# APPENDIX A

Public Opinion Survey Summary

The Schapiro Group

# North Fulton County CTP Telephone Survey Results

October 2009

# Table of Contents

Introduction and Methodology..... 1

Driving Patterns..... 2

Possible Transportation Improvements..... 4

Walking and Biking..... 5

Public Transit..... 6

Future Measures..... 8

The Schapiro Group

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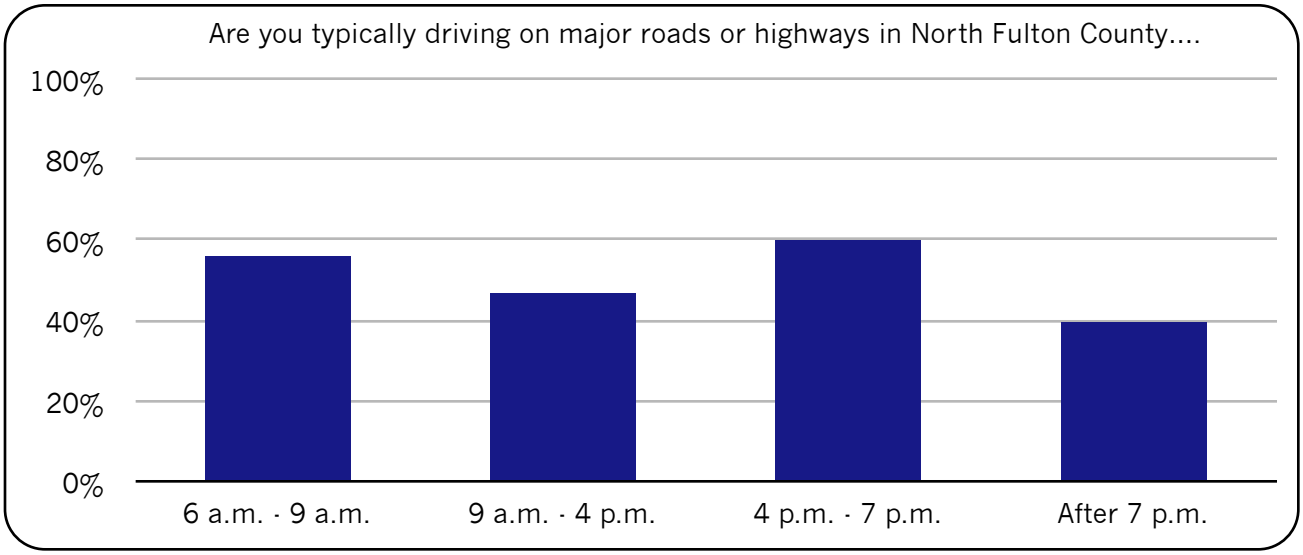
# Introduction and Methodology

The Schapiro Group (TSG), in consultation with the Atlanta Regional Commission and Kimley-Horn and Associates, interviewed 1,000 North Fulton County residents to explore usage of, attitudes toward, and perceptions of transportation options in their area. TSG sampled residential phone numbers within the six cities comprising North Fulton County (Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs) to obtain telephone survey data during September and October 2009. The results were weighted and are demographically and geographically representative of the North Fulton County area. The margin of sampling error for the regionwide results is ±3.1%.

Professional interviewers administered the survey instrument to respondents who reported living within one of these cities. TSG completed a proportionate number of surveys in each of the six cities – Alpharetta 18%, Johns Creek 19%, Milton 8%, Mountain Park 1%, Roswell 28%, and Sandy Springs 26%. The margin of sampling error for results within individual cities is greater than that of the region, depending on the size of the city. This report is based on analysis of regionwide data, rather than individual city data, though the results for cities with more than 100 respondents are reported when necessary.

# Driving Patterns

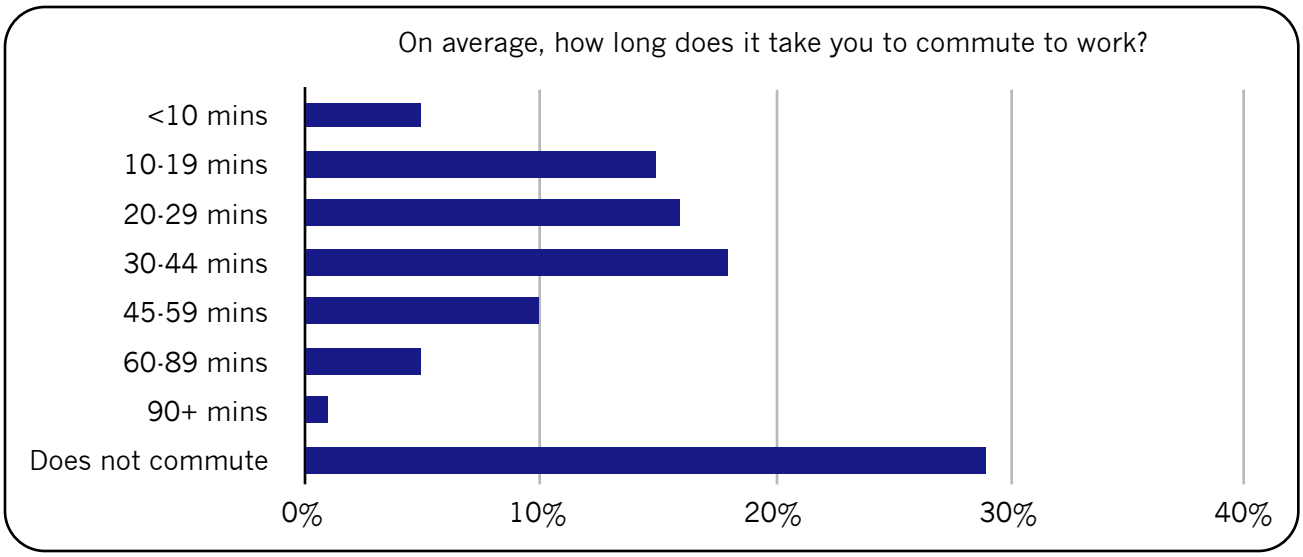
A majority of North Fulton County residents are on major roads or highways in the area during morning and afternoon rush periods, while slightly less than half are on major roads during non-rush times.




The top reasons for being on the road during each of those times are:

- The morning rush, 6 a.m. to 9 a.m. — commute to work (78%), take children to school or activities (13%), errands (5%)
- 9 a.m. to 4 p.m. — errands (37%), commute to work (29%), part of job duties (12%), take children to school or activities (12%)
- The evening rush, 4 p.m. to 7 p.m. — commute to work (58%), take children to school or activities (15%), errands (14%)
- After 7 p.m. — entertainment or leisure (54%), errands (23%), take children to school or activities (10%), commute to work (9%)

Half of North Fulton County residents spend 20 minutes or more on the way to work each morning. Nearly one-third of residents do not commute to work.

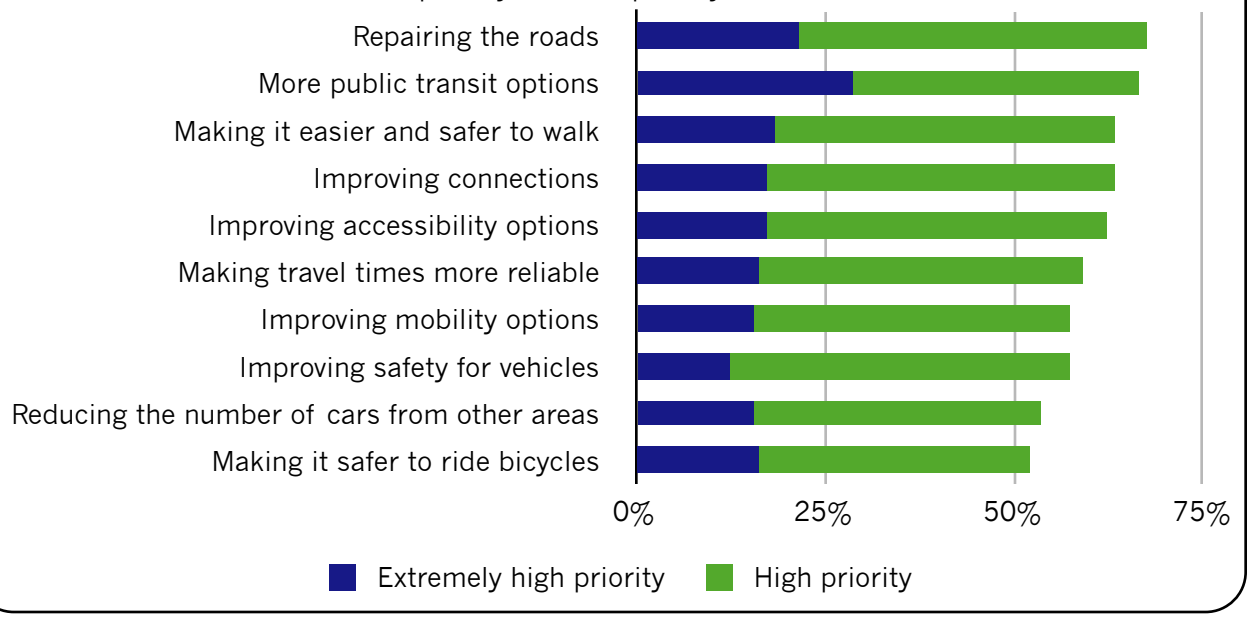



Alpharetta drivers spend the most time commuting; Sandy Springs drivers spend the least.

# Possible Transportation Improvements

All possible transportation improvements were viewed as "extremely high" or 'high" priorities by at least half of the area's residents.[1]

Now I'm going to read you several possible transportation improvements that leaders in your area are considering. Keeping in mind that the region has limited funding, I'd like you to tell me relatively if each one should be an extremely high priority, a high priority, a somewhat high priority, or not a priority at all.




- Repairing the roads (67% "extremely high" or "high") and developing more public transit options (66%) are the highest priorities in the area, followed by making it easier and safer to walk in the area (63%) and improving connections and making it easier to get to destinations in the North Fulton County area (63%).
- Improving safety for bicycles and reducing the number of cars from other areas ranked as the lowest priorities, though both were still considered "extremely high" or "high" priorities by most residents.
- Roswell is consistently the city most likely to indicate that an improvement is an "extremely high" priority.

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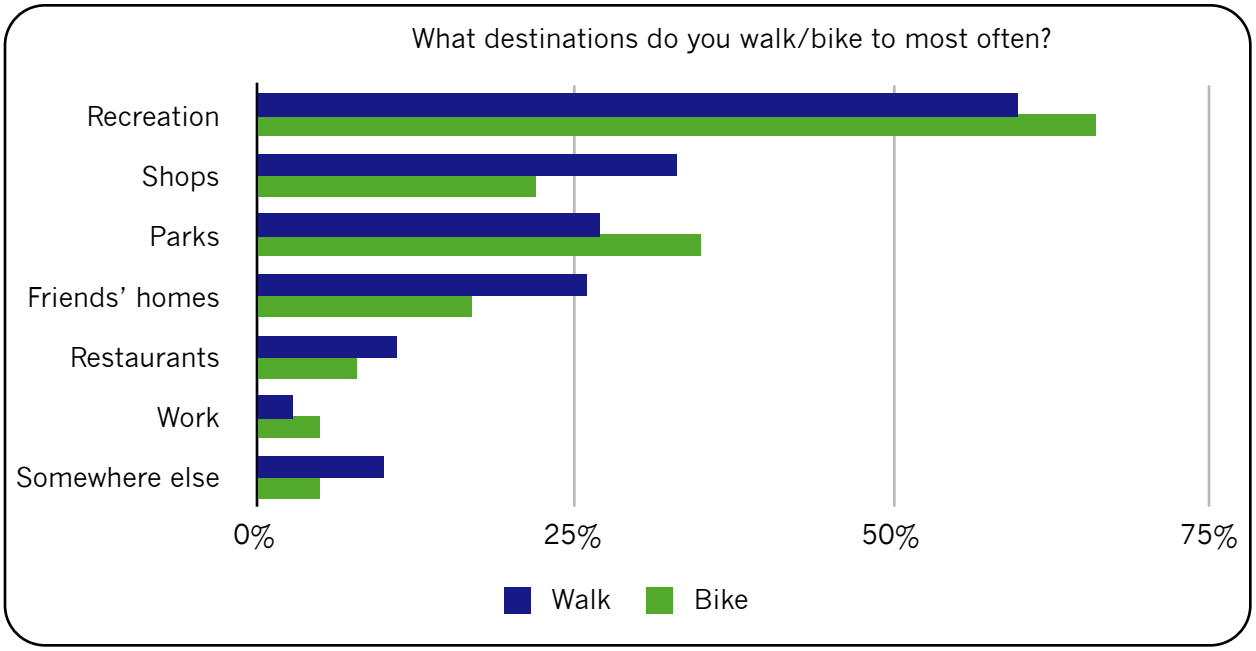
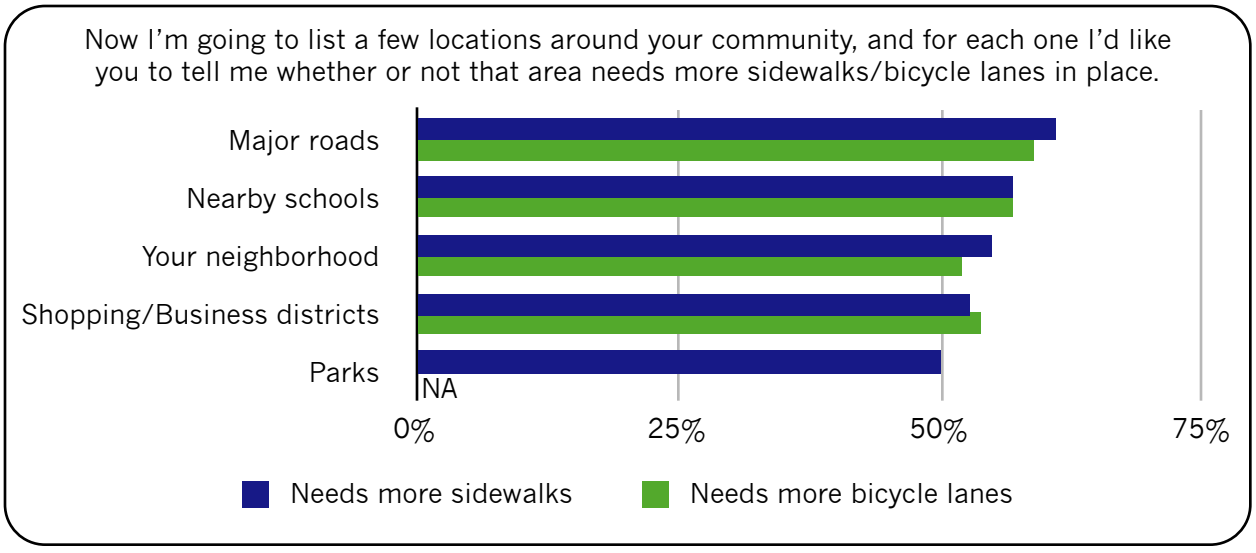
[1] Exact wording of the tested transportation improvements: "Repairing the roads," "Developing more public transit options," "Making it easier and safer for people to walk to destinations around town," "Improving connections and making it easier to get to destinations in the North Fulton County area," "Improving accessibility options for individuals with disabilities," "Making travel times in your area more reliable, so that you usually know how long it will take to get to your destination," "Improving mobility options for residents who do not drive," "Improving safety for vehicles in the area," "Making it safer to ride bicycles in your area," and "Reducing the number of cars from other areas passing through town on the way to work."

# Walking and Biking

More than one-third (37%) of residents walk to destinations around their community, most often for recreation. More than half of them (60%) walk to destinations at least once a week. Only 14% of residents bike to destinations in their area. Two-thirds of those residents bike for recreation and about one-third bike to parks. About half of cyclists (51%) bike to destinations once a week or more.




A majority of residents believe each of the tested locations needs more sidewalks and bicycle lanes in place.

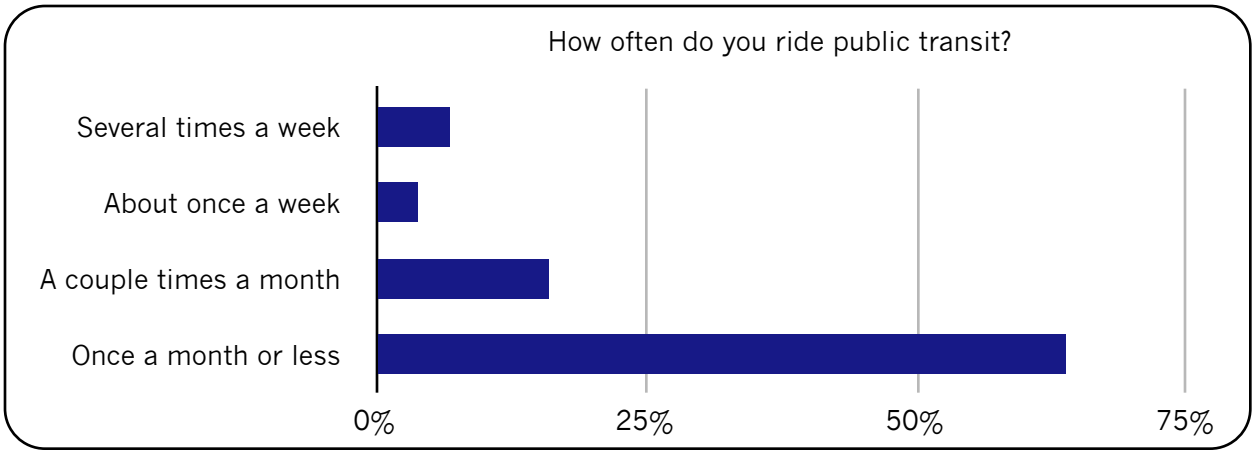


Nearly three-quarters (73%) of residents indicate that they would walk or ride a bike more often if their destinations were closer to their homes. Almost as many (68%) say they would walk or bike more if the roads were more pedestrian- and bike-friendly.

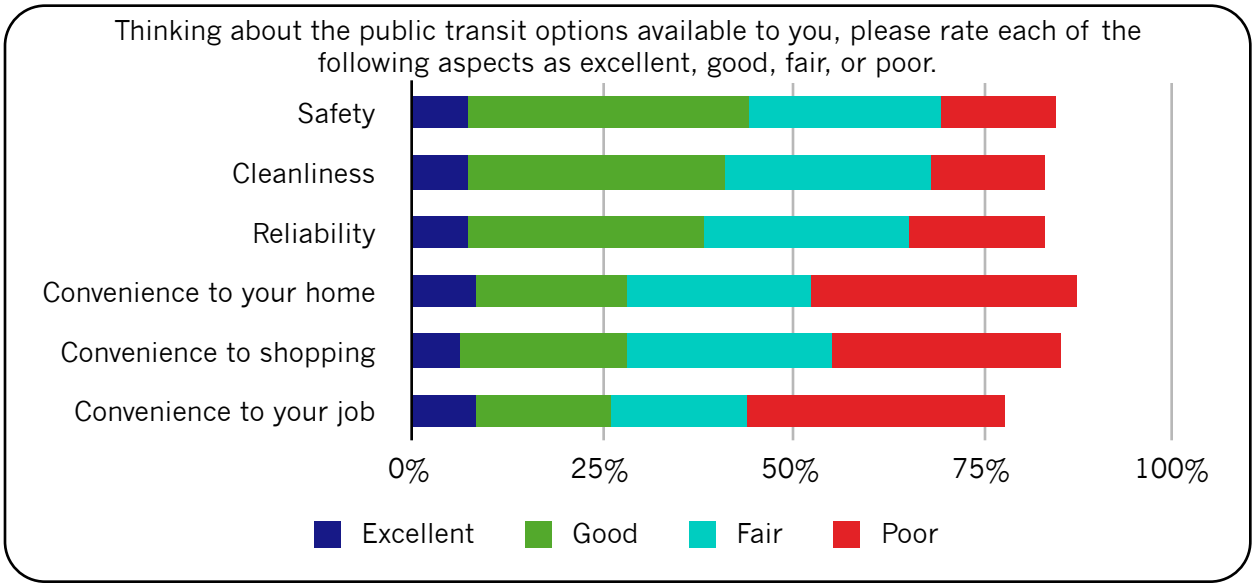
# Public Transit

A strong majority (67%) of North Fulton County residents believe public transit to be useful for most people in their area. Residents in Sandy Springs and younger residents are more likely to say public transit is "very useful," while Johns Creek residents are least likely to find it "very useful."

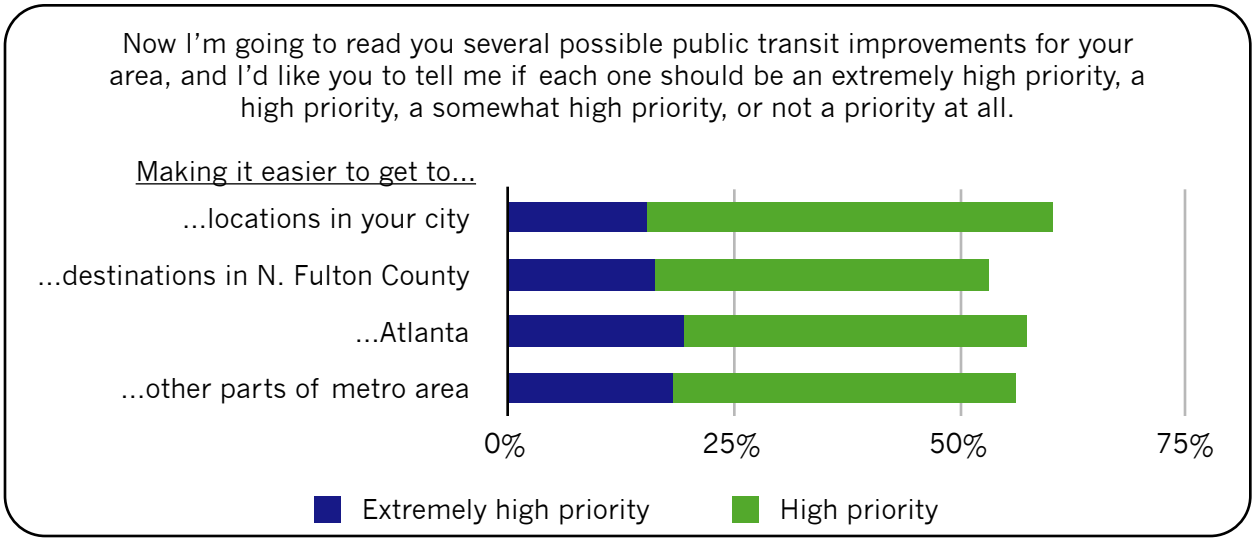
A majority (64%) of residents ride public transit only once a month or less.




Residents generally rate public transit unfavorably, particularly when it comes to matters of convenience. About 15% of residents did not have an opinion on the characteristics of public transit. Once again, Sandy Springs residents and younger residents almost always give the highest ratings for public transit. Johns Creek residents rate it the lowest.

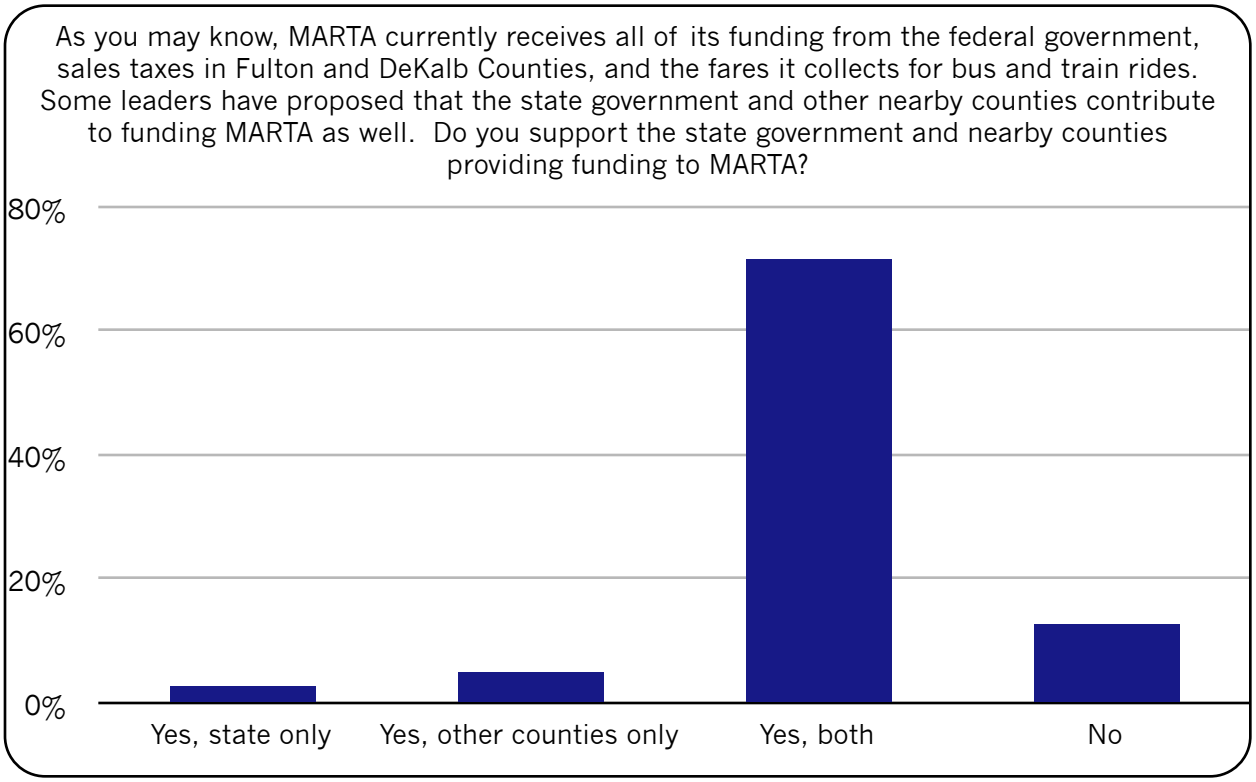


Each public transit improvement option was considered an "extremely high" or "high" priority by most North Fulton County residents.



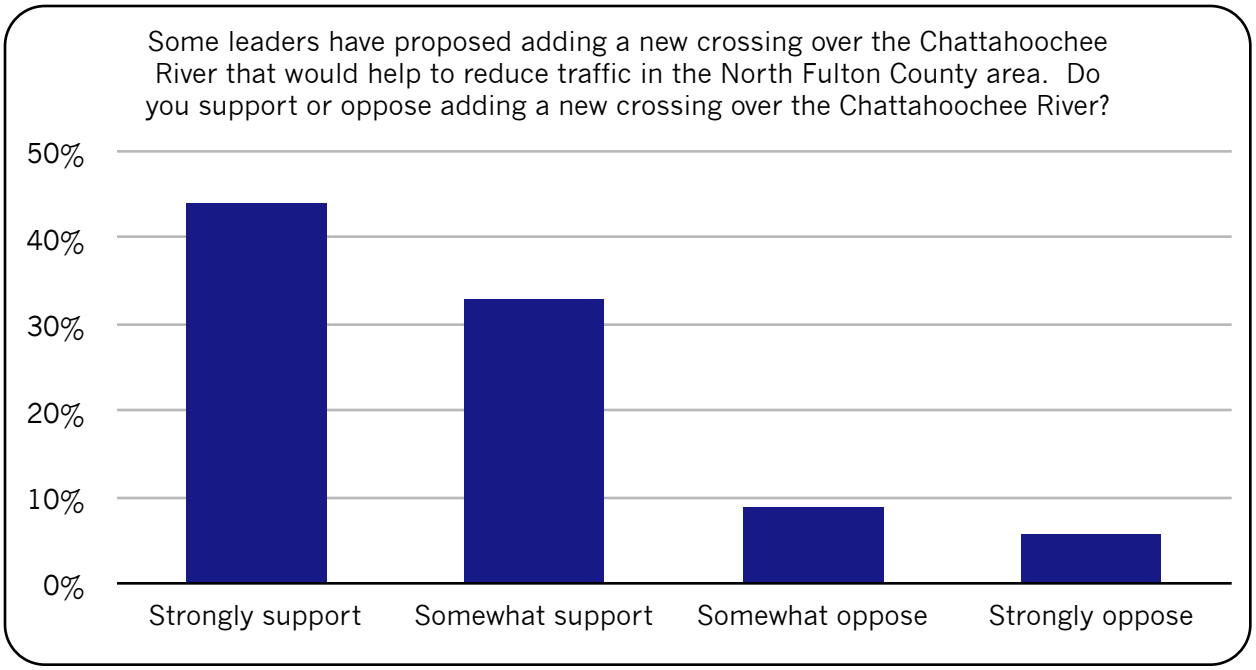

Younger residents are consistently more likely to say that any of the options are an "extremely high priority."

North Fulton County residents are overwhelmingly in favor of the state and/or nearby counties contributing to MARTA funding – only 13% oppose the idea.



# Future Measures

Adding a new crossing over the Chattahoochee River also receives strong support, as 77% of residents favor the idea. Support is particularly strong among Johns Creek residents and commuters.



North Fulton County Survey Tables
September 16 - October 6, 2009
N=1,000 North Fulton County Residents

| Drive during: The morning rush, 6 a.m. – 9 a.m. | | Yes | No | Don't know/ Refused |
|---|---|---|---|---|
| | Total | 56% | 43% | 0% |
| City | Alpharetta | 63% | 37% | 0% |
| | Johns Creek | 58% | 42% | 0% |
| | Roswell | 52% | 48% | 0% |
| | Sandy Springs | 56% | 44% | 0% |
| Gender | Male | 62% | 38% | 0% |
| | Female | 52% | 48% | 0% |
| Age | 18-29 | 69% | 31% | 0% |
| | 30-39 | 67% | 33% | 0% |
| | 40-49 | 65% | 35% | 0% |
| | 50-59 | 50% | 50% | 0% |
| | 60 and over | 24% | 76% | 0% |
| Commuter | Yes | 73% | 27% | 0% |
| | No | 20% | 80% | 0% |

| Which of the following best describes why you are typically driving on major roads or highways in North Fulton County during the morning rush period? | | To commute to work | As part of my job duties | For errands | For entertainment or leisure | To take children to school or activities | Something else | Don't know/ Refused |
|---|---|---|---|---|---|---|---|---|
| | Total | 78% | 2% | 5% | 1% | 13% | 1% | 1% |
| City | Alpharetta | 87% | 0% | 3% | 0% | 7% | 2% | 0% |
| | Johns Creek | 76% | 1% | 7% | 1% | 15% | 1% | 0% |
| | Roswell | 74% | 4% | 4% | 0% | 17% | 1% | 0% |
| | Sandy Springs | 79% | 1% | 5% | 0% | 12% | 3% | 0% |
| Gender | Male | 85% | 3% | 4% | 1% | 6% | 0% | 1% |
| | Female | 70% | 1% | 5% | 0% | 21% | 3% | 0% |
| Age | 18-29 | 76% | 0% | 4% | 0% | 16% | 4% | 0% |
| | 30-39 | 82% | 2% | 3% | 0% | 11% | 1% | 2% |
| | 40-49 | 78% | 1% | 2% | 0% | 19% | 0% | 0% |
| | 50-59 | 79% | 3% | 7% | 0% | 9% | 2% | 0% |
| | 60 and over | 62% | 4% | 17% | 7% | 5% | 4% | 0% |
| Commuter | Yes | 87% | 2% | 1% | 0% | 9% | 1% | 0% |
| | No | 9% | 2% | 30% | 4% | 43% | 6% | 5% |

| Drive during: The day between 9 a.m. and 4 p.m. | | Yes | No | Don't know/ Refused |
|---|---|---|---|---|
| | Total | 47% | 52% | 0% |
| City | Alpharetta | 44% | 56% | 0% |
| | Johns Creek | 52% | 47% | 1% |
| | Roswell | 50% | 50% | 0% |
| | Sandy Springs | 43% | 56% | 0% |
| Gender | Male | 39% | 61% | 0% |
| | Female | 55% | 45% | 0% |
| Age | 18-29 | 39% | 61% | 0% |
| | 30-39 | 45% | 55% | 0% |
| | 40-49 | 48% | 52% | 0% |
| | 50-59 | 45% | 55% | 0% |
| | 60 and over | 58% | 42% | 0% |
| Commuter | Yes | 41% | 59% | 0% |
| | No | 62% | 38% | 0% |

| Which of the following best describes why you are typically driving on major roads or highways in North Fulton County during the day between 9 am-4 pm? | | To commute to work | As part of my job duties | For errands | For entertainment or leisure | To take children to school or activities | Something else | Don't know/ Refused |
|---|---|---|---|---|---|---|---|---|
| | Total | 29% | 12% | 37% | 7% | 12% | 3% | 0% |
| City | Alpharetta | 21% | 12% | 41% | 12% | 13% | 1% | 0% |
| | Johns Creek | 29% | 8% | 43% | 7% | 13% | 1% | 0% |
| | Roswell | 31% | 15% | 29% | 8% | 15% | 3% | 0% |
| | Sandy Springs | 33% | 13% | 33% | 5% | 10% | 5% | 1% |
| Gender | Male | 27% | 23% | 25% | 10% | 11% | 4% | 0% |
| | Female | 30% | 6% | 44% | 5% | 13% | 2% | 0% |
| Age | 18-29 | 50% | 14% | 14% | 7% | 14% | 0% | 0% |
| | 30-39 | 35% | 10% | 26% | 9% | 18% | 3% | 0% |
| | 40-49 | 29% | 12% | 38% | 2% | 16% | 1% | 1% |
| | 50-59 | 21% | 23% | 38% | 5% | 10% | 4% | 0% |
| | 60 and over | 16% | 6% | 57% | 13% | 2% | 5% | 1% |
| Commuter | Yes | 45% | 17% | 17% | 6% | 11% | 3% | 0% |
| | No | 6% | 5% | 64% | 8% | 14% | 2% | 0% |

| Drive during: The evening rush, 4 p.m. – 7 p.m. | | Yes | No | Don't know/ Refused |
|---|---|---|---|---|
| | Total | 61% | 39% | 0% |
| City | Alpharetta | 65% | 35% | 0% |
| | Johns Creek | 61% | 38% | 1% |
| | Roswell | 62% | 38% | 0% |
| | Sandy Springs | 55% | 45% | 0% |
| Gender | Male | 66% | 34% | 0% |
| | Female | 56% | 43% | 0% |
| Age | 18-29 | 67% | 33% | 0% |
| | 30-39 | 66% | 34% | 0% |
| | 40-49 | 70% | 30% | 0% |
| | 50-59 | 54% | 46% | 0% |
| | 60 and over | 41% | 59% | 0% |
| Commuter | Yes | 72% | 28% | 0% |
| | No | 38% | 62% | 0% |

| Which of the following best describes why you are typically driving on major roads or highways in North Fulton County during the evening rush period? | | To commute to work | As part of my job duties | For errands | For entertainment or leisure | To take children to school or activities | Something else | Don't know/ Refused |
|---|---|---|---|---|---|---|---|---|
| | Total | 58% | 3% | 14% | 9% | 15% | 1% | 0% |
| City | Alpharetta | 65% | 4% | 12% | 5% | 14% | 0% | 0% |
| | Johns Creek | 62% | 3% | 11% | 9% | 15% | 0% | 0% |
| | Roswell | 54% | 4% | 16% | 9% | 17% | 0% | 0% |
| | Sandy Springs | 61% | 3% | 11% | 7% | 15% | 3% | 0% |
| Gender | Male | 68% | 4% | 13% | 6% | 8% | 1% | 0% |
| | Female | 47% | 2% | 15% | 11% | 23% | 0% | 1% |
| Age | 18-29 | 58% | 0% | 13% | 8% | 21% | 0% | 0% |
| | 30-39 | 57% | 3% | 11% | 5% | 21% | 2% | 1% |
| | 40-49 | 65% | 3% | 10% | 5% | 17% | 0% | 0% |
| | 50-59 | 61% | 8% | 17% | 8% | 5% | 1% | 0% |
| | 60 and over | 36% | 5% | 28% | 26% | 5% | 1% | 0% |
| Commuter | Yes | 70% | 3% | 10% | 4% | 12% | 1% | 0% |
| | No | 5% | 3% | 30% | 28% | 31% | 1% | 1% |

