MC	0	1		0	1



Monitoring Notes



Notable Shielding or Profile Information:



10/27/2020 11:43 00d 00:00:10.0	69.6	9120108.394
10/27/2020 11:43 00d 00:00:10.0	71.1	12882495.52
10/27/2020 11:43 00d 00:00:10.0	69.7	9332543.008
10/27/2020 11:43 00d 00:00:10.0	67	5011872.336
10/27/2020 11:43 00d 00:00:10.0	67.3	5370317.964
10/27/2020 11:43 00d 00:00:10.0	69.1	8128305.162
10/27/2020 11:44 00d 00:00:10.0	68.4	6918309.709
10/27/2020 11:44 00d 00:00:10.0	69.7	9332543.008
10/27/2020 11:44 00d 00:00:10.0	68.7	7413102.413
10/27/2020 11:44 00d 00:00:10.0	70.1	10232929.92
10/27/2020 11:44 00d 00:00:10.0	70.1	10232929.92
10/27/2020 11:44 00d 00:00:10.0	69.1	8128305.162
10/27/2020 11:45 00d 00:00:10.0	67.3	5370317.964
10/27/2020 11:45 00d 00:00:10.0	66.1	4073802.778
10/27/2020 11:45 00d 00:00:10.0	65.1	3235936.569
10/27/2020 11:45 00d 00:00:10.0	65.1	3235936.569
10/27/2020 11:45 00d 00:00:10.0	64.8	3019951.72
10/27/2020 11:45 00d 00:00:10.0	70.5	11220184.54
10/27/2020 11:46 00d 00:00:10.0	69.3	8511380.382
10/27/2020 11:46 00d 00:00:10.0	67.9	6165950.019
10/27/2020 11:46 00d 00:00:10.0	69.9	9772372.21
10/27/2020 11:46 00d 00:00:10.0	69.3	8511380.382
10/27/2020 11:46 00d 00:00:10.0	67.5	5623413.252
10/27/2020 11:46 00d 00:00:10.0	64.3	2691534.804
10/27/2020 11:47 00d 00:00:10.0	65	3162277.66
10/27/2020 11:47 00d 00:00:10.0	66.4	4365158.322
10/27/2020 11:47 00d 00:00:10.0	67.7	5888436.554
10/27/2020 11:47 00d 00:00:10.0	67.4	5495408.739
10/27/2020 11:47 00d 00:00:10.0	67.6	5754399.373
10/27/2020 11:47 00d 00:00:10.0	68.9	7762471.166
10/27/2020 11:48 00d 00:00:10.0	69.6	9120108.394
10/27/2020 11:48 00d 00:00:10.0	69.6	9120108.394
10/27/2020 11:48 00d 00:00:10.0	70.3	10715193.05
10/27/2020 11:48 00d 00:00:10.0	68.5	7079457.844
10/27/2020 11:48 00d 00:00:10.0	67.6	5754399.373
10/27/2020 11:48 00d 00:00:10.0	69.1	8128305.162
10/27/2020 11:49 00d 00:00:10.0	65.7	3715352.291
10/27/2020 11:49 00d 00:00:10.0	66.4	4365158.322
10/27/2020 11:49 00d 00:00:10.0	67	5011872.336
10/27/2020 11:49 00d 00:00:10.0	70.3	10715193.05
10/27/2020 11:49 00d 00:00:10.0	69.9	9772372.21
10/27/2020 11:49 00d 00:00:10.0	68.9	7762471.166
10/27/2020 11:50 00d 00:00:10.0	68.1	6456542.29
10/27/2020 11:50 00d 00:00:10.0	65.8	3801893.963
10/27/2020 11:50 00d 00:00:10.0	67.4	5495408.739
10/27/2020 11:50 00d 00:00:10.0	67.9	6165950.019
10/27/2020 11:50 00d 00:00:10.0	68.2	6606934.48
10/27/2020 11:50 00d 00:00:10.0	68	6309573.445
10/27/2020 11:51 00d 00:00:10.0	65.7	3715352.291
10/27/2020 11:51 00d 00:00:10.0	63.5	2238721.139
10/27/2020 11:51 00d 00:00:10.0	64.7	2951209.227
10/27/2020 11:51 00d 00:00:10.0	67.7	5888436.554
10/27/2020 11:51 00d 00:00:10.0	68.3	6760829.754
10/27/2020 11:51 00d 00:00:10.0	67.3	5370317.964
10/27/2020 11:52 00d 00:00:10.0	67.1	5128613.84

10/27/2020 11:52 00d 00:00:10.0	68	6309573.445
10/27/2020 11:52 00d 00:00:10.0	67.9	6165950.019
10/27/2020 11:52 00d 00:00:10.0	67.1	5128613.84
10/27/2020 11:52 00d 00:00:10.0	64	2511886.432
10/27/2020 11:52 00d 00:00:10.0	63.8	2398832.919

**Site 3-3**

<b>10 MIN Leq</b>
68.1



**RION CO., LTD.**

3-20-41 Higashimotomachi Kokubunji Tokyo 185-8533  
Phone:042(359)7888, Facsimile:042(359)7442

## **Certificate of Calibration**

**Name** : **Sound Level Meter, Class 1**  
**Model** : **NL-52**      **S/No.** : **01198633**  
**Date of Calibration** : **January, 22, 2020**

We hereby certify that the above product was tested and calibrated according to the prescribed Rion procedures, and that it fulfills specification requirements.

The measuring equipment and reference devices used for testing and calibrating this unit are managed under the Rion traceability system and are traceable according to official Japanese standards and official standards of countries belonging to the International Committee of Weights and Measures.

**RION CO., LTD.**

Manager, Quality Control Department

<b>Model</b>	NL-52	<b>Product Name</b>	Sound Level Meter, Class 1
--------------	-------	---------------------	----------------------------

Ensure all the items below are in the package.  
If there is a missing part, please contact your supplier.

Type	Description	Quantity	Note
NL-52	Main unit	1	
NL-42-025	Storage case	1	
WS-10	Windscreen	1	
NL-42-033	Windscreen fall prevention rubber	1	attached to the main unit
VM-63-017	Hand strap	1	
LR6	Size AA alkaline batteries	4	
	CD-ROM (Instruction manual, Serial interface manual, Technical notes, Program option manual)	1	
	Description for IEC 61672-1	1	
	SD memory card (512 MByte)	1	only when NX-42EX is pre-installed
	Inspection certificate	1	This sheet
	Document for China RoHS	1	only to China

## Inspection Certificate

INSPECTOR



We hereby certify that this product has been tested and calibrated at our factory according to RION specifications and that the product satisfies all relevant requirements.

RION CO., LTD.  
3-20-41 Higashimotomachi, Kokubunji,  
Tokyo 185-8533,  
Japan

Sound and Vibration Measuring Instrument Section Product information and software downloads can be found on our web-site:

<https://rion-sv.com/>

Please check it out.

№C11030502



**RION CO., LTD.**

3-20-41 Higashimotomachi Kokubunji Tokyo 185-8533  
Phone:042(359)7888, Facsimile:042(359)7442

## **Certificate of Calibration**

**Name** : **Sound Level Meter, Class 1**

**Model** : **NL-52**      **S/No.** : **01198634**

**Date of Calibration** : **January, 22, 2020**

We hereby certify that the above product was tested and calibrated according to the prescribed Rion procedures, and that it fulfills specification requirements.

The measuring equipment and reference devices used for testing and calibrating this unit are managed under the Rion traceability system and are traceable according to official Japanese standards and official standards of countries belonging to the International Committee of Weights and Measures.

**RION CO., LTD.**

Manager, Quality Control Department

<b>Model</b>	NL-52	<b>Product Name</b>	Sound Level Meter, Class 1
--------------	-------	---------------------	----------------------------

Ensure all the items below are in the package.  
If there is a missing part, please contact your supplier.

Type	Description	Quantity	Note
NL-52	Main unit	1	
NL-42-025	Storage case	1	
WS-10	Windscreen	1	
NL-42-033	Windscreen fall prevention rubber	1	attached to the main unit
VM-63-017	Hand strap	1	
LR6	Size AA alkaline batteries	4	
	CD-ROM (Instruction manual, Serial interface manual, Technical notes, Program option manual)	1	
	Description for IEC 61672-1	1	
	SD memory card (512 MByte)	1	only when NX-42EX is pre-installed
	Inspection certificate	1	This sheet
	Document for China RoHS	1	only to China

## Inspection Certificate

INSPECTOR



We hereby certify that this product has been tested and calibrated at our factory according to RION specifications and that the product satisfies all relevant requirements.

RION CO., LTD.  
3-20-41 Higashimotomachi, Kokubunji,  
Tokyo 185-8533,  
Japan

Sound and Vibration Measuring Instrument Section Product information and software downloads can be found on our web-site:

<https://rion-sv.com/>

Please check it out.

№C11030502

**West Caldwell Calibration Laboratories Inc.**

# Certificate of Calibration

for

**SOUND LEVEL METER**

Manufactured by: RION  
Model No: NL-52  
Serial No: 00464709  
Calibration Recall No: 30514

Submitted By:

Customer:

Company: ROBERT C. KOLMANSBERGER  
Address: 151 RENO AVENUE  
NEW CUMBERLAN PA 17070

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. NL-52 RION

Upon receipt for Calibration, the instrument was found to be:

Within ( X )

tolerance of the indicated specification. See attached Report of Calibration.  
The information supplied relates to the calibrated item listed above.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2015 and ISO 17025

Note: With this Certificate, Report of Calibration is included.

Approved by:

James Zhu

Quality Manager  
ISO/IEC 17025:2005

Calibration Date: 22-Nov-19

Certificate No: 30514 - 1

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

**West Caldwell  
Calibration  
Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.



Calibration Lab. Cert. # 1533.01

**West Caldwell Calibration Laboratories Inc.**

# Certificate of Calibration

for

**MICROPHONE**

Manufactured by: RION  
Model No: UC-59  
Serial No: 09270  
Calibration Recall No: 30514

Submitted By:

Customer:

Company: ROBERT C. KOLMANSBERGER  
Address: 151 RENO AVENUE  
NEW CUMBERLAN PA 17070

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. UC-59 RION

Upon receipt for Calibration, the instrument was found to be:

Within ( X )

tolerance of the indicated specification. See attached Report of Calibration.  
The information supplied relates to the calibrated item listed above.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2015 and ISO 17025

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: 22-Nov-19

James Zhu

Certificate No: 30514 - 2

Quality Manager  
ISO/IEC 17025:2005

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

**West Caldwell Calibration Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.



Calibration Lab. Cert. # 1533.01

**West Caldwell Calibration Laboratories Inc.**

# Certificate of Calibration

for

**SOUND LEVEL METER**

Manufactured by: **RION**  
Model No: **NL-52**  
Serial No: **00464710**  
Calibration Recall No: **30514**

Submitted By:

Customer:

Company: **ROBERT C. KOLMANSBERGER**  
Address: **151 RENO AVENUE**  
**NEW CUMBERLAN PA 17070**

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. **NL-52** RION

Upon receipt for Calibration, the instrument was found to be:

Within ( X )

tolerance of the indicated specification. See attached Report of Calibration.  
The information supplied relates to the calibrated item listed above.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2015 and ISO 17025

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: **22-Nov-19**

**James Zhu**

Certificate No: **30514 - 4**

Quality Manager  
ISO/IEC 17025:2005

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

**West Caldwell Calibration Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.



Calibration Lab. Cert. # 1533.01

West Caldwell Calibration Laboratories Inc.

