

Approved By: \_\_\_\_\_

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Date 04/07/2022

**Noise Screening Assessment for Type III Projects  
BeltLine Corridor from Lindbergh Center to 10<sup>th</sup> Street/Monroe Drive  
Fulton County  
PI No. 0009395  
March 2022**

**Introduction**

In compliance with 23 USC Section 109(h) and (i), the Federal Highway Administration (FHWA) established guidelines for the assessment of highway traffic-generated noise. These guidelines, published as Part 772 of Title 23 of the Code of Federal Regulations (23 CFR 772), provide procedures to be followed in conducting noise analyses that will protect the public health and welfare. In accordance with the Noise Control Act of 1972, coordination of this regulation with the Environmental Protection Agency has been completed. Further, *Highway Traffic Noise: Analysis and Abatement Guidance* (Guidance) was issued in July 2010 (revised January 2011) by the FHWA.

**Purpose**

The purpose of this memo is to demonstrate that this project meets the definition of a Type III project and does not require a noise study or abatement of highway noise impacts.

Type I – A federal-aid project that generally adds capacity or significantly alters the horizontal or vertical alignment.

Type II – A federal-aid project to abate noise on an existing facility. Georgia does not have a Type II program.

Type III – A federal or federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require the preparation of a noise study or abatement of highway noise impacts.

**Project Description**

Segment 3 of the proposed Atlanta BeltLine NE Trail of the larger BeltLine Corridor is a 14-foot wide concrete shared-use path approximately 2.70 miles in length. The project includes approximately 2.10 miles of spur trail 12 feet in width. The project also includes several walls and bridges. Segment 3 of the proposed Atlanta BeltLine NE Trail begins at the end of the existing tunnel under I-85. At the end of the tunnel the trail would cross under the existing Metropolitan Atlanta Rapid Transit Authority (MARTA) bridge, which spans over Mayson Street. The trail then transitions to the Norfolk Southern and MARTA maintenance road before paralleling MARTA, Norfolk Southern railway, and transitioning to a proposed bridge over the active Norfolk Southern railway tracks and yard. After crossing the Norfolk Southern railway tracks, the trail would continue on bridge over Armour Drive adjacent to the existing industrial plants and over CSX Transportation railroad and Peachtree Creek. The trail would remain on structure until connecting to Kinsey Court. This point is where the future connection to the Atlanta BeltLine Northwest Trail is proposed. This point ends the mainline trail. There are also four spur alignments off the mainline trail.