| Drive during: The evening after 7 p.m. | | Yes | No | Don't know/ Refused |
|---|---|---|---|---|
| | Total | 40% | 60% | 0% |
| City | Alpharetta | 33% | 67% | 0% |
| | Johns Creek | 41% | 58% | 1% |
| | Roswell | 41% | 59% | 0% |
| | Sandy Springs | 42% | 57% | 0% |
| Gender | Male | 45% | 55% | 0% |
| | Female | 35% | 65% | 0% |
| Age | 18-29 | 47% | 53% | 0% |
| | 30-39 | 37% | 63% | 0% |
| | 40-49 | 43% | 57% | 0% |
| | 50-59 | 39% | 61% | 0% |
| | 60 and over | 31% | 69% | 0% |
| Commuter | Yes | 43% | 57% | 0% |
| | No | 34% | 66% | 0% |

| Which of the following best describes why you are typically driving on major roads or highways in North Fulton County in the evenings after 7 pm? | | To commute to work | As part of my job duties | For errands | For entertainment or leisure | To take children to school or activities | Something else | Don't know/ Refused |
|---|---|---|---|---|---|---|---|---|
| | Total | 9% | 3% | 23% | 54% | 10% | 2% | 0% |
| City | Alpharetta | 9% | 5% | 18% | 56% | 11% | 1% | 0% |
| | Johns Creek | 8% | 3% | 26% | 55% | 8% | 0% | 0% |
| | Roswell | 10% | 6% | 15% | 56% | 10% | 3% | 0% |
| | Sandy Springs | 10% | 1% | 25% | 52% | 8% | 4% | 1% |
| Gender | Male | 8% | 4% | 25% | 53% | 8% | 1% | 0% |
| | Female | 10% | 2% | 20% | 54% | 11% | 3% | 0% |
| Age | 18-29 | 18% | 0% | 35% | 35% | 6% | 6% | 0% |
| | 30-39 | 12% | 0% | 15% | 67% | 6% | 0% | 0% |
| | 40-49 | 3% | 4% | 24% | 48% | 19% | 2% | 0% |
| | 50-59 | 8% | 8% | 22% | 54% | 6% | 1% | 1% |
| | 60 and over | 5% | 4% | 23% | 56% | 7% | 5% | 0% |
| Commuter | Yes | 11% | 4% | 25% | 48% | 10% | 2% | 0% |
| | No | 1% | 0% | 18% | 67% | 10% | 2% | 1% |

| On average, how long does it take you to commute to work? If you do not commute to work, just say so. | | Does not commute to work | Less than 10 minutes | 10-19 minutes | 20-29 minutes | 30-44 minutes | 45-59 minutes | 60-89 minutes | 90 minutes or more | Don't know/ Refused |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total | 29% | 5% | 15% | 16% | 18% | 10% | 5% | 1% | 2% |
| City | Alpharetta | 27% | 4% | 10% | 12% | 21% | 14% | 8% | 2% | 1% |
| | Johns Creek | 30% | 4% | 14% | 19% | 17% | 10% | 6% | 0% | 0% |
| | Roswell | 29% | 4% | 17% | 14% | 15% | 13% | 4% | 0% | 4% |
| | Sandy Springs | 28% | 9% | 16% | 22% | 17% | 2% | 2% | 1% | 3% |
| Gender | Male | 22% | 5% | 17% | 16% | 22% | 11% | 4% | 1% | 2% |
| | Female | 36% | 5% | 13% | 16% | 14% | 8% | 5% | 0% | 2% |
| Age | 18-29 | 11% | 8% | 11% | 19% | 28% | 11% | 8% | 0% | 3% |
| | 30-39 | 22% | 2% | 16% | 19% | 16% | 18% | 5% | 0% | 2% |
| | 40-49 | 24% | 7% | 16% | 17% | 23% | 7% | 4% | 1% | 0% |
| | 50-59 | 32% | 7% | 15% | 17% | 15% | 6% | 5% | 2% | 1% |
| | 60 and over | 59% | 4% | 12% | 9% | 8% | 3% | 0% | 0% | 4% |
| Commuter | Yes | 0% | 8% | 21% | 24% | 26% | 14% | 7% | 1% | 0% |
| | No | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Possible transportation improvements: Improving safety for vehicles in the area | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 12% | 45% | 28% | 12% | 3% |
| City | Alpharetta | 13% | 41% | 26% | 18% | 1% |
| | Johns Creek | 10% | 46% | 31% | 10% | 4% |
| | Roswell | 15% | 49% | 25% | 11% | 1% |
| | Sandy Springs | 9% | 44% | 34% | 10% | 2% |
| Gender | Male | 9% | 42% | 32% | 13% | 4% |
| | Female | 14% | 49% | 24% | 11% | 2% |
| Age | 18-29 | 11% | 57% | 26% | 6% | 0% |
| | 30-39 | 11% | 42% | 31% | 11% | 3% |
| | 40-49 | 12% | 50% | 25% | 11% | 2% |
| | 50-59 | 9% | 40% | 31% | 17% | 3% |
| | 60 and over | 12% | 43% | 26% | 14% | 5% |
| Commuter | Yes | 11% | 46% | 29% | 12% | 1% |
| | No | 12% | 43% | 26% | 13% | 7% |

| Possible transportation improvements: Making it easier and safer for people to walk to destinations around town | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 18% | 45% | 27% | 8% | 1% |
| City | Alpharetta | 18% | 43% | 26% | 12% | 0% |
| | Johns Creek | 14% | 43% | 32% | 8% | 2% |
| | Roswell | 22% | 43% | 27% | 8% | 1% |
| | Sandy Springs | 17% | 50% | 24% | 7% | 2% |
| Gender | Male | 13% | 44% | 31% | 12% | 1% |
| | Female | 23% | 46% | 24% | 6% | 1% |
| Age | 18-29 | 11% | 57% | 29% | 3% | 0% |
| | 30-39 | 20% | 49% | 26% | 6% | 0% |
| | 40-49 | 18% | 45% | 28% | 8% | 1% |
| | 50-59 | 19% | 36% | 32% | 12% | 1% |
| | 60 and over | 20% | 39% | 23% | 15% | 3% |
| Commuter | Yes | 17% | 46% | 28% | 8% | 0% |
| | No | 20% | 44% | 25% | 9% | 3% |

| Possible transportation improvements: Making it safer to ride bicycles in your area | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 16% | 36% | 33% | 13% | 1% |
| City | Alpharetta | 14% | 39% | 35% | 11% | 1% |
| | Johns Creek | 15% | 40% | 34% | 9% | 2% |
| | Roswell | 21% | 34% | 29% | 16% | 0% |
| | Sandy Springs | 14% | 33% | 38% | 13% | 3% |
| Gender | Male | 14% | 34% | 39% | 12% | 1% |
| | Female | 18% | 39% | 28% | 13% | 1% |
| Age | 18-29 | 19% | 42% | 36% | 3% | 0% |
| | 30-39 | 18% | 41% | 31% | 9% | 0% |
| | 40-49 | 14% | 37% | 37% | 11% | 1% |
| | 50-59 | 18% | 25% | 38% | 19% | 1% |
| | 60 and over | 15% | 35% | 25% | 21% | 4% |
| Commuter | Yes | 16% | 37% | 36% | 11% | 0% |
| | No | 17% | 35% | 28% | 16% | 3% |

| Possible transportation improvements: Making travel times in your area more reliable, so that you usually know how long it will take to get to your destination | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 16% | 43% | 30% | 10% | 2% |
| City | Alpharetta | 11% | 48% | 30% | 11% | 0% |
| | Johns Creek | 16% | 43% | 30% | 7% | 4% |
| | Roswell | 21% | 43% | 26% | 8% | 1% |
| | Sandy Springs | 14% | 39% | 32% | 12% | 3% |
| Gender | Male | 14% | 46% | 31% | 7% | 2% |
| | Female | 18% | 40% | 29% | 11% | 2% |
| Age | 18-29 | 25% | 47% | 28% | 0% | 0% |
| | 30-39 | 18% | 45% | 25% | 10% | 1% |
| | 40-49 | 11% | 45% | 34% | 9% | 2% |
| | 50-59 | 17% | 38% | 35% | 9% | 1% |
| | 60 and over | 10% | 37% | 32% | 17% | 3% |
| Commuter | Yes | 17% | 44% | 30% | 8% | 1% |
| | No | 12% | 41% | 29% | 15% | 4% |

| Possible transportation improvements: Reducing the number of cars from other areas passing through town on the way to work | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 15% | 38% | 29% | 16% | 2% |
| City | Alpharetta | 11% | 39% | 25% | 24% | 1% |
| | Johns Creek | 12% | 40% | 28% | 18% | 3% |
| | Roswell | 21% | 37% | 30% | 11% | 1% |
| | Sandy Springs | 14% | 37% | 34% | 12% | 2% |
| Gender | Male | 14% | 39% | 27% | 19% | 1% |
| | Female | 17% | 38% | 30% | 13% | 2% |
| Age | 18-29 | 17% | 39% | 31% | 14% | 0% |
| | 30-39 | 17% | 47% | 25% | 10% | 1% |
| | 40-49 | 15% | 35% | 32% | 17% | 2% |
| | 50-59 | 14% | 35% | 31% | 18% | 1% |
| | 60 and over | 15% | 33% | 27% | 21% | 4% |
| Commuter | Yes | 16% | 39% | 30% | 14% | 1% |
| | No | 15% | 37% | 25% | 20% | 4% |

| Possible transportation improvements: Improving mobility options for residents in your area who do not drive | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 15% | 42% | 30% | 12% | 1% |
| City | Alpharetta | 18% | 36% | 31% | 15% | 0% |
| | Johns Creek | 11% | 36% | 36% | 14% | 3% |
| | Roswell | 18% | 43% | 23% | 15% | 0% |
| | Sandy Springs | 14% | 44% | 29% | 9% | 3% |
| Gender | Male | 13% | 39% | 33% | 13% | 1% |
| | Female | 17% | 44% | 26% | 12% | 2% |
| Age | 18-29 | 17% | 42% | 33% | 8% | 0% |
| | 30-39 | 20% | 45% | 23% | 12% | 0% |
| | 40-49 | 10% | 41% | 33% | 14% | 1% |
| | 50-59 | 12% | 39% | 35% | 13% | 1% |
| | 60 and over | 15% | 39% | 28% | 14% | 4% |
| Commuter | Yes | 14% | 44% | 30% | 13% | 0% |
| | No | 19% | 38% | 28% | 12% | 3% |

| Possible transportation improvements: Improving accessibility options for individuals with disabilities | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 17% | 45% | 27% | 9% | 1% |
| City | Alpharetta | 18% | 36% | 31% | 14% | 1% |
| | Johns Creek | 14% | 41% | 29% | 13% | 3% |
| | Roswell | 21% | 47% | 24% | 7% | 1% |
| | Sandy Springs | 14% | 48% | 29% | 7% | 2% |
| Gender | Male | 15% | 44% | 30% | 10% | 1% |
| | Female | 19% | 46% | 25% | 8% | 2% |
| Age | 18-29 | 20% | 46% | 29% | 6% | 0% |
| | 30-39 | 18% | 53% | 22% | 8% | 0% |
| | 40-49 | 13% | 39% | 36% | 10% | 2% |
| | 50-59 | 18% | 43% | 28% | 11% | 1% |
| | 60 and over | 19% | 43% | 23% | 11% | 3% |
| Commuter | Yes | 16% | 45% | 29% | 9% | 1% |
| | No | 20% | 44% | 24% | 9% | 3% |

| Possible transportation improvements: Developing more public transit options | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 28% | 38% | 22% | 11% | 1% |
| City | Alpharetta | 26% | 38% | 23% | 12% | 1% |
| | Johns Creek | 28% | 34% | 20% | 16% | 1% |
| | Roswell | 32% | 42% | 16% | 10% | 0% |
| | Sandy Springs | 25% | 37% | 25% | 10% | 2% |
| Gender | Male | 24% | 40% | 22% | 14% | 1% |
| | Female | 31% | 36% | 22% | 10% | 1% |
| Age | 18-29 | 33% | 31% | 31% | 6% | 0% |
| | 30-39 | 34% | 41% | 14% | 11% | 0% |
| | 40-49 | 23% | 39% | 23% | 15% | 1% |
| | 50-59 | 23% | 36% | 28% | 12% | 1% |
| | 60 and over | 24% | 41% | 18% | 13% | 3% |
| Commuter | Yes | 29% | 39% | 22% | 10% | 0% |
| | No | 24% | 37% | 20% | 15% | 3% |

| Possible transportation improvements: Repairing the roads | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 21% | 46% | 22% | 9% | 1% |
| City | Alpharetta | 15% | 55% | 20% | 10% | 0% |
| | Johns Creek | 22% | 40% | 23% | 14% | 1% |
| | Roswell | 26% | 44% | 24% | 6% | 0% |
| | Sandy Springs | 19% | 46% | 22% | 11% | 2% |
| Gender | Male | 17% | 46% | 25% | 11% | 1% |
| | Female | 25% | 46% | 20% | 8% | 1% |
| Age | 18-29 | 14% | 47% | 25% | 14% | 0% |
| | 30-39 | 22% | 42% | 24% | 12% | 0% |
| | 40-49 | 23% | 49% | 21% | 6% | 0% |
| | 50-59 | 19% | 49% | 23% | 8% | 1% |
| | 60 and over | 25% | 44% | 21% | 7% | 3% |
| Commuter | Yes | 21% | 47% | 24% | 8% | 0% |
| | No | 22% | 45% | 20% | 10% | 3% |

| Possible transportation improvements: Improving connections and making it easier to get to destinations in the North Fulton County area | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 17% | 46% | 29% | 7% | 1% |
| City | Alpharetta | 13% | 61% | 20% | 6% | 1% |
| | Johns Creek | 17% | 47% | 29% | 5% | 2% |
| | Roswell | 24% | 39% | 31% | 6% | 0% |
| | Sandy Springs | 14% | 41% | 34% | 9% | 2% |
| Gender | Male | 15% | 47% | 32% | 6% | 1% |
| | Female | 19% | 45% | 27% | 7% | 1% |
| Age | 18-29 | 17% | 42% | 39% | 3% | 0% |
| | 30-39 | 15% | 51% | 30% | 3% | 0% |
| | 40-49 | 18% | 50% | 23% | 8% | 1% |
| | 50-59 | 18% | 44% | 29% | 8% | 1% |
| | 60 and over | 17% | 41% | 28% | 11% | 3% |
| Commuter | Yes | 18% | 47% | 29% | 6% | 0% |
| | No | 13% | 47% | 28% | 9% | 3% |

| Do you ever walk to destinations in your community? | | Yes | No | Don't know/ Refused |
|---|---|---|---|---|
| | Total | 37% | 63% | 1% |
| City | Alpharetta | 39% | 61% | 0% |
| | Johns Creek | 36% | 63% | 1% |
| | Roswell | 33% | 67% | 0% |
| | Sandy Springs | 40% | 58% | 2% |
| Gender | Male | 36% | 64% | 0% |
| | Female | 37% | 62% | 1% |
| Age | 18-29 | 47% | 53% | 0% |
| | 30-39 | 38% | 62% | 0% |
| | 40-49 | 37% | 63% | 0% |
| | 50-59 | 37% | 63% | 0% |
| | 60 and over | 30% | 70% | 0% |
| Commuter | Yes | 38% | 61% | 0% |
| | No | 35% | 64% | 0% |

| Destinations walk to most often: For recreation | | Yes | No |
|---|---|---|---|
| | Total | 60% | 40% |
| City | Alpharetta | 51% | 49% |
| | Johns Creek | 75% | 25% |
| | Roswell | 52% | 48% |
| | Sandy Springs | 68% | 32% |
| Gender | Male | 61% | 39% |
| | Female | 60% | 40% |
| Age | 18-29 | 59% | 41% |
| | 30-39 | 55% | 45% |
| | 40-49 | 61% | 39% |
| | 50-59 | 74% | 26% |
| | 60 and over | 56% | 44% |
| Commuter | Yes | 65% | 35% |
| | No | 49% | 51% |

| Destinations walk to most often: Work | | Yes | No |
|---|---|---|---|
| | Total | 3% | 97% |
| City | Alpharetta | 2% | 98% |
| | Johns Creek | 2% | 98% |
| | Roswell | 0% | 100% |
| | Sandy Springs | 6% | 94% |
| Gender | Male | 2% | 98% |
| | Female | 3% | 97% |
| Age | 18-29 | 0% | 100% |
| | 30-39 | 5% | 95% |
| | 40-49 | 1% | 99% |
| | 50-59 | 4% | 96% |
| | 60 and over | 1% | 99% |
| Commuter | Yes | 2% | 98% |
| | No | 3% | 97% |

| Destinations walk to most often: Restaurants | | Yes | No |
|---|---|---|---|
| | Total | 11% | 89% |
| City | Alpharetta | 11% | 89% |
| | Johns Creek | 5% | 95% |
| | Roswell | 13% | 87% |
| | Sandy Springs | 11% | 89% |
| Gender | Male | 7% | 93% |
| | Female | 14% | 86% |
| Age | 18-29 | 12% | 88% |
| | 30-39 | 8% | 92% |
| | 40-49 | 16% | 84% |
| | 50-59 | 13% | 87% |
| | 60 and over | 6% | 94% |
| Commuter | Yes | 11% | 89% |
| | No | 10% | 90% |

| Destinations walk to most often: Shops | | Yes | No |
|---|---|---|---|
| | Total | 33% | 67% |
| City | Alpharetta | 31% | 69% |
| | Johns Creek | 25% | 75% |
| | Roswell | 32% | 68% |
| | Sandy Springs | 39% | 61% |
| Gender | Male | 33% | 67% |
| | Female | 33% | 67% |
| Age | 18-29 | 41% | 59% |
| | 30-39 | 32% | 68% |
| | 40-49 | 37% | 63% |
| | 50-59 | 23% | 77% |
| | 60 and over | 30% | 70% |
| Commuter | Yes | 33% | 67% |
| | No | 31% | 69% |

| Destinations walk to most often: Friends' homes | | Yes | No |
|---|---|---|---|
| | Total | 26% | 74% |
| City | Alpharetta | 25% | 75% |
| | Johns Creek | 30% | 70% |
| | Roswell | 21% | 79% |
| | Sandy Springs | 30% | 70% |
| Gender | Male | 26% | 74% |
| | Female | 26% | 74% |
| Age | 18-29 | 18% | 82% |
| | 30-39 | 30% | 70% |
| | 40-49 | 26% | 74% |
| | 50-59 | 31% | 69% |
| | 60 and over | 22% | 78% |
| Commuter | Yes | 25% | 75% |
| | No | 31% | 69% |

| Destinations walk to most often: Parks | | Yes | No |
|---|---|---|---|
| | Total | 27% | 73% |
| City | Alpharetta | 35% | 65% |
| | Johns Creek | 30% | 70% |
| | Roswell | 24% | 76% |
| | Sandy Springs | 22% | 78% |
| Gender | Male | 27% | 73% |
| | Female | 26% | 74% |
| Age | 18-29 | 18% | 82% |
| | 30-39 | 32% | 68% |
| | 40-49 | 30% | 70% |
| | 50-59 | 22% | 78% |
| | 60 and over | 30% | 70% |
| Commuter | Yes | 27% | 73% |
| | No | 28% | 72% |

| Destinations walk to most often: Somewhere else | | Yes | No |
|---|---|---|---|
| | Total | 10% | 90% |
| City | Alpharetta | 17% | 83% |
| | Johns Creek | 5% | 95% |
| | Roswell | 13% | 87% |
| | Sandy Springs | 9% | 91% |
| Gender | Male | 10% | 90% |
| | Female | 10% | 90% |
| Age | 18-29 | 6% | 94% |
| | 30-39 | 11% | 89% |
| | 40-49 | 12% | 88% |
| | 50-59 | 8% | 92% |
| | 60 and over | 11% | 89% |
| Commuter | Yes | 10% | 90% |
| | No | 9% | 91% |

| How often do you walk to destinations in your area? | | Several times a week | About once a week | A couple times a month | One a month or less | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 36% | 24% | 21% | 17% | 1% |
| City | Alpharetta | 29% | 26% | 22% | 22% | 1% |
| | Johns Creek | 34% | 32% | 14% | 20% | 0% |
| | Roswell | 43% | 31% | 18% | 8% | 0% |
| | Sandy Springs | 37% | 17% | 29% | 17% | 0% |
| Gender | Male | 43% | 20% | 19% | 15% | 3% |
| | Female | 31% | 27% | 23% | 18% | 0% |
| Age | 18-29 | 35% | 24% | 24% | 18% | 0% |
| | 30-39 | 32% | 29% | 18% | 17% | 3% |
| | 40-49 | 46% | 21% | 24% | 9% | 0% |
| | 50-59 | 36% | 22% | 21% | 21% | 0% |
| | 60 and over | 33% | 21% | 23% | 20% | 4% |
| Commuter | Yes | 36% | 25% | 21% | 17% | 0% |
| | No | 37% | 20% | 22% | 17% | 5% |

| Need more sidewalks?: Your neighborhood | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 33% | 22% | 17% | 25% | 4% |
| City | Alpharetta | 32% | 21% | 14% | 31% | 3% |
| | Johns Creek | 38% | 22% | 16% | 22% | 2% |
| | Roswell | 30% | 22% | 17% | 27% | 4% |
| | Sandy Springs | 32% | 23% | 19% | 18% | 7% |
| Gender | Male | 30% | 22% | 16% | 28% | 4% |
| | Female | 35% | 22% | 17% | 22% | 5% |
| Age | 18-29 | 31% | 19% | 17% | 25% | 8% |
| | 30-39 | 33% | 25% | 19% | 22% | 2% |
| | 40-49 | 36% | 23% | 18% | 22% | 2% |
| | 50-59 | 35% | 15% | 15% | 31% | 3% |
| | 60 and over | 30% | 25% | 14% | 26% | 5% |
| Commuter | Yes | 33% | 22% | 19% | 22% | 4% |
| | No | 33% | 21% | 12% | 30% | 5% |

| Need more sidewalks?: Nearby schools | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 29% | 28% | 18% | 18% | 7% |
| City | Alpharetta | 33% | 26% | 13% | 21% | 7% |
| | Johns Creek | 31% | 33% | 21% | 12% | 3% |
| | Roswell | 27% | 28% | 16% | 21% | 7% |
| | Sandy Springs | 22% | 27% | 22% | 18% | 10% |
| Gender | Male | 25% | 28% | 18% | 22% | 7% |
| | Female | 32% | 28% | 18% | 14% | 7% |
| Age | 18-29 | 22% | 33% | 22% | 11% | 11% |
| | 30-39 | 28% | 37% | 14% | 18% | 3% |
| | 40-49 | 36% | 22% | 22% | 17% | 3% |
| | 50-59 | 28% | 23% | 18% | 24% | 7% |
| | 60 and over | 25% | 26% | 19% | 19% | 12% |
| Commuter | Yes | 27% | 29% | 20% | 18% | 6% |
| | No | 32% | 27% | 15% | 18% | 8% |

| Need more sidewalks?: Shopping and business districts | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 22% | 31% | 19% | 22% | 5% |
| City | Alpharetta | 27% | 23% | 20% | 25% | 5% |
| | Johns Creek | 25% | 32% | 21% | 19% | 3% |
| | Roswell | 20% | 34% | 17% | 24% | 5% |
| | Sandy Springs | 16% | 33% | 22% | 21% | 8% |
| Gender | Male | 20% | 30% | 19% | 26% | 5% |
| | Female | 24% | 33% | 20% | 18% | 6% |
| Age | 18-29 | 19% | 36% | 8% | 28% | 8% |
| | 30-39 | 20% | 40% | 22% | 16% | 3% |
| | 40-49 | 29% | 31% | 18% | 18% | 3% |
| | 50-59 | 21% | 22% | 22% | 31% | 4% |
| | 60 and over | 19% | 27% | 23% | 25% | 7% |
| Commuter | Yes | 21% | 33% | 22% | 20% | 5% |
| | No | 25% | 30% | 13% | 25% | 6% |

| Need more sidewalks?: Along major roads | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 34% | 27% | 20% | 14% | 5% |
| City | Alpharetta | 40% | 23% | 18% | 16% | 3% |
| | Johns Creek | 38% | 32% | 20% | 9% | 2% |
| | Roswell | 34% | 28% | 20% | 14% | 4% |
| | Sandy Springs | 28% | 23% | 26% | 16% | 7% |
| Gender | Male | 34% | 26% | 22% | 14% | 4% |
| | Female | 35% | 29% | 18% | 14% | 5% |
| Age | 18-29 | 40% | 26% | 17% | 9% | 9% |
| | 30-39 | 27% | 34% | 25% | 12% | 2% |
| | 40-49 | 41% | 26% | 20% | 11% | 2% |
| | 50-59 | 35% | 21% | 19% | 22% | 3% |
| | 60 and over | 33% | 25% | 19% | 17% | 6% |
| Commuter | Yes | 33% | 28% | 22% | 13% | 4% |
| | No | 37% | 26% | 17% | 14% | 5% |

| Need more sidewalks?: Parks | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 25% | 25% | 23% | 20% | 6% |
| City | Alpharetta | 23% | 25% | 21% | 27% | 4% |
| | Johns Creek | 27% | 22% | 27% | 19% | 5% |
| | Roswell | 27% | 21% | 21% | 25% | 6% |
| | Sandy Springs | 21% | 31% | 25% | 14% | 9% |
| Gender | Male | 22% | 22% | 26% | 24% | 6% |
| | Female | 28% | 28% | 21% | 17% | 6% |
| Age | 18-29 | 31% | 17% | 25% | 17% | 11% |
| | 30-39 | 28% | 27% | 26% | 17% | 2% |
| | 40-49 | 23% | 29% | 23% | 22% | 3% |
| | 50-59 | 24% | 22% | 22% | 27% | 5% |
| | 60 and over | 23% | 26% | 21% | 22% | 9% |
| Commuter | Yes | 23% | 26% | 26% | 20% | 5% |
| | No | 31% | 23% | 19% | 21% | 7% |

| Do you ever bike to destinations in your community? | | Yes | No | Don't know/ Refused |
|---|---|---|---|---|
| | Total | 14% | 85% | 1% |
| City | Alpharetta | 19% | 80% | 0% |
| | Johns Creek | 19% | 80% | 1% |
| | Roswell | 16% | 84% | 0% |
| | Sandy Springs | 5% | 93% | 2% |
| Gender | Male | 17% | 82% | 0% |
| | Female | 11% | 88% | 1% |
| Age | 18-29 | 11% | 89% | 0% |
| | 30-39 | 15% | 85% | 0% |
| | 40-49 | 19% | 81% | 0% |
| | 50-59 | 16% | 84% | 0% |
| | 60 and over | 7% | 93% | 0% |
| Commuter | Yes | 16% | 84% | 0% |
| | No | 11% | 88% | 0% |

| Destinations bike to most often: For recreation | | Yes | No |
|---|---|---|---|
| | Total | 66% | 34% |
| City | Alpharetta | 65% | 35% |
| | Johns Creek | 82% | 18% |
| | Roswell | 56% | 44% |
| | Sandy Springs | 44% | 56% |
| Gender | Male | 64% | 36% |
| | Female | 69% | 31% |
| Age | 18-29 | 100% | 0% |
| | 30-39 | 63% | 37% |
| | 40-49 | 55% | 45% |
| | 50-59 | 77% | 23% |
| | 60 and over | 63% | 37% |
| Commuter | Yes | 71% | 29% |
| | No | 51% | 49% |

| Destinations bike to most often: Work | | Yes | No |
|---|---|---|---|
| | Total | 5% | 95% |
| City | Alpharetta | 8% | 92% |
| | Johns Creek | 0% | 100% |
| | Roswell | 4% | 96% |
| | Sandy Springs | 12% | 88% |
| Gender | Male | 3% | 97% |
| | Female | 7% | 93% |
| Age | 18-29 | 0% | 100% |
| | 30-39 | 0% | 100% |
| | 40-49 | 7% | 93% |
| | 50-59 | 15% | 85% |
| | 60 and over | 0% | 100% |
| Commuter | Yes | 4% | 96% |
| | No | 10% | 90% |

| Destinations bike to most often: Restaurants | | Yes | No |
|---|---|---|---|
| | Total | 8% | 92% |
| City | Alpharetta | 4% | 96% |
| | Johns Creek | 5% | 95% |
| | Roswell | 9% | 91% |
| | Sandy Springs | 4% | 96% |
| Gender | Male | 6% | 94% |
| | Female | 10% | 90% |
| Age | 18-29 | 0% | 100% |
| | 30-39 | 11% | 89% |
| | 40-49 | 12% | 88% |
| | 50-59 | 0% | 100% |
| | 60 and over | 7% | 93% |
| Commuter | Yes | 6% | 94% |
| | No | 14% | 86% |

| Destinations bike to most often: Shops | | Yes | No |
|---|---|---|---|
| | Total | 22% | 78% |
| City | Alpharetta | 24% | 76% |
| | Johns Creek | 16% | 84% |
| | Roswell | 21% | 79% |
| | Sandy Springs | 26% | 74% |
| Gender | Male | 23% | 77% |
| | Female | 19% | 81% |
| Age | 18-29 | 0% | 100% |
| | 30-39 | 30% | 70% |
| | 40-49 | 24% | 76% |
| | 50-59 | 18% | 82% |
| | 60 and over | 18% | 82% |
| Commuter | Yes | 22% | 78% |
| | No | 23% | 77% |

| Destinations bike to most often: Friends' homes | | Yes | No |
|---|---|---|---|
| | Total | 17% | 83% |
| City | Alpharetta | 12% | 88% |
| | Johns Creek | 21% | 79% |
| | Roswell | 9% | 91% |
| | Sandy Springs | 45% | 55% |
| Gender | Male | 21% | 79% |
| | Female | 13% | 87% |
| Age | 18-29 | 25% | 75% |
| | 30-39 | 26% | 74% |
| | 40-49 | 13% | 87% |
| | 50-59 | 9% | 91% |
| | 60 and over | 16% | 84% |
| Commuter | Yes | 17% | 83% |
| | No | 20% | 80% |

| Destinations bike to most often: Parks | | Yes | No |
|---|---|---|---|
| | Total | 35% | 65% |
| City | Alpharetta | 31% | 69% |
| | Johns Creek | 31% | 69% |
| | Roswell | 33% | 67% |
| | Sandy Springs | 54% | 46% |
| Gender | Male | 36% | 64% |
| | Female | 33% | 67% |
| Age | 18-29 | 0% | 100% |
| | 30-39 | 26% | 74% |
| | 40-49 | 56% | 44% |
| | 50-59 | 33% | 67% |
| | 60 and over | 32% | 68% |
| Commuter | Yes | 36% | 64% |
| | No | 33% | 67% |

| Destinations bike to most often: Somewhere else | | Yes | No |
|---|---|---|---|
| | Total | 5% | 95% |
| City | Alpharetta | 3% | 97% |
| | Johns Creek | 4% | 96% |
| | Roswell | 10% | 90% |
| | Sandy Springs | 4% | 96% |
| Gender | Male | 6% | 94% |
| | Female | 4% | 96% |
| Age | 18-29 | 0% | 100% |
| | 30-39 | 7% | 93% |
| | 40-49 | 4% | 96% |
| | 50-59 | 9% | 91% |
| | 60 and over | 0% | 100% |
| Commuter | Yes | 3% | 97% |
| | No | 13% | 87% |

| How often do you ride a bike to destinations in your area? | | Several times a week | About once a week | A couple times a month | Once a month or less | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 32% | 19% | 24% | 23% | 2% |
| City | Alpharetta | 26% | 20% | 38% | 9% | 6% |
| | Johns Creek | 44% | 11% | 15% | 30% | 0% |
| | Roswell | 34% | 12% | 24% | 28% | 2% |
| | Sandy Springs | 12% | 64% | 14% | 10% | 0% |
| Gender | Male | 35% | 7% | 25% | 29% | 4% |
| | Female | 27% | 35% | 24% | 14% | 0% |
| Age | 18-29 | 25% | 25% | 25% | 25% | 0% |
| | 30-39 | 44% | 11% | 19% | 26% | 0% |
| | 40-49 | 24% | 23% | 27% | 23% | 3% |
| | 50-59 | 35% | 18% | 24% | 19% | 4% |
| | 60 and over | 21% | 28% | 29% | 16% | 5% |
| Commuter | Yes | 31% | 19% | 26% | 22% | 2% |
| | No | 37% | 19% | 20% | 23% | 2% |

| Need more bicycle lanes?: Your neighborhood | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 24% | 28% | 19% | 22% | 7% |
| City | Alpharetta | 30% | 20% | 17% | 29% | 4% |
| | Johns Creek | 26% | 34% | 16% | 23% | 1% |
| | Roswell | 20% | 27% | 22% | 20% | 11% |
| | Sandy Springs | 21% | 30% | 19% | 19% | 11% |
| Gender | Male | 20% | 30% | 19% | 24% | 7% |
| | Female | 27% | 26% | 19% | 21% | 8% |
| Age | 18-29 | 19% | 31% | 17% | 19% | 14% |
| | 30-39 | 19% | 36% | 21% | 19% | 5% |
| | 40-49 | 28% | 27% | 20% | 22% | 3% |
| | 50-59 | 29% | 18% | 18% | 30% | 6% |
| | 60 and over | 25% | 24% | 19% | 22% | 10% |
| Commuter | Yes | 21% | 32% | 20% | 21% | 6% |
| | No | 31% | 20% | 18% | 23% | 8% |

| Need more bicycle lanes?: Nearby schools | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 29% | 28% | 19% | 13% | 11% |
| City | Alpharetta | 32% | 28% | 13% | 17% | 9% |
| | Johns Creek | 33% | 30% | 21% | 12% | 3% |
| | Roswell | 29% | 28% | 16% | 13% | 13% |
| | Sandy Springs | 21% | 30% | 23% | 11% | 15% |
| Gender | Male | 27% | 29% | 19% | 14% | 11% |
| | Female | 30% | 28% | 19% | 12% | 10% |
| Age | 18-29 | 17% | 33% | 19% | 11% | 19% |
| | 30-39 | 30% | 36% | 18% | 8% | 8% |
| | 40-49 | 38% | 29% | 16% | 12% | 5% |
| | 50-59 | 32% | 18% | 20% | 20% | 10% |
| | 60 and over | 22% | 24% | 22% | 18% | 13% |
| Commuter | Yes | 26% | 32% | 21% | 11% | 10% |
| | No | 36% | 21% | 15% | 17% | 10% |

| Need more bicycle lanes?: Shopping and business districts | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 28% | 26% | 21% | 17% | 8% |
| City | Alpharetta | 31% | 23% | 16% | 23% | 6% |
| | Johns Creek | 33% | 25% | 23% | 16% | 3% |
| | Roswell | 25% | 28% | 21% | 15% | 11% |
| | Sandy Springs | 24% | 25% | 24% | 15% | 11% |
| Gender | Male | 28% | 23% | 22% | 18% | 8% |
| | Female | 27% | 29% | 20% | 15% | 8% |
| Age | 18-29 | 19% | 31% | 28% | 8% | 14% |
| | 30-39 | 27% | 34% | 17% | 15% | 6% |
| | 40-49 | 33% | 25% | 21% | 16% | 4% |
| | 50-59 | 32% | 17% | 22% | 23% | 6% |
| | 60 and over | 24% | 22% | 22% | 22% | 11% |
| Commuter | Yes | 26% | 27% | 24% | 16% | 7% |
| | No | 30% | 27% | 15% | 19% | 9% |