# Certificate of Calibration

for

## MICROPHONE

Manufactured by: RION  
Model No: UC-59  
Serial No: 09271  
Calibration Recall No: 30514

Submitted By:

Customer:

Company: ROBERT C. KOLMANSBERGER  
Address: 151 RENO AVENUE  
NEW CUMBERLAN PA 17070

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. UC-59 RION

Upon receipt for Calibration, the instrument was found to be:

Within ( X )

tolerance of the indicated specification. See attached Report of Calibration.  
The information supplied relates to the calibrated item listed above.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2015 and ISO 17025

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: 22-Nov-19

James Zhu

Certificate No: 30514 - 5

Quality Manager  
ISO/IEC 17025:2005

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

**West Caldwell  
Calibration  
Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.



Calibration Lab. Cert. # 1533.01

**West Caldwell Calibration Laboratories Inc.**

# Certificate of Calibration

for

**SOUND CALIBRATOR**

Manufactured by: RION  
Model No: NC-74  
Serial No: 34167534  
Calibration Recall No: 30514

Submitted By:

Customer:

Company: ROBERT C. KOLMANSBERGER  
Address: 151 RENO AVENUE  
NEW CUMBERLAN PA 17070

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. NC-74 RION

Upon receipt for Calibration, the instrument was found to be:

Within ( X )

tolerance of the indicated specification. See attached Report of Calibration.  
The information supplied relates to the calibrated item listed above.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2015 and ISO 17025

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: 22-Nov-19

James Zhu

Certificate No: 30514 - 7

Quality Manager  
ISO/IEC 17025:2005

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

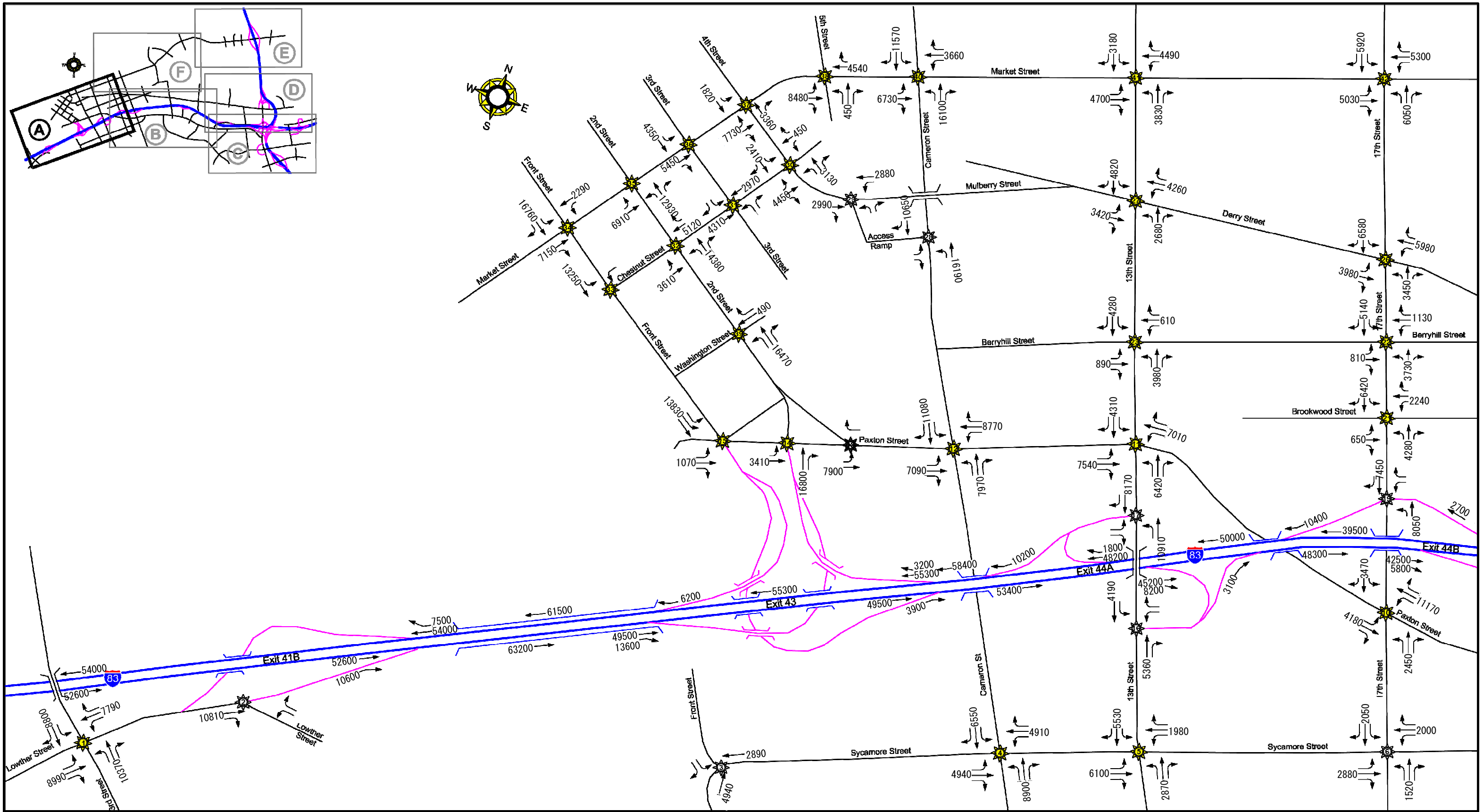
**West Caldwell  
Calibration  
Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.



Calibration Lab. Cert. # 1533.01

# **Appendix B**

## **Traffic Data**

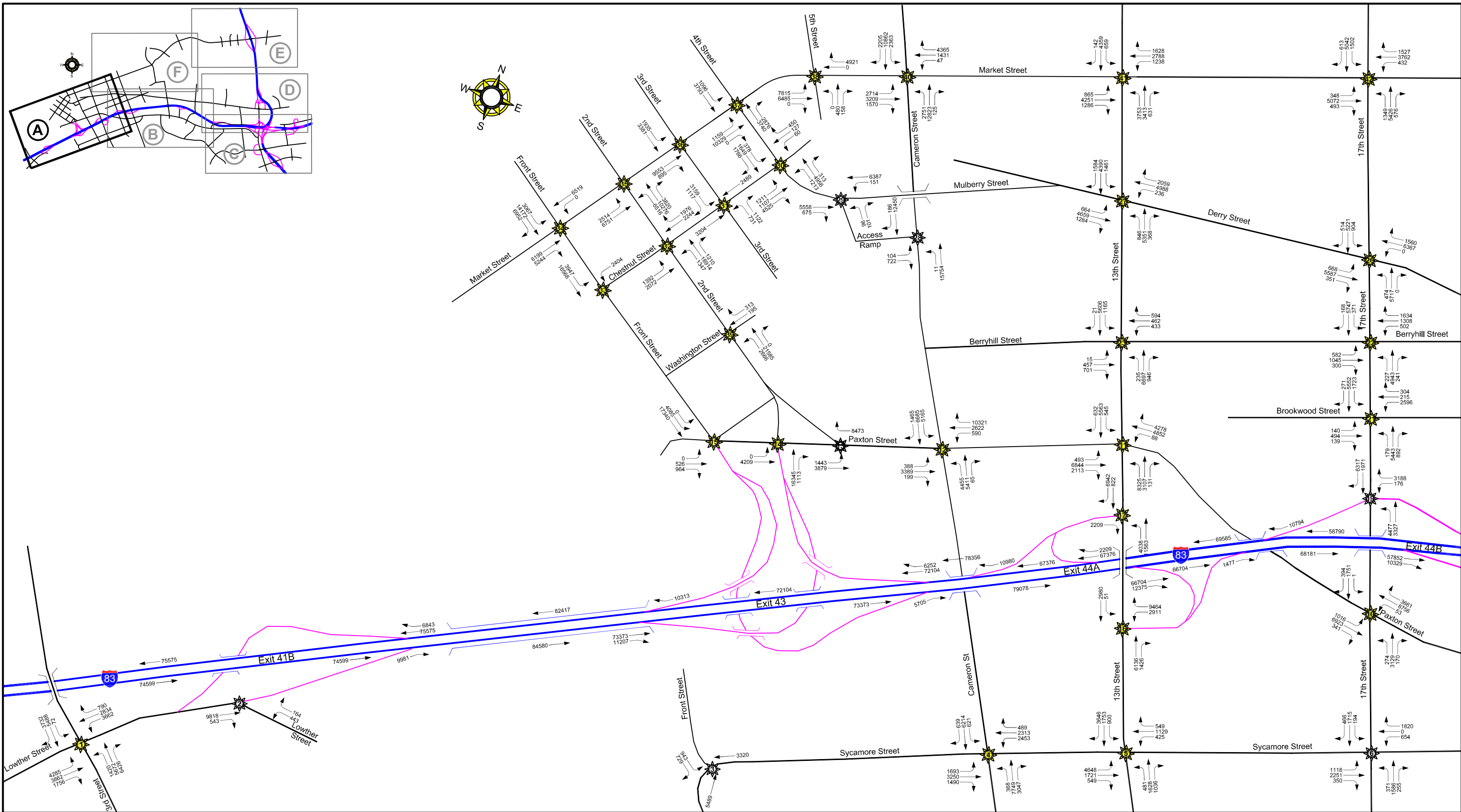


**LEGEND**

- Surface Street
- Interstate Highway
- Interstate Ramp
- ☀ Signalized Intersection
- ⚙ Unsignalized Intersection
- 000 Peak Hour Traffic Volume
- ← Lane Configuration

**FIGURE F-1**  
 2016 Base - Average Daily Traffic  
 Mainline, Ramp, and Intersection  
 Approach Counts

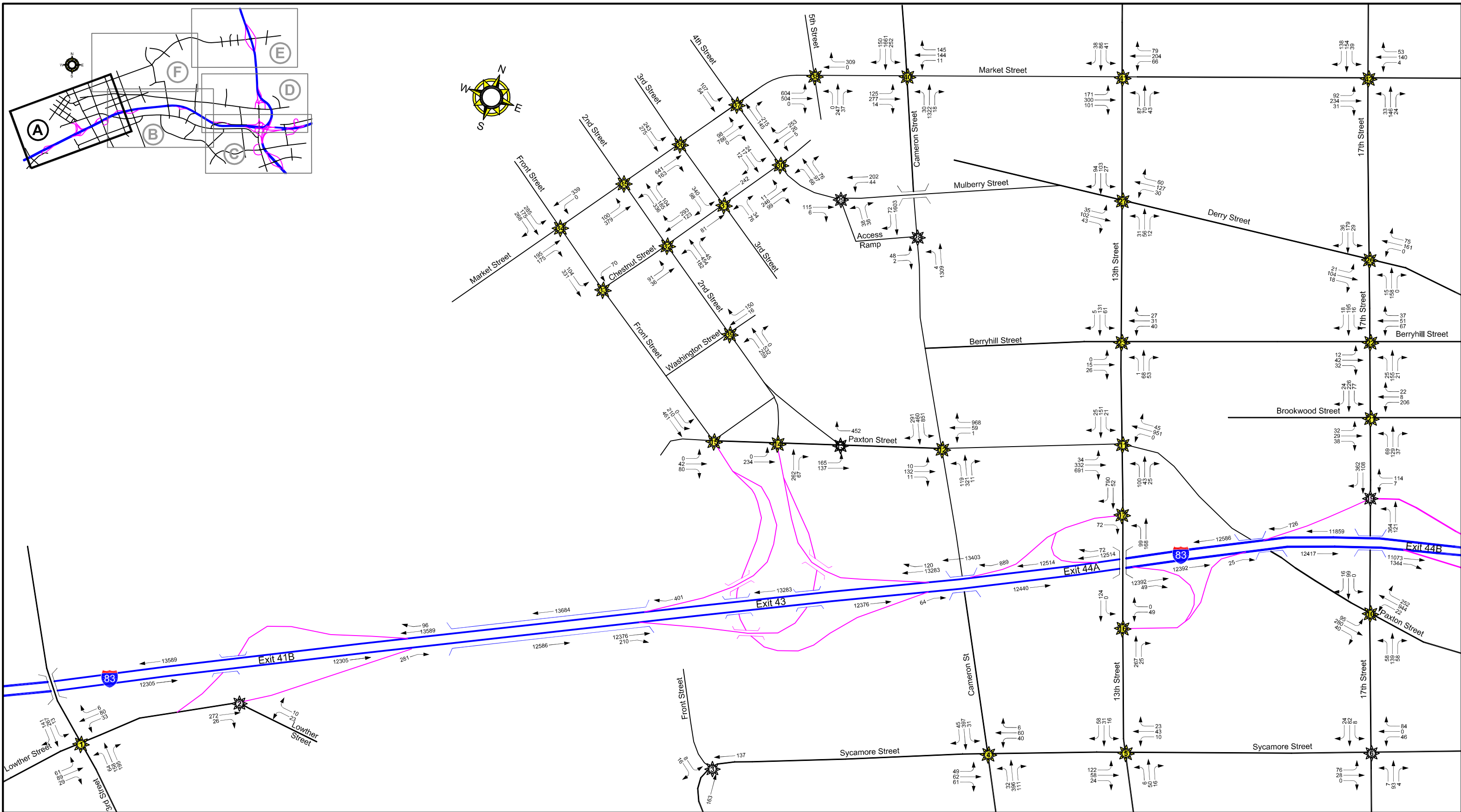




- LEGEND**
- Surface Street
  - Interstate Highway
  - Interstate Ramp
  - ☀ Signalized Intersection
  - ⚙ Unsignalized Intersection
  - 000 Peak Hour Traffic Volume
  - ← Lane Configuration

