



NORTHWEST I-75/I-575 CORRIDOR

APPENDIX F
TECHNICAL INFORMATION



APPENDIX F - TECHNICAL INFORMATION

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F.1 Land Use

Table F.1-1. Existing Land Use Acreage

Land Use Category	Number of Acres	Percentage
Single Family Residential	57,211	13
Multi-Family Residential	101,349	24
Commercial/Office	65,372	15
Industrial	6,151	1
Public and Institutional	8,110	2
Transportation and Utilities	4,292	1
Park and Open Space	26,945	6
Undeveloped	162,747	38
Total	432,178	100

Source: Atlanta Regional Commission, 2004b.



Table F.1-2. Cobb County Livable Centers Initiative (LCI) Studies

LCI Study	LCI Study Description
City of Kennesaw Town Center	This 2003 Study was designed to support and enhance an expanded town center and integrate it more strongly within the surrounding community. The vision is to create a Kennesaw community that is built around a mixed-use, pedestrian-friendly town center with an enhanced quality of life for residents. The town center also will be tied to other regional activity centers such as Kennesaw State University and Town Center Mall.
City of Smyrna Town Center	The City of Smyrna has proven to be an innovative quality growth leader with the development of their municipal campus and Market Village. The LCI funds will help Smyrna expand on their town center and continue with its land use innovation in the surrounding community. This 2003 study also focused on integrating multi-modal transportation opportunities within existing and new developments.
Cumberland Galleria Activity Center	The 2001 Cumberland Galleria Activity Center Study encompasses the core of the Cumberland area occupied primarily by office and retail facilities, including the Cumberland Mall. The purpose of the study was to identify housing opportunities for a full range of income groups, improve connectivity between these areas and existing office and retail, and provide an efficient inter-modal transportation network. Cobb County endorsed the study and stated the importance of this activity center for the economic health of the entire county.
City of Marietta	The City of Marietta has a major governmental center in addition to a historic town center. The city also is located on a proposed future light rail corridor. Marietta's 2000 LCI Study sought to further the existing momentum in the area in order to encourage mixed-use development and increased residential uses around the town center. In addition to the other LCI goals, the study also focused on transit service and aesthetics.
Delk Road (City of Marietta)	This 2004 LCI Study investigates transit-oriented development opportunities based on alignments proposed in the Bus Rapid Transit (BRT) Northwest Connectivity Study (Parsons Brinckerhoff 2006). The BRT station was proposed in an area that is poised for redevelopment. The study area mixes commercial, residential (both multiple and single family dwellings), and transportation facilities. The purpose of the study was to develop land use and transportation recommendations that are both transit and development oriented.
Cobb County Town Center Area	The Cobb County Town Center Area has emerged as a regional activity center based on its proximity to I-75 and I-575. It is an attractive location for commercial, office, and residential development. Plus, the area has tremendous opportunities for future growth. The 2004 LCI Study developed a comprehensive approach to address the area's urban sprawl, poor quality atmosphere, congested streets, and underutilized land. Town Center included plans to create a village environment that connects the area with multi-modal transportation choices, concentrated development, and a variety of housing opportunities, including workforce housing.
Bells Ferry Corridor	The Bells Ferry Corridor Study examined the three miles from Kellogg Creek Road southward to the Cherokee County/Cobb County line area. This corridor connects the Towne Lake development to the newly established neighborhoods along the county line and includes a major commercial node at the intersection with SR-92. This corridor recently has experienced in decline in several shopping centers and some older office developments. Despite these trends, there are potential residential redevelopment opportunities. This 2005 study sought to balance growth and development along the corridor by encouraging redevelopment of greyfields in mixed-use centers, creating a variety of housing choices to enable residents to stay in the community, and creating multi-modal choices to provide increased mobility.
City of Woodstock Town Center	The Woodstock 2002 LCI study identified projects, policies, and programs that would promote quality pedestrian-oriented development, identify economic opportunities, and improve multi-modal accessibility and connectivity within and between the town center and the surrounding area. The study included elements to revitalize the town center and build on its historical foundation as a rail community by allowing mixed-use development near the historic rail station.



**Table F.1-2. Cobb County Livable Centers Initiative (LCI) Studies
(continued)**

LCI Study	LCI Study Description
City of Canton	The City of Canton (the county seat for Cherokee County) conducted a study of the downtown area and in particular an area adjoining the Etowah River Greenway and an old textile mill. The 2000 LCI study investigated housing opportunities and other LCI goals to connect and further develop mixed uses in the downtown area.
City of Holly Springs	The City of Holly Springs is a small, community-oriented town that is experiencing rapid growth. A recent market survey indicated that the city is potentially losing \$80 million in business and jobs to surrounding areas. The city desires to create a compact, pedestrian-friendly downtown with mixed-use and compact development that can support diverse activities and provide a stronger employment base. The new downtown developments will be connected with, and integrated into, the surrounding neighborhoods.

Source: Atlanta Regional Commission, 2005.



F.2 Labor Force and Employment by Industry

Table F.2-1. Labor Force, 2000

Characteristic	Cobb County	Cherokee County	Atlanta Metropolitan Area
All Persons Age 16 Years or Over	466,947	105,713	1,862,679
Total Civilian Labor Force	343,473	77,415	1,857,738
Percentage of Total County Population in the Labor Force	74	73	59
Unemployed Persons	13,112	2,099	97,333
Percent Unemployed	4	3	5
Percent of Total Regional Labor Force	16	4	N/A

N/A = Not applicable

Source: US Census Bureau, 2000.



Table F.2-2. Employment by Industry, 2000

Sector	Cobb County		Cherokee County		Atlanta Metropolitan Area	
	Annual Employment	Percentage of All Industries	Annual Employment	Percentage of All Industries	Annual Employment	Percentage of All Industries
Agriculture, forestry, fishing and hunting, and mining	771	0.2%	572	1%	4,670	0.2%
Construction	24,962	8%	8,432	11%	128,334	7.3%
Manufacturing	33,019	10%	8,515	11%	172,341	9.8%
Wholesale Trade	15,779	5%	3,844	5%	78,953	5%
Retail Trade	42,841	13%	10,797	14%	207,692	15%
Transportation and Warehousing and Utilities	18,472	6%	3,226	4%	119,923	7%
Information	17,174	5%	3,382	5%	95,124	5%
Finance, Insurance, Real estate, and Leasing	29,580	9%	5,969	8%	147,950	8%
Professional, Scientific, Management, Administrative, and Waste Management Services	49,539	15%	8,431	11%	237,944	14%
Educational, Health, and Social Services	49,522	15%	11,281	15%	278,071	16%
Arts, Entertainment, Recreation, Accommodation, and Food Services	22,686	7%	4,624	6%	130,774	7%
Other Services (except Public Administration)	14,191	4%	3,943	5%	83,720	5%
Public Administration	10,600	3%	2,300	3%	74,909	4%
All Industries	329,136	100%	75,316	100%	1,760,405	100%

Source: US Census Bureau, 2000.



F.3 Community Facilities

Table F.3-1. Community Facilities

Community Facility	Name	Location
Community Centers	Cobb County Central Aquatics Center	520 Fairground St Marietta, GA 30060 (770) 528-8465
	Cobb Civic Center	548 S Marietta Pkwy Marietta, GA 30060 (770) 528-8450
	Cobb County Senior Day Center	277 Fairground St Marietta, GA 30060 (770) 528-5399
	Cobb Gymnastics Center	542 Fairground St Marietta, GA 30060 (770) 528-8475
	Marietta Senior Center	32 N. Fairground St Marietta, GA 30060 (770) 528-2516
	Windy Hill Multi-Purpose Center	1885 Roswell St Smyrna, GA 30080 (770) 801-5320
Libraries	Cobb Central Library	266 Roswell St Marietta, GA 30060 (770) 528-2320
	East Marietta Branch Library	2051 Lower Roswell Rd Marietta, GA 30068 (770) 509-2711
	Hattie G. Wilson Branch Library	350 Lemon St Marietta, GA 30060 (770) 528-2526
	Sibley Branch Library	1539 S Cobb Dr Marietta, GA 30060 (770) 528-2520
	Stratton Branch Library	1100 Powder Springs Rd Marietta, GA 30064 (770) 528-2522
Health Care Services	Children's Healthcare of Atlanta Primary Care Center-Marietta	895 Canton Rd NE Marietta, GA 30060 (404) 785-8220
	WellStar Kennestone Hospital	677 Church St PO Box 1208 Marietta, GA 30060 (770) 793-5000
	WellStar Windy Hill Hospital	2540 Windy Hill Rd Marietta, Georgia 30067 (770) 644-1000
	Rose Garden Hills	875 Six Flags Dr Austell, Georgia 30186 (678) 385-1360



Table F.3-1. Community Facilities (continued)

Community Facility	Name	Location
Schools	Argyle Elementary	2420 Springs Rd Smyrna, GA 30080 (678) 842-6800
	Big Shanty Elementary School	2600 Bells Ferry Rd Marietta, GA 30066 (678) 594-8023
	Brumby Elementary	1306 Powers Ferry Rd Marietta, GA 30067 (770) 916-7070
	Carmen Adventist School	1330 N Cobb Pkwy Marietta, GA (770) 424-0606
	Chalker Elementary	325 N Booth Rd Kennesaw, GA 30144 (678) 494-7621
	Deer Brook Academy	1390 Buckhead Crossing Woodstock, GA 30188-0000 (770) 928-6162
	Dunleith Elementary	120 Saine Dr Marietta, GA 30008 (770) 429-3190
	Eastside Christian School	3850 Roswell Rd Marietta, GA 30062 (770) 578-7200
	Frederick J. Furtah Preparatory School	5496 Highway 92 Acworth, GA 30102 (678) 574-6488
	Hawthorne Center	1595 Hawthorne Ave Smyrna, GA 30080 (678) 842-6930
	Kennesaw State University	1000 Chastain Rd Kennesaw, GA 30144 (770) 423-6000
	Life University	1269 Barclay Cir Marietta, GA 30060 (770) 426-2884
	Lockheed Elementary	1205 Merritt Rd Marietta, GA 30062 (770) 429-3196
	Marietta 6th Grade Academy/International Academy	340 Aviation Rd Marietta, GA 30060 (770) 429-3115
	Marietta Head Start/Pre-K	461 Allgood Rd NE Marietta, GA 30060 (770) 424-1961
Palmer Middle School	690 N Booth Rd Kennesaw, GA 30144 (770) 591-5020	



Table F.3-1. Community Facilities (continued)

Community Facility	Name	Location
Schools (cont.)	Park Street Elementary	105 Park St SE Marietta, GA 30060 (770) 429-3180
	Pine Forest Elementary	311 Aviation Rd Marietta, GA 30060 (770) 420-0822
	Powers Ferry Elementary School	403 Powers Ferry Rd Marietta, GA 30067 (770) 578-7936
	Rose Garden Montessori School	3829 Roswell Rd Marietta, GA 30062 (770) 579-1979
	Roswell Street Baptist Christian School	774 Roswell St SE Marietta, GA 30060 (770) 424-9824
	Roswell Street Child Development Center	774 Roswell St SE Marietta, GA 30060 (770) 424-9800
	School at Christ Episcopal	1210 Wooten Lake Rd Kennesaw, GA 30144 (770) 422-9114
	Shreiner Academy	1340 Terrell Mill Rd Marietta, GA 30067 (770) 953-1340
	Small World Country School	7946 Highway 92 Woodstock, GA 30189 (770) 926-2028
	Sope Creek Elementary	3320 Paper Mill Rd Marietta, GA 30067 (770) 916-7085
	Southern Polytechnic State University	1100 S Marietta Pkwy Marietta, GA 30060-2896 (678) 915-7778
	The Walker School	700 Cobb Pkwy N Marietta, GA 30062 (770) 427-2689
	Woodstock Day School	219 Rope Mill Rd Woodstock, GA 30188 (770) 926-8838
	Woodstock Elementary	230 Rope Mill Rd Woodstock, GA 30188 (770) 926-6969
	YWCA Children's Place	48 Henderson St Marietta, GA 30064 (770) 427-2902
YWCA Woods-Randall Childcare	136 Howard St NE Marietta, GA 30060 (770) 421-0880	



F.4 Transportation Affected Environment

Table F.4-1. Existing Levels of Service on I-75

Segment	AM Peak Hour			PM Peak Hour		
	Direction	Number of Lanes	LOS	Direction	Number of Lanes	LOS
North of Wade Green	SB	3	F	NB	3	C
South of Wade Green	SB	3	F	NB	3	C
South of Chastain Rd	SB	3	F	NB	3	D
South of Barrett Pkwy	SB	4	E	NB	4	D
At Bells Ferry	SB	6	F	NB	6	D
At Allgood Rd	SB	5	F	NB	5	F
At Roswell Rd	SB	5	F	NB	5	F
North of Delk Rd	SB	6	F	NB	7	F
At Terrell Mill	SB	7	F	NB	8	F
At Chattahoochee River	SB	4	E	NB	5	D

Note: LOS = Level of Service
Source: Skycomp, Inc., 2005.

Table F.4-2. Existing Levels of Service on I-575

Segment	AM Peak Hour			PM Peak Hour		
	Direction	Number of Lanes	LOS	Direction	Number of Lanes	LOS
South of Sixes Rd	SB	2	E	NB	2	C
At Towne Lake Pkwy	SB	2	F	NB	2	E
At Shallowford Rd	SB	2	F	NB	2	F
South of Bells Ferry Rd	SB	3	F	NB	2	E
South of Chastain Rd	SB	2	F	NB	2	F
South of Barrett Pkwy	SB	2	F	NB	2	E

Note: LOS = Level of Service
Source: Skycomp, Inc., 2005.



Table F.4-3. Existing Levels of Service at Intersections

	AM Peak Hour	PM Peak Hour
I-75 Intersections		
Akers Mill Rd		
I-75 HOV Ramp	A	A
Cobb Pkwy SE	C	D
Windy Hill Rd		
Cobb Pkwy SE	D	F
I-75 Ramp (w)	C	D
I-75 Ramp (e)	F	F
Powers Ferry Rd	D	E
Terrell Mill Rd		
Cobb Pkwy SE	B	E
Powers Ferry Rd	F	C
Delk Rd		
Franklin Rd	D	E
I-75 Ramp (w)	F	D
I-75 Ramp (e)	F	F
Powers Ferry Rd	C	E
S Marietta Pkwy		
Cobb Pkwy SE	D	F
Franklin Rd	D	F
I-75 Ramp	C	C
Powers Ferry Rd	D	E
Rt. 120 - Dallas Hwy/Roswell Rd		
Cobb Pkwy SE	D	D
Powers Ferry Rd	A	D
Lower Roswell Rd	A	A
Marietta Pkwy Ramp (w)	F	F
Marietta Pkwy Ramp (e)	F	F
N Marietta Pkwy		
Cobb Pkwy SE	E	E
I-75 Ramp (w)	C	E
I-75 Ramp (e)	B	B
Allgood Rd		
Cobb Pkwy NE	D	E
Sawyer Rd	B	B
Scufflegrit Rd	B	D
Canton Rd		
Elizabeth St	B	A
Sandy Plains Rd	D	E

	AM Peak Hour	PM Peak Hour
Canton Rd Connector		
Cobb Pkwy NE	D	A
Sandy Plains Rd	E	D
Bells Ferry Rd		
Cobb Parkway NE	E	F
I-575 Ramp (w)	D	B
I-575 Ramp (e)	B	E
Shiloh Rd	E	E
Barrett Pkwy		
I-75 Ramp (w)	B	F
I-75 Ramp (e)	C	F
I-575 Ramp (w)	D	F
I-575 Ramp (e)	B	D
Bells Ferry Rd	D	E
Canton Rd	E	F
Chastain Rd		
I-75 Ramp (w)	F	F
I-75 Ramp (e)	E	F
I-575 Ramp (w)	C	C
I-575 Ramp (e)	C	F
Bells Ferry Rd	E	F
Wade Green Rd		
Shiloh Rd	F	F
I-75 Ramp (w)	F	B
I-75 Ramp (e)	F	F
I-575 Intersections		
SR-92/Old Alabama Rd		
I-575 Ramp (w)	B	B
I-575 Ramp (e)	A	C
Canton Rd	D	C
Towne Lake Pkwy		
I-575 Ramp (w)	E	F
I-575 Ramp (e)	C	F
Canton Rd	D	C
Sixes Rd		
I-575 Ramp (w)	C	B
I-575 Ramp (e)	C	E
Holy Spring Pkwy	C	C
E Cherokee Dr	C	F

Source: Parsons Brinckerhoff, 2007f.



Table F.4-4. Average Crash Rates by Segment for I-75 (2002-2005)

Segment Data			Crash Rates (Crashes per 100 mvm)				
I-75 Segment	Average ADT 2002-2005	Segment Length (miles)	Total Crashes	Injuries	Injury Crashes	Fatalities	Fatal Crashes
2004 Urban Interstates – Statewide Avg.			190	65	44	0.59	0.52
From Akers Mill Rd to I-285 to Windy Hill Rd	210,900 & 328,700	1.43	171	50	35	0.48	0.48
From Windy Hill Rd to Delk Rd	331,300	1.59	146	47	31	0.79	0.79
From Delk Rd to S Marietta Pkwy	280,800	1.72	123	44	29	0.29	0.29
From S Marietta Pkwy to N Marietta Pkwy	255,400	1.74	135	43	29	0.31	0.31
From N Marietta Pkwy to Canton Rd	255,600	1.83	106	33	24	0.44	0.44
From Canton Rd to I-575	258,300	1.74	113	31	23	0.31	0.31
From I-575 to Barrett Pkwy	178,000	0.82	177	45	34	0.47	0.47
From Barrett Pkwy to Chastain Rd	167,400	1.72	74	20	15	0.48	0.48
From Chastain Rd to Wade Green Rd	162,100	1.78	129	41	28	0.00	0.00
From Wade Green Rd to Hickory Grove Rd	127,900	1.18	96	32	22	0.46	0.46
I-75 Corridor Total		15.21	114	35	24	0.37	0.37

Note: ADT = Average Daily Traffic
Source: GDOT Office of Traffic Safety and Design, 2006.

Table F.4-5. Average Crash Rates by Segment for I-575(2002-2005)

Segment Data			Crash Rates (Crashes per 100 mvm)				
I-575 Segment	Average ADT 2002-2005	Segment Length (miles)	Total Crashes	Injuries	Injury Crashes	Fatalities	Fatal Crashes
2004 Urban Interstates – Statewide Averages			190	65	44	0.59	0.52
From I-75 to Barrett Pkwy	76,400	1.22	204	63	47	2.97	2.97
From Barrett Pkwy to Chastain Rd	76,900	1.65	121	41	29	1.09	0.55
From Chastain Rd to Bells Ferry Rd	95,800	1.01	94	26	20	0.00	0.00
From Bells Ferry Rd to SR-92	82,200	3.00	96	33	23	0.56	0.56
From SR-92 to Towne Lake Pkwy	83,900	1.21	189	50	35	0.68	0.68
From Towne Lake Pkwy to Sixes Rd	65,900	3.29	94	30	21	0.64	0.64
I-575 Corridor Total		11.43	94	30	21	0.86	0.78

Note: ADT = Average Daily Traffic
Source: GDOT Office of Traffic Safety and Design, 2006.



F.5 Visual Quality of the Corridor

Table F.5-1. Existing Visual Quality of the Northwest Corridor

	View from Road			View of Road		
	I-75 Cumberland Blvd to Canton Rd	I-75 from Canton Rd to Hickory Grove Rd	I-575 from I-75 to Sixes Rd	I-75 Cumberlan d Blvd to Canton Rd	I-75 from Canton Rd to Hickory Grove Rd	I-575 from I-75 to Sixes Rd
Overall Unity	3	4	6	3	3	5
Manmade/Natural Unity	3	4	6	1	3	5
Average Unity	3	4	6	2	3	5
Overall Intactness	2	4	5	2	4	5
Absence of Encroachment	3	3	4	2	3	6
Average Intactness	2.5	3.5	4.5	2	3.5	5.5
Manmade Development	5	4	2	4	3	2
Vegetation	3	6	6	2	4	5
Water	1	1	3	1	1	3
Landform	2	3	4	2	5	6
Average Vividness	2.75	3.5	3.75	2.25	3.25	4
Visual Quality	2.8	3.7	4.8	2.1	3.3	4.8



F.6 Noise Levels

Table F.6-1. Common Noise Levels and Typical Reactions

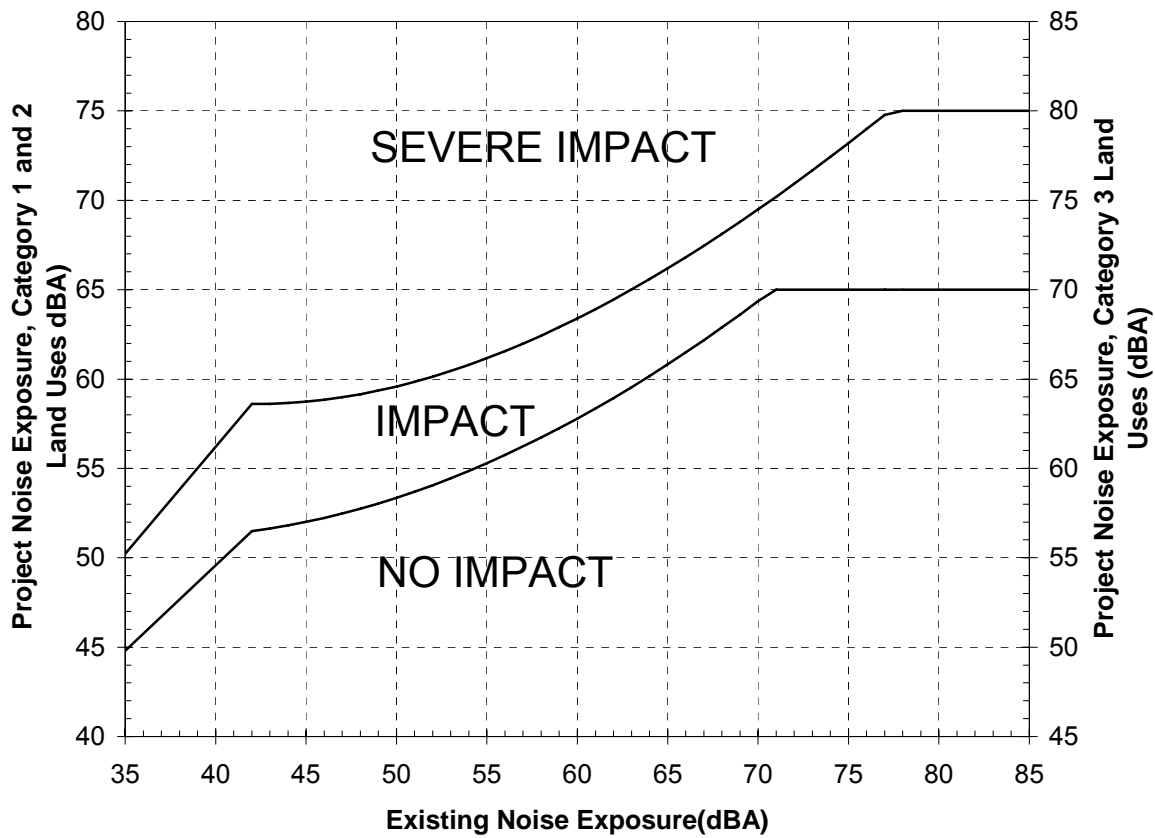
Sound Source	Noise Level (dBA)	Apparent Loudness	Typical Reaction
Military jet, Air raid siren	130	64 times as loud as base	Limited amplified speech
Amplified rock music	110	16 times as loud as base	Maximum vocal effort
Jet takeoff at 500 meters	100	8 times as loud as base	
Train horn at 30 meters			
Freight train at 15 meters	95		
Heavy truck at 15 meters	90	4 times as loud as base	Very annoying, hearing damage (8 hours)
Busy city street			
Loud shout			
Busy traffic intersection	80	2 times as loud as base	Annoying
Freeway construction site			
Freeway traffic at 15 meters	70	Base reference	Telephone use difficult
Roadside traffic			
Train horn at 500 meters			
Noisy restaurant			
Predominantly industrial areas	60	1/2 as loud as base reference	Intrusive
Light car traffic at 15 meters			
City or commercial areas			
Residential areas close to industry			
Noisy office			
Quiet office	50	1/4 as loud as base reference	Beginning of speech interference
Suburban areas with medium-density transportation	40	1/8 as loud as base reference	Quiet
Kitchen/bathroom			
Public library	30	1/16 as loud as base reference	Very quiet
Living/dining/bedroom			
Soft whisper at 5 meters	10	1/64 as loud as base	Just audible
Threshold of hearing	0	N/A	Not audible

Note: The minimum difference in noise level noticeable to the human listener is 3 dBA. A 10 dBA increase in level appears to double the loudness, while a 10 dBA decrease halves the apparent loudness.

