

# SR 0081, SECTION 316 ASHLEY TO ARENA

Wilkes-Barre Township, Hanover Township,  
and Ashley Borough, Luzerne County

## NEIGHBORHOOD & PRELIMINARY NOISE ANALYSIS MEETING



Submitted to:



DISTRICT 4-0



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Prepared by:



May 2023

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## Overview

The Pennsylvania Department of Transportation (PennDOT) hosted two Neighborhood and Preliminary Noise Analysis meetings on Tuesday, March 28, 2023, from 5:00 to 7:00 p.m. at Luzerne County Community College (LCCC) and on Thursday, March 30, 2023, from 5:00 to 7:00 p.m. at Wilkes Barre Township Fire Hall (Fire Hall). Invitations were mailed to community members that may be impacted by the potential noise barriers along the Interstate 81 (I-81) corridor in Luzerne County. Both meetings addressed the preliminary noise analysis and provided general information about the SR 0081, Section 316 Ashley to Arena (formerly known as “Partnership 81”) project. Both meetings were structured in the same manner with display boards, handouts, a live presentation, and comment forms. PennDOT, Federal Highway Administration (FHWA), and consultant staff were on-hand to answer project-related questions. Security was onsite at both meetings. Translation services were available upon request for both events and noted on the display board and invitation. Images from the meetings can be found in Appendix C.

## Webpage Materials

All meeting materials were available online at the SR 0081, Section 316 Ashley to Arena website, [penndot.pa.gov/Partnership81](https://penndot.pa.gov/Partnership81), to share information about the project for those that were unable to attend the meetings. The webpage consisted of PDF versions of all the display boards, a project overview video, a noise analysis brochure, contact information, FAQs, and a comment form.

## Outreach Strategy

Hard copy letter invitations (Figure 1) and flyers (Figure 2) were sent to residents and business owners who would potentially be impacted by noise barriers. The mailings were sent via USPS to zip codes 18706 and 18702. The invitations and flyers were also mailed to local, state, and federal elected officials. Additional flyers were placed in various locations around the impacted areas.

Outreach Type	Number of Recipients	Recipients	Date Sent/Published
Letter/flyer	33	Elected officials	March 14
Letter/flyer	7,546	Stakeholders, residents, and businesses	March 14

## Meeting Participation

The following chart shows the number of attendees and participation we had during the meetings.

Meeting	Number of Attendees/Visitors
March 28 at LCCC	36
March 30 at Fire Hall	75
Comment Form Submissions at the Meetings	2
Comment Form Submissions via Email or Mail	5

## Display Boards

There were 27 Display Boards (Figures 3-11) onsite that outlined the preliminary design and analysis for I-81. These maps and other visual aids help the public better understand the project and encourage their feedback.

- Noise Analysis (Figure 3)
- Project Area Map (Figure 4)
- Environmental Features (Figure 5)
- Section 4(f) (Figure 6)
- Roadway (Figure 7)
- Purpose & Needs (Figure 8)
- Schedule (Figure 9)
- Language Translation (Figure 10)
- Non-Discrimination (Figure 11)

Per PennDOT's request, the following content was added to the Noise Analysis and Roadway Boards.

REASONABLE ACCESS TO PROPERTIES IN ACTIVE CONSTRUCTION ZONES SHALL BE MAINTAINED CONSISTENT WITH HIGHWAY CONSTRUCTION AND PUBLIC SAFETY NEEDS.

## Q&A

After the live presentation concluded, attendees were encouraged to ask questions. The majority of the questions and answers were captured and included in Appendix A.

## **Summary of Comments**

During both meetings and the online plans display, a comment form was available for stakeholder feedback on the proposed project details. Comment forms from the meetings and online yielded a combined five comment form submissions. A summary of these comments can be found in Appendix C.

## Figure 1 – Invitation

2023



March 9, 2023

Partnership 81 Project  
Neighborhood & Preliminary Noise Analysis Meeting

Dear Community Member:

The Pennsylvania Department of Transportation (PennDOT) Engineering District 4-0 invites you to attend one of our upcoming Neighborhood & Preliminary Noise Analysis Meetings. At the meetings, you will have the opportunity to review plans, discuss potential impacts, review the preliminary noise analysis, and ask questions about the work proposed for the Partnership 81 Project. The overall Partnership 81 Project involves the reconstruction, widening, and realignment of approximately 7.5 miles of Interstate 81 from Mile Marker 161.2 to Mile Marker 169.

Because you live adjacent to or within this definite project area, we are interested in hearing your comments, concerns, and questions related to the preliminary noise analysis and proposed sound barriers. Your input will help to shape the look and feel of your specific surroundings and the overall project corridor. A comment form will be available at the meeting for written comments. Verbal and written comments will be used to further refine the project in the immediate future. For more information and project updates, please visit [www.penndot.pa.gov/Partnership81](http://www.penndot.pa.gov/Partnership81) or scan the QR code below.

To best accommodate your schedule, PennDOT is offering two meeting dates and locations that will cover the same topics and materials. Included with this invite is a flyer that can be posted and distributed in your neighborhood.

**Meeting Option 1**

**Date and Time:**  
March 28, 2023  
5:00 p.m. – 7:00 p.m.  
Presentation at 6:00 p.m.

**Location:**  
Luzerne County Community College  
Educational Conference Center,  
Building 10  
521 Trailblazer Drive  
Nanticoke, PA 18634

**Meeting Option 2**

**Date and Time:**  
March 30, 2023  
5:00 p.m. – 7:00 p.m.  
Presentation at 6:00 p.m.

**Location:**  
Wilkes-Barre Township Fire  
Department  
Fire Hall  
152 Watson Street  
Wilkes Barre Township, PA 18702

PennDOT Engineering District 4-0  
55 Keystone Industrial Park Road | Dunmore, PA 18512 | 570.983.4081 | [www.penndot.pa.gov](http://www.penndot.pa.gov)

# SR 0081, Section 316 Ashley to Arena | Neighborhood and Preliminary Noise Analysis Meeting

PennDOT Partnership 81 Project  
Page 2  
March 9, 2023

If you have any questions about the meeting or need special assistance, please contact Stephen Sartori, PennDOT Project Manager at (570) 235-2964. We look forward to meeting with you.

Sincerely,



for Susan E. Hazelton, P.E.  
Assistant District Executive – Design



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PennDOT Engineering District 4-0  
55 Keystone Industrial Park Road | Dunmore, PA 18512 | 570.963.4061 | [www.pennDOT.pa.gov](http://www.pennDOT.pa.gov)



Figure 2 – Flyer



PennDOT Engineering District 4 (PennDOT) invites you to attend one of our upcoming Neighborhood & Preliminary Noise Analysis Meetings regarding the Partnership 81 Project. The project involves the reconstruction, widening, and realignment of approximately 7.5 miles of Interstate 81 from Mile Marker 161.2 to Mile Marker 169 to reduce congestion, improve highway design, and address the growing regional mobility needs.

The purpose of the meeting is to allow residents to review and provide feedback on the project plans and preliminary noise analysis.

To best accommodate your schedule, PennDOT is offering two meeting dates and locations covering the same topics and materials.



### Meeting Option 1

**Date and Time:**

March 28, 2023  
5:00 p.m. – 7:00 p.m.  
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**Location:**

Luzerne County Community College  
Educational Conference Center, Building 10  
521 Trailblazer Drive  
Nanticoke, PA 18634

### Meeting Option 2

**Date and Time:**

March 30, 2023  
5:00 p.m. – 7:00 p.m.  
Presentation at 6:00 p.m.

**Location:**

Wilkes Barre Township Fire Department  
Fire Hall  
152 Watson Street  
Wilkes Barre Township, PA 18702

**Contact  
Information**

**Stephen Sartori**, PennDOT Project Manager  
(570) 235-2964 • [www.penndot.pa.gov/Partnership81](http://www.penndot.pa.gov/Partnership81)



### Figure 3 – Noise Analysis

## PARTNERSHIP 81: Preliminary Noise Analysis

### The project was divided into Noise Sensitive Areas (NSAs)

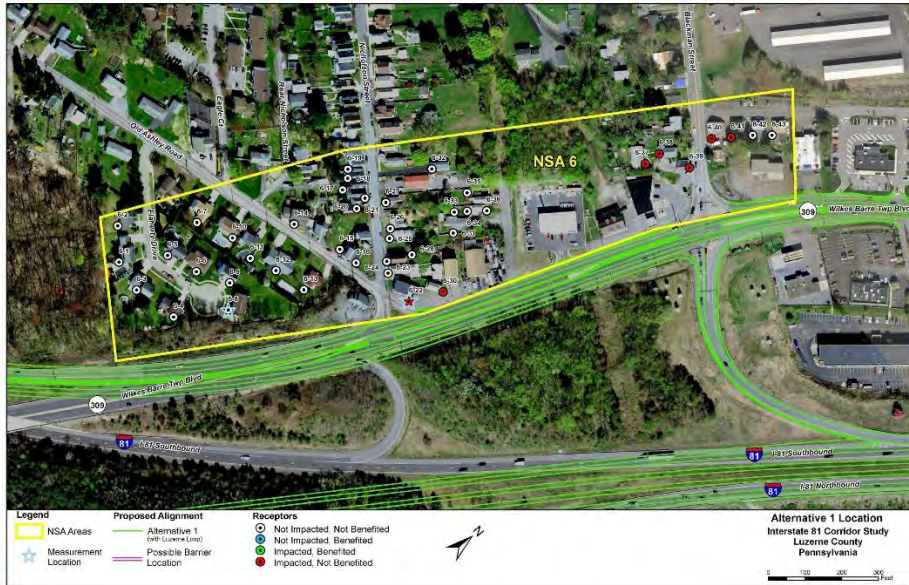
Based on land use, geography, and traffic volumes



**PRELIMINARY STAGE:**

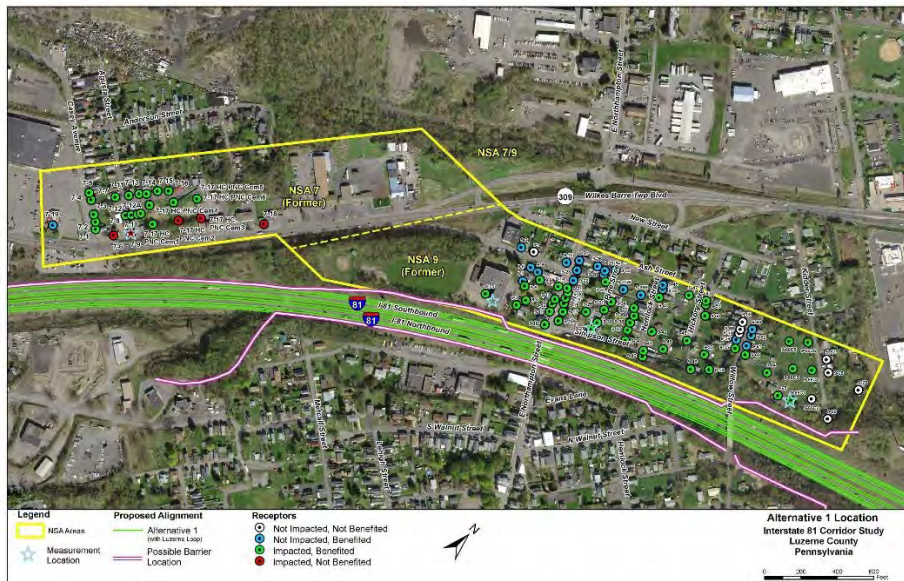
REASONABLE ACCESS TO PROPERTIES IN ACTIVE CONSTRUCTION ZONES SHALL BE MAINTAINED CONSISTENT WITH HIGHWAY CONSTRUCTION AND PUBLIC SAFETY NEEDS.

## PARTNERSHIP 81: Preliminary Noise Analysis



**PRELIMINARY STAGE:**  
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## PARTNERSHIP 81: Preliminary Noise Analysis



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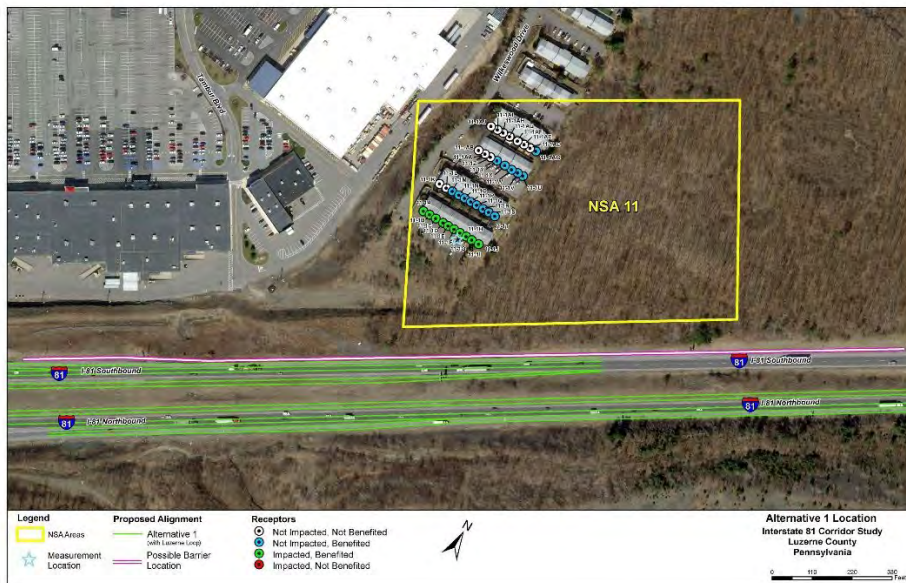


## PARTNERSHIP 81: Preliminary Noise Analysis



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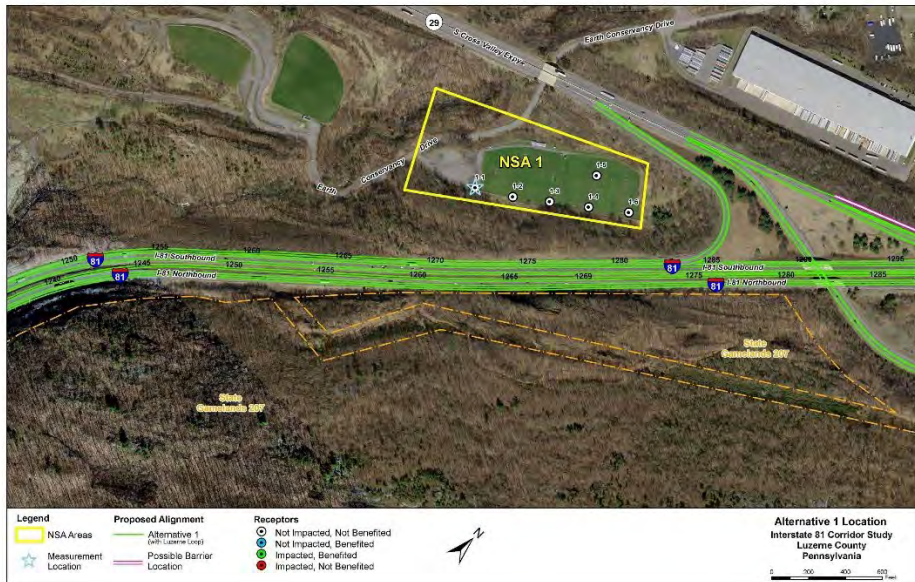
## PARTNERSHIP 81: Preliminary Noise Analysis



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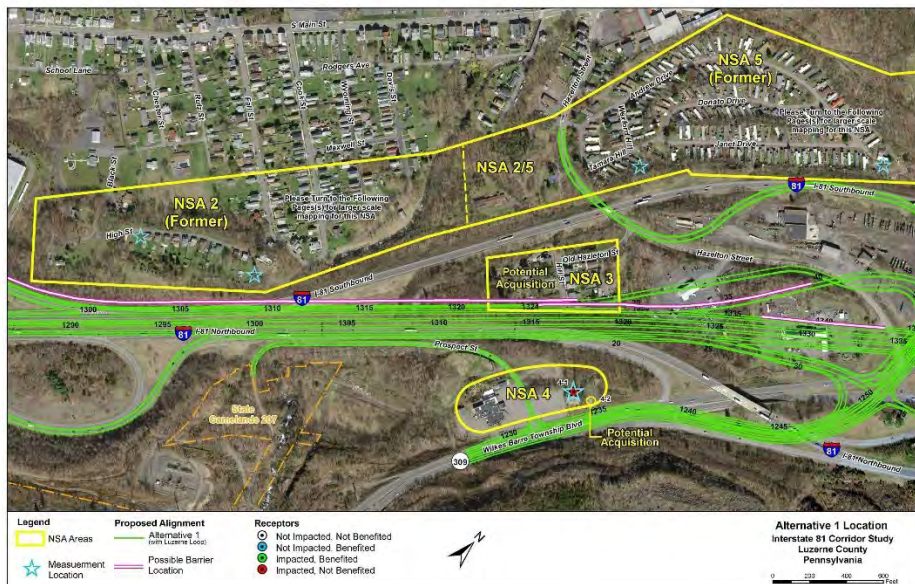


## PARTNERSHIP 81: Preliminary Noise Analysis



**PRELIMINARY STAGE:**  
 REASONABLE ACCESS TO PROPERTIES IN ACTIVE CONSTRUCTION ZONES SHALL BE MAINTAINED CONSISTENT WITH HIGHWAY CONSTRUCTION AND PUBLIC SAFETY NEEDS.

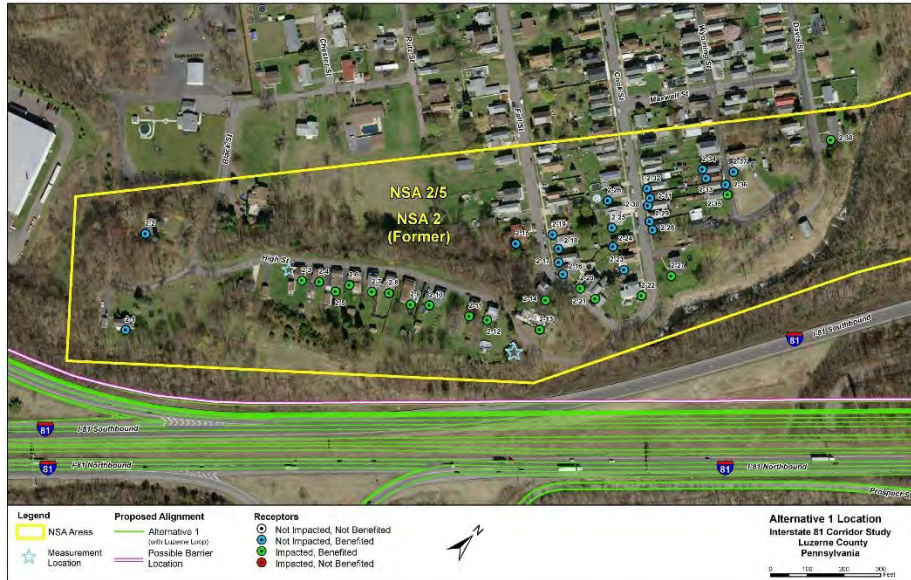
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**PRELIMINARY STAGE:**  
 REASONABLE ACCESS TO PROPERTIES IN ACTIVE CONSTRUCTION ZONES SHALL BE MAINTAINED CONSISTENT WITH HIGHWAY CONSTRUCTION AND PUBLIC SAFETY NEEDS.

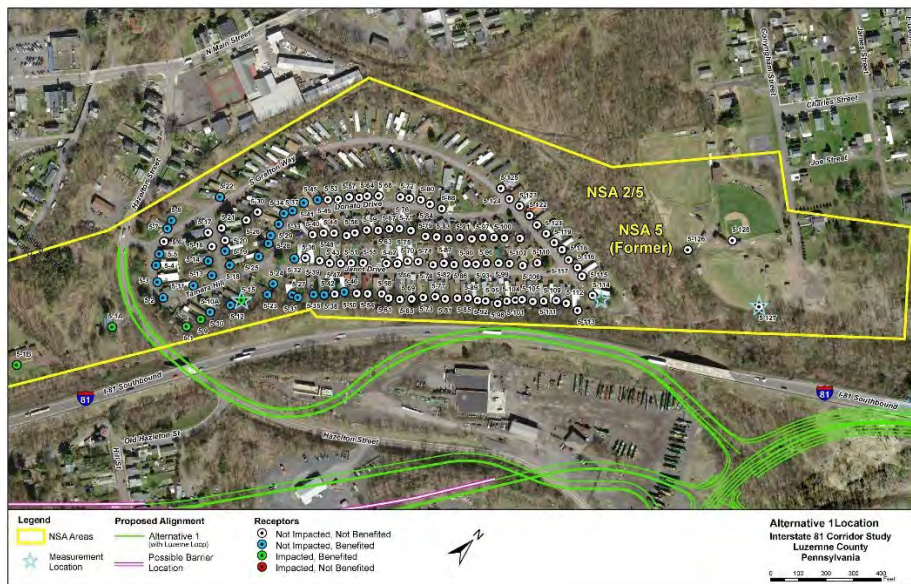


## PARTNERSHIP 81: Preliminary Noise Analysis



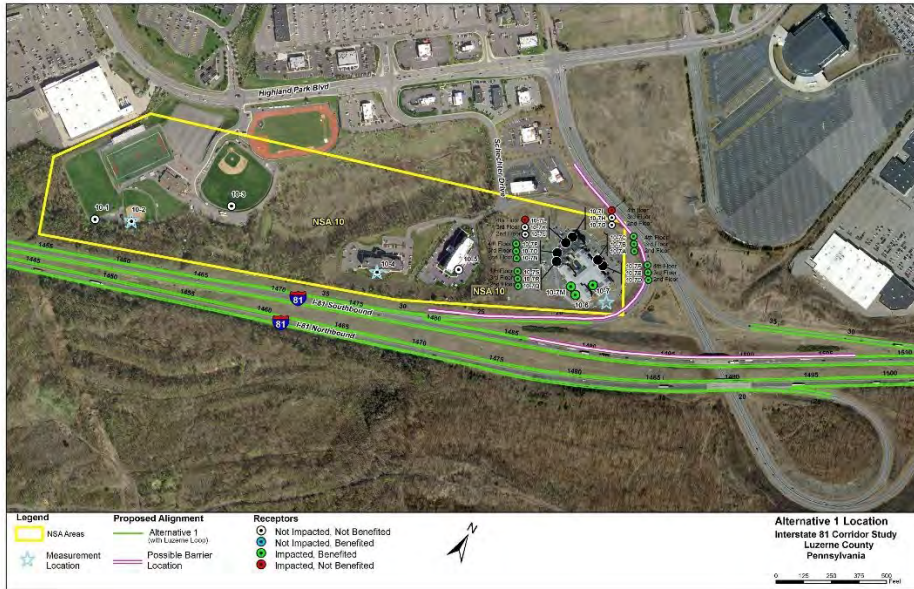
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## PARTNERSHIP 81: Preliminary Noise Analysis

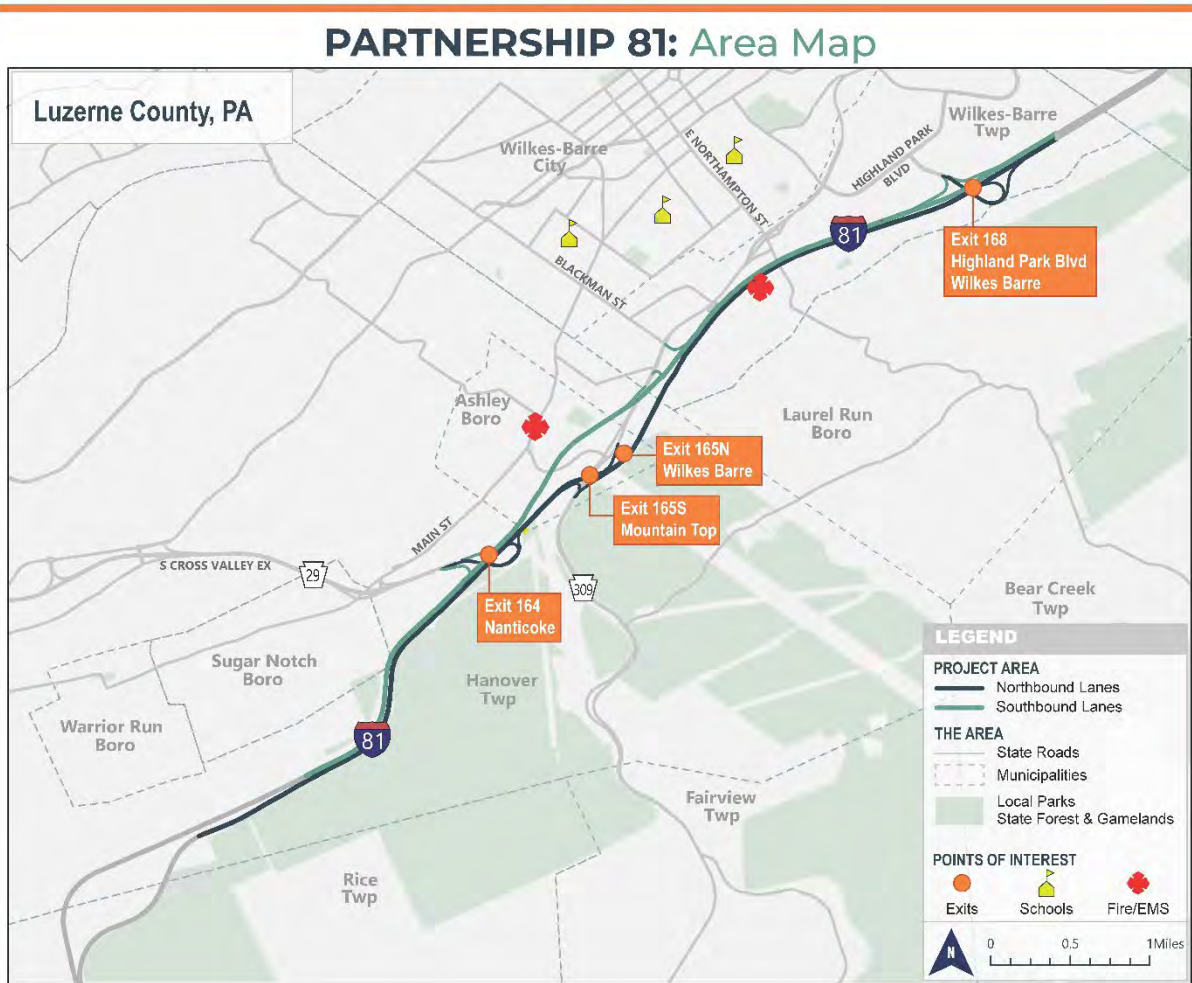


**PRELIMINARY STAGE:**

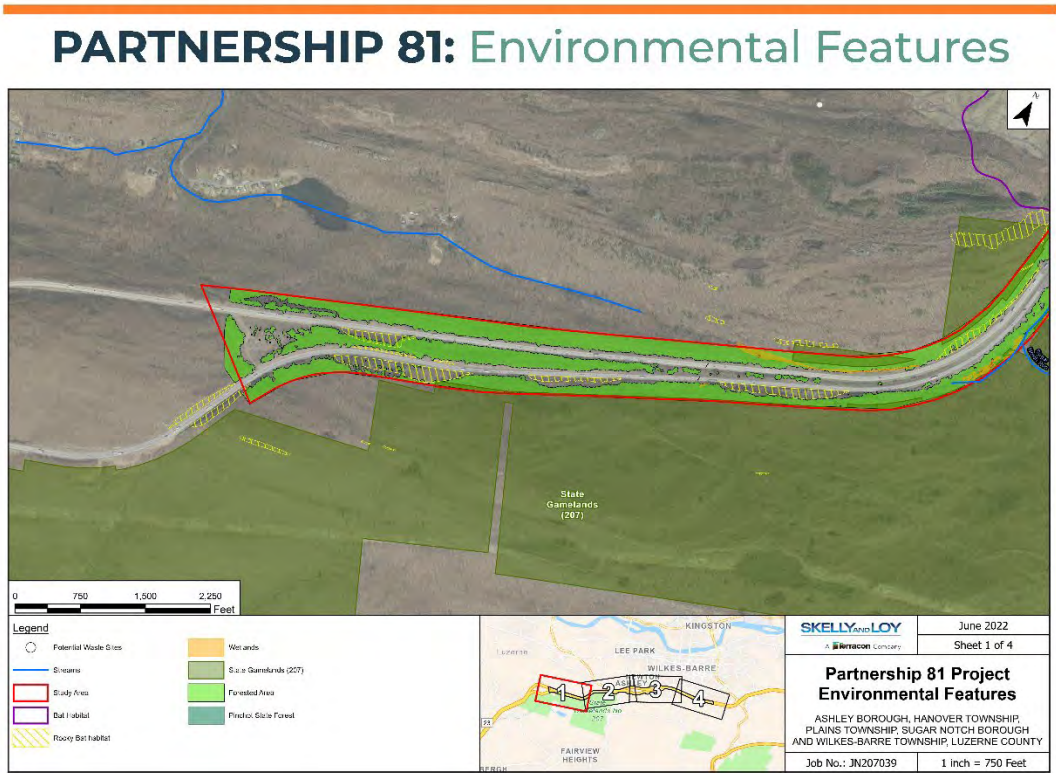
REASONABLE ACCESS TO PROPERTIES IN ACTIVE CONSTRUCTION ZONES SHALL BE MAINTAINED CONSISTENT WITH HIGHWAY CONSTRUCTION AND PUBLIC SAFETY NEEDS.



Figure 4 – Project Area Map

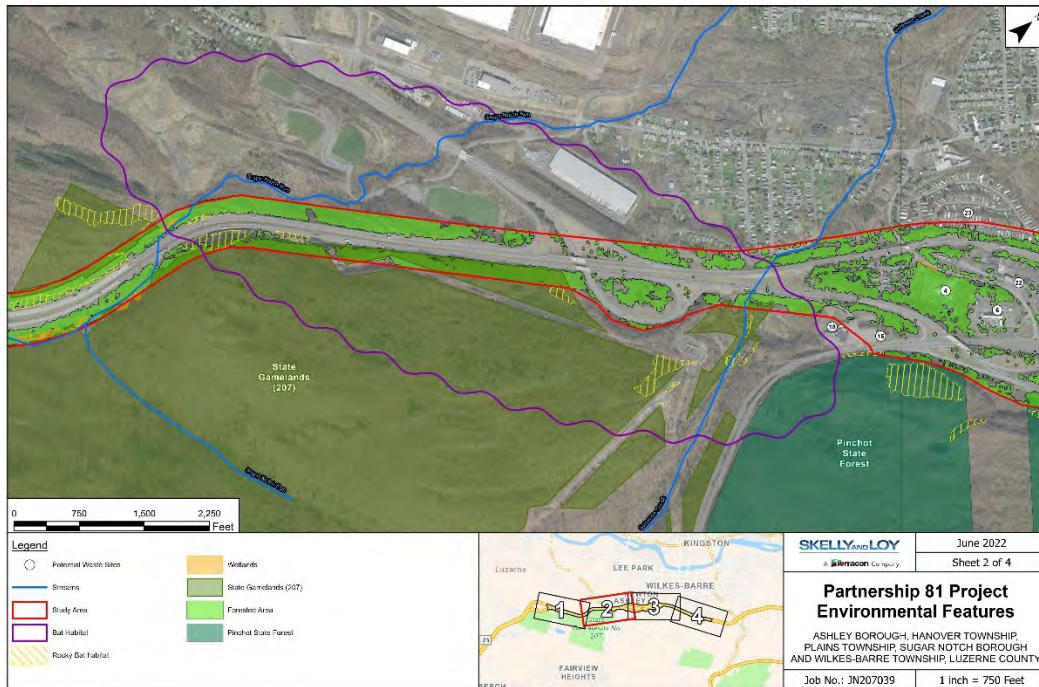


**Figure 5 – Environmental Features**

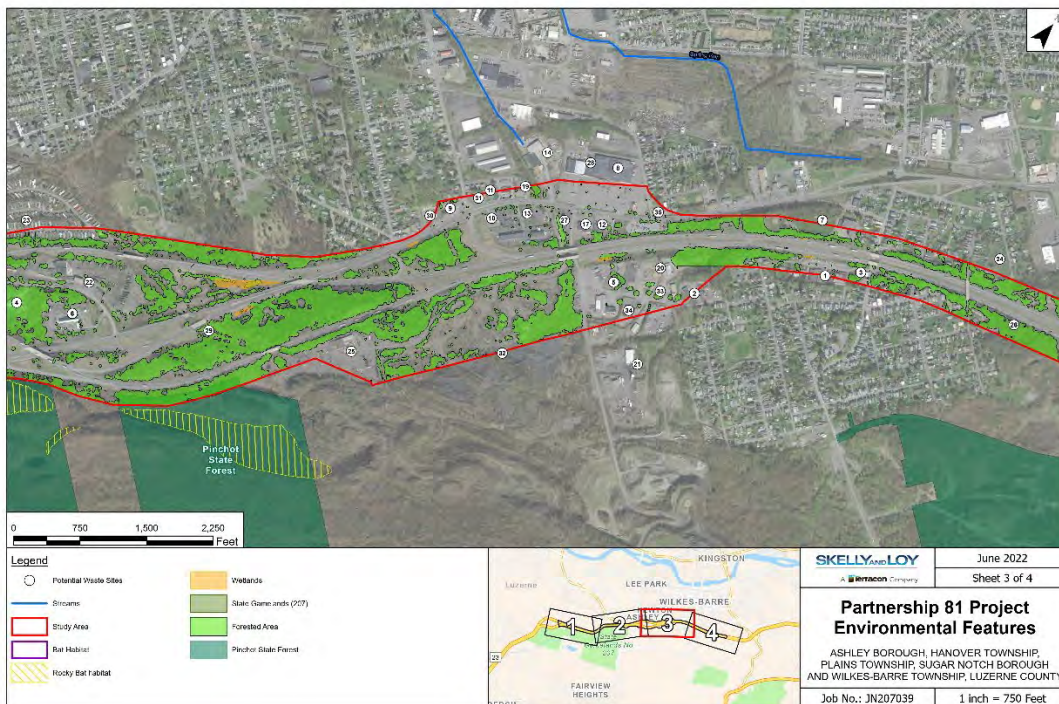




## PARTNERSHIP 81: Environmental Features



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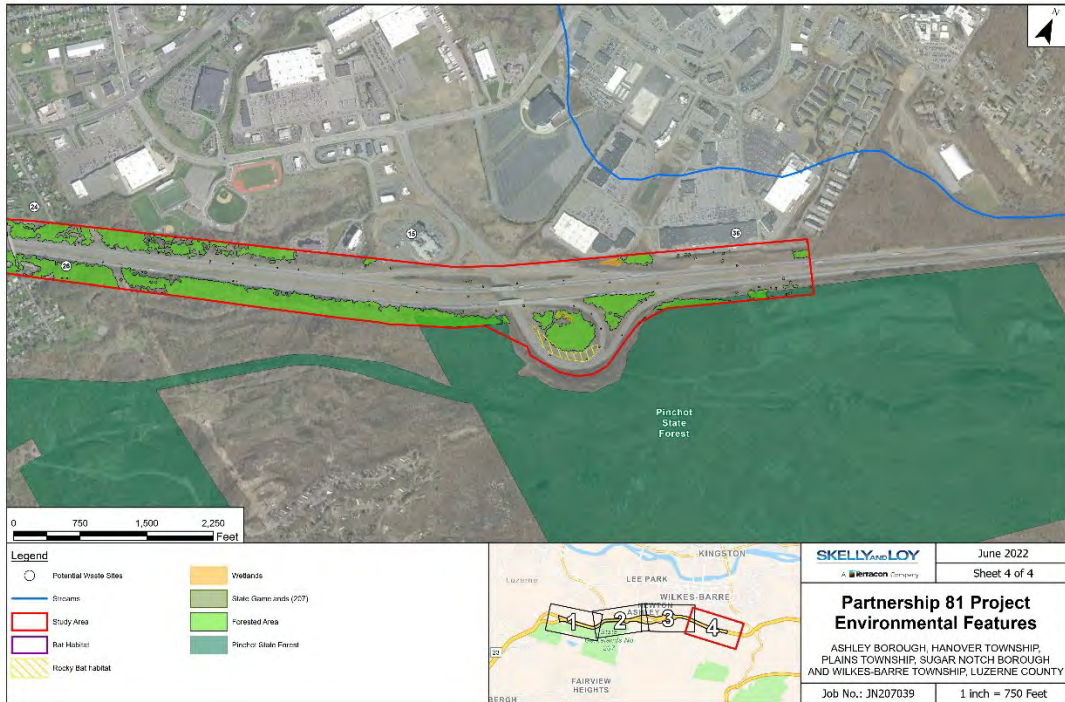




Figure 6 – Section 4(f)

## PARTNERSHIP 81: Section 4(f) Resources

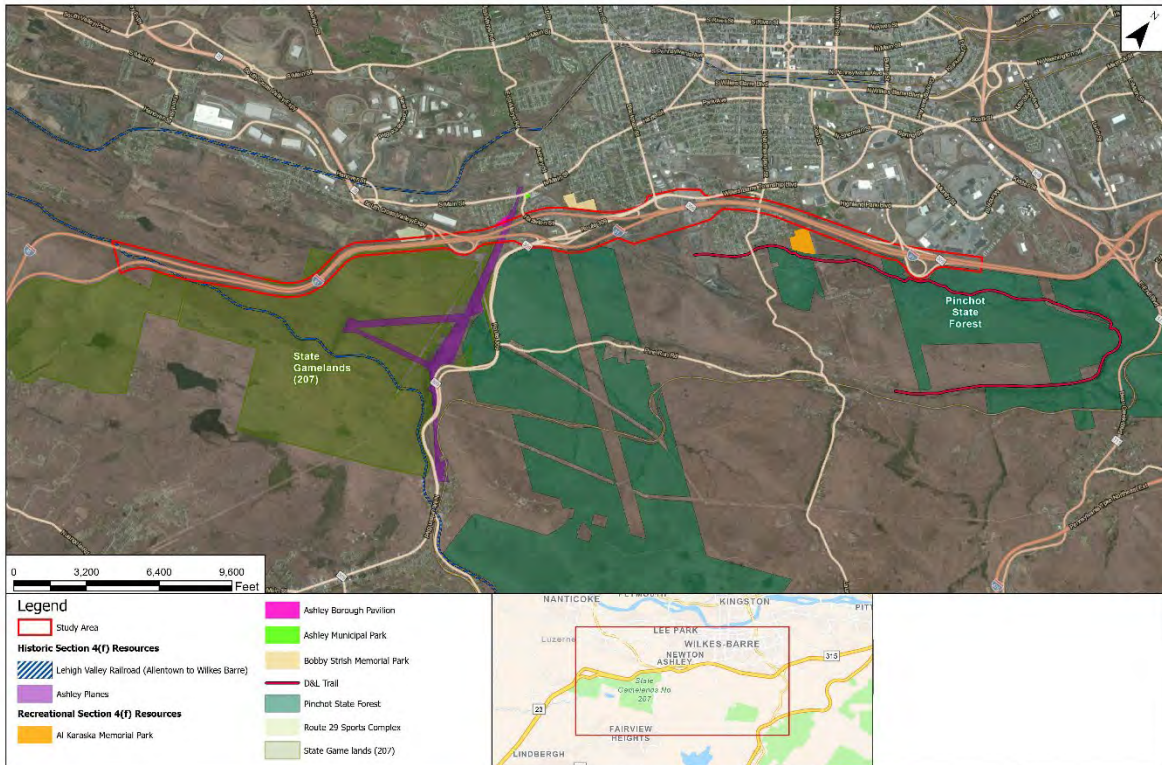


Figure 7 – Roadway

PARTNERSHIP 81: Roadway Display



PARTNERSHIP 81: Roadway Display





# SR 0081, Section 316 Ashley to Arena | Neighborhood and Preliminary Noise Analysis Meeting

## PARTNERSHIP 81: Roadway Display



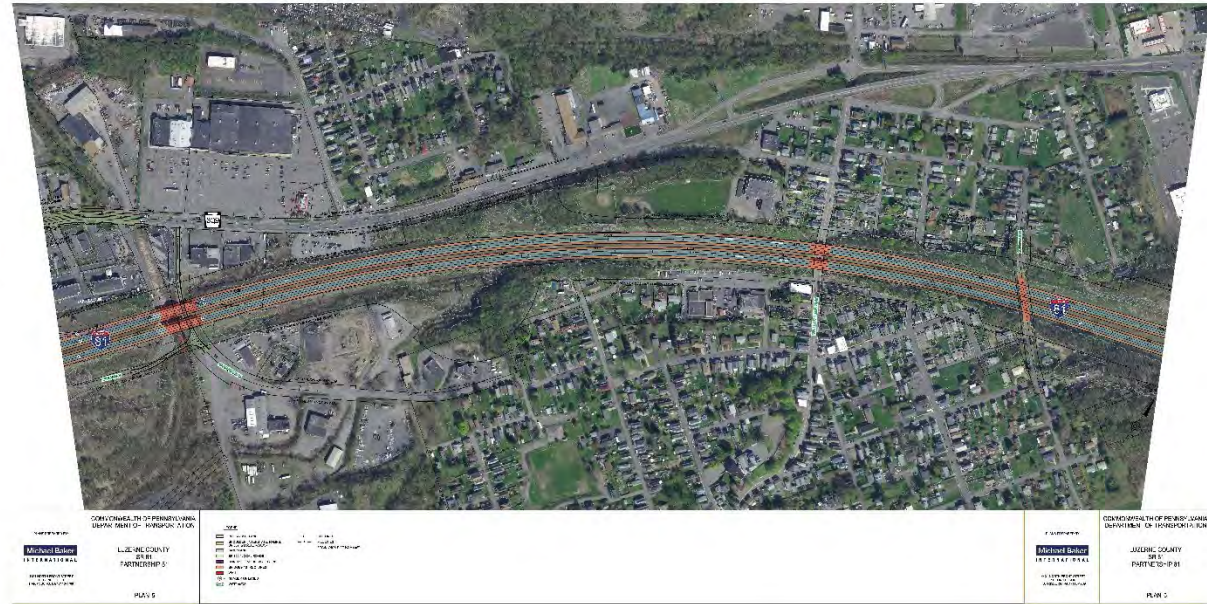
## PARTNERSHIP 81: Roadway Display





# SR 0081, Section 316 Ashley to Arena | Neighborhood and Preliminary Noise Analysis Meeting

## PARTNERSHIP 81: Roadway Display



## PARTNERSHIP 81: Roadway Display



# SR 0081, Section 316 Ashley to Arena | Neighborhood and Preliminary Noise Analysis Meeting

## PARTNERSHIP 81: Roadway Display





## Figure 8 – Purpose & Needs

### PARTNERSHIP 81: Purpose & Needs

The purpose of the project is to improve Interstate 81 (I-81) from milepost 161.2 to Exit 168 (Highland Park Boulevard) to meet regional traffic and local needs, as well as support the Primary Highway Freight System (PHFS) and interstate travel within the northeastern United States, by providing a transportation facility that:

**1** Reduces congestion

**2** Improves highway geometry

**3** Addresses mobility issues

• **NEED 1**

As part of the critical Federal Highway Administration (FHWA) Primary Highway Freight System (PHFS), the I-81 corridor from milepost 161.2 to Exit 168 (Highland Park Boulevard) **does not have the vehicular capacity to accommodate the projected future traffic volume and composition at an acceptable level-of-service (LOS).**

• **NEED 2**

The acceleration or deceleration lengths and curvature provided at **multiple ramps in the project corridor contribute to operational issues.**

• **NEED 3**

On northbound I-81 between Exits 164 (PA 29 - Nanticoke) and 165B (PA 309 Bus - Wilkes-Barre), the arrangement and distance between highway ramps contribute to **operational issues.**

• **NEED 4**

Mobility is hindered when **less than two lanes of traffic** are maintained.

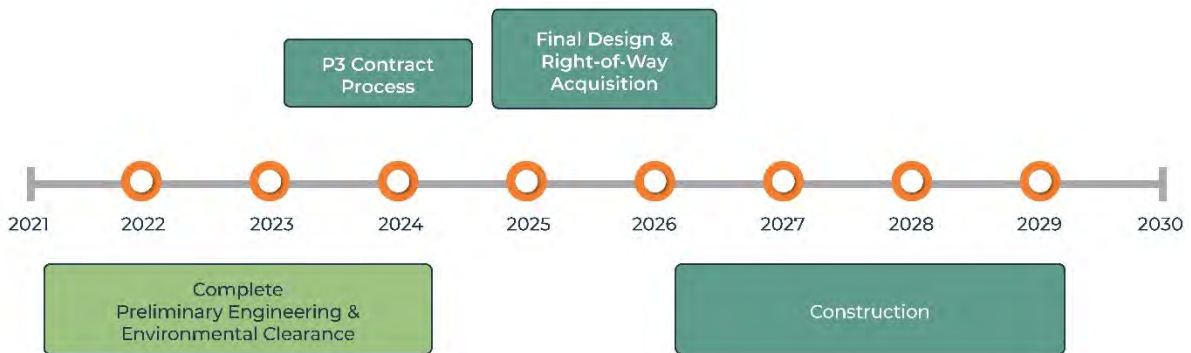
• **NEED 5**

The existing pavement and bridges on the Partnership 81 Project corridor were constructed in the 1960s and have **reached the end of their serviceable life span.**

**Figure 9 – Schedule**

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## **PARTNERSHIP 81: Preliminary Schedule**



Schedule is subject to change in Final Design and P3 Procurement Process.



## Figure 10 – Language Assistance



# If You Need Language Assistance

**ATTENTION:** If you speak another language other than English, language assistance services can be made available to you.

**Arabic:**  
انتبه، إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكنك توفير خدمات المساعدة اللغوية لك.

**Burmese:**  
သတိပြုရန် သင်သည် အင်္ဂလိပ်ဘာသာစကား မဟုတ်သော ဘာသာစကားကို ပြောဆိုပါက သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုများ ရရှိနိုင်ပါသည်။

**French:**  
« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. »

**Greek:**  
ΠΡΟΣΧΕΙΡΩΝ: Ημερήμεν έλληνικά ή άλλες γλώσσες, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σταθίσουν.

**Hindi:**  
धुनः हिंदू आउ अंगरेजी केअलाव कोई अर म भाषा बे लगे हे, तो अर को भाषा सहायता सेवा उपलब्ध कराने को व्यवस्था है ।

**Italian:**  
ATTENZIONE: Se parli una lingua che non è l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione.

**Japanese:**  
注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。

**Korean:**  
주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다.

**Nepali:**  
दिवायः हिंदू भाषा अंगरेजीके अर म भाषा बे लगेहे तो अर को भाषा सहायता सेवा उपलब्ध कराने को व्यवस्था है ।

**Polish:**  
UWAGA: Jeśli mówisz się językiem innym niż angielski, możesz skorzystać z usług pomocy językowej. Zadz.

**Russian:**  
ВНИМАНИЕ: Если вы говорите на другом языке, вам может быть оказана языковая помощь.

**Simplified Chinese:**  
请注意：如果您说或写非英语，我们将为您提供语言帮助服务。

**Somali:**  
FIRO GARAB AH: Haddi aad ku hadasho luugd kale aanan ahayn Ingiriiska, adeegada gargaarka luugdka ayaa lahu. O'yaarinta koraa.

**Spanish:**  
ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles.

**Traditional Chinese:**  
請注意：如果您說或寫非英語，我們將為您提供語言幫助服務。

**Ukrainian:**  
УВАГА: Якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога.

**Urdu:**  
توجہ: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کو زبان سے مدد کرنے کی خدمات فراہم کرنے کی سہولت ہے۔

**Vietnamese:**  
LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị.

## Figure 11 – Non-Discrimination Statements

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# NON-DISCRIMINATION STATEMENTS

## Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act (ADA)

The Pennsylvania Department of Transportation (PennDOT) does not discriminate based on age, sex, race, color, national origin, religious creed, disability, family status, English proficiency, or income.

PennDOT does not discriminate on the basis of disability in admission to, access to, or operations of its programs, services, activities and has established a grievance procedure to meet the requirements of the Americans with Disabilities Act.

For further information on Title VI Programs or to make a complaint, you can contact the Bureau of Equal Opportunity located on the fifth floor of the Commonwealth Keystone Building, Harrisburg, PA, by telephone at (717) 787-5891.



## Appendix A – Meeting Q&A

Resident Questions - March 28, 2023, Luzerne County Community College	
Question	Answer
What time of day do they take the sound samples?	We have several samples that were taken 24 hours a day. The rest were short term. The measurements were for validation of the model. The team did not use those values for impact. We model the predicted impact by taking the worst hour and the highest volume of traffic and use that sound value. Not stop and go traffic. It's the most amount of traffic possible including highest percentage of truck traffic.
What will be happening with the bridge on Willow Street?	Currently it is supposed to be replaced. It will still go over top of 81 in the current design that we have.
Will the sound barriers be on both sides?	It varies. The preliminary locations are shown on all these maps. In some locations its on both sides of 81, some its only on one side. It depends on where the impacted areas were.
Have you considered the impact to wild life?	That is a great point and something that we are looking in to as we move forward. We especially look at those things in rural areas to see if we can modify some of the culvert areas to allow wildlife to pass through.
Why can't the billboard sign be removed at the North/South bound split?	It likely would be removed. If that area remains impacted, that could be impacted as well. We don't have all those finalized yet. If you have further questions about the billboard please address them with Ashley Borough.
How will widening the roadway to three lanes for 7 miles but then have it go back to two lanes helping with traffic? Why can't it all be three lanes?	In the southern end there is three lanes coming up the mountain. We are going to continue with those three lanes. There are future projects that will look at the other sections of I-81 that are two lanes. The goals is the whole corridor will be three lanes.
Will there be emergency crossovers?	We haven't looked at that yet, but yes, there would be emergency crossovers. Better access and interchanges would also benefit emergency vehicles.

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Have you considered the impact of electric vehicles in your noise analysis?	It will never get that quiet. We measure the tire and roadway interaction and the compression of air. The EV's will still have that. It will be a little quieter and that is taken into consideration.
Material used for the walls?	Most of it will be manmade materials for the walls. We are going to look for opportunities to reuse excess excavation to create a natural barrier.
How to prevent the sound from reflecting from one sound of the road to the other side of the road?	Some of the walls will be not be reflectors. Where necessary or possible, absorption walls will be utilized.
When do you plan on giving us another update?	Once we get through the environmental clearance processes and we start to go into the P3 contract process, we will have another public engagement session. Probably in between preliminary engineering and final design. End of this year, early next year timeframe.
How will the improvements affect taxes?	The costs are already built into the existing program that PennDOT has for the improvement. Funding is established.

**Resident Questions - March 30, 2023, Wilkes Township Fire Hall**

<b>Question</b>	<b>Answer</b>
Will you be putting in any roundabouts?	No, not at this time.
How tall are the walls?	As low as 10 ft. and as high as 25 ft. It is based on terrain and need as well.
Filth from the highway is a problem. Will you be building the wall first prior to construction to help with the dirt and debris?	A lot of times we do build the walls first. Nothing is confirmed right now. Ideally that is what we would do.
Will construction start on the North or South end of the highway?	We don't solely start or end on a particular side of the highway. Typically, we flip the traffic back and forth throughout the project so that one side of the highway isn't completely shutdown. However, ultimately it will be up to the contractor.
How far off the highway will the wall be built?	It varies, but it will likely be closer to the highway. In most cases it will be closer to the highway.
Will the wall be able to handle the Jake Brake noise and vibrations?	The noise walls will mitigate the sound but not necessarily the vibration.



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Can there be any temporary signage during construction for Jake Brake usage along 309 before Blackman Street?	I know there are limits to Jake Brake use. We can look into it.
The wall looks like its going over sewer lines.	We will work with utility companies.
Since this is all preliminary, what are the chance that we won't be taking peoples homes and businesses in Ashley Borough?	Until we've completed environmental clearances and finish up the preliminary engineering things could still change.
This project affecting the entire community. I was told that we couldn't move the highway because of a bat habitat. What about the people?	There's a lot of different reasons. We have to look at all the different resources that are out there and that's just one of things out there. We take the people and environmental issues all into consideration.
I'm not worried about a wall going up, I'm worries about a highway going through my town. Have you done a crash analysis? It's not broke, why are we fixing it?	Traffic is projected to grow 40%. It's not going to be able to flow through and it will create other safety issues and potential problems.
You're going to improve this section to three lanes but then it goes right back to two lanes.	There will be future improvement projects for that section of the highway. It is a process.
Night construction to mitigate noise.	We don't typically allow nighttime construction in residential areas.
Will there be more public involvement?	Yes, there will be more public involvement when this goes to final design.
Is it possible to have an air quality test before, during and after the project?	Air quality will be evaluated as part of the National Environmental Policy Act (NEPA) analysis, as appropriate.

## Appendix B – Comment Form Submissions

<b>Frank Zorandki</b> <b>232 Independence Blvd.</b> <b>Hanover Township, 18706</b>	
Please provide your general comments or concerns.	Since I won't be able to attend the Partnership 81 meetings coming up, I just wanted to offer comments concerning the project. First, congratulations for addressing the LONG overdue to I-81. The daily volume of traffic certainly supports the expansion. The two concerns of mine are included in the plans. Specifically, the entrance to the north bound lanes from the Rt.309 entrance ramp is currently too short and dangerous. The project seems to correct this situation. Knowing there might be vocal opposition to the project, I want to offer FULL support of the project. Let's expedite.
Noise Report Receptor Number (if known)	N/A
Please provide your comments in the space provided regarding Sound Levels and the possibility for Sound Barriers in the project area.	Secondly, our home is in the Liberty Hills section of Hanover Twp. The current noise level is surprisingly bad because of reverberation of sound off the mountain. Sound barriers are definitely an excellent solution.
PennDOT Response	Thank you for your comments.
<b>Frank Sorokaol</b> <b>28 Barnes Street</b>	
Please provide your general comments or concerns.	<p>Ashley Reservoir is being removed Ashley Reservoir is located above the PennDOT Protect and the water runs into the Solomons Creek. My concern is that Solomons Creek will flood parts of Ashley and Hanover Township. I feel if PennDOT Protects is approved we would have to have Solomons Creek drudged.</p> <p>Will Ashley Borough be reimbursed for the loss of tax revenue? 14 homes and 3 businesses.</p>
Noise Report Receptor	N/A



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Number (if known)	
Please provide your comments in the space provided regarding Sound Levels and the possibility for Sound Barriers in the project area.	N/A
PennDOT Response	<p>Thanks you for your comments. PennDOT will work with any affected property owners to discuss the right-of-way acquisition process. The final identification of properties to be impacted will be known at the completion of the environmental clearance and preliminary engineering phase of the project. The right-of-way acquisition process is not likely to begin until 2024. Please also refer to the following documents that provide additional information regarding the right-of-way acquisition and relocation processes.</p> <p><a href="https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%2047.pdf">https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%2047.pdf</a>  <a href="https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%2083.pdf">https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%2083.pdf</a></p>
<p><b>Benjamin Koprowski 56 North Walnut Street Wilkes Barre Township, 18702</b></p>	
Please provide your general comments or concerns.	<p>I looked at your picture of the proposed sound barrier wall between my house and I-81. It shows the wall going alongside of the border fence and it seems to be running over our sewer line. Our sewer line runs up and down our back yard right next to the fence separating our yard from I-81. I was told to inform you of this. The sewer line was exposed 10 years ago when the WWSA came to fix our sewer. The pipe follows the fence from the top of the property passed my property on down. Due to the placement of the sewer lined you would need to pull the wall closer to I-81 on the I-81 side of the fence to avoid our sewer line. Thank you.</p>
Noise Report Receptor Number (if known)	N/A
Please provide your comments in the space provided regarding Sound	<p>I am OK with the sound barrier. The reduction in noise would be wonderful.</p>

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Levels and the possibility for Sound Barriers in the project area.	
PennDOT Response	The locations of the potential noise walls shown are preliminary and will be refined during final design.
<b>Randall Olszyk 32 Hemlock Street Wilkes Barre Township 18702</b>	
Please provide your general comments or concerns.	Good meeting. Need microphone/speakers for next meeting. Signage prohibiting Jake Brakes. Stormwater drainage needs updating/improvement. I have a totally fenced in yard for 2 large rescue dogs. One board is state fence line. Please keep in place during project. If replacing the lower boundary fence, please go with 6' to 8' and maybe a color that would look nice not like a prison fence.
Noise Report Receptor Number (if known)	941
Please provide your comments in the space provided regarding Sound Levels and the possibility for Sound Barriers in the project area.	Please install sound barriers. The higher the better. The noise levels inside and outside of my house are very loud. Outside, it's hard to have a conversation at times.
PennDOT Response	<p>The stormwater management system will be updated as appropriate to accommodate the roadway improvements. Requests for an engine-brake retarder prohibition must be submitted in writing by the municipality. Once received, the Department will conduct an Engineering and Traffic Study. In order to prohibit engine brake retarders, the following items must be satisfied:</p> <ul style="list-style-type: none"> <li>• The roadway is not a limited access facility or a ramp exiting from a highway with a posted speed or 85th percentile speed of 55 mph or greater (Please note that I-81 is a limited access facility with exit ramps).</li> <li>• The average downhill grade does not exceed 4 percent within any 500-foot section of highway.</li> <li>• A reduced speed limit or reduced gear zone does not exist for trucks due to a hazardous grade determination.</li> </ul>



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	<ul style="list-style-type: none"> <li>• The posted speed limit of 85th percentile speed is less than 55 mph.</li> <li>• There is no history of runaway truck crashes in the past 3 years.</li> <li>• There is no discernable pattern of rear-end crashes in the past 3 years where a truck was striking a vehicle.</li> </ul> <p>If approved, the municipality must subsequently enact an ordinance and would be responsible for procuring, erecting, and maintaining the required signing. Enforcement of the prohibition shall be the responsibility of the policy agency that provides enforcement services for the municipality.</p>
<p><b>John MacIntyre 46 N. Walnut Street Wilkes Barre Township, 18702</b></p>	
<p>Please provide your general comments or concerns.</p>	<p>I've lived here for 32 years. The last 15 have been a nightmare. I haven't been on the deck or open my windows for 15 years. Noise, dirt, structural damage, health concerns are real concerns. Noise &amp; vibrations. "Jake Breaks" are out of control without sound barriers. My house will become unlivable and unsellable. 30 years ago your District Engineer admitted to me there is a serious problem at mile mark 167.1 which is 75 ft. from my back door. "No money I was told" now is the time to make things right. Thank you.</p>
<p>Noise Report Receptor Number (if known)</p>	<p>N/A</p>
<p>Please provide your comments in the space provided regarding Sound Levels and the possibility for Sound Barriers in the project area.</p>	<p>Mile marker 167.1. Sound barriers are a no brainer!!! Bring them on ASAP.</p>
<p>PennDOT Response</p>	<p>Thank you for your comments.</p>
<p><b>Diane Blakeslee 700 E. Northampton Street Wilkes Barre Township, 18702</b></p>	
<p>Please provide your general</p>	<p>My concern is related to the health and well-being for myself and for the entire community as well, including the environment, wildlife and the</p>

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comments or concerns.	animals; pertaining to the issues of pollution and toxic hazards that will be generated during the I-81 project.
Noise Report Receptor Number (if known)	N/A
Please provide your comments in the space provided regarding Sound Levels and the possibility for Sound Barriers in the project area.	I am concerned with the noise level that will be created by the I-81 project. My home is located in close proximity to the highway and the additional noise will be difficult to tolerate. When I attended the meeting at the W-B Twp. Firehall, it was not made crystal clear if the sound walls would be constructed prior to the start of the work project and that a permanent sound wall would be in place where the project is completed. I value my good health and hearing and keep in mind, my home right next door to 81. It would be very nice to know if a sound wall would be adjacent to my home.
PennDOT Response	Thank you for your comments. Preliminary noise analysis results were shared at the meeting and can be found on the project website <a href="http://www.penndot.pa.gov/Partnership81">www.penndot.pa.gov/Partnership81</a> .
<p><b>Morris Raub, Esq.</b>  <b>Union Center Realty LLC and Delaware Land Company LLC</b>  <b>956 Wilkes-Barre Township Blvd.</b>  <b>Wilkes Barre Township, 18702</b></p>	
Please provide your general comments or concerns.	<p>The visibility of the Center is an intrinsic component of its value. The greater the visibility of commercial retail property to passing motorists, the greater the awareness of the general public of the Center and its tenants. The greater the public awareness, the greater the foot traffic of those patronizing the retail businesses in the Center. The greater the foot traffic, the greater the profits enjoyed by the retail businesses in the Center, The greater the profits, the greater the commercial rents that may be charged. The greater the rent that may be charged, the greater the value of the property.</p> <p>As currently proposed, placement of the noise abatement barriers would decrease the visibility of the Center and therefore reduce its value.</p> <p>Billboard rental along Route 81 in Wilkes Barre Township is approximately \$3,000 per month. The visibility of the Center is worth significantly more than that.</p> <p>The owners of the Center are currently negotiating leases with several "big box" national tenants. Reduction in visibility could result in lower commercial rents, or it could jeopardize the lease negotiations.</p>



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	<p>Thank you for your attention to this matter. Should you have any questions or concerns, please do not hesitate to contact this office.</p>
<p>Noise Report Receptor Number (if known)</p>	<p>N/A</p>
<p>Please provide your comments in the space provided regarding Sound Levels and the possibility for Sound Barriers in the project area.</p>	<p>I represent Union Center Realty LLC and Delaware Land Company LLC, the owners of the shopping center adjacent to Route 309 formerly known as "Blackman Plaza", now known as "Union Center", located at 950 - 962 Wilkes Barre Township Blvd. ("the "Center").</p> <p>According to the graphic posted on the Project 81 web site, entitled "Preliminary Noise Analysis - Alternative 1 Location" PennDOT is proposing to place noise abatement barriers along a portion of southbound Route 81, which would significantly reduce or eliminate the visibility of the Center to northbound and southbound traffic on Route 81. The owners of the Center adamantly object to the placement of any noise abatement barriers which in any way reduces or eliminates the visibility of the Center to motorists on Route 81.</p> <p>Accordingly, placement of the noise abatement barriers would cause a significant diminution in value, which could result in suit by the owners of the Center, and by the current tenants of the Center for unlawful taking. If not unlawful, at the very least this would constitute a condemnation for which the property owners should be compensated.</p> <p>The Center is not a Noise Sensitive Area. The Center and the properties around the Center mainly consist of commercial properties. The proposed placement of the barriers is unnecessary and a waste of public funds.</p>
<p>PennDOT Response</p>	<p>The noise analysis completed to date is preliminary, and the final noise wall locations will be determined in final design after receiving input from those property owners located within the noise sensitive areas.</p>

## Appendix C – Images from Meetings

### Luzerne County Community College: March 28, 2023



### Wilkes Barre Township Fire Hall: March 30, 2023