**FIGURE - A**  
**2050 NO BUILD**  
**AVERAGE DAILY TRAFFIC**  
**TOTAL VEHICLES**



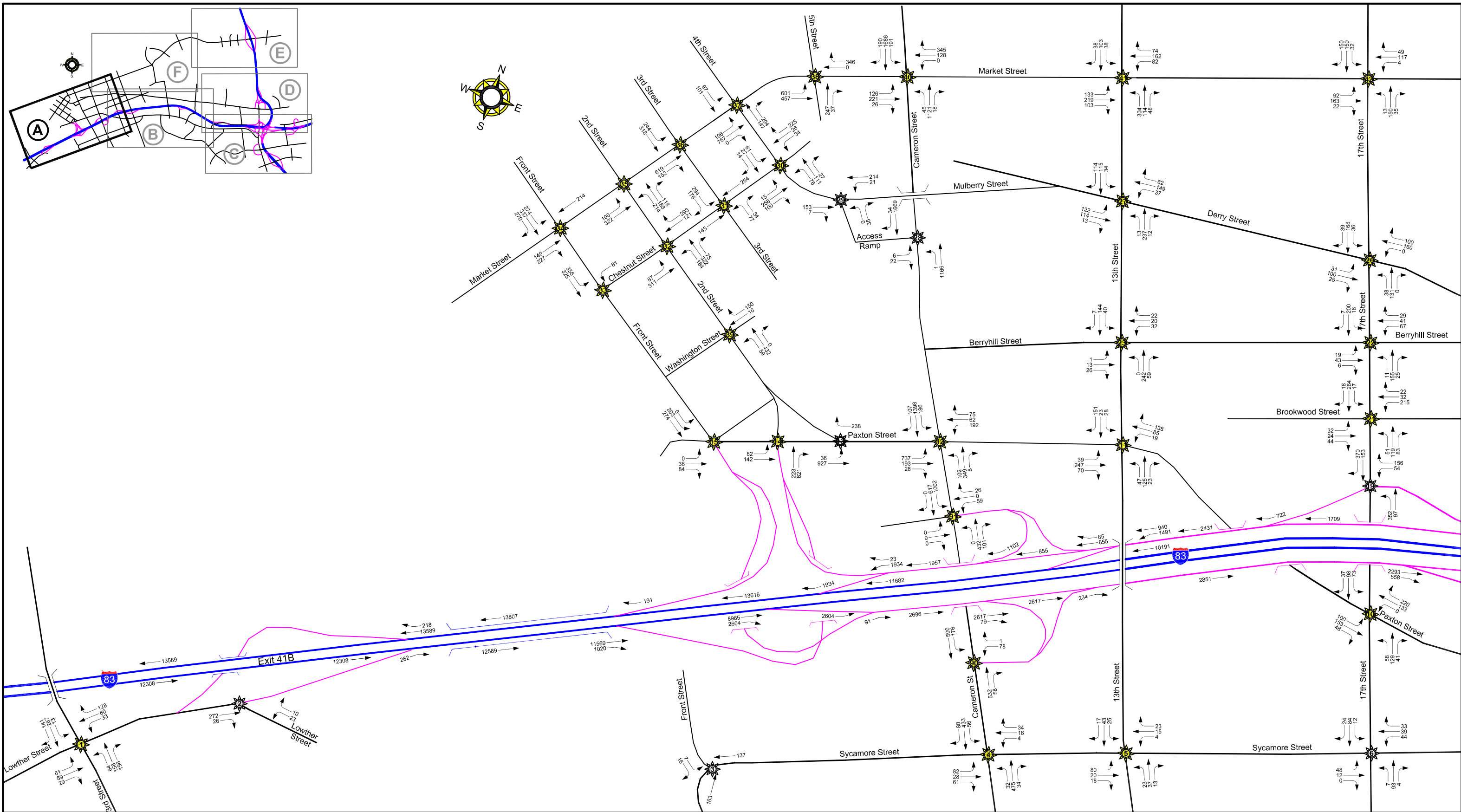


- LEGEND**
- Surface Street
  - Interstate Highway
  - Interstate Ramp
  - ☀ Signalized Intersection
  - ★ Unsignalized Intersection
  - 000 Peak Hour Traffic Volume
  - ← Lane Configuration

**FIGURE - A**  
**2050 NO BUILD**  
**AVERAGE DAILY TRAFFIC**  
**HEAVY VEHICLES**







**LEGEND**

- Surface Street
- Interstate Highway
- Interstate Ramp
- ☀ Signalized Intersection
- ★ Unsignalized Intersection
- 000 Peak Hour Traffic Volume
- ← Lane Configuration

**FIGURE - A**  
**2050 BUILD - PROPOSED ALT.**  
**AVERAGE DAILY TRAFFIC**  
**HEAVY VEHICLES**



2016 Existing	Traffic Summary							Peak Hour Traffic Volumes		
	AADT	K factor	Design Hour	Truck %	Trucks	MT%	HT%	C	MT	HT
<i>West Shore</i>										
I-83 NB (4-lane, no on-ramp)	52,600	0.06	3314	15%	497	15%	85%	2817	74	423
I-83 SB (3-lane, no off-ramp)	54,000	0.06	3402	15%	510	13%	87%	2892	64	446
								0	0	0
RAMP 83 SB to New Cumberland	7,500	0.08	600	7%	42	40%	60%	558	17	25
RAMP New Cumberland to 83 NB	10,600	0.08	848	7%	59	67%	33%	789	40	20
								0	0	0
83 NB (post-ramp on Bridge)	63,200	0.06	3792	15%	569	17%	83%	3223	95	474
83 SB (pre-ramp on Bridge)	61,500	0.06	3690	15%	554	14%	86%	3137	77	476
RAMP 83 NB to 83 NB @ 581	23,670	0.06	1420	15%	213	13%	87%	1207	28	185
RAMP 83 SB to 83 SB @ 581	22,140	0.06	1328	15%	199	18%	82%	1129	36	163
581 WB	45,360	0.06	2722	15%	408	19%	81%	2313	78	331
581 EB	28,930	0.06	1736	15%	260	30%	70%	1475	78	182
								0	0	0
83 NB to Lowther (1-lane)	5,820	0.08	466	4%	19	100%	0%	447	19	0
83 NB to 581 WB (1-lane)	13,452	0.06	807	15%	121	15%	85%	686	18	103
581 EB to 83 SB	19,921	0.06	1195	15%	179	6%	94%	1016	11	169
								0	0	0
Lowther St (both directions)	4,500	0.08	360	3%	11	40%	60%	349	4	6
3rd St	8,800	0.08	704	3%	21	17%	83%	683	4	18
<i>East Shore</i>										
I-83 NB (3-lane, between ramps)	49,500	0.06	2970	15%	446	21%	79%	2525	92	353
I-83 SB (3-lane, between ramps)	55,300	0.06	3318	15%	498	8%	92%	2820	40	458
RAMP I-83 NB to Harrisburg	13,600	0.08	1088	9%	98	25%	75%	990	24	73
RAMP Harrisburg to 83 NB	3,900	0.08	312	0%	0	0%	100%	312	0	0
RAMP I-83 SB to Harrisburg	3,200	0.08	256	5%	13	50%	50%	243	6	6
RAMP Harrisburg to 83 SB	6,200	0.08	496	0%	0	0%	100%	496	0	0
83 SB (pre-ramp)	58,400	0.06	3504	15%	526	10%	90%	2978	51	475

2050 No Build	Traffic Summary				Peak Hour Traffic Volumes					
	AADT	K factor	Design Hour	Truck %	Trucks	MT%	HT%	C	MT	HT
<b>West Shore</b>										
I-83 NB (4-lane, no on-ramp)	74,599	0.06	4700	15%	705	15%	85%	3995	104	601
I-83 SB (3-lane, no off-ramp)	75,575	0.06	4761	15%	714	13%	87%	4047	90	624
								0	0	0
RAMP 83 SB to New Cumberland	6,843	0.08	547	7%	38	40%	60%	509	15	23
RAMP New Cumberland to 83 NB	9,981	0.08	798	7%	56	67%	33%	743	37	19
								0	0	0
83 NB (post-ramp on Bridge)	84,580	0.06	5075	15%	761	17%	83%	4314	127	634
83 SB (pre-ramp on Bridge)	82,417	0.06	4945	15%	742	14%	86%	4203	104	638
RAMP 83 NB to 83 NB @ 581	33,570	0.06	2014	15%	302	13%	87%	1712	39	263
RAMP 83 SB to 83 SB @ 581	30,986	0.06	1859	15%	279	18%	82%	1580	50	229
581 WB	63,483	0.06	3809	15%	571	19%	81%	3238	109	463
581 EB	41,029	0.06	2462	15%	369	30%	70%	2093	111	258
								0	0	0
83 NB to Lowther (1-lane)	8,255	0.08	660	4%	26	100%	0%	634	26	0
83 NB to 581 WB (1-lane)	19,078	0.06	1145	15%	172	15%	85%	973	26	146
581 EB to 83 SB	28,253	0.06	1695	15%	254	6%	94%	1441	15	239
								0	0	0
Lowther St (both directions)	9,300	0.08	744	3%	22	40%	60%	722	9	13
3rd St*	12,320	0.08	986	3%	30	17%	83%	956	5	25
<b>East Shore</b>								0	0	0
I-83 NB (3-lane, between ramps)	73,373	0.06	4402	15%	660	21%	79%	3742	137	524
I-83 SB (3-lane, between ramps)	72,104	0.06	4326	15%	649	8%	92%	3677	52	597
RAMP I-83 NB to Harrisburg	13,600	0.08	1088	9%	98	25%	75%	990	24	73
RAMP Harrisburg to 83 NB	5,705	0.08	456	0%	0	0%	100%	456	0	0
RAMP I-83 SB to Harrisburg	6,252	0.08	500	5%	25	50%	50%	475	13	13
RAMP Harrisburg to 83 SB	10,313	0.08	825	0%	0	0%	100%	825	0	0
83 SB (pre-ramp)	78,356	0.06	4701	15%	705	10%	90%	3996	68	637