Source: Canada Mortgage and Housing Corporation; Road and Rail Noise: Effects on Housing 1977.



Table F.6-2. Noise Impact Criteria for Transit Projects



Source: FTA, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.



Table F.6-3. Noise Levels Defining Impact for Transit Projects

Existing Noise Exposure* L _{eq} (h) or L _{dn} (dBA)	Project Noise Impact Exposure, * L _{eq} (h) or L _{dn} (dBA)					
	Category 1 or 2 Sites			Category 3 Sites		
	No Impact	Impact	Severe Impact	No Impact	Impact	Severe Impact
<43	<Ambient +10	Ambient +10 to 15	>Ambient +15	< Ambient +15	Ambient +15 to 20	>Ambient +20
43	<52	52-58	>58	>57	57-63	>63
44	<52	52-58	>58	>57	57-63	>63
45	<52	52-58	>58	>57	57-63	>63
46	<53	53-59	>59	>58	58-64	>64
47	<53	53-59	>59	>58	58-64	>64
48	<53	53-59	>59	>58	58-64	>64
49	<54	54-59	>59	<59	59-64	>64
50	<54	54-59	>59	<59	59-64	>64
51	<54	54-60	>60	<59	59-65	>65
52	<55	55-60	>60	<60	60-65	>65
53	<55	55-60	>60	<60	60-65	>65
54	<55	55-61	>61	<60	60-66	>66
55	<56	56-61	>61	<61	61-66	>66
56	<56	56-62	>62	<61	61-67	>67
57	<57	57-62	>62	<62	62-67	>67
58	<57	57-62	>62	<62	62-67	>67
59	<58	58-63	>63	<63	63-68	>68
60	<58	58-63	>63	<63	63-68	>68
61	<59	59-64	>64	<64	64-69	>69
62	<59	59-64	>64	<64	64-69	>69
63	<60	60-65	>65	<65	65-70	>70
64	<61	61-65	>65	<66	66-70	>70
65	<61	61-66	>66	<66	66-71	>71
66	<62	62-67	>67	<67	67-72	>72
67	<63	63-67	>67	<68	68-72	>72
68	<63	63-68	>68	<68	68-73	>73
69	<64	64-69	>69	<69	69-74	>74

Source: FTA, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.



F.7 Potential Contamination Sites

This appendix provides information about the 154 potential contamination sites located in close proximity of the project corridor. There are three tables, one each for sites along I-75, I-575, and the four park and ride lots proposed to be improved as part of the project alternatives. Each table numbers the potential contamination site, lists the site name and location, the GDNR/USEPA number, information about onsite storage tanks, and potential contamination issues. In addition, information is provided about the proximity of the site to the project corridor and the risk evaluation rating.

Table F.7-1. I-75 Potential Contamination Sites

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
1	Hogan Motor Leasing I-75 North Akers Mill Rd Exit Marietta, GA 30066 ERNS	99-2372	None	• diesel spill	could not be found	NO
2	Dun and Bradstreet Offices (former Chevron USA, Inc.) 340 Interstate North Pkwy Marietta, GA 30066 TANKS	00670313 01110011	1 UST in use 10 USTs out of use	• former petroleum involvement	adjacent	LOW
3	Multi-Story Office Complex (former Buypass the System, Inc.) 280 Interstate North Pkwy Atlanta, GA 30339 TANKS, LUST	09033135	1 UST removed	• 1 confirmed contamination release	300	LOW
4	Atlanta Marriott Northwest 200 Interstate North Pkwy Atlanta, GA 30339 TANKS, LUST	00330594	1 UST in use	• included in LUST report	adjacent	MEDIUM
5	Cell Dynamics, LLC (former Genetics & Laboratory Medicine) 2205 Circle 75 Pkwy Smyrna, GA 30080 NONTSD, STRCRA	GAR000014357	none	• SQG	adjacent	NO
6	Phillips 66 #021637 2710 Windy Hill Rd Marietta, GA 30060 TANKS	00330028	4 USTs temporarily out of use	• petroleum involvement	adjacent	LOW
7	Popeye's Chicken (former Bubba's Best Convenience Store) 2690 Windy Hill Rd SE Smyrna, GA 30067 TANKS, LUST	00330246	5 USTs removed	• 1 confirmed contamination release	700	LOW



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
8	Arby's Restaurant (former Unocal Station #57-9023-103) 2680 Windy Hill Rd Marietta, GA 30067 TANKS, LUST	00330484	3 USTs permanently out of service	<ul style="list-style-type: none"> 1 confirmed contamination release 	500	MEDIUM
9	Star Enterprises/Shell Station #100418 2678 Windy Hill Rd Marietta, GA 30067 TANKS, LUST, NONTSD, STRCRA, RCRIS	00330055 GAD984294967	4 USTs in use	<ul style="list-style-type: none"> SQG 1 confirmed contamination release 	700	MEDIUM
10	Citgo 2561 Windy Hill Rd Marietta, GA 30067 Site Visit	--	4 USTs in use	<ul style="list-style-type: none"> petroleum involvement 	adjacent	LOW
11	BP Oil Company 2779 Windy Hill Rd @ I-75 Marietta, GA 30067 TANKS, NONTSD, STRCRA, RCRIS	00330174 GAD984291161	6 USTs removed, 3 USTs in use	<ul style="list-style-type: none"> SQG petroleum involvement 	adjacent	MEDIUM
12	Emissions Testing (former BP/Amoco) 2791 Windy Hill Rd Marietta, GA 30067 TANKS, LUST, NONTSD, STRCRA, RCRIS	00330343 GAD984299495	10 USTs removed	<ul style="list-style-type: none"> SQG 1 confirmed and 7 suspected contamination releases 	adjacent	MEDIUM
13	Hewlett Packard Company, Promina Support Center and Hewlett Packard Customer Support Center 2000 South Park Pl Atlanta, GA 30339 TANKS, LUST, NONTSD, STRCRA, RCRIS, AFS, ECHO	00330085 GA0001413061 GAD984313189	3 USTs removed, 1 UST in use	<ul style="list-style-type: none"> SQG included in LUST report 	1,000	NO
14	Greenberg Farrow (former Interstate North Association) 1755 The Exchange Atlanta, GA 30039 TANKS, LUST	09033371 GA0001759828	1 UST in use	<ul style="list-style-type: none"> 1 confirmed contamination release 	800	NO
15	Federal Express Corp. 2203 NW Pkwy Marietta, GA 30067 TANKS, LUST, NONTSD, STRCRA, RCRIS	00330488 GAD981273725	2 USTs removed	<ul style="list-style-type: none"> SQG 2 confirmed and 1 suspected releases 	could not be found	MEDIUM



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
16	Exxon Food Store 2370 Delk Rd Marietta, GA 30067 TANKS, LUST, NONTSD, STRCRA, RCRIS	09000302 GAD984290007	5 USTs removed, 4 USTs in use	<ul style="list-style-type: none"> • SQG • 2 confirmed contamination releases 	adjacent	HIGH
17	Shell Station #100423/Star Enterprises 2365 Delk Rd Marietta, GA 30067 TANKS, NONTSD, STRCRA, RCRIS	00330064 GAD984294983	4 USTs in use	<ul style="list-style-type: none"> • SQG • petroleum involvement 	adjacent	MEDIUM
18	Racetrac #548 2466 Delk Rd Marietta, GA 30067 TANKS	09033619	3 USTs in use	<ul style="list-style-type: none"> • petroleum involvement 	900	MEDIUM
19	Creative Colors, Inc. (former Garlock, Inc.) 2171 Kingston Ct North Marietta, GA 30067 NONTSD, STRCRA, RCRIS	GAD097790455	none	<ul style="list-style-type: none"> • SQG 	50	MEDIUM
20	Fastenal Industrial and Construction Supplies (former Carrier Service Center) 4041 Kingston Ct Suite G Marietta, GA 30067 NONTSD, RCRIS	GAD981239353	none	<ul style="list-style-type: none"> • SQG 	600	NO
21	Embassy Cleaner (former Hocks One Hour Martinizing) 1045 Franklin Rd Marietta, GA 30067 NONTSD, STRCRA, RCRIS	GAD981216989	none	<ul style="list-style-type: none"> • SQG 	850	NO
22	Big A Carwash 1048 Franklin Rd Marietta, GA 30067 Site Visit	--	none	<ul style="list-style-type: none"> • empty 55-gallon drum (former contents unknown) 	1,100	NO
23	Print Express 1033 Franklin Rd, Suite 5 Marietta, GA 30067 NONTSD, STRCRA, RCRIS	GA0000101733	none	<ul style="list-style-type: none"> • SQG 	1,000	NO
24	Vacant Office Building (former ETS/Briggs) 810-D Franklin Ct Marietta, GA 30067 FTTS	GA0000333468	none	<ul style="list-style-type: none"> • pesticides or toxic substances 	800 feet from proposed park and ride	NO



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
25	Franklin Plaza Dry Cleaner 1033 Franklin Rd SE Suite 20 Marietta, GA, 30067 Site Visit	--	none	• drycleaning possibly previously done on-site	1,100	LOW
26	Restaurant/Bar/Retail Plaza (former Speedy Saver Food Mart) 677 Franklin Rd Marietta, GA 30067 TANKS	00330303	4 USTs temporarily out of use	• petroleum involvement	1,200	LOW
27	Citgo Gas Station (Nazia Enterprises, Inc.) 780 Franklin Rd Marietta, GA 30067 TANKS, LUST	00330444	3 USTs removed, 3 USTs in use	• 15 suspected contamination releases	1,200	LOW
28	Quiktrip Corp. Store #719 640 Franklin Rd Marietta, GA 30067 TANKS, LUST, NONTSD, STRCRA, RCRIS	09033099 GA0000035204	4 USTs in use	• SQG • 1 confirmed and 3 suspected contamination releases	1,000	LOW
29	Blue Circle Williams 1800 Parkway Pl, Ste. 1100 Marietta, GA 30067 PCS	GA0001627 GA0001643 GA0002984 GA0025917 GA0047031 GA0001760982 GAD984314070	none	• NPDES permit	200	MEDIUM
30	Morrison Homes, Inc. (Home Nutritional Services, Inc.) 450 Franklin Rd, Suite 160 Marietta, GA 30067 NONTSD, STRCRA, RCRIS	GAD981255250	none	• SQG	350	NO
31	Aunet & Electroair (former Stibo Datagraphics, Inc.) 400 Franklin Rd, Suite 260 Marietta, GA 30067 NONTSD, STRCRA, RCRIS	GAD981230469	none	• SQG	300	NO
32	Environmental Safety Products, Inc. 1391 Lucile Ave SE Marietta, GA 30067 SSTS, FTTS	GA0000271288	none	• pesticides or toxic substances	800	NO
33	Magnum Body Works 344 Kathleen Dr Marietta, GA 30067 NONTSD, STRCRA, RCRIS	GAD981236433	none	• SQG	1,000	NO



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
34	Warrens Paint and Body Shop 335 Freys Gin Rd Marietta, GA 30061 NONTSD, STRCRA, RCRIS	GAD981229834	none	• SQG	900	NO
35	Fast Shop Shell 334 South Cobb Pkwy Marietta, GA 30060 TANKS, LUST	00330337	5 USTs removed, 4 temporarily out of use	• 1 confirmed and 4 suspected contamination releases	1,100	LOW
36	Pawn Mart (former Apex Supply Company, Inc.) 316 Cobb Pkwy South Marietta, GA 30062 TANKS, LUST	00330407	1 UST removed	• included in LUST report	1,100	LOW
37	Marietta Dodge, Jeep, Eagle Collision 316-B Cobb Pkwy South Marietta, GA 30061 NONTSD, STRCRA, RCRIS	GA0001797224 GAR000007542	none	• SQG	1,200	NO
38	Chastain Brothers Body Shop 317-A Freys Gin Rd Marietta, GA 30061 NONTSD, RCRIS	GAD981229800	none	• SQG	900	NO
39	Carbras Auto Center, Inc. (former Cherokee Chiefs, Inc.) 160 Freys Gin Rd Marietta, GA 30067 NONTSD, STRCRA, RCRIS	GA0001797349 GAR000009738	none	• SQG	adjacent	MEDIUM
40	Kmart #4071/Penske Auto Center 1140 Roswell Rd SE Marietta, GA 30062 TANKS, NONTSD, STRCRA	0033005 GAR000005611	1 UST removed	• SQG • petroleum involvement	adjacent	MEDIUM
41	Houston Brothers, Inc./ Crain M-M Sales, Inc. 249 Cobb Pkwy Marietta, GA 30061 TANKS, NONTSD, STRCRA, RCRIS	09033618 GAD981275431	2 USTs removed	• petroleum involvement	700	LOW
42	Super Test #0306 1294-B Roswell Rd Marietta, GA 30062 TANKS	0030257	2 USTs in use	• petroleum involvement	600	LOW



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
43	Mobil Oil Station #10924 1091 Roswell Rd Marietta, GA 30062 TANKS	00330516	3 USTs temporarily out of use	• petroleum involvement	200	LOW
44	Budget Rent A Car 1092 Roswell Rd Marietta, GA 30067 TANKS	09033582	1 UST in use	• petroleum involvement	400	LOW
45	Box Warehouse, Inc. (former Southeast Sewing Products) 54 Chert Rd Marietta, GA 30062 TANKS	00330182	1 UST in use	• petroleum involvement	adjacent	MEDIUM
46	US Postal Service 1288 Gresham Rd Marietta, GA 30062 TANKS, LUST, NONSTD, STRCRA, RCRIS	00330035 GA4180000180	5 USTs removed	• SQG • 1 confirmed contamination release	400	LOW
47	Schwing America, Inc./Petrofax LTD. 1300 Gresham Rd Marietta, GA 30065 NONTSD, STRCRA, FTTS	GA0002408821 GAR000016741 GAD984309880	none	• SQG • Pesticides or toxic substances	900	NO
48	Testron International, Inc. 1310 Gresham Rd NE Marietta, GA 30062 AFS, FTTS	GAD041268962	none	• pesticides or toxic substances	could not be found	NO
49	Tip Top Poultry, Inc. 327 Wallace Rd Marietta, GA 30065 TANKS, LUST, TRIS, AFS, Docket	00330048 GAD984269787	4 USTs removed, 1 UST in use	• 1 confirmed contamination release	adjacent	MEDIUM
50	Tip Top Poultry 477 Lakeview Dr Marietta, GA 30062 ERNS	92-9032	none	• unknown substance leaked into nearby creek	n/a	NO
51	Crain Wrecker Service 239 Cobb Pkwy South Marietta, GA 30060 TANKS	00330577	1 UST in use	• petroleum involvement	900	LOW
52	Harry's Market Plaza (former Builders Square #1497) 70 Powers Ferry Rd SE Marietta, GA 30236 NONTSD, RCRIS	GAD981270861	none	• SQG	100	MEDIUM



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
53	Private Residence 906 Barnsmill Rd Marietta, GA 30062 ERNS	Incident no. 705941	none	<ul style="list-style-type: none"> explosion at house 	900	NO
54	Crain M-M Sales, Inc. 765 Pickens Industrial Dr Ext. Marietta, GA 30062 NONTSD, STRCRA, RCRIS	GAD984305961	none	<ul style="list-style-type: none"> SQG 	300	NO
55	Casa Blanca Design 811 Pickens Industrial Dr Marietta, GA 30062 AFS	GA0001937903	none	<ul style="list-style-type: none"> butane tank 	400	LOW
56	Sam's Club #8203 150 South Cobb Pkwy Marietta, GA 30060 TANKS, NONTSD, STRCRA	09033590 GAR000009407	3 USTs in use	<ul style="list-style-type: none"> SQG petroleum involvement 	800	LOW
57	Majik Market 160-09/ Tenneco #160/ EZ Serve #8160 51 South Cobb Pkwy Marietta, GA 30060 TANKS, LUST	09000003 GAR000027540	6 USTs removed	<ul style="list-style-type: none"> SQG 2 confirmed contamination releases 	500	LOW
58	Century Tool and Equipment (former Acutem Heating and Air) 819 Pickens Industrial Dr, Suite 10 Marietta, GA 30062 ERNS	Incident no. 618832	none	<ul style="list-style-type: none"> freon releases 	adjacent	MEDIUM
59	Lockwood Sign Group 829 Pickens Industrial Dr, Suite 5 Marietta, GA 30062 NONTSD	GAR000020917	none	<ul style="list-style-type: none"> SQG 	could not be found	MEDIUM
60	Summit Industries (former State Neon, Inc.) 839 Pickens Industrial Dr Marietta, GA 30065 NONTSD, STRCRA, RCRIS	GAD981239536	none	<ul style="list-style-type: none"> SQG drums (contents unknown) 	adjacent	MEDIUM
61	Polygard, Inc. 850 Pickens Industrial Ave – A Marietta, GA 30062 NONTSD, STRCRA, RCRIS	GAD984306126	none	<ul style="list-style-type: none"> LQG 	600	NO



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
62	Chem-Teck, Inc.. 850 Pickens Industrial Dr – F Marietta, GA 30062 Site Visit	N/A	none	<ul style="list-style-type: none"> • soap manufacturer 	600	NO
63	Noble Cleaners (former Exleys Cleaners) 786 Allgood Rd Marietta, GA 30066 NONTSD, STRCRA, RCRIS	GAD981217409	none	<ul style="list-style-type: none"> • SQG 	1,000	LOW
64	Tug Technologies Corporation 815 Allgood Rd Marietta, GA 30062 ERNS, NONTSD	Incident no. 700159	none	<ul style="list-style-type: none"> • SQG • Hydrofluoric acid spill 	adjacent	MEDIUM
65	Marietta Fire Station #6 805 Allgood Rd Marietta, GA 30060 TANKS, LUST	00330220	1 UST removed, 1 UST in use	<ul style="list-style-type: none"> • included in LUST report 	600	LOW
66	Texaco Food Mart (former Food Basket) 793 Allgood Rd Marietta, GA 30062 TANKS	00330151	3 USTs in use	<ul style="list-style-type: none"> • petroleum involvement 	900	LOW
67	Webb Jervis B Company of GA 560 Webb Industrial Dr NE Marietta, GA 30062 NONTSD, STRCRA, BRS, RCRIS, AFS	GAD981225006	none	<ul style="list-style-type: none"> • LQG 	600	LOW
68	Capitol Materials (former Holland Outdoor Displays) 580 Webb Industrial Dr Marietta, GA 30062 AFS	GAD984280792	none	<ul style="list-style-type: none"> • former industrial site 	adjacent	MEDIUM
69	Aquaguard (former ALN Chemical Packaging Co.) 581 Webb Industrial Dr Marietta, GA 30062 NONTSD, STRCRA, RCRIS, SSTS	GAD980800973	none	<ul style="list-style-type: none"> • SQG • pesticides 	adjacent	LOW
70	RFI, Inc. (former AFF, Inc.) 549 Webb Industrial Dr Marietta, GA 30062 NONTSD, STRCRA, FTTS	GAD981233919	none	<ul style="list-style-type: none"> • SQG • pesticides or toxic substances 	600	NO



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
71	Team One Display Services (former Tug Manufacturing) 997 Marietta Industrial Dr Marietta, GA 30065 NONTSD, STRCRA, RCRIS, AFS	GAD981240880	none	<ul style="list-style-type: none"> • SQG 	500	NO
72	Reagan Equipment Company 995 Marietta Industrial Dr Marietta, GA 30093 NONTSD, STRCRA, RCRIS	GAD984316794	none	<ul style="list-style-type: none"> • SQG 	500	NO
73	Design Mfg. Group (former Trimline Sales Company) 1040 Marietta Industrial Dr Marietta, GA 30062 TANKS, LUST, NONTSD, RCRIS	09033089 GAD003483120	2 USTs removed	<ul style="list-style-type: none"> • SQG • 1 confirmed contamination release • leaking drum 	adjacent	LOW
74	Southern Ice Cream Specialties 1058 King Industrial Dr Marietta, GA 30062 ERNS, NONTSD, STRCRA, TRIS, BRS	3065STHRN1058 K 502631 607988 615860 645986 GAD984285411	1 unregulated AST	<ul style="list-style-type: none"> • LQG • ammonia anhydrous released into air • sodium hydroxide spill • failed system component • saturated area of diesel fuel 	900	LOW
75	American Metal Coaters of Georgia, Inc. 1150 Marietta Industrial Dr NE Marietta, GA 30062 TANKS, LUST, NFRAP, NONTSD, STRCRA, BRS, RCRIS, TRIS	00330415 30062MRLCT1150 M GAD000827873	4 USTs removed, 1 mobile AST	<ul style="list-style-type: none"> • LQG • 1 confirmed contamination release 	adjacent	MEDIUM
76	QSN Manufacturing - Equity Utility Service Company, Inc. 1205 Hayes Industrial Dr Marietta, GA 30062 TANKS, LUST	09033262	2 USTs removed	<ul style="list-style-type: none"> • 1 confirmed contamination release 	850	LOW
77	Rudd Dealer's Supply, Inc. (former AET, Inc.) 1148B Hayes Industrial Dr Marietta, GA 30062 NONTSD	GAD056277791	none	<ul style="list-style-type: none"> • SQG • automobile mechanical and electrical repair 	1,200	NO



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
78	Exxon American Western Corp. 1092 Marietta Industrial Dr Marietta, GA 30062 TANKS, LUST, AFS	00330584 GAD984269837	3 USTs removed	• 2 confirmed contamination releases	adjacent	LOW
79	Interspace Office Furniture/Office Furniture Wholesale, Inc. 1035 Cobb Industrial Dr Marietta, GA 30066 NONTSD, STRCRA, RCRIS	GA0001797265	none	• SQG	150	MEDIUM
80	Simkins Industries, Inc. 1069 Atlanta Industrial Dr Marietta, GA 30066 TANKS, AFS	00330638 GAD984270033	1 UST removed	• petroleum involvement	adjacent	MEDIUM
81	Interspace Office Furniture (former Better Brands of Atlanta, Inc.) 1131 Atlanta Industrial Dr Marietta, GA 30066 TANKS, LUST	00330089	2 USTs removed	• 1 confirmed contamination release	adjacent	MEDIUM
82	Silk Impressions 1070 Atlanta Industrial Dr Marietta, GA 30066 TRIS	30066SLKMP1070 A GA0001902527	none	• manufacturing/processing plant	400	NO
83	Applied Technical Services, Inc. 1190 Atlanta Industrial Dr Marietta, GA 30066 NONTSD, STRCRA, RCRIS	GAD984313098	none	• SQG	500	NO
84	Georgia National Forms 1199 Atlanta Industrial Dr Marietta, GA 30066 Site Visit	--	none	• strong solvent odor	adjacent	MEDIUM
85	Advance Medical Design (former Rite Way Metal Product) 1241 Atlanta Industrial Dr Marietta, GA 30066 AFS	GAD984270025	none	• metal products	adjacent	MEDIUM
86	Atlanta Beverage Co., Inc. 1250 Atlanta Industrial Dr Marietta, GA 30062 TANKS, LUST	00330664	5 USTs in use	• 1 suspected and 1 confirmed contamination release	400	MEDIUM