| Need more bicycle lanes?: Along major roads | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 33% | 26% | 18% | 15% | 8% |
| City | Alpharetta | 37% | 25% | 11% | 23% | 4% |
| | Johns Creek | 33% | 26% | 24% | 15% | 3% |
| | Roswell | 34% | 26% | 14% | 15% | 11% |
| | Sandy Springs | 27% | 29% | 22% | 11% | 11% |
| Gender | Male | 31% | 25% | 20% | 16% | 8% |
| | Female | 35% | 27% | 16% | 15% | 8% |
| Age | 18-29 | 31% | 28% | 19% | 8% | 14% |
| | 30-39 | 30% | 31% | 19% | 14% | 5% |
| | 40-49 | 39% | 27% | 17% | 14% | 4% |
| | 50-59 | 39% | 16% | 18% | 21% | 6% |
| | 60 and over | 28% | 25% | 19% | 19% | 10% |
| Commuter | Yes | 30% | 29% | 20% | 15% | 7% |
| | No | 39% | 21% | 15% | 16% | 9% |

| Would walk or ride a bike more often if: The roads were more pedestrian- and bike-friendly | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 39% | 29% | 17% | 13% | 2% |
| City | Alpharetta | 34% | 35% | 17% | 12% | 1% |
| | Johns Creek | 37% | 32% | 20% | 10% | 1% |
| | Roswell | 37% | 29% | 15% | 17% | 2% |
| | Sandy Springs | 44% | 23% | 18% | 13% | 3% |
| Gender | Male | 39% | 28% | 18% | 14% | 1% |
| | Female | 40% | 31% | 15% | 12% | 2% |
| Age | 18-29 | 33% | 33% | 28% | 6% | 0% |
| | 30-39 | 44% | 33% | 13% | 8% | 1% |
| | 40-49 | 46% | 31% | 14% | 9% | 0% |
| | 50-59 | 43% | 26% | 15% | 15% | 2% |
| | 60 and over | 24% | 23% | 20% | 31% | 2% |
| Commuter | Yes | 41% | 31% | 18% | 10% | 1% |
| | No | 39% | 26% | 14% | 19% | 2% |

| Would walk or ride a bike more often if: Your destinations were closer to your home | | Definitely yes | Probably yes | Probably no | Definitely no | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 38% | 35% | 15% | 10% | 2% |
| City | Alpharetta | 37% | 39% | 12% | 12% | 1% |
| | Johns Creek | 38% | 36% | 18% | 7% | 1% |
| | Roswell | 39% | 35% | 11% | 12% | 2% |
| | Sandy Springs | 36% | 33% | 17% | 10% | 4% |
| Gender | Male | 36% | 36% | 15% | 11% | 2% |
| | Female | 40% | 34% | 14% | 10% | 2% |
| Age | 18-29 | 39% | 39% | 17% | 6% | 0% |
| | 30-39 | 46% | 37% | 12% | 4% | 1% |
| | 40-49 | 42% | 36% | 16% | 5% | 1% |
| | 50-59 | 35% | 36% | 13% | 14% | 3% |
| | 60 and over | 22% | 28% | 20% | 28% | 2% |
| Commuter | Yes | 37% | 38% | 15% | 8% | 2% |
| | No | 39% | 31% | 14% | 14% | 2% |

| In your opinion, how useful is public transit – such as trains or buses – for most people in your area? | | Very useful | Somewhat useful | Not useful at all | Don't know/ Refused |
|---|---|---|---|---|---|
| | Total | 29% | 38% | 31% | 3% |
| City | Alpharetta | 25% | 46% | 24% | 5% |
| | Johns Creek | 21% | 41% | 37% | 1% |
| | Roswell | 26% | 36% | 36% | 2% |
| | Sandy Springs | 42% | 34% | 20% | 3% |
| Gender | Male | 28% | 38% | 32% | 2% |
| | Female | 29% | 38% | 30% | 3% |
| Age | 18-29 | 39% | 39% | 19% | 3% |
| | 30-39 | 26% | 42% | 32% | 1% |
| | 40-49 | 28% | 36% | 35% | 1% |
| | 50-59 | 29% | 33% | 37% | 1% |
| | 60 and over | 29% | 41% | 27% | 4% |
| Commuter | Yes | 29% | 41% | 29% | 1% |
| | No | 30% | 32% | 34% | 4% |

| How often do you ride public transit? | | Several times a week | About once a week | A couple of times of month | Once a month or less | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 7% | 4% | 16% | 64% | 10% |
| City | Alpharetta | 5% | 3% | 18% | 62% | 12% |
| | Johns Creek | 3% | 3% | 19% | 71% | 5% |
| | Roswell | 8% | 4% | 13% | 61% | 14% |
| | Sandy Springs | 14% | 6% | 16% | 56% | 8% |
| Gender | Male | 8% | 3% | 16% | 63% | 9% |
| | Female | 7% | 4% | 15% | 64% | 10% |
| Age | 18-29 | 17% | 3% | 17% | 47% | 17% |
| | 30-39 | 8% | 4% | 19% | 60% | 10% |
| | 40-49 | 6% | 5% | 12% | 72% | 5% |
| | 50-59 | 5% | 3% | 15% | 72% | 5% |
| | 60 and over | 4% | 4% | 15% | 66% | 11% |
| Commuter | Yes | 9% | 5% | 17% | 62% | 7% |
| | No | 4% | 2% | 12% | 68% | 13% |

| Quality of public transit: Convenience to your home | | Excellent | Good | Fair | Poor | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 8% | 20% | 24% | 35% | 13% |
| City | Alpharetta | 6% | 16% | 25% | 38% | 14% |
| | Johns Creek | 4% | 14% | 18% | 48% | 16% |
| | Roswell | 7% | 22% | 25% | 33% | 13% |
| | Sandy Springs | 15% | 27% | 29% | 19% | 10% |
| Gender | Male | 8% | 21% | 21% | 38% | 12% |
| | Female | 7% | 19% | 27% | 33% | 14% |
| Age | 18-29 | 14% | 14% | 39% | 17% | 17% |
| | 30-39 | 6% | 22% | 30% | 32% | 10% |
| | 40-49 | 6% | 22% | 16% | 44% | 12% |
| | 50-59 | 8% | 17% | 22% | 43% | 9% |
| | 60 and over | 8% | 24% | 19% | 31% | 18% |
| Commuter | Yes | 7% | 21% | 27% | 36% | 9% |
| | No | 9% | 18% | 18% | 35% | 21% |

| Quality of public transit: Convenience to your job | | Excellent | Good | Fair | Poor | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 8% | 18% | 18% | 34% | 22% |
| City | Alpharetta | 4% | 17% | 16% | 41% | 22% |
| | Johns Creek | 6% | 13% | 13% | 43% | 25% |
| | Roswell | 6% | 18% | 22% | 33% | 22% |
| | Sandy Springs | 15% | 25% | 20% | 20% | 20% |
| Gender | Male | 9% | 20% | 17% | 34% | 19% |
| | Female | 6% | 16% | 19% | 34% | 25% |
| Age | 18-29 | 14% | 19% | 17% | 28% | 22% |
| | 30-39 | 9% | 26% | 20% | 32% | 13% |
| | 40-49 | 6% | 18% | 19% | 38% | 19% |
| | 50-59 | 8% | 12% | 17% | 43% | 20% |
| | 60 and over | 3% | 13% | 18% | 24% | 42% |
| Commuter | Yes | 9% | 23% | 21% | 36% | 11% |
| | No | 5% | 8% | 12% | 30% | 45% |

| Quality of public transit: Convenience to shopping areas | | Excellent | Good | Fair | Poor | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 6% | 22% | 27% | 30% | 14% |
| City | Alpharetta | 9% | 18% | 29% | 29% | 15% |
| | Johns Creek | 2% | 19% | 19% | 42% | 17% |
| | Roswell | 5% | 23% | 28% | 31% | 13% |
| | Sandy Springs | 9% | 30% | 32% | 18% | 11% |
| Gender | Male | 8% | 23% | 27% | 30% | 13% |
| | Female | 5% | 22% | 28% | 31% | 15% |
| Age | 18-29 | 9% | 20% | 40% | 11% | 20% |
| | 30-39 | 6% | 28% | 27% | 29% | 10% |
| | 40-49 | 6% | 26% | 22% | 34% | 13% |
| | 50-59 | 7% | 13% | 30% | 41% | 9% |
| | 60 and over | 5% | 23% | 22% | 29% | 21% |
| Commuter | Yes | 6% | 24% | 30% | 31% | 10% |
| | No | 7% | 19% | 23% | 29% | 22% |

| Quality of public transit: Reliability | | Excellent | Good | Fair | Poor | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 7% | 31% | 27% | 18% | 17% |
| City | Alpharetta | 8% | 30% | 27% | 15% | 19% |
| | Johns Creek | 7% | 22% | 20% | 33% | 18% |
| | Roswell | 6% | 36% | 23% | 18% | 16% |
| | Sandy Springs | 8% | 36% | 31% | 11% | 13% |
| Gender | Male | 9% | 31% | 27% | 18% | 16% |
| | Female | 5% | 31% | 27% | 19% | 18% |
| Age | 18-29 | 6% | 44% | 22% | 6% | 22% |
| | 30-39 | 9% | 31% | 30% | 19% | 11% |
| | 40-49 | 4% | 33% | 27% | 19% | 17% |
| | 50-59 | 9% | 25% | 28% | 26% | 12% |
| | 60 and over | 7% | 30% | 21% | 18% | 24% |
| Commuter | Yes | 7% | 33% | 30% | 18% | 12% |
| | No | 6% | 28% | 21% | 20% | 26% |

| Quality of public transit: Safety | | Excellent | Good | Fair | Poor | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 7% | 37% | 25% | 15% | 17% |
| City | Alpharetta | 7% | 33% | 27% | 13% | 19% |
| | Johns Creek | 4% | 32% | 22% | 25% | 18% |
| | Roswell | 5% | 37% | 27% | 14% | 16% |
| | Sandy Springs | 11% | 43% | 23% | 8% | 15% |
| Gender | Male | 9% | 38% | 24% | 11% | 17% |
| | Female | 4% | 35% | 25% | 17% | 18% |
| Age | 18-29 | 6% | 44% | 25% | 3% | 22% |
| | 30-39 | 6% | 37% | 27% | 17% | 13% |
| | 40-49 | 5% | 40% | 24% | 15% | 16% |
| | 50-59 | 8% | 32% | 26% | 21% | 13% |
| | 60 and over | 9% | 36% | 20% | 12% | 24% |
| Commuter | Yes | 7% | 40% | 27% | 14% | 13% |
| | No | 6% | 31% | 20% | 17% | 26% |

| Quality of public transit: Cleanliness | | Excellent | Good | Fair | Poor | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 7% | 34% | 27% | 15% | 17% |
| City | Alpharetta | 6% | 24% | 33% | 17% | 20% |
| | Johns Creek | 9% | 27% | 23% | 23% | 18% |
| | Roswell | 6% | 36% | 28% | 14% | 16% |
| | Sandy Springs | 8% | 42% | 29% | 6% | 15% |
| Gender | Male | 10% | 33% | 25% | 16% | 17% |
| | Female | 4% | 35% | 29% | 14% | 18% |
| Age | 18-29 | 6% | 39% | 28% | 6% | 22% |
| | 30-39 | 6% | 34% | 30% | 18% | 12% |
| | 40-49 | 7% | 32% | 30% | 16% | 16% |
| | 50-59 | 8% | 34% | 25% | 19% | 14% |
| | 60 and over | 8% | 34% | 23% | 11% | 24% |
| Commuter | Yes | 7% | 35% | 30% | 15% | 12% |
| | No | 6% | 31% | 23% | 15% | 26% |

| Possible public transit improvements: Making it easier to get to locations in your city | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 15% | 45% | 21% | 10% | 9% |
| City | Alpharetta | 16% | 49% | 18% | 6% | 11% |
| | Johns Creek | 17% | 41% | 18% | 12% | 12% |
| | Roswell | 16% | 43% | 25% | 9% | 6% |
| | Sandy Springs | 13% | 46% | 21% | 11% | 8% |
| Gender | Male | 13% | 43% | 25% | 10% | 9% |
| | Female | 16% | 47% | 17% | 11% | 9% |
| Age | 18-29 | 26% | 51% | 6% | 3% | 14% |
| | 30-39 | 15% | 52% | 18% | 11% | 4% |
| | 40-49 | 13% | 43% | 25% | 11% | 8% |
| | 50-59 | 14% | 38% | 30% | 12% | 5% |
| | 60 and over | 11% | 42% | 22% | 13% | 12% |
| Commuter | Yes | 15% | 48% | 21% | 10% | 6% |
| | No | 13% | 38% | 22% | 12% | 14% |

| Possible public transit improvements: Making it easier to get to destinations in the North Fulton County area | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 16% | 37% | 29% | 9% | 9% |
| City | Alpharetta | 19% | 31% | 33% | 5% | 11% |
| | Johns Creek | 14% | 37% | 25% | 12% | 12% |
| | Roswell | 19% | 40% | 27% | 9% | 6% |
| | Sandy Springs | 16% | 36% | 31% | 8% | 8% |
| Gender | Male | 16% | 34% | 31% | 10% | 9% |
| | Female | 17% | 39% | 27% | 7% | 9% |
| Age | 18-29 | 29% | 40% | 17% | 0% | 14% |
| | 30-39 | 14% | 43% | 29% | 10% | 4% |
| | 40-49 | 16% | 37% | 32% | 7% | 8% |
| | 50-59 | 15% | 34% | 33% | 12% | 5% |
| | 60 and over | 14% | 30% | 31% | 13% | 12% |
| Commuter | Yes | 18% | 39% | 29% | 8% | 6% |
| | No | 14% | 33% | 28% | 12% | 14% |

| Possible public transit improvements: Making it easier to get to Atlanta from your area? | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 19% | 38% | 24% | 9% | 9% |
| City | Alpharetta | 25% | 39% | 21% | 5% | 11% |
| | Johns Creek | 16% | 39% | 22% | 11% | 12% |
| | Roswell | 26% | 34% | 24% | 11% | 6% |
| | Sandy Springs | 14% | 42% | 27% | 9% | 8% |
| Gender | Male | 18% | 39% | 25% | 9% | 9% |
| | Female | 21% | 38% | 23% | 9% | 9% |
| Age | 18-29 | 29% | 34% | 23% | 0% | 14% |
| | 30-39 | 19% | 46% | 22% | 9% | 4% |
| | 40-49 | 18% | 40% | 24% | 11% | 8% |
| | 50-59 | 21% | 38% | 28% | 9% | 5% |
| | 60 and over | 17% | 29% | 27% | 15% | 12% |
| Commuter | Yes | 21% | 41% | 25% | 8% | 6% |
| | No | 17% | 33% | 23% | 14% | 14% |

| Possible public transit improvements: Making it easier to get to other parts of the metro area | | Extremely high priority | High priority | Somewhat high priority | Not a priority at all | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 18% | 38% | 26% | 9% | 9% |
| City | Alpharetta | 19% | 35% | 28% | 7% | 11% |
| | Johns Creek | 15% | 38% | 24% | 12% | 12% |
| | Roswell | 20% | 41% | 23% | 9% | 6% |
| | Sandy Springs | 19% | 36% | 28% | 9% | 8% |
| Gender | Male | 17% | 38% | 28% | 8% | 9% |
| | Female | 19% | 37% | 25% | 10% | 9% |
| Age | 18-29 | 25% | 36% | 22% | 3% | 14% |
| | 30-39 | 19% | 42% | 27% | 9% | 4% |
| | 40-49 | 16% | 42% | 25% | 8% | 8% |
| | 50-59 | 17% | 38% | 29% | 10% | 5% |
| | 60 and over | 16% | 29% | 28% | 15% | 12% |
| Commuter | Yes | 19% | 41% | 27% | 8% | 6% |
| | No | 17% | 31% | 25% | 12% | 14% |

| Do you support the state government and nearby counties providing funding to MARTA? | | Yes, state only | Yes, other counties only | Yes, both | No | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 3% | 5% | 72% | 13% | 6% |
| City | Alpharetta | 2% | 4% | 79% | 10% | 5% |
| | Johns Creek | 1% | 8% | 70% | 16% | 4% |
| | Roswell | 9% | 6% | 64% | 16% | 5% |
| | Sandy Springs | 1% | 2% | 79% | 11% | 8% |
| Gender | Male | 2% | 6% | 70% | 16% | 6% |
| | Female | 5% | 5% | 74% | 11% | 6% |
| Age | 18-29 | 8% | 3% | 81% | 3% | 6% |
| | 30-39 | 1% | 6% | 80% | 11% | 2% |
| | 40-49 | 4% | 7% | 68% | 16% | 7% |
| | 50-59 | 3% | 6% | 71% | 16% | 4% |
| | 60 and over | 3% | 6% | 66% | 17% | 8% |
| Commuter | Yes | 4% | 5% | 74% | 13% | 5% |
| | No | 3% | 7% | 69% | 13% | 8% |

| Some leaders have proposed adding a new crossing over the Chattahoochee River that would help to reduce traffic in the North Fulton County area. Do you support or oppose adding a new crossing over the Chattahoochee River? | | Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | Don't know/ Refused |
|---|---|---|---|---|---|---|
| | Total | 44% | 33% | 9% | 6% | 8% |
| City | Alpharetta | 48% | 33% | 7% | 3% | 10% |
| | Johns Creek | 51% | 34% | 7% | 1% | 6% |
| | Roswell | 45% | 34% | 9% | 8% | 5% |
| | Sandy Springs | 36% | 31% | 13% | 8% | 11% |
| Gender | Male | 46% | 32% | 10% | 6% | 7% |
| | Female | 44% | 34% | 8% | 6% | 9% |
| Age | 18-29 | 44% | 42% | 6% | 3% | 6% |
| | 30-39 | 42% | 42% | 9% | 4% | 3% |
| | 40-49 | 51% | 27% | 9% | 4% | 9% |
| | 50-59 | 44% | 26% | 12% | 9% | 9% |
| | 60 and over | 43% | 30% | 9% | 10% | 8% |
| Commuter | Yes | 48% | 32% | 10% | 5% | 5% |
| | No | 38% | 34% | 7% | 7% | 13% |

# APPENDIX B

Land Use and Transportation Programs and Policies by Jurisdiction

**Alpharetta**

*Comprehensive Plan 2025 (2008)*

Land Use and Economic Development

- Ensure that future land use and development decisions are **consistent with long range planning goals and policies** and that such decisions promote **social and economic well-being**.
- Implement a land use plan that articulates a **physical policy for a compact urban area** and assures the **availability of utilities concurrent with development**.
- Encourage and promote **clean, high tech commercial development** that strengthens the economic base of the community and minimizes air and water pollution.
- Promote development that is **pedestrian-oriented and minimizes vehicular trips.**
- Adopt a land use plan that will **accommodate** the projected year 2025 population of 52,370 and employment base of 133,099.
- Use infrastructure as a **tool to guide development** into locations where the land is most cost effectively serviced (i.e., accessible to police, fire, sewer and the urban road network).
- **Implement a system** of interrelated land use and capital improvements planning.
- **Balance development on the east and west sides of the city** through policies that target capital investment in parks, roads and public buildings, and encourage private investment in business and residential development on the west side of the city.
- **Encourage large land holdings** to plan for multiple land uses.
- Develop **corridor design plans** for major entranceways into the city to serve as a guide for future development.
- **Prohibit extension of sewer** in the country estate area of the city.
- Develop subdivisions that foster a sense of community and promote pedestrian mobility, community recreation and an abundance of public open space.
- **Ensure suitable land is available** for the **projected acres** of future single-family development and multi-family development.
- **Encourage residential uses** in the Downtown at **higher densities** and in **mixed use buildings**.
- **Ensure suitable land** is available by the year 2020 for the **projected acres** that will be absorbed by retail uses, office uses and by business centers, industry and warehousing.
- Support a cohesive approach to providing **retail sales and service nodes** within the city thereby **avoiding strip commercial patterns** along arterial routes; these nodes would be developed on a scale that is compatible with residential development and pedestrian access.
- As major entranceways to the City, the interchanges along GA 400 should be **designated for office use** in order to preserve the corporate campus image of the City.
- Support a Downtown that contains a **compact arrangement of retail and commercial** enterprises with office, financial, entertainment, governmental and certain residential development, all de-signed and situated to permit internal pedestrian circulation.
- Continue to **encourage redevelopment of Alpharetta's Downtown** through major streetscape improvements, landscaping, business development, and higher density residential.

Housing

- Housing goals related to land use and urban design
  - Promote and encourage residential densities and designs that ensure **varied living areas and housing types**.
  - Promote and maintain **a supply of available land** for future housing development.

- Balance **residential development on the east and west sides** of the City.

- Housing strategies related to land use and urban design
  - **Preserve the character of distinct residential areas** such as Crabapple and the northwest quadrant horse farms.
  - **Encourage higher residential densities and appropriate mixed uses** close to downtown and other appropriate areas.
  - **Preserve Canton Street between Church Street and Hopewell Road** as residential and designate it as the Garden District of Alpharetta.
  - Maintain a balance between single-family and multi-family development in Alpharetta such that at **least 2/3's of the housing stock is single-family**.
  - Promote subdivisions that foster a sense of community and promote pedestrian mobility, the natural environment, community recreation and public open space.
  - Continue to preserve the area to the northwest as **Country Estate** with a minimum of three acres per unit.

Transportation

- Develop policy statements regarding **rail service** along GA 400 and express bus and HOV lanes.
- Explore the formation of a **Transportation Management Association** (TMA) along GA 400 and/or the Windward/Northpoint area.
- Review development guidelines and subdivision regulations for appropriate language supporting **development of the sidewalk and bicycle systems**.

*Downtown Circulation Study (2008)*

- **Upgrade bus stop amenities** in the downtown area.

*Downtown Master Plan (2003)*

- Utilize the Alpharetta Development Authority to **study and promote redevelopment opportunities in the downtown area**, and to **coordinate improvement and maintenance efforts with City departments**.
- Milton High School Site Feasibility Study: Redevelopment of this site has the **potential to be a public/private venture.** The redevelopment area of study may be logically expanded to include the residential/retail area planned along the nature preserve between Milton Avenue and Old Milton Parkway. It is recommended that the **City gain development rights** (perhaps through first right of refusal or partnership with the School Board) so that a detailed feasibility study may be conducted to test the proposed development scenario(s). Time frame: next 6 months through desired sale date for MHS property (2004).
- City Hall Site Feasibility Study: to determine amount of space necessary for City functions, as well as potential tenants or lease ventures. **Time frame: end of 2003**. Land assembly may begin upon completion of detailed program, or sooner if opportunities arise.
- Update Prior Detailed Parking Feasibility**: new locations** have been identified for potential municipal and private lots and decks within the Master Plan. Preliminary assessment of pros and cons of different locations has been made by Walker Parking as part of this study. Most locations shown for shared structured parking are contingent upon further development of the area, and may be studied in conjunction with specific development proposals. Should the City desire a dedicated municipal lot constructed through City initiative, an updated economic feasibility study should be

completed, and various funding mechanisms identified (State, ARC, TAD, etc.). For the City Hall site, this may be part of the City Hall feasibility study. Time frame: as needed.

- Green Space and Trail System Program: in order to fully realize the nature preserve areas, pocket parks and fountains, and trail system, a **detailed planning study is recommended** to identify and quantify each component (in terms of area/scope, design, and cost). Excellent candidate for LCI funding. Time frame: begin planning and LCI process within next 6 months.
- Conduct Detailed **Technical Feasibility for Proposed Transportation Improvements**: This effort may be part of an LCI implementation funds application process, in conjunction with previously mentioned elements such as the trail system. In particular, the proposed median on South Main Street should be studied via detailed survey information and GDOT coordination to determine feasibility (this streetscape improvement may have an impact on available parking, and should be considered alongside the parking analysis). Some improvements should be evaluated once specific development scenarios become more concrete. If the new use of the Milton High School site generates more traffic than the high school, then an impact analysis will determine design criteria for the roads servicing the site (including the proposed new road). The proposed new road may be a public/private venture. Completion of Westside Parkway should modify commuter traffic flow, but the extent still needs to be determined. Potential funding sources: various. Time frame: immediate, ongoing.
- Future Library Site: approach the Library Board about the **development of a replacement facility for the Mayfield Branch.** Also, approach the Friends of the Library to explore the possibility of a fundraiser for construction of a new, potentially City-owned library (in the absence of County funds).

*North Point Activity Center LCI (2008)*

- **Extensions of the Big Creek Greenway** are recommended.
- The study also recommends **completion of sidewalks** to fill in existing gaps.
- Study goals in the Appendix of the North Point Activity Center LCI identify goals of enhancing local transit service through **a future transit circulator system**, and future heavy rail service.
- Study goals recommend a **shift in land use policy** from the underlying zoning to three mixed use character areas.
- A new overlay zoning category is recommended to **foster vertical mixed-use development**. The text describes that the adopted future land use and the zoning precludes mixing of land uses within a single development without prescribed development agreements with City Council. As a result, these policies likely limit mixed use development and result in segregated development.
- Lobby for/promote **high capacity transit** in the GA 400 corridor.

**Johns Creek**

*Comprehensive Plan 2030 (2008)*

Transportation

- The City of **Johns Creek supports the two-lane improvement plan** derived from the Georgia Department of Transportation (GDOT)/Mulkey public planning process.
- Coordinate with Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) to **ensure existing and future bus routes and stops are appropriately planned for and are incorporated into the regional transportation networks and land use plan.**
- Continuing to provide access to this area from the Medlock Bridge Road and McGinnis Ferry Road corridors, as well as to Bell Road in the future, is important to **disperse access needs and**

**emergency response** for this growing area. **Connection to the surrounding community via pedestrian and roadway connections** could **provide commuting choices** for some employees who live in the vicinity of Technology Park.

- A **multi-use trail** is programmed along the west shoulder of Medlock Bridge Road. **Future connections linking to the existing trail and planned extensions** along Bell Road and Rogers Bridge Road **could provide enhanced alternative mobility options.**
- **Access to express transit routes through continued GTRA express bus service** is recommended.
- **Implementing appropriate access management strategies** along the (State Bridge Road) corridor as it transitions from predominantly commercial to residential uses **is important to preserve the residential character.**
- The City should investigate a fuller use of the capacity on Abbotts Bridge and Parson Road to **minimize impacts on the residential character** of these communities **while accommodating future travel demand.**
- Buice Road is the primary transportation corridor in the area. The long range strategy for **accommodating future travel demand focuses on relieving overcapacity intersections and roadway links** along the surrounding arterials **while preserving Old Alabama and Buice Road as two-lane roads with turn lanes where needed.**
- McGinnis Ferry improvements: Important for McGinnis and Bell Road **bike/ped improvements to connect with planned Chattahoochee recreational facilities**
- Coordinate with Pedestrians Educating Drivers on Safety (PEDS) to **coordinate a "Safe Routes to School" program** and other pedestrian programs.
- Collaborate with the National Park Service to **maximize greenway connectivity.**
- Coordinate with adjacent jurisdictions for **interconnected greenways and parks.**
- "Future efforts should **encourage network connectivity between roadways and pedestrian/bicycle facilities.** It is important that the emerging greenway system also be connected to the roadway and pedestrian/bicycle network. **The ultimate goal is to achieve a complete and interconnected pedestrian and bicycle network throughout Johns Creek."**
- Sidewalk projects
  - **Complete sidewalk network** along all collector and arterial roads within ½ mile of schools, libraries, and parks, as well as along local streets **providing direct access to schools, libraries, and parks.**
  - Complete sidewalks along both sides of McGinnis Ferry Rd from Sargent Rd to Chattahoochee River.
  - **Complete sidewalk network in conjunction with roadway improvements:** Jones Bridge Rd, Old Alabama Rd, Medlock Bridge Rd, Parsons Rd, Barnwell Rd, Rogers Bridge Rd, McGinnis Ferry Rd, other roadways as necessary
- Promote **roadside beautification**.
- Establish **gateways and corridors** to create a "sense of place".
- **Study Medlock Bridge Corridor to identify potential park and ride lot locations**
- Work with agencies and adjacent jurisdictions toward **establishing interim express bus service to Alpharetta and Duluth.**
- **Support regional efforts for transit enhanced corridor (BRT) along State Bridge Road from Alpharetta to Duluth**

Land Use and Economic Development

- **Preserve some existing undeveloped land for City park space.**
- Enforce existing sidewalk regulations and **support additional measures to accommodate pedestrians** (Citywide)
- **Preserve character of existing residential neighborhoods.**
- **Determine possible locations and uses for a Town Center, City Center or City Hall.**
- Pursue a **master plan for the redevelopment or development of a Town Center, City Center or City Hall**.

- Commit to redeveloping and **enhancing existing commercial development** along major roads and activity nodes.
- Encourage mixed-use development and **design standards that are more human-scaled and less auto-oriented** along main corridors and in activity nodes.
- Consider **increased density to preserve greenspace** in other parts of the City.
- Utilize landscaping, lighting, signage, underground utilities, and building design to **add value to the community**.
- Promote **walkability, interaction among businesses**, clear visibility of entry-ways and **centralized open space.**
- Promote walkability **between homes, schools, shopping, civic uses and open space.**
- **Prohibit residential, commercial, and industrial development in the 100-year floodplain.**
- Investigate the **creation of a non-profit land trust to solicit and hold conservation easements** for land in and near the City.
- **Expand Autrey Mill Nature Preserve** to available, adjacent land.
- Connect all current and future parks as well as **develop a continuous greenbelt network** throughout all new development.
- Create a **conservation subdivision ordinance**.
- Crossing improvements
  - Provide **pedestrian and bicycle only connections between adjacent neighborhoods.**
  - **Construct grade separated pedestrian crossings between quadrants in activity areas and for key crossings of major roads:** State Bridge/Medlock Bridge (elementary school, new high school, large commercial developments); Newtown area (Newtown Park, Mt. Pisgah Christian, Holy Redeemer)
- Trail/pathway projects
  - Johns Creek Greenway (2 segments)

*Medlock Bridge Road Corridor LCI – Not Submitted (2006)*

- None listed.

*Comprehensive Plan 2030 – Green Plan (2008)*

Land Use Recommendations

- The study makes four recommendations for Park development:
  - **Develop three small scenic parks with picnic areas on the Chattahoochee River** to provided access to the river which is currently limited.
  - **Create a community park (25 acres or more) in the central section of the city** (Planning Sub area 2), which currently has no parks.
  - **Increase the rate of park acres per 1,000 residents to 6.0** (no timeframe given). This goal is seen as ambitious—it more than doubles the existing rate—but still less than the NRPA minimum standard, due to the perceived lack of available and affordable land and the perception that existing private open space (HOA-controlled, church properties, golf courses) compensates for the lack of public open space.
  - **Develop four to six new neighborhood parks** (average size 15 acres).
- The study also makes five recommendations for developing specific recreation facilities.
- The study makes five recommendations related to land conservation:
  - **Prohibit residential, commercial and industrial development in the 100 year flood plain.**

- **Support and enforce the Metropolitan River Protection Act within the city limits,** continuing a practice to protect the Chattahoochee River and recognize its regional and national significance.
- **Investigate the creation of a land trust that could solicit and hold various conservation easements** in and near the City
- **Expand the Autrey Mill Nature preserve** to available land nearby

**Milton**

*Comprehensive Plan 2028 (2008)*

Land Use and Economic Development

- Encourage development that provides **appropriate employment opportunities** to serve our current and future population.
- Encourage development of a **balanced network of commercial activity centers** to meet the service needs of our citizens while avoiding unattractive and inefficient strip development.
- Encourage **mixed-use developments that are human-scale** and less auto-oriented where appropriate.
- Encourage the **efficient use of land** to avoid potential costs and problems associated with urban sprawl.
- The community wants to maintain the existing residential and rural character of Milton and do not want sprawl. However, **development of residential one-acre lots in the AG-1 zoning district continues to increase the number of low density residential units in the City**, and the fear that a neighborhood use like a corner grocery or drugstore in the neighborhood will eventually turn into a larger commercial intrusion into the community **has made it difficult to site neighborhood facilities** into these large areas of subdivision activity.

Transportation

- Consider creating a **"Complete Streets"** program to establish **road design criteria** that includes consideration of **transit, bicycle, and pedestrian** measures of service in addition to automobile levels of service.
- Create **gateways and corridors** to establish a **"sense of place"** for our community.
- **Committed to creating walkable, bikable, and wheelchair friendly access** for safe and attractive neighborhoods throughout the community, where people have attractive, **barrier free, and low-energy** access options to **schools, parks, and necessary services** (grocery store, drug store).

*Milton Trail Plan* (2007)

- Plan recommendations include requiring developer **construction of planned trail segments along their roadway frontage, requiring "inter-parcel connectivity" of developments adjacent to plan-identified trails,** incentives for showers and lockers in commercial developments, and **discouragement of cul-de-sac patterns in future developments.**

*Milton Transportation Plan (In progress)*

- A prioritized list of recommendations has not yet been finalized

*Crabapple Crossroads Community Plan (2003)*

- Explore the possibility of **on-street parallel parking along SR 372- Crabapple Road and Birmingham Hwy**.

- **A parking deck or centralized parking location** to replace parking **at the front of the Alpharetta Government Center and for general use in Crabapple** is recommended.
- Policy focused on **improving pedestrian circulation.**
- The vision for Crabapple is to develop as a **mixed-use rural village** while **preserving its historic resources** and developing an **interconnected transportation network.** The village will include a **pedestrian oriented core surrounded by residential uses at its perimeter.**
- Given the high level of historic integrity of the area, and the desire to maintain the "flavor" of the area, it is desirable to **use the historic land use pattern as a foundation for land use policy.**
- Based on residential demand, retail market analysis, land use policy criteria and recommended mix for a "Village" setting, the following overall program components are proposed for the entirety of the study area
- In order to **protect greenspace within the Crabapple study area**, a **TDR program for residential land uses is recommended.**
- To encourage the **adaptive use of other historic resources for office and commercial use** and to strengthen the commercial center, **parcels with historic resources are recommended to be designated for commercial and office use.** In addition, a bonus is recommended.
- Provide opportunities for **mixed-use developments** that are **compatible with a village-oriented development**.
- Provide for the **transition of land uses from higher to lower intensity** land uses in a pattern that supports **village type development**.
- Provide **a variety of housing choices** in Crabapple
- **Preserve historic resources**
- **Protect environmentally sensitive areas** and create a system of **trails and open space.**
- Recommended to develop a pilot **Green Building Incentive Program** so developers may be awarded a **floor area bonus for commercial or office buildings that incorporate Green Building Components**.

*Comprehensive Plan 2025 (2005)*

Housing

- Roswell seeks to maintain detached residential versus attached residential **ratio of 65:35**.
- Preserve the general **single-family residential** character of Roswell.
- Retain **detached single-family housing** as **the predominant housing type** in Roswell.

Land Use and Economic Development

- **Redevelopment** is planned for the area along Holcomb Bridge Road east of GA 400.
- The plan calls attention to **deliberate vacancies** and argues that they should be discouraged.
- Comprehensive Plan Short Term Work Program calls for the "implementation of a **gateway master plan** for major entrances to the City that incorporates various recommendations of adopted design guidelines."
- Comprehensive Plan recommends **updating the retail structures** in Roswell.
- Comprehensive Plan recommends the **conversion of some retail** to office use, residential, institutional, etc.
- Comprehensive Plan recommends that **new redevelopment** should be **mixed use and pedestrian friendly.**
- The Comprehensive plan states that **density bonuses** should be considered as an **incentive** for redevelopment.

- Allow Property Owners to **co-finance infrastructure and other improvements** through Business or Community Improvement Districts.
- The Comprehensive Plan recommends that it might be appropriate to encourage redevelopment by **building and operating parking decks**. Specifically, "this tool might be appropriate for South Atlanta Street and Canton Street (within the local historic district) and Midtown Roswell."
- Currently, the City is studying the Holcomb Bridge Road corridor east of GA 400, which includes fast food restaurants, gas stations, convenience and banking outlets, and retail centers. In order to accomplish its goals and vision for the Holcomb Bridge Road corridor, the City is working on a plan that will **discourage sprawl and encourage mixed-use redevelopment** and the preservation of the community's heritage and environmental assets, chief among them being the Chattahoochee River. The plan will contain a complete conceptual master plan for sidewalks and multi-purpose trails that will help overcome the visual barrier created by the presence of GA 400.