\*observed value used as it exceeds AADT derivation

		Traffic Summary						Peak Hour Traffic Volumes			TNM	
2050 Build		AADT	K factor	Design Hour	Truck %	Trucks	MT%	HT%	C	MT	HT	Lanes
<b>West Shore</b>												
I-83 NB (4-lane, pre on-ramp)		74,602	0.06	4700	17%	775	15%	85%	3924	115	661	4
I-83 SB (4-lane, post off-ramp)		75,575	0.06	4761	17%	786	13%	87%	3976	99	686	4
RAMP 83 SB to New Cumberland		7,729	0.08	618	7%	43	40%	60%	575	17	26	1
RAMP New Cumberland to 83 NB		10,304	0.08	824	7%	58	67%	33%	767	38	19	1
									0	0	0	
83 NB (post- NC ramp 5-lane)		84,906	0.06	5094	17%	841	17%	83%	4254	140	700	5
83 SB (pre-NC ramp 5-lane)		83,304	0.06	4998	17%	825	14%	86%	4174	115	709	5
RAMP 83 NB to 83 NB @ 581		33,571	0.06	2014	17%	332	13%	87%	1682	43	289	1
RAMP 83 SB to 83 SB @ 581		30,986	0.06	1859	17%	307	18%	82%	1552	55	252	1
581 WB		63,483	0.06	3809	17%	628	19%	81%	3180	119	509	2
581 EB		41,031	0.06	2462	17%	406	30%	70%	2056	122	284	2
83 NB to Lowther (1-lane)		8,255	0.08	660	4%	26	100%	0%	634	26	0	1
83 NB to 581 WB (1-lane)		19,079	0.06	1145	17%	189	15%	85%	956	28	161	1
581 EB to 83 SB		28,254	0.06	1695	17%	280	6%	94%	1416	16	263	1
									0	0	0	
Lowther St (both directions)		9,300	0.08	744	3%	22	40%	60%	722	9	13	1
3rd St*		12,320	0.08	986	3%	30	17%	83%	956	5	25	1
Lowther St (East of 3rd)		1,150	0.08	92	3%	3	100%	0%	89	3	0	1
<b>East Shore</b>												
I-83 NB (4-lane, between ramps)		63,600	0.06	3816	17%	630	21%	79%	3186	130	499	4
I-83 NB (5-lane, between ramps)		63,600	0.06	3816	17%	630	21%	79%	3186	130	499	5
I-83 SB (4-lane, between ramps)		73,576	0.06	4415	17%	728	8%	92%	3686	58	670	4
RAMP I-83 NB to Harrisburg (2-lane)		21,306	0.08	1704	9%	153	25%	75%	1551	38	115	2
RAMP I-83 NB to Harrisburg (1-lane)		21,306	0.08	1704	9%	153	25%	75%	1551	38	115	1
RAMP Harrisburg to 83 NB		9,727	0.08	778	0%	0	0%	100%	778	0	0	1
RAMP I-83 SB to Harrisburg		6,262	0.08	501	5%	25	50%	50%	476	13	13	1
RAMP Harrisburg to 83 SB		7,823	0.08	626	0%	0	0%	100%	626	0	0	1
83 SB (6-lane, pre-ramp)		79,838	0.06	4790	17%	790	10%	90%	4000	76	714	6

\*observed value used as it exceeds AADT derivation

## **Appendix C**

### **PennDOT Noise Barrier Warranted, Feasible, and Reasonable Worksheets**

**Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet – NSA 2 Barrier**

Date	12/9/2025
Project Name	I-83 South Bridge
County	Dauphin
SR, Section	S.R. 0083, Section 094
Community Name and/or NSA #	NSA 2
Noise Wall Identification (i.e., Wall 1)	NSA 2 Barrier

General

1. Type of project (new location, reconstruction, etc.):	Reconstruction
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	16
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation		
a. Date community was permitted (for new developments or developments planned for or under construction)		N/A
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):		
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	_____ Yes	_____ No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.		
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	_____ X Yes	_____ No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	_____ Yes	_____ X No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	_____ Yes	_____ X No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

16

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

56%

c. Is the percentage 50 or greater?

  X   Yes            No

2. Can the noise wall be designed and physically constructed at the proposed location?

  X   Yes            No

3. Can the noise wall be constructed without causing a safety problem?

  X   Yes            No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

  X   Yes            No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

  X   Yes            No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

  X   Yes            No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

  X   Yes            No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

  X   Yes            No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

17,763

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

9

c.  $SF/BR = 2a/2b$

1,974

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

  X   Yes            No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

  X   Yes            No



**Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet – NSA 3 Barrier**

Date	12/9/2025
Project Name	I-83 South Bridge
County	Dauphin
SR, Section	S.R. 0083, Section 094
Community Name and/or NSA #	NSA 3
Noise Wall Identification (i.e., Wall 1)	NSA 3 Barrier System

General

1. Type of project (new location, reconstruction, etc.):	Reconstruction
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	31
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation			
a. Date community was permitted (for new developments or developments planned for or under construction)	N/A		
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):			
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”			
	<table border="0" style="margin-left: auto;"> <tr> <td style="text-align: center;">_____ Yes</td> <td style="text-align: center;">_____ No</td> </tr> </table>	_____ Yes	_____ No
_____ Yes	_____ No		

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.					
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<table border="0" style="margin-left: auto;"> <tr> <td style="text-align: center;">_____ X</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">No</td> </tr> </table>	_____ X	Yes	_____	No
_____ X	Yes	_____	No		
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<table border="0" style="margin-left: auto;"> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">_____ X</td> <td style="text-align: center;">No</td> </tr> </table>	_____	Yes	_____ X	No
_____	Yes	_____ X	No		
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<table border="0" style="margin-left: auto;"> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">_____ X</td> <td style="text-align: center;">No</td> </tr> </table>	_____	Yes	_____ X	No
_____	Yes	_____ X	No		

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

31

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

  X   Yes            No

2. Can the noise wall be designed and physically constructed at the proposed location?

  X   Yes            No

3. Can the noise wall be constructed without causing a safety problem?

  X   Yes            No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

  X   Yes            No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

  X   Yes            No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

  X   Yes            No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

  X   Yes            No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

  X   Yes            No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

40,851

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

34

c.  $SF/BR = 2a/2b$

1,202

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

  X   Yes            No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

  X   Yes            No



**Appendix D**  
**Acoustical Profiles**

**RAMP Y WALL**

Post Number	Ramp Y Station	SR0083 NB Station	X	Y	Post Ground Elevation	Top of Wall Elevation	Panel Height
1	901+00.00	---	2208542.14	331369.08	380.00	396.00	16.00
2	901+16.00	---	2208528.84	331377.97	379.70	395.70	16.00
3	901+32.00	---	2208515.53	331386.86	379.45	396.45	17.00
4	901+48.00	---	2208502.23	331395.75	379.27	396.27	17.00
5	901+65.21	---	2208488.97	331404.70	379.14	397.14	18.00
6	901+85.08	---	2208476.33	331414.51	379.07	397.07	18.00
7	902+04.96	---	2208464.58	331425.37	379.10	398.10	19.00
8	902+24.84	---	2208453.80	331437.20	379.22	398.22	19.00
9	902+44.72	---	2208444.08	331449.91	379.42	399.42	20.00
10	902+64.59	---	2208435.49	331463.41	379.73	399.73	20.00
11	902+84.47	---	2208428.09	331477.59	380.11	400.11	20.00
12	903+04.35	---	2208421.94	331492.36	380.51	400.51	20.00
13	903+24.22	---	2208417.08	331507.61	380.90	400.90	20.00
14	903+44.10	---	2208413.55	331523.21	381.30	401.30	20.00
15	903+63.98	---	2208411.37	331539.06	381.68	401.68	20.00
16	903+83.86	---	2208410.56	331555.04	382.03	402.03	20.00
17	904+03.73	---	2208411.13	331571.03	382.33	402.33	20.00
18	904+23.61	---	2208413.07	331586.91	382.60	402.60	20.00
19	904+43.49	---	2208416.37	331602.57	382.83	402.83	20.00
20	904+63.36	---	2208421.01	331617.88	383.02	403.02	20.00
21	904+83.24	---	2208426.94	331632.74	383.17	403.17	20.00
22	905+03.12	---	2208434.12	331647.04	383.23	403.23	20.00
23	905+21.33	---	2208442.34	331660.77	383.35	403.35	20.00
24	905+38.54	---	2208450.99	331674.23	383.38	403.38	20.00
25	905+55.74	---	2208459.99	331687.46	383.39	403.39	20.00
26	905+72.95	---	2208469.34	331700.44	383.37	403.37	20.00
27	905+90.15	---	2208479.04	331713.17	383.31	403.31	20.00
28	906+07.35	---	2208489.07	331725.63	383.23	403.23	20.00
29	906+24.56	---	2208499.43	331737.82	383.14	403.14	20.00
30	906+41.76	---	2208510.12	331749.73	383.03	403.03	20.00
31	906+58.97	---	2208521.12	331761.35	382.90	402.90	20.00
32	906+76.17	---	2208532.42	331772.67	382.77	402.77	20.00
33	906+93.38	---	2208544.03	331783.69	382.67	402.67	20.00
34	907+10.58	---	2208555.93	331794.39	382.61	402.61	20.00
35	907+27.79	---	2208568.10	331804.76	382.57	402.57	20.00
36	907+44.99	---	2208580.55	331814.81	382.50	402.50	20.00
37	907+62.10	171+27.08	2208593.27	331824.52	382.40	402.40	20.00
38	907+78.10	171+43.08	2208606.09	331834.10	382.30	402.30	20.00
39	907+94.10	171+59.08	2208618.91	331843.67	382.21	402.21	20.00
40	908+10.10	171+75.08	2208631.73	331853.24	382.11	402.11	20.00
41	908+28.10	171+91.08	2208644.55	331862.81	382.00	402.00	20.00
42	---	172+07.08	2208657.37	331872.38	381.60	401.60	20.00
43	---	172+23.08	2208670.19	331881.96	381.44	401.44	20.00
44	---	172+39.08	2208683.02	331891.53	381.28	401.28	20.00
45	---	172+55.08	2208695.69	331900.99	381.11	401.11	20.00
46	---	172+67.08	2208705.71	331908.47	380.99	400.99	20.00
47	---	172+82.68	2208711.01	331916.35	380.84	400.84	20.00
48	---	172+91.64	2208716.31	331924.24	380.74	400.74	20.00
49	---	173+00.61	2208725.24	331937.52	380.65	400.65	20.00
50	---	173+16.56	2208737.28	331948.05	380.49	400.49	20.00

51	---	173+32.51	2208749.31	331958.59	380.33	400.33	20.00
52	---	173+48.46	2208761.35	331969.13	380.17	400.17	20.00
53	---	173+64.42	2208773.39	331979.67	380.01	399.01	19.00
54	---	173+80.37	2208785.43	331990.21	379.85	398.85	19.00
55	---	173+96.32	2208797.47	332000.75	379.69	398.69	19.00
56	---	174+12.27	2208809.51	332011.29	379.53	397.53	18.00
57	---	174+28.22	2208821.55	332021.82	379.37	397.37	18.00
58	---	174+44.17	2208833.59	332032.36	379.20	397.20	18.00
59	---	174+60.17	2208846.41	332041.94	379.04	397.20	18.16

**LOWTHER WALL**

<b>Post Number</b>	<b>Lowther Station</b>	<b>X</b>	<b>Y</b>	<b>Post Ground Elevation</b>	<b>Top of Post Elevation</b>	<b>Panel Height</b>
1	301+00.07	2209053.81	332120.66	385.78	401.78	16.00
2	301+13.04	2209068.73	332126.43	385.58	402.58	17.00
3	301+26.01	2209083.65	332132.21	385.36	403.36	18.00
4	301+38.98	2209098.58	332137.98	385.13	404.13	19.00
5	301+51.95	2209113.50	332143.76	384.87	404.87	20.00
6	301+64.92	2209128.42	332149.53	384.60	404.60	20.00
7	301+77.89	2209143.34	332155.31	384.32	404.32	20.00
8	301+90.86	2209158.26	332161.08	384.01	404.01	20.00
9	302+05.26	2209171.80	332169.30	383.66	403.66	20.00
10	302+21.17	2209181.84	332181.76	383.24	403.24	20.00
11	302+37.09	2209191.87	332194.22	382.79	402.79	20.00
12	302+53.01	2209201.91	332206.69	382.32	402.32	20.00
13	302+68.92	2209211.94	332219.15	381.84	401.84	20.00
14	302+84.84	2209221.98	332231.61	381.36	401.36	20.00
15	303+00.76	2209232.01	332244.07	380.88	400.88	20.00
16	303+16.67	2209242.05	332256.53	380.40	400.40	20.00
17	303+31.91	2209252.08	332268.99	379.96	399.96	20.00
18	303+47.16	2209262.12	332281.46	379.56	399.56	20.00
19	303+62.45	2209272.15	332293.92	379.19	399.19	20.00
20	303+77.74	2209282.97	332305.70	378.86	398.86	20.00
21	303+93.07	2209293.79	332317.49	378.58	398.58	20.00
22	304+08.42	2209304.61	332329.28	378.33	398.33	20.00
23	304+23.76	2209315.43	332341.06	378.13	398.13	20.00
24	304+39.06	2209326.25	332352.85	377.97	397.97	20.00
25	304+54.30	2209337.07	332364.64	377.85	397.85	20.00
26	304+69.50	2209347.89	332376.42	377.77	397.77	20.00
27	304+85.37	2209358.72	332388.21	377.73	396.73	19.00
28	305+01.24	2209369.54	332400.00	377.74	395.74	18.00
29	305+17.10	2209380.36	332411.78	377.79	394.79	17.00
30	305+25.04	2209385.65	332417.55	377.83	394.79	16.96