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
87	Aggrecon of GA Plt 1 and 2 1339 Canton Rd Marietta, GA 30066 AFS	GAD788420727 GA0001937911	none	<ul style="list-style-type: none"> AFS violations or enforcement actions 	600	NO
88	Bartow Sand Marietta 400 Dickson Rd Marietta, GA 30060 PCS	GA0001682335	none	<ul style="list-style-type: none"> NPDES permit 	adjacent	LOW
89	Georgia DOT 350 Dickson Rd Marietta, GA 30062 TANKS, LUST	09033088	5 USTs removed	<ul style="list-style-type: none"> 1 confirmed contamination release 	adjacent	LOW
90	Lewallen Construction Co., Inc. 151 Bells Ferry Ln Marietta, GA 30066 TANKS	09033392	2 USTs in use	<ul style="list-style-type: none"> petroleum involvement 	100	LOW
91	Kangaroo #61 1750-A Bells Ferry Rd Marietta, GA 30060 TANKS, LUST, NONTSD, STRCRA	00330409	3 USTs in use	<ul style="list-style-type: none"> SQG petroleum involvement 	800	LOW
92	Circle K #8456 1760 Bells Ferry Rd Marietta, GA 30066 TANKS, LUST, NONTSD, STRCRA, RCRIS	00330662 GA0000064840	3 USTs in use	<ul style="list-style-type: none"> SQG 3 confirmed and 3 suspected contamination releases 	1,150	LOW
93	Private Residence (Orkin Lawn Care) 1643 Lancaster Dr Marietta, GA 30067 ERNS	430164	portable tank	<ul style="list-style-type: none"> portable storage tank leak 	650	NO
94	Starr Trans RT 575 Bridge Exit 116 I-75 S Marietta, GA 30066 ERNS	382834	none	<ul style="list-style-type: none"> diesel spill 	could not be found	NO
95	Costco 645 Ernest Barrett Pkwy Site Visit	--	3 USTs in use	<ul style="list-style-type: none"> petroleum involvement 1 transformer 	650	LOW
96	BP #79663 575 Ernest Barrett Pkwy Kennesaw, GA 30144 TANKS, LUST, NONTSD	09033108 GAR000038216	4 USTs removed, 5 USTs in use	<ul style="list-style-type: none"> SQG 2 confirmed contamination releases 	600	LOW



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
97	Exxon 550 Ernest Barrett Pkwy NE Kennesaw, GA 30144 ERNS	565668	none	<ul style="list-style-type: none"> gasoline spill 	adjacent	LOW
98	Shell Station (former Texaco/Star Enterprise) 465 Ernest Barrett Pkwy Kennesaw, GA 30144 ERNS, TANKS, LUST, RCRIS	00330062	4 USTs removed, 4 USTs in use	<ul style="list-style-type: none"> SQG cargo tank rupture - gasoline spill 1 confirmed contamination release 	200	LOW
99	Goodyear Tires 1466 Busbee Pkwy Kennesaw, GA 30144 Site Visit	--	none	<ul style="list-style-type: none"> 8 maintenance bays heavy oil staining 20-gallon used oil drums 	250	LOW
100	Wal-Mart Store #937 2911 George Busbee Pkwy Kennesaw, GA 30144 NONTSD, STRCRA	GAR000009183	none	<ul style="list-style-type: none"> SQG 	adjacent	LOW
101	Penske Truck Leasing 3011 Barrett Lakes Blvd Kennesaw, GA 30144 TANKS, NONTSD	09033612 GAR000033274	1 UST in use	<ul style="list-style-type: none"> SQG petroleum involvement 	400	MEDIUM
102	Mountasia Malibu Kennesaw #92 3005 George Busbee Pkwy Kennesaw, GA 30144 TANKS, LUST	09033424	2 USTs removed	<ul style="list-style-type: none"> 1 confirmed contamination release 	adjacent	MEDIUM
103	Citgo Station (former BP/Amoco #6296) 3280 Barrett Lakes Blvd Kennesaw, GA 30144 TANKS, LUST	00330349	4 USTs in use	<ul style="list-style-type: none"> 1 confirmed contamination release 	adjacent	LOW
104	Country Cupboard #60 1025 Chastain Rd Kennesaw, GA 30144 TANKS, LUST	09033510	2 USTs in use	<ul style="list-style-type: none"> 1 confirmed and 4 suspected contamination releases 	1,000	LOW
105	Kennesaw State University 1000 Chastain Rd Kennesaw, GA 30144 FTTS	GA0002031300	1 propane tank	<ul style="list-style-type: none"> pesticides or toxic substances 	900	LOW



Table F.7-1. I-75 Potential Contamination Sites (continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-75 (feet)	Risk Evaluation Rating
106	Shell Station #100431/Star Enterprises 3300 Frey Rd Kennesaw, GA 30144 TANKS, LUST, NONTSD, STRCRA, RCRIS	00330061	4 USTs removed, 4 USTs in use	<ul style="list-style-type: none"> • SQG • 1 confirmed contamination release • 2 violations 	300	LOW
107	Wiggins Technology I-75 and Chastain Rd Marietta, GA 30062 CERCLIS	GASFN0407166	none	<ul style="list-style-type: none"> • CERCLIS site 	could not be found	LOW
108	Chevron (former Fitzgerald Food Store #114) 3400 Busbee Dr Kennesaw, GA 30144 TANKS	09033541	2 USTs in use	<ul style="list-style-type: none"> • petroleum involvement 	400	LOW
109	Signal Point Systems 1270 Shiloh Rd, Suite 100 Kennesaw, GA 30144 NONTSD	GAR000028472	none	<ul style="list-style-type: none"> • SQG 	adjacent	LOW
110	Cortelco, Inc. 1300 Shiloh Rd NW Kennesaw, GA 30144 NONTSD, STRCRA, RCRIS	GAD984317594	none	<ul style="list-style-type: none"> • SQG 	adjacent	LOW
111	Texaco/Food Mart 4160 Cherokee St Kennesaw, GA 30144 TANKS	09033470	3 USTs in use	<ul style="list-style-type: none"> • petroleum involvement 	adjacent	LOW
112	BP #24040 1480 George Busbee Pkwy NW Kennesaw, GA 30144 TANKS, LUST, NONTSD, STRCRA, RCRIS	09033110	3 USTs removed	<ul style="list-style-type: none"> • SQG • 1 suspected contamination release 	500	LOW
113	Winn Dixie #1896 4200 Wade Green Rd Kennesaw, GA 30144 NONTSD, STRCRA, RCRIS	GA0000971341	none	<ul style="list-style-type: none"> • SQG 	adjacent	LOW
114	BP Station 4225 Wade Green Rd Kennesaw, GA 30144 Site Visit	--	2 USTs in use	<ul style="list-style-type: none"> • petroleum involvement 	300	LOW

Note: USEPA = US Environmental Protection Agency; ERNS = Emergency Response Notification System; TANKS = Underground/Above Ground Storage Tank Registry; LUST = Leaking Underground Storage Tank; NONTSD = Non- Treatment, Storage, and Disposal Facility; STRCRA = State list of Resource Conservation and Recovery Act; RCRIS = Resource Conservation and Recovery Information System; ECHO = Enforcement and Compliance History Online; FTTS = Facilities Tracking System; PCS = Permit Compliance System; SSTS = Section Seven Tracking System; TRIS = Toxic Release Inventory System; BRS = Biennial Reporting System; CERCLIS = Comprehensive Environmental Response Compensation and Liability Information System
Source: Parsons Brinckerhoff, 2007b.



Table F.7-2. I-575 Potential Contamination Sites

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-575 (feet)	Risk Evaluation Rating
1	Starr Trans Route 575 Bridge Exit 116 I-75 South Marietta, GA 30066 ERNS	94-3376	none	<ul style="list-style-type: none"> diesel spill 	could not be found	NO
2	Big 10 Tires 375 Ernest Barrett Pkwy Kennesaw, GA 30144 SITE VISIT	--	1 AST in use	<ul style="list-style-type: none"> 1 500-gallon AST for waste soil – heavy staining on pad 4 55-gallon steel drums of unknown content pavement staining in repair bays 	adjacent	LOW
3	Mountasia Family Fun Center 175 Ernest Barrett Pkwy Marietta, GA 30066 TANKS, LUST	09033239	1 UST removed; 1 AST in use	<ul style="list-style-type: none"> petroleum involvement 	adjacent	LOW
4	Chevron Station #52994 155 Ernest Barrett Pkwy Marietta, GA 30066 TANKS, LUST, NONTSD, STRCRA, RCRIS	09033084 GAD984292649	3 USTs in use	<ul style="list-style-type: none"> SQG 1 confirmed contamination release 	600	LOW
5	Express Oil Change 168 Ernest Barrett Pkwy Marietta, GA 30066 SITE VISIT	--	none	<ul style="list-style-type: none"> automotive shop used oil containers 	600	LOW
6	Law Engineering and Environmental 112 Town Park Dr Kennesaw, GA 30144 NONTSD, STRCRA, RCRIS	GAD981241466	none	<ul style="list-style-type: none"> SQG 	adjacent	NO
7	Firestone 2720 Town Center Dr Kennesaw, GA 30144 SITE VISIT	--	none	<ul style="list-style-type: none"> automotive maintenance sanitary sewage system receiving unknown fluid steel drums containing waste oil 	200	LOW
8	Midas 2730 Town Center Dr Kennesaw, GA 30144 SITE VISIT	--	none	<ul style="list-style-type: none"> automobile service shop sanitary sewage system receiving unknown fluid used oil and fluids stored in oil bin 	150	LOW



Table F.7-2. I-575 Potential Contamination Sites(continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-575 (feet)	Risk Evaluation Rating
9	Construction Site I-575 Connector, Chastain Road to Big Shanty Rd Kennesaw, GA 30144 Docket	GA0002006385	none	<ul style="list-style-type: none"> construction debris 	could not be found	NO
10	BP Oil Company 325 Chastain Rd Kennesaw, GA 30144 TANKS, NONTSD, STRCRA, RCRIS	09033106 GAD984291328	3 USTs in use	<ul style="list-style-type: none"> SQG new concrete closed monitoring wells 	adjacent	LOW
11	Swift Dry Cleaning 2501-A Chastain Meadows Blvd Marietta, GA 30066 SITE VISIT	--	none	<ul style="list-style-type: none"> potential hazardous materials involvement 	500	LOW
12	Bells Ferry Cleaners 4241 Bells Ferry Rd, Ste 104 Kennesaw, GA 30144 SITE VISIT	--	none	<ul style="list-style-type: none"> potential hazardous materials involvement soil boring on-site 	400	LOW
13	Shell Gas Station 4261 Bells Ferry Rd Kennesaw, GA 30144 SITE VISIT	--	3 USTs in use	<ul style="list-style-type: none"> 3 observation monitoring wells 4 monitoring wells 	500	LOW
14	Abandoned Chevron #201820 4280 Bells Ferry Rd Kennesaw, GA 30144 LUST	09033024	USTs removed	<ul style="list-style-type: none"> 2 confirmed contamination releases monitoring wells 	adjacent	LOW
15	Swan Cleaners (former Zaap Cleaners) 4290 Bells Ferry Rd Kennesaw, GA 30144 SITE VISIT	GAR000008342	none	<ul style="list-style-type: none"> SQG 	900	NO
16	Cobb County Noonday Creek Water Reclamation and Waste Water Treatment Plant 415 Shallowford Rd Kennesaw, GA 30144 TANKS, LUST, NONTSD, RCRIS, AFS	00330495 GAD984280818 GAD991274911	3 USTs removed; 2 USTs in use	<ul style="list-style-type: none"> NPDES permit 1 suspected and 2 confirmed contamination releases 	adjacent	LOW
17	BP Oil Company #70523 9068 Highway 92 Woodstock, GA 30189 TANKS, LUST, NONTSD	00280143 GAR000038398	4 USTs in use	<ul style="list-style-type: none"> SQG 2 suspected contamination releases 	adjacent	LOW



Table F.7-2. I-575 Potential Contamination Sites(continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-575 (feet)	Risk Evaluation Rating
18	Pro Cleaners (former Towne Lake Cleaners) 9040 Highway 92 Woodstock, GA 30188 NONTSD, STRCRA, RCRIS	GAD981267339	none	<ul style="list-style-type: none"> • SQG • dry cleaning done on-site 	120	LOW
19	Hennessy Honda of Woodstock 8931 Highway 92 Woodstock, GA 30188 SITE VISIT	--	3 ASTs in use	<ul style="list-style-type: none"> • potential hazardous materials involvement 	300	LOW
20	Firestone 9421 Highway 92 Woodstock, GA 30188 SITE VISIT	--	none	<ul style="list-style-type: none"> • potential hazardous materials involvement 	1,000	LOW
21	Towne Cleaners 9425 Highway 92 Woodstock, GA 30188 SITE VISIT	--	none	<ul style="list-style-type: none"> • potential hazardous materials involvement 	1,000	LOW
22	Abandoned Shell Gas Station 9469 Highway 92 Woodstock, GA 30188 SITE VISIT	--	4 USTs out of service	<ul style="list-style-type: none"> • 2 observation monitoring wells • 2 closed monitoring wells • new concrete around USTs and pumps 	800	LOW
23	Abandoned Gas Station (possibly Texaco) 9420 Highway 92 Woodstock, GA 30188 SITE VISIT	--	3 USTs out of service	<ul style="list-style-type: none"> • trench work • pavement patchwork/ rework 	300	LOW
24	Chevron (former Woodstock Pantry) 9378 Highway 92 Woodstock, GA 30188 TANKS, NONTSD, STRCRA	09028051 GAD984294652	3 USTs in use	<ul style="list-style-type: none"> • SQG • petroleum involvement 	200	LOW
25	Home Depot USA #1753 475 Parkway 575 Woodstock, GA 30188 NONTSD	GAR000037838	none	<ul style="list-style-type: none"> • SQG 	adjacent	NO
26	Shell Gas Station 226 Towne Lake Pkwy Woodstock, GA 30188 SITE VISIT	--	3 USTs in use	<ul style="list-style-type: none"> • petroleum involvement • 2 observation monitoring wells 	500	LOW
27	Citgo Gas Station 195 Towne Lake Pkwy Woodstock, GA 30188 LUST	--	3 USTs in use	<ul style="list-style-type: none"> • 2 observation monitoring wells • 1 confirmed contamination release 	600	LOW



Table F.7-2. I-575 Potential Contamination Sites(continued)

Site No.	Site Name and Location/ Database Source	GDNR/USEPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from I-575 (feet)	Risk Evaluation Rating
28	QuickTrip 4865 Old Highway 5 Woodstock, GA 30188 LUST, RCRIS	09028116 GAR000025627	3 USTs in use	<ul style="list-style-type: none"> • SQG • petroleum involvement • 2 suspected releases • observation monitoring wells 	1,000	LOW
29	Cherokee Ford 195 Woodstock Pkwy Woodstock, GA 30188 RCRIS	GA0000597740	none	<ul style="list-style-type: none"> • SQG 	adjacent	LOW
30	Chevron Gas Station 125 Sixes Rd Canton, GA 30115 SITE VISIT	--	3 USTs in use	<ul style="list-style-type: none"> • petroleum involvement • reworked pavement 	1,000	LOW
31	Citgo Gas Station 700 Sixes Rd Canton, GA 30115 SITE VISIT	--	4 USTs in use	<ul style="list-style-type: none"> • petroleum involvement • disturbed and reworked pavement • one monitoring well 	adjacent	LOW
32	Performance Plus 110 Hause Dr Woodstock, GA 30188 SITE VISIT	--	none	<ul style="list-style-type: none"> • potential hazardous materials involvement 	200	LOW

Note: ERNS = Emergency Response Notification System; TANKS = Underground/Above Ground Storage Tank Registry; LUST = Leaking Underground Storage Tank; NONTSD = Non- Treatment, Storage, and Disposal Facility; STRCRA = State list of Resource Conservation and Recovery Act; RCRIS = Resource Conservation and Recovery Information System.

Source: Parsons Brinckerhoff, 2007b.



Table F.7-3. Park and Ride Lots Potential Contamination Sites

Site No.	Site Name and Location/ Database Source	GDNR/EPA No.	Storage Tank(s)	Potential Contaminant Parameters	Proposed Alignment	
					Distance from Park and Ride Lot (feet)	Risk Evaluation Rating
1	Fine Cleaners 2800 Canton Rd Marietta, GA 30066 NONTSD, STRCRA, FINDS,	GAD981269897	none	• SQG	100	LOW
2	Undeveloped Lot Adjacent to 2800 Canton Rd Marietta, GA 30066 SITE VISIT	--	none	• sewer manholes • 2 unmarked manholes	70	LOW
3	Sherwin-Williams Store #2124 2868 Canton Rd Marietta, GA 30066 NONTSD, STRCRA	GAR000013748	none	• CESQG	700	NO
4	Bridgestone/Firestone 2922 Canton Rd Marietta, GA 30066 TANKS	00330234	1 used oil UST in use	• petroleum involvement • auto service shop	1,000	NO
5	Sears #1385 1500 Cumberland Mall Atlanta, GA 30339 LUST, TANKS	09033283	1 UST removed	• confirmed release • auto service shop • historical TANKS • petroleum involvement	500	LOW
6	The Car Clinic 2548 Austell Rd Marietta, GA 30008 SITE VISIT	--	1 used oil AST in use	• auto repair shop • wrecked car lot	500	NO
7	The Home Depot #112 3999 Austell Rd Marietta, GA 30008 NONTSD, STRCRA, FINDS	GAD984307199	none	• CESQG	150	LOW
8	Pep Boys #160 3829 Austell Rd Marietta, GA 30008 NONTSD, LUST, TANKS, STRCRA, FINDS	09033027, GAD984300335	1 used oil UST removed	• auto service shop • CESQG • historical LUST	1,000	NO

Note: TANKS = Underground/Above Ground Storage Tank Registry; LUST = Leaking Underground Storage Tank; NONTSD = Non- Treatment, Storage, and Disposal Facility; STRCRA = State list of Resource Conservation and Recovery Act; FINDS = Facility Index System.
Source: Parsons Brinckerhoff, 2007b.



F.8 Traffic Volume Impacts

Table F.8-1. Comparison of 2030 Average Daily Traffic Volumes for the Build Alternatives

Freeway Segment	Southbound			Northbound		
	General Purpose	HOV	TOL	General Purpose	HOV	TOL
HOV/TOL/TSM						
I-75						
North of Terrell Mill Rd	-0.5%	-0.4%	-0.3%	0.1%	-0.1%	-0.5%
South of Allgood Rd	-0.6%	0.5%	-0.3%	-0.3%	0.4%	-0.5%
North of I-575	0.1%	-1.6%	0.2%	0.3%	-0.4%	-0.2%
I-575						
North of I-75	-0.2%	0.0%	NA	-0.4%	0.0%	NA
HOV/TOL/BRT						
I-75						
North of Terrell Mill Rd	-0.8%	-0.5%	-0.4%	-0.4%	-0.2%	-0.6%
South of Allgood Rd	-0.4%	1.0%	-0.4%	-0.6%	-0.5%	-0.6%
North of I-575	-0.1%	-1.1%	0.0%	0.1%	-0.6%	-0.4%
I-575						
North of I-75	-0.4%	-0.3%	NA	-0.4%	-1.0%	NA
HOV/TOL/Reduced BRT						
I-75						
North of Terrell Mill Rd	-0.4%	-0.5%	0.1%	-0.3%	-1.2%	-1.4%
South of Allgood Rd	-0.5%	0.7%	0.1%	-0.3%	-1.4%	-1.4%
North of I-575	-0.3%	0.0%	0.2%	0.4%	-1.0%	-0.9%
I-575						
North of I-75	-0.3%	-0.8%	NA	-0.6%	-2.5%	NA

Note: The percent difference in daily traffic volume for the build alternatives shown are presented in comparison to that in the HOV/TOL Alternative.

HOV = High-Occupancy Vehicle
 TOL = Truck-Only Lanes

Source: Atlanta Regional Commission (ARC), 2006; PB, ARC travel model as modified, 2006.



F.9 Construction Employment and Income

Table F.9-1. Construction Employment and Income - Final Demand Multipliers

	RIMS 2-Digit Final Demand Sector	Employment Direct and Indirect Jobs per \$1 mil (1992 \$'s)	Income Change in Earnings per \$1 Final Demand (1992 \$'s)	Estimated Out of Region Direct Expenditure Share	Total	
					Jobs	Earnings
Alternative 1: HOV/TOL/TSM						
HOV, TOL, General Purpose						
Construction	construction	21.4	0.4528	20%	17,749	\$375,555,942
Utilities	construction	21.4	0.4528	0%	64	\$1,347,080
ROW		0	0	0%	0	-
Engineering and contingency	business Services	30.3	0.6355	10%	2,827	\$59,297,488
					20,640	\$436,200,511
Alternative 2: HOV/TOL/BRT						
BRT						
Guideway and track elements	construction	21.4	0.4528	50%	324	\$6,853,581
Stations, stops, terminals, intermodal	construction	21.4	0.4528	25%	1,977	\$41,833,286
Support facilities: yards, shops, admin, bldgs	construction	21.4	0.4528	25%	397	\$8,409,515
Sitework and special conditions	construction	21.4	0.4528	0%	1,850	\$39,150,899
Systems	electronic and other electric equipment	13.9	0.334	60%	36	\$857,178
ROW, land, existing improvements		0	0	0%	0	-
Vehicles	other transportation equipment	12	0.3769	100%	0	-
Professional services	business services	30.3	0.6355	10%	2,449	\$51,360,538
Unallocated contingency						
HOV, TOL, General Purpose						
Construction	construction	21.4	0.4528	20%	17,749	\$375,555,942
Utilities	construction	21.4	0.4528	0%	64	\$1,347,080
ROW		0	0	0%	0	-
Engineering and contingency	business services	30.3	0.6355	10%	2,827	\$59,297,488
					27,674	\$584,665,507



Table F.9-1. Construction Employment and Income - Final Demand Multipliers (continued)

	RIMS 2-Digit Final Demand Sector	Employment Direct and Indirect Jobs per \$1 mil (1992 \$'s)	Income Change in Earnings per \$1 Final Demand (1992 \$'s)	Estimated Out of Region Direct Expenditure Share	Total	
					Jobs	Earnings
Alternative 3: HOV/TOL & Transit Improvements						
I						
Guideway and track elements	construction	21.4	0.4528	50%	0	-
Stations, stops, terminals, intermodal	construction	21.4	0.4528	25%	404	\$8,553,505
Support facilities: yards, shops, admin, bldgs	construction	21.4	0.4528	25%	157	\$3,329,778
Sitework and special conditions	construction	21.4	0.4528	0%	530	\$11,214,950
Systems	electronic and other electric equipment	13.9	0.334	60%	13	\$307,146
ROW, land, existing improvements		0	0	0%	0	-
Vehicles	other transportation equipment	12	0.3769	100%	0	-
Professional services	business services	30.3	0.6355	10%	526	\$11,040,923
Unallocated Contingency						
HOV, TOL, General Purpose						
Construction	construction	21.4	0.4528	20%	17,749	\$375,555,942
Utilities	construction	21.4	0.4528	0%	64	\$1,347,080
ROW		0	0	0%	0	-
Engineering and contingency	business services	30.3	0.6355	10%	2,827	\$59,297,488
					22,271	\$470,646,813



Table F.9-1. Construction Employment and Income - Final Demand Multipliers (continued)

	RIMS 2-Digit Final Demand Sector	Employment Direct and Indirect Jobs per \$1 mil (1992 \$'s)	Income Change in Earnings per \$1 Final Demand (1992 \$'s)	Estimated Out of Region Direct Expenditure Share	Total	
					Jobs	Earnings
Alternative 4: HOV/TOL/Reduced BRT						
Reduced BRT						
Guideway and track elements	construction	21.4	0.4528	50%	114	\$2,417,952
Stations, stops, terminals, intermodal	construction	21.4	0.4528	25%	855	\$18,080,304
Support facilities: yards, shops, admin, bldgs	construction	21.4	0.4528	25%	376	\$7,954,790
Sitework and special conditions	construction	21.4	0.4528	0%	1,152	\$24,369,243
Systems	electronic and other electric equipment	13.9	0.334	60%	23	\$546,825
ROW, land, existing improvements		0	0	0%	0	-
Vehicles	other transportation equipment	12	0.3769	100%	0	-
Professional Services	Business services	30.3	0.6355	10%	1,232	\$25,847,564
Unallocated contingency						
HOV, TOL, General Purpose						
Construction	construction	21.4	0.4528	20%	17,749	\$375,555,942
Utilities	construction	21.4	0.4528	0%	64	\$1,347,080
ROW		0	0	0%	0	-
Engineering and contingency	Business services	30.3	0.6355	10%	2,827	\$59,297,488
					24,392	\$515,417,189

