



Department of Transportation

State of Georgia

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October 29, 2007

Thank you for attending the public information open house to discuss noise walls for CSNHS-0008-00(415), P.I. No. 0008415 Fulton County, for the proposed Hammond Drive (C.R. 262) widening/bridge replacement and construction of a half-diamond interchange GA 400. In this handout package you will find a project description, noise wall location map and comment card.

As you enter the room, you will notice displays of the proposed project. Department of Transportation (DOT) representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a DOT representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until November 8, 2007. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593. Comments can also be made via the web at www.dot.state.ga.us. Click on **Public Outreach** from the list of Featured Links. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the noise wall proposal.

The displays and plans will be available for review for ten days after the public information open house at the Georgia Department of Transportation Area 2 office located at 862 Barnes Mill Road, Marietta, Georgia 30062. A copy of all comments received will be available for public review at the Office of Environment/Location, 3993 Aviation Circle, Atlanta, GA 30336-1593, as soon as compilation is completed.

Again, thank you for attending this public information open house and for giving us your comments.

Sincerely,


James B. Buchan, P.E.
State Urban Design Engineer

JB/ap/gth
Attachments

PROJECT DESCRIPTION

Georgia Department of Transportation

Project CSNHS-0008-00 (415)

Fulton County

P.I. No. 0008415

The proposed GDOT Project CSNHS-0008-00 (415), P.I. Number 0008415 (Fulton) as described in this handout, is an interim congestion relief project to GDOT Project NH-056-1 (52), and is located at GA 400/Hammond Drive. The existing Hammond Drive Bridge consists of two 12-foot travel lanes in each direction with 6-foot sidewalks on both sides. Hammond Drive consists of two 12-foot travel lanes in each direction with 12-foot left turn lanes at the intersection of Barfield Road and West Concourse Pkwy. A short right turn lane exists at the intersection of West Concourse Pkwy and Hammond Drive. The GA 400 mainline consists of four 12-foot express lanes in each direction, separated by a 20-foot median that has a barrier wall next to 4-foot paved inside shoulders. There are 10-foot paved shoulders and 2-foot grass shoulders on the outside of the express lanes.

The proposed project consists of constructing a half-diamond interchange oriented to the north at Hammond Drive with SR 400. The project would include an additional 12-foot auxiliary lane on SR 400 northbound and southbound from the Hammond Drive north facing ramps to the Abernathy Road south-facing ramps. The project would replace the existing bridge over SR 400 and widen Hammond Drive approaching the bridge. The proposed bridge typical section consists of three 12-foot lanes in each direction on the bridge, with an additional 12-foot right-turn lane and dual 12-foot left turn lanes in the eastbound direction. The bridge would also include 6-foot sidewalks on both sides. Hammond Drive would be widened to a 6-lane curb and gutter facility to match the bridge section; however, it would have 5' sidewalks on both sides. A 20-foot wide raised median would also be part of the typical section; although the width of the raised area would vary because the turn lanes would be located partially within the median. The proposed bridge would be designed to span the future managed lanes, future additional SOV lanes, and future collector-distributor lanes on SR 400.

The existing right-of-way for Hammond Drive is approximately 100 feet and the required right-of-way would be approximately 150 feet. The existing right-of way for SR 400 is approximately 200 feet and the proposed action is not expected to require additional right-of-way along SR 400. The project length is approximately 1.2 miles.

Noise Evaluation

In accordance with CFR Part 772 of Title 23 (Code of Federal Regulations), the State of Georgia considers noise analysis as part of the planning, design and construction of all Federal-aid projects; analyzing noise impacts and examining abatement measures where impacts are noted. The following represents the Department's written statewide noise policy and procedures.

Identifying Noise Impacts - Two methods are used for identifying noise impacts to exterior areas:

- Method One – Project noise levels are compared against Federal Highway Administration’s [FHWA] noise abatement criteria [NAC] for exterior areas (refer to Table 1). Any predicted noise level that approaches (within one decibel) or exceeds the applicable NAC is considered an impact.
- Method Two – Project noise levels are compared against existing modeled noise levels. Where a substantial increase is identified (10 dBA or more over existing levels) an impact is assessed.