**I-83 COMBO WALL**

<b>Post Number</b>	<b>SR0083 NB Station</b>	<b>X</b>	<b>Y</b>	<b>Post Ground Elevation</b>	<b>Top of Wall Elevation</b>	<b>Panel Height</b>
1	180+00.00	2209275.87	332369.33	376.29	394.29	18.00
2	180+16.00	2209288.69	332378.90	376.37	394.37	18.00
3	180+32.00	2209301.51	332388.47	376.45	394.45	18.00
4	180+48.00	2209314.33	332398.05	376.53	395.53	19.00
5	180+64.00	2209327.15	332407.62	376.61	395.61	19.00
6	180+80.00	2209339.98	332417.19	376.69	395.69	19.00
7	180+96.00	2209352.80	332426.76	376.78	396.78	20.00
8	181+12.00	2209365.62	332436.33	376.86	396.86	20.00
9	181+28.00	2209378.44	332445.91	376.94	396.94	20.00
10	181+44.00	2209391.26	332455.48	377.02	398.02	21.00
11	181+60.00	2209404.08	332465.05	377.10	398.10	21.00
12	181+76.00	2209416.90	332474.62	377.18	398.18	21.00
13	181+92.00	2209429.72	332484.19	377.26	398.26	21.00
14	182+08.00	2209442.54	332493.77	377.35	398.35	21.00
15	182+24.00	2209455.36	332503.34	377.43	398.43	21.00
16	182+40.00	2209468.18	332512.91	377.51	398.51	21.00
17	182+56.05	2209481.14	332522.30	377.59	398.59	21.00
18	182+72.17	2209494.10	332531.68	377.67	398.67	21.00
19	182+88.30	2209507.06	332541.07	377.76	398.76	21.00
20	183+04.43	2209520.01	332550.46	377.84	398.84	21.00
21	183+20.56	2209532.97	332559.84	377.92	398.92	21.00
22	183+36.69	2209545.93	332569.23	378.00	399.00	21.00
23	183+52.82	2209558.89	332578.62	378.08	399.08	21.00
24	183+68.95	2209571.84	332588.00	378.17	399.17	21.00
25	183+85.08	2209584.80	332597.39	378.25	399.25	21.00
26	184+01.21	2209597.76	332606.78	378.33	399.33	21.00
27	184+17.35	2209610.71	332616.16	378.41	399.41	21.00
28	184+33.48	2209623.67	332625.55	378.50	399.50	21.00
29	184+49.61	2209636.63	332634.94	378.58	399.58	21.00
30	184+65.74	2209649.59	332644.32	378.66	399.66	21.00
31	184+81.87	2209662.54	332653.71	378.74	399.74	21.00
32	184+98.00	2209675.50	332663.10	378.83	399.83	21.00
33	185+14.13	2209688.46	332672.48	378.91	399.91	21.00
34	185+30.26	2209701.42	332681.87	378.99	399.99	21.00
35	185+46.39	2209714.37	332691.26	379.07	400.07	21.00
36	185+62.51	2209727.33	332700.64	379.15	400.15	21.00
37	185+78.64	2209740.29	332710.03	379.24	400.24	21.00
38	185+94.77	2209753.48	332719.08	379.32	400.32	21.00
39	186+10.90	2209766.68	332728.12	379.40	400.40	21.00
40	186+27.03	2209779.88	332737.17	379.48	400.48	21.00
41	186+43.16	2209793.08	332746.21	379.57	400.57	21.00
42	186+59.29	2209806.14	332755.16	379.65	400.65	21.00
43	186+69.81	2209814.75	332761.07	379.70	400.70	21.00
44	186+80.33	2209823.36	332766.97	379.76	400.76	21.00

45	186+80.31	2209831.85	332754.59	379.76	400.76	21.00
46	186+93.43	2209842.57	332761.94	379.82	400.82	21.00
47	187+06.55	2209853.29	332769.29	379.89	400.89	21.00
48	187+19.67	2209864.01	332776.64	379.96	400.96	21.00
49	187+19.65	2209855.53	332789.01	379.96	400.96	21.00
50	187+35.78	2209868.73	332798.06	380.04	401.04	21.00
51	187+51.91	2209881.93	332807.10	380.12	401.12	21.00
52	187+68.04	2209895.13	332816.14	380.20	401.20	21.00
53	187+84.17	2209908.33	332825.19	380.28	401.28	21.00
54	188+00.30	2209921.66	332834.03	380.37	401.37	21.00
55	188+16.43	2209935.00	332842.87	380.45	401.45	21.00
56	188+32.56	2209948.33	332851.71	380.53	401.53	21.00
57	188+48.69	2209961.67	332860.55	380.61	401.61	21.00
58	188+64.82	2209975.00	332869.40	380.70	401.70	21.00
59	188+80.95	2209988.34	332878.24	380.78	401.78	21.00
60	188+97.08	2210001.68	332887.08	380.86	401.86	21.00
61	189+13.20	2210015.01	332895.92	380.94	401.94	21.00
62	189+29.33	2210028.35	332904.76	381.03	402.03	21.00
63	189+45.46	2210041.68	332913.60	381.11	402.11	21.00
64	189+61.59	2210055.02	332922.44	381.18	402.18	21.00
65	189+77.72	2210068.35	332931.29	381.24	402.24	21.00
66	189+93.75	2210081.69	332940.13	381.28	402.28	21.00
67	190+09.75	2210095.11	332948.83	381.31	402.31	21.00
68	190+25.75	2210108.53	332957.54	381.32	402.32	21.00
69	190+41.75	2210121.96	332966.25	381.32	402.32	21.00
70	190+57.75	2210135.38	332974.96	381.30	402.30	21.00
71	190+73.75	2210148.80	332983.66	381.27	402.27	21.00
72	190+89.75	2210162.23	332992.37	381.23	402.23	21.00
73	191+05.75	2210175.65	333001.08	381.17	402.17	21.00
74	191+21.75	2210189.07	333009.79	381.09	402.09	21.00
75	191+31.94	2210197.62	333015.33	381.03	402.03	21.00
76	191+43.94	2210207.69	333021.86	380.96	401.96	21.00
77	191+55.94	2210217.75	333028.40	380.88	400.88	20.00
78	191+61.94	2210222.79	333031.66	380.84	400.84	20.00
79	191+67.94	2210227.82	333034.93	380.80	400.80	20.00
80	191+73.94	2210232.86	333038.19	380.77	400.77	20.00
81	191+79.94	2210237.89	333041.46	380.73	400.73	20.00
82	191+85.94	2210242.92	333044.72	380.69	400.69	20.00
83	191+91.94	2210247.96	333047.99	380.65	400.65	20.00
84	191+97.94	2210252.99	333051.25	380.61	400.61	20.00
85	192+03.94	2210258.02	333054.52	380.57	400.57	20.00
86	192+09.94	2210263.06	333057.78	380.53	400.53	20.00
87	192+15.94	2210268.09	333061.05	380.49	400.49	20.00
88	192+21.94	2210273.12	333064.31	380.45	400.45	20.00
89	192+27.94	2210278.16	333067.58	380.41	400.41	20.00
90	192+33.94	2210283.19	333070.85	380.38	400.38	20.00
91	192+39.94	2210288.23	333074.11	380.34	400.34	20.00

92	192+45.89	2210293.26	333077.38	380.30	400.30	20.00
93	192+51.84	2210298.29	333080.64	380.26	400.26	20.00
94	192+57.79	2210303.33	333083.91	380.22	400.22	20.00
95	192+63.75	2210308.36	333087.17	380.18	400.18	20.00
96	192+69.70	2210313.39	333090.44	380.14	400.14	20.00
97	192+75.65	2210318.43	333093.70	380.10	400.10	20.00
98	192+81.60	2210323.46	333096.97	380.07	400.07	20.00
99	192+81.56	2210328.90	333088.58	380.07	401.07	21.00
100	192+97.36	2210343.03	333096.09	379.96	400.96	21.00
101	193+11.69	2210358.87	333098.32	379.87	400.87	21.00
102	193+22.82	2210374.52	333095.00	379.80	400.80	21.00
103	193+33.92	2210390.17	333091.68	379.73	400.73	21.00
104	193+45.01	2210405.82	333088.35	379.65	400.65	21.00
105	193+56.07	2210421.48	333085.03	379.58	400.58	21.00
106	193+67.11	2210437.13	333081.71	379.51	400.51	21.00
107	193+78.12	2210452.78	333078.39	379.44	399.44	20.00
108	193+89.12	2210468.43	333075.06	379.37	399.37	20.00
109	194+00.09	2210484.08	333071.74	379.30	399.30	20.00
110	194+11.04	2210499.73	333068.42	379.22	398.22	19.00
111	194+21.97	2210515.38	333065.09	379.15	398.15	19.00
112	194+32.87	2210531.03	333061.77	379.08	397.08	18.00
113	194+43.76	2210546.68	333058.45	379.01	397.01	18.00
114	194+51.90	2210558.26	333055.99	378.96	397.01	18.05

## **Appendix E**

# **PUBLIC INVOLVEMENT MATERIALS AND RESULTS**

# **PROJECT BROCHURES**

# Interstate 83 John Harris Memorial (South) Bridge Project

## Your Vote Counts!

The final step of the noise abatement determination allows the impacted receptors (homes within the affected area) the opportunity to provide input regarding the noise barrier. Community input includes support or opposition to construction of the noise barrier, as well as preferences on the color and texture of the community-facing side of a noise barrier (assuming a barrier is desired by the majority of the community).

When all votes are received and counted, PennDOT will share information on whether a noise barrier will be constructed, and if so, which color/texture option was selected by posting results on the project website.

## How to Vote

1. Attend the community meeting in-person or vote via mail by completing the noise barrier survey that is included with this newsletter.
2. Only one vote is allowed per property owner. For rental properties, one vote is allowed per rental unit, and one vote is allowed for the property owner.
3. Answer Questions 1 through 4. Please sign in the space provided next to Question #1 or #2 as proof that you own or rent the property this newsletter was mailed to.
4. List any questions, comments or concerns in the space provided on the bottom of the survey.
5. Return the ballot in the postage paid envelope included.

## Questions or Comments?

Thank you in advance for your participation. If you have any questions or comments, please contact our project team via email at [i83SouthBridge@pa.gov](mailto:i83SouthBridge@pa.gov).

You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge)



# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



## You're Invited to Participate in a Noise Barrier Meeting & Vote

You are receiving this meeting invitation as a neighbor to the I-83 John Harris Memorial (South) Bridge Project, which is currently in final design with construction anticipated to begin in 2026.

Based on the Final Design Highway Traffic Noise Report, a noise barrier is recommended for your location. The purpose of the meeting is to gather input on the approval and appearance of the noise barrier from nearby owners and residents by vote.



**Date:** Wednesday, November 19, 2025  
**When:** 6:00 PM  
**Where:** Trinity Lutheran Church  
2000 Chestnut Street, Camp Hill, PA 17011

At the meeting, the community will have the opportunity to provide input as to whether a noise barrier is desired, and if so, offer preferences on aesthetic considerations of the noise barrier. A majority (50% or greater) of the responding property owners/residents must approve noise barrier construction and choose a barrier design.

If you cannot attend the meeting in-person, a voting form and self-addressed return envelope are enclosed for your convenience to return by December 2, 2025. Please submit only one completed form per household, either by mail or at the in-person meeting. Thank you for your input on this critical regional infrastructure project.



You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge)

## Project Background

The Pennsylvania Department of Transportation's (PennDOT) I-83 South Bridge was built in 1960, widened in 1982, and connects downtown Harrisburg to neighboring communities in Cumberland County. The bridge currently carries more than 125,000 vehicles over the Susquehanna River every day.

The I-83 South Bridge is nearing the end of its serviceable lifespan, which means that wear and tear require more regular, frequent, and costly repairs. In addition to the replacement of the bridge, the Lemoyne interchange will be reconfigured, the South 3rd Street bridge in Lemoyne will be replaced, and the viaduct from the Susquehanna River to Cameron Street including the Front Street/2nd Street interchange will be reconstructed. The purpose of the I-83 South Bridge Project is to improve traffic flow and safety around the Harrisburg metro region.