Transportation

- The plan expresses a need to **reduce the congestion** around the Roswell Town Center mall area.
- The Comprehensive Plan states, "The City of Roswell has clearly taken the position that it **does not favor major road widenings** in the City."
- The Comprehensive Plan Short Term Work Program recommends that the city "plan and fund **new street networks** in conjunction with **private redevelopment**, where an agreement on cost sharing can be attained."
- The Comprehensive Plan Short Term Work Program calls for the city to "develop a program incorporating **landscaping/ streetscaping** into all **major road projects** to provide greater community identity and safety."
- Bicycle and Pedestrian **Policies**
  - Improve safety at places with high incidence of accidents
  - Fill gaps in existing sidewalks
  - Connect schools to nearby residential areas
  - Link to public transportation
  - Coincide with high-priority road improvement projects
  - Connect residential areas to commercial centers
  - Connect residential areas to parks
  - Connect residential areas to town centers
  - Provide bicycle facilities to link the north and south
  - Provide bicycle facilities to link the west and east
  - Connect parks to each other
  - Tie into existing and proposed projects from neighboring communities, and
  - Link facilities within the City to proposed and existing regional and statewide systems.
- Roswell will **protect the capacity of major thoroughfares** through nodal development techniques and **discourage additional strip commercial development**.
- The plan suggests that **access roads built by the City** can be a strong **incentive** for redevelopment. The plan states, "this tool is well suited for use in Midtown Roswell, along South Atlanta Street, and in the area on Holcomb Bridge Road east of GA 400."

*Holcomb Bridge Road East Revitalization Plan (2005)*

- Promoting and facilitating **redevelopment of C-3 zoned properties** such as King's Market, Market Center at Holcomb Woods (1&2), and the Holcomb Bridge Crossing Shopping Center areas.

- Guiding the **redevelopment of the Old Alabama Road** corridor south of King's Market into a **pedestrian-oriented office and mixed-use center**.
- Encouraging the **redevelopment of existing multi-family housing to senior housing** with associated medical office facilities to promote lifecycle housing opportunities.

*Roswell Transportation Master Plan 2006*

- The **installation of a grid network** is the main recommendation included in the study. Secondly, the recommendation of the installation of roundabouts is discussed in depth.
- The City should continue to support MARTA's priority of **extending rail service north to Windward Parkway**. Also, development should occur in **compact, walkable villages** that can be easily served by direct bus routes to and from MARTA stations.
- The report identifies the need for **growth in small "villages"** as opposed to rapid, general growth along arterials.
- The City should focus on **balancing retail land uses with office and residential**. Additionally, a grid network should be enforced with new development.

*South Atlanta Street LCI (2008)*

- **Revised bicycle policies** are recommended.

*Mimosa Boulevard Connectivity Study (2006)*

- Complete **the Preserve America Grant project**, fund, coordinate and expand the **Alive After Five**, which promotes street life in the area after work hours, recruit a boutique hotel, and incorporate trolley service.
- The report focuses on creating a **mixed-use community** in which vehicular traffic will not be needed to get from one place to the next. Although the trolley service is identified in the study, the report does not focus on transit.
- The report mentions that it is not the intent of the study to promote commercial growth along Mimosa Boulevard, but rather to make it **a lovely, historic connection between vibrant historical centers**.

*Roswell Redevelopment Strategy (2003)*

- **Access roads and interparcel access** discussed as **redevelopment tool**, including financing by City or public/private partnerships as options.
- **Streetscape improvement programs and financing** discussed as **redevelopment tool**, upgrading sidewalks specifically mentioned.
- Goals related **to Urban Design**
  - Roswell's commercial redevelopment should not only be contained and buffered but also interfaced with surrounding residential areas
  - Roswell's redevelopment should build on its sense of place
  - Roswell should continue to encourage neighborhood retail and the updating of outmoded centers
  - Some retail should be converted to office
  - Some retail should be converted to residential
  - Redevelopment needs to be green, but economically feasible
  - Some retail should be converted to schools and churches
  - Redevelopment should be mixed-use and transit-friendly
  - Implement redevelopment tools related to infrastructure: streetscape improvements, access roads, parking decks, signalization, stormwater management, etc.

- Establish incentives for improving design quality and pedestrian amenities
- Consider public parking interventions in key redevelopment areas
- Consider detailed Redevelopment Plans for other areas of the City such as Holcomb Bridge Road east of GA 400 and Alpharetta Highway north of Holcomb Bridge Road
- As an interim measure to full redevelopment, promote conversion of vacant retail space for non-retail uses such as office and institutional, including churches, schools and non-profits

- Goals related **to zoning**
  - Application of design standards to require quality construction materials will also help to prevent limited lifespan buildings
  - Redevelopment efforts should be focused on "pulsing" retail improvements at nodes to break up continuous strip development.
  - Design guidelines should be applied to these nodes to ensure a strong sense of place and greater likelihood of continued retail success
  - The use of deliberate vacancies as a strategic policy by national retailers to prevent competition should be discouraged. The City should consider adopting an ordinance that targets this practice. Retailers who prefer not to sublease the space they have vacated should be required to terminate their lease and pay the accompanying penalty, or donate the use of the property to a governmental or non-profit entity.
  - Adopt mixed use redevelopment zoning category to establish density bonus and encourage mixed use redevelopment
  - Adopt new zoning ordinance, which allows waiver of development fees for redevelopment projects and streamlined approval procedures for targeted projects

**Sandy Springs**

*Comprehensive Plan 2030 (2007)*

Housing

- Quality housing and a **range of housing** size, cost, and density should be encouraged in the City (Housing Opportunities QCO).
- Rezoning for new, freestanding **apartments** is discouraged. This policy does not preclude the replacement of existing multi-family units.
- **Cluster housing** (detached, single-family dwellings on small lots) is preferred in transitional areas (i.e., between commercial and low-density single-family neighborhoods) over attached housing types.
- Attached housing for **seniors** is encouraged to be included in mixed-use developments and areas designated as appropriate for live-work. Senior housing may also be freestanding if located in community or regional live/work areas as designated on the future land use plan map.

Land Use and Economic Development

- **Limit manufacturing**, industrial, and distribution land uses to those areas currently zoned.
- Economic development efforts in Sandy Springs will focus primary attention on **redevelopment** – including the implementation of specific strategies for the revitalization and redevelopment of the Roswell Road corridor and the Town Center area.
- Sandy Springs should correct the common perception that it has no “downtown” by working to establish a sense of place and design the area for gathering and social interaction through redevelopment efforts within its **Town Center**.

- Provide incentives and bonuses for additional density and/or height for the redevelopment of obsolete **commercial areas along the Roswell Road corridor**.
- Continue the provision of public **streetscape improvements** in areas targeted for redevelopment, including upgraded sidewalks, additional pedestrian lighting, and street furniture.
- Protect the character and integrity of **existing neighborhoods**, while also meeting the needs of communities.
- Delineate and maintain firm, visible boundaries of protected neighborhoods, and prevent the encroachment of **incompatible land uses**, including, commercial, office, and multi-family land uses into protected neighborhoods.
- During rezoning and development application review, carefully address the interface between **protected neighborhoods** and commercial areas, especially within the Roswell Road corridor.
- Limit **infill** development within protected neighborhoods to densities that are consistent with the surrounding residential development.
- Effective, compatible **transitions among uses** should be the primary criterion in evaluating any proposed change in land use adjacent to parcels of less intense land uses.
- Improvements that support **pedestrian activity** should be required and provided in **transit-oriented developments** along all streets and developments within or connecting to the transit station area or corridor.

Transportation

- **Shared parking** arrangements and reduction of on-site parking requirements should be encouraged in mixed-use developments.
- Provide for **incentives** in support of **mixed-use redevelopment** in live-work areas. The following list includes actions which have been identified as qualifying for incentives:
  - Installation of street grid segments.
  - Construction of sidewalks, bicycle and greenway paths exceeding minimum required standards.
  - Reduction of surface parking.
  - Installation of sidewalks, street trees and pedestrian lights on internal drives.
  - Reduction of curb cuts on Roswell Road.
  - Connection of single-family neighborhoods to nearby businesses through sidewalks and bicycle paths.
- Encourage **Transit-oriented Development (TOD)** adjacent to Metropolitan Atlanta Rapid Transit Authority (MARTA) facilities.
- Cooperate with the Georgia Department of Transportation to improve the **traffic safety operations, functions, and aesthetics** of Roswell Road.
- Improve **traffic signal operations** and **intersection safety**.
- Reduce **traffic congestion** at "hot spots."
- Consider **mobility needs** that first address local travel within Sandy Springs, then travel to/from the City, with final consideration given to traffic passing through Sandy Springs.
- Provide a **grid system** of streets within downtown and elsewhere to disperse traffic over several roads.
- Provide **additional opportunities** for transit use along key corridors and in downtown and **support** extension of regional rail transit north along GA 400 corridor.
- Incorporate **Bus Rapid Transit** or other **premium transit** (such as express bus with signal pre-emption or queue jumping technology) along key routes.
- Ensure an **adequate parking supply** in downtown.

- Provide **traffic calming** at appropriate locations and designate routes for truck prohibition where needed.
- Improve **sidewalks** and **bicycle routes** to provide alternative travel options with emphasis on connections to **parks, green space**, and the **central business district**.
- **Reduce direct vehicular access** from parcels to congested arterials to improve safety by limiting crash potential.
- Pursue **functional improvement** of the Roswell Road at I-285 Interchange as a high priority.
- Provide for efficient use of **existing infrastructure** (system preservation).
- Improve congestion "bottlenecks" and "hot spots."
- Park once and circulate in downtown Sandy Springs via **transit and pedestrian modes**.
- Provide for **future travel demand.**
- Promote **pedestrian and bicycle travel modes** for access to parks and community facilities.
- Serve **mobility** needs in residential areas while preserving neighborhoods.

*Livable Sandy Springs Plan LCI (2001)*

- Activity Centers with concentrations of **commercial and civic uses** with enhanced **walkable connections** among the uses and to adjacent residential neighborhoods are recommended including the following types:
  - Primary Activity Center locations: Sandy Springs Village (the mixed-use areas of the Overlay District.)
  - Secondary Activity Center locations: North Sandy Springs; along Roswell Road near Morgan Falls and South Sandy Springs; now non-existent with three possible sites along Roswell Road.
  - District Activity Center. There should be at least one District Activity Center to serve each district. None now exists as a true multi-use center but several commercial areas have the capacity to develop, including Roswell Road at the river, Spalding Road/Mt Vernon crossing, Power's Ferry, and near the Prado on Roswell Road.
- Revise the Sandy Springs **Overlay Zoning District** requirements.
- **Revise the Sandy Springs Overlays Districts** to include: A redrawing of the district boundaries, Vertical mixed-use permitted by right, FAR requirements, Minimum and maximum building heights, Density bonus incentives, Open space ratio, Build-to lines, Architectural standards, Maximum parking requirements, Street cross sections.

*Roswell Road Corridor LCI Study (2008)*

- **Effective feeder network** for service to MARTA rail stations; namely Medical Center MARTA Station.
- Incorporation of **walkable communities** and **transit oriented development** near MARTA rail stations.
- **Examination of local circulation routes** within walkable activity centers to link MARTA Rail with walkable areas.
- **Examination of BRT feasibility** or **other premium transit** service in Sandy Springs.
- **Zoning Code Overlay District** recommendations – related to access management
  - Require larger minimum lot frontages
  - Adopt minimum spacing standards for driveways
  - Encourage joint access
  - Require inter-parcel connectivity
  - Require complete on-site circulation
  - Promote activity centers rather than strip development

*Sandy Springs Transportation Master Plan (2008)*

- **"Safe Routes to School"** and other various pedestrian improvements have been identified.
- The **assessment of transit** has identified **several improvement needs**, as indicated below:
  - Travel time benefits for bus service along key corridors to encourage commute riders.
  - Bus frequency sufficient to encourage new ridership along routes through congested areas.
  - Effective feeder network for service to MARTA rail stations.
  - Incorporation of walkable communities and transit oriented development near MARTA rail stations.
  - Examination of local circulation routes within walkable activity centers to link MARTA rail with walkable areas.
  - Examination of applicability of Bus Rapid Transit or other premium transit service in Sandy Springs.
  - Providing efficient access to MARTA rail stations for use in passenger access to Hartsfield Jackson Atlanta International Airport.
  - Providing adequate long term parking to facilitate use of MARTA for passenger access to Hartsfield Jackson Atlanta International Airport.
  - Recognizing transit circulation needs in Sandy Springs to facilitate use of MARTA for passenger access from Hartsfield Jackson Atlanta International Airport.
- Limited opportunity to increase the vehicular capacity of the transportation network will drive the need to encourage the use of alternative modes of travel. Though transit opportunities exist, the recommended improvements will help **promote transit as a viable opportunity for travel.** Through the transit assessment, the need for **increased bus frequency and travel time benefits** to encourage ridership was identified. Also, enhancements to the existing MARTA system, such as a **more efficient feeder network** and **pedestrian improvements** around stations, were identified as needed improvements to the transit system. Additional transit system needs identified by the community focused on providing efficient access to the airport via MARTA. These needs included **providing increased transit circulation and adequate long term parking**.
- The project list contains ten transit-related projects, ranging from additional transit routes and services to improved pedestrian connections to transit stations and bus stops. The **addition of express service and a downtown circulator** will increase mobility by providing better connectivity as well as increasing the frequency of bus service within a defined route in the Town Center. **Improving the pedestrian system around transit facilities** will also promote use and potentially increase ridership by making transit more accessible. The plan also recommends that the City continues **coordination with MARTA regarding local bus stop locations and facilities** and additionally recommends **crossing improvements and street lighting to improve bus stop access**. Improvements have also been recommended to the transit network that will facilitate **better access to the airport** via MARTA

*Sandy Springs MARTA Station Area Plan, LCI Supplemental (2003)*

- No policies identified.

*Capital Paving Program FY 2010 (2009)*

- No policies identified.

*Sidewalk Program (2006)*

- No policies identified.

# APPENDIX C

*Envision6* Regional Development Types Matrix

# Envision6 Regional Development Types Matrix

| | Mixed Use | | | | Single Use Employment | | | Parks |
|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |
| | City Center | High Residential Mixed Use | Activity Center Mixed Use | Town Center Mixed Use | General Commercial | Office Park | Industrial | Regional Parks |
| Residential Density per acre | 40 | 80 | 30 | 15 | | | | N/A |
| Job Density per acre | 180 | 25 | 70 | 13 | 13 | 40 | 9 | |
| Average Height | 8 to 50 | 8 to 50 | 5 to 40 | 2 to 5 | 1 to 4 | 2 to 4 | 1 | |
| ***Regional Places*** | | | | | | | | |
| Central City | ■ | ■ | | | ■ | | | ■ |
| Regional Centers | ■ | ■ | ■ | | ■ | ■ | | ■ |
| Town Centers | | ■ | ■ | ■ | ■ | ■ | | ■ |
| Station Communities | | ■ | ■ | ■ | ■ | | | ■ |
| Interchange Nodes | | | ■ | | ■ | ■ | ■ | |
| Interstates & Limited Access Facilities | | | | | | ■ | ■ | |
| Freight Corridors | | | | | | ■ | ■ | |
| Urban Redevelopment Corridors | | | ■ | ■ | | | | ■ |
| Regional Strategic Facilities | | | | ■ | ■ | | | ■ |
| Urban Neighborhoods | | | | ■ | ■ | | | ■ |
| Mega Corridors | ■ | ■ | ■ | ■ | ■ | | ■ | ■ |
| Suburban Neighborhoods | | | | | ■ | | | ■ |
| Rural Areas | | | | | | | | ■ |
| Regional Environmental Protection Areas | | | | | | | | ■ |
| Regional Parks | | | | | | | | ■ |

| | Residential Areas | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |
| | Medium Rise | Low Rise | Townhome | Residential Small Lot | Residential Med Lot | Residential Large Lot | Residential Very Low | Conservation 50% Open Space |
| Residential Density per acre | 44 | 22 | 12 | 7 | 5 | 3 | 1 | 0.5 |
| Job Density per acre | | | | | | | | |
| Average Height | 6 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| ***Regional Places*** | | | | | | | | |
| Central City | ■ | | | | | | | |
| Regional Centers | ■ | | ■ | ■ | | | | |
| Town Centers | ■ | ■ | ■ | ■ | ■ | | | |
| Station Communities | ■ | ■ | ■ | ■ | | | | |
| Interchange Nodes | ■ | ■ | ■ | ■ | ■ | ■ | | |
| Interstates & Limited Access Facilities | | | | ■ | ■ | | | |
| Freight Corridors | | | | | | | | |
| Urban Redevelopment Corridors | ■ | ■ | | | | | | |
| Regional Strategic Facilities | | | ■ | | ■ | ■ | ■ | ■ |
| Urban Neighborhoods | | ■ | ■ | ■ | ■ | | | |
| Mega Corridors | ■ | ■ | ■ | ■ | ■ | | | |
| Suburban Neighborhoods | | | | ■ | ■ | ■ | ■ | ■ |
| Rural Areas | | | | | | | ■ | ■ |
| Regional Environmental Protection Areas | | | | | | | ■ | ■ |
| Regional Parks | | | | | | | | |

■ Conditionally Recommended

Recommended if appropriate contextual development is proposed.

■ Strongly Recommended

Recommended development for Regional Places.

| | |
|---|---|
| **Central City** | City Centers will have the most intense residential and commercial land uses. They serve a regional population and are easily accessible by different transportation modes. In the Atlanta Region, Downtown and Midtown Atlanta are examples of this land use. |
| **Regional Centers** | Regional Centers are areas of intense retail, office and residential uses. The uses can be integrated or separate. They have a higher density of residential uses but lower job densities than a Central City. Buckhead and Cumberland are examples of a Regional Center in the Atlanta region. |
| **Town Centers** | Town Centers are low-intensity centers that serve a local area. They have a mixture of residential and commercial land uses. Snellville and Smyrna are examples within the Atlanta region. |
| **Station Communities** | Station Communities are communities that are built around transit. A mixture of uses is fundamental to good Station Communities. In the Atlanta region, Lindbergh Center is an example. |
| **Interchange Nodes** | Interchange Nodes have subregional commercial districts with appropriate residential and/or office development. |
| **Interstates & Limited Access Facilities** | Interstates and Limited Access Facilities serve as major commuter corridors. They are illustrated on the map as part of the regional strategic transportation system. Stone Mountain Freeway is an example. |
| **Freight Corridors** | Freight Corridors are corridors that serve freight and industrial areas. Fulton Industrial Boulevard is an example. |
| **Urban Redevelopment Corridors** | Urban redevelopment corridors are corridors that have potential to be redeveloped into an activity corridor. An example is Old National Highway. |
| **Regional Strategic Facilities** | Regional Strategic Facilities are corridors that serve as backbone of our capacity road network. They have limited development between the nodes. An example is SR 92 in Fayette County. |
| **Urban Neighborhoods** | Urban Neighborhoods are distinct areas that are located in an urban area. They may have a small commercial component that serves the local area. An example would be Grant Park. |
| **Mega Corridors** | Mega Corridors are most intensely developed radial corridors in the region. They may include multiple regional centers. The Area surrounding GA 400 is an example of a mega corridor |
| **Suburban Neighborhoods** | Suburban Neighborhoods are areas that are located outside the Central City or Activity Centers. They will be developed at a more of a suburban scale with appropriate commercial development and low intensity mixed-use serving the local area . An example would be North Fulton. |
| **Rural Areas** | Rural Areas have limited or no development. Housing development that has occurred is on large lots that are not served with sewer. Agriculture uses still can be found in the surrounding area. An example would be Northern Cherokee County. |
| **Regional Environmental Protection Areas** | These are areas where development is restricted due to the sensitive nature of the environment. An example would be water-supply watersheds |
| **Regional Parks** | Regional Parks serve a regional population. Stone Mountain is an example of this in the Atlanta region. |

# APPENDIX D

Zoning Maps by Jurisdiction

# Alpharetta

## ZONING MAP

CITY OF ALPHARETTA
FULTON COUNTY, GEORGIA

CITY OF MILTON

FORSYTH COUNTY

CITY OF JOHNS CREEK

CITY OF ROSWELL

CITY OF ROSWELL

CITY OF JOHNS CREEK

DATE OF LAST MAP REVISION

JUNE 2008

SOURCE NOTE: BASE MAP PREPARED FROM MAPS, PLATS, LEGAL DESCRIPTIONS, AND OTHER DATA SUPPLIED BY THE FULTON COUNTY ZONING DEPARTMENT AND THE CITY OF ALPHARETTA.

### BOUNDARIES

- SUBDIVISION DEVELOPMENT LOCATOR
- ALPHARETTA CITY LIMIT LINE
- UN-INCORPORATED FULTON COUNTY

### ZONING DISTRICTS

- AG Agriculture
- RE Residential Estate
- R Single Family Detached Residential
- R-22 Single Family Detached Residential
- R-15 Single Family Detached Residential
- R-12 Single Family Detached Residential
- R-10 Single Family Detached Residential
- R-4A Single Family Attached Residential - Low Density
- R-8A Single Family Attached Residential - Medium Density
- R-10M Multiple Family Residential (HD- Historic District where indicated)
- CUP Community Unit Plan
- O-P Office-Professional
- O-I Office-Institutional
- MU Mixed Use
- C-1 Neighborhood Commercial
- C-2 General Commercial
- PSC Planned Shopping Center
- L-I Light Industrial
- OSR Open Space and Recreational
- SU Special Use

## STREET AND SUBDIVISION LOCATION

Forsyth County

Alpharetta

Gwinnett County

CITY OF JOHNS CREEK GEORGIA

Fulton County, Georgia

# Official Johns Creek Zoning Map

*Approved by Mayor and City Council January 2, 2007*
*Effective January 5, 2007*

## Legend

- Johns Creek City Limits
- Parcels
- Civic Boundary

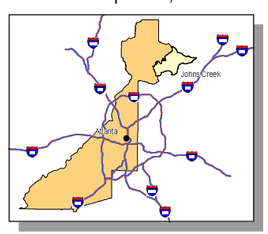
Zoning

- R-1 Single Family Dwelling District
- R-2 Single Family Dwelling District
- R-2A Single Family Dwelling District
- R-3 Single Family Dwelling District
- R-3A Single Family Dwelling District
- R-4 Single Family Dwelling District
- R-4A Single Family Dwelling District
- R-5 Single Family Dwelling District
- R-5A Single Family Dwelling District
- R-6 Two Family Dwelling District
- A - Medium Density Apartment District
- A-L Apartment Limited Dwelling District
- AG-1 Agricultural District
- C-1 Community Business District
- C-2 Commercial District
- CUP Community Unit Plan District
- MIX Mixed Use District
- M-1A Light Industrial
- M-1 Industrial Park
- NUP Neighborhood Unit Plan District
- O-I Office and Institutional District
- TR Townhouse Residential Districts

N
W E
S

0 0.5 1
Mile

1 inch equals 1,600 feet




*Revision Date:*
*05/18/2009*

City of Milton

# G-E-O-R-G-I-A

## oning Map

10/09/2009

- Milton City Hall
- Fire Station
- Street
- Street
- Stream
- Lake
- Park
- Landlot
- 2008 Fulton Tax Digest

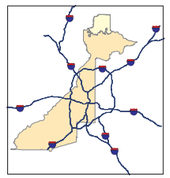
**Zoning**

- AG-1
- C-2
- C-1
- O-I
- M-1
- CUP
- NUP
- MIX
- R-1
- R-2
- R-2A
- R-3
- R-3A
- R-4
- R-4A
- R-5
- R-5A
- R-6
- A
- TR
- Water
- R-O-W

N W E S

Miles

0 0.5 1



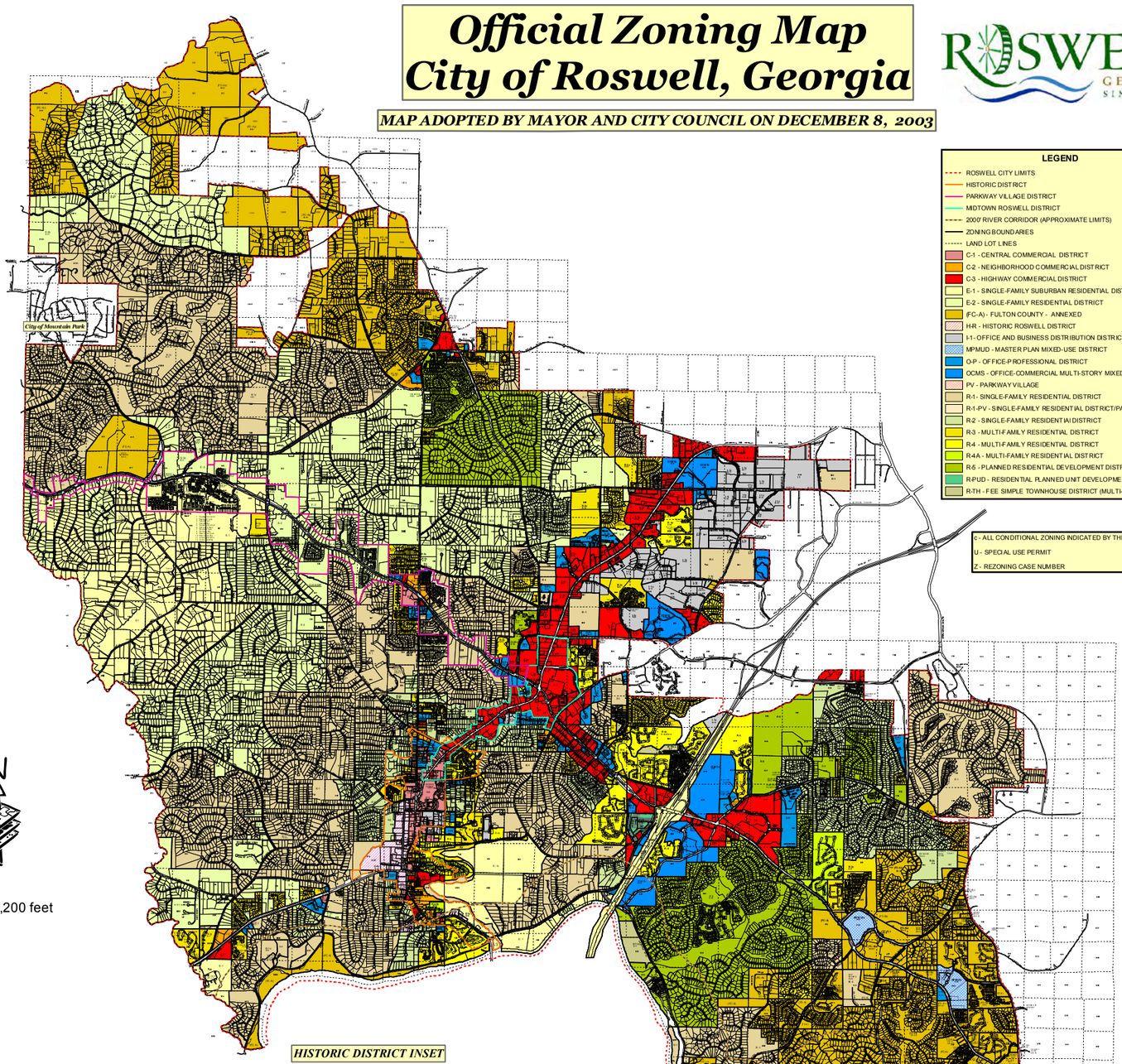


X:\GIS\PublicWorks\BasemapMxd\Milton_Zoning_E_size20091009.mxd

# Official Zoning Map
# City of Roswell, Georgia

ROSWELL GEORGIA SINCE 1854

***MAP ADOPTED BY MAYOR AND CITY COUNCIL ON DECEMBER 8, 2003***




**LEGEND**

- ROSWELL CITY LIMITS
- HISTORIC DISTRICT
- PARKWAY VILLAGE DISTRCT
- MIDTOWN ROSWELL DISTRICT
- 2000' RIVER CORRIDOR (APPROXIMATE LIMITS)
- ZONING BOUNDARIES
- LAND LOT LINES
- C-1 - CENTRAL COMMERCIAL DISTRICT
- C-2 - NEIGHBORHOOD COMMERCIAL DISTRICT
- C-3 - HIGHWAY COMMERCIAL DISTRICT
- E-1 - SINGLE-FAMILY SUBURBAN RESIDENTIAL DISTRICT
- E-2 - SINGLE-FAMILY RESIDENTIAL DISTRICT
- (FC-A) - FULTON COUNTY - ANNEXED
- HR - HISTORIC ROSWELL DISTRICT
- I-1 - OFFICE AND BUSINESS DISTRIBUTION DISTRICT
- MPMUD - MASTER PLAN MIXED-USE DISTRICT
- O-P - OFFICE-PROFESSIONAL DISTRICT
- OCMS - OFFICE-COMMERCIAL MULTI-STORY MIXED USE DISTRICT
- PV - PARKWAY VILLAGE
- R-1 - SINGLE-FAMILY RESIDENTIAL DISTRICT
- R-1-PV - SINGLE-FAMILY RESIDENTIAL DISTRICT/PARKWAY VILLAGE
- R-2 - SINGLE-FAMILY RESIDENTIAI DISTRICT
- R-3 - MULTI-FAMILY RESIDENTIAL DISTRICT
- R-4 - MULTI-FAMILY RESIDENTIAL DISTRICT
- R-4A - MULTI-FAMILY RESIDENTIAL DISTRICT
- R-5 - PLANNED RESIDENTIAL DEVELOPMENT DISTRICT
- R-PUD - RESIDENTIAL PLANNED UNIT DEVELOPMENT
- R-TH - FEE SIMPLE TOWNHOUSE DISTRICT (MULTI-FAMILY)

C- ALL CONDITIONAL ZONING INDICATED BY THIS SYMBOL

U - SPECIAL USE PERMIT

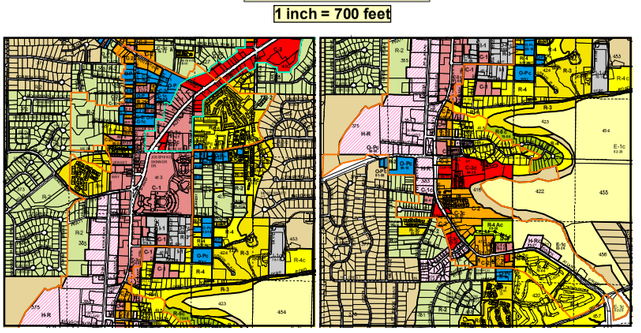
Z - REZONING CASE NUMBER

N

1 inch = 1,200 feet

***HISTORIC DISTRICT INSET***

**1 inch = 700 feet**



***City of Roswell***

*Date: December 8, 2003*
*Revised: October 29, 2008*
*Map Scale: 1" = 1200'*

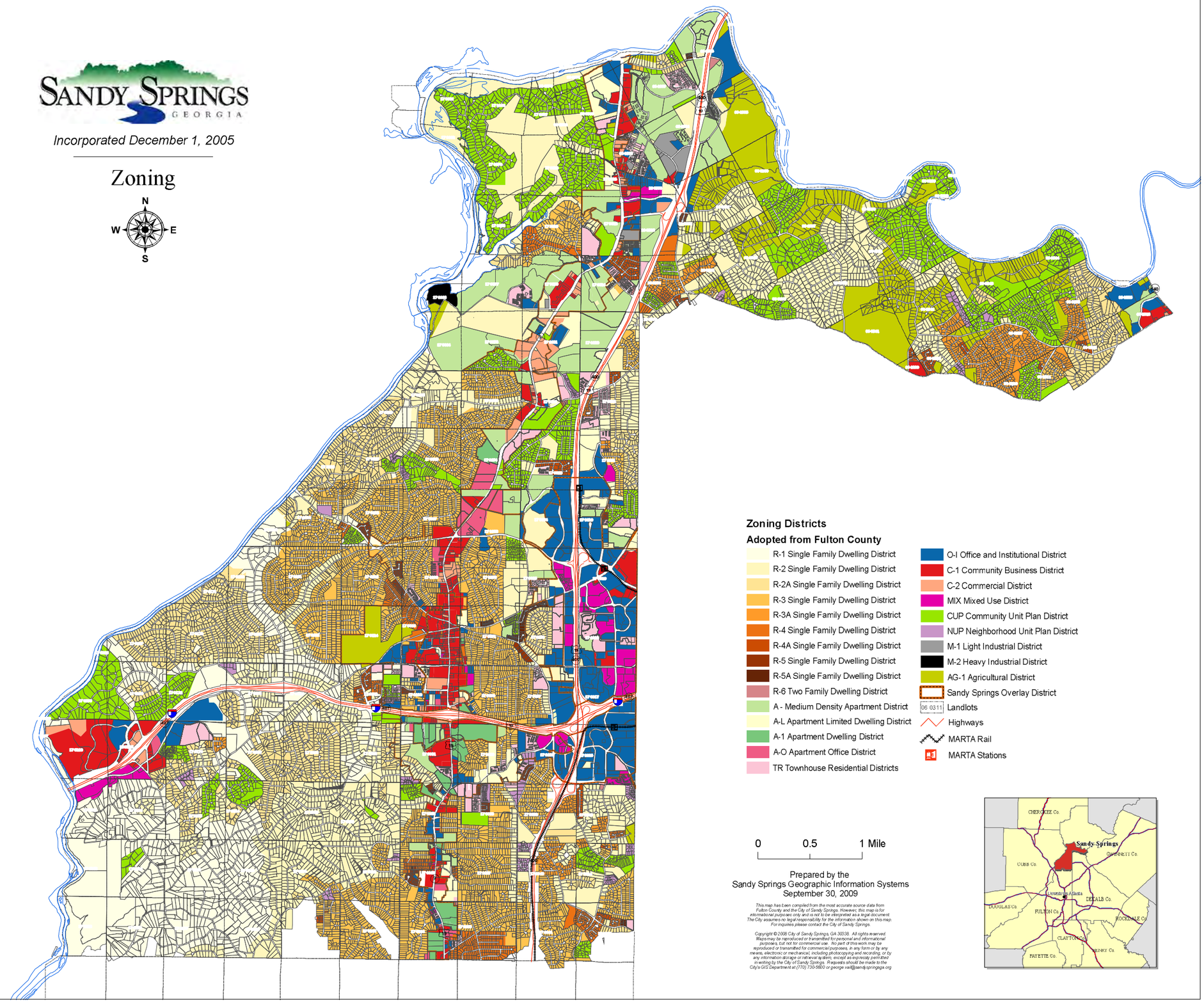

COMMUNITY DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION
GEOGRAPHIC INFORMATION SYSTEM SECTION
38 HILL STREET , SUITE G-30 ROSWELL , GEORGIA 30075
PH. 770-641-3780 FAX : 770-641-3741
www.roswellgov.com

SANDY SPRINGS
GEORGIA

*Incorporated December 1, 2005*

# Zoning

N
W E
S



## Zoning Districts

### Adopted from Fulton County

- R-1 Single Family Dwelling District
- R-2 Single Family Dwelling District
- R-2A Single Family Dwelling District
- R-3 Single Family Dwelling District
- R-3A Single Family Dwelling District
- R-4 Single Family Dwelling District
- R-4A Single Family Dwelling District
- R-5 Single Family Dwelling District
- R-5A Single Family Dwelling District
- R-6 Two Family Dwelling District
- A - Medium Density Apartment District
- A-L Apartment Limited Dwelling District
- A-1 Apartment Dwelling District
- A-O Apartment Office District
- TR Townhouse Residential Districts
- O-I Office and Institutional District
- C-1 Community Business District
- C-2 Commercial District
- MIX Mixed Use District
- CUP Community Unit Plan District
- NUP Neighborhood Unit Plan District
- M-1 Light Industrial District
- M-2 Heavy Industrial District
- AG-1 Agricultural District
- Sandy Springs Overlay District
- 06 0311 Landlots
- Highways
- MARTA Rail
- MARTA Stations