Note:
 BRT = Bus Rapid Transit
 ROW = Right-of-Way
 HOV = High-Occupancy Vehicle
 TOL = Truck-Only Lane
 TSM = Transportation System Management



F.10 Visual Impacts

The following six tables present the quantitative analysis of visual impacts of the proposed project alternatives. For each, there is an assessment of change in visual quality for views from the road as well as views of the road. The effects of the HOV/TOL and the HOV/TOL/TSM Alternatives are the same. Two separate tables, however, are each presented for the HOV/TOL/BRT and the HOV/TOL/Reduced BRT Alternatives. A quantitative visual rating of 1 to 7 is given to each representative view, according to the characteristics of vividness, intactness, and unity, which are described in Section 3.6.1.2. The visual quality ratings are interpreted as:

Level of Quality	Score
Very High	7
High	6
Moderately High	5
Average	4
Moderately Low	3
Low	2
Very Low	1

Table F.10-1. Change in Visual Quality under the HOV/TOL and HOV/TOL/TSM Alternatives, View from the Road

Landscape Unit	I-75 Cumberland Blvd to Canton Rd			I-75 from Canton Rd to Hickory Grove Rd			I-575 from I-75 to Sixes Rd		
	Existing	Proposed	Change	Existing	Proposed	Change	Existing	Proposed	Change
Overall Unity	3	3	0	4	3	1	6	6	0
Man/Natural Unity	3	3	0	4	3	1	6	6	0
Average Unity	3	3	0	4	3	1	6	6	0
Overall Intact	2	2	0	4	3	1	5	5	0
Absence of encroachment	3	2	1	3	3	0	4	4	0
Average Intactness	2.5	2	0.5	3.5	3	0.5	4.5	4.5	0
Manmade Development	5	4	1	4	3	1	2	2	0
Vegetation	3	1	2	6	2	4	6	4	2
Water	1	1	0	1	1	0	3	3	0
Landform	2	2	0	3	3	0	4	4	0
Average Vividness	2.75	2	0.8	3.5	2.25	1.25	3.75	3.25	0.5
Visual Quality	2.8	2.3	0.4	3.7	2.8	0.9	4.8	4.6	0.2



Table F.10-2. Change in Visual Quality under the HOV/TOL HOV/TOL/TSM Alternatives, View of the Road

Landscape Unit	I-75 Cumberland Blvd to Canton Rd			I-75 from Canton Rd to Hickory Grove Rd			I-575 from I-75 to Sixes Rd		
	Existing	HOV/TOL	Change	Existing	HOV/TOL	Change	Existing	HOV/TOL	Change
Overall Unity	3	2	1.0	3	2	1	5	5	0
Man/Natural Unity	1	1	0.0	3	2	1	5	5	0
Average Unity	2	1.5	0.5	3		3	5	5	0
Overall Intact	2	1	1.0	4	2	2	5	4	1
Absence of encroachment	2	1	1.0	3	1	2	6	4	2
Average Intactness	2	1	1.0	3.5	1.5	2	5.5	4	1.5
Manmade Dev	4	2	2.0	3	2	1	2	2	0
Vegetation	2	1	1.0	4	1	3	5	3	2
Water	1	1	0.0	1	1	0	3	3	0
Landform	2	2	0.0	5	5	0	6	6	0
Average Vividness	2.25	1.5	0.8	3.25	2.25	1	4	3.5	0.5
Visual Quality	2.1	1.3	0.8	3.3	1.3	2.0	4.8	4.2	0.7

Note:
HOV = High-Occupancy Vehicle
TOL = Truck-Only Lane



Table F.10-3. Change in Visual Quality Under the HOV/TOL/BRT Alternative, View from the Road

	I-75 Cumberland Blvd to Canton Rd			I-75 from Canton Rd to Hickory Grove Rd			I-575 from I-75 to Sixes Rd		
	Existing	HOV/TOL/ BRT	Change	Existing	HOV/TOL/ BRT	Change	Existing	HOV/TOL/ BRT	Change
Overall Unity	3	2	1	4	2	2	6	5	1
Manmade/Natural Unity	3	2	1	4	2	2	6	5	1
Average Unity	3	2	1	4	2	2	6	5	1
Overall Intactness	2	1	1	4	2	2	5	4	1
Absence of encroachment	3	1	2	3	2	1	4	3	1
Average Intactness	2.5	1	1.5	3.5	2	1.5	4.5	3.5	1
Manmade Development	5	6	1	4	4	0	2	3	1
Vegetation	3	1	2	6	2	4	6	4	2
Water	1	1	0	1	1	0	3	3	0
Landform	2	2	0	3	3	0	4	4	0
Average Vividness	2.75	2.5	0.25	3.5	2.5	1	3.75	3.5	0.25
Visual Quality	2.8	1.8	0.9	3.7	2.2	1.5	4.8	4.0	0.8

Note:

BRT = Bus Rapid Transit
 HOV = High-Occupancy Vehicle
 TOL = Truck-Only Lane



Table F.10-4. Change in Visual Quality under the HOV/TOL/BRT Alternative, View of the Road

	I-75 Cumberland Blvd to Canton Rd			I-75 from Canton Rd to Hickory Grove Rd			I-575 from I-75 to Sixes Rd		
	Existing	HOV/TOL/ BRT	Change	Existing	HOV/TOL/ BRT	Change	Existing	HOV/TOL/ BRT	Change
Overall Unity	3	1	2	3	2	1	5	5	0
Manmade/Natural Unity	1	1	0	3	2	1	5	5	0
Average Unity	2	1.5	0.5	3		3	5	5	0
Overall Intactness	2	1	1	4	2	2	5	3	2
Absence of encroachment	2	1	1	3	1	2	6	3	3
Average Intactness	2	1	1	3.5	1.5	2	5.5	3	2.5
Manmade Development	4	1	3	3	2	1	2	1	1
Vegetation	2	1	1	4	1	3	5	3	2
Water	1	1	0	1	1	0	3	3	0
Landform	2	2	0	5	5	0	6	6	0
Average Vividness	2.25	1.25	1	3.25	2.25	1	4	3.25	0.75
Visual Quality	2.1	1.3	0.8	3.3	1.3	2.0	4.8	3.8	1.1

Note:
HOV = High-Occupancy Vehicle
TOL = Truck-Only Lane
BRT = Bus Rapid Transit



Table F.10-5. Change in Visual Quality under the HOV/TOL/Reduced BRT Alternative, View from Road

	I-75 Cumberland Blvd to Canton Rd			I-75 from Canton Rd to Hickory Grove Rd			I-575 from I-75 to Sixes Rd		
	Existing	HOV/TOL/ Reduced BRT	Change	Existing	HOV/TOL/ Reduced BRT	Change	Existing	HOV/TOL/ Reduced BRT	Change
Overall Unity	3	3	0	4	3	1	6	6	0
Manmade/Natural Unity	3	3	0	4	3	1	6	6	0
Average Unity	3	3	0	4	3	1	6	6	0
Overall Intactness	2	2	0	4	3	1	5	5	0
Absence of encroachment	3	2	1	3	3	0	4	4	0
Average Intactness	2.5	2	0.5	3.5	3	0.5	4.5	4.5	0
Manmade Development	5	4	1	4	3	1	2	2	0
Vegetation	3	1	2	6	2	4	6	4	2
Water	1	1	0	1	1	0	3	3	0
Landform	2	2	0	3	3	0	4	4	0
Average Vividness	2.75	2	0.75	3.5	2.25	1.25	3.75	3.25	0.5
Visual Quality	2.8	2.3	0.4	3.7	2.8	0.9	4.8	4.6	0.2

Notes:
 HOV = High-Occupancy Vehicle
 TOL = Truck-Only Lane
 BRT = Bus Rapid Transit



Table F.10-6. Change in Visual Quality under the HOV/TOL/Reduced BRT Alternative, View of the Road

	I-75 Cumberland Blvd to Canton Rd			I-75 from Canton Rd to Hickory Grove Rd			I-575 from I-75 to Sixes Rd		
	Existing	HOV/TOL/ Reduced BRT	Change	Existing	HOV/TOL/ Reduced BRT	Change	Existing	HOV/TOL/ Reduced BRT	Change
Overall Unity	3	2	1	3	2	1	5	5	0
Manmade/Natural Unity	1	1	0	3	2	1	5	5	0
Average Unity	2	1.5	0.5	3		3	5	5	0
Overall Intactness	2	1	1	4	2	2	5	4	1
Absence of encroachment	2	1	1	3	1	2	6	4	2
Average Intactness	2	1	1	3.5	1.5	2	5.5	4	1.5
Manmade Development	4	2	2	3	2	1	2	2	0
Vegetation	2	1	1	4	1	3	5	3	2
Water	1	1	0	1	1	0	3	3	0
Landform	2	2	0	5	5	0	6	6	0
Average Vividness	2.25	1.5	0.75	3.25	2.25	1	4	3.5	0.5
Visual Quality	2.1	1.3	0.8	3.3	1.3	2	4.8	4.2	0.7

Notes:

HOV = High-Occupancy Vehicle
TOL = Truck-Only Lane
BRT = Bus Rapid Transit



F.11 Noise Impacts

Table F.11-1. Existing Noise Levels for FHWA Noise Assessment Sites

Receptor ID	Receptor Address	Land Use	Distance to the Median (Feet)	Date	Time	L _{eq} (1h) (dBA)
I-75/M1	Marriott Hotel - North of Windy Ridge Pkwy	Hotel	299 to I-285 entrance ramp and 474 to I-75	4/12/05	1:25 PM	65
I-75/M2	2825 Belmont Place Apartment Gardens - Windy Hill Rd	Residential	569 to the on-ramp and 710 to I-75	4/12/05	3:15 PM	62
I-75/M3	Barrington Mill Apartment - Terrell Mill Rd	Residential	507	4/19/05	1:57 PM	68
I-75/M4	Lincoln Hills Apartment Homes - North of Terrell Mill Rd	Residential	358	4/13/05	12:45 PM	60
I-75/M5	Highland Park Apartment Homes - North of Delk Rd	Residential	537	4/13/05	11:57 AM	53
I-75/M6A	818 Forest Ridge Dr (behind existing noise wall) - North of Delk Rd	Residential	225	4/21/05	11:58 AM	66
I-75/M6B	I-75 shoulder - NB direction (in front of existing noise wall)	-	103	4/21/05	12:37 PM	83
I-75/M7	The Crossings at Wood Station Apartment Homes - Franklin Rd	Residential	325	4/21/05	1:21 PM	70
I-75/M8A	946 Forest Ridge Dr (behind existing noise wall) - North of Delk Rd	Residential	201	4/12/05	10:20 AM	64
I-75/M8B	I-75 shoulder - NB direction (in front of existing noise wall)	-	96	4/12/05	10:48 AM	84
I-75/M9	Crestridge Dr - North of S Marietta Pkwy	Residential	463 to the on-ramp and 763 to I-75	3/31/05	3:02 PM	61
I-75/M10	1346 Banberry Rd - Franklin Rd	Residential	267	3/30/05	2:54 PM	69
I-75/M11	143 Old Bee Tree Cir - South of Gresham Rd	Residential	411	3/30/05	2:10 PM	64
I-75/M12	Alpine Way - North of N Marietta Pkwy	Residential	532	3/30/05	11:45 AM	59
I-75/M13	155 Bankston Rd - North of N Marietta Pkwy	Residential	325	3/30/05	1:18 PM	63
I-75/M14	Iglesia Congregación Cristiana - Allgood Rd	Church	1078	3/29/05	3:37 PM	59
I-75/M15	Park Lane/Dickson Rd - North of Canton Rd Conn/Hwy 5	Residential	392 to the on-ramp and 965 to I-75	3/29/05	2:24 PM	64
I-75/M16	1710 Lancaster Drive - South of the junction of I-75 and I-575	Residential	362 to the SB I-575 ramp and 455 to I-75	4/14/05	10:11 AM	69
I-75/M17	1972 Shiloh Valley Trl - North of the junction of I-75 and I-575	Residential	338	4/12/05	2:41 PM	71
I-75/M18	Greenhouse Apartment Complex - South of Frey Rd	Residential	434	3/29/05	1:23 PM	64
I-75/M19	Apartment Complex (KSU Housing) - Idlewood Ave	Residential	323	3/29/05	12:42 PM	66



**Table F.11-1. Existing Noise Levels for FHWA Noise Assessment Sites
(continued)**

Receptor ID	Receptor Address	Land Use	Distance to the Median (Feet)	Date	Time	L _{eq} (1h) (dBA)
I-75/M20	Villas at Kennesaw Apartment Homes - George Busbee Pkwy	Residential	220 to the Off-ramp and 356 to I-75	3/29/05	11:20 AM	67
I-75/M21	Somerset at Shiloh Apartment Homes - North of Wade Green Rd	Residential	230 to I-75 SB and 340 to I-75	2/28/06	2:38 PM	67
I-75/M22	2125 Hamby Cove Dr - North of Hickory Grove Rd	Residential	410 to I-75 NB and 530 to I-75	2/28/06	1:20 PM	69
I-75/M23	4553 Howell Farms - North of Hickory Grove Rd	Residential	420 to I-75 SB and 590 to I-75	2/28/06	12:27 PM	64
I-575/M24	2261 Nottley Dr – South of Barret Pkwy	Residential	328	3/30/05	2:15 PM	57
I-575/M25	2831 Hidden Forest Dr – South of Big Shanty Rd	Residential	344	3/30/05	1:25 PM	63
I-575/M26	305 Etheridge Dr – North of Chastain Rd	Residential	243	3/30/05	12:05 PM	63
I-575/M27	3890 Heck Rd – North of Bells Ferry Rd	Residential	454 to On-ramp and 809 to I-575	3/29/05	2:35 PM	65
I-575/M28	4125 Oak Ferry Dr – North of Bells Ferry Rd	Residential	228	3/31/05	3:53 PM	64
I-575/M29	4301 Nesbin Dr – North of Hawkins Store Rd	Residential	255	3/30/05	11:30 AM	59
I-575/M30	186 Castleair Dr – North of Shallowford Rd	Residential	277	3/30/05	10:50 AM	65
I-575/M31	1060 Tanglewood Dr – North of E Alabama Rd/SR-92	Residential	469 to Off-ramp and 582 to I-575	3/29/05	2:10 PM	63
I-575/M32	21 Coffee Cir (Mobile Homes) – North of Dupree Rd	Residential	188	4/13/05	10:01 AM	73
I-575/M33	4126 Dream Catcher Rd – South of Rope Mill Rd	Residential	301	3/29/05	11:30 AM	61
I-575/M34	500 Rope Mill Rd	Residential	487	3/30/05	10:05 AM	54

Note: Noise measurements were recorded for 15-minute duration per reading.

L_{eq} = equivalent sound level

dBA = A-weighted decibels

Source: Parsons Brinckerhoff, 2007e.



Table F.11-2. Existing Noise Levels for BRT Station Sites

Receptor ID	Receptor Address	Land Use	Distance to I-75 Median (Feet)	Date	Time	L _{eq} (1h) (dBA)	Estimated L _{dn}
BRT B1	Proposed Arts Center - Cobb Galleria Pkwy	Institutional	122 to the SB On-ramp and 303 to I-75	4/13/05	2:01 PM	58	65
				4/15/05	12:43 AM	59	
BRT B2	Walton Rivers Apartment Homes – South of Akers Mill Rd	Residential	1241 to I-75 and 430 to Cumberland Blvd	3/2/06	9:54 AM	59	62
				3/8/06	1:30 AM	55	
BRT B3	Autumn View Apartment Homes – North of Delk Rd	Residential	214	4/21/05	1:57 PM	72	75
				4/15/05	2:29 AM	68	
BRT B4	1108 Halsey Rd (Mobile Homes) - South of Gresham Rd	Residential	665	3/1/06	9:44 AM	58	64
				3/2/06	12:15 AM	57	
BRT B5	1182 Eastview Drive (Mobile Homes) – South of Gresham Rd	Residential	333	4/14/05	3:29 PM	67	69
				4/20/05	1:50 AM	61	
BRT B6	Ice Forum - George Busbee Pkwy	Sport Center (Indoor Use)	1,293	4/14/05	1:52 PM	56	65
				4/21/05	2:23 AM	59	

Note: Noise measurements were recorded for 15-minute duration per reading.

L_{eq} = Equivalent Sound Level

dBA = A-weighted decibels

L_{dn} = Day/Night Sound Level

Source: Parsons Brinckerhoff, 2007e.



Table F.11-3. Existing Noise Levels for Other Supporting Transit Facility Sites

Receptor ID	Receptor Address	Land Use	Date	Time	L _{eq} (1h) (dBA)	Estimated L _{dn}
T1	West Peachtree Rd - Park	Recreational Area	6/30/05	5:06 PM	62	66
			7/01/05	1:00 AM	59	
T2	First Presbyterian Church of Atlanta – 16th St	Church	6/30/05	4:31 PM	59	62
			7/01/05	12:30 AM	54	
T3	Best Western Granada Suite Hotel - West Peachtree Rd	Hotel	6/30/05	3:34 PM	70	72
			7/01/05	12:00 AM	64	
T4	Embassy Suite Hotel - Akers Mill Rd	Hotel	7/14/05	12:05 PM	60	59
			7/01/05	2:00 AM	46	
T5	Post Crest Apartment Homes – Cumberland-Galleria	Residential	3/1/06	2:19 PM	50	54
			3/2/06	2:10 AM	47	
T6	2663 Hicks Rd	Residential	6/29/05	3:15 PM	65	65
			6/30/05	2:17 AM	56	
T7	Heritage Hills Golf Center - SR-5 / East West Connector	Residential	3/2/06	3:46 PM	62	61
			3/8/06	12:40 AM	50	
T8	260 Dorothy Dr - Austell Rd	Residential	3/1/06	4:27 PM	74	74
			3/2/06	3:30 AM	65	
T9	Laurel Apartments - Laurel Valley Dr	Residential	6/29/05	2:10 PM	58	59
			6/30/05	1:30 AM	51	
T10	Laurel Valley Apartment Homes - North of Terrell Mill Rd	Residential	3/1/06	12:11 PM	61	62
			3/2/06	1:35 AM	53	
T11	Highland Trace Apartment Homes - North of Delk Rd	Residential	3/1/06	11:10 AM	65	70
			3/2/06	12:55 AM	63	
T12	1067 S. Marietta Pkwy - West of South Cobb Pkwy	Residential	3/1/06	3:25 PM	70	70
			3/2/06	2:54 AM	59	
T13	897 Woodlawn Drive - Johnson Ferry Rd	Residential	3/2/06	11:00 AM	65	64
			3/9/06	8:52 AM	66	
			3/9/06	11:07 AM	64	
			3/14/06	11:38 PM	53	
T14	2839 New South Dr - Canton Rd / Piedmont Rd	Residential	3/2/06	12:15 PM	55	55
			3/8/06	3:50 AM	44	
T15	2816/2818 Colleton Dr - Canton Rd / Piedmont Rd	Residential	3/7/06	5:40 PM	50	57
			3/9/06	10:01 AM	52	
			3/8/06	3:22 AM	50	
T16	Children's Hospital - George Busbee Pkwy	Hospital	2/28/06	3:32 PM	66	69
			3/8/06	4:30 AM	61	
T17	3170 Wetherbyrne Rd - Wetherbyrne Woods	Residential	6/28/05	11:20 AM	56	57
			6/29/05	12:42 AM	49	
T18	Lake Acworth Dr - SR-92	Hotel	7/14/05	7:38 AM	68	69
			6/29/05	12:02 AM	61	

Note: Noise measurements were recorded for a 15-minute duration per reading.
L_{eq} = Equivalent Sound Level; dBA = A-weighted decibels; L_{dn} = Day/Night Sound Level.
Source: Parsons Brinckerhoff, 2007e.



Table F.11-4. I-75 HOV/TOL & HOV/TOL/TSM Alternative Traffic Noise Impact Assessment Following FHWA Procedures

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL & HOV/TOL/TSM								
							HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) L _{eq} (1h)			Predicted Build vs. NAC HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) L _{eq} (1h)			Predicted Build minus Existing / No-Build HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) L _{eq} (1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
B4	R	1108 Halsey Rd (Mobile Homes) - South of Gresham Rd	Will be displaced	64	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M1	H	Marriott Hotel – North of Windy Ridge Pkwy	N/A	65	70	70	67	67	67	IMPACT	IMPACT	IMPACT	-3/-3	-3/-3	-3/-3
M2	R	2825 Belmont Place Apartment Gardens – Windy Hill Rd	N/A	62	63	62	67	67	67	IMPACT	IMPACT	IMPACT	4/5	4/5	4/5
M3	R	Barrington Mill Apartment – Terrell Mill Rd	N/A	68	70	70	72	72	72	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
M4	R	Lincoln Hills Apartment Homes – North of Terrell Mill Rd	N/A	60	69	69	74	74	74	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
M5	R	Highland Park Apartment Homes – North of Delk Rd	N/A	53	60	60	66	66	66	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
M6A	R	818 Forest Ridge Dr (behind existing noise wall) – North of Delk Rd	Will be displaced	66	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M7	R	The Crossings at Wood Station Apartment Homes – Franklin Rd	Will be displaced	70	72	72	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M8A	R	946 Forest Ridge Dr (behind existing noise wall) – North of Delk Rd	Will be displaced	64	67	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M9	R	Crestridge Dr – North of S Marietta Pkwy	N/A	61	59	59	61	61	61	NI	NI	NI	2/2	2/2	2/2
M10	R	1346 Banberry Rd – Franklin Rd	N/A	69	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M11	R	143 Old Bee Tree Cir – South of Gresham Rd	N/A	64	66	66	69	70	70	IMPACT	IMPACT	IMPACT	3/3	4/4	4/4
M12	R	Alpine Way – North of N Marietta Pkwy	N/A	59	62	62	67	67	67	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
M13	R	155 Bankston Rd – North of N Marietta Pkwy	N/A	63	66	66	74	74	73	IMPACT	IMPACT	IMPACT	8/8	8/8	7/7
M14	CH	Iglesia ã ongregaci3n Cristiana – Allgood Rd	N/A	59	59	58	65	66	64	NI	NI	NI	6/7	7/8	5/6
M15	R	Park Lane/Dickson Rd – North of Canton Rd Conn/HWY 5	N/A	64	58	57	65	64	64	NI	NI	NI	7/8	6/7	6/7
M16	R	1710 Lancaster Dr – South of the junction of I-75 and I-575	N/A	69	71	70	78	78	78	IMPACT	IMPACT	IMPACT	7/8	7/8	7/8
M17	R	1972 Shiloh Valley Trl – North of the junction of I-75 and I-575	Will be displaced	71	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M18	R	Greenhouse Apartment Complex – South of Frey Rd	N/A	64	66	67	70	70	70	IMPACT	IMPACT	IMPACT	4/3	4/3	4/3



Table F.11-4. I-75 HOV/TOL & HOV/TOL/TSM Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL & HOV/TOL/TSM								
							HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)			Predicted Build minus Existing / No-Build HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
M19	R	Apartment Complex (KSU Housing) – Idlewood Ave	N/A	66	65	65	72	72	72	IMPACT	IMPACT	IMPACT	7/7	7/7	7/7
M20	R	Villas at Kennesaw Apartment Homes – George Busbee Pkwy	N/A	67	67	68	75	75	75	IMPACT	IMPACT	IMPACT	8/7	8/7	8/7
M21	R	Somerset at Shiloh Apartment Homes - North of Wade Green Rd	N/A	67	73	73	74	74	74	IMPACT	IMPACT	IMPACT	1/1	1/1	1/1
M22	R	2125 Hamby Cove Dr – North of Hickory Grove Rd	N/A	69	72	73	74	74	74	IMPACT	IMPACT	IMPACT	2/1	2/1	2/1
M23	R	4553 Howell Farms – North of Hickory Grove Rd	N/A	64	63	64	69	69	69	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
*M24	C	2261 Nottley Dr – South of Barrett Pkwy	Will be displaced	57	54	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M25	R	2831 Hidden Forest Dr – South of Big Shanty Rd	N/A	63	65	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M26	R	305 Etheridge Dr – North of Chastain Rd	N/A	63	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M27	R	3890 Heck Rd – North of Bells Ferry Rd	N/A	65	59	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M28	R	4125 Oak Ferry Dr – North of Bells Ferry Rd	N/A	64	63	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M29	R	4301 Nesbin Dr – North of Hawkins Store Rd	N/A	59	69	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M30	R	186 Castleair Dr – North of Shallowford Rd	N/A	65	69	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M31	R	1060 Tanglewood Dr – North of E Alabama RD/SR-92	N/A	63	63	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M32	R	21 Coffee Cir (Mobile Homes) – North of Dupree Rd	N/A	73	75	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M33	R	4126 Dream Catcher Rd – South of Rope Mill Rd	N/A	61	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M34	R	500 Rope Mill Rd	N/A	54	58	58	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T4	H	Embassy Suite Hotel – Akers Mill Rd	N/A	60	63	63	64	64	64	NI	NI	NI	1/1	1/1	1/1