You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge).

## The Noise Abatement Process

Noise Studies are performed when proposed improvements to an existing highway increase the capacity of the roadway and/or substantially alter an existing highway footprint. The Noise Abatement Decision Making Process is a three-phased approach guided by Federal Highway Administration (FHWA) and PennDOT policies. The three-phased approach evaluates locations along the project corridor against the three criteria for noise abatement consideration listed below:

1. Do any receptors (for example, homes within the project area) WARRANT noise abatement consideration due to anticipated noise level increases?
2. Is it FEASIBLE to provide noise abatement from an engineering and acoustical performance standpoint?
3. Is it REASONABLE to provide noise abatement considering cost vs. benefit, maintainability, and land use?

If a location meets all three of the criteria outlined above, the owners and renters of impacted receptors will vote in favor or against the construction of the noise barrier and, if favored, vote on the design aesthetic of the barrier facing their homes.

You can learn more about Highway Traffic Noise policies on PennDOT's website at [www.pa.gov/agencies/penndot/programs-and-doing-business/environment/highway-traffic-noise](http://www.pa.gov/agencies/penndot/programs-and-doing-business/environment/highway-traffic-noise).

## I-83 South Bridge Project Noise Analysis

A noise analysis was conducted for the I-83 South Bridge project to determine if any locations along the project corridor met the three criteria for noise abatement consideration. The noise analysis studied existing conditions in 2016 and anticipated conditions in 2050 with the new bridge project design.

Through this analysis, it was determined that noise barriers were both feasible and reasonable for two of the locations along the I-83 South Bridge project corridor, including NSA 2 where you own or rent property. You can see this location on the map below.



You can view the Final Design Highway Traffic Noise Report on our project website.

## When Will the Noise Barrier Be Built?

This project is currently in final design with construction anticipated to begin in 2026. Typically, noise walls are constructed after most of the other structures and roadway work has been completed.

# Interstate 83 John Harris Memorial (South) Bridge Project

## Your Vote Counts. Vote By December 2!

The final step of the noise abatement determination allows the impacted receptors (homes within the affected area) the opportunity to provide input regarding the noise barrier. Community input includes support or opposition to construction of the noise barrier, as well as preferences on the color and texture of the community-facing side of a noise barrier (assuming a barrier is desired by the majority of the community).

When all votes are received and counted, PennDOT will share information on whether a noise barrier will be constructed, and if so, which color/texture option was selected by posting results on the project website.

## How to Vote

1. Vote via mail by completing the noise barrier survey that is included with this newsletter.
2. Only one vote is allowed per property owner. For rental properties, one vote is allowed per rental unit, and one vote is allowed for the property owner.
3. Answer Questions #1 through #4. Please sign in the space provided next to Question #1 or #2 as proof that you own or rent the property this newsletter was mailed to.
4. List any questions, comments or concerns in the space provided on the bottom of the survey.
5. Return the ballot by **December 2** in the postage paid envelope included.

## Questions or Comments?

Thank you in advance for your participation. If you have any questions or comments, please contact our project team via email at [i83SouthBridge@pa.gov](mailto:i83SouthBridge@pa.gov).

You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge)



Pennsylvania  
Department of Transportation

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094

Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Don't Forget to Participate in the Noise Barrier Vote!

You are receiving this notification as a neighbor to the I-83 John Harris Memorial (South) Bridge Project, which is currently in final design with construction anticipated to begin in 2026.

Based on the Final Design Highway Traffic Noise Report, a noise barrier is recommended for your location. We are sending this reminder to participate in the Noise Barrier vote.

This packet provides information on the I-83 South Bridge Project, noise barrier study, and voting process. The community has the opportunity to provide input as to whether a noise barrier is desired, and if so, offer preferences on aesthetic considerations of the noise barrier. A majority (50% or greater) of the responding property owners/residents must approve the noise barrier construction and choose a barrier design.

Enclosed you will find a voting form and self-addressed return envelope to fill out and return by **December 2, 2025**. Please submit only one completed form per household. Thank you for your input on this critical regional infrastructure project.



You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge)

## Project Background

The Pennsylvania Department of Transportation's (PennDOT) I-83 South Bridge was built in 1960, widened in 1982, and connects downtown Harrisburg to neighboring communities in Cumberland County. The bridge currently carries more than 125,000 vehicles over the Susquehanna River every day.

The I-83 South Bridge is nearing the end of its serviceable lifespan, which means that wear and tear require more regular, frequent, and costly repairs. In addition to the replacement of the bridge, the Lemoyne interchange will be reconfigured, the South 3rd Street bridge in Lemoyne will be replaced, and the viaduct from the Susquehanna River to Cameron Street including the Front Street/2nd Street interchange will be reconstructed. The purpose of the I-83 South Bridge Project is to improve traffic flow and safety around the Harrisburg metro region.

You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge).

## The Noise Abatement Process

Noise Studies are performed when proposed improvements to an existing highway increase the capacity of the roadway and/or substantially alter an existing highway footprint. The Noise Abatement Decision Making Process is a three-phased approach guided by Federal Highway Administration (FHWA) and PennDOT policies. The three-phased approach evaluates locations along the project corridor against the three criteria for noise abatement consideration listed below:

1. Do any receptors (for example, homes within the project area) WARRANT noise abatement consideration due to anticipated noise level increases?
2. Is it FEASIBLE to provide noise abatement from an engineering and acoustical performance standpoint?
3. Is it REASONABLE to provide noise abatement considering cost vs. benefit, maintainability, and land use?

If a location meets all three of the criteria outlined above, the owners and renters of impacted receptors will vote in favor or against the construction of the noise barrier and, if favored, vote on the design aesthetic of the barrier facing their homes.

You can learn more about Highway Traffic Noise policies on PennDOT's website at [www.pa.gov/agencies/penndot/programs-and-doing-business/environment/highway-traffic-noise](http://www.pa.gov/agencies/penndot/programs-and-doing-business/environment/highway-traffic-noise).

## I-83 South Bridge Project Noise Analysis

A noise analysis was conducted for the I-83 South Bridge project to determine if any locations along the project corridor met the three criteria for noise abatement consideration. The noise analysis studied existing conditions in 2016 and anticipated conditions in 2050 with the new bridge project design.

Through this analysis, it was determined that noise barriers were both feasible and reasonable for two of the locations along the I-83 South Bridge project corridor, including NSA 2 where you own or rent property. You can see this location on the map below.



You can view the Final Design Highway Traffic Noise Report on our project website.

## When Will the Noise Barrier Be Built?

This project is currently in final design with construction anticipated to begin in 2026. Typically, noise walls are constructed after most of the other structures and roadway work has been completed.

# Interstate 83 John Harris Memorial (South) Bridge Project

## Your Vote Counts!

The final step of the noise abatement determination allows the impacted receptors (homes within the affected area) the opportunity to provide input regarding the noise barrier. Community input includes support or opposition to construction of the noise barrier, as well as preferences on the color and texture of the community-facing side of a noise barrier (assuming a barrier is desired by the majority of the community).

When all votes are received and counted, PennDOT will share information on whether a noise barrier will be constructed, and if so, which color/texture option was selected by posting results on the project website.

## How to Vote

1. Attend the community meeting in-person or vote via mail by completing the noise barrier survey that is included with this newsletter.
2. Only one vote is allowed per property owner. For rental properties, one vote is allowed per rental unit, and one vote is allowed for the property owner.
3. Answer Questions 1 through 4. Please sign in the space provided next to Question #1 or #2 as proof that you own or rent the property this newsletter was mailed to.
4. List any questions, comments or concerns in the space provided on the bottom of the survey.
5. Return the ballot in the postage paid envelope included.

## Questions or Comments?

Thank you in advance for your participation. If you have any questions or comments, please contact our project team via email at [i83SouthBridge@pa.gov](mailto:i83SouthBridge@pa.gov).

You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge)



# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



## You're Invited to Participate in a Noise Barrier Meeting & Vote

You are receiving this meeting invitation as a neighbor to the I-83 John Harris Memorial (South) Bridge Project, which is currently in final design with construction anticipated to begin in 2026.

Based on the Final Design Highway Traffic Noise Report, a noise barrier is recommended for your location. The purpose of the meeting is to gather input on the approval and appearance of the noise barrier from nearby owners and residents by vote.



**Date:** Wednesday, November 19, 2025

**When:** 6:00 PM

**Where:** Trinity Lutheran Church  
2000 Chestnut Street, Camp Hill, PA 17011

At the meeting, the community will have the opportunity to provide input as to whether a noise barrier is desired, and if so, offer preferences on aesthetic considerations of the noise barrier. A majority (50% or greater) of the responding property owners/residents must approve noise barrier construction and choose a barrier design.

If you cannot attend the meeting in-person, a voting form and self-addressed return envelope are enclosed for your convenience to return by December 2, 2025. Please submit only one completed form per household, either by mail or at the in-person meeting. Thank you for your input on this critical regional infrastructure project.



You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge)

## Project Background

The Pennsylvania Department of Transportation's (PennDOT) I-83 South Bridge was built in 1960, widened in 1982, and connects downtown Harrisburg to neighboring communities in Cumberland County. The bridge currently carries more than 125,000 vehicles over the Susquehanna River every day.

The I-83 South Bridge is nearing the end of its serviceable lifespan, which means that wear and tear require more regular, frequent, and costly repairs. In addition to the replacement of the bridge, the Lemoyne interchange will be reconfigured, the South 3rd Street bridge in Lemoyne will be replaced, and the viaduct from the Susquehanna River to Cameron Street including the Front Street/2nd Street interchange will be reconstructed. The purpose of the I-83 South Bridge Project is to improve traffic flow and safety around the Harrisburg metro region.

You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge).

## The Noise Abatement Process

Noise Studies are performed when proposed improvements to an existing highway increase the capacity of the roadway and/or substantially alter an existing highway footprint. The Noise Abatement Decision Making Process is a three-phased approach guided by Federal Highway Administration (FHWA) and PennDOT policies. The three-phased approach evaluates locations along the project corridor against the three criteria for noise abatement consideration listed below:

1. Do any receptors (for example, homes within the project area) WARRANT noise abatement consideration due to anticipated noise level increases?
2. Is it FEASIBLE to provide noise abatement from an engineering and acoustical performance standpoint?
3. Is it REASONABLE to provide noise abatement considering cost vs. benefit, maintainability, and land use?

If a location meets all three of the criteria outlined above, the owners and renters of impacted receptors will vote in favor or against the construction of the noise barrier and, if favored, vote on the design aesthetic of the barrier facing their homes.

You can learn more about Highway Traffic Noise policies on PennDOT's website at [www.pa.gov/agencies/penndot/programs-and-doing-business/environment/highway-traffic-noise](http://www.pa.gov/agencies/penndot/programs-and-doing-business/environment/highway-traffic-noise).

## I-83 South Bridge Project Noise Analysis

A noise analysis was conducted for the I-83 South Bridge project to determine if any locations along the project corridor met the three criteria for noise abatement consideration. The noise analysis studied existing conditions in 2016 and anticipated conditions in 2050 with the new bridge project design.

Through this analysis, it was determined that noise barriers were both feasible and reasonable for two of the locations along the I-83 South Bridge project corridor, including NSA 3 where you own or rent property. You can see this location on the map below.



You can view the Final Design Highway Traffic Noise Report on our project website.

## When Will the Noise Barrier Be Built?

This project is currently in final design with construction anticipated to begin in 2026. Typically, noise walls are constructed after most of the other structures and roadway work has been completed.

# Interstate 83 John Harris Memorial (South) Bridge Project

## Your Vote Counts. Vote By December 2!

The final step of the noise abatement determination allows the impacted receptors (homes within the affected area) the opportunity to provide input regarding the noise barrier. Community input includes support or opposition to construction of the noise barrier, as well as preferences on the color and texture of the community-facing side of a noise barrier (assuming a barrier is desired by the majority of the community).

When all votes are received and counted, PennDOT will share information on whether a noise barrier will be constructed, and if so, which color/texture option was selected by posting results on the project website.