0 0.5 1 Mile

Prepared by the
Sandy Springs Geographic Information Systems
September 30, 2009

# APPENDIX E

Bridges in North Fulton County

| Bridge Inventory | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Bridge ID** | **Feature Type** | **Road Name** | **Feature** | **Year Const** | **Year Recon** | **2007 ADT** | **GDOT Suffic. R'ting** |
| 121-5015-0 | Over Stream | New Providence Road | Cooper Sandy Creek | 1962 | -- | 003610 | **18.71** |
| 121-5019-0 | Over Stream | Bell Road | Cauley Creek | 1960 | 1989 | 006800 | **26.84** |
| 121-0304-0 | Over Stream | Riverside Road | Big Creek | 1958 | -- | 012920 | **27.27** |
| 121-0281-0 | Over Stream | Bethany Road | Cooper Sandy Creek | 1951 | -- | 003230 | **27.70** |
| 121-5002-0 | Over Stream | Clarity Road | Little River | 1954 | -- | 001900 | **27.78** |
| 121-5022-0 | Over Stream | Parsons Road | Johns Creek | 1964 | -- | 006800 | **29.57** |
| 121-5017-0 | Over Stream | Douglas Road | Caney Creek | 1955 | 1962 | 006800 | **29.60** |
| 121-0629-0 | Over Stream | Windward Pkwy (EBL) | Big Creek | 1986 | -- | 032850 | **30.27** |
| 121-0630-0 | Over Stream | Windward Pkwy (WBL) | Big Creek | 1986 | -- | 032850 | **30.27** |
| 121-5027-0 | Over Stream | Rockmill Way | Foe Killer Creek | 1964 | -- | 000320 | **34.65** |
| 121-5003-0 | Over Stream | Birmingham Road | Chicken Creek Trib. | 1961 | 1994 | 006800 | **36.95** |
| 057-0029-0 | Over Stream | Arnold Mill Road | Little River | 1952 | -- | 014370 | **39.45** |
| 121-0288-0 | Over Stream | McGinnis Ferry Road | Johns Creek | 1962 | -- | 000500 | **39.00** |
| 121-0291-0 | Over Stream | Old Alabama Road | Johns Creek Trib. | 1956 | 1962 | 017510 | **40.13** |
| 121-5176-0 | Over Stream | Jett Road | Long Island Creek | 1946 | -- | 002460 | **40.54** |
| 121-5151-0 | Over Stream | Birmingham Road | Little River | 1968 | -- | 006800 | **40.83** |
| 067-0109-0 | Over Stream | I-285 | Chattahoochee River | 1962 | 1994 | 184080 | **40.99** |
| 121-5133-0 | Over Stream | Old Holcomb Bridge Rd | Big Creek | 1941 | -- | 001900 | **41.83** |
| 121-0305-0 | Over Stream | Old Roswell Road | Foe Killer Creek | 1951 | -- | 006800 | **42.89** |
| 121-0292-0 | Over Stream | Old Alabama Rd | Johns Creek | 1956 | -- | 017510 | **43.94** |
| 121-0451-0 | Over Stream | Powers Ferry Road | Long Island Creek | 1993 | 2004 | 005930 | **46.63** |
| 121-5020-0 | Over Stream | Bell Road | Chattahoochee River Tributary | 1958 | -- | 006800 | **47.57** |
| 121-5106-0 | Over Stream | New Bullpen Road | Little River | 1939 | -- | 008230 | **48.98** |
| 121-5030-0 | Over Stream | Spalding Drive | Ball Mill Creek | 1929 | -- | 001900 | **49.76** |
| 121-0301-0 | Over Stream | Rucker Road | Foe Killer Creek | 1951 | 1989 | 017270 | **51.86** |
| 121-5013-0 | Over Stream | Wood Road | Chicken Creek | 1961 | -- | 001900 | **52.09** |
| 121-5016-0 | Over Stream | Providence Road | Cooper Sandy Creek | 1962 | -- | 003610 | **52.63** |
| 121-5008-0 | Over Stream | Westbrook Road | Chicken Creek Trib. | 1956 | -- | 001900 | **53.11** |
| 121-0270-0 | Over Road | Northridge Road | SR 400 (US 19) | 1968 | -- | 039350 | **54.45** |
| 121-5153-0 | Over Stream | Freemanville Road | Cooper Sandy Creek | 1960 | -- | 006800 | **56.24** |
| 121-5202-0 | Over Stream | Cogburn Road | Chicken Creek Trib. | 1986 | -- | 010260 | **58.95** |
| 121-0307-0 | Over Road | Maxwell Road | SR 400 (US 19) | 1969 | -- | 022430 | **59.48** |
| 121-0299-0 | Over Road | Webb Bridge Road | SR 400 (US 19) | 1969 | -- | 012850 | **59.76** |
| 121-5012-0 | Over Stream | Batesville Road | Little River | 1964 | -- | 005070 | **60.25** |
| 121-0031-0 | Over Road | Roswell Road | I-285 | 1961 | -- | 033400 | **60.26** |
| 121-5023-0 | Over Stream | Kimball Bridge Road | Big Creek | 1940 | -- | 006800 | **60.64** |
| 121-5004-0 | Over Stream | Hamby Road | Chicken Creek | 1964 | -- | 001900 | **61.25** |
| 121-5005-0 | Over Stream | Hamby Road | Chicken Creek Trib. | 1966 | -- | 001900 | **61.25** |
| 121-5026-0 | Over Stream | Buice Road | Johns Creek | 1964 | -- | 008560 | **61.37** |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 121-0300-0 | Over Stream | Webb Bridge Road | Big Creek | 1985 | -- | 006800 | **61.48** |
| 121-0458-0 | Over Stream | Windsor Pkwy | Nancy Creek | 1929 | -- | 009470 | **61.66** |
| 121-5091-0 | Over Stream | Hobgood Road | Bear Creek | 1960 | 1985 | 003820 | **62.10** |
| 121-5259-0 | Over Stream | Mansell Road (WBL) | Foe Killer Creek | 1991 | -- | 043720 | **62.13** |
| 121-5006-0 | Over Stream | Longstreet Road | Chicken Creek Trib. | 1964 | -- | 001900 | **62.81** |
| 121-5011-0 | Over Stream | Batesville Road | Chicken Creek | 1962 | -- | 005070 | **63.03** |
| 121-0306-0 | Over Stream | Rockmill Road | Foe Killer Creek Trib. | 1951 | 1971 | 006800 | **63.14** |
| 121-5007-0 | Over Stream | Westbrook Road | Chicken Creek Trib. | 1956 | -- | 001900 | **63.28** |
| 121-5014-0 | Over Stream | Wood Road | Chicken Creek Trib. | 1956 | -- | 001900 | **63.28** |
| 121-5100-0 | Over Stream | Russell Drive | Rocky Creek | 1965 | -- | 001900 | **63.51** |
| 121-0327-0 | Over Road | Northside Drive (SBL) | I-285 (SR 407) | 1962 | 1987 | 006840 | **63.60** |
| 121-5035-0 | Over Stream | Glenridge Road | Marsh Creek | 1968 | -- | 017630 | **64.16** |
| 121-0278-0 | Over Stream | Spalding Drive | Crooked Creek | 1952 | 1961 | 000500 | **64.86** |
| 121-0457-0 | Over Stream | Johnson Ferry Road | Chattahoochee River | 1969 | 1981 | 039270 | **64.89** |
| 121-5009-0 | Over Stream | Thompson Road | Chicken Creek Trib. | 1962 | -- | 001900 | **65.23** |
| 121-0477-0 | Over Road | Heards Road | I-285 (SR 407) | 1962 | -- | 001990 | **65.25** |
| 121-5258-0 | Over Stream | Mansell Road (EBL) | Foe Killer Creek | 1991 | -- | 043720 | **65.43** |
| 121-5130-0 | Over Stream | Charles Place | Hog Waller Creek | 1960 | -- | 001900 | **65.51** |
| 121-0456-0 | Over Stream | Long Island Drive | Long Island Creek | 1927 | -- | 003720 | **66.14** |
| 121-0454-0 | Over Stream | Riverside Drive | Marsh Creek | 1931 | -- | 012170 | **66.28** |
| 121-0085-0 | Over Stream | Holcomb Bridge Road | Big Creek | 1978 | -- | 056020 | **66.86** |
| 121-0293-0 | Over Stream | Dunwoody Club Drive | Ball Creek | 1931 | -- | 008220 | **69.08** |
| 121-5025-0 | Over Stream | Brumbelow Road | Chattahoochee River Trib. | 1962 | -- | 001900 | **69.67** |
| 121-0475-0 | Over Road | Kimball Bridge Road | SR 400 (US 19) | 1969 | -- | 006800 | **69.98** |
| 121-5031-0 | Over Stream | Hembree Road | Foe Killer Creek | 1962 | -- | 010200 | **70.06** |
| 121-0476-0 | Over Road | Pitts Road | SR 400 (US 19) | 1968 | -- | 007180 | **70.18** |
| 121-0309-0 | Over Stream | Norcross Street | Hog Waller Creek | 1951 | 1964 | 016950 | **70.85** |
| 121-5157-0 | Over Stream | Azalea Drive | Chattahoochee River Trib. | 1960 | 2004 | 001900 | **70.87** |
| 121-5134-0 | Over Stream | Oxbo Road | Hog Waller Creek | 1960 | 1988 | 001900 | **72.31** |
| 121-0453-0 | Over Stream | Riverside Drive | Chattahoochee River Trib. | 1960 | -- | 008890 | **73.43** |
| 121-0444-0 | Over Road | MT. Vernon Hwy | I-285 (SR 407) | 1962 | -- | 010720 | **73.46** |
| 121-0625-0 | Over Road | N Northside Dr (NBL) | I-285 (SR 407) | 1986 | -- | 021650 | **73.66** |
| 121-0459-0 | Over Road | Hammond Drive | SR 400 (US 19) | 1968 | 1982 | 019170 | **74.61** |
| 121-0698-0 | Over Stream | Birmingham Highway | Chicken Creek | 1989 | -- | 009540 | **74.82** |
| 121-0290-0 | Over Stream | Barnwell Road | Hogan Creek | 1956 | 1970 | 009750 | **74.88** |
| 121-0303-0 | Over Road | Haynes Bridge Road | SR 400 (US 19) | 1969 | 1994 | 025140 | **75.31** |
| 121-0452-0 | Over Road | Riverside Drive | I-285 (SR 407) | 1962 | -- | 006490 | **76.35** |
| 121-0754-0 | Over Road | Johnson Ferry Road | SR 400 + 2 SR 400 RAMPS | 1993 | -- | 014260 | **76.87** |
| 121-5034-0 | Over Stream | Brandon Mill Road | Marsh Creek | 1940 | 1966 | 001900 | **78.32** |
| 121-0752-0 | Over Road | Windsor Parkway | SR 400 | 1993 | -- | 009540 | **80.32** |
| 121-5024-0 | Over Stream | Waters Road | Long Indian Creek | 1961 | -- | 000050 | **80.45** |
| 121-0455-0 | Over Road | Spalding Drive | SR 400 (US 19) | 1968 | -- | 008890 | **81.87** |
| 121-5010-0 | Over Steram | Dinsmore Road | Chicken Creek | 1965 | -- | 001900 | **82.13** |
| 121-0753-0 | Over Road | Northland Drive | SR 400 | 1993 | -- | 003010 | **82.15** |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 121-5036-0 | Over Stream | Lake Forest Drive | Long Island Creek | 1935 | -- | 006800 | **82.80** |
| 121-5028-0 | Over Stream | Riverside Road | Chattahoochee River Trib. | 1968 | -- | 001900 | **83.62** |
| 121-5029-0 | Over Stream | Riverside Road | Chattahoochee River Trib. | 1968 | -- | 001900 | **83.62** |
| 121-5187-0 | Over Stream | Kingsport Drive | Long Island Creek | 1966 | -- | 000320 | **83.92** |
| 121-0086-0 | Over Road | Holcomb Bridge Road | SR 400 (US 19) | 1969 | 1987 | 063230 | **85.77** |
| 121-0316-0 | Over Road | Roberts Drive | SR 400 (US 19) | 1969 | -- | 001900 | **86.78** |
| 121-0032-0 | Over Stream | Roswell Road | Marsh Creek | 1965 | -- | 036190 | **89.14** |
| 121-5217-0 | Over Stream | Coles Way | Chattahoochee River Trib. | 1984 | -- | 000320 | **90.62** |
| 121-5107-0 | Over Stream | Hopewell Road | Cooper Sandy Creek | 1953 | -- | 008690 | **91.07** |
| 121-0591-0 | Over Stream | Cumming Street | Big Creek Trib. | 1966 | -- | 008230 | **91.15** |
| 121-5093-0 | Over Stream | Tanacrest Drive | Chattahoochee River Trib. | 1961 | -- | 001900 | **92.34** |
| 121-0445-0 | Over Road | Mt. Vernon Highway | SR 400 (US 19) | 1968 | -- | 011530 | **93.10** |
| 121-0298-0 | Over Stream | Windward Pkwy (WBL) | Camp Creek | 1986 | -- | 020810 | **93.40** |
| 121-0749-0 | Over Road | Glenridge Parkway | SR 400 + 2 SR 400 RAMPS | 1993 | -- | 023190 | **93.72** |
| 121-0257-0 | Over Road | I285R CCB TO SR400 | SR 400 NBL (US 19) | 1969 | -- | 008210 | **94.38** |
| 121-0624-0 | Over Stream | Windward Pkwy (EBL) | Camp Creek | 1986 | -- | 020810 | **94.40** |
| 121-0443-0 | Over Stream | Northside Drive | Long Island Creek | 1931 | -- | 001060 | **94.52** |
| 121-0592-0 | Over Stream | P'tree-Dunwoody Rd | Nancy Creek Trib. | 1976 | -- | 034680 | **94.80** |
| 121-0035-0 | Over Stream | SR 9 | Foe Killer Creek | 1973 | 1988 | 031050 | **95.34** |
| 121-0310-0 | Over Stream | Crabapple Road | Hogwaller Creek | 1977 | -- | 012710 | **96.19** |
| 121-0593-0 | Over Stream | Hammond Drive | Nancy Creek Trib. | 1976 | -- | 019170 | **97.12** |
| 121-0034-0 | Over Stream | SR 9 | Hog Wallow Creek | 1980 | -- | 033650 | **97.48** |
| 121-0034-0 | Over Stream | SR 9 | Hog Wallow Creek | 1980 | -- | 033650 | **97.48** |
| 121-0697-0 | Over Stream | Birmingham Highway | Cooper Sandy Creek | 1989 | -- | 008530 | **98.72** |
| 121-5099-0 | Over Stream | Roxburgh Drive | Big Creek Trib. | 1975 | -- | 001900 | **99.29** |
| 121-5209-0 | Over Stream | Finley Road | Johns Creek | 1986 | -- | 001900 | **99.57** |
| 121-5257-0 | Over Stream | Buice Road | Long Indian Creek | 1988 | -- | 001900 | **99.86** |
| 121-5249-0 | Over Stream | Alpine Drive | Hog Waller Creek | 1975 | -- | 000320 | **99.93** |

Source: GDOT

Gerald M. Ross, P.E., Commissioner/Chief Engineer

DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

May 18, 2009

Honorable John Eaves, Chairman
Fulton County Board of Commissioners
141 Pryor Street, S.W.
Atlanta, Georgia 30303

Dear Commissioner Eaves:

A re-inspection of your County and Federal Aid Secondary bridges has been completed. This re-inspection will maintain your County's Compliance with the Federal Law and Regulations requiring all public bridges be inspected biennially. Only bridges as set forth in the Federal Regulations were inspected. A bridge is defined as a structure including supports erected over a depression or an obstruction, such as water, highways, or railways, and having a track or passageway for carrying traffic or other moving loads and having an opening measured along the center of the roadway of more than twenty feet between undercopings or abutments or spring lines including multi-pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

Attached is a report reflecting the results of the above inspection. It is the responsibility of the county government to forward a copy of this report to local municipalities for bridges owned and maintained by city governments within the county boundaries. It is also the responsibility of the county government to advise local school boards of the location of any bridge structure that is not capable of sustaining school bus loads as noted in this report. This report briefly advises you of the condition of your bridge structures and notes which structures should be posted with load limit signs and which ones should be closed to traffic if conditions do not meet minimum standards according to Federal Law. Those structures requiring posting or closure have been identified within the text with an asterisk (*). It is extremely important that the local jurisdiction comply with Federal Posting and Closing Regulations. Counties not in compliance will not have any projects authorized that utilize federal highway funds until compliance with these regulations has been obtained.

Attached to the report is a copy of the Structure Inventory and Appraisal (SI&A) sheet for each structure in the report. This sheet contains additional information that is not necessarily contained in this written report such as whether or not the bridge rails meet current standards and if delineation signs are present. A Posting Summary sheet of all the structures that require posting showing their load carrying capacities has also been included. Attached to the Posting Summary sheet, you will find a drawing of two load limit signs and a drawing of required bridge closing methods. The R12-1 (Type A) sign is for gross load posting while the R12-5 modified (Type B) sign is for multi-posting. Please note that all structures requiring closing must be properly closed in accordance with the attached methods.

Please note that on the Posting Summary sheet, all bridges marked with a plus sign (+) are presently not posted and require posting. On the same summary sheet, all bridges marked with a pound symbol (#) are presently posted with an inappropriate sign and should be re-posted with a proper type sign and/or proper load limits. The load limit will be in the appropriate column, depending on the type sign recommended. In addition, all bridges marked with a (B) are bridges located on an identified School Bus Route. All bridges carrying school buses should have a minimum capacity of 10 tons.

Assistance in the rehabilitation or replacement of deficient bridges may be obtained through the State Aid Program. This assistance can include funds for materials such as concrete, reinforcement steel, piles or pipe. The state owned crane can be scheduled for repairs as in the replacement of deteriorated piles. Based on your county's transportation needs, eligible deficient bridges can be added to the Construction Work Program for replacement. In addition, engineering services are available through this program. For information with this service, please contact our Office of State Aid at (404) 656-5185.

All structural calculations are based on the inventory stress level. This is the normal design criterion and includes a reasonable factor of safety. Loads exceeding those allowed at the inventory stress level can be applied on an occasional basis without seriously damaging the structure but the operating rating (at the higher operating stress level) should generally not be exceeded without a detailed structural analysis.

If you have any questions concerning any of the structures in this report or need a copy of the Bridge Inventory Coding Guide to interpret the Structure Inventory and Appraisal sheet, please contact Mr. Kerry Wood, of my office, at (404) 635-8189.

Sincerely,

Mike Clements, P.E.
State Bridge Maintenance Engineer

MLC/gmc
Enclosures

cc: Cindy Loe, Ph.D., Superintendent, Fulton County Board of Education
Carol Bentley, Safety Investigation, Fulton County Schools
Angela Parker, Public Works Director, Fulton County
Rachel Brown, Acting District Engineer, District 7, Chamblee (via email)
Ernay Robinson, Area Engineer, District 7, Area 3, Hapeville (via email)
David Huff, State Aid (via email)
Jerry Cooper, Bridge Inspection Supervisor (via email)
File

# Georgia Department of Transportation

*Posting Summary for Fulton County*

| | LOCATION ID | STRUCTURE ID | ACTION | H TRUCK | TYPE-3 TRUCK | TIMBER TRUCK | HS TRUCK | 3S2 TRUCK |
|---|---|---|---|---|---|---|---|---|
| B | 121-02365F-004.28N | 121-0283-0 | POSTED | 20 | 19 | 28 | | |
| B | 121-02564F-001.53E | 121-0284-0 | POSTED | 19 | 19 | 24 | | |
| **#B** | **121-02564F-003.10E** | **121-0286-0** | **REPOST FOR** | **14** | **13** | **18** | **15** | **23** |
| B | 121-02564F-005.47E | 121-0287-0 | POSTED | 15 | 15 | 20 | 17 | |
| **#B** | **121-02564F-007.12E** | **121-0288-0** | **REPOST FOR** | **10** | **12** | **15** | | **18** |
| B | 121-09069M-008.95E | 121-0355-0 | POSTED | 11 | 14 | 20 | | |
| B | 121-09075M-000.80N | 121-5201-0 | POSTED | 09 | 12 | 16 | 15 | 22 |
| B | 121-09104M-000.33E | 121-0294-0 | POSTED | 08 | 10 | 15 | 13 | 20 |
| **#B** | **121-09104M-001.03E** | **121-0295-0** | **REPOST FOR** | **19** | **19** | **24** | | |
| **#B** | **121-09248M-001.88N** | **121-0453-0** | **REPOST FOR** | **17** | **18** | **26** | | |
| B | 121-09381M-001.68W | 121-5063-0 | POSTED | 10 | 12 | 15 | | 18 |
| B | 121-09407M-001.38E | 121-0305-0 | CLOSED | 13 | 13 | 18 | 16 | 20 |
| B | 121-09407M-001.66E | 121-0306-0 | CLOSED | 19 | 19 | 24 | | |
| B | 121-09408M-000.08E | 121-0304-0 | POSTED | 11 | 11 | 13 | 12 | 17 |
| **+B** | **121-09415M-001.80N** | **121-5016-0** | **POST FOR** | **16** | **17** | **24** | | |
| B | 121-09479M-004.54E | 121-0291-0 | POSTED | 15 | 14 | 19 | 16 | |
| **+B** | **121-09479M-005.33E** | **121-0292-0** | **POST FOR** | **15** | **15** | **20** | | **24** |
| + | **121-00003X-000.38N** | **121-5002-0** | **POST FOR** | **06** | | | | |
| | 121-00004X-000.01E | 121-5151-0 | POSTED | 10 | 12 | 15 | | 18 |
| B | 121-00004X-003.99E | 121-5003-0 | POSTED | 10 | 10 | 13 | 13 | 16 |
| B | 121-00012X-000.17E | 121-5004-0 | POSTED | 19 | 19 | 23 | | |
| B | 121-00012X-000.67E | 121-5005-0 | POSTED | 18 | 18 | 23 | | |
| B | 121-00034X-006.31S | 121-5153-0 | POSTED | 18 | 18 | 22 | | |
| **+B** | **121-00064X-000.94N** | **121-5017-0** | **POST FOR** | **07** | | | | |
| B | 121-00072X-001.44E | 121-5019-0 | POSTED | 10 | 12 | 15 | | 18 |
| B | 121-00072X-002.29E | 121-5020-0 | POSTED | 18 | 17 | 22 | | |
| B | 121-00079X-001.52N | 121-5022-0 | POSTED | 10 | 12 | 15 | | 17 |

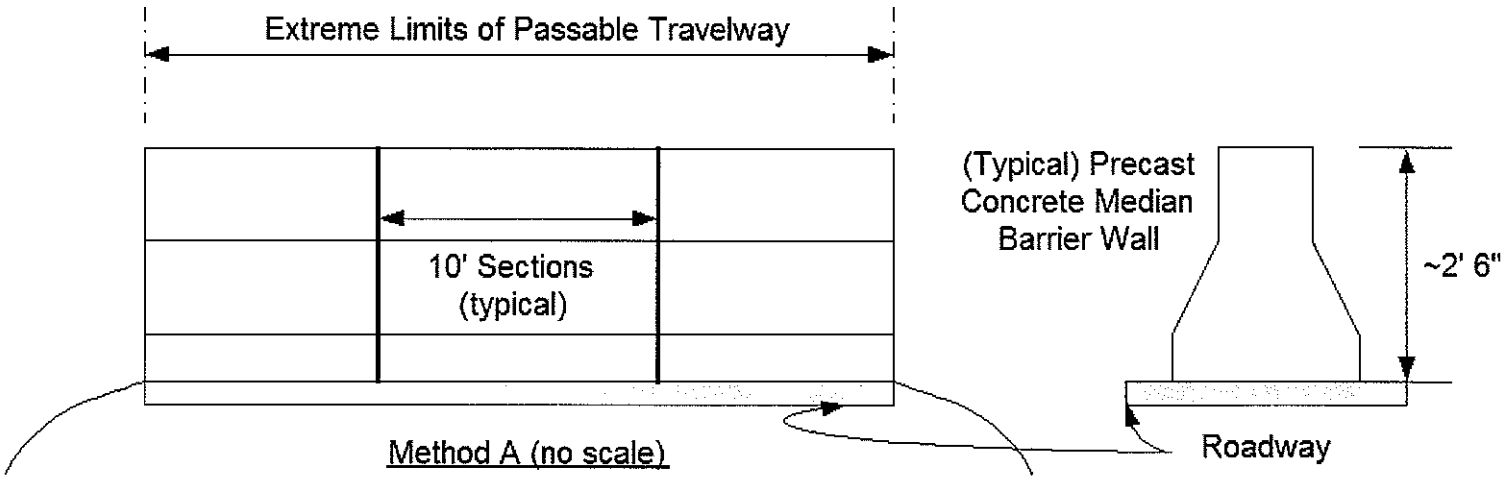
| | LOCATION ID | STRUCTURE ID | ACTION | H TRUCK | TYPE-3 TRUCK | TIMBER TRUCK | HS TRUCK | 3S2 TRUCK |
|---|---|---|---|---|---|---|---|---|
| +B | 121-00103X-000.53S | 121-5024-0 | POST FOR | 19 | 18 | 23 | | |
| B | 121-00111X-000.75N | 121-5026-0 | POSTED | 19 | 18 | 23 | | |
| | 121-00126X-000.14W | 121-5027-0 | CLOSED | | | | | |
| +B | 121-00219X-000.59S | 121-5034-0 | POST FOR | 18 | 18 | 22 | | |
| #B | 121-00331X-000.57S | 121-5176-0 | REPOST FOR | 11 | 13 | 17 | | 18 |
| B | 121-00415X-000.01W | 121-5038-0 | POSTED | 20 | 19 | 24 | | |
| | 121-00420X-001.20N | 121-5040-0 | POSTED | 10 | 12 | 15 | | 18 |
| | 121-00426X-002.30N | 121-5044-0 | POSTED | 10 | 12 | 15 | | 18 |
| B | 121-00435X-001.74W | 121-5046-0 | POSTED | 03 | | | | |
| B | 121-00443X-000.34N | 121-5050-0 | POSTED | 10 | 12 | 15 | | 18 |
| B | 121-00485X-008.46S | 121-5056-0 | POSTED | 13 | 17 | 23 | | 24 |
| | 121-00515X-001.01N | 121-5061-0 | POSTED | 10 | 12 | 15 | | 18 |
| B | 121-00518X-000.35N | 121-5064-0 | POSTED | 19 | 19 | 24 | | |
| # | 121-00522X-000.19E | 121-5065-0 | REPOST FOR | 11 | 14 | 18 | | 20 |
| +B | 121-00614X-001.02N | 121-5077-0 | POST FOR | 10 | 12 | 15 | | 18 |
| #B | 121-00618X-000.59S | 121-5078-0 | REPOST FOR | 10 | 12 | 15 | | 18 |
| #B | 121-00621X-000.28E | 121-5079-0 | REPOST FOR | 10 | 12 | 15 | | 18 |
| B | 121-00629X-000.01W | 121-5081-0 | POSTED | 09 | 10 | 14 | 16 | 18 |
| + | 121-00637X-000.42E | 121-5086-0 | NEED TO CLOSE | | | | | |
| B | 121-00650X-001.10N | 121-5274-0 | POSTED | 10 | 12 | 15 | | 18 |
| B | 121-01390X-002.95E | 121-5109-0 | POSTED | 10 | 12 | 15 | | 18 |
| | 121-01392X-006.02N | 121-5114-0 | POSTED | 06 | 13 | 15 | 11 | 19 |
| | 121-01527X-000.14E | 121-5118-0 | POSTED | 05 | | | | |
| | 121-01529X-002.14N | 121-5119-0 | POSTED | 10 | 10 | 14 | 12 | 15 |
| # | 121-01529X-002.96N | 121-5120-0 | REPOST FOR | 09 | | | | |
| B | 121-01638X-000.25E | 121-5210-0 | POSTED | 20 | 19 | 24 | | |
| +B | 121-02233X-003.02E | 121-0629-0 | POST FOR | 12 | 12 | 16 | | |
| +B | 121-02233X-003.03E | 121-0630-0 | POST FOR | 12 | 12 | 16 | | |
| B | 121-02233X-003.73E | 121-5286-0 | POSTED | 13 | 17 | 24 | | |

| | LOCATION ID | STRUCTURE ID | ACTION | H TRUCK | TYPE-3 TRUCK | TIMBER TRUCK | HS TRUCK | 3S2 TRUCK |
|---|---|---|---|---|---|---|---|---|
| B | 121-03079X-000.55E | 121-5134-0 | POSTED | 19 | 19 | 24 | | |
| **#B** | **121-03337X-000.09E** | **121-5133-0** | **REPOST FOR** | **10** | **09** | **14** | **12** | **15** |
| | 121-05016X-000.44S | 121-5197-0 | CLOSED | | | | | |
| B | 121-07001X-000.03N | 121-5198-0 | POSTED | 14 | 14 | 17 | 16 | 23 |

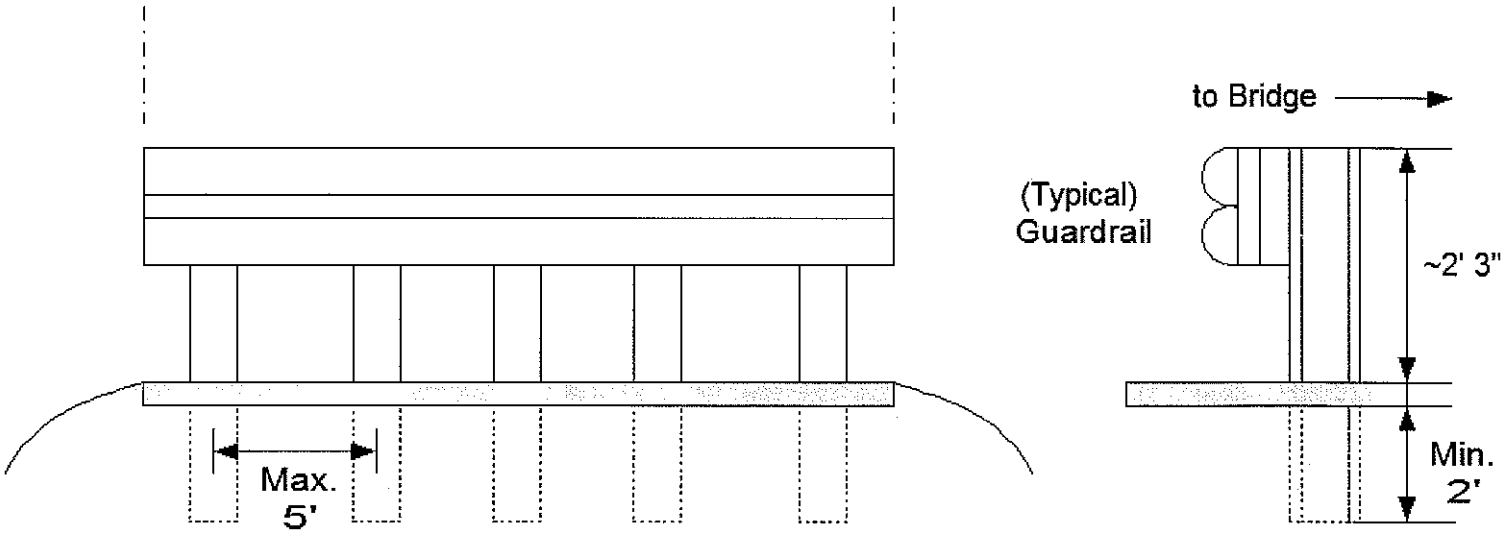
# Bridge Posted incorrectly, Reposting required
+ Bridge not Posted, Posting Required
B Bridge located on an identifying School Bus Route
All Bridges carrying School Buses should have a minimum capacity of 10 Tons.

Please indicate which alternate closing method the county uses to close a structure.

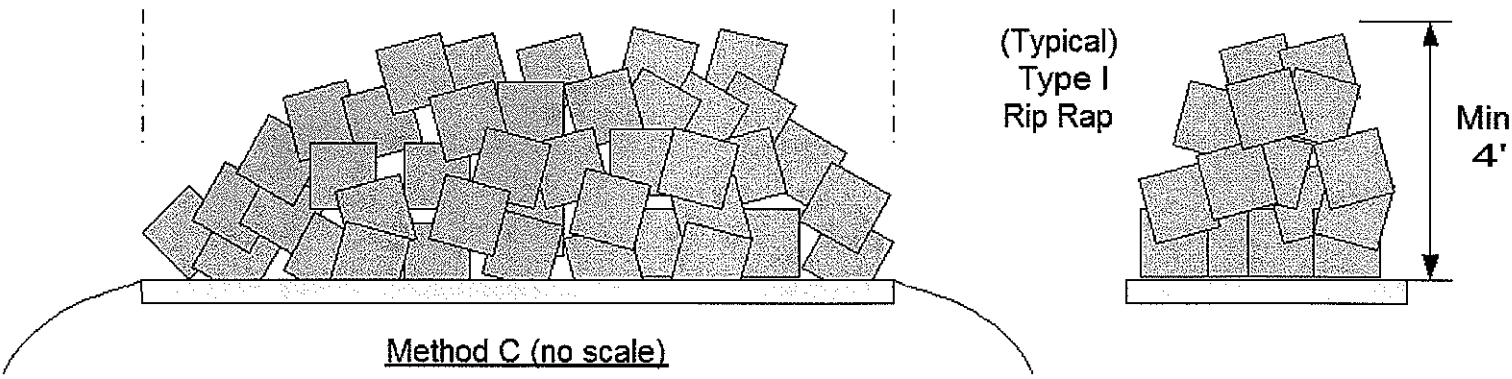
Note: It is recommended that advanced weight limit signs be placed.




Method A (no scale)




Method B (no scale)

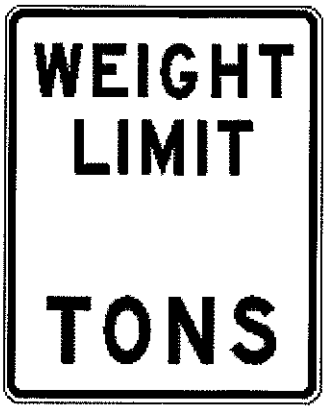



Method C (no scale)

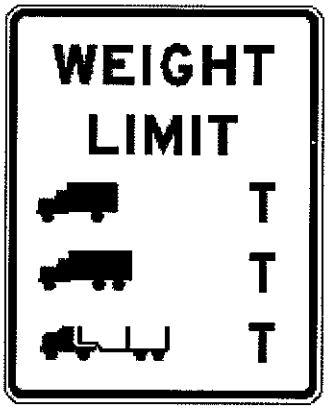
## LOCAL BRIDGE CLOSING METHODS

*NOTE: In addition to the above permanent closure, appropriate advance warning signs and barricades should be used. Please reference the Manual on Uniform Traffic Control Devices, current edition. Also, advanced warning signs should be used at the last intersection prior to each end of the structure.*

# Georgia Weight Limit Signs




**R12-1**
**GROSS WEIGHT LIMIT SIGN**
**(Type A )**




**MODIFIED R12-5**
**WEIGHT LIMIT SYMBOL SIGN**
**(Type B)**

H-TRUCK

TYPE 3

TIMBER


HS-TRUCK (Add as required)


3S2 (Add as required)


PIGGYBACK (Add as required)

Revised 1-25-99

## LOCALLY OWNED FEDERAL AID ROUTE BRIDGE INSPECTIONS:

### STRUCTURE ID 121-0511-0 / LOCATION ID 121-00846F-001.33E
### FAS 846, CR 1391, Fayetteville Road under CSX Railroad

This non-roadway railroad structure has been inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 9'-10". At the present time, the County should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5312-0 / LOCATION ID 121-01324F-006.40N
### FAU 1324, CR 1386, Stonewall Tell Road over Camp Creek

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-0280-0 / LOCATION ID 121-02356F-001.88E
### FAS 2356, CR 1391, Hutchenson Ferry Road over Dry Branch

This bridge culvert is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5307-0 / LOCATION ID 121-02364F-001.01E
### F 2364, CR 1331, Rucker Road over Foe Killer Creek

This bridge structure is in good condition. Erosion at the western abutment has exposed the foundation piles and should be repaired to prevent loss of fill and possible damage to the roadway.