Table F.11-4. I-75 HOV/TOL & HOV/TOL/TSM Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL & HOV/TOL/TSM								
							HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)			Predicted Build minus Existing / No-Build HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
T9	R	Laurel Apartments – Laurel Valley Dr	N/A	58	57	56	64	64	64	NI	NI	NI	7/8	7/8	7/8
T10	R	Laurel Valley Apartment Homes – North of Terrell Mill Rd	N/A	61	64	63	70	70	70	IMPACT	IMPACT	IMPACT	6/7	6/7	6/7
T11	R	Highland Trace Apartment Homes – North of Delk Rd	Will be displaced	65	67	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T16	H	Children's Hospital – George Busbee Pkwy	N/A	61	60	61	66	66	66	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
R1	R	Res – North of Wade Green Rd	N/A	N/A	59	61	64	64	64	NI	NI	NI	5/3	5/3	5/3
R2	R	Res – North of Wade Green Rd	N/A	N/A	59	60	63	63	63	NI	NI	NI	4/3	4/3	4/3
R3	R	Res – North of Wade Green Rd	N/A	N/A	63	64	70	70	70	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R4	R	Res – North of Wade Green Rd	N/A	N/A	60	61	68	68	68	IMPACT	IMPACT	IMPACT	8/7	8/7	8/7
R5	R	Res – North of Wade Green Rd	N/A	N/A	65	66	72	72	72	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R6	R	Res – North of Wade Green Rd	N/A	N/A	55	57	62	62	62	NI	NI	NI	6/5	6/5	6/5
R7	R	Res – North of Wade Green Rd	N/A	N/A	69	70	74	74	74	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4
R8	R	Res – North of Wade Green Rd	N/A	N/A	72	73	77	77	77	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4
R9	R	Res – North of Wade Green Rd	N/A	N/A	69	70	67	67	67	IMPACT	IMPACT	IMPACT	-2/-3	-2/-3	-2/-3
R10	R	Res – North of Wade Green Rd	N/A	N/A	68	69	74	74	74	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
R11	R	Res – North of Wade Green Rd	N/A	N/A	59	60	59	59	59	NI	NI	NI	0/-1	0/-1	0/-1
R12	R	Res – North of Wade Green Rd	N/A	N/A	65	65	67	67	67	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R13	R	Res – South of Wade Green Rd	N/A	N/A	66	67	73	73	73	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R14	C	Res – South of Wade Green Rd	N/A	N/A	69	70	71	71	71	IMPACT	IMPACT	IMPACT	2/1	2/1	2/1
R15	R	Res – North of Chastain Rd	N/A	N/A	65	66	70	70	70	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4
R16	C	Res – North of Chastain Rd	N/A	N/A	66	66	71	71	71	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
R17	H	Res – North of Chastain Rd	N/A	N/A	65	65	72	72	72	IMPACT	IMPACT	IMPACT	7/7	7/7	7/7
R18	C	Res – South of Chastain Rd	N/A	N/A	64	64	67	67	67	NI	NI	NI	3/3	3/3	3/3
R19	C	Res – South of Chastain Rd	N/A	N/A	63	63	66	66	66	NI	NI	NI	3/3	3/3	3/3
R20	H	Res – South of Chastain Rd	N/A	N/A	72	72	78	78	78	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
R21	C	Res – North of Barrett Pkwy	N/A	N/A	65	65	70	70	70	NI	NI	NI	5/5	5/5	5/5
R22	C	Res – North of Barrett Pkwy	N/A	N/A	69	67	71	71	71	IMPACT	IMPACT	IMPACT	2/4	2/4	2/4
R23	C	Res – North of Barrett Pkwy	N/A	N/A	69	69	73	73	73	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R24	H	Res – North of Barrett Pkwy	N/A	N/A	69	69	71	71	71	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2



Table F.11-4. I-75 HOV/TOL & HOV/TOL/TSM Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL & HOV/TOL/TSM								
							HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)			Predicted Build minus Existing / No-Build HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
R25	C	Res – North of Barrett Pkwy (I-575)	N/A	N/A	56	57	61	61	61	NI	NI	NI	5/4	5/4	5/4
R27	R	Res – South of Barrett Pkwy	N/A	N/A	72	73	75	75	75	IMPACT	IMPACT	IMPACT	3/2	3/2	3/2
R28	R	Res – North of Canton Rd	N/A	N/A	69	69	71	71	71	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R29	R	Res – North of Canton Rd	N/A	N/A	76	76	80	80	80	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R30	C	Res – South of Canton Rd	N/A	N/A	72	71	75	75	75	IMPACT	IMPACT	IMPACT	3/4	3/4	3/4
R31	C	Res – South of Canton Rd	N/A	N/A	68	67	70	70	70	NI	NI	NI	2/3	2/3	2/3
R32	R	Res – South of Canton Rd	N/A	N/A	76	76	79	80	80	IMPACT	IMPACT	IMPACT	3/3	4/4	4/4
R33	R	Res – North of N Marietta Pkwy	N/A	N/A	67	67	70	70	70	IMPACT	IMPACT	IMPACT	3/3	3/3	3/3
R34	R	Res – North of N Marietta Pkwy	N/A	N/A	68	68	70	70	70	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R35	R	Res – North of S Marietta Pkwy	N/A	N/A	65	65	68	68	68	IMPACT	IMPACT	IMPACT	3/3	3/3	3/3
R36	R	Res – North of S Marietta Pkwy	N/A	N/A	68	68	68	69	68	IMPACT	IMPACT	IMPACT	0/0	1/1	1/1
R37	R	Res – North of S Marietta Pkwy	N/A	N/A	67	67	73	73	73	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
R38	R	Res – South of S Marietta Pkwy	Will be displaced	N/A	61	61	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R39	R	Res – South of S Marietta Pkwy	N/A	N/A	67	68	75	75	75	IMPACT	IMPACT	IMPACT	8/7	8/7	8/7
R40	R	Res – South of S Marietta Pkwy	Will be displaced	N/A	67	68	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R41	R	Res – South of S Marietta Pkwy	Will be displaced	N/A	73	73	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R42	R	Res – South of S Marietta Pkwy	N/A	N/A	67	67	78	78	78	IMPACT	IMPACT	IMPACT	11/11	11/11	11/11
R43	C	Res – North of Delk Rd	N/A	N/A	69	69	73	73	73	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R44	R	Res – South of Delk Rd	N/A	N/A	73	73	77	77	77	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R45	R	Res – South of Delk Rd	N/A	N/A	70	70	73	74	73	IMPACT	IMPACT	IMPACT	3/3	4/4	3/3
R46	R	Res – North of Windy Hill Rd	N/A	N/A	61	60	68	68	68	IMPACT	IMPACT	IMPACT	7/8	7/8	7/8
R47	R	Res – South of Delk Rd	N/A	N/A	65	65	69	69	69	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R48	C	Res – North of Windy Hill Rd	Will be displaced	N/A	66	66	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R49	C	Res – North of Windy Hill Rd	N/A	N/A	74	73	79	79	79	IMPACT	IMPACT	IMPACT	5/6	5/6	5/6
R50	R	Res – North of Windy Hill Rd	N/A	N/A	72	72	73	73	73	IMPACT	IMPACT	IMPACT	1/1	1/1	1/1
R51	C	Res – South of Windy Hill Rd	N/A	N/A	64	64	64	64	64	NI	NI	NI	0/0	0/0	0/0
R52	H	Res – South of Windy Hill Rd	N/A	N/A	58	58	70	70	70	IMPACT	IMPACT	IMPACT	12/12	12/12	12/12
R53	C	Res – North of Cumberland Blvd	N/A	N/A	76	76	76	76	76	IMPACT	IMPACT	IMPACT	0/0	0/0	0/0
R54	R	Res – South of Cumberland Blvd	N/A	N/A	74	74	74	74	74	IMPACT	IMPACT	IMPACT	0/0	0/0	0/0



Table F.11-4. I-75 HOV/TOL & HOV/TOL/TSM Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL & HOV/TOL/TSM								
							HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)			Predicted Build minus Existing / No-Build HOV/TOL Alternative & HOV/TOL/TSM Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
R55	C	Res – South of I-285/I-75 Interchange	N/A	N/A	71	72	72	72	72	IMPACT	IMPACT	IMPACT	1/0	1/0	1/0
R56	C	Res – North of I-285/I-75 Interchange	N/A	N/A	69	69	68	68	68	NI	NI	NI	-1/-1	-1/-1	-1/-1

Note:

N/A – Not Applicable

NI – No Impact.

L_{eq} = Equivalent Sound Level

* Monitoring Sites M24 to M34 are located on the I-575 corridor.

Source: Parsons Brinckerhoff, 2007e.



Table F.11-5. I-75 HOV/TOL/BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/BRT								
							HOV/TOL/BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL/BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing / No-Build HOV/TOL/BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
B4	R	1108 Halsey Rd (Mobile Homes) – South of Gresham Rd	Displaced	64	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M1	H	Marriott Hotel – North of Windy Ridge Pkwy	N/A	65	70	70	67	67	67	IMPACT	IMPACT	IMPACT	-3/-3	-3/-3	-3/-3
M2	R	2825 Belmont Place Apartment Gardens – Windy Hill Rd	N/A	62	63	62	61	67	61	NI	IMPACT	NI	4/-1	4/5	4/-2
M3	R	Barrington Mill Apartment – Terrell Mill Rd	N/A	68	70	70	72	72	72	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
M4	R	Lincoln Hills Apartment Homes – North of Terrell Mill Rd	N/A	60	69	69	74	74	74	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
M5	R	Highland Park Apartment Homes – North of Delk Rd	N/A	53	60	60	66	66	66	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
M6A	R	818 Forest Ridge Dr (behind existing noise wall) – North of Delk Rd	Displaced	66	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M7	R	The Crossings at Wood Station Apartment Homes – Franklin Rd	Displaced	70	72	72	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M8A	R	946 Forest Ridge Dr (behind existing noise wall) – North of Delk Rd	Displaced	64	67	67	N/A	N/A	79	N/A	N/A	N/A	N/A	N/A	N/A
M9	R	Crestridge Dr – North of South Marietta Pkwy	N/A	61	59	59	61	61	61	NI	NI	NI	2/2	2/2	2/2
M10	R	1346 Banberry Rd – Franklin Rd	Displaced	69	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M11	R	143 Old Bee Tree Cir – South of Gresham Rd	N/A	64	66	66	70	70	70	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
M12	R	Alpine Wy – North of N. Marietta Pkwy	N/A	59	62	62	67	67	67	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
M13	R	155 Bankston Rd – North of N. Marietta Pkwy	N/A	63	66	66	74	74	73	IMPACT	IMPACT	IMPACT	8/8	8/8	7/7
M14	CH	Iglesia Congregacion Cristiana – Allgood Rd	N/A	59	59	58	65	65	65	NI	NI	NI	6/7	6/7	6/7
M15	R	Park Lane/Dickson Rd – North of Canton Rd Conn/HWY 5	N/A	64	58	57	65	65	64	NI	NI	NI	7/8	7/8	6/7
M16	R	1710 Lancaster Dr – South of the junction of I-75 and I-575	N/A	69	71	70	78	78	78	IMPACT	IMPACT	IMPACT	7/8	7/8	7/8
M17	R	1972 Shiloh Valley Trl – North of the junction of I-75 and I-575	Displaced	71	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M18	R	Greenhouse Apartment Complex – South of Frey Rd	N/A	64	66	67	70	70	70	IMPACT	IMPACT	IMPACT	4/3	4/3	4/3
M19	R	Apartment Complex (KSU Housing) – Idlewood Ave	N/A	66	65	65	72	72	72	IMPACT	IMPACT	IMPACT	7/7	7/7	7/7
M20	R	Villas at Kennesaw Apartment Homes – George Busbee Pkwy	N/A	67	67	68	75	73	75	IMPACT	IMPACT	IMPACT	8/7	6/5	8/7
M21	R	Somerset at Shiloh Apartment Homes – North of Wade Green Rd	N/A	67	73	73	74	74	74	IMPACT	IMPACT	IMPACT	1/1	1/1	1/1



Table F.11-5. I-75 HOV/TOL/BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/BRT								
							HOV/TOL/BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL/BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing / No-Build HOV/TOL/BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
M22	R	2125 Hamby Cove Dr – North of Hickory Grove Rd	N/A	69	72	73	74	74	74	IMPACT	IMPACT	IMPACT	2/1	2/1	2/1
M23	R	4553 Howell Farms – North of Hickory Grove Rd	N/A	64	63	64	69	69	69	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
M24*	C	2261 Nottley Dr – South of Barrett Pkwy	Displaced	57	54	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M25*	R	2831 Hidden Forest Dr – South of Big Shanty Rd	N/A	63	65	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M26*	R	305 Etheridge Dr – North of Chastain Rd	N/A	63	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M27*	R	3890 Heck Rd – North of Bells Ferry Rd	N/A	65	59	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M28*	R	4125 Oak Ferry Dr – North of Bells Ferry Rd	N/A	64	63	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M29*	R	4301 Nesbin Dr – North of Hawkins Store Rd	N/A	59	69	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M30*	R	186 Castleair Dr – North of Shallowford Rd	N/A	65	69	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M31*	R	1060 Tanglewood Dr – North of E Alabama RD/SR-92	N/A	63	63	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M32*	R	21 Coffee Cir (Mobile Homes) – North of Dupree Rd	N/A	73	75	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M33*	R	4126 Dream Catcher Rd – South of Rope Mill Rd	N/A	61	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M34*	R	500 Rope Mill Rd	N/A	54	58	58	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T4	H	Embassy Suite Hotel – Akers Mill Rd	N/A	60	63	63	64	64	64	NI	NI	NI	1/1	1/1	1/1
T9	R	Laurel Apartments – Laurel Valley Dr	N/A	58	57	56	65	65	65	NI	NI	NI	8/9	8/9	8/9
T10	R	Laurel Valley Apartment Homes – North of Terrell Mill Rd	N/A	61	64	63	70	70	70	IMPACT	IMPACT	IMPACT	6/7	6/7	6/7
T11	R	Highland Trace Apartment Homes – North of Delk Rd	Displaced	65	67	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T16	H	Children's Hospital – George Busbee Pkwy	N/A	61	60	61	66	66	66	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
R1	R	Res – North of Wade Green Rd	N/A	N/A	59	61	64	64	64	NI	NI	NI	5/3	5/3	5/3
R2	R	Res – North of Wade Green Rd	N/A	N/A	59	60	63	63	63	NI	NI	NI	4/3	4/3	4/3
R3	R	Res – North of Wade Green Rd	N/A	N/A	63	64	70	70	70	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R4	R	Res – North of Wade Green Rd	N/A	N/A	60	61	68	68	68	IMPACT	IMPACT	IMPACT	8/7	8/7	8/7
R5	R	Res – North of Wade Green Rd	N/A	N/A	65	66	72	72	72	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R6	R	Res – North of Wade Green Rd	N/A	N/A	55	57	62	62	62	NI	NI	NI	7/5	7/5	7/5
R7	R	Res – North of Wade Green Rd	N/A	N/A	69	70	74	74	74	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4



Table F.11-5. I-75 HOV/TOL/BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/BRT								
							HOV/TOL/BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL/BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing / No-Build HOV/TOL/BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
R8	R	Res – North of Wade Green Rd	N/A	N/A	72	73	77	77	77	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4
R9	R	Res – North of Wade Green Rd	N/A	N/A	69	70	67	67	67	IMPACT	IMPACT	IMPACT	-2/-3	-2/-3	-2/-3
R10	R	Res – North of Wade Green Rd	N/A	N/A	68	69	74	74	74	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
R11	R	Res – North of Wade Green Rd	N/A	N/A	59	60	59	59	59	NI	NI	NI	0/-1	0/-1	0/-1
R12	R	Res – North of Wade Green Rd	N/A	N/A	65	65	67	67	67	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R13	R	Res – South of Wade Green Rd	N/A	N/A	66	67	73	73	73	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R14	C	Res – South of Wade Green Rd	N/A	N/A	69	70	71	71	71	IMPACT	IMPACT	IMPACT	2/1	2/1	2/1
R15	R	Res – North of Chastain Rd	N/A	N/A	65	66	70	70	70	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4
R16	C	Res – North of Chastain Rd	N/A	N/A	66	66	71	71	71	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
R17	H	Res – North of Chastain Rd	N/A	N/A	65	65	72	72	72	IMPACT	IMPACT	IMPACT	7/7	7/7	7/7
R18	C	Res – South of Chastain Rd	N/A	N/A	64	64	67	67	67	NI	NI	NI	3/3	3/3	3/3
R19	C	Res – South of Chastain Rd	N/A	N/A	63	63	66	66	66	NI	NI	NI	3/3	3/3	3/3
R20	H	Res – South of Chastain Rd	N/A	N/A	72	72	78	78	78	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
R21	C	Res – North of Barrett Pkwy	N/A	N/A	65	65	70	70	70	NI	NI	NI	5/5	5/5	5/5
R22	C	Res – North of Barrett Pkwy	N/A	N/A	69	67	71	71	71	IMPACT	IMPACT	IMPACT	2/4	2/4	2/4
R23	C	Res – North of Barrett Pkwy	N/A	N/A	69	69	73	73	73	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R24	H	Res – North of Barrett Pkwy	N/A	N/A	69	69	71	71	71	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R25	C	Res – North of Barrett Pkwy (I-575)	N/A	N/A	56	57	61	61	61	NI	NI	NI	5/4	5/4	5/4
R27	R	Res – South of Barrett Pkwy	N/A	N/A	72	73	75	75	75	IMPACT	IMPACT	IMPACT	3/2	3/2	3/2
R28	R	Res – North of Canton Rd	N/A	N/A	69	69	71	71	71	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R29	R	Res – North of Canton Rd	N/A	N/A	76	76	80	80	80	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R30	C	Res – South of Canton Rd	N/A	N/A	72	71	75	75	75	IMPACT	IMPACT	IMPACT	3/4	3/4	3/4
R31	C	Res – South of Canton Rd	N/A	N/A	68	67	70	70	70	NI	NI	NI	2/3	2/3	2/3
R32	R	Res – South of Canton Rd	N/A	N/A	76	76	80	79	80	IMPACT	IMPACT	IMPACT	4/4	3/3	4/4
R33	R	Res – North of N Marietta Pkwy	N/A	N/A	67	67	70	70	70	IMPACT	IMPACT	IMPACT	3/3	3/3	3/3
R34	R	Res – North of N Marietta Pkwy	N/A	N/A	68	68	70	70	70	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R35	R	Res – North of S Marietta Pkwy	N/A	N/A	65	65	68	68	68	IMPACT	IMPACT	IMPACT	3/3	3/3	3/3
R36	R	Res – North of S Marietta Pkwy	N/A	N/A	68	68	69	69	69	IMPACT	IMPACT	IMPACT	1/1	1/1	1/1
R37	R	Res – North of S Marietta Pkwy	N/A	N/A	67	67	73	73	73	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
R38	R	Res – South of S Marietta Pkwy	Displaced	N/A	61	61	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R39	R	Res – South of S Marietta Pkwy	N/A	N/A	67	68	75	75	75	IMPACT	IMPACT	IMPACT	8/7	8/7	8/7



Table F.11-5. I-75 HOV/TOL/BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/BRT								
							HOV/TOL/BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL/BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing / No-Build HOV/TOL/BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
R40	R	Res – South of S Marietta Pkwy	Displaced	N/A	67	68	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R41	R	Res – South of S Marietta Pkwy	Displaced	N/A	73	73	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R42	R	Res – South of S Marietta Pkwy	N/A	N/A	67	67	78	78	78	IMPACT	IMPACT	IMPACT	11/11	11/11	11/11
R43	C	Res – North of Delk Rd	N/A	N/A	69	69	73	73	73	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R44	R	Res – South of Delk Rd	N/A	N/A	73	73	78	78	78	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
R45	R	Res – South of Delk Rd	N/A	N/A	70	70	74	74	74	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R46	R	Res – North of Windy Hill Rd	N/A	N/A	61	60	68	68	68	IMPACT	IMPACT	IMPACT	7/8	7/8	7/8
R47	R	Res – South of Delk Rd	N/A	N/A	65	65	69	69	69	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R48	C	Res – North of Windy Hill Rd	Displaced	N/A	66	66	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R49	C	Res – North of Windy Hill Rd	N/A	N/A	74	73	80	80	80	IMPACT	IMPACT	IMPACT	6/7	6/7	6/7
R50	R	Res – North of Windy Hill Rd	N/A	N/A	72	72	73	73	73	IMPACT	IMPACT	IMPACT	1/1	1/1	1/1
R51	C	Res – South of Windy Hill Rd	N/A	N/A	64	64	64	64	64	NI	NI	NI	0/0	0/0	0/0
R52	H	Res – South of Windy Hill Rd	N/A	N/A	58	58	70	70	70	IMPACT	IMPACT	IMPACT	12/12	12/12	12/12
R53	C	Res – North of Cumberland Blvd	N/A	N/A	76	76	76	76	76	IMPACT	IMPACT	IMPACT	0/0	0/0	0/0
R54	R	Res – South of Cumberland Blvd	N/A	N/A	74	74	74	74	74	IMPACT	IMPACT	IMPACT	0/0	0/0	0/0
R55	C	Res – South of I-285/I-75 Interchange	N/A	N/A	71	72	72	72	72	IMPACT	IMPACT	IMPACT	1/0	1/0	1/0
R56	C	Res – North of I-285/I-75 Interchange	N/A	N/A	69	69	68	68	68	NI	NI	NI	-1/-1	-1/-1	-1/-1

Note:

N/A – Not Applicable

NI – No Impact.

Leq = Equivalent Sound Level

* Monitoring Sites M24 to M34 are located on the I-575 corridor.

Source: Parsons Brinckerhoff, 2007e.



Table F.11-6. I-75 HOV/TOL/ Reduced BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/Reduced BRT								
							HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing /No-Build HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
B4	R	1108 Halsey Rd (Mobile Homes) – South of Gresham Rd	Will be displaced	64	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M1	H	Marriott Hotel – North of Windy Ridge Pkwy	N/A	65	70	70	67	67	67	IMPACT	IMPACT	IMPACT	-3/-3	-3/-3	-3/-3
M2	R	2825 Belmont Place Apartment Gardens – Windy Hill Rd	N/A	62	63	62	67	67	67	IMPACT	IMPACT	IMPACT	4/5	4/5	4/5
M3	R	Barrington Mill Apartment – Terrell Mill Rd	N/A	68	70	70	72	72	72	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
M4	R	Lincoln Hills Apartment Homes – North of Terrell Mill Rd	N/A	60	69	69	74	74	74	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
M5	R	Highland Park Apartment Homes – North of Delk Rd	N/A	53	60	60	66	66	66	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
M6A	R	818 Forest Ridge Dr (behind existing noise wall) – North of Delk Rd	Will be displaced	66	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M7	R	The Crossings at Wood Station Apartment Homes – Franklin Rd	Will be displaced	70	72	72	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M8A	R	946 Forest Ridge Dr (behind existing noise wall) – North of Delk Rd	Will be displaced	64	67	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M9	R	Crestridge Dr – North of S Marietta Pkwy	N/A	61	59	59	61	61	61	NI	NI	NI	2/2	2/2	2/2
M10	R	1346 Banberry Rd – Franklin Rd	N/A	69	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M11	R	143 Old Bee Tree Cir – South of Gresham Rd	N/A	64	66	66	70	70	70	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
M12	R	Alpine Wy – North of N Marietta Pkwy	N/A	59	62	62	67	67	67	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
M13	R	155 Bankston Rd – North of N Marietta Pkwy	N/A	63	66	66	74	74	73	IMPACT	IMPACT	IMPACT	8/8	8/8	7/7
M14	CH	Iglesia Congregacion Cristiana – Allgood Rd	N/A	59	59	58	65	65	65	NI	NI	NI	6/7	6/7	6/7
M15	R	Park Lane/Dickson Rd – North of Canton Rd Conn/HWY 5	N/A	64	58	57	65	65	64	NI	NI	NI	7/8	7/8	7/7
M16	R	1710 Lancaster Dr – South of the junction of I-75 and I-575	N/A	69	71	70	78	78	78	IMPACT	IMPACT	IMPACT	7/8	7/8	7/8
M17	R	1972 Shiloh Valley Trl – North of the junction of I-75 and I-575	Will be displaced	71	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M18	R	Greenhouse Apartment Complex – South of Frey Rd	N/A	64	66	67	70	70	70	IMPACT	IMPACT	IMPACT	4/3	4/3	4/3



Table F.11-6. I-75 HOV/TOL/ Reduced BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/Reduced BRT								
							HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing /No-Build HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
M19	R	Apartment Complex (KSU Housing) – Idlewood Ave	N/A	66	65	65	72	72	72	IMPACT	IMPACT	IMPACT	7/7	7/7	7/7
M20	R	Villas at Kennesaw Apartment Homes – George Busbee Pkwy	N/A	67	67	68	75	75	75	IMPACT	IMPACT	IMPACT	8/7	8/7	8/7
M21	R	Somerset at Shiloh Apartment Homes – North of Wade Green Rd	N/A	67	73	73	74	74	74	IMPACT	IMPACT	IMPACT	1/1	1/1	1/1
M22	R	2125 Hamby Cove Dr – North of Hickory Grove Rd	N/A	69	72	73	74	74	74	IMPACT	IMPACT	IMPACT	2/1	2/1	2/1
M23	R	4553 Howell Farms – North of Hickory Grove Rd	N/A	64	63	64	69	69	69	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
*M24	C	2261 Nottley Dr – South of Barrett Pkwy	Will be displaced	57	54	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M25	R	2831 Hidden Forest Dr – South of Big Shanty Rd	N/A	63	65	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M26	R	305 Etheridge Dr – North of Chastain Rd	N/A	63	71	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M27	R	3890 Heck Rd – North of Bells Ferry Rd	N/A	65	59	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M28	R	4125 Oak Ferry Dr – North of Bells Ferry Rd	N/A	64	63	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M29	R	4301 Nesbin Dr – North of Hawkins Store Rd	N/A	59	69	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M30	R	186 Castleair Dr – North of Shallowford Rd	N/A	65	69	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M31	R	1060 Tanglewood Dr – North of E Alabama Rd/SR-92	N/A	63	63	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M32	R	21 Coffee Cir (Mobile Homes) – North of Dupree Rd	N/A	73	75	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M33	R	4126 Dream Catcher Rd – South of Rope Mill Rd	N/A	61	64	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*M34	R	500 Rope Mill Rd	N/A	54	58	58	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T4	H	Embassy Suite Hotel – Akers Mill Rd	N/A	60	63	63	64	64	64	NI	NI	NI	1/1	1/1	1/1



Table F.11-6. I-75 HOV/TOL/ Reduced BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/Reduced BRT								
							HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC Reduced BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing /No-Build HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
T9	R	Laurel Apartments – Laurel Valley Dr	N/A	58	57	56	64	64	64	NI	NI	NI	7/8	7/8	7/8
T10	R	Laurel Valley Apartment Homes – North of Terrell Mill Rd	N/A	61	64	63	70	70	70	IMPACT	IMPACT	IMPACT	6/7	6/7	6/7
T11	R	Highland Trace Apartment Homes – North of Delk Rd	Will be displaced	65	67	67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T16	H	Children's Hospital – George Busbee Pkwy	N/A	61	60	61	66	66	66	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
R1	R	Res – North of Wade Green Rd	N/A	N/A	59	61	64	64	64	NI	NI	NI	5/3	5/3	5/3
R2	R	Res – North of Wade Green Rd	N/A	N/A	59	60	63	63	63	NI	NI	NI	4/3	4/3	4/3
R3	R	Res – North of Wade Green Rd	N/A	N/A	63	64	70	70	70	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R4	R	Res – North of Wade Green Rd	N/A	N/A	60	61	68	68	68	IMPACT	IMPACT	IMPACT	8/7	8/7	8/7
R5	R	Res – North of Wade Green Rd	N/A	N/A	65	66	72	72	72	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R6	R	Res – North of Wade Green Rd	N/A	N/A	55	57	62	62	62	NI	NI	NI	7/5	7/5	7/5
R7	R	Res – North of Wade Green Rd	N/A	N/A	69	70	74	74	74	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4
R8	R	Res – North of Wade Green Rd	N/A	N/A	72	73	77	77	77	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4
R9	R	Res – North of Wade Green Rd	N/A	N/A	69	70	67	67	67	IMPACT	IMPACT	IMPACT	-2/-3	-2/-3	-2/-3
R10	R	Res – North of Wade Green Rd	N/A	N/A	68	69	74	74	74	IMPACT	IMPACT	IMPACT	6/5	6/5	6/5
R11	R	Res – North of Wade Green Rd	N/A	N/A	59	60	59	59	59	NI	NI	NI	0/-1	0/-1	0/-1
R12	R	Res – North of Wade Green Rd	N/A	N/A	65	65	67	67	67	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R13	R	Res – South of Wade Green Rd	N/A	N/A	66	67	73	73	73	IMPACT	IMPACT	IMPACT	7/6	7/6	7/6
R14	C	Res – South of Wade Green Rd	N/A	N/A	69	70	71	71	71	IMPACT	IMPACT	IMPACT	2/1	2/1	2/1
R15	R	Res – North of Chastain Rd	N/A	N/A	65	66	70	70	70	IMPACT	IMPACT	IMPACT	5/4	5/4	5/4
R16	C	Res – North of Chastain Rd	N/A	N/A	66	66	71	71	71	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
R17	H	Res – North of Chastain Rd	N/A	N/A	65	65	72	72	72	IMPACT	IMPACT	IMPACT	7/7	7/7	7/7
R18	C	Res – South of Chastain Rd	N/A	N/A	64	64	67	67	67	NI	NI	NI	3/3	3/3	3/3
R19	C	Res – South of Chastain Rd	N/A	N/A	63	63	66	66	66	NI	NI	NI	3/3	3/3	3/3
R20	H	Res – South of Chastain Rd	N/A	N/A	72	72	78	78	78	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
R21	C	Res – North of Barrett Pkwy	N/A	N/A	65	65	70	70	70	NI	NI	NI	5/5	5/5	5/5
R22	C	Res – North of Barrett Pkwy	N/A	N/A	69	67	71	71	71	IMPACT	IMPACT	IMPACT	2/4	2/4	2/4



Table F.11-6. I-75 HOV/TOL/ Reduced BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/Reduced BRT								
							HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing /No-Build HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
R23	C	Res – North of Barrett Pkwy	N/A	N/A	69	69	73	73	73	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R24	H	Res – North of Barrett Pkwy	N/A	N/A	69	69	71	71	71	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R25	C	Res – North of Barrett Pkwy (I-575)	N/A	N/A	56	57	61	61	61	NI	NI	NI	5/4	5/4	5/4
R27	R	Res – South of Barrett Prkwy	N/A	N/A	72	73	75	75	75	IMPACT	IMPACT	IMPACT	3/2	3/2	3/2
R28	R	Res – North of Canton Rd	N/A	N/A	69	69	71	71	71	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R29	R	Res – North of Canton Rd	N/A	N/A	76	76	80	80	80	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R30	C	Res – South of Canton Rd	N/A	N/A	72	71	75	75	75	IMPACT	IMPACT	IMPACT	3/4	3/4	3/4
R31	C	Res – South of Canton Rd	N/A	N/A	68	67	70	70	70	NI	NI	NI	2/3	2/3	2/3
R32	R	Res – South of Canton Rd	N/A	N/A	76	76	80	79	80	IMPACT	IMPACT	IMPACT	4/4	3/3	4/4
R33	R	Res – North of N Marietta Pkwy	N/A	N/A	67	67	70	70	70	IMPACT	IMPACT	IMPACT	3/3	3/3	3/3
R34	R	Res – North of N Marietta Pkwy	N/A	N/A	68	68	70	70	70	IMPACT	IMPACT	IMPACT	2/2	2/2	2/2
R35	R	Res – North of S Marietta Pkwy	N/A	N/A	65	65	68	68	68	IMPACT	IMPACT	IMPACT	3/3	3/3	3/3
R36	R	Res – North of S Marietta Pkwy	N/A	N/A	68	68	69	69	69	IMPACT	IMPACT	IMPACT	1/1	1/1	1/1
R37	R	Res – North of S Marietta Pkwy	N/A	N/A	67	67	73	73	73	IMPACT	IMPACT	IMPACT	6/6	6/6	6/6
R38	R	Res – South of S Marietta Pkwy	Will be displaced	N/A	61	61	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R39	R	Res – South of S Marietta Pkwy	N/A	N/A	67	68	75	75	75	IMPACT	IMPACT	IMPACT	8/7	8/7	8/7
R40	R	Res – South of S Marietta Pkwy	Will be displaced	N/A	67	68	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R41	R	Res – South of S Marietta Pkwy	Will be displaced	N/A	73	73	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R42	R	Res – South of S Marietta Pkwy	N/A	N/A	67	67	78	78	78	IMPACT	IMPACT	IMPACT	11/11	11/11	11/11
R43	C	Res – North of Delk Rd	N/A	N/A	69	69	73	73	73	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R44	R	Res – South of Delk Rd	N/A	N/A	73	73	78	78	78	IMPACT	IMPACT	IMPACT	5/5	5/5	5/5
R45	R	Res – South of Delk Rd	N/A	N/A	70	70	74	74	74	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R46	R	Res – North of Windy Hill Rd	N/A	N/A	61	60	68	68	68	IMPACT	IMPACT	IMPACT	7/8	7/8	7/8
R47	R	Res – South of Delk Rd	N/A	N/A	65	65	69	69	69	IMPACT	IMPACT	IMPACT	4/4	4/4	4/4
R48	C	Res – North of Windy Hill Rd	Will be displaced	N/A	66	66	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R49	C	Res – North of Windy Hill Rd	N/A	N/A	74	73	79	79	79	IMPACT	IMPACT	IMPACT	5/6	5/6	5/6
R50	R	Res – North of Windy Hill Rd	N/A	N/A	72	72	73	73	73	IMPACT	IMPACT	IMPACT	1/1	1/1	1/1
R51	C	Res – South of Windy Hill Rd	N/A	N/A	64	64	64	64	64	NI	NI	NI	0/0	0/0	0/0



Table F.11-6. I-75 HOV/TOL/ Reduced BRT Alternative Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor Id	Land Use Type	Receptor Location	Proposed Displacements	Measured (Leq)	Existing (2005) Leq(1h)	No-Build (2030) Leq(1h)	Proposed Build Alternative HOV/TOL/Reduced BRT								
							HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build vs. NAC HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)			Predicted Build minus Existing /No-Build HOV/TOL/ Reduced BRT Alternative (2030) Leq(1h)		
							Build	Roswell Road Interchange Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option	Build	Roswell Road Interchange Alignment Option	Allgood Flyover Option
R52	H	Res – South of Windy Hill Rd	N/A	N/A	58	58	70	70	70	IMPACT	IMPACT	IMPACT	12/12	12/12	12/12
R53	C	Res – North of Cumberland Blvd	N/A	N/A	76	76	76	76	76	IMPACT	IMPACT	IMPACT	0/0	0/0	0/0
R54	R	Res – South of Cumberland Blvd	N/A	N/A	74	74	74	74	74	IMPACT	IMPACT	IMPACT	0/0	0/0	0/0
R55	C	Res – South of I-285/I-75 Interchange	N/A	N/A	71	72	72	72	72	IMPACT	IMPACT	IMPACT	1/0	1/0	1/0
R56	C	Res – North of I-285/I-75 Interchange	N/A	N/A	69	69	68	68	68	NI	NI	NI	-1/-1	-1/-1	-1/-1

Note:

N/A – Not Applicable.

NI – No Impact.

L_{eq} = Equivalent Sound Level

* Monitoring Sites M24 to M34 are located on the I-575 corridor.

Source: Parsons Brinckerhoff, 2007e.



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) L _{eq} (1h)	No-Build (2030) L _{eq} (1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
M24	C	2261 Nottley Dr – South of Barrett Pkwy	54	55	N/A	N/A	N/A	N/A
M25	R	2831 Hidden Forest Dr – South of Big Shanty Rd	65	65	68	IMPACT	3	3
M26	R	305 Etheridge Dr – North of Chastain Rd	71	71	73	IMPACT	2	2
M27	R	3890 Heck Rd – North of Bells Ferry Rd	59	59	61	No Impact	2	2
M28	R	4125 Oak Ferry Dr – North of Bells Ferry Rd	63	64	68	IMPACT	4	4
M29	R	4301 Nesbin Dr – North of Hawkins Store Rd	69	69	70	IMPACT	1	1
M30	R	186 Castleair Dr – North of Shallowford Rd	69	69	72	IMPACT	3	3
M31	R	1060 Tanglewood Dr – North of E Alabama Rd/SR-92	63	63	64	No Impact	1	1
M32	R	21 Coffee Cir (Mobile Homes) – North of Dupree Rd	75	76	78	IMPACT	2	2
M33	R	4126 Dream Catcher Rd – South of Rope Mill Rd	64	64	67	IMPACT	3	3
M34	R	500 Rope Mill Rd	58	58	66	IMPACT	8	8
R57	R	West of I-575 North of Rope Mill Rd	67	67	68	IMPACT	1	1
R58	R	West of I-575 North of Rope Mill Rd	63	64	66	IMPACT	3	2
R59	R	West of I-575 North of Rope Mill Rd	62	62	66	IMPACT	4	3
R60	R	East of I-575 North of Rope Mill Rd	57	57	63	No Impact	6	6
R61	C	East of I-575 South of Sixes Rd	56	56	59	No Impact	3	3
R62	R	East of I-575 South of Sixes Rd	67	67	67	IMPACT	0	0
R63	R	East of I-575 South of Sixes Rd	55	55	59	No Impact	4	4
R64	R	East of I-575 South of Sixes Rd	49	49	53	No Impact	4	4
R65	C	East of I-575 South of Sixes Rd	60	61	63	No Impact	3	2
R66	C	East of I-575 South of Sixes Rd	60	60	62	No Impact	2	2
R67	C	East of I-575 South of Sixes Rd	62	62	63	No Impact	2	1
R68	C	East of I-575 South of Sixes Rd	55	56	57	No Impact	2	1
R69	C	West of I-575 south of Sixes Rd	53	53	56	No Impact	3	3
R70	R	West of I-575 North of SR-92	50	50	52	No Impact	2	2
R71	R	West of I-575 North of SR-92	56	57	61	No Impact	5	4
R72	R	West of I-575 North of SR-92	64	65	66	IMPACT	2	1



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R73	R	West of I-575 North of SR-92	58	59	62	No Impact	3	3
R74	R	West of I-575 North of SR-92	57	58	60	No Impact	3	2
R75	R	West of I-575 North of SR-92	59	60	62	No Impact	3	2
R76	R	West of I-575 South of Dupree Rd	67	67	69	IMPACT	2	2
R77	R	West of I-575 South of Dupree Rd	66	67	68	IMPACT	2	1
R78	C	East of I-575 North of SR-92	61	62	65	No Impact	4	3
R79	C	East of I-575 North of SR-92	52	53	57	No Impact	5	4
R80	C	East of I-575 North of SR-92	60	61	64	No Impact	4	3
R81	C	East of I-575 North of SR-92	54	55	57	No Impact	3	2
R82	C	East of I-575 North of SR-92	56	56	58	No Impact	3	2
R83	C	East of I-575 North of SR-92	56	57	59	No Impact	3	2
R84	C	East of I-575 South of Dupree Rd	58	58	60	No Impact	3	2
R85	R	East of I-575 South of Dupree Rd	66	67	72	IMPACT	6	5
R86	R	East of I-575 South of Dupree Rd	59	59	62	No Impact	4	3
R87	C	West of I-575 North of Dupree Rd	54	54	57	No Impact	3	3
R88	R	West of I-575 North of Dupree Rd	65	65	67	IMPACT	3	3
R89	R	West of I-575 North of Dupree Rd	74	74	75	IMPACT	1	1
R90	R	West of I-575 North of Dupree Rd	68	68	70	IMPACT	2	2
R91	R	West of I-575 North of Dupree Rd	71	72	72	IMPACT	1	0
R92	R	West of I-575 North of Dupree Rd	63	63	64	No Impact	2	1
R93	R	West of I-575 North of Dupree Rd	66	66	67	IMPACT	1	1
R94	R	West of I-575 North of Dupree Rd	68	68	69	IMPACT	1	1
R95	R	West of I-575 North of Dupree Rd	68	69	69	IMPACT	0	0
R96	R	East of I-575 North of Dupree Rd	61	61	60	No Impact	-1	-1
R97	R	East of I-575 North of Dupree Rd	71	72	73	IMPACT	2	1
R98	R	West of I-575 North of Towne Lake Pkwy	60	61	64	No Impact	4	3
R99	R	West of I-575 North of Towne Lake Pkwy	68	68	68	IMPACT	0	0
R100	R	West of I-575 North of Towne Lake Pkwy	61	61	63	No Impact	2	2
R101	R	West of I-575 North of Towne Lake Pkwy	64	65	66	No Impact	1	2



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R102	R	West of I-575 North of Towne Lake Pkwy	68	68	68	IMPACT	0	0
R103	R	West of I-575 North of Towne Lake Pkwy	66	67	67	IMPACT	0	0
R104	R	West of I-575 North of Towne Lake Pkwy	69	70	69	IMPACT	0	-1
R105	R	West of I-575 North of Towne Lake Pkwy	66	66	67	IMPACT	1	1
R106	R	West of I-575 North of Towne Lake Pkwy	61	61	65	No Impact	3	4
R107	R	West of I-575 North of Towne Lake Pkwy	64	64	66	IMPACT	2	42
R108	R	West of I-575 North of Towne Lake Pkwy	65	65	67	IMPACT	2	2
R109	R	West of I-575 North of Rope Mill Rd	69	69	69	IMPACT	0	0
R110	R	West of I-575 North of Rope Mill Rd	67	67	67	IMPACT	0	0
R111	R	West of I-575 North of Rope Mill Rd	66	67	67	IMPACT	1	0
R112	R	West of I-575 North of Rope Mill Rd	63	64	65	No Impact	2	1
R113	R	West of I-575 North of Rope Mill Rd	65	65	67	IMPACT	2	2
R114	R	West of I-575 North of Rope Mill Rd	62	63	65	No Impact	3	2
R115	R	West of I-575 North of Rope Mill Rd	65	65	67	IMPACT	2	2
R116	R	West of I-575 North of Rope Mill Rd	62	62	65	No Impact	3	3
R117	P	West of I-575 North of Rope Mill Rd	65	65	67	IMPACT	2	2
R118	R	West of I-575 North of Rope Mill Rd	55	56	60	No Impact	4	4
R119	R	West of I-575 North of Rope Mill Rd	59	59	63	No Impact	4	4
R120	R	West of I-575 North of Rope Mill Rd	60	60	63	No Impact	4	3
R121	R	West of I-575 North of Rope Mill Rd	61	61	64	No Impact	3	3
R122	R	West of I-575 North of Rope Mill Rd	59	60	62	No Impact	3	2
R123	R	West of I-575 North of Rope Mill Rd	59	59	62	No Impact	3	3
R124	R	West of I-575 North of Rope Mill Rd	60	60	62	No Impact	3	2
R125	R	West of I-575 North of Rope Mill Rd	59	59	61	No Impact	3	2
R126	R	West of I-575 North of Rope Mill Rd	61	61	64	No Impact	2	3
R127	R	West of I-575 North of Rope Mill Rd	59	59	62	No Impact	3	3
R128	R	West of I-575 North of Rope Mill Rd	58	58	60	No Impact	2	2
R129	R	West of I-575 North of Rope Mill Rd	61	61	63	No Impact	2	2
R130	R	West of I-575 North of Rope Mill Rd	57	58	60	No Impact	2	2
R131	R	West of I-575 North of Rope Mill Rd	62	62	63	No Impact	1	1

N O R T H W E S T I - 7 5 / I - 5 7 5 C O R R I D O R



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R132	R	West of I-575 North of Towne Lake Pkwy	57	58	60	No Impact	3	2
R133	R	West of I-575 North of Towne Lake Pkwy	62	63	64	No Impact	2	1
R134	R	West of I-575 North of Towne Lake Pkwy	60	60	62	No Impact	2	2
R135	R	West of I-575 North of Towne Lake Pkwy	59	59	62	No Impact	3	3
R136	R	West of I-575 North of Towne Lake Pkwy	59	59	61	No Impact	2	2
R137	R	West of I-575 North of Towne Lake Pkwy	59	59	61	No Impact	3	2
R138	R	West of I-575 North of Towne Lake Pkwy	59	60	62	No Impact	3	2
R139	R	West of I-575 North of Towne Lake Pkwy	59	59	62	No Impact	3	3
R140	R	West of I-575 North of Towne Lake Pkwy	60	60	62	No Impact	2	2
R141	R	West of I-575 North of Towne Lake Pkwy	61	61	63	No Impact	2	2
R142	R	West of I-575 North of Towne Lake Pkwy	62	62	63	No Impact	2	21
R143	R	West of I-575 North of Towne Lake Pkwy	60	61	62	No Impact	2	1
R144	R	West of I-575 North of Towne Lake Pkwy	58	59	60	No Impact	2	1
R145	R	West of I-575 North of Towne Lake Pkwy	57	58	60	No Impact	2	2
R146	R	West of I-575 North of Towne Lake Pkwy	55	56	59	No Impact	3	3
R147	R	West of I-575 North of Towne Lake Pkwy	56	56	58	No Impact	2	2
R148	R	West of I-575 North of Towne Lake Pkwy	55	56	59	No Impact	3	3
R149	R	West of I-575 North of Rope Mill Rd	56	56	58	No Impact	3	2
R150	R	East of I-575 North of Towne Lake Pkwy	53	53	56	No Impact	3	3
R151	R	East of I-575 North of Towne Lake Pkwy	65	65	66	IMPACT	2	1
R152	R	East of I-575 North of Towne Lake Pkwy	62	62	64	No Impact	2	2
R153	R	East of I-575 North of Towne Lake Pkwy	68	69	68	IMPACT	0	-1
R154	R	East of I-575 North of Towne Lake Pkwy	61	62	63	No Impact	2	1
R155	R	East of I-575 North of Towne Lake Pkwy	60	60	61	No Impact	2	1
R156	R	East of I-575 North of Rope Mill Rd	63	63	65	No Impact	2	2
R157	R	East of I-575 North of Rope Mill Rd	58	59	63	No Impact	5	4
R158	R	East of I-575 North of Rope Mill Rd	57	57	61	No Impact	4	4
R159	R	East of I-575 North of Rope Mill Rd	51	52	55	No Impact	5	3
R160	R	East of I-575 North of Rope Mill Rd	50	50	54	No Impact	5	4
R161	R	East of I-575 North of Rope Mill Rd	53	53	57	No Impact	4	4