## How to Vote

1. Vote via mail by completing the noise barrier survey that is included with this newsletter.
2. Only one vote is allowed per property owner. For rental properties, one vote is allowed per rental unit, and one vote is allowed for the property owner.
3. Answer Questions #1 through #4. Please sign in the space provided next to Question #1 or #2 as proof that you own or rent the property this newsletter was mailed to.
4. List any questions, comments or concerns in the space provided on the bottom of the survey.
5. Return the ballot by **December 2** in the postage paid envelope included.

## Questions or Comments?

Thank you in advance for your participation. If you have any questions or comments, please contact our project team via email at [i83SouthBridge@pa.gov](mailto:i83SouthBridge@pa.gov).

You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge)



Pennsylvania  
Department of Transportation

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094

Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Don't Forget to Participate in the Noise Barrier Vote!

You are receiving this notification as a neighbor to the I-83 John Harris Memorial (South) Bridge Project, which is currently in final design with construction anticipated to begin in 2026.

Based on the Final Design Highway Traffic Noise Report, a noise barrier is recommended for your location. We are sending this reminder to participate in the Noise Barrier vote.

This packet provides information on the I-83 South Bridge Project, noise barrier study, and voting process. The community has the opportunity to provide input as to whether a noise barrier is desired, and if so, offer preferences on aesthetic considerations of the noise barrier. A majority (50% or greater) of the responding property owners/residents must approve the noise barrier construction and choose a barrier design.

Enclosed you will find a voting form and self-addressed return envelope to fill out and return by **December 2, 2025**. Please submit only one completed form per household. Thank you for your input on this critical regional infrastructure project.



You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge)

## Project Background

The Pennsylvania Department of Transportation's (PennDOT) I-83 South Bridge was built in 1960, widened in 1982, and connects downtown Harrisburg to neighboring communities in Cumberland County. The bridge currently carries more than 125,000 vehicles over the Susquehanna River every day.

The I-83 South Bridge is nearing the end of its serviceable lifespan, which means that wear and tear require more regular, frequent, and costly repairs. In addition to the replacement of the bridge, the Lemoyne interchange will be reconfigured, the South 3rd Street bridge in Lemoyne will be replaced, and the viaduct from the Susquehanna River to Cameron Street including the Front Street/2nd Street interchange will be reconstructed. The purpose of the I-83 South Bridge Project is to improve traffic flow and safety around the Harrisburg metro region.

You can visit the project website for more detailed information at [www.penndot.pa.gov/i83southbridge](http://www.penndot.pa.gov/i83southbridge).

## The Noise Abatement Process

Noise Studies are performed when proposed improvements to an existing highway increase the capacity of the roadway and/or substantially alter an existing highway footprint. The Noise Abatement Decision Making Process is a three-phased approach guided by Federal Highway Administration (FHWA) and PennDOT policies. The three-phased approach evaluates locations along the project corridor against the three criteria for noise abatement consideration listed below:

1. Do any receptors (for example, homes within the project area) WARRANT noise abatement consideration due to anticipated noise level increases?
2. Is it FEASIBLE to provide noise abatement from an engineering and acoustical performance standpoint?
3. Is it REASONABLE to provide noise abatement considering cost vs. benefit, maintainability, and land use?

If a location meets all three of the criteria outlined above, the owners and renters of impacted receptors will vote in favor or against the construction of the noise barrier and, if favored, vote on the design aesthetic of the barrier facing their homes.

You can learn more about Highway Traffic Noise policies on PennDOT's website at [www.pa.gov/agencies/penndot/programs-and-doing-business/environment/highway-traffic-noise](http://www.pa.gov/agencies/penndot/programs-and-doing-business/environment/highway-traffic-noise).

## I-83 South Bridge Project Noise Analysis

A noise analysis was conducted for the I-83 South Bridge project to determine if any locations along the project corridor met the three criteria for noise abatement consideration. The noise analysis studied existing conditions in 2016 and anticipated conditions in 2050 with the new bridge project design.

Through this analysis, it was determined that noise barriers were both feasible and reasonable for two of the locations along the I-83 South Bridge project corridor, including NSA 3 where you own or rent property. You can see this location on the map below.



You can view the Final Design Highway Traffic Noise Report on our project website.

## When Will the Noise Barrier Be Built?

This project is currently in final design with construction anticipated to begin in 2026. Typically, noise walls are constructed after most of the other structures and roadway work has been completed.

# **SAMPLE BALLOT**

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

---

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

---

---

---

---

2. Are you the owner or renter of the property?

Owner  Renter

---

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes  No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---






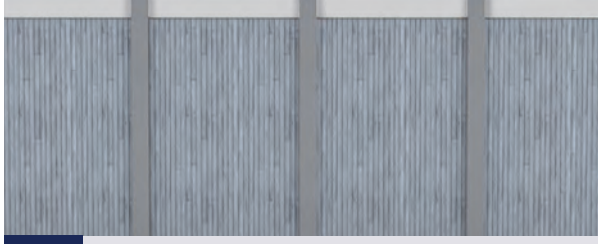
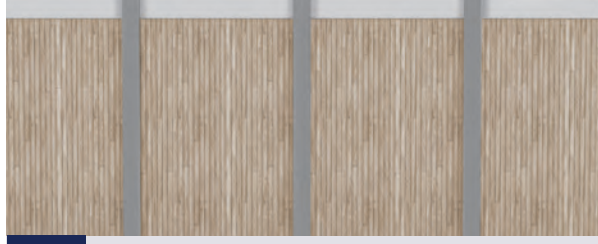






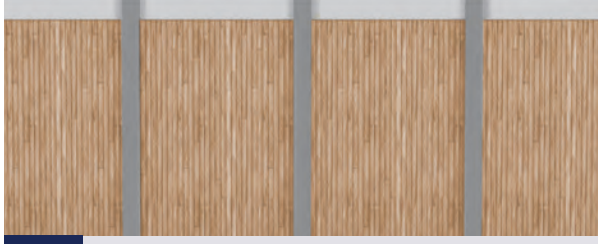
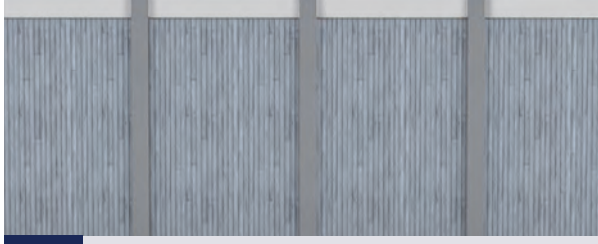

---

---

---

Thank you for your participation!

# Noise Barrier Options to Consider

		COLORS				
TEXTURES				ASHLAR STONE		
				CHISELED LIMESTONE		
				SAWN PLANK		
		BRICK			SPLIT BLOCK	
						
						

**MAILING LIST AND  
VOTING SUMMARY**

**NSA 2 Barrier**  
**S.R. 0083 Section 094**  
**Final Design Noise Analysis Report**  
**Cumberland and Dauphin Counties**

Parcel No.	Property Address	First & Last Name	Mailing Address 1	City, State & Zip	YES	NO	COLOR	TEXTURE
<b>NSA 2</b>								
12-22-0822-186A	329 Lowther St.	Imelda V. Gelvez	329 Lowther St.	Lemoyne, PA 17043	X		GRAY	SAWN PLANK
12-22-0822-187	347 Lowther St.	Tracey M. Heinze	347 Lowther St.	Lemoyne, PA 17043	X		BEIGE	ASHLAR
12-22-0822-188	351 Lowther St.	Benjamin F. West	351 Lowther St.	Lemoyne, PA 17043				
12-22-0822-188A	349 Lowther St.	Benjamin F. West	351 Lowther St.	Lemoyne, PA 17043				
12-22-0822-189	355 Lowther St.	Luis A. Carrion & Karen Adames	355 Lowther St.	Lemoyne, PA 17043	X		TAN	ASHLAR
12-22-0822-190	359 Lowther St.	Pamela R. Reitzel	359 Lowther St.	Lemoyne, PA 17043	X		GRAY	ASHLAR
12-22-0822-191	365 Lowther St.	Susan L. Campbell	365 Lowther St.	Lemoyne, PA 17043	X		BEIGE	ASHLAR
12-22-0822-192	371 Lowther St.	Marlin R. Klinger, Jr. & Marlin R. Klinger, III	371 Lowther St.	Lemoyne, PA 17043				
12-22-0822-193	375 Lowther St.	Miguel Colon & Aida I. Rodriguez	375 Lowther St.	Lemoyne, PA 17043	X		GRAY	CHISELED

**SUMMARY**

Eligible Voters: 9  
Ballots Returned: 6  
Participation: 67%  
Yes: 6  
No: 0  
Percent in Favor: **100%**

**COLOR**

Beige 2  
Gray 3  
Tan 1  
Brick/Red 0  
Not Selected: 0  
**MAJORITY: GRAY**

**TEXTURE**

Ashlar 4  
Brick 0  
Limestone 1  
Sawn Plank 1  
Split Block 0  
Not Selected 0  
**MAJORITY: ASHLAR**

**NSA 3 Barrier**  
**S.R. 0083 Section 094**  
**Final Design Noise Analysis Report**  
**Cumberland and Dauphin Counties**

Parcel No.	Property Address	First & Last Name	Mailing Address 1	City, State & Zip	YES	NO	COLOR	TEXTURE
<b>NSA 3</b>								
12-22-0820-003	231 Walton St.	Elizabeth A. Patterson	231 Walton St.	Lemoyne, PA 17043				
12-22-0820-004	227 Walton St.	Andrew S. Bohn	227 Walton St.	Lemoyne, PA 17043	X		BEIGE	ASHLAR
12-22-0820-005	225 Walton St.	Paige D. Kowal & Christian W. Ribec	225 Walton St.	Lemoyne, PA 17043				
12-22-0820-006	207 Walton St.	Ted B. ( Theodore B.) Windsor	207 Walton St.	Lemoyne, PA 17043				
12-22-0820-007	205 Walton St.	Michael R. Powell	1021 Jenkins Grove	Enola, PA 17025	X		BEIGE	ASHLAR
	205 Walton St.	Resident	205 Walton St.	Lemoyne, PA 17043				
12-22-0820-008	203 Walton St.	Jennifer L. Hulihan	203 Walton St.	Lemoyne, PA 17043	X		TAN	SAWN PLANK
12-22-0820-009	201 Walton St.	Mark & Stacy Koellner & Christopher Koellner	301 Shuey Rd.	New Cumberland, PA 17070				
	201 Walton St.	Resident	201 Walton St.	Lemoyne, PA 17043				
12-22-0820-012	117 Walton St.	Grace Bonnie Neff	117 Walton St.	Lemoyne, PA 17043	X		TAN	ASHLAR
12-22-0820-013	113 Walton St.	Jo Anne L. Mikus-Torres & George Torres, Jr.	113 Walton St.	Lemoyne, PA 17043				
12-22-0820-014	109 Walton St.	Sarah Casey Lopez	109 Walton St.	Lemoyne, PA 17043	X		GRAY	CHISELED
12-22-0820-015	105 Walton St.	Kristan A. Balotta	105 Walton St.	Lemoyne, PA 17043				
12-22-0820-016	101 Walton St.	Irvin E. & Barbara A. Kiehl	101 Walton St.	Lemoyne, PA 17043	X		BEIGE	ASHLAR
12-22-0820-086	229 Walton St.	Betty Jane & Randall Meagher	229 Walton St.	Lemoyne, PA 17043				
12-22-0822-239	263 Walton St.	Michael Martin	2864 Juniper St.	San Diego, CA 92104				
	263 Walton St.	Resident	263 Walton St.	Lemoyne, PA 17043	X		TAN	ASHLAR
12-22-0822-240	261 Walton St.	Bruce R. & Rebecca S. Saylor	261 Walton St.	Lemoyne, PA 17043	X		GRAY	ASHLAR
12-22-0822-241	257 Walton St.	Korey A. & Heather A. Leese	257 Walton St.	Lemoyne, PA 17043				
12-22-0822-242	251 Walton St.	Christopher Howard & Erin E. Howard	251 Walton St.	Lemoyne, PA 17043				
12-22-0822-243	243 Walton St.	John M. McBride, Jr.	243 Walton St.	Lemoyne, PA 17043	X		BRICK	BRICK
12-22-0822-244	239 Walton St.	Anikk Robison Adams	239 Walton St.	Lemoyne, PA 17043				
12-22-0822-244A	241 Walton St.	Christine A. Stephenson	241 Walton St.	Lemoyne, PA 17043	X		BEIGE	ASHLAR
12-22-0822-245	233 Walton St.	Jason P. & Denise M. Herb	233 Walton St.	Lemoyne, PA 17043				
12-22-0822-249	242 Lowther St.	Radouane Almouzani	242 Lowther St.	Lemoyne, PA 17043				
12-22-0822-250	244 Lowther St.	Ebenezer Properties LP	251 Linden Grove Rd.	New Holland, PA 17557		X		
	244 Lowther St.	Resident	244 Lowther St.	Lemoyne, PA 17043				
12-22-0822-251	248 Lowther St.	Ebenezer Properties LP	251 Linden Grove Rd.	New Holland, PA 17557		X		
	248 Lowther St.	Resident	248 Lowther St.	Lemoyne, PA 17043				
12-22-0822-253	258 Lowther St.	Walter J. McLaughlin & Jeffrey L. Slagle	258 Lowther St.	Lemoyne, PA 17043	X		TAN	ASHLAR
12-22-0822-254	262 Lowther St.	Walter J. McLaughlin & Jeffrey L. Slagle	258 Lowther St.	Lemoyne, PA 17043	X		TAN	ASHLAR
	262 Lowther St.	Resident	262 Lowther St.	Lemoyne, PA 17043				
12-22-0822-255	266 Lowther St.	Crystal A. Comp	266 Lowther St.	Lemoyne, PA 17043				
12-22-0822-256	270 Lowther St.	Linda B. Strock & Barry L. Strock	815 Williams Grove Rd.	Mechanicsburg, PA 17055				
	270 Lowther St.	Resident	270 Lowther St.	Lemoyne, PA 17043				
12-22-0822-257	274 Lowther St.	James D. & Elizabeth M. Curran	88 Greenwood Cir.	Wormleysburg, PA 17043				
	274 Lowther St.	Resident	274 Lowther St.	Lemoyne, PA 17043	X		GRAY	ASHLAR
12-22-0822-258	278 Lowther St.	Geraldine T. McBride, Revocable Trust	149 Susquehanna Av.	Enola, PA 17025				
	278 Lowther St.	Resident	278 Lowther St.	Lemoyne, PA 17043				