### STRUCTURE ID 121-0282-0 / LOCATION ID 121-02365F-001.45N
### FAS 2365, CR 1323, Hopewell Road over Chicken Creek Tributary

This bridge culvert is in good condition but has approximately 0.5 feet of scour damage at the inlet end of barrels #2 and #3. This scour damage should be monitored for further signs of degradation.

### *STRUCTURE ID 121-0283-0 / LOCATION ID 121-02365F-004.28N
### FAS 2365, CR 1323, Hopewell Road over Chicken Creek

***At the present time, Post this structure for 20 Tons H-Truck; 19 Tons Type 3 Truck and 28 Tons Timber Truck.***

***This structure requires posting due to overstress caused by the extra dead load of the 4.5 inch asphalt overlay. Upgrading the load carrying capacity to a point where posting is not required would require removal of this overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in good condition but has corrosion of the steel superstructure. The beams throughout the structure should be cleaned and painted. The beaver dam located upstream of the structure should be removed to prevent further accumulation of debris and reduce the possibility of scour.

***STRUCTURE ID 121-0284-0 / LOCATION ID 121-02564F-001.53E**
**FAS 2564, CR 41, McGinnis Ferry Road over Camp Creek Tributary**
***At the present time, Post this structure for 19 Tons H-Truck; 19 Tons Type 3 Truck and 24 Tons Timber Truck.***

***This structure requires posting due to overstress caused by the extra dead load of the 3.5 inch asphalt overlay. Upgrading the load carrying capacity to a point where posting is not required would require removal of this overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition with the exception of the steel substructure piles. The steel piles throughout the structure should be cleaned and painted. The joints throughout the deck should be cleaned and sealed. Vegetation growing in the vicinity of the structure should be cut and removed.

***STRUCTURE ID 121-0286-0 / LOCATION ID 121-02564F-003.10E**
**FAS 2564, CR 1319, McGinnis Ferry Road over Big Creek**
***At the present time, Post this structure for 14 Tons H-Truck; 13 Tons Type 3 Truck; 18 Tons Timber Truck; 15 Tons HS-Truck and 23 Tons Type 3S2 Truck.***

***This structure requires posting due to insufficient flexural capacity of the steel piles. Any upgrade of the load carrying capacity would require strengthening or replacement of the substructure and removal of the asphalt overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in fair condition with corrosion of the steel piles. The piles in bent #2 should be protected with reinforced concrete encasements extending from a point 2 feet below the mud line to a point 2 feet above normal water. The concrete encasements at bent #3 have been undermined and should be extended to points 2 feet below the mud line. The steel piles throughout the structure should be cleaned and painted. Spalls in the cap at bent #2 and #3 should be repaired and the bearing material replaced to prevent future spalling. Minor spalls on the bottom of the precast superstructure units should be repaired to protect the exposed reinforcement steel from corrosion. Spalling of the asphalt overlay should be repaired. The bridge railing on the western end of the structure is loose and should be repaired. At the time of the inspection the posting signs were incorrect. ***The existing signs have the silhouette of a Type 3-S-2 Truck instead of the HS Type Truck and the Type 3 Truck is incorrectly posted. The HS Truck and the Type 3 Truck are therefore considered as not being posted. The signing must be corrected.***

***STRUCTURE ID 121-0287-0 / LOCATION ID 121-02564F-005.47E**
**FAS Route 2564, CR 1319, McGinnis Ferry Road over Caney Creek**
***At the present time, Post this structure for 15 Tons H-Truck; 15 Tons Type 3 Truck; 20 Tons Timber Truck and 17 Tons HS-Truck.***

***This structure requires posting due to insufficient flexural capacity of the steel piles and the excessive 5.0 inch asphalt overlay. Any upgrade of the load carrying capacity would require strengthening or replacement of the substructure and removal of the asphalt overlay.*** This bridge structure is in good condition with no other reported deficiencies.

***STRUCTURE ID 121-0288-0 / LOCATION ID 121-02564F-007.12E**
**FAS 2564, CR 1319, McGinnis Ferry Road over Johns Creek**
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***
***This structure requires posting due to the low original design capacity of the structure and due to the concrete deck slabs not being properly bolted together. A replacement structure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The cracks and spalls in all precast waffle panels should be sealed to protect the reinforcement steel from corrosion. All of the deck joints have failed and should be cleaned and sealed. ***At the time of inspection, the posting signs were inadequate. The existing signs have the silhouette of a Tri-Axle Truck instead of a Type 3 Truck . The Type 3 Truck is therefore considered as not being posted. The signing must be corrected.***

**STRUCTURE ID 121-0289-0 / LOCATION ID 121-02564F-012.08E**
**FAS 2564, CR 1319, McGinnis Ferry Road over Chattahoochee River**
This bridge structure is in fair condition. The steel beams and bearing assemblies are corroded and should be cleaned and painted. Scour and undermining of the footing at bent #3 should be repaired before load reductions or possible closure become necessary. The deck joints have failed and should be cleaned and sealed. Dirt and debris in the deck gutters and drains should be removed to allow proper drainage.

**STRUCTURE ID 121-0317-0 / LOCATION ID 121-09000M-001.80N**
**FAM 9000, CS 3003, Herchell Road over Camp Creek**
This bridge structure is in satisfactory condition but has corrosion and section loss of the steel superstructure members. The steel beams throughout the structure should be cleaned and painted. The cracking in the northern abutment should be sealed.

**STRUCTURE ID 121-0319-0 / LOCATION ID 121-09000M-005.80N**
**FAM 9000, CS 3003, Dodson Drive over South Utoy Creek**
This bridge structure is in fair condition. However, scour damage at the southern abutment should be corrected with rip rap. Both abutments exhibit signs of scaling and cracking which should be sealed.

**STRUCTURE ID 121-0572-0 / LOCATION ID 121-09003M-000.07N**
**FAM 9003, CS 1790, Decatur Street under Pedestrian Overpass**
This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0571-0 / LOCATION ID 121-09003M-000.08N**
**FAM 9003, CS 1790, Decatur Street under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0570-0 / LOCATION ID 121-09003M-000.14N**
**FAM 9003, CS 1790, Decatur Street under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0004-0 / LOCATION ID 121-09003M-002.68N**
**FAM 9003, CS 3498, Marietta Street over Southern and CSX Railroad**

This bridge structure is in good condition. The steel superstructure is corroded and should be cleaned and painted. The silicone joint at abutment #1 has failed and should be cleaned and sealed. The armored joint at abutment #2 should be tightened and sealed.

**STRUCTURE ID 121-0005-0 / LOCATION ID 121-09003M-003.73N**
**FAM 9003, CS 3498, Marietta Boulevard over Southern and CSX Railroad**

This bridge structure is in fair condition. The ends of the steel beams and bearing assemblies are corroded and should be cleaned and painted. The deck joints have failed and should be cleaned and sealed. Spans #1 and #2 exhibit signs of scaling on the deck which has exposed the reinforcing steel. The reinforcing steel should be cleaned and sealed. The scaling should then be repaired. The asphalt pavement at the end of the structure shows signs of deep rutting and should be repaired to provide a smooth transition onto the bridge structure. Dirt and debris in the deck gutters should also be cleaned to allow proper drainage. Collision damage to the right handrail should be repaired. The handrail posts should be re-attached securely to the curb.

**STRUCTURE ID 121-0006-0 / LOCATION ID 121-09003M-004.38N**
**FAM 9003, CS 3498, Marietta Boulevard over Spur Railroad Track**

This bridge structure is in fair condition with corrosion of the steel superstructure. The steel beams in span #2 should be cleaned and painted. The deck joints have also failed and should be cleaned and sealed. The slope at abutment #1 has severe erosion and should be repaired.

**STRUCTURE ID 121-0681-0 / LOCATION ID 121-09003M-006.95N**
**FAM 9003, CS 3498, Marietta Boulevard over Sewage Channel & Service Road**

This bridge culvert is in satisfactory condition. Spalling within the barrels has exposed the reinforcement steel. These spalls should be sealed.

**STRUCTURE ID 121-5322-0 / LOCATION ID 121-09003M-007.05N**
**FAM 9003, CS 3498, Atlanta Road Over Chattahoochee River**

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0512-0 / LOCATION ID 121-09007M-002.04N**
**FAM 9007, CS 1860, Piedmont Avenue under Marta Rail Line**

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0513-0 / LOCATION ID 121-09007M-002.06N**
**FAM 9007, CS 1860, Piedmont Avenue under CSX Railroad**

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

***STRUCTURE ID 121-0322-0 / LOCATION ID 121-09007M-002.60N**
**FAM 9007, CS 1868, Courtland Street over Decatur Street and CSX Railroad**
***At the present time, Post this structure for 15 Tons H-Truck; 18 Tons Type 3 Truck; 25 Tons Timber Truck and 32 Tons Type 3S2 Truck.***

***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in fair condition. The steel beams and columns throughout the structure are corroded and should be cleaned and painted. The edge beams at the joints and the bottom of the deck have extensive spalling with exposed reinforcement steel. The exposed reinforcement steel throughout the deck should be covered to protect it from corrosion. Due to the age of the structure, the spalling will probably continue and is of concern due to the large volume of pedestrian traffic under the bridge. The deck joints throughout the structure have failed and are contributing to the deterioration of the concrete at the joints and should be cleaned and sealed. Some of the concrete footings supporting the steel piles are damaged and should be repaired.

**STRUCTURE ID 121-0682-0 / LOCATION ID 121-09007M-003.82N**
**FAM 9007, CS 3462, Juniper Street under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0627-0 / LOCATION ID 121-09007M-004.58N**
**FAM 9007, CS 3462, Juniper Street under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearances only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0036-0 / LOCATION ID 121-09007M-005.42N**
**FAM 9007, CS 3463, Piedmont Avenue over Southern Railroad**

This bridge structure is in fair condition. The joints at bents #2 and #3 are jammed and have allowed the structure to shift laterally approximately 2 inches. The joints should be cleaned of all debris and sealed with a flexible sealant to prevent any further lateral movement. The concrete cap at bent #2 under beams #3, #8 and #9 and bent #3 under beams #2 and #8 have spalled and exposed the reinforcement steel. These spalls should be repaired.

**STRUCTURE ID 121-0037-0 / LOCATION ID 121-09007M-005.51N**
**FAM 9007, CS 3463, Piedmont Avenue over Clear Creek**

This bridge structure is in good condition. The steel beams, diaphragms, and bearing assemblies are corroded and should be cleaned and painted. A void under the cap at the north abutment should be filled. The deck joints have failed and should be cleaned and sealed. Dirt and debris in the deck gutters and drains should be removed to allow proper drainage. Vegetation around the structure should be cut and removed.

**STRUCTURE ID 121-0068-0 / LOCATION ID 121-09013M-003.92N**
**FAM 9013, CS 3484, Bolton Road over Southern Railroad**

This bridge structure is in good condition with corrosion of the steel superstructure. The steel beams and bearings throughout the structure should be cleaned and painted. The gland in the deck joint at the north abutment has failed and should be replaced. A section of the aluminum joint at this location is missing and should be repaired. The remaining joints through out the deck have also failed and should be cleaned and sealed.

**STRUCTURE ID 121-0501-0 / LOCATION ID 121-09013M-005.44N**
**FAM 9013, CS 3484, Bolton Road under CSX Railroad**

This non-roadway structure has been inspected for clearance only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13' -11". At the present time, post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0683-0 / LOCATION ID 121-09013M-005.79N**
**FAM 9013, CS 3484, Bolton Road over Whetstone Creek**

This bridge culvert is in good condition. However the accumulated debris at the inlet end should be removed.

**STRUCTURE ID 121-0324-0 / LOCATION ID 121-09013M-006.20N**
**FAM 9013, CS 253, Moores Mill Road over CSX Railroad**

This bridge structure is in satisfactory condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The drop inlet at the south end of the structure is clogged with debris and should be cleaned out to allow proper drainage of the approach roadway. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0325-0 / LOCATION ID 121-09013M-006.71N
### FAM 9013, CS 253, Moores Mill Road over Peachtree Creek

This bridge structure is in fair condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. Scour in the vicinity of bent #2 and bent #3 should be corrected. One of the upstream wing walls has cracked and shifted approximately 3 inches. This wingwall should be stabilized and the crack sealed.

### STRUCTURE ID 121-0672-0 / LOCATION ID 121-09013M-012.30N
### FAM 9013, CS 3369, E. Paces Ferry Road under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0328-0 / LOCATION ID 121-09035M-000.01E
### FAM 9035, CS 3090, Paces Ferry Road over Chattahoochee River

This bridge structure is in satisfactory condition with significant scour under the column seal of columns #1 and #2 at bent #4. On the left face of column #1, a void approximately 2 feet high extends 6 feet under the seal. On the front and left faces, the voids are approximately 1 foot high and extend 4 feet under the seal. Column #2 has a void under the right back corner and the front face that is 6 inches high and extends 1 foot under the seal. This undermining should be repaired with sand bag forms followed by grout pumped in the voids. The drift in the channel should also be removed. Voids under the cap at the east abutment and erosion down the end roll should be repaired. The steel bearing assemblies have corroded and should be cleaned and painted. The anchor bolts at bents #2, #5, and #6 are loose and should be securely grouted in place. The deck joints throughout the structure have failed and should be cleaned and sealed. The accumulated debris at bents #2, #3, #4 and #5 should be removed.

### STRUCTURE ID 121-0329-0 / LOCATION ID 121-09035M-001.50E
### FAM 9035, CS 3090, Paces Ferry Road over Nancy Creek

This bridge structure is in good condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted.

### STRUCTURE ID 121-0574-0 / LOCATION ID 121-09042M-001.31N
### FAM 9042, CS 2661, Hollywood Road over Proctor Creek Tributary

This bridge culvert is in fair condition. Up to 3.5 feet of scour at the inlet end is undermining the wingwall and should be repaired with rip rap to prevent structural damage.

### STRUCTURE ID 121-5294-0 / LOCATION ID 121-09042M-001.80N
### FAM 9042, CS 2661, Hollywood Road over Procter Creek

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-0331-0 / LOCATION ID 121-09042M-002.53N
### FAM 9042, CS 2661, Hollywood Road over Southern Railroad Yard

This bridge structure is in fair condition. **The concrete beams in span #5 have extensive spalling with exposed reinforcement steel which has heavy section loss. These spalls should be repaired to prevent further deterioration of the beams.** The steel beams in spans #1 and #2 are corroded and should be cleaned and painted. Collision damage to the right side handrail should also be repaired. ***At the time of inspection this structure was posted with a restricted load limit sign. This sign is not needed and may be removed.***

### STRUCTURE ID 121-5180-0 / LOCATION ID 121-09044M-000.93E
### FAM 9044, CS 809, Baker Road over Proctor Creek Tributary

This bridge culvert is in good condition with no reported deficiencies.

### STRUCTURE ID 121-0332-0 / LOCATION ID 121-09045M-004.90E
### FAM 9045, CS 843, Simpson Street over Proctor Creek

This bridge structure is in good condition. The steel beams are corroded and should be cleaned and painted.

### STRUCTURE ID 121-5241-0 / LOCATION ID 121-09045M-005.11E
### FAM 9045, CS 843, Simpson Street over Marta Rail Line

This all concrete bridge structure is in good condition but the deck joints at both abutments have failed. These joints should be repaired, cleaned and sealed.

### STRUCTURE ID 121-0333-0 / LOCATION ID 121-09045M-006.62E
### FAM 9045, CS 843, Jones Avenue over Southern and CSX Railroad

This bridge structure is in satisfactory condition with the exception of the steel superstructure. The steel beams and bearing assemblies throughout the structure are corroded and should be cleaned and painted. The steel deck joints at the eastern abutment and bent #2 are loose and should be repaired.

### STRUCTURE ID 121-0563-0 / LOCATION ID 121-09045M-007.94E
### FAM 9045, CS 1810, Alexander Street over Techwood Spring Street Connector

This all concrete bridge structure is in good condition with no serious reported structural defects. The retaining wall panels beneath the structure are leaning out of plumb and should be monitored for further signs of movement.

### STRUCTURE ID 121-0515-0 / LOCATION ID 121-09045M-008.82E
### FAM 9045, CS 1810, Ralph McGill Boulevard under Southern Railroad

This non-roadway railroad structure has been inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 14'-00". At the present time, the county should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0335-0 / LOCATION ID 121-09048M-001.10N
### FAM 9048, CS 2645, Northwest Road over Proctor Creek

This bridge structure is in good condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0338-0 / LOCATION ID 121-09052M-000.32E
### FAM 9052, CS 1057, Benjamin E. Mays Road over North Utoy Creek

This bridge structure is in fair condition. Spalls on the beams and bottom of the deck should be repaired to protect the reinforcing steel. The previous repairs to the scour at the east abutment have failed and additional repairs are required.

### STRUCTURE ID 121-0089-0 / LOCATION ID 121-09053M-001.41E
### FAM 9053, CR 4176, Cascade Road over Branch of Utoy Creek

This bridge culvert is in fair condition but has channel bed scour problems at the inlet end of the structure. This scour damage is 3 feet in depth and should be repaired with rip rap before undermining of the structure can occur. One of the southern wingwall is cracked. This crack is 2 inches in width and should be sealed. Old form work in the channel approximately 10 feet upstream of the structure should also be removed to allow proper stream flow. The 2 feet of accumulated silt in barrel #2 should be removed to allow for proper flow of water through the structure.

### STRUCTURE ID 121-0090-0 / LOCATION ID 121-09053M-003.54E
### FAM 9053, CR 4176, Cascade Road over CSX Railroad

This bridge structure is in fair condition. The steel beams and bearing assemblies are corroded and should be cleaned and painted. The steel armored joint at the west abutment is loose and should be tightened. The remaining deck joints have also failed and should be cleaned and sealed.

### STRUCTURE ID 121-0091-0 / LOCATION ID 121-09053M-004.20E
### FAM 9053, CR 4176, Cascade Road over South Utoy Creek

This bridge structure is in good condition but has extensive drift accumulated at bent #2 and on a utility line. This drift should be removed to prevent further drift accumulation and the possibility of scour. The steel piles at bent #2 should be protected with reinforced concrete encasements extending from a point 2 feet below the mud line to a point 2 feet above normal water. The deck joints throughout the structure have failed and should be cleaned and sealed.

**STRUCTURE ID 121-0516-0 / LOCATION ID 121-09053M-010.40E**
**FAM 9053, CS 2328, Glenn Street under Norfolk Southern Railroad**

This non-roadway railroad structure has been inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13'-11". At the present time, the City should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0517-0 / LOCATION ID 121-09053M-010.90E**
**FAM 9053, CS 2260, Georgia Avenue under NorfolkSouthern Railroad**

This non-roadway railroad structure has been inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13'-07". At the present time, the City should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-5290-0 / LOCATION ID 121-09054M-000.85N**
**FAM 9054, CR 495, Old Fairburn Road over Wolf Creek**

This bridge culvert is in good condition with no reported structural defects. However, the void under the southern sidewalk should be repaired. The channel should be excavated and the accumulated silt in the barrels should be removed to provide a proper hydraulic section.

**STRUCTURE ID 121-5301-0 / LOCATION ID 121-09054M-002.67N**
**CR 495, Old Fairburn Road over Camp Creek**

This all concrete structure is in good condition with no reported deficiencies.

***STRUCTURE ID 121-0341-0 / LOCATION ID 121-09054M-002.85N**
**FAM 9054, CR 1349, Fairburn Road over CSX Railroad**

***This bridge structure is not considered to be safe for live vehicular loading, and thus falls below standards as set forth in accordance with the Federal Law, Title 23, USC, and Federal Regulations, and should be closed until repairs or replacement can be made.*** This bridge requires immediate closing due to excessive deterioration of the timber deck specifically span #7. The city has steel plated over a broken through section in the southbound lane. The northbound lane has an area in span #7 in which the deck members are broken and the apshalt has cracked through. This area is moving vertically under live loads. The excessive 7 inch asphalt riding surface substantially reduces the capacity of this structure and should be removed. The riding surface has pot holes which should be repaired. ***Our records indicate that this structure is located on a school bus route. If this route is utilized by school bus traffic, this bridge should be upgraded to a 10 Ton or better capacity. To accomplish this, a replacement structure would be required.***

***Please note that all structures requiring closing must be properly closed in accordance with the attached methods. In addition, appropriate advanced warning signs and barricades should be used. Please reference the Manual on Uniform Traffic Control Devices, current edition. Also, advanced warning signs should be used at the last intersection prior to each end of the structure.***

***At the time of the inspection, this structure was properly closed according to the approved closing alternatives.***

**STRUCTURE ID 121-0343-0 / LOCATION ID 121-09054M-008.54N**
**FAM 9054, CR 1349, Fairburn Road over South Utoy Creek**

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0344-0 / LOCATION ID 121-09054M-008.60N**
**FAM 9054, CR 1349, Fairburn Road over North Utoy Creek**

This bridge structure is in satisfactory with moderate scour along the base of both abutments that should be repaired. ***At the time for the inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed at the discretion of the county.***

**STRUCTURE ID 121-5318-0 / LOCATION ID 121-09054M-008.74N**
**FAM 9054, CR 1349, Fairburn Road Over CSX Railroad (638628J)**

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0347-0 / LOCATION ID 121-09054M-010.70N**
**FAM 9054, CR 1349, Fairburn Road over Sandy Creek**

This bridge structure is in good condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The sheet piling driven at the south upstream side of the structure to provide protection for the approach roadway are falling over and a properly constructed wingwall should be utilized at this location.

**STRUCTURE ID 121-5277-0 / LOCATION ID 121-09056M-000.72E**
**FAM 9056, CS 3029, Stone Road over North Fork Camp Creek**

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed.

**STRUCTURE ID 121-0350-0 / LOCATION ID 121-09057M-004.10N**
**FAM 9057, CS 2991, Childress Drive over South Utoy Creek**

This bridge structure is in fair condition. The steel beams are corroded and should be cleaned and painted. Erosion at the south left shoulder should be immediately repaired.

**STRUCTURE ID 121-0351-0 / LOCATION ID 121-09057M-006.40N**
**FAM 9057, CS 2841, Lynhurst Drive over North Utoy Creek**

This bridge structure is in good condition. The steel beams are corroded and should be cleaned and painted.

**STRUCTURE ID 121-0575-0 / LOCATION ID 121-09060M-000.32N**
**FAM 9060, CS 3072, Stone Hogan Connector over North Fork Camp Creek**

This bridge culvert is in good condition. Minor scour at the inlet end should be monitored for further signs of degradation. Drift at the inlet and outlet ends should also be removed to allow proper stream flow.

**STRUCTURE ID 121-0518-0 / LOCATION ID 121-09064M-000.53N**
**FAM 9064, CS 6029, Norman Berry Road under Norfolk Southern Railroad**

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0598-0 / LOCATION ID 121-09064M-002.97N**
**FAM 9064, CS 6029, M-9064 Norman Berry Road under Southern Railroad**

This non-roadway railroad structure was inspected for clearance purposes only. The existing minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0354-0 / LOCATION ID 121-09065M-001.72E**
**FAM 9065, CS 1394, Campbellton Road over South Utoy Creek**

This bridge structure is in fair condition. The steel beams are corroded and should be cleaned and painted. Cracking in the deck should be sealed to protect the reinforcing steel and the steel beams.

**STRUCTURE ID 121-5271-0 / LOCATION ID 121-09069M-003.52E**
**FAM 9096, CR 1374, Butner Road over Deep Creek**

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0272-0 / LOCATION ID 121-09069M-006.85E**
**FAM 9069, CR 1374, Butner Road over Camp Creek Tributary**

This bridge culvert is in satisfactory condition but has channel bed scour problems at the outlet end of the structure. This scour damage is 2.0 feet in depth and should be repaired with rip rap to prevent serious structural damage.

**STRUCTURE ID 121-0273-0 / LOCATION ID 121-09069M-008.15E**
**FAM 9069, CR 1374, Butner Road over Wolf Creek**

This bridge culvert is in satisfactory condition with cracking of the eastern outlet wingwall and the adjacent barrel wall. These cracks should be sealed to protect the reinforcing from corrosion. The accumulated drift and debris at the inlet end should also be removed.

***STRUCTURE ID 121-0355-0 / LOCATION ID 121-09069M-008.95E**
**FAM 9069, CR 1374, Butner Road over Camp Creek**
***At the present time, Post this structure for 11 Tons H-Truck; 14 Tons Type 3 Truck and 20 Tons Timber Truck.***

***This structure requires posting due to the extensive deterioration and cracking of the concrete substructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in poor condition. The concrete cap at bent #3 has minor cracks, while the cap at bent #2 has cracks ranging from 0.25 to 0.75 inches wide. These conditions should be corrected with properly designed reinforced concrete encasements. The concrete handrail in span #2 and #3 on the right side of the structure has incurred severe collision damage and should be repaired. The accumulated debris at bent #3 should be removed to reduce the further accumulation of drift and the possibility of scour. The 1.0 foot of scour at bents #2 and #3 should be repaired with rip rap.

**STRUCTURE ID 121-0356-0 / LOCATION ID 121-09070M-000.50E**
**FAM 9070, CS 791, Johnson Road over Proctor Creek**

This all concrete bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0357-0 / LOCATION ID 121-09071M-001.80N**
**FAM 9071, CS 1220, Delowe Drive over South Utoy Creek Tributary**

This bridge culvert is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0358-0 / LOCATION ID 121-09072M-002.02N**
**FAM 9072, CS 1211, Stanton Street over South Utoy Creek**

This bridge culvert is in good condition. However, the accumulated drift at the inlet end should be removed to prevent possible scour.

**STRUCTURE ID 121-0359-0 / LOCATION ID 121-09073M-000.60N**
**FAM 9073, CS 2397, Techwood Drive over Southern Railroad and M-9161**

This bridge structure is in fair condition with general age deterioration throughout. The deck joints throughout the structure have failed and should be cleaned and sealed. The steel beams and bearings through out the structure exhibit signs of corrosion and should be cleaned and painted. Some of the rocker bearings at bents #13 and #17 are not in the correct position. ***All of the bearings throughout the structure should be reviewed by the city and the inclination and disposition of the bearings recorded as well as the ambient temperature. The bearings should be in a vertical position when the temperature is approximately 60 degrees Fahrenheit. Any bearings in need of repair should be repositioned to the correct angle for the temperature on the day of the repair.*** The handrail in spans #10, #11 and #12 has incurred collision damage and has been repaired with guardrail. It is recommended that these sections be more permanently repaired with an aluminum handrail to match the existing rail in the structure. Spalling with exposed reinforcement steel should be cleaned and sealed. The asphalt overlay exhibits signs of pot holes and cracking. The cracks should be sealed and the pot holes repaired.

***STRUCTURE ID 121-0010-0 / LOCATION ID 121-09073M-000.95N**
**FAM 9073, CS 3586, Spring Street over Southern Railroad and Parking Lots**
***At the present time, Post this structure for 13 Tons H-Truck; 21 Tons Type 3 Truck; 25 Tons Timber Truck; 16 Tons HS-Truck and 25 Tons Type 3S2 Truck.***

***This structure requires posting due to the low original design capacity of the structure. A partial replacement of the structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure has had old spans #9 through #16 reconstructed. The new portion is in good condition with no reported deficiencies. The older portion is in poor condition with extensive deterioration. The steel girders are corroded resulting in spalls of the gunite coating. The majority of the bearings are frozen due to corrosion. The deck joints have failed and should be cleaned and sealed. The majority of the steel armored joints are loose and should be tightened. The concrete deck has extensive cracking. The steel H-pile safety support at bent 18 should be monitored. The asphalt overlay has extensive cracking and potholes which should be sealed and repaired. ***Any significant upgrading of this bridge would require replacement of the old portion of the structure. At the time of the inspection one of the posting signs was missing. This sign is required and must be replaced.***

**STRUCTURE ID 121-0684-0 / LOCATION ID 121-09073M-001.44N**
**FAM 9073, CS 3479, Spring Street under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0685-0 / LOCATION ID 121-09073M-002.15N
### FAM 9073, CS 3479, Spring Street under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5242-0 / LOCATION ID 121-09074M-000.93N
### FAM 9074, CR 1388, Welcome All Road over South Fulton Parkway CR 2043

This all concrete bridge structure is in good condition with no reported structural deficiencies. The deck joints throughout the structure have failed and should be cleaned and sealed. The void in the vicinity of the southern abutment should also be repaired.

### STRUCTURE ID 121-0361-0 / LOCATION ID 121-09074M-001.43N
### FAM 9074, CR 1388, Welcome All Road over CSX Railroad

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed. The steel bearings are corroded and should be cleaned and sealed. Debris on the caps should be removed. Some of the expansion sleeves on the bridge railing are missing and should be replaced.

### *STRUCTURE ID 121-0362-0 / LOCATION ID 121-09074M-003.37N
### FAM 9074, CR 1388, Welcome All Road over Camp Creek
### *Post for 09 Tons, Type A Sign.*

***This structure requires posting due to the severe corrosion and section loss of the steel piles. Repairs to the piles at bent #2 and bent #3 are required to upgrade the load carrying capacity. The following maintenance is recommended to maintain this structure at the current rating.*** This bridge structure is in poor condition. The steel piles are corroded and should be cleaned and painted. The steel piles at bent #3 have severe section loss and some piles at bent #2 are also heavily corroded. All piles at bents #2 and #3 should be repaired with reinforced concrete encasements that extend from a point 2 feet below the mud line to a point 2 feet above normal water. The deck joints have failed and should be cleaned and sealed. The void under the approach slab and the cap at the north abutment should be filled to prevent possible damage to the approach slab. **If the piles at bents #2 and #3 are properly repaired, the load carrying capacity of this structure could be significantly upgraded.**

***STRUCTURE ID 121-5201-0 / LOCATION ID 121-09075M-000.80N**
**FAM 9075, CR 1385, Buffington Road over Morning Creek Tributary**
***At the present time, Post this structure for 09 Tons H-Truck; 12 Tons Type 3 Truck; 16 Tons Timber Truck; 15 Tons HS-Truck and 22 Tons Type 3S2 Truck.***
***This structure requires posting due to insufficient pile capacity of the timber substructure. A replacement substructure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The piles throughout the structure exhibit signs of advanced decay and should be scheduled for replacement. The precast concrete cap at bent #2 has cracking under one of the exterior beams. This cracking should be sealed to prevent corrosion of the steel reinforcement. Spalls located in the vicinity of the connection bolts of the precast superstructure panels should be sealed to protect the reinforcement steel from corrosion. The deck joints have failed and should be cleaned and sealed. ***At the time of inspection, the structure was not properly posted. The structure was posted with the Piggy-Back Type Truck. This sign in not required and should be removed.***

**STRUCTURE ID 121-5243-0 / LOCATION ID 121-09075M-002.02N**
**FAM 9075, CR 1385, Buffington Road over Morning Creek**
This bridge culvert is in good condition erosion under the sidewalk on the upstream side. This erosion should be immediately repaired.

**STRUCTURE ID 121-0275-0 / LOCATION ID 121-09077M-001.50E**
**FAM 9077, CR 1384, Flat Shoals Road over Morning Creek Tributary**
This bridge structure is in satisfactory condition. ***At the time of the inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed at the discretion of the county.***

**STRUCTURE ID 121-0277-0 / LOCATION ID 121-09077M-003.48E**
**FAM 9077, CR 1384, Flat Shoals Road over Morning Creek**
This bridge culvert is in good condition but has slight channel bed scour at the inlet end of the structure. Rip rap has been placed at the inlet end but additional repair is required.

**STRUCTURE ID 121-0369-0 / LOCATION ID 121-09077M-004.07E**
**FAM 9077, CR 1384, Flat Shoals Road over Morning Creek Tributary**
This bridge culvert is in good condition with no reported serious structural defects.

**STRUCTURE ID 121-0371-0 / LOCATION ID 121-09079M-001.72N**
**FAM 9079, CS 6022, Central Avenue over Norman Berry Drive**
This bridge structure is in good condition but has corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0519-0 / LOCATION ID 121-09080M-000.10E
### FAM 9080, CS 6007, Willingham Drive under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0622-0 / LOCATION ID 121-09080M-000.12E
### FAM 9080, CS 6007, Willingham Drive under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0367-0 / LOCATION ID 121-09082M-001.99E
### FAM 9082, CR 1389, Washington Road over Fur Creek

This bridge culvert is in good condition but has 2.0 feet of channel bed scour at both the inlet and outlet ends of the structure. The culvert floor at the inlet has begun to undermine. These areas of scour and undermining should be repaired with rip rap before serious damage to the structure can occur. Drift accumulated at the inlet end of the structure should be removed to allow proper stream flow through the structure and reduce the potential for scour.

### STRUCTURE ID 121-0368-0 / LOCATION ID 121-09082M-002.12E
### FAM 9082, CR 1389, Washington Road over Camp Creek

This bridge structure is in good condition but has surface corrosion on all substructure piles. The piles should be cleaned and painted. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5183-0 / LOCATION ID 121-09082M-005.52E
### FAM 9082, CS 6382, Irene Kidd Parkway over Marta

This bridge structure is in good condition. The deck joints are failing and should be cleaned and sealed. A spall in beam #1 should be repaired. The right sidewalk has settled at the east abutment and should be repaired.

### STRUCTURE ID 121-5184-0 / LOCATION ID 121-09082M-005.60E
### FAM 9082, CS 6382, Irene Kidd Parkway over CSX Railroad

This concrete bridge structure is in good condition with no reported structural defects.

### STRUCTURE ID 121-5185-0 / LOCATION ID 121-09082M-005.68E
### FAM 9082, CS 6382, Irene Kidd Parkway over Central of Georgia Railroad

This bridge structure is in good condition. The metal expansion joints are loose and should be tightened. Spalls along the joints should also be repaired.

### STRUCTURE ID 121-0576-0 / LOCATION ID 121-09085M-001.75N
### FAM 9085, CS 1381, Browns Mill Road over South River Tributary

This bridge structure is in fair condition. The steel beams are corroded and should be cleaned and painted.

### STRUCTURE ID 121-0376-0 / LOCATION ID 121-09085M-003.11N
### FAM 9085, CS 1381, Browns Mill Road over South River

This bridge structure is in fair condition. The steel beams are corroded and have minor section loss. The beams should be cleaned and painted to prevent further section loss.

### STRUCTURE ID 121-0577-0 / LOCATION ID 121-09085M-004.16N
### FAM 9085, CS 1537, Constitution Road over South River Tributary

This bridge culvert is in good condition. Two holes in the outlet apron should be filled to prevent water flow (piping) underneath the structure. Minor scour at the inlet end should be moinitored for signs of further degradation.

### STRUCTURE ID 121-0581-0 / LOCATION ID 121-09086M-000.74N
### FAM 9086, CS 521, Pryor Road over South River Tributary

This bridge culvert is in fair condition with no structural defects reported.

### STRUCTURE ID 121-0377-0 / LOCATION ID 121-09086M-001.18N
### FAM 9086, CS 1317, Macon Drive over South River

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0525-0 / LOCATION ID 121-09086M-001.98N
### FAM 9086, CS 1289, Pryor Road under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0524-0 / LOCATION ID 121-09086M-002.40N
### FAM 9086, CS 1289, Pryor Street under Norfolk Southern Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0686-0 / LOCATION ID 121-09089M-000.30N
### FAM 9089, CS 1536, River Industrial Boulevard over Federal Prison Branch

This bridge culvert is in good condition with channel bed scour at both the inlet and outlet ends of the structure. The scour damage is minor at the inlet end of the structure and is 1.2 feet deep at the culvert outlet. This scour damage should be repaired with rip rap at both the inlet and outlet ends of the structure. The northern inlet wingwall is cracked and should be sealed.

### STRUCTURE ID 121-0578-0 / LOCATION ID 121-09089M-001.15N
### FAM 9089, CS 1536, Forest Park Road over Federal Prison Creek

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0379-0 / LOCATION ID 121-09093M-002.40N**
**FAM 9093, CS 3186, Forest Park Road over South River**

This bridge structure is in good condition. The steel beams and bearing assemblies are corroded and should be cleaned and painted. The deck joints have never been sealed. The joints should be cleaned and sealed. Voids beneath the caps at both abutments have exposed the steel foundation piles. These voids should be filled and the piles covered to protect them from corrosion.

**STRUCTURE ID 121-0599-0 / LOCATION ID 121-09095M-000.01E**
**FAM 9095, CS 6000, M-9095 Virginia Avenue under CSX Railroad-Marta**

This non-roadway structure was inspected for clearance purposes only. The existing minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0382-0 / LOCATION ID 121-09095M-001.34E**
**FAM 9095, CS 6000, Virginia Avenue over Flint River**

This bridge culvert is in good condition. Vegetation around the structure should be cut and removed. Minor scour at the inlet end should be monitored for signs of further degradation.

**STRUCTURE ID 121-0579-0 / LOCATION ID 121-09096M-002.11E**
**FAM 9096, CR 9999, Loop Road over Flint River**

This bridge culvert is in good condition with no reported serious structural defects. Drift accumulated at the inlet end of the structure should be removed.

***STRUCTURE ID 121-0294-0 / LOCATION ID 121-09104M-000.33E**
**FAM 9104, CR 581, Bethsaida Road over Morning Creek Tributary**
***At the present time, Post this structure for 08 Tons H-Truck; 10 Tons Type 3 Truck; 15 Tons Timber Truck; 13 Tons HS-Truck and 20 Tons Type 3S2 Truck.***

***This structure requires posting due to the low original design capacity, plus extensive decay of the timber substructure components. All the piles at bent #2 exhibit signs of advanced decay and have reduced load carrying capacities. A complete replacement of the substructure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The nuts on one of the connecting bolts on one of the precast superstructure deck panels in span #1, and two of these bolts in span #2 are missing and must be replaced. The eastern approach roadway has settled and should be leveled with the deck. ***Our records indicate that this structure is located on a school bus route. If this route is utilized by school bus traffic, this bridge should be upgraded to a 10 ton or better capacity. Due to the extensive number of replacement piles required in the substructure, any cost effective upgrade of this structure would require complete replacement of the substructure. The precast concrete superstructure could be salvaged and utilized after the substructure is replaced.***

***STRUCTURE ID 121-0295-0 / LOCATION ID 121-09104M-001.03E**
**FAM 9104, CR 1115, Bethsaida Road over Morning Creek**
***At the present time, Post this structure for 19 Tons H-Truck; 19 Tons Type 3 Truck and 24 Tons Timber Truck.***

***This structure requires posting due to overstress caused by the extra dead load of the 3.0 inch asphalt overlay. Any upgrade of the load carrying capacity would require removal of this overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition with corrosion of the steel substructure. The steel piles throughout the structure should be cleaned and painted. At the time of inspection, the encasements at bent #3 had been undermined and should be extended to a point 2 feet below the mud line. Two of the connecting bolt nuts for the precast concrete superstructure units are missing and should be replaced. Minor spalls have exposed the reinforcement steel of the pre-cast panel. These spalls should be repaired to protect the steel from corrosion. ***The existing signs have the silhouette of an HS Truck instead of a Timber Truck. The Timber Truck is therefore considered as not being posted. The signing must be corrected.***

**STRUCTURE ID 121-0385-0 / LOCATION ID 121-09112M-000.50E**
**FAM 9112, CS 3191, Hutchens Road over Poole Creek**

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0008-0 / LOCATION ID 121-09124M-004.01N**
**FAM 9124, CS 3478, Whitehall Street over Southern Railroad**

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed. Vegetation on the structure's fencing should be removed.

**STRUCTURE ID 121-0009-0 / LOCATION ID 121-09124M-004.60N**
**FAM 9124, CS 3478, Whitehall Street over Spring Street**

This bridge structure is in good condition but has several items in need of repair. The steel beams throughout the structure are corroded and should be cleaned and painted. There are cracks and spalls along the coping on the bottom side of the deck in spans #2 and #3. This loose concrete should be removed to prevent it from falling on traffic underneath the structure. The deck joints throughout the structure have also failed and should be cleaned and sealed.

**STRUCTURE ID 121-0594-0 / LOCATION ID 121-09124M-004.62N**
**FAM 9124, CS 3478, Forsyth-Whitehall under Marta Rail Line**

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0595-0 / LOCATION ID 121-09124M-004.63N
### FAM 9124, CS 3478, Whitehall-Fulton under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0386-0 / LOCATION ID 121-09128M-000.99E
### FAM 9128, CS 1047, Beecher Street over Utoy Creek

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-0387-0 / LOCATION ID 121-09130M-001.16N
### FAM 9130, CS 1149, Lawton Street over CSX Railroad

This bridge structure is in satisfactory condition but has corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The polymer joint header at the southern abutment has spalled and should be repaired. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0388-0 / LOCATION ID 121-09130M-001.20N
### FAM 9130, CS 1149, Lawton Street over White Street

This all concrete bridge structure is in satisfactory condition with general deterioration throughout the structure. The transverse and longitudinal cracks in the deck should be sealed.

### STRUCTURE ID 121-0390-0 / LOCATION ID 121-09133M-000.69E
### FAM 9133, CS 1002, Westview Drive over White Street

This bridge structure is in satisfactory condition. The deck surface has spalls throughout. The spall located at bent #5 is approximately 5 feet long, 1.5 feet wide, and 2 inches deep. This large spall has a temporary asphalt patch that should be replaced with a permanent concrete repair. The steel beams are also corroded and should be cleaned and painted. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0520-0 / LOCATION ID 121-09134M-001.30E
### FAM 9134, CS 904, M.L.K. Jr. Drive under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13'-02". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0521-0 / LOCATION ID 121-09134M-002.40E
### FAM 9134, CS 904, M.L.K. Jr. Drive under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

## STRUCTURE ID 121-0391-0 / LOCATION ID 121-09134M-002.92E
## FAM 9134, CS 904, M.L.K. Jr. Drive over Southern Railroad and Mangum Street

This bridge structure is in fair condition with general age deterioration throughout. Several spalls in the deck should have the asphalt patches removed and be repaired with concrete. Several pieces of loose concrete over the parking lot area should be removed to prevent them from falling on people and objects below. The ends of the steel beams and the bearing assemblies are corroded and should be cleaned and painted. Numerous anchor bolts are loose or missing at the bearing assemblies and should be tightened or replaced. Reinforcing steel that has been exposed by spalling throughout the structure should be cleaned and sealed. Damaged or missing portions of the handrail should be repaired or replaced. The deck joints have failed and should be cleaned and sealed. Dirt and debris in the deck gutters and drains should be removed to allow proper drainage. Some areas of the deck drainage system are corroded and leaking. The city should repair or replace the drainage system and make sure the system is performing as intended. ***At the time of inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed.***

## *STRUCTURE ID 121-5239-0 / LOCATION ID 121-09134M-003.25E
## FAM 9134, CS 904, M.L.K. Jr. Drive over Parking Lot
### *At the present time, Post this structure for 13 Tons H-Truck; 28 Tons Type 3 Truck and 36 Tons Timber Truck.*

***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The northern half of the bridge structure is in good condition with no reported deficiencies. The southern half of this bridge structure was closed at the time of inspection. This portion of the bridge structure is in poor condition with extensive deterioration of the concrete components. Extensive spalls were observed in both the substructure and superstructure with severe corrosion of the reinforcement steel. The steel beams exhibit signs of corrosion. All exposed reinforcement steel throughout the structure should be cleaned and sealed to protect it from corrosion. The deck joints throughout the structure should be cleaned and sealed.

## STRUCTURE ID 121-0393-0 / LOCATION ID 121-09135M-000.30N
## FAM 9135, CS 942, Anderson Avenue over CSX and Marta Rail Lines

This bridge structure is in fair condition. The steel beams and the steel bent added at the north abutment are corroded and should be cleaned and painted. Cracks and spalls located on the the caps at bents #2, #3, and #4, and on the column of bent #4 should be sealed. The deck joints have failed and should be cleaned and sealed. The sidewalk on the right has settled and there is a void under the left sidewalk. These pose a hazard to pedestrians and should be repaired.

### STRUCTURE ID 121-0394-0 / LOCATION ID 121-09136M-000.29N
### FAM 9136, CS 797, West Lake Avenue over CSX and Marta Rail Lines

This bridge structure is in poor condition. There is heavy corrosion and major section loss at beam ends and bearings, which should be cleaned and painted. It is recommended that temporary shoring be installed until permanent repairs are made. The deck joints have failed and are contributing to the corrosion of the superstructure components. These joints should be cleaned and sealed. The sidewalk approaches have settled, creating tripping hazards and should be repaired. Dirt and debris should also be cleaned from the right sidewalk.

### STRUCTURE ID 121-0395-0 / LOCATION ID 121-09137M-000.13N
### FAM 9137, CS 867, Chappell Road over Marta Rail Line

This all concrete bridge structure is in good condition with no reported serious structural defects. However, the deck joints throughout the structure have failed and should be cleaned and sealed. The minor spall in the cap at bent #2 should be sealed.

### STRUCTURE ID 121-0396-0 / LOCATION ID 121-09141M-000.45N
### FAM 9141, CS 57, Chattahoochee Avenue over CSX and Southern Railroad

This bridge structure is in fair condition. The steel beams and bearing assemblies should be cleaned and painted. The deck joints have failed and should be cleaned and sealed. The steel armored joints at both abutments are loose and should be tightened. Erosion at both abutments should be repaired.

### STRUCTURE ID 121-0397-0 / LOCATION ID 121-09141M-001.00N
### FAM 9141, CS 57, Chattahoochee Avenue over Peachtree Creek Tributary

This bridge structure is in good condition. The steel beams are corroded and should be cleaned and painted. Scour at the north abutment should be repaired to prevent undermining.

### STRUCTURE ID 121-0398-0 / LOCATION ID 121-09142M-002.12N
### FAM 9142, CS 37, Bohler Road over Peachtree Creek

This bridge structure is in fair condition. The steel beams are corroded and should be cleaned and painted. Debris caught between the beams should be removed.

### STRUCTURE ID 121-0399-0 / LOCATION ID 121-09142M-003.67N
### FAM 9142, CS 6, West Wesley Road over Nancy Creek

This bridge structure is in satisfactory condition with corrosion of the steel superstructure. The accumulated debris on the cap at bent #2 should be removed. The steel beams throughout the structure should be cleaned and painted. The southern right drop inlet is clogged with debris and should be cleaned to allow proper drainage. It was noted at the time of inspection that this structure is inundated during periods of heavy rain. If this structure is scheduled for replacement in the near future, it should be replaced at a higher elevation.

### STRUCTURE ID 121-0400-0 / LOCATION ID 121-09143M-000.50N
### FAM 9143, CS 135, Howell Mill Road over Southern Railroad

This bridge structure is in good condition. The steel H-piles and the steel beams are corroded and should be cleaned and painted. Collision damage to beam #2 in span #3 should be monitored for further signs of deterioration and fatigue cracking. The deck joints have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0401-0 / LOCATION ID 121-09143M-001.20N
### FAM 9143, CS 135, Howell Mill Road over CSX Railroad

This bridge structure is in good condition. The deck joints are beginning to leak and should be cleaned and sealed. Cracks in the north abutment at the wingwall should be sealed to protect the steel reinforcement.

### STRUCTURE ID 121-0403-0 / LOCATION ID 121-09143M-003.40N
### FAM 9143, CS 135, Howell Mill Road over Peachtree Creek

This bridge structure is in poor condition with corrosion and section loss of the steel superstructure. The steel beams and bearing assemblies throughout the structure should be cleaned, cover plated in areas of section loss and painted. The cracks and spalls in the cap under beams #1 and #9 at bent #3 and beam #7 at bent #4 should be immediately repaired. The deck joints throughout the structure have failed and should be cleaned and sealed. Repairs have been made to the erosion in the south end roll but additional repair is required. The delamination area in the gutter of span #1 should be permanently repaired. ***If the corrosion and section loss is not repaired, this could result in posting or closing of the structure.***

### STRUCTURE ID 121-0404-0 / LOCATION ID 121-09144M-000.60E
### FAM 9144, CS 101, Huff Road over CSX Railroad

This bridge structure is in good condition. The steel beams and bearing assemblies are corroded and should be cleaned and painted. The deck joints have failed and should be cleaned and sealed. Dirt and debris in the deck gutters and drains should be removed to allow proper drainage. Spalls in the handrail should be repaired.

### STRUCTURE ID 121-0408-0 / LOCATION ID 121-09149M-002.63E
### FAM 9149, CS 1773, Virginia Avenue over Southern Railroad

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0688-0 / LOCATION ID 121-09154M-000.27E
### FAM 9154, CS 2000, Harris & Spring Streets under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0689-0 / LOCATION ID 121-09154M-000.44E
### FAM 9154, CS 2000, Harris Street under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0690-0 / LOCATION ID 121-09154M-000.46E
### FAM 9154, CS 2000, Harris/Peachtree Connector under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0691-0 / LOCATION ID 121-09155M-000.21E
### FAM 9155, CS 2001, International Boulevard under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5320-0 / LOCATION ID 121-09158M-000.20N
### FAM 9158, CS 665, Peachtree Street Over CSX Railroad

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-0414-0 / LOCATION ID 121-09158M-001.58N
### FAM 9158, CS 665, West Peachtree - Marta over I-75

This bridge structure is in good condition but has deck joint failure at the abutments. The deck joints should be cleaned and sealed.

### STRUCTURE ID 121-0580-0 / LOCATION ID 121-09161M-000.25E
### FAM 9161, CS 1985, Mitchell Street over Abandoned Railroad

This bridge culvert is in poor condition with extensive deterioration and cracking throughout the structure. Since the tracks beneath the structure have been removed, it would be in the best interest of the City to negotiate with the railroad for the removal of this structure if at all possible.

***STRUCTURE ID 121-0415-0 / LOCATION ID 121-09161M-000.34E**
**FAM 9161, CS 1985, Mitchell Street over Southern Railroad**

***This bridge structure is not considered to be safe for live vehicular loading, and thus falls below standards as set forth in accordance with the Federal Law, Title 23, USC, and Federal Regulations, and should be closed until repairs or replacement can be made.*** This bridge structure requires immediate closing due to major deterioration and section loss in critical structural components. ***Our records indicate that this structure is located on a school bus route. If this structure is utilized by school bus traffic, this structure should be upgraded to a 10 Ton or greater capacity.***

***Please note that all structures requiring closing must be properly closed in accordance with the attached methods. In addition, appropriate advanced warning signs and barricades should be used. Please reference the Manual on Uniform Traffic Control Devices, current edition. Also, advanced warning signs should be used at the last intersection prior to each end of the structure.***

***At the time of the inspection, this structure was improperly closed according to the approved closing alternatives.***

**STRUCTURE ID 121-0417-0 / LOCATION ID 121-09164M-001.30N**
**FAM 9164, CS 2003, Central Avenue over Georgia Railroad, Marta & Lower Wall Street**

This bridge structure is in fair condition with cracking throughout the entire structure. These cracks should be sealed and all exposed reinforcement steel covered. The deck joints throughout the structure have failed and should be cleaned and sealed. ***At the time of inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed.***

**STRUCTURE ID 121-0692-0 / LOCATION ID 121-09164M-001.72N**
**FAM 9164, CS 2003, Peachtree Center under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0693-0 / LOCATION ID 121-09164M-001.92N**
**FAM 9164, CS 2003, Peachtree Center under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0522-0 / LOCATION ID 121-09165M-000.52N
### FAM 9165, CS 1431, Hill Street under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0523-0 / LOCATION ID 121-09165M-002.48N
### FAM 9165, CS 1431, Hill Street under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13'-06". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5248-0 / LOCATION ID 121-09166M-004.84N
### FAM 9166, CS 2044, Pryor Street under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0421-0 / LOCATION ID 121-09170M-001.57N
### FAM 9170, CS 2368, McDaniel Street over Southern Railroad

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed. The deck drain at the south abutment should be cleaned out to allow proper drainage. A spall in the endpost at the south abutment should also be repaired.

### STRUCTURE ID 121-5298-0 / LOCATION ID 121-09171M-002.60N
### FAM 9171, CS 1259, Lakewood Avenue over Southern Railroad

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed. Cracks in the deck should also be sealed.

### STRUCTURE ID 121-0582-0 / LOCATION ID 121-09172M-000.31E
### FAM 9172, CS 1348, Clair Drive over South River Tributary

This bridge structure is in fair condition. The steel beams are corroded and should be cleaned and painted.

### STRUCTURE ID 121-0526-0 / LOCATION ID 121-09175M-000.63E
### FAM 9175, CS 2199, Confederate Avenue under CSX Railroad

This non-roadway railroad structure has been inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13'-00". At the present time, the City should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0527-0 / LOCATION ID 121-09180M-002.57N
### FAM 9180, CS 520, Boulevard under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13'-10". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0628-0 / LOCATION ID 121-09180M-003.40N
### FAM 9180, CS 520, Boulevard under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0528-0 / LOCATION ID 121-09182M-000.70E
### FAM 9182, CS 2197, Ormewood Avenue under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0427-0 / LOCATION ID 121-09183M-000.80E
### FAM 9183, CS 2176, Berne Street over CSX Railroad

This bridge structure is in good condition. The deck joints are failing and should be cleaned and sealed.

### STRUCTURE ID 121-0023-0 / LOCATION ID 121-09184M-001.39E
### FAM 9184, CS 3460, Edgewood Avenue over Airline Street

This bridge structure is in good condition but has corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The deck joints at both abutments have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0024-0 / LOCATION ID 121-09184M-001.42E
### FAM 9184, CS 3460, Edgewood Avenue over Southern Railroad

This bridge structure is in poor condition with general age deterioration throughout. The concrete beams are cracked and spalled with exposed reinforcement steel. These cracks and spalls should be repaired. The bearing assemblies at the abutments are severely corroded and should be replaced. The deck joints have also failed and should be cleaned and sealed.

### STRUCTURE ID 121-0428-0 / LOCATION ID 121-09187M-000.92E
### FAM 9187, CS 610, Highland Avenue over Southern Railroad

This bridge structure is in good condition with no serious reported structural defects. However, the deck joints at both abutments have failed and should be cleaned and sealed. Erosion under the slope paving at both abutments should be repaired.

### STRUCTURE ID 121-0529-0 / LOCATION ID 121-09189M-001.10E
### FAM 9189, CS 1835, North Avenue under Southern Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0530-0 / LOCATION ID 121-09189M-001.11E
### FAM 9189, CS 1835, North Avenue under Southern Railroad Spur

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 14'-04". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0430-0 / LOCATION ID 121-09199M-000.30N
### FAM 9199, CS 497, Lenox Road over South Fork Peachtree Creek

This bridge structure is in fair condition. The steel beams are corroded and should be cleaned and painted. Dirt and debris in the deck drains should be removed to allow proper drainage. It was noted at the time of inspection that the superstructure is inundated during periods of heavy rain. If this structure is replaced in the future, it is recommended that it be replaced at a higher elevation.

### STRUCTURE ID 121-0566-0 / LOCATION ID 121-09200M-001.06S
### FAM 9200, CS 1708, Williams Street over Techwood-Spring St. Connector

This bridge structure is in good condition with no serious reported structural defects. The deck joints throughout the structure have failed and should be cleaned and sealed. Three of the retaining wall panels beneath the structure are out of plumb 10 inches and should be repaired.

**STRUCTURE ID 121-0694-0 / LOCATION ID 121-09200M-001.33S**
**FAM 9200, CS 1708, Williams Street under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0695-0 / LOCATION ID 121-09200M-001.36S**
**FAM 9200, CS 1708, Williams Street under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0433-0 / LOCATION ID 121-09202M-001.50E**
**FAM 9202, CS 533, Montgomery Ferry Drive over Clear Creek**

This bridge structure is in fair condition with age deterioration of the concrete.

***STRUCTURE ID 121-5278-0 / LOCATION ID 121-09202M-001.70E**
**FAM 9202, CS 533, Montgomery Ferry Drive over Southern Railroad**
***At the present time, Post this structure for 15 Tons H-Truck; 15 Tons Type 3 Truck; 19 Tons Timber Truck and 16 Tons HS-Truck.***

***This structure requires posting due to the superstructure having insufficient flexural capacity. A replacement structure is required to upgrade the load carrying capacity to a point where posting is no longer required.*** This bridge structure is in good condition with no other reported deficiencies.

**STRUCTURE ID 121-0016-0 / LOCATION ID 121-09204M-000.20E**
**FAM 9204, CS 3483, Fair Drive over South River Tributary**

This bridge culvert is in good condition. Drift at the inlet end should be removed to prevent additional accumulation and possible scour.

**STRUCTURE ID 121-0018-0 / LOCATION ID 121-09204M-000.48E**
**FAM 9204, CS 3483, Fair Drive over South River Tributary**

This bridge culvert is in good condition. Drift at the inlet end, including an old car, should be removed to prevent additional accumulation and further scour. This obstruction restricts the stream flow here and could cause overtopping and damage to the roadway during a highwater event. Silt in barrels #1 and #2 should be removed to allow proper stream flow. Up to 1 foot of scour at the inlet end of barrel #3 should be monitored for signs of further degradation.

### STRUCTURE ID 121-0435-0 / LOCATION ID 121-09205M-000.10E
### FAM 9205, CS 53, Collier Road over Peachtree Creek Tributary

This bridge structure is in satisfactory condition with corrosion and section loss of the superstructure. The steel beams throughout the structure should be cleaned and painted. Scour located at the west abutment has not resulted in undermining. This portion of the stream bank should be stabilized with large rip rap to prevent future scour and the possibility of undermining the abutment. Debris around the utility line and on the exterior beam at the upstream side should be removed. Erosion under the approach pavement should be immediately repaired.

### STRUCTURE ID 121-0531-0 / LOCATION ID 121-09205M-000.40E
### FAM 9205, CS 53, Collier Road under CSX Railroad

This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0436-0 / LOCATION ID 121-09205M-002.30E
### FAM 9205, CS 53, Collier Road over Tanyard Creek

This bridge structure is in good condition. Cracking in the deck and spalls on the underside should be cleaned and sealed to protect the steel reinforcement. The deck joints have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0437-0 / LOCATION ID 121-09205M-002.60E
### FAM 9205, CS 53, Collier Road over CSX Railroad

This bridge structure is in fair condition. The steel beams and bearing assemblies are corroded and should be cleaned and painted. The concrete encasements of the steel beams have spalled exposing the original beam and should be repaired. Spalls in the handrail should also be repaired.

### STRUCTURE ID 121-0532-0 / LOCATION ID 121-09206M-000.20E
### FAM 9206, CS 16, De Foors Ferry Road under CSX Railroad

This non-roadway structure has been inspected for clearances only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 12'-07". At the present time, the county should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0438-0 / LOCATION ID 121-09206M-000.96E
### FAM 9206, CS 16, De Foors Ferry Road over Peachtree Creek Tributary

This bridge culvert is in good condition with up to 1.2 feet of channel bed scour at the inlet end. The accumulated drift at the inlet end should be removed and all scour repaired with rip rap.

### STRUCTURE ID 121-0439-0 / LOCATION ID 121-09207M-000.30N
### FAM 9207, CS 3, Ridgewood Road over Peachtree Creek

This bridge structure is in satisfactory condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted.

### STRUCTURE ID 121-0440-0 / LOCATION ID 121-09208M-001.00E
### FAM 9208, CS 4, West Paces Ferry Road over Nancy Creek

This all concrete bridge structure is in good condition. However, both approaches have settled from 1 to 3 inches. The approaches should be leveled to reduce impact loading of the structure.

### STRUCTURE ID 121-0442-0 / LOCATION ID 121-09212M-001.93N
### FAM 9212, CR 1318, Northside Drive over Nancy Creek

This bridge structure is in satisfactory condition with corrosion of the steel superstructure components. All of the steel beams and bearings should be cleaned and painted. Erosion under the northern curb should be repaired.

### STRUCTURE ID 121-0443-0 / LOCATION ID 121-09212M-004.30N
### FAM 9212, CR 1318, Northside Drive over Long Island Creek

This bridge structure is in satisfactory condition. The minor scour at both abutments should be monitored.

### STRUCTURE ID 121-0038-0 / LOCATION ID 121-09213M-000.48N
### FAM 9213, CS 3463, Chester Bridge Road over CSX Railroad

This bridge structure is in fair condition. The steel beams in span #3 are corroded and should be cleaned and painted. The deck has shifted along the skew and has jammed the deck joints. This has caused minor spalls on the curb, overhang, lateral supports, beams, and caps. These joints should be repaired. The deck joints should also be cleaned and sealed. Spalls on the caps at bents #4 and #5 should be repaired to protect the reinforcing steel.

### STRUCTURE ID 121-0039-0 / LOCATION ID 121-09213M-000.70N
### FAM 9213, CS 3463, Chester Bridge Road over South Fork Peachtree Creek

This all concrete bridge structure is in satisfactory condition. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0040-0 / LOCATION ID 121-09213M-001.56N
### FAM 9213, CS 3463, Lenox Road over North Fork Peachtree Creek

This bridge structure is in good condition. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0446-0 / LOCATION ID 121-09213M-003.09N
### FAM 9213, CS 434, Lenox Road over Southern Railroad & Marta Rail Line

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed. Potholes near the north abutment should be repaired to provide a safe driving environment.

### STRUCTURE ID 121-0507-0 / LOCATION ID 121-09215M-000.88E
### FAM 9215, CS 3487, Lindbergh Drive under Southern Railroad

This non-roadway structure has been inspected for clearances only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13' 11". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0606-0 / LOCATION ID 121-09215M-001.03E
### FAM 9215, CS 3487, Lindbergh Road over Marta Rail Line

This all concrete bridge structure is in good condition with no reported structural deficiencies. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5314-0 / LOCATION ID 121-09219M-000.35N
### Norfolk Southern Railroad Under M9219/ Roxboro Road

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0583-0 / LOCATION ID 121-09219M-000.37N
### FAM 9219, CR 2066, Roxboro Road under Marta Rail Line

This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0447-0 / LOCATION ID 121-09219M-003.30N
### FAM 9219, CR 2066, Peachtree-Dunwoody Road over Nancy Creek

This bridge structure is in fair condition. Scour at the southern abutment and at bent #3 should be repaired with rip rap.

### STRUCTURE ID 121-0592-0 / LOCATION ID 121-09219M-005.23N
### FAM 9219, CR 2069, Peachtree-Dunwoody Road over Nancy Creek Tributary

This bridge culvert is in good condition but has a scour problem around a utility line near the outlet end of the structure. This scour damage should be repaired with rip rap.

**STRUCTURE ID 121-0448-0 / LOCATION ID 121-09243M-001.04N**
**FAM 9243, CR 300, Powers Ferry Road over Nancy Creek**

This bridge structure is in poor condition with corrosion of the steel components. The steel beams, bearing assemblies and temporary repairs to the bearing areas should be cleaned and painted. The deck joints throughout the structure have failed and should be cleaned and sealed. The cap under beam #4 at bent #2 has spalled and should be immediately repaired. The spall in the back wall at the northern abutment between beams 5 and 6 should be repaired.

**STRUCTURE ID 121-0449-0 / LOCATION ID 121-09244M-001.60N**
**FAM 9244, CS 2498, Wieuca Road over Nancy Creek Tributary**

This bridge structure is in satisfactory condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted.

**STRUCTURE ID 121-0450-0 / LOCATION ID 121-09244M-001.80N**
**FAM 9244, CS 2498, Wieuca Road over Nancy Creek**

This bridge structure is in satisfactory condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The concrete deck has extensive deterioration with exposed reinforcement steel on the bottom. This reinforcement steel should be covered to protect it from corrosion. An open crack in the north abutment should be sealed to protect the steel reinforcement from corrosion.

**STRUCTURE ID 121-5262-0 / LOCATION ID 121-09245M-000.85E**
**FAM 9245, CS 2497, Old Ivy Road under Marta Rail Line**

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-0451-0 / LOCATION ID 121-09247M-001.50N**
**FAM 9247, CR 300, Powers Ferry Road over Long Island Creek**

This bridge structure is in fair condition. However, erosion beneath the cap at both abutments should be repaired to protect the steel foundation piles from corrosion.

***STRUCTURE ID 121-0453-0 / LOCATION ID 121-09248M-001.88N**
**FAM 9248, CR 209, Riverside Drive over Chattahoochee River Tributary**
***At the present time, Post this structure for 17 Tons H-Truck; 18 Tons Type 3 Truck and 26 Tons Timber Truck.***

***This structure requires posting due to insufficient shear capacity of the concrete superstructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure is in good condition with no reported deficiencies. ***The existing signs have the silhouette of an HS Truck instead of a Type 3 Truck and the Piggy Back Truck instead of the Timber Truck. The Type 3 Truck and the Timber Truck are therefore considered as not being posted. The signing must be corrected.***

### STRUCTURE ID 121-0454-0 / LOCATION ID 121-09248M-003.35N
### FAM 9248, CR 209, Riverside Drive over Marsh Creek

This bridge structure is in fair condition with general age deterioration throughout. Debris accumulated in the deck gutters and drains should be removed to allow proper drainage of the deck.

### STRUCTURE ID 121-0456-0 / LOCATION ID 121-09249M-000.50N
### FAM 9249, CR 296, Long Island Drive over Long Island Creek

This bridge structure is in fair condition with no reported deficiencies.

### STRUCTURE ID 121-0458-0 / LOCATION ID 121-09254M-002.20E
### FAM 9254, CR 361, Windsor Parkway over Nancy Creek

This bridge structure is in satisfactory condition, but has collision damage to the left wing wall and bridge railing at the western abutment. This damage should be repaired. Scour around the base of all substructure units should be repaired by adding rip rap.

### STRUCTURE ID 121-0593-0 / LOCATION ID 121-09255M-002.08E
### FAM 9255, CR 262, Hammond Drive over Nancy Creek Tributary

This bridge culvert is in good condition with 1.8 feet of scour at the inlet end of the structure. This scour should be repaired with rip rap before undermining of the structure can occur.

### STRUCTURE ID 121-0278-0 / LOCATION ID 121-09268M-000.50E
### FAM 9268, CR 1435, Spalding Drive over Crooked Creek

This bridge structure is in fair condition with corrosion of the steel components. Beam #1 at the west abutment and beams #1 and #2 at the east abutment, have minor section loss. These areas of section loss should be cover plated. The steel beams and piling throughout the structure should then be cleaned and painted. Erosion on the right side of the eastern abutment should be repaired.

### STRUCTURE ID 121-5280-0 / LOCATION ID 121-09315M-000.10E
### FAM 9315, CS 1940, International Boulevard under Pedestrian Bridge

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0535-0 / LOCATION ID 121-09315M-000.24E
### FAM 9315, CS 1940, International Boulevard under Southern Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0536-0 / LOCATION ID 121-09315M-000.25E
### FAM 9315, CS 1940, International Boulevard under Southern Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0584-0 / LOCATION ID 121-09315M-000.35E
### FAM 9315, CS 1940, International Boulevard under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0281-0 / LOCATION ID 121-09373M-001.14N
### FAM 9373, CS 1324, Bethany Road over Cooper Sandy Creek

This bridge structure is in poor condition with corrosion of the steel substructure components. The steel piles in the stream channel should be cleaned and painted. Furthermore, these piles should be protected with reinforced concrete encasements extending from points 2 feet below the mud line to a point 2 feet above normal water. Spalls on the bottom of the beams have exposed portions of the reinforcement steel. This reinforcement should be covered to protect it from corrosion.

### STRUCTURE ID 121-0268-0 / LOCATION ID 121-09378M-000.38W
### FAM 9378, CR 1373, Rivertown Road over King Branch

This all concrete bridge structure is in good condition with no reported serious structural defects. However, the deck joints at each abutment have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0510-0 / LOCATION ID 121-09379M-003.73N
### FAM 9379, CR 1316, Cole Street under CSX Railroad

This non-roadway structure has been inspected for clearances only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 9'-08". At the present time, the county should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

***STRUCTURE ID 121-5063-0 / LOCATION ID 121-09381M-001.68W**
**FAM 9381, CR 516, Koweta Road over Deep Creek**
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***
***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in fair condition but the precast concrete superstructure units are not properly bolted together and do not provide adequate load distribution. Spalls in the concrete beams should be sealed to protect the reinforcement steel within. Erosion in the vicinity of the eastern abutment has exposed the foundation piling. These piles should be covered to protect them from the environment. The deck joints have failed and should be cleaned and sealed. ***If these units were properly bolted and grouted together, this bridge could be upgraded to a point where posting would no longer be required.***

**STRUCTURE ID 121-0293-0 / LOCATION ID 121-09387M-000.49E**
**FAM 9387, CR 1435, Dunwoody Club Drive over Ball Creek**
This bridge structure is in good condition but has corrosion of the steel superstructure units. The steel beams throughout the structure should be cleaned and painted. One of the wingwalls at the western abutment has broken and should be repaired.

**STRUCTURE ID 121-5296-0 / LOCATION ID 121-09404M-000.00E**
**FAM 9404, CS 03242, Pine Grove Road Over Willeo Creek**
This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-0309-0 / LOCATION ID 121-09405M-000.51E**
**FAM 9405, CS 3233, Norcross Street over Hog Waller Creek**
This bridge structure is in good condition but has corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted.

**STRUCTURE ID 121-0310-0 / LOCATION ID 121-09406M-000.82N**
**FAM 9406, CR 1441, Crabapple Road over Hogwaller Creek**
This bridge culvert is in good condition with up to 1.3 feet of scour at both the inlet and outlet ends of the structure. This scour should be repaired with rip rap before serious damage can occur. The extensive drift accumulated across the inlet end of the structure should be removed to prevent further accumulation and the possibility of additional scour.

***STRUCTURE ID 121-0305-0 / LOCATION ID 121-09407M-001.38E**
**FAM 9407, CR 1332, Old Roswell Road over Foe Killer Creek**
***At the present time, Post this structure for 13 Tons H-Truck; 13 Tons Type 3 Truck; 18 Tons Timber Truck; 16 Tons HS-Truck and 20 Tons Type 3S2 Truck.***
***At the time of the inspection, this structure was closed and being replaced. Please notify the Georgia Department of Transportation, Office of Maintenance, when traffic is placed on the new structure.***

***STRUCTURE ID 121-0306-0 / LOCATION ID 121-09407M-001.66E**
**FAM 9407, CR 1332, Rockmill Road over Foe Killer Creek Tributary**
***At the present time, Post this structure for 19 Tons H-Truck; 19 Tons Type 3 Truck and 24 Tons Timber Truck.***
***At the time of the inspection, this structure was closed and being replaced. Please notify the Georgia Department of Transportation, Office of Maintenance, when traffic is placed on the new structure.***

***STRUCTURE ID 121-0304-0 / LOCATION ID 121-09408M-000.08E**
**FAM 9408, CR 1437, Riverside Road over Big Creek**
***At the present time, Post this structure for 11 Tons H-Truck; 11 Tons Type 3 Truck; 13 Tons Timber Truck; 12 Tons HS-Truck and 17 Tons Type 3S2 Truck.***
***This structure requires posting due to insufficient shear capacity of the concrete superstructure and of the concrete intermediate bent caps. Any upgrade of the load carrying capacity would require a replacement structure. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition but has drift accumulated both in the stream channel and along the utility line at the site. This drift should be removed to prevent further accumulation and the possibility of scour. The deck joints throughout the structure have failed and should be cleaned and sealed. The left handrail has incurred collision damage and should be repaired.

**STRUCTURE ID 121-5273-0 / LOCATION ID 121-09409M-001.90N**
**FAM 9409, CR 1334, Haynes Bridge Road over Big Creek**
This all concrete bridge structure is in good condition with no reported serious structural defects. However, the deck joints at each abutment have failed and should be cleaned and sealed.

**STRUCTURE ID 121-0301-0 / LOCATION ID 121-09410M-000.30E**
**FAM 9410, CR 1331, Rucker Road over Foe Killer Creek**
This bridge structure is in fair condition with no reported deficiencies.

**STRUCTURE ID 121-0300-0 / LOCATION ID 121-09411M-005.80E**
**FAM 9411, CR 70, Webb Bridge Road over Big Creek**
This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5107-0 / LOCATION ID 121-09413M-002.41N**
**FAM 9413, CR 1323, Hopewell Road over Cooper Sandy Creek**
This bridge culvert is in good condition with no reported deficiencies.

***STRUCTURE ID 121-5016-0 / LOCATION ID 121-09415M-001.80N**
**FAM 9415, CR 27, Providence Road over Cooper Sandy Creek**
***At the present time, Post this structure for 16 Tons H-Truck; 17 Tons Type 3 Truck and 24 Tons Timber Truck.***

***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure is in fair condition with no reported deficiencies. ***At the time of the inspection, the posting signs were missing. These signs are required and must be replaced.***

**STRUCTURE ID 121-5031-0 / LOCATION ID 121-09430M-002.33E**
**FAM 9430, CR 186, Hembree Road over Foe Killer Creek**

This bridge structure is in good condition. However, extensive drift accumulated against the upstream side of the structure should be removed to allow proper stream flow through the structure and reduce the potential for scour.

**STRUCTURE ID 121-0290-0 / LOCATION ID 121-09479M-000.33E**
**FAM 9479, CR 107, Barnwell Road over Hogan Creek**

This bridge structure is in fair condition with minor cracks in the masonry wall at the east abutment which should be monitored for further signs of deterioration. A large drift accumulation on the utility line upstream from the structure should be removed. ***At the time of the inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed at the discretion of the county.***

***STRUCTURE ID 121-0291-0 / LOCATION ID 121-09479M-004.54E**
**FAM 9479, CR 110, Old Alabama Road over Johns Creek Tributary**
***At the present time, Post this structure for 15 Tons H-Truck; 14 Tons Type 3 Truck; 19 Tons Timber Truck and 16 Tons HS-Truck.***

***This structure requires posting due to insufficient flexural capacity of the steel piles. Any upgrade of the load carrying capacity would require strengthening or replacement of the substructure and removal of the asphalt overlay. The following maintenance recommendation is provided to maintain this structure at the current rating.*** The steel piles throughout the structure are corroded and should be cleaned and painted.

***STRUCTURE ID 121-0292-0 / LOCATION ID 121-09479M-005.33E**
**FAM 9479, CR 110, Old Alabama Road over Johns Creek**
***At the present time, Post this structure for 15 Tons H-Truck; 15 Tons Type 3 Truck; 20 Tons Timber Truck and 24 Tons Type 3S2 Truck.***
***This structure requires posting due to overstress caused by the extra dead load of the 6.5 inch asphalt overlay. Any upgrade of the load carrying capacity would require removal of this overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The pile encasement at pile #4 in bent #4 is undermining and should be extended to a point 2 feet below the mud line. ***At the time of the inspection, the posting sign on the eastern end of the structure was missing. This sign is required and must be replaced.***

**STRUCTURE ID 121-5258-0 / LOCATION ID 121-09486M-001.47E**
**FAM 9486, CR 2227, Mansell Road EBL over Foe Killer Creek**
This all concrete bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5259-0 / LOCATION ID 121-09486M-001.48E**
**FAM 9486, CR 2227, Mansell Road WBL over Foe Killer Creek**
This all concrete bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5260-0 / LOCATION ID 121-09486M-002.33E**
**FAM 9486, CR 2227, Mansell Road EBL over Big Creek**
This bridge structure is in good condition with corrosion of the steel substructure. All of the steel H-piles should be cleaned and painted.

**STRUCTURE ID 121-5261-0 / LOCATION ID 121-09486M-002.34E**
**FAM 9486, CR 2227, Mansell Road WBL over Big Creek**
This bridge structure is in good condition with corrosion of the piling in bents #4 thru #7. All steel H-piling should be cleaned and painted.

## LOCALLY OWNED BRIDGE INSPECTIONS:

### *STRUCTURE ID 121-5002-0 / LOCATION ID 121-00003X-000.38N
### CR 3, Clarity Road over Little River
***Post for 06 Tons, Type A Sign.***

***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure is in good condition with no reported deficiencies. If the timber runners were re-positioned directly above the beams, this bridge could be upgraded to a 9 Ton capacity. ***At the time of the inspection, the posting sign on the northern end of the structure was missing. This sign is required and must be replaced.***

### *STRUCTURE ID 121-5151-0 / LOCATION ID 121-00004X-000.01E
### CR 4, Birminngham Road over Little River
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***

***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition with the exception of the substructure units. The concrete encasement at pile #2 of bent #2 has undermined. This encasement should be extended to a point 2 feet below the existing mud line. ***If the concrete superstructure units were properly bolted and grouted together, this bridge could be upgraded to a point where posting would no longer be required.***

### *STRUCTURE ID 121-5003-0 / LOCATION ID 121-00004X-003.99E
### CR 4, Birmingham Road over Chicken Creek Tributary
***At the present time, Post this structure for 10 Tons H-Truck; 10 Tons Type 3 Truck; 13 Tons Timber Truck; 13 Tons HS-Truck and 16 Tons Type 3S2 Truck.***

***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition with corrosion of the steel substructure units. The steel piles throughout the structure should be cleaned and painted. Furthermore, these piles should be protected with reinforced concrete encasements extending from points 2 feet below the mud line to a point 2 feet above normal water. The pre-cast concrete superstructure panels have areas of spalls with exposed reinforcement steel on the underside of the deck. This reinforcement steel should be cleaned and sealed to protect it from corrosion. ***If the deck slabs are properly bolted together, then this structure could be significantly upgraded.***

***STRUCTURE ID 121-5004-0 / LOCATION ID 121-00012X-000.17E**
**CR 12, Hamby Road over Chicken Creek**
***At the present time, Post this structure for 19 Tons H-Truck; 19 Tons Type 3 Truck and 23 Tons Timber Truck.***
***This structure requires posting due to overstress caused by the extra dead load of the 4 inch asphalt overlay. Any upgrade of the load carrying capacity would require removal of this overlay.*** This bridge structure is in satisfactory condition with no other reported deficiencies.

***STRUCTURE ID 121-5005-0 / LOCATION ID 121-00012X-000.67E**
**CR 12, Hamby Road over Chicken Creek Tributary**
***At the present time, Post this structure for 18 Tons H-Truck; 18 Tons Type 3 Truck and 23 Tons Timber Truck.***
***This structure requires posting due to overstress caused by the extra dead load of the 4 inch asphalt overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition with the exception of the substructure which is in fair condition. The foundation piles beneath both abutments are exposed and should be cleaned, painted and covered to protect them from corrosion. ***Any upgrade of the load carrying capacity would require removal of the asphalt overlay.***

**STRUCTURE ID 121-5177-0 / LOCATION ID 121-00013X-000.30N**
**CS 13, Coronet Way under CSX Railroad**
This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-5006-0 / LOCATION ID 121-00013X-000.31E**
**CR 13, Longstreet Road over Chicken Creek Tributary**
This bridge structure is in good condition with no reported structural deficiencies. ***At the time of inspection, this structure was posted with a restrictive load limit sign. This sign is not required and may be removed.***

**STRUCTURE ID 121-5007-0 / LOCATION ID 121-00018X-000.57S**
**CR 18, Westbrook Road over Chicken Creek Tributary**
This bridge structure is in good condition with no serious reported structural defects. Problems with the approach pavement and pot holes should be repaired. ***At the time of inspection, this structure was posted with a restrictive load limit sign. This sign is not required and may be removed.***

### STRUCTURE ID 121-5008-0 / LOCATION ID 121-00018X-000.97S
### CR 18, Westbrook Road over Chicken Creek Tributary

This all concrete bridge structure is in fair condition. Minor cracking and spalls on the bottom of several superstructure panels have exposed the reinforcement steel. These spalls should be repaired to protect the reinforcement steel from corrosion. ***At the time of inspection, this structure was posted with a restrictive load limit sign. This sign is not required and may be removed.***

### STRUCTURE ID 121-5009-0 / LOCATION ID 121-00019X-000.38N
### CR 19, Thompson Road over Chicken Creek Tributary

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5010-0 / LOCATION ID 121-00020X-001.18W
### CR 20, Dinsmore Road over Chicken Creek

This bridge structure is in satisfactory condition with drift accumulated at bent #2. This drift should be removed to reduce further accumulation and the possibility of scour. ***At the time of inspection, this structure was posted with a restrictive load limit sign. This sign is not required and may be removed.***

### STRUCTURE ID 121-5011-0 / LOCATION ID 121-00023X-000.69N
### CR 23, Batesville Road over Chicken Creek

This bridge structure is in satisfactory condition with undermining of the concrete encasements at piles #1 and #3 at bent #2. These encasements should be extended to a point 2 feet below the mud line.

### STRUCTURE ID 121-5012-0 / LOCATION ID 121-00023X-001.31N
### CR 23, Batesville Road over Little River

This bridge structure is in satisfactory condition with spalling of the concrete superstructure. Beam #1 in Span #1 is spalled rear of bent #2. This spall should be sealed. ***At the time of inspection, this structure was posted with a restrictive load limit sign. This sign is not required and may be removed.***

### STRUCTURE ID 121-5013-0 / LOCATION ID 121-00024X-000.43N
### CR 24, Wood Road over Chicken Creek

This bridge structure is in fair condition with undermining of the pile encasements at bent #3. The encasements should be extended to a point 2 feet below the mud line. The cracks and spalls in all precast concrete superstructure panels should be sealed to protect the reinforcement steel from corrosion. ***At the time of inspection, this structure was posted with a restrictive load limit sign. This sign is not required and may be removed.***

**STRUCTURE ID 121-5014-0 / LOCATION ID 121-00024X-000.91N**
**CR 24, Wood Road over Chicken Creek Tributary**

This bridge structure is in satisfactory condition with no reported serious structural defects. The old timber pile cut-offs left in the stream channel should be removed to reduce the potential for drift accumulation. The spalling in the cap at the southern abutment should be sealed.

**STRUCTURE ID 121-5015-0 / LOCATION ID 121-00027X-001.93N**
**CR 27, New Providence Road over Cooper Sandy Creek**

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5303-0 / LOCATION ID 121-00034X-004.28S**
**CR 34, Freemanville Road over Chicken Creek**

This bridge structure is in good condition with no reported deficiencies. ***At the time of the inspection, this structure was posted with restrictive load limt signs. These signs are not required and may be removed at the discretion of the county.***

***STRUCTURE ID 121-5153-0 / LOCATION ID 121-00034X-006.31S**
**CR 34, Freemanville Road over Cooper Sandy Creek**
***At the present time, Post this structure for 18 Tons H-Truck; 18 Tons Type 3 Truck and 22 Tons Timber Truck.***

***This structure requires posting due to overstress caused by the extra dead load of the 4.5 inch asphalt overlay. Any upgrade of the load carrying capacity would require removal of this overlay. At the present time, no maintenance repairs are required to maintain this structure at the current rating.***

**STRUCTURE ID 121-5202-0 / LOCATION ID 121-00037X-003.03N**
**CR 37, Cogburn Road over Chicken Creek Tributary**

This bridge structure is in good condition with no reported serious structural defects.

**STRUCTURE ID 121-5225-0 / LOCATION ID 121-00055X-000.05N**
**CS 55, Seaboard Industrial Boulevard over Peachtree Creek Tributary**

This bridge culvert is in good condition with no reported structural deficiencies. However, erosion behind the curbs and in the vicinity of the catch basins should be repaired. The accumulated debris located at the inlet ends should also be removed.

**STRUCTURE ID 121-5226-0 / LOCATION ID 121-00056X-000.02E**
**CS 56, Logan Circle (North) over Peachtree Creek Tributary**

This bridge culvert is in good condition with no reported structural deficiencies. Rip rap at the outlet end of barrel #2 should be redistributed to reduce further bank erosion. The south eastern pavement has begun to settle and should be monitored for signs of further settlement.

**STRUCTURE ID 121-5227-0 / LOCATION ID 121-00056X-000.55E**
**CS 56, Logan Circle (South) over Peachtree Creek Tributary**

This bridge culvert is in good condition. However, the accumulated silt in barrel #2 should be removed to allow proper flow of water through the structure.

***STRUCTURE ID 121-5017-0 / LOCATION ID 121-00064X-000.94N**
**CR 64, Douglas Road over Caney Creek**
***Post for 07 Tons, Type A Sign.***

***This structure requires posting due to insufficient flexural capacity of the steel superstructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure is in good condition with no serious reported structural defects. ***Our records indicate that this structure is located on a school bus route. If this route is utilized by school bus traffic, this bridge should be upgraded to a 10 ton or better capacity. To accomplish this a replacement structure would be required. Due to re-evaluation of the structure, the posting capacity of this structure has been decreased. At the time of the inspection, the posting signs were missing. These signs are required and must be replaced.***

**STRUCTURE ID 121-5209-0 / LOCATION ID 121-00067X-000.48N**
**CR 67, Finley Road over Johns Creek**

This bridge culvert is in good condition with no reported deficiencies.

***STRUCTURE ID 121-5019-0 / LOCATION ID 121-00072X-001.44E**
**CR 72, Bell Road over Cauley Creek**
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***

***This structure requires posting due to the concrete deck slabs not being properly grouted. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The connecting bolts for the precast concrete superstructure units are loose and /or missing and therefore causing the panels to not act as a unit. These panels should be properly bolted. The joints throughout the deck have failed and should be cleaned and sealed. ***If the panels were properly bolted together, the structure could be significantly upgraded.***

***STRUCTURE ID 121-5020-0 / LOCATION ID 121-00072X-002.29E**
**CR 72, Bell Road over Chattahoochee River Tributary**
***At the present time, Post this structure for 18 Tons H-Truck; 17 Tons Type 3 Truck and 22 Tons Timber Truck.***

***This structure requires posting due to the excessive 6.5 inch overlay that has reduced the live load carrying capacity of the structure. If the excessive overlay was removed, posting of this structure would no longer be required.*** At the present time, no maintenance repairs are required to maintain this structure at the current rating.

### STRUCTURE ID 121-5150-0 / LOCATION ID 121-00077X-000.03N
### CS 77, Marietta Road over Southern Railroad/Inman Yard

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed. Cracks in the north abutment should be cleaned and sealed. ***An electrical line was run under the access panel on the bottom of the steel box beam. This electric line should be relocated to allow access.***

### STRUCTURE ID 121-5149-0 / LOCATION ID 121-00077X-000.93N
### CS 77, Marietta Road over CSX Railroad

This bridge structure is in fair condition. The gland joints at bents #2, #3 and #4 are leaking and should be replaced. The polymer joint at bent # 5 should also be replaced. The longitudinal joints between the precast concrete deck panels are leaking and one panel has spalled. Corrosion of the pre-stressing strands in this type of panel can result in beam failure. These panels need to be monitored for signs of deterioration since more serious corrosion might be hidden and not inspectable. It is recommended that the asphalt overlay be removed and replaced along with the installation of a waterproof membrane under the overlay. Spalls located on the superstructure panels and on the substructure units should be repaired to protect the exposed reinforcement steel. The concrete "stay blocks" which retain the superstructure units have cracked and sheared and should be repaired. Spalling concrete at these stay blocks poses a danger to people below. Safety nets should be installed until more permanent repairs can be made. The separation between the left wingwall and cap at the south abutment and a large crack at the right side of the cap should be repaired. The damaged handrail and post at the south abutment should be repaired. ***It was noted at the time of inspection that this structure is posted with a restricted load limit sign. This sign is not required and may be removed.***

### *STRUCTURE ID 121-5022-0 / LOCATION ID 121-00079X-001.52N
### CR 79, Parsons Road over Johns Creek
### *At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 17 Tons Type 3S2 Truck.*

***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The steel piling should be protected with reinforced concrete encasements extending from points 2 feet below the mud line to a point 2 feet above normal water. The connecting bolts for the recast concrete superstructure units are missing between panels #1 and #2 in span #2 and panel #7 and #8 in span #3. The accumulated dirt in the deck gutters should be removed to allow for proper drainage. ***If the panels were properly bolted together, the structure could be significantly upgraded.***

**STRUCTURE ID 121-5023-0 / LOCATION ID 121-00085X-001.63E**
**CR 85, Kimball Bridge Road over Big Creek**

This bridge structure is in satisfactory condition with accumulated drift at the inlet end. This drift should be removed. ***At the time of the inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed at the discretion of the county.***

***STRUCTURE ID 121-5024-0 / LOCATION ID 121-00103X-000.53S**
**CR 103, Waters Road over Long Indian Creek**
***At the present time, Post this structure for 19 Tons H-Truck; 18 Tons Type 3 Truck and 23 Tons Timber Truck.***

***This structure requires posting due to the dead load from the 6 inch overlay that has reduced the load carrying capacity of this structure. If the excessive overlay were removed, load limit posting of this structure would no longer be required.*** Erosion and wingwall cracking at the upstream end of both abutments should be repaired. The downstream wingwalls at both abutments have also failed and should be replaced.

**STRUCTURE ID 121-5025-0 / LOCATION ID 121-00109X-000.77N**
**CR 109, Brumbelow Road over Chattahoochee River Tributary**

This bridge structure is in satisfactory condition with undermining of the concrete encasements at bent #2. These encasements should be extended to a point 2 feet below the mud line. Erosion in the vicinity of both abutments should be repaired.

***STRUCTURE ID 121-5026-0 / LOCATION ID 121-00111X-000.75N**
**CR 111, Buice Road over Johns Creek**
***At the present time, Post this structure for 19 Tons H-Truck; 18 Tons Type 3 Truck and 23 Tons Timber Truck.***

***This structure requires posting due to the dead load from the 3 inch overlay that has reduced the load carrying capacity of this structure. If the excessive overlay were removed, load limit posting of this structure would no longer be required.*** This bridge is in satisfactory condition. The concrete encasements for pile #4 at bent #3 and piles #1 and #3 at bent #4 have undermined and should be extended downward to a point 2 feet below the mud line.

**STRUCTURE ID 121-5257-0 / LOCATION ID 121-00111X-003.45N**
**CR 111, Buice Road over Long Indian Creek**

This bridge culvert is in good condition with up to 1.2 feet of scour at the inlet end. This scour should be repaired with rip rap to prevent possible structural damage.

**STRUCTURE ID 121-5285-0 / LOCATION ID 121-00119X-002.86E**
**FAS 1891, CR 119, State Bridge Road over Johns Creek**

This all concrete bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5319-0 / LOCATION ID 121-00119X-002.87E**
**FAP 1891, CR 119, State Bridge Road WBL over Johns Creek**

This bridge structure is in good condition with no reported deficiencies.

***STRUCTURE ID 121-5027-0 / LOCATION ID 121-00126X-000.14W**
**CR 126, Rockmill Way over Foe Killer Creek**

***At the time of the inspection, this structure was closed to traffic. It is our understanding that this structure will be removed when an adjacent project is completed. Please notify the Georgia Department of Transportation, Office of Maintenance, when this structure is removed.***

**STRUCTURE ID 121-5028-0 / LOCATION ID 121-00137X-000.80S**
**CR 137, Riverside Road over Chattahoochee River Tributary**

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5029-0 / LOCATION ID 121-00137X-001.28S**
**CR 137, Riverside Road over Chattahoochee River Tributary**

This bridge structure is in satisfactory condition with minor cracks and spalls on the bottom of all panels. A spall on the bottom of the beam in panel #11 at abutment #2 has exposed the reinforcement steel approximately 2 feet. This spall should be repaired to protect the reinforcement steel from corrosion.

**STRUCTURE ID 121-5030-0 / LOCATION ID 121-00138X-001.25E**
**CR 138, Spalding Drive over Ball Mill Creek**

This bridge structure is in poor condition with scour and undermining problems at the eastern abutment. The scour and undermining should be immediately repaired with rip rap before serious damage can occur to the structure. The eastern left wingwall has incurred some collision damage and should also be repaired.

**STRUCTURE ID 121-5313-0 / LOCATION ID 121-00188X-001.07W**
**CR 188 Uupper Hembree Road Over Four Killer Creek**

This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5292-0 / LOCATION ID 121-00189X-000.18N**
**CR 189, Harris Road over Foe Killer Creek Tributary**

This bridge culvert is in good condition with no reported structural defects.

***STRUCTURE ID 121-5034-0 / LOCATION ID 121-00219X-000.59S**
**CR 219, Brandon Mill Road over Marsh Creek**
***At the present time, Post this structure for 18 Tons H-Truck; 18 Tons Type 3 Truck and 22 Tons Timber Truck.***
***This structure requires posting due to the dead load from the 4 inch overlay that has reduced the load carrying capacity of this structure. If the excessive overlay were removed, load limit posting of this structure would no longer be required.*** Erosion around the base of both abutments should be repaired by adding rip rap. ***At the time of the inspection, the posting signs for this structure were missing. These signs are required and must be replaced.***

**STRUCTURE ID 121-5035-0 / LOCATION ID 121-00255X-001.29N**
**CR 255, Glenridge Road over Marsh Creek**
This bridge structure is in fair condition. Channel bed scour beneath the footing at bent #2 should be repaired with rip rap.

**STRUCTURE ID 121-5289-0 / LOCATION ID 121-00256X-002.04N**
**CR 256, Glenlake Parkway over Marsh Creek**
This bridge culvert is in good condition but has channel bed scour at both the inlet and outlet ends of the structure. The inlet scour damage is 1.7 feet in depth, and the outlet scour is 2.2 feet deep. The outlet culvert floor has begun to undermine. All scour and undermining should be repaired with rip rap before serious structural damage can occur. Drift accumulated at the culvert inlet should also be removed to allow proper stream flow through the structure.

**STRUCTURE ID 121-5178-0 / LOCATION ID 121-00263X-000.70N**
**CS 263, Randall Mill Road over Nancy Creek**
This bridge structure is in good condition. The steel beams are corroded and should be cleaned and painted. Up to 2.0 feet of scour around bent #2 should be monitored for signs of further degradation. Vegetation around the structure should be cut and removed. Dirt and debris in the deck gutters and drains should be removed to allow proper drainage.

**STRUCTURE ID 121-5036-0 / LOCATION ID 121-00299X-001.14S**
**CR 299, Lake Forest Drive over Long Island Creek**
This bridge structure is in fair condition. However, holes in the deck between beams #9 and #10 should be repaired. The minor scour and undermining at the northern abutment should be monitored.

**STRUCTURE ID 121-5037-0 / LOCATION ID 121-00299X-003.83S**
**CR 299, Lake Forest Drive over Nancy Creek**
This bridge structure is in good condition with the exception of the substructure. Both abutments are cracked approximately 1 inch. The south abutment has rotated forward 1 inch. The south abutment should be stabilized and all cracks sealed. A scour hole under the north span has been repaired with rip rap, but more should be added.

***STRUCTURE ID 121-5176-0 / LOCATION ID 121-00331X-000.57S**
**CR 331, Jett Road over Long Island Creek**
***At the present time, Post this structure for 11 Tons H-Truck; 13 Tons Type 3 Truck; 17 Tons Timber Truck and 18 Tons Type 3S2 Truck.***
***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure is in good condition with no reported deficiencies. ***At the time of the inspection, the posting sign on the northern end had the incorrect truck silhouettes and the sign on the southern end had the incorrect weight limit for the timber truck. These signs must be replaced.***

***STRUCTURE ID 121-5038-0 / LOCATION ID 121-00415X-000.01W**
**CR 415, Woodruff Road over Little Pea Creek Tributary**
***At the present time, Post this structure for 20 Tons H-Truck; 19 Tons Type 3 Truck and 24 Tons Timber Truck.***
***This structure requires posting due to overstress caused by the extra dead load of the 2.5 inch asphalt overlay. Any upgrade of the load carrying capacity would require removal of this overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The exposed steel piles in both abutments should be covered to protect the piles from corrosion. Four of the bolts connecting the precast concrete superstructure units are missing and should be properly replaced.

**STRUCTURE ID 121-5299-0 / LOCATION ID 121-00416X-000.85W**
**CR 416, Waterworks Road Over Cedar Creek**
This bridge structure is in good condition with no reported structural deficiencies. However, the scour problem in the vicinity of the eastern abutment should be repaired with rip rap. ***At the time of the inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed at the discretion of the county.***

***STRUCTURE ID 121-5040-0 / LOCATION ID 121-00420X-001.20N**
**CR 420, Phillips Road over Little Bear Creek**
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***
***This structure requires posting due to not being constructed as designed. The precast concrete superstructure units are not properly bolted together and do not provide adequate load distribution. If these units were properly bolted together, this bridge could be upgraded to a point where posting would no longer be required. The following maintenance recommendation is provided to maintain this structure at the current rating.***
Localized scour at each abutment should be corrected with rip rap.

**STRUCTURE ID 121-5315-0 / LOCATION ID 121-00421X-001.04E**
**CR 421, Rico-Tatum Road Over Cedar Branch**
This bridge culvert is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5042-0 / LOCATION ID 121-00424X-001.57S**
**CR 424, Atlanta Newnan Road over Cedar Creek**

This bridge structure is in satisfactory condition with spalling of the concrete deck slab in span #1. The spall has exposed reinforcement steel which should be sealed to protect the reinforcement steel from corrosion. The concrete pile encasements at bent #2 have been undermined and should be extended to a point 2 feet below the existing mud line. Two of the slab units in span #1 are not properly bolted together. These bolts should be replaced. The settlement under both abutments should also be repaired.

**STRUCTURE ID 121-5043-0 / LOCATION ID 121-00426X-000.59N**
**CR 426, Sardis Church Road over Dry Branch**

This bridge structure is in good condition with no reported deficiencies.

***STRUCTURE ID 121-5044-0 / LOCATION ID 121-00426X-002.30N**
**CR 426, Vernon Grove Road over Longino Creek**
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***

***This structure requires posting due to the concrete deck slabs not being properly bolted together.*** The precast concrete superstructure units are not properly bolted together, have begun to separate as much as 1.5 inches and do not provide adequate load distribution. ***If these units were properly bolted together and grouted, this bridge could be upgraded to a point where posting would no longer be required.***

**STRUCTURE ID 121-5045-0 / LOCATION ID 121-00433X-001.10W**
**CR 433, Woodruff Road over Bear Creek**

This bridge structure is in good condition with no reported deficiencies.

***STRUCTURE ID 121-5046-0 / LOCATION ID 121-00435X-001.74W**
**CR 435, Garretts Ferry Road over Chattahoochee River Tributary**
***Post for 03 Tons, Type A Sign.***

***This structure requires posting due the major scour and undermining at the western abutment. The following maintenance recommendations are provided to maintain this structure at the current rating.*** To repair this structure, full bearing would have to be established under the cap. Once the cap has been stabilized, the end roll should be protected with rip rap or other scour protection measures. The east abutment was constructed with similar methods and is susceptible to scour. Preventative measures should also be added to the east abutment to protect it from scour. Minor cracking and spalling on the bottom of several panels has exposed the reinforcement steel. These spalls should be repaired to protect the reinforcement steel from corrosion. ***Our records indicate that this structure is located on a school bus route. If this route is utilized by school bus traffic, this bridge should be upgraded to a 10 ton or better capacity. To accomplish this, both abutments should be stabilized and the fill material protected from scour.***

### STRUCTURE ID 121-5047-0 / LOCATION ID 121-00438X-000.78W
### CR 438, Hamilton Road over White Oak Creek

This bridge structure is in good condition but three of the bolts connecting the precast concrete superstructure units together are missing and should be replaced.

### STRUCTURE ID 121-5048-0 / LOCATION ID 121-00441X-002.44E
### CR 441, Jones Ferry Road over White Oak Creek

This bridge culvert is in good condition with no reported serious structural defects. However, small beaver dams located within all barrels should be removed.

### STRUCTURE ID 121-5049-0 / LOCATION ID 121-00442X-001.54S
### CR 442, Westside Road over Mill Branch

This all concrete bridge structure is in satisfactory condition with minor cracks and spalls on the bottom of several panels which has exposed the reinforcement steel. These spalls should be repaired to protect the reinforcement steel from corrosion.

### *STRUCTURE ID 121-5050-0 / LOCATION ID 121-00443X-000.34N
### CR 443, Phillips Road over Longino Creek

***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***

***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition but was not constructed as designed. The precast concrete superstructure panels are not properly bolted together, have begun to separate as much as 3 inches and do not provide adequate load distribution. The cap at the northern abutment exhibits signs of cracking and should be sealed. ***If these units were properly bolted together and then grouted, this bridge could be upgraded to a point where posting would no longer be required.***

### STRUCTURE ID 121-5051-0 / LOCATION ID 121-00449X-000.43S
### CR 449, Short Road over Pea Creek

This bridge structure is in good condition with minor cracks and spalls on the bottom of several panels which has exposed the reinforcement steel. These spalls should be repaired to protect the reinforcement steel from corrosion. All of the deck joints have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5052-0 / LOCATION ID 121-00456X-001.01E
### CR 456, Creel Road over Little Pea Creek

This bridge structure is in good condition with undermining of the concrete encasements at bent #2. The accumulated drift at bent #2 should be removed and the encasements extended to a point 2 feet below the existing mud line. Erosion at the eastern abutment has exposed the foundation piles. This erosion damage should be corrected and the foundation piles covered to protect them from corrosion. The deck joints have failed and should be cleaned and sealed. ***It was noted at the time of inspection that this structure is posted with a restricted load limit sign. This sign is not needed and can be removed at the County's discretion.***

### STRUCTURE ID 121-5053-0 / LOCATION ID 121-00476X-002.55W
### CR 476, Boat Rock Road over Cascade Creek

This bridge culvert is in good condition. Silt accumulated in barrels #1 and #3 should be removed to allow proper stream flow through the structure and reduce the potential for scour. Vegetation growing in the vicinity of the structure should be cut and removed.

### STRUCTURE ID 121-5203-0 / LOCATION ID 121-00482X-000.24N
### CS 482, Garson Drive over Marta

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5304-0 / LOCATION ID 121-00485X-002.39S
### CR 485, Enon Road over Camp Creek

This bridge structure is in good condition with no deficiencies reported.

### STRUCTURE ID 121-5269-0 / LOCATION ID 121-00485X-003.62S
### CR 485, Enon Road over Camp Creek Tributary

This bridge culvert is in good condition with up to 1.0 foot of scour at outlet end which should be monitored for signs of further degradation. The accumulated drift at the inlet end should also be removed. Cracks and spalls in the northern outlet wing wall should be sealed.

### *STRUCTURE ID 121-5056-0 / LOCATION ID 121-00485X-008.46S
### CR 485, Demooney Road over Deep Creek

***At the present time, Post this structure for 13 Tons H-Truck; 17 Tons Type 3 Truck; 23 Tons Timber Truck and 24 Tons Type 3S2 Truck.***

***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge is in satisfactory condition. ***Our records indicate that a "State Aid" project for pile encasements has been approved. Our records also indicate that this structure is presently scheduled for future contract replacement.***

**STRUCTURE ID 121-5302-0 / LOCATION ID 121-00493X-002.08N**
**CR 493, Northcutt Road over Pea Creek**

This bridge structure is in good condition with no reported deficiencies. ***At the time of the inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed at the discretion of the county.***

**STRUCTURE ID 121-5058-0 / LOCATION ID 121-00498X-000.37N**
**CR 498, Aldredege Road over Wolf Creek**

This bridge structure is in satisfactory condition but has undermining of the pile encasements at bent #2. All encasements should be extended to a point 2 feet below the mud line.

**STRUCTURE ID 121-5059-0 / LOCATION ID 121-00498X-001.32N**
**CR 498, Merk Road over Camp Creek**

This bridge structure is in good condition but has major stream bank scour at bents #3 and #5. This scour has increased the unbraced pile lengths and should be repaired with rip rap. The piles at bent #3 should be repaired with properly designed sway bracing. The bent should be further protected with reinforced concrete encasements extending from a point 2 feet above normal water to a point 2 feet below the mud line. The deck joints at both abutments have failed and should be cleaned and sealed. The accumulated drift at bents #3 and #4 should be removed. ***Repairs should include sway bracing bent #3, taking erosion control measures to stop stream bed scour and removal of debris from bent #4. This debris build up is one cause of continued scour at bent #3. If an addition 4 feet of scour takes place at this location a bridge closure will be required.***

**STRUCTURE ID 121-5060-0 / LOCATION ID 121-00500X-000.28E**
**CR 500, Wilkerson Mill Road over Little Bear Creek**

This bridge structure is in fair condition with spalls at the bolt holes in spans #1 and #2. These spalls should be sealed.

***STRUCTURE ID 121-5061-0 / LOCATION ID 121-00515X-001.01N**
**CR 515, Jones Bridge Road over Line Creek**
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***

***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The precast concrete deck units are not properly bolted together, have separated as much as 2.25 inches and do not provide adequate load distribution. There is exposed reinforcement and broken strands in panels #4, #5 and #6. These panels should be repaired or replaced. ***If these units were properly bolted and grouted together, this bridge could be upgraded to a point where posting would no longer be required.***

**STRUCTURE ID 121-5062-0 / LOCATION ID 121-00515X-003.24N**
**CR 515, Jones Bridge Road over Deep Creek**

This bridge structure is in good condition. However, the deck joints throughout the structure have failed and should be cleaned and sealed.

***STRUCTURE ID 121-5064-0 / LOCATION ID 121-00518X-000.35N**
**CR 518, Derrick Road over Deep Creek Tributary**
***At the present time, Post this structure for 19 Tons H-Truck; 19 Tons Type 3 Truck and 24 Tons Timber Truck.***

***This structure requires posting due to overstress caused by the extra dead load of a 3 inch asphalt overlay. Any upgrade of the load carrying capacity would require removal of this overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The pile encasements at bent #2 have been undermined and should be extended to a point 2 feet below the existing mud line. One bolt in span #2 is missing between panel #6 and #7 and should be replaced. ***If the excessive overlay is removed then this structure could be significantly upgraded.***

**STRUCTURE ID 121-5211-0 / LOCATION ID 121-00519X-000.31W**
**CS 519, Armour Drive under Marta Rail Line**

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-5135-0 / LOCATION ID 121-00519X-000.33W**
**CS 519, Armour Drive under Southern Railroad**

This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

***STRUCTURE ID 121-5065-0 / LOCATION ID 121-00522X-000.19E**
**CR 522, Red Mill Road over Banks Creek**
***At the present time, Post this structure for 11 Tons H-Truck; 14 Tons Type 3 Truck; 18 Tons Timber Truck and 20 Tons Type 3S2 Truck.***

***At the time of the inspection, this structure was improperly closed to traffic. Please note that all structures requiring closing must be properly closed in accordance with the attached methods. In addition, appropriate advanced warning signs and barricades should be used. Please reference the Manual on Uniform Traffic Control Devices, current edition. Also, advanced warning signs should be used at the last intersection prior to each end of the structure.***

**STRUCTURE ID 121-5310-0 / LOCATION ID 121-00539X-000.22S**
**CR 539, Ben Hill Road over Temple Grove Creek**

This bridge culvert is in good condition. Silt building up at the inlet end should be removed to allow proper stream flow.

### STRUCTURE ID 121-5068-0 / LOCATION ID 121-00552X-001.35E
### CR 552, Scarbrough Road over Wolf Creek

This bridge structure is in satisfactory condition. The cap at bent #2 and the bottom of several of the panels are spalled and should be cleaned and sealed to protect the reinforcing bars within.

### STRUCTURE ID 121-5283-0 / LOCATION ID 121-00559X-001.20E
### CR 559, Hall Road over Line Creek Tributary

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5284-0 / LOCATION ID 121-00559X-001.28E
### CR 559, Hall