Areas considered for abatement consist of exterior areas of frequent human use, and pertain only to the first story of multi-story structures.

Table 1: FHWA Highway Noise Abatement Criteria		
Hourly A-Weighted Sound Level - decibels (dBA L₁)		
L_{eq} (h)	L₁₀ (h)	Description of Activity Category
57 (Exterior)	60 (Exterior)	A ; Land on which serenity and quiet are of extraordinary importance and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose; i.e., an outdoor amphitheater.
67 (Exterior)	70 (Exterior)	B ; Picnic Areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
72 (Exterior)	75 (Exterior)	C ; Developed lands, properties, or activities not included in Categories A or B above (commercial).
--	--	D ; Undeveloped Lands.
52 (Interior)	55 (Interior)	E ; Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Noise Barrier Construction – The following policy pertains to the construction of barriers at impacted sites. Impacted sites consist of single-family residences, apartments, individual townhouse/condominium units, mobile homes, schools, churches, or any other noise sensitive location. The Georgia Department of Transportation [Department] does not consider it reasonable or feasible to construct barriers for sites where predicted noise levels are <60 dBA and at locations where site characteristics would require a wall height >30ft.

- Reasonable Cost – To determine a reasonable cost, the Department applies a maximum value of \$50,000 per impacted household while requiring at least a 5-decibel reduction in noise levels to determine if the construction of a noise barrier is reasonable. The current material cost used by the Department for determining a reasonable cost is \$15/ft² of noise wall needed. A reasonable cost is determined according to the following formula:

$$\text{Reasonable Cost} = (\# \text{ of impacted sites having a 5 dBA reduction} \times \$50,000) + (\# \text{ of additional benefited sites having a 5 dBA reduction} \times \$25,000) \geq \text{Estimated Cost of Barrier}$$

Where the barrier cost is more than the Reasonable Cost calculated above, a noise barrier is not considered cost effective. Property owners may be offered the option to provide the balance of the cost of abatement where it exceeds the Reasonable Cost through local governments or otherwise.

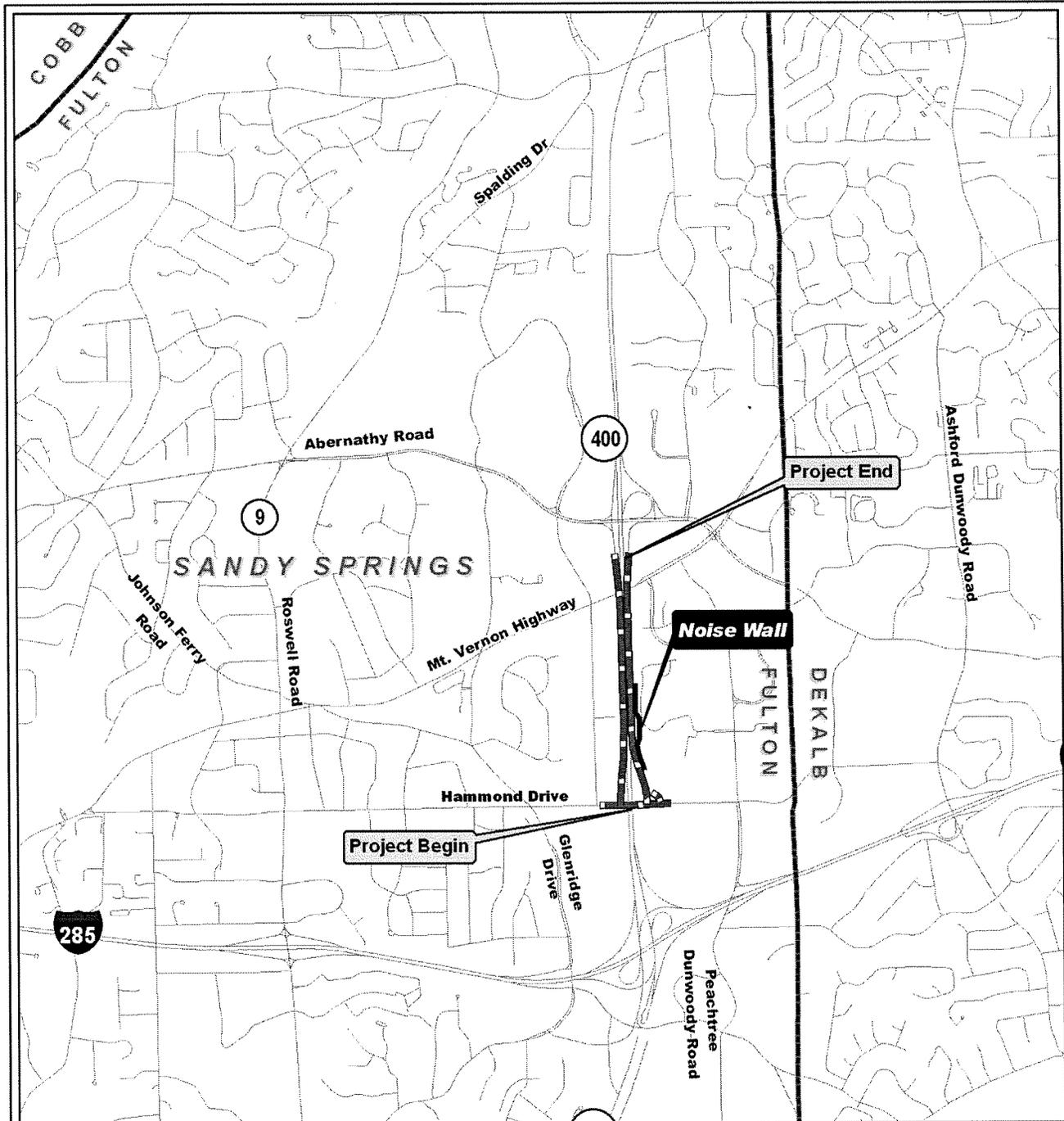
The following is a description of the noise barrier analysis for the impacted noise receivers associated with the SR 400/Hammond Drive project. Only barriers determined to be feasible have been assessed for reasonableness:

Barrier 1, as identified on the project displays, runs along SR 400 northbound between Hammond Drive and Mt. Vernon Hwy and it targets several residential structures on the east side of SR 400. Barrier 1 would cost an estimated \$46,875.00 per impacted receiver, and was therefore determined to be reasonable.

Barrier 2, as identified on the project displays, runs along SR 400 southbound off-ramp to Hammond Drive and it targets a single office building. Barrier 2 would cost an estimated \$114,000.00 per impacted receiver, and was therefore determined not to be reasonable.

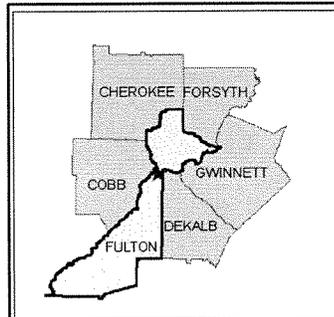
Barrier 3 runs along SR 400 southbound auxiliary lane between Hammond Drive and Mt. Vernon Hwy and it targets a single office building. Barrier 2 would cost an estimated \$63,600.00 per impacted receiver, and was therefore determined not to be reasonable.

Based upon this analysis only the noise wall on the east side of 400 would be considered for construction as part of the proposed project.



Source: DeKalb and Fulton County GIS (USGS TOPO QUADS CHAMBLEE & SANDY SPRINGS)

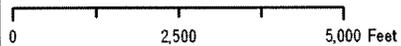
10-10-07



Project Location Map



Project Alignment



CSNHS-0008-00(415)
 PI#0008415
 SR 400/Hammond Drive Interchange
 Fulton County, Georgia



Georgia Department of Transportation
Noise Wall Information Open House Comment Card
Project CSNHS-0008-00 (415), Fulton County, P.I. No. 0008415

October 29, 2007

Please print responses.

Name _____

Address _____

Other ways you wish to be contacted (email address, phone, etc.)

Do you support noise walls for the project For Against Conditional Uncommitted

Comments _____

Do you live or work near the proposed noise wall associated with the project

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:

Mr. Glenn Bowman, P.E., State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593