**SUMMARY**

Eligible Voters: 39  
 Ballots Returned: 15  
 Participation: 38%  
 Yes: 13  
 No: 2  
 Percent in Favor: 87%

COLOR	
Beige	4
Gray	3
Tan	5
Brick/Red	1
Not Selected:	0
<b>MAJORITY:</b>	<b>TAN</b>

TEXTURE	
Ashlar	10
Brick	1
Limestone	1
Sawn Plank	1
Split Block	0
Not Selected	0
<b>MAJORITY:</b>	<b>ASHLAR</b>

# **RETURNED BALLOTS**

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

227 Walton St Andrew Bohn

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?  
*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

- Ashlar Stone
- Chiseled Limestone
- Sawn Plank
- Brick (No Color Choice)
- Split Block (No Color Choice)

Color Option (Choose one if applicable)

- |                                 |                                  |  |
|---------------------------------|----------------------------------|--|
| <input type="checkbox"/> 1. Tan | <input type="checkbox"/> 2. Gray | <input checked="" type="checkbox"/> 3. Beige |
| <input type="checkbox"/> 4. Tan | <input type="checkbox"/> 5. Gray | <input type="checkbox"/> 6. Beige            |
| <input type="checkbox"/> 7. Tan | <input type="checkbox"/> 8. Gray | <input type="checkbox"/> 9. Beige            |

---

## ADDITIONAL COMMENTS

Good Luck!!

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Amy Powell  
205 Walton Street  
Lemoyne PA 17043

2. Are you the owner or renter of the property?

Owner  Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes  No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

JENNIFER HULLIHAN

203 WALTON ST

LEMOYNE, PA 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Ashlar Stone

Chiseled Limestone

Sawn Plank

Brick (No Color Choice)

Split Block (No Color Choice)

Color Option (Choose one if applicable)

1. Tan

2. Gray

3. Beige

4. Tan

5. Gray

6. Beige

7. Tan

8. Gray

9. Beige

---

## ADDITIONAL COMMENTS

---

---

---

---

---

**Thank you for your participation!**

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Grace B. Jeff  
117 Watton St.  
Lemoyne, Pa 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

SARAH LOPEZ

109 WALTON STREET

Lemoyne, PA 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Ashlar Stone

Chiseled Limestone

Sawn Plank

Brick (No Color Choice)

Split Block (No Color Choice)

Color Option (Choose one if applicable)

1. Tan

2. Gray

3. Beige

4. Tan

5. Gray

6. Beige

7. Tan

8. Gray

9. Beige

---

## ADDITIONAL COMMENTS

---

---

---

---

---

**Thank you for your participation!**

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by **December 2, 2025**. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

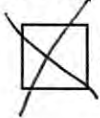
1. Please provide us with your name and address. (Required for vote to count)

Irvin E. Kiehl

101 Walton St.

Lemoyne, PA 17043

2. Are you the owner or renter of the property?



Owner



Renter

*Irvin E. Kiehl*

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?



Yes



No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?  
*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

<input checked="" type="checkbox"/> Ashlar Stone	<input type="checkbox"/> 1. Tan	<input type="checkbox"/> 2. Gray	<input checked="" type="checkbox"/> 3. Beige
<input type="checkbox"/> Chiseled Limestone	<input type="checkbox"/> 4. Tan	<input type="checkbox"/> 5. Gray	<input type="checkbox"/> 6. Beige
<input type="checkbox"/> Sawn Plank	<input type="checkbox"/> 7. Tan	<input type="checkbox"/> 8. Gray	<input type="checkbox"/> 9. Beige
<input type="checkbox"/> Brick (No Color Choice)			
<input type="checkbox"/> Split Block (No Color Choice)			

---

## ADDITIONAL COMMENTS

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

*Imelda Virginia Gelfez*

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?  
*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Tracey Heinze  
347 Louther St  
Lemoyne Pa 17043

2. Are you the owner or renter of the property?

Owner  Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes  No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

Please reference the Aesthetics Brochure provided for images of design and color options.

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

## ADDITIONAL COMMENTS

Please, for the love of all that's Holy, Give us a sound barrier! As it is, we can't enjoy our backyards due to highway noise. Also, will Lowther St be returned to it's pre-2015 glory? It's an absolute death trap now!!

sincerely, Tracey M. Heinze  
Tracey M. Heinze

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

355 Lowther Street  
Lemoyne PA 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Pamela Reitzel  
359 Lowther St  
Lemoyne, PA 17043

2. Are you the owner or renter of the property?

Owner  Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes  No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

**Thank you for your participation!**

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Penelope Campbell  
365 Lowther Street

2. Are you the owner or renter of the property?

Owner  Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes  No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Ashlar Stone

Chiseled Limestone

Sawn Plank

Brick (No Color Choice)

Split Block (No Color Choice)

Color Option (Choose one if applicable)

1. Tan

2. Gray

3. Beige

4. Tan

5. Gray

6. Beige

7. Tan

8. Gray

9. Beige

---

## ADDITIONAL COMMENTS

I think it's important to take into consideration the impact of the wildlife, when clearing trees. Maybe you can plant new trees elsewhere. :)

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Miguel A. Colon

375 Lowther St

Pennington Pa 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

**Thank you for your participation!**

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by **December 2, 2025**. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Mike Grillo

263 Walton, Lenox, PA, 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?  
*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Mr. & Mrs. Bruce & Rebecca Saylor

261 Walton Street

Hemoyne, PA 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

Please reference the Aesthetics Brochure provided for images of design and color options.

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

We like the gray ashlar Stone because it looks like the limestone on which this whole area rests.

Our Home was pictured on a full sheet of the project research published a few years back - Thankyou for preserving our property. We look forward to the noise reduction.

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

John McBride

243 WALTON ST

Lemoore PA 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige



Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

**Thank you for your participation!**

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

Christine Stephenson  
241 Walton St  
Lemoyne, PA 17043

2. Are you the owner or renter of the property?

Owner  Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes  No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

Thank you for considering us!

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

REN NOLT EBENEZER PROPERTIES LP  
251 LINDEN GROVE RD NEW HOLLAND PA 17557  
PROPERTY 248 LOWTHER ST LEMOYNE PA 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?  
*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

- Ashlar Stone
- Chiseled Limestone
- Sawn Plank
- Brick (No Color Choice)
- Split Block (No Color Choice)

- |                                 |                                  |                                   |
|---------------------------------|----------------------------------|-----------------------------------|
| <input type="checkbox"/> 1. Tan | <input type="checkbox"/> 2. Gray | <input type="checkbox"/> 3. Beige |
| <input type="checkbox"/> 4. Tan | <input type="checkbox"/> 5. Gray | <input type="checkbox"/> 6. Beige |
| <input type="checkbox"/> 7. Tan | <input type="checkbox"/> 8. Gray | <input type="checkbox"/> 9. Beige |

---

## ADDITIONAL COMMENTS

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

KEN NOLT

EBENEZER PROPERTIES LP

251 LINDEN GROVE RD NEW HOLLAND PA 17557

PROPERTY - 244 LOWTHER ST LEMOYNE PA 17043

2. Are you the owner or renter of the property?



Owner



Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?



Yes



No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

Thank you for your participation!

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by December 2, 2025. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

JEFF Slagle

262 Lowther St.

Lemoyne Pa. 17043

2. Are you the owner or renter of the property?

Owner

Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes

No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?

*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

**Thank you for your participation!**

# Interstate 83 John Harris Memorial (South) Bridge Project

S.R. 0083 Section 094  
Cumberland and Dauphin Counties, Pennsylvania



Pennsylvania  
Department of Transportation

## Noise Barrier Voting Form

Please take a few moments to complete this noise barrier voting form. A self-addressed stamped envelope is provided for you to return by **December 2, 2025**. Your participation will determine if a noise barrier is desired for your community, and if so, which type of noise barrier is preferred. Please submit only one completed form per household. Your cooperation is greatly appreciated.

### GENERAL INFORMATION

1. Please provide us with your name and address. (Required for vote to count)

BONNIE REWAY      Bonnie Reway  
274 Lowther STREET  
LEMOYNE, Pa. 17043

2. Are you the owner or renter of the property?

Owner     Renter

### DO YOU SUPPORT THE PROPOSED NOISE MITIGATION?

3. Are you in favor of a noise barrier for your community?

Yes     No

Please fill out the reverse side of this form to choose design and color options.

# Interstate 83 John Harris Memorial (South) Bridge Project

## AESTHETIC OPTIONS

4. If a noise barrier is selected, which barrier aesthetic option and color do you prefer?  
*Please reference the Aesthetics Brochure provided for images of design and color options.*

Design Option (Choose one)

Color Option (Choose one if applicable)

Ashlar Stone

1. Tan

2. Gray

3. Beige

Chiseled Limestone

4. Tan

5. Gray

6. Beige

Sawn Plank

7. Tan

8. Gray

9. Beige

Brick (No Color Choice)

Split Block (No Color Choice)

---

## ADDITIONAL COMMENTS

---

---

---

---

---

Thank you for your participation!

# **Appendix F**

## **List of Preparers and Reviewers**

## List of Preparers and Reviewers

**Name:** Nathaniel Weinstock  
**Organization:** Navarro & Wright Consulting Engineers, Inc.  
**Role:** Noise Monitoring, Noise Modeling, Abatement Analysis, Report Development, QA/QC  
**Experience:** 26 years  
**Education:** BS, Public Service

**Name:** Frederick E. Schiller  
**Organization:** Navarro & Wright Consulting Engineers, Inc.  
**Role:** Noise Modeling, Abatement Analysis, Report Development, QA/QC  
**Experience:** 19 years  
**Education:** Associates Degree, General Studies

**Name:** Leilani I. Krady  
**Organization:** Navarro & Wright Consulting Engineers, Inc.  
**Role:** Report Development/GIS Support  
**Experience:** 1 year  
**Education:** BA, History and Archaeology