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R162	R	East of I-575 North of Towne Lake Pkwy	56	57	59	No Impact	3	2
R163	C	North of I-575 East of Bells Ferry Rd	59	60	58	No Impact	-2	-2
R164	C	North of I-575 East of Bells Ferry Rd	60	59	59	No Impact	0	0
R165	C	North of I-575 East of Bells Ferry Rd	58	58	62	No Impact	4	4
R166	R	North of I-575 East of Bells Ferry Rd	63	63	68	IMPACT	5	5
R167	R	North of I-575 East of Bells Ferry Rd	65	65	70	IMPACT	5	5
R168	R	North of I-575 East of Bells Ferry Rd	71	71	72	IMPACT	1	1
R169	R	North of I-575 East of Bells Ferry Rd	65	66	68	IMPACT	2	2
R170	R	North of I-575 East of Bells Ferry Rd	63	63	64	No Impact	1	1
R171	C	North of I-575 East of Bells Ferry Rd	55	55	59	No Impact	4	4
R172	C	North of I-575 East of Bells Ferry Rd	56	56	59	No Impact	3	3
R173	C	North of I-575 East of Bells Ferry Rd	53	53	54	No Impact	1	1
R174	C	South of I-575 East of Bells Ferry Rd	52	52	54	No Impact	2	2
R175	R	South of I-575 East of Bells Ferry Rd	58	58	60	No Impact	2	2
R176	R	South of I-575 East of Bells Ferry Rd	60	60	63	No Impact	3	3
R177	R	South of I-575 East of Bells Ferry Rd	61	62	63	No Impact	2	1
R178	R	South of I-575 East of Bells Ferry Rd	69	69	70	IMPACT	1	1
R179	R	South of I-575 East of Bells Ferry Rd	62	62	65	No Impact	3	3
R180	R	South of I-575 East of Bells Ferry Rd	61	61	65	No Impact	4	4
R181	R	South of I-575 East of Bells Ferry Rd	64	64	68	IMPACT	4	4
R182	R	South of I-575 East of Bells Ferry Rd	60	61	65	No Impact	4	4
R183	R	South of I-575 East of Bells Ferry Rd	71	71	72	IMPACT	1	1
R184	R	South of I-575 East of Bells Ferry Rd	64	64	68	IMPACT	4	4
R185	R	South of I-575 East of Bells Ferry Rd	71	71	72	IMPACT	1	1
R186	R	South of I-575 East of Bells Ferry Rd	68	68	69	IMPACT	1	1
R187	R	South of I-575 East of Bells Ferry Rd	64	64	65	No Impact	1	1
R188	R	South of I-575 East of Bells Ferry Rd	67	67	69	IMPACT	2	2
R189	R	South of I-575 East of Bells Ferry Rd	62	62	63	No Impact	1	1
R190	R	South of I-575 East of Bells Ferry Rd	61	62	62	No Impact	1	0
R191	R	South of I-575 East of Bells Ferry Rd	63	63	65	No Impact	2	2

N O R T H W E S T I - 7 5 / I - 5 7 5 C O R R I D O R



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R192	R	South of I-575 East of Bells Ferry Rd	61	61	63	No Impact	2	2
R193	R	South of I-575 East of Bells Ferry Rd	63	63	65	No Impact	2	2
R194	R	South of I-575 East of Bells Ferry Rd	57	58	60	No Impact	3	1
R195	R	South of I-575 East of Bells Ferry Rd	59	59	63	No Impact	4	4
R196	R	South of I-575 East of Bells Ferry Rd	58	58	62	No Impact	4	4
R197	R	South of I-575 East of Bells Ferry Rd	55	55	59	No Impact	4	4
R198	R	South of I-575 East of Bells Ferry Rd	55	55	59	No Impact	4	4
R199	R	South of I-575 East of Bells Ferry Rd	56	56	60	No Impact	3	4
R200	R	South of I-575 East of Bells Ferry Rd	57	57	60	No Impact	3	3
R201	R	South of I-575 East of Bells Ferry Rd	54	54	58	No Impact	4	4
R202	R	South of I-575 East of Bells Ferry Rd	58	58	61	No Impact	4	3
R203	R	West of I-575 South of Shallowford Rd	59	59	60	No Impact	1	1
R204	R	West of I-575 South of Shallowford Rd	66	66	67	IMPACT	1	1
R205	R	West of I-575 South of Shallowford Rd	66	67	68	IMPACT	2	2
R206	R	West of I-575 South of Shallowford Rd	65	65	68	IMPACT	3	3
R207	R	West of I-575 South of Shallowford Rd	66	66	69	IMPACT	3	3
R208	R	West of I-575 South of Shallowford Rd	66	66	69	IMPACT	3	3
R209	R	West of I-575 South of Shallowford Rd	63	63	67	IMPACT	4	4
R210	R	West of I-575 South of Shallowford Rd	63	63	67	IMPACT	4	4
R211	R	West of I-575 South of Shallowford Rd	69	69	72	IMPACT	3	3
R212	R	West of I-575 South of Shallowford Rd	60	61	64	No Impact	4	3
R213	R	West of I-575 South of Shallowford Rd	60	60	63	No Impact	4	3
R214	R	West of I-575 South of Shallowford Rd	59	59	64	No Impact	5	5
R215	R	West of I-575 South of Shallowford Rd	63	63	66	No Impact	3	3
R216	R	West of I-575 South of Shallowford Rd	64	64	65	No Impact	1	1
R217	R	West of I-575 South of Shallowford Rd	63	63	64	No Impact	1	1
R218	R	East of I-575 South of Shallowford Rd	61	61	62	No Impact	1	1
R219	R	East of I-575 South of Shallowford Rd	66	67	69	IMPACT	3	2
R220	R	East of I-575 South of Shallowford Rd	72	72	71	IMPACT	-1	-1
R221	R	East of I-575 South of Shallowford Rd	73	73	72	IMPACT	-1	-1



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R222	R	East of I-575 South of Shallowford Rd	71	71	68	IMPACT	-3	-3
R223	R	East of I-575 South of Shallowford Rd	66	67	65	No Impact	-1	-2
R224	R	East of I-575 South of Shallowford Rd	63	63	65	No Impact	3	2
R225	R	East of I-575 South of Shallowford Rd	61	62	66	IMPACT	5	4
R226	R	East of I-575 South of Shallowford Rd	62	62	67	IMPACT	5	5
R227	R	East of I-575 South of Shallowford Rd	60	60	63	No Impact	3	3
R228	R	East of I-575 South of Shallowford Rd	58	58	61	No Impact	3	3
R229	R	East of I-575 South of Shallowford Rd	57	57	60	No Impact	3	3
R230	R	East of I-575 South of Shallowford Rd	59	59	61	No Impact	2	2
R231	R	East of I-575 South of Shallowford Rd	60	60	62	No Impact	2	2
R232	R	East of I-575 South of Shallowford Rd	62	62	62	No Impact	0	0
R233	R	East of I-575 South of Shallowford Rd	67	67	66	No Impact	-1	-1
R234	R	East of I-575 South of Shallowford Rd	67	67	66	No Impact	-1	-1
R235	R	East of I-575 South of Shallowford Rd	62	62	63	No Impact	1	1
R236	R	West of I-575 North of Shallowford Rd	63	63	64	No Impact	2	1
R237	R	West of I-575 North of Shallowford Rd	69	69	71	IMPACT	2	2
R238	R	West of I-575 North of Shallowford Rd	73	73	75	IMPACT	2	2
R239	R	West of I-575 North of Shallowford Rd	70	70	72	IMPACT	2	2
R240	R	West of I-575 North of Shallowford Rd	71	71	72	IMPACT	1	1
R241	R	West of I-575 North of Shallowford Rd	61	61	65	No Impact	3	4
R242	R	West of I-575 North of Shallowford Rd	62	62	66	No Impact	4	4
R243	R	West of I-575 North of Shallowford Rd	61	61	65	No Impact	4	4
R244	R	West of I-575 North of Shallowford Rd	62	62	66	IMPACT	4	4
R245	R	West of I-575 North of Shallowford Rd	63	64	67	IMPACT	4	4
R246	R	West of I-575 North of Shallowford Rd	62	62	66	IMPACT	4	4
R247	R	West of I-575 North of Shallowford Rd	59	59	63	No Impact	4	4
R248	R	West of I-575 North of Shallowford Rd	57	57	62	No Impact	5	5
R249	R	West of I-575 North of Shallowford Rd	58	58	63	No Impact	5	5
R250	R	West of I-575 North of Shallowford Rd	59	59	64	No Impact	5	5
R251	R	West of I-575 North of Shallowford Rd	57	57	61	No Impact	4	4

N O R T H W E S T I - 7 5 / I - 5 7 5 C O R R I D O R



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R252	R	West of I-575 North of Shallowford Rd	55	56	60	No Impact	5	2
R253	R	East of I-575 North of Shallowford Rd	58	58	62	No Impact	4	4
R254	R	East of I-575 North of Shallowford Rd	64	65	68	IMPACT	3	3
R255	R	East of I-575 North of Shallowford Rd	70	71	73	IMPACT	3	2
R256	R	East of I-575 North of Shallowford Rd	60	60	64	No Impact	4	4
R257	R	West of I-575 South of Barret Pkwy	53	53	58	No Impact	5	5
R258	C	West of I-575 South of Barret Pkwy	56	56	60	No Impact	4	4
R259	C	East of I-575 South of Barret Pkwy	68	69	64	No Impact	-4	0
R260	C	East of I-575 South of Barret Pkwy	55	55	61	No Impact	7	0
R261	C	West of I-575 North of Barret Pkwy	65	66	64	No Impact	-1	-2
R262	C	West of I-575 South of Big Shanty Rd	63	64	63	No Impact	0	-1
R263	C	West of I-575 South of Big Shanty Rd	60	60	63	No Impact	4	3
R264	R	East of I-575 North of Barret Pkwy	61	61	64	No Impact	3	3
R265	R	West of I-575 North of Big Shanty Rd	59	60	61	No Impact	1	1
R266	R	West of I-575 South of Chastain Rd	66	67	66	No Impact	-1	-1
R267	R	West of I-575 South of Chastain Rd	61	61	64	No Impact	4	3
R268	R	West of I-575 South of Chastain Rd	61	61	64	No Impact	4	3
R269	R	East of I-575 South of Chastain Rd	50	50	54	No Impact	4	4
R270	R	West of I-575 North of Chastain Rd	56	56	59	No Impact	3	3
R271	C	West of I-575 North of Chastain Rd	64	64	67	No Impact	2	3
R272	R	West of I-575 North of Chastain Rd	64	64	67	IMPACT	3	3
R273	R	West of I-575 North of Chastain Rd	74	74	75	IMPACT	1	1
R274	R	West of I-575 North of Chastain Rd	68	68	68	IMPACT	1	0
R275	R	West of I-575 North of Chastain Rd	73	73	74	IMPACT	1	1
R276	R	West of I-575 North of Chastain Rd	71	71	72	IMPACT	2	1
R277	R	West of I-575 North of Chastain Rd	64	64	66	No Impact	2	2
R278	R	West of I-575 North of Chastain Rd	56	56	61	No Impact	5	5
R279	R	West of I-575 North of Chastain Rd	62	63	64	No Impact	2	1
R280	R	East of I-575 North of Chastain Rd	60	60	64	No Impact	4	4
R281	R	East of I-575 North of Chastain Rd	52	52	55	No Impact	3	3



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R282	R	East of I-575 North of Chastain Rd	59	59	61	No Impact	3	2
R283	R	East of I-575 North of Chastain Rd	57	57	60	No Impact	3	3
R284	R	East of I-575 North of Chastain Rd	60	61	62	No Impact	2	1
R285	R	East of I-575 North of Chastain Rd	58	59	61	No Impact	3	2
R286	R	East of I-575 North of Chastain Rd	64	65	67	IMPACT	3	2
R287	R	East of I-575 North of Chastain Rd	62	62	65	No Impact	3	3
R288	R	East of I-575 North of Chastain Rd	68	68	69	IMPACT	2	1
R289	R	East of I-575 North of Chastain Rd	71	71	74	IMPACT	3	3
R290	R	East of I-575 North of Chastain Rd	61	61	65	No Impact	4	4
R291	C	East of I-575 North of Chastain Rd	66	66	69	No Impact	3	3
R292	R	East of I-575 North of Chastain Rd	55	55	59	No Impact	4	4
R293	R	West of I-575 North of Chastain Rd	57	57	60	No Impact	3	3
R294	R	West of I-575 North of Chastain Rd	64	64	66	IMPACT	2	0
R295	R	North of I-575 West of Bells Ferry Rd	69	69	72	IMPACT	3	3
R296	R	North of I-575 West of Bells Ferry Rd	73	74	75	IMPACT	2	1
R297	R	North of I-575 West of Bells Ferry Rd	70	70	72	IMPACT	1	2
R298	R	North of I-575 West of Bells Ferry Rd	63	63	67	IMPACT	5	4
R299	R	North of I-575 West of Bells Ferry Rd	62	63	62	No Impact	-1	-1
R300	C	North of I-575 West of Bells Ferry Rd	65	65	62	No Impact	-3	-3
R301	R	North of I-575 West of Bells Ferry Rd	63	64	60	No Impact	-3	-4
R302	R	North of I-575 West of Bells Ferry Rd	58	59	57	No Impact	-1	-2
R303	R	North of I-575 West of Bells Ferry Rd	60	60	59	No Impact	-1	-1
R304	R	North of I-575 West of Bells Ferry Rd	59	60	58	No Impact	-1	-2
R305	R	North of I-575 West of Bells Ferry Rd	58	58	59	No Impact	1	1
R306	R	North of I-575 West of Bells Ferry Rd	60	60	62	No Impact	3	2
R307	R	North of I-575 West of Bells Ferry Rd	62	62	65	No Impact	3	3
R308	R	North of I-575 West of Bells Ferry Rd	57	57	60	No Impact	3	3
R309	R	North of I-575 West of Bells Ferry Rd	62	63	65	No Impact	2	2
R310	R	North of I-575 West of Bells Ferry Rd	57	57	60	No Impact	3	3



Table F.11-7. I-575 Traffic Noise Impact Assessment Following FHWA Procedures (continued)

Noise Receptor ID	Land Type Use	Receptor Location	Existing (2005) Leq (1h)	No-Build (2030) Leq(1h)	HOV Build	Predicted Build vs. NAC	Predicted Build minus Existing	Predicted Build minus No-Build
R311	R	North of I-575 West of Bells Ferry Rd	63	63	66	IMPACT	3	3
R312	R	North of I-575 West of Bells Ferry Rd	57	57	60	No Impact	3	3
R313	R	North of I-575 West of Bells Ferry Rd	55	56	56	No Impact	0	2
R314	R	North of I-575 West of Bells Ferry Rd	54	54	54	No Impact	1	0

Note:

N/A – Not Applicable.

L_{eq} = Equivalent Sound Level

Source: Parsons Brinckerhoff, 2007e.



Table F.11-8. No-Build Alternative Impact Assessment Based on the FTA Guidelines

	Station	PNR Lot	Receptor ID	Land Use Type	Project Generated Noise (dBA)							Existing Noise Level Estimated L_{eq}^* or L_{dn}	Total Project Level		FTA Criteria Impact Onset		FTA Impact
					Commuter Buses	Automobiles	Park & Ride Lot	Parking Garage	Bus Transit Center	Bus Idling	Automobile Idling		Total L_{dn}	Total L_{eq}	Impact	Severe Impact	
Acworth		X	T18	Hotel	46	34	37	N/A	N/A	N/A	N/A	69	47	N/A	64	70	No
Town Center	X	X	B6	Sport Center (Indoor Use)	52	40	30	N/A	35	N/A	N/A	56*	N/A	52	61	68	No
	X	X	T16	Hospital	53	38	36	N/A	39	N/A	N/A	69	53	N/A	64	70	No
Marietta S. Loop	X	X	T19	Residential	63	41	N/A	21	47	N/A	N/A	61	63	N/A	59	65	Yes
	X	X	T20	Residential	53	31	N/A	11	35	N/A	N/A	52	53	N/A	55	61	No
Cumberland-Galleria	X		T5	Residential	54	35	N/A	16	49	N/A	N/A	54	55	N/A	55	62	Yes
Arts Center Station	X		T1	Recreational Area	55	N/A	N/A	N/A	40	N/A	N/A	66	N/A	55	67	73	No
	X		T2	Church	48	N/A	N/A	N/A	44	N/A	N/A	62	50	N/A	64	70	No
	X		T3	Hotel	65	N/A	N/A	N/A	43	N/A	N/A	72	65	N/A	66	72	No

Notes:
 N/A = Not Applicable.
 L_{eq} = Equivalent Sound Level
 L_{dn} = Day/Night Sound Level
 Source: Parsons Brinckerhoff, 2007e.



Table F.11-9. HOV/TOL Alternative Impact Assessment Based on the FTA Guidelines

	Station	PNR Lot	Receptor ID	Land Use Type	Project Generated Noise (dBA)								Existing Noise Level Estimated L_{eq}^* or L_{dn}	Total Project Level		FTA Criteria Impact Onset		FTA Impact
					Commuter Buses	Automobiles	Park & Ride Lot	Parking Garage	Bus Transit Center	Bus Idling	Automobile Idling	Maintenance Facility		Total L_{dn}	Total L_{eq}	Moderate Impact	Severe Impact	
Acworth		X	T18	Hotel	46	34	37	N/A	N/A	N/A	N/A	N/A	69	47	N/A	64	70	No
Town Center	X	X	B6	Sport Center (Indoor Use)	52	40	30	N/A	35	N/A	N/A	N/A	56*	N/A	52	61	68	No
	X	X	T16	Hospital	53	38	36	N/A	39	N/A	N/A	N/A	69	53	N/A	64	70	No
Marietta S. Loop	X		T19	Residential	63	40	N/A	20	47	N/A	N/A	65	61	67	N/A	59	65	Yes (severe)
	X		T20	Residential	53	31	N/A	10	35	N/A	N/A	62	52	63	N/A	55	61	Yes (severe)
Franklin Rd.	X	X	B3	Residential	32	15	18	N/A	19	N/A	N/A	N/A	75	32	N/A	66	74	No
	X	X	M7	Residential	37	21	23	N/A	31	N/A	N/A	N/A	68	38	N/A	63	69	No
	X	X	T11	Residential	41	25	37	N/A	41	N/A	N/A	N/A	70	45	N/A	65	70	No
Cumberland-Galleria	X		T5	Residential	54	36	N/A	17	48	N/A	N/A	N/A	54	55	N/A	55	62	Yes
Arts Center Station	X		T1	Recreational Area	55	N/A	N/A	N/A	40	N/A	N/A	N/A	66	N/A	55	67	73	No
	X		T2	Church	46	N/A	N/A	N/A	42	N/A	N/A	N/A	62	N/A	48	64	70	No
	X		T3	Hotel	66	N/A	N/A	N/A	44	N/A	N/A	N/A	72	66	N/A	66	72	Yes

Notes:
 N/A = Not Applicable.
 L_{eq} = Equivalent Sound Level
 L_{dn} = Day/Night Sound Level
 Source: Parsons Brinckerhoff, 2007e.



Table F.11-10. HOV/TOL/TSM (Baseline Alternative) Impact Assessment Based on the FTA Guidelines

	Station	PNR Lot	Receptor ID	Land Use Type	Project Generated Noise (dBA)							Existing Noise Level Estimated L_{eq}^* or L_{dn}	Total Project Level		FTA Criteria Impact Onset		FTA Impact
					Commuter Buses	Automobiles	Park & Ride Lot	Parking Garage	Bus Transit Center	Bus Idling	Automobile Idling		Total L_{dn}	Total L_{eq}	Impact	Severe Impact	
Acworth		X	T18	Hotel	47	34	38	N/A	N/A	N/A	N/A	69	48	N/A	64	70	No
Town Center	X	X	B6	Sport Center (Indoor Use)	59	43	N/A	14	42	N/A	N/A	56*	N/A	59	61	68	No
	X	X	T16	Hospital	59	42	N/A	17	45	N/A	N/A	69	59	N/A	64	70	No
Canton Rd/ Piedmont Rd.		X	T15	Residential	51	33	38	N/A	N/A	43	25	57	52	N/A	57	63	No
		X	T14	Residential	46	29	37	N/A	N/A	44	26	55	48	N/A	56	62	No
Marietta S. Loop	X	X	T19	Residential	65	39	N/A	51	48	N/A	N/A	61	65	N/A	59	65	Yes (severe)
	X	X	T20	Residential	55	29	N/A	42	37	N/A	N/A	52	55	N/A	55	61	Yes
Franklin Rd	X	X	B3	Residential	40	16	26	N/A	27	N/A	N/A	75	40	N/A	66	74	No
	X	X	M7	Residential	46	21	37	N/A	40	N/A	N/A	68	47	N/A	63	69	No
	X	X	T11	Residential	49	25	45	N/A	49	N/A	N/A	70	53	N/A	65	70	No
SR-5/ E Calloway Rd		X	T6	Residential	68	43	49	N/A	N/A	51	26	65	68	N/A	61	67	Yes (severe)
		X	T8	Residential	60	36	38	N/A	N/A	49	24	74	60	N/A	66	73	No
Cumberland-Galleria	X		T5	Residential	57	31	N/A	12	51	N/A	N/A	54	58	N/A	55	62	Yes
Arts Center Station	X		T1	Recreational Area	58	N/A	N/A	N/A	43	N/A	N/A	66	N/A	58	67	73	No
	X		T2	Church	49	N/A	N/A	N/A	45	N/A	N/A	62	N/A	51	64	70	No
	X		T3	Hotel	69	N/A	N/A	N/A	47	N/A	N/A	72	69	N/A	66	72	Yes



Table F.11-10. HOV/TOL/TSM (Baseline Alternative) Impact Assessment Based on the FTA Guidelines (continued)

	Station	PNR Lot	Receptor ID	Land Use Type	Project Generated Noise (dBA)							Existing Noise Level Estimated L_{eq}^* or L_{dn}	Total Project Level		FTA Criteria Impact Onset		FTA Impact
					Commuter Buses	Automobiles	Park & Ride Lot	Parking Garage	Bus Transit Center	Bus Idling	Automobile Idling		Total L_{dn}	Total L_{eq}	Impact	Severe Impact	
Terrell Mill Rd.	X		T9	Residential	55	N/A	N/A	N/A	34	N/A	N/A	59	56	N/A	58	64	No
		X			48	36	N/A	11	N/A	N/A	N/A						
	X		T10	Residential	50	N/A	N/A	N/A	36	N/A	N/A	62	51	N/A	59	65	No
		X			43	31	N/A	12	N/A	N/A	N/A						
SR-5/East-West Connector		X	T7	Residential	63	43	N/A	11	N/A	50	30	61	63	N/A	59	65	Yes

Notes:
 N/A = Not Applicable
 L_{eq} = Equivalent Sound Level
 L_{dn} = Day/Night Sound Level
 Source: Parsons Brinckerhoff, 2007e.



Table F.11-11. HOV/TOL/BRT Alternative Impact Assessment Based on the FTA Guidelines

	Station	PNR Lot	Receptor ID	Land Use Type	Project Generated Noise (dBA)							Existing Noise Level Estimated L_{eq}^* or L_{dn}	Total Project Level		FTA Criteria Impact Onset		FTA Impact
					Commuter Buses	Automobiles	Park & Ride Lot	Parking Garage	Bus Transit Center	Bus Idling	Automobile Idling		Total L_{dn}	Total L_{eq}	Moderate Impact	Severe Impact	
Acworth		X	T18	Hotel	54	34	45	N/A	N/A	N/A	N/A	69	54	N/A	64	70	No
Town Center	X	X	B6	Sport Center (Indoor Use)	59	45	N/A	16	41	N/A	N/A	56*	N/A	59	61	68	No
	X	X	T16	Hospital	59	44	N/A	18	45	N/A	N/A	69	59	N/A	64	70	No
Canton Rd/ Piedmont Rd		X	T15	Residential	51	33	38	N/A	N/A	43	25	57	52	N/A	57	63	No
		X	T14	Residential	46	29	37	N/A	N/A	44	26	55	48	N/A	56	62	No
Marietta Station	X		B4	Residential	56	N/A	N/A	N/A	46	N/A	N/A	64	59	N/A	61	66	No
		X			56	38	N/A	24	N/A	N/A	36						
	X		B5	Residential	67	N/A	N/A	N/A	41	N/A	N/A	69	70	N/A	64	70	Yes (severe)
		X			66	48	N/A	15	N/A	N/A	32						
Marietta S. Loop	X		T19	Residential	58	24	45	N/A	42	N/A	N/A	61	58	N/A	59	65	No
	X		T20	Residential	48	14	35	N/A	30	N/A	N/A	52	48	N/A	55	61	No
Franklin Rd	X		B3	Residential	38	N/A	N/A	N/A	26	N/A	N/A	75	42	N/A	66	74	No
		X			40	15	27	N/A	N/A	N/A	N/A						
	X		M7	Residential	44	N/A	N/A	N/A	38	N/A	N/A	68	49	N/A	63	69	No
		X			46	21	38	N/A	N/A	N/A	N/A						
	X		T11	Residential	48	N/A	N/A	N/A	48	N/A	N/A	70	54	N/A	65	70	No
		X			50	25	45	N/A	N/A	N/A	N/A						
SR-5/ East Calloway Rd		X	T6	Residential	68	43	49	N/A	N/A	51	26	65	68	N/A	61	67	Yes (severe)
		X	T8	Residential	60	36	38	N/A	N/A	49	24	74	60	N/A	66	73	No



Table F.11-11. HOV/TOL/BRT Alternative Impact Assessment Based on the FTA Guidelines (continued)

	Station	PNR Lot	Receptor ID	Land Use Type	Project Generated Noise (dBA)						Existing Noise Level Estimated L_{eq}^* or L_{dn}	Total Project Level		FTA Criteria Impact Onset		FTA Impact	
					Commuter Buses	Automobiles	Park & Ride Lot	Parking Garage	Bus Transit Center	Bus Idling		Automobile Idling	Total L_{dn}	Total L_{eq}	Moderate Impact		Severe Impact
Cumberland Station	X		B1	Institutional	56	33	N/A	7	50	N/A	N/A	65	N/A	57	66	72	No
	X		B2	Residential	50	26	N/A	2	38	N/A	N/A	62	50	N/A	59	65	No
	X		T4	Hotel	53	29	N/A	12	40	N/A	N/A	59	53	N/A	58	64	No
Arts Center Station	X		T1	Recreational Area	59	N/A	N/A	N/A	44	N/A	N/A	66	N/A	59	67	73	No
	X		T2	Church	50	N/A	N/A	N/A	46	N/A	N/A	62	N/A	51	64	70	No
	X		T3	Hotel	70	N/A	N/A	N/A	48	N/A	N/A	72	70	N/A	66	72	Yes
Terrell Mill Rd	X		T9	Residential	54	N/A	N/A	N/A	34	N/A	N/A	59	55	N/A	58	64	No
		X			49	30	31	N/A	N/A	N/A	N/A						
	X		T10	Residential	49	N/A	N/A	N/A	35	N/A	N/A	62	50	N/A	59	65	No
		X			44	25	32	N/A	N/A	N/A	N/A						
SR-5/East-West Connector		X	T7	Residential	63	43	N/A	11	N/A	50	31	61	63	N/A	59	65	Yes

Notes:

N/A = Not Applicable.

L_{eq} = Equivalent Sound Level

L_{dn} = Day/Night Sound Level

Source: Parsons Brinckerhoff, 2007e.



Table F.11-12. HOV/TOL Reduced BRT Alternative Impact Assessment Based on the FTA Guidelines

	Station	PNR Lot	Receptor ID	Land Use Type	Project Generated Noise (dBA)							Existing Noise Level Estimated L _{eq} * or L _{dn}	Total Project Level		FTA Criteria Impact Onset		FTA Impact
					Commuter Buses	Automobiles	Park & Ride Lot	Parking Garage	Bus Transit Center	Bus Idling	Automobile Idling		Total L _{dn}	Total L _{eq}	Impact	Severe Impact	
Acworth		X	T18	Hotel	49	34	40	N/A	N/A	N/A	N/A	69	50	N/A	64	70	No
Town Center	X	X	B6	Sport Center (Indoor Use)	57	42	35	N/A	40	N/A	N/A	56*	N/A	57	61	68	No
		X	T16	Hospital	57	41	22	N/A	43	N/A	N/A	69	57	N/A	64	70	No
Canton Rd/Piedmont Rd		X	T15	Residential	53	33	40	N/A	N/A	45	25	57	54	N/A	57	63	No
		X	T14	Residential	48	29	39	N/A	N/A	46	26	55	50	N/A	56	62	No
Marietta Station	X		B4	Residential	57	N/A	N/A	N/A	47	N/A	N/A	64	60	N/A	61	66	No
		X			57	42	N/A	28	N/A	N/A	40						
	X		B5	Residential	68	N/A	N/A	N/A	42	N/A	N/A	69	71	N/A	64	70	Yes (severe)
		X			67	52	N/A	19	N/A	N/A	36						
Marietta S. Loop	X		T19	Residential	58	39	45	N/A	42	N/A	N/A	61	58	N/A	59	65	No
	X		T20	Residential	48	29	35	N/A	30	N/A	N/A	52	48	N/A	55	61	No
Franklin Rd	X	X	B3	Residential	33	15	19	N/A	20	N/A	N/A	75	33	N/A	66	74	No
	X	X	M7	Residential	39	21	30	N/A	33	N/A	N/A	68	40	N/A	63	69	No
	X	X	T11	Residential	42	25	38	N/A	42	N/A	N/A	70	46	N/A	65	70	No
SR-5/ E Calloway Rd		X	T6	Residential	67	43	48	N/A	N/A	50	26	65	67	N/A	61	67	Yes (severe)
		X	T8	Residential	60	36	37	N/A	N/A	48	24	74	60	N/A	66	73	No
Cumberland-Galleria	X		T5	Residential	55	32	N/A	13	49	N/A	N/A	54	56	N/A	55	62	Yes
Arts Center Station	X		T1	Recreational Area	58	N/A	N/A	N/A	43	N/A	N/A	66	N/A	58	67	73	No
	X		T2	Church	49	N/A	N/A	N/A	45	N/A	N/A	62	N/A	51	64	70	No
	X		T3	Hotel	68	N/A	N/A	N/A	46	N/A	N/A	72	68	N/A	66	72	Yes
SR-5/East-West Connector		X	T7	Residential	63	43	N/A	11	N/A	51	31	61	63	N/A	59	65	Yes

Notes:
N/A = Not Applicable. L_{eq} = Equivalent Sound Level; L_{dn} = Day/Night Sound Level
Source: Parsons Brinckerhoff, 2007e.



Table F.11-13. Estimated Project Construction Noise (hourly Leq)

Noise Receptor ID	Receivers	Existing Noise Levels $L_{eq}(1h)$ (dBA)	Approximate Distance From Receptor (Feet) A	Approximate Distance From Median To Edge Of Pavement (Feet) B	Distance in "B" PLUS 50 Feet (Feet) C	Distance Correction $20 \cdot \log(A/C)$ D (L_{eq} -dBA)	Noise Level at the Receptor site 85dBA PLUS "D" (L_{eq})
B1	Proposed Arts Center - Cobb Galleria Pkwy	59	327	137	187	-5	80
B2	Walton Rivers Apartment Homes – South of Akers Mill Rd	59	1,260	253	303	-12	73
B3*	Autumn View Apartment Homes – North of Delk Rd	72	201	94	144	-3	82
B4	1108 Halsey Rd (Mobile Homes) - South of Gresham Rd	58	662	100	150	-13	72
B5*	1182 Eastview Dr (Mobile Homes) – South of Gresham Rd	67	321	95	145	-7	78
B6	Ice Forum – George Busbee Pkwy	59	1,289	190	240	-15	70
M1	Marriott Hotel – North of Windy Ridge Pkwy	65	479	262	312	-4	81
M2	2825 Belmont Pl Apartment Gardens – Windy Hill Rd	62	707	162	212	-10	75
M3	Barrington Mill Apartment – Terrell Mill Rd	68	516	147	197	-8	77
M4	Lincoln Hills Apartment Homes – North of Terrell Mill Rd	60	340	142	192	-5	80
M5	Highland Park Apartment Homes – North of Delk Rd	53	547	119	169	-10	75
M6A*	818 Forest Ridge Dr (behind existing noise wall) – North of Delk Rd	66	213	109	159	-3	82
M6B	I-75 shoulder – NB direction (in front of existing noise wall)	83	N/A	N/A	N/A	N/A	N/A
M7*	The Crossings at Wood Station Apartment Homes – Franklin Rd	70	314	92	142	-7	78
M8A	946 Forest Ridge Dr (behind existing noise wall) – North of Delk Rd	64	235	112	162	-3	82
M8B	I-75 shoulder – NB direction (in front of existing noise wall)	84	N/A	N/A	N/A	N/A	N/A



Table F.11-13. Estimated Project Construction Noise (hourly Leq) (continued)

Noise Receptor ID	Receivers	Existing Noise Levels $L_{eq}(1h)$ (dBA)	Approximate Distance From Median To Receptor (Feet) A	Approximate Distance From Median To Edge Of Pavement (Feet) B	Distance in "B" PLUS 50 Feet (Feet) C	Distance Correction $20 \cdot \log(A/C)$ D (L_{eq} -dBA)	Noise Level at the Receptor site 85dBA PLUS "D" (L_{eq})
M9	Crestridge Dr – North of South Marietta Pkwy	61	772	287	337	-7	78
M10*	1346 Banberry Rd – Franklin Rd	69	254	83	133	-6	79
M11	143 Old Bee Tree Cir – South of Gresham Rd	64	420	99	149	-9	76
M12	Alpine Wy – North of N Marietta Pkwy	59	524	86	136	-12	73
M13	155 Bankston Rd – North of N. Marietta Pkwy	63	335	103	153	-7	78
M14	Iglesia Congregación Cristiana – Allgood Rd	59	1,084	85	135	-18	67
M15	Park Lane/Dickson Rd – North of Canton Rd Conn/HWY 5	64	973	98	148	-16	69
M16	1710 Lancaster Dr – South of the junction of I-75 and I-575	69	448	125	175	-8	77
M17	1972 Shiloh Valley Trl – North of the junction of I-75 and I-575	71	337	80	130	-8	77
M18	Greenhouse Apartment Complex – South of Frey Rd	64	431	84	134	-10	75
M19	Apartment Complex (KSU Housing) – Idlewood Ave	66	327	84	134	-8	77
M20	Villas at Kennesaw Apartment Homes – George Busbee Pkwy	67	357	155	205	-5	80
M21	Somerset at Shiloh Apartment Homes – North of Wade Green Rd	67	374	172	222	-5	80
M22	2125 Hamby Cove Dr – North of Hickory Grove Rd	69	357	172	222	-4	81
M23	4553 Howell Farms – North of Hickory Grove Rd	64	641	228	278	-7	78
M24	2261 Nottley Dr – South of Barrett Pkwy	57	341	93	143	-8	77



Table F.11-13. Estimated Project Construction Noise (hourly Leq) (continued)

Noise Receptor ID	Receivers	Existing Noise Levels $L_{eq}(1h)$ (dBA)	Approximate Distance From Median To Receptor (Feet) A	Approximate Distance From Median To Edge Of Pavement (Feet) B	Distance in "B" PLUS 50 Feet (Feet) C	Distance Correction $20 \cdot \log(A/C)$ D (L_{eq} -dBA)	Noise Level at the Receptor site 85dBA PLUS "D" (L_{eq})
M25	2831 Hidden Forest Dr – South of Big Shanty Rd	63	344	69	119	-9	76
M26	305 Etheridge Dr – North of Chastain Rd	63	240	81	131	-5	80
M27	3890 Heck Rd – North of Bells Ferry Rd	65	813	66	116	-17	68
M28	4125 Oak Ferry Dr – North of Bells Ferry Rd	64	228	66	116	-6	79
M29	4301 Nesbin Dr – North of Hawkins Store Rd	59	253	66	116	-7	78
M30	186 Castleair Dr – North of Shallowford Rd	65	283	80	130	-7	78
M31	1060 Tanglewood Dr – North of E. Alabama RD/SR-92	63	578	137	187	-10	75
M32	21 Coffee Cir (Mobile Homes) – North of Dupree Rd	73	192	92	142	-3	82
M33	4126 Dream Catcher Rd – South of Rope Mill Rd	61	304	78	128	-8	77
M34	500 Rope Mill Rd	54	488	66	116	-12	73
T4	Embassy Suite Hotel - Akers Mill Rd	60	873	253	303	-9	76
T9	Laurel Apartments – Laurel Valley Dr	58	1,473	134	184	-18	67
T10	Laurel Valley Apartment Homes – North of Terrell Mill Rd	61	938	134	184	-14	71
T11	Highland Trace Apartment Homes – North of Delk Rd	65	424	91	141	-10	75
T16	Children's Hospital – George Busbee Pkwy	66	918	187	237	-12	73

Notes:

N/A = Not Applicable. L_{eq} = Equivalent Sound Level

Receptor would be either displaced during construction of the HOV/TOL/BRT Alternative or would be really close to that proposed alignment.

Source: Parsons Brinckerhoff, 2007e.



F.12 Travel Time Savings Impacts

Table F.12-1. Study Area Travel Time to Regional Destinations, 2030 (minutes)

Destinations	Transit - Walk Access						Transit - Drive Access						Highway SOV			Highway HOV		
	No-Build		Build 2030				No-Build		Build 2030				No-Build		Build 2030	No-Build		Build 2030
	2005	2030	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	2005	2030	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	2005	2030		2005	2030	
Downtown	83	77	73	61	56	59	78	74	64	60	57	59	55	61	58	51	56	44
Midtown	77	70	65	54	48	51	78	66	56	51	49	52	53	59	56	49	53	42
Perimeter Center	95	92	89	67	64	65	88	82	74	64	64	64	51	56	54	51	54	46
Buckhead	90	85	81	68	63	67	86	78	68	63	62	63	56	61	59	55	59	50
Cumberland-Galleria	57	55	53	41	33	37	85	66	58	42	37	40	40	44	41	40	44	30
Town Center	68	65	67	53	48	49	61	49	45	40	41	41	25	30	29	25	30	26
Average	78	74	71	57	52	55	79	69	61	53	52	53	47	52	50	45	49	40

Note: HOV = High-Occupancy Vehicle; TOL = Truck-Only Lane; BRT = Bus Rapid Transit; TSM = Transportation System Management; SOV = Single-Occupancy Vehicle

Table F.12-2. Study Area Reduction in Travel Time to Regional Destinations, 2030

Destinations	Transit - Walk Access					Transit - Drive Access					Highway SOV		Highway HOV	
	No-Build	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	No-Build	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	No-Build	Build	No-Build	Build
Downtown	-7%	-5%	-21%	-27%	-23%	-5%	-14%	-19%	-23%	-20%	11%	-5%	10%	-21%
Midtown	-9%	-7%	-23%	-31%	-27%	-15%	-15%	-23%	-26%	-21%	11%	-5%	8%	-21%
Perimeter Center	-3%	-3%	-27%	-30%	-29%	-7%	-10%	-22%	-22%	-22%	10%	-4%	6%	-15%
Buckhead	-6%	-5%	-20%	-26%	-21%	-9%	-13%	-19%	-21%	-19%	9%	-3%	7%	-15%
Cumberland-Galleria	-4%	-4%	-25%	-40%	-33%	-22%	-12%	-36%	-44%	-39%	10%	-7%	10%	-32%
Town Center	-4%	3%	-18%	-26%	-25%	-20%	-8%	-18%	-16%	-16%	20%	-3%	20%	-13%
Average	-6%	-4%	-23%	-30%	-26%	-13%	-12%	-23%	-25%	-23%	11%	-5%	9%	-20%

Note: HOV = High-Occupancy Vehicle; TOL = Truck-Only Lane; BRT = Bus Rapid Transit; TSM = Transportation System Management; SOV = Single-Occupancy Vehicle



Table F.12-3. Disadvantaged Neighborhoods Travel Time to Regional Destinations, 2030 (minutes)

Destinations	Transit - Walk Access						Transit - Drive Access						Highway SOV			Highway HOV		
	No-Build		Build 2030				No-Build		Build 2030				No-Build			Build 2030		
	2005	2030	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	2005	2030	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	2005	2030	Build 2030	2005	2030	Build 2030
Downtown	82	72	70	57	53	57	74	68	61	55	52	55	50	54	52	45	50	40
Midtown	76	66	63	51	46	50	77	60	52	45	44	48	47	53	51	44	48	38
Perimeter Center	96	87	85	67	63	64	90	81	73	62	62	62	47	52	50	47	51	44
Buckhead	90	81	78	66	62	65	86	74	65	60	59	60	52	57	55	51	55	46
Cumberland-Galleria	52	50	48	38	31	35	69	49	46	37	32	35	34	38	35	34	37	26
Town Center	65	63	65	52	48	50	62	49	46	40	40	40	25	29	28	25	29	25
Average	77	70	68	55	51	54	76	64	57	50	48	50	43	47	45	41	45	31

Note: HOV = High-Occupancy Vehicle; TOL = Truck-Only Lane; BRT = Bus Rapid Transit; TSM = Transportation System Management; SOV = Single-Occupancy Vehicle

Table F.12-4. Disadvantaged Neighborhoods Reduction in Travel Time to Regional Destinations, 2030

Destinations	Transit - Walk Access					Transit - Drive Access					Highway SOV		Highway HOV	
	No-Build	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	No-Build	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	No-Build	Build	No-Build	Build
Downtown	-12%	-3%	-21%	-26%	-21%	-8%	-10%	-19%	-24%	-19%	8%	-4%	11%	-20%
Midtown	-13%	-5%	-23%	-30%	-24%	-22%	-13%	-25%	-27%	-20%	13%	-4%	9%	-21%
Perimeter Center	-9%	-2%	-23%	-28%	-26%	-10%	-10%	-23%	-23%	-23%	11%	-4%	9%	-14%
Buckhead	-10%	-4%	-19%	-23%	-20%	-14%	-12%	-19%	-20%	-19%	10%	-4%	8%	-16%
Cumberland-Galleria	-4%	-4%	-24%	-38%	-30%	-29%	-6%	-24%	-35%	-29%	12%	-8%	9%	-30%
Town Center	-3%	3%	-17%	-24%	-21%	-21%	-14%	-18%	-18%	-18%	16%	-3%	16%	-14%
Average	-9%	-2%	-21%	-28%	-24%	-17%	-10%	-22%	-24%	-21%	11%	-4%	10%	-19%

Note: HOV = High-Occupancy Vehicle; TOL = Truck-Only Lane; BRT = Bus Rapid Transit; TSM = Transportation System Management; SOV = Single-Occupancy Vehicle



Table F.12-5. Displacement Disadvantaged Neighborhoods Travel Time to Regional Destinations, 2030 (minutes)

Destinations	Transit - Walk Access						Transit - Drive Access						Highway SOV			Highway HOV		
	No-Build		Build 2030				No-Build		Build 2030				No-Build		Build 2030	No-Build		Build 2030
	2005	2030	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	2005	2030	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	2005	2030		2005	2030	
Downtown	93	85	81	70	59	58	70	71	56	51	43	44	40	42	40	36	37	29
Midtown	85	77	72	61	52	52	72	61	44	34	35	36	38	40	38	34	34	27
Perimeter Center	104	100	96	75	67	63	92	83	58	52	53	50	38	39	38	38	39	33
Buckhead	99	92	88	76	62	67	84	75	50	49	49	49	43	45	43	42	43	36
Cumberland-Galleria	60	62	59	51	36	42	57	43	26	25	20	24	24	24	22	24	24	15
Town Center	57	57	60	50	42	41	51	40	34	26	27	27	12	12	12	12	12	12
Average	83	59	76	64	53	54	71	62	45	40	38	38	33	34	32	31	32	25

Note: HOV = High-Occupancy Vehicle; TOL = Truck-Only Lane; BRT = Bus Rapid Transit; TSM = Transportation System Management; SOV = Single-Occupancy Vehicle

Table F.12-6. Displacement Disadvantaged Neighborhoods Reduction in Travel Time to Regional Destinations, 2030

Destinations	Transit - Walk Access					Transit - Drive Access					Highway SOV		Highway HOV	
	No-Build	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	No-Build	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	No-Build	Build	No-Build	Build
Downtown	-9%	-5%	-18%	-31%	-32%	1%	-21%	-28%	-39%	-38%	5%	-5%	3%	-22%
Midtown	-9%	-6%	-21%	-32%	-32%	-15%	-28%	-44%	-43%	-41%	5%	-5%	0%	-21%
Perimeter Center	-4%	-4%	-25%	-33%	-37%	-10%	-30%	-37%	-36%	-40%	3%	-3%	3%	-15%
Buckhead	-7%	-4%	-17%	-33%	-27%	-11%	-33%	-35%	-35%	-35%	5%	-4%	2%	-16%
Cumberland-Galleria	3%	-5%	-18%	-42%	-32%	-25%	-40%	-42%	-53%	-44%	0%	-8%	0%	-38%
Town Center	0%	5%	-12%	-26%	-28%	-22%	-15%	-35%	-33%	-33%	0%	0%	0%	0%
Average	-4%	-3%	-18%	-33%	-31%	-13%	-28%	-37%	-40%	-38%	3%	-4%	1%	-19%

Note: HOV = High-Occupancy Vehicle; TOL = Truck-Only Lane; BRT = Bus Rapid Transit; TSM = Transportation System Management; SOV = Single-Occupancy Vehicle



Table F.12-7. Transit-Dependent Neighborhoods Travel Time to Regional Destinations, 2030 (minutes)

Destinations	Transit - Walk Access						Transit - Drive Access						Highway SOV			Highway HOV		
	No-Build		Build 2030				No-Build		Build 2030				No-Build		Build 2030	No-Build		Build 2030
	2005	2030	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	2005	2030	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	2005	2030		2005	2030	
Downtown	81	67	67	57	57	61	60	52	52	47	45	48	33	36	35	30	33	32
Midtown	75	61	61	51	50	54	65	46	46	39	37	43	31	36	35	29	31	30
Perimeter Center	98	82	82	70	67	69	80	68	68	57	55	57	34	37	36	34	37	36
Buckhead	90	76	75	66	66	68	72	60	60	53	52	56	37	41	40	36	40	39
Cumberland-Galleria	47	41	41	37	35	37	45	27	27	25	23	26	18	20	19	18	20	19
Town Center	73	68	70	59	58	58	62	54	52	46	42	42	25	29	28	25	29	27
Average	77	66	66	57	56	58	64	51	51	45	42	45	30	33	32	29	32	31

Note: HOV = High-Occupancy Vehicle; TOL = Truck-Only Lane; BRT = Bus Rapid Transit; TSM = Transportation System Management; SOV = Single-Occupancy Vehicle

Table F.12-8. Transit-Dependent Neighborhoods Reduction in Travel Time to Regional Destinations, 2030

Destinations	Transit - Walk Access					Transit - Drive Access					Highway SOV		Highway HOV	
	No-Build	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	No-Build	HOV/ TOL	HOV/ TOL/ TSM	HOV/ TOL/ BRT	HOV/TOL/ Reduced BRT	No-Build	Build	No-Build	Build
Downtown	-17%	0%	-15%	-15%	-9%	-13%	0%	-10%	-13%	-8%	9%	-3%	10%	-3%
Midtown	-19%	0%	-16%	-18%	-11%	-29%	0%	-15%	-20%	-7%	16%	-3%	7%	-3%
Perimeter Center	-16%	0%	-15%	-18%	-16%	-15%	0%	-16%	-19%	-16%	9%	-3%	9%	-3%
Buckhead	-16%	-1%	-13%	-13%	-11%	-17%	0%	-12%	-13%	-7%	11%	-2%	11%	-3%
Cumberland-Galleria	-13%	0%	-10%	-15%	-10%	-40%	0%	-7%	-15%	-4%	11%	-5%	11%	-5%
Town Center	-7%	3%	-13%	-15%	-15%	-13%	-4%	-15%	-22%	-22%	16%	-3%	16%	-7%
Average	-15%	0%	-14%	-16%	-12%	-21%	-1%	-12%	-17%	-10%	12%	-3%	11%	-4%

Note: HOV = High-Occupancy Vehicle; TOL = Truck-Only Lane; BRT = Bus Rapid Transit; TSM = Transportation System Management; SOV = Single-Occupancy Vehicle



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