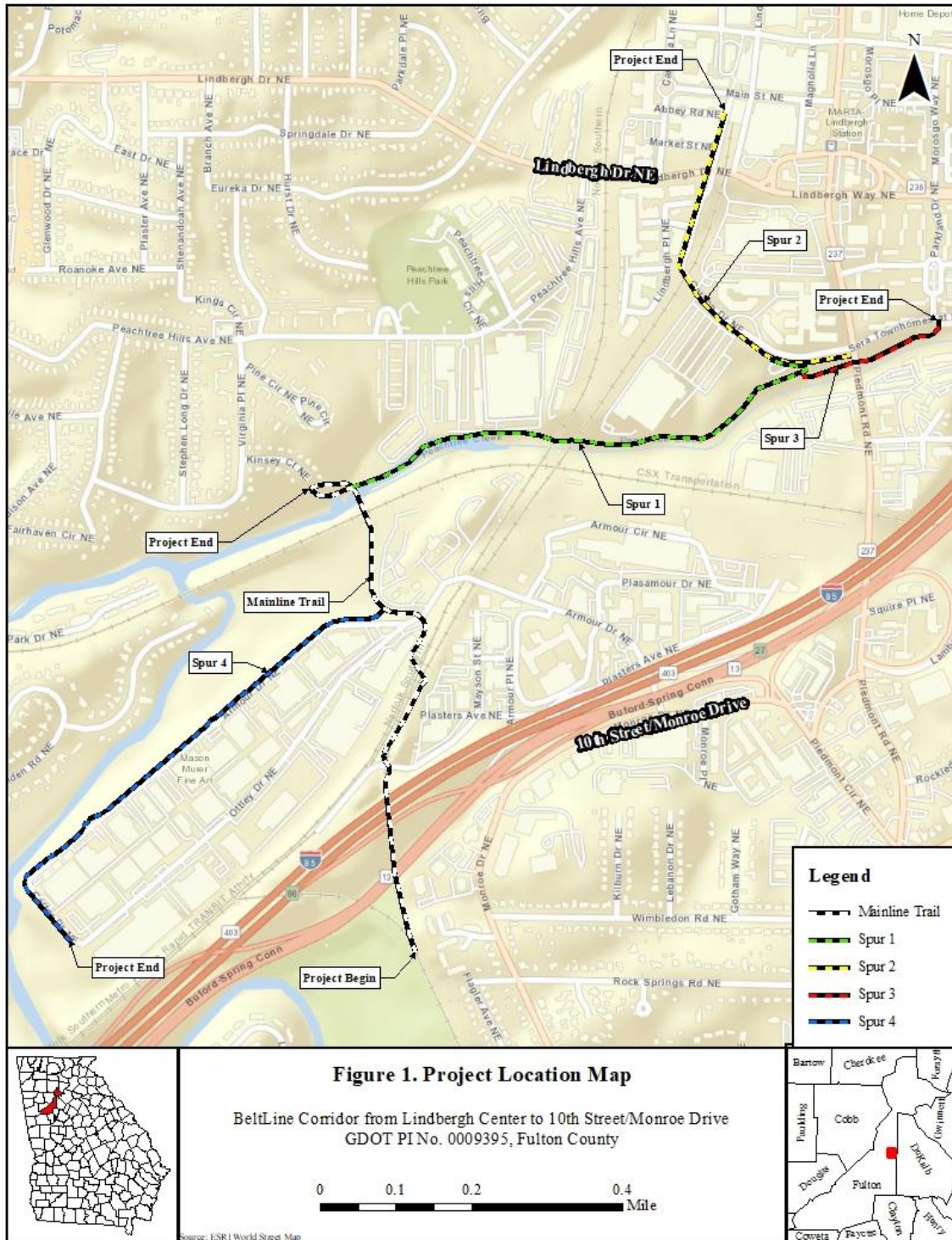
The first spur continues from the mainline trail at the proposed connection point to the future Northwest BeltLine Trail at Kinsey Court East on structure over a Peachtree Creek tributary and then at-grade parallel to Peachtree Creek, under Norfolk Southern Railway and MARTA. From there the spur trail continues behind Passion City Church along Peachtree Creek before bridging up to Garson Drive.

The second spur would serve as a connection to the MARTA Lindbergh Connection. The spur trail would continue at-grade along Garson Drive crossing the existing MARTA overpass. This would require a road diet to make room for the proposed spur trail with the oversized lanes on Garson Drive reduced from existing 12 to 18-foot lanes to 11-foot lanes, allowing room for a curb and gutter section and a 5-foot buffer. The spur trail then continues adjacent to Garson Drive and crosses the Lindbergh Drive intersection at grade before tying into the Lindbergh MARTA station plaza.

The third spur alignment would serve as a connection to the existing PATH 400 trail by spurring off the MARTA Lindbergh Connection trail to the east of Passion City Church, following Peachtree Creek, passing under the Piedmont Road overpass and running along the 2:1 slopes on structure until tying into PATH 400 near Parkland Drive.

The fourth spur alignment would serve as a connection to the Armour-Ottley business district by bridging off the mainline trail to follow along Armour Drive as a side path ending at the Ottley Drive and Clayton Road intersection.

The existing right-of-way (ROW) is 50 feet on Armour Drive and varies from 50-85 feet on Garson Drive. Additional ROW would be required for the proposed project. The proposed ROW would vary from 50-90 feet on Armour Drive and 50-85 feet on Garson Drive (see Figure 1 on page 3).



### **Type III Project Determination**

If any portion of a project is determined to be a Type I project as defined in the Guidance, then the entire project area as defined in the NEPA document is a Type I project. Therefore, if any of the criteria below can be selected, the proposed project is a Type I project and thus is subject to a noise analysis

- The construction of a highway on new location  
  
The physical alteration of an existing highway where there is either:
  - Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
  - Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor
  - The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a (high occupancy vehicle (HOV) lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane
  - The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane
  - The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange
  - Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane, except for when the auxiliary lane is a turn lane
  - The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

### **Conclusion**

Since none of the above conditions for a Type I project were met, the subject project meets the criteria for a Type III project established in 23 CFR 772. Therefore, the project requires no analysis for highway traffic noise impacts. If changes to the proposed project result in reclassification to a Type I project, a noise analysis will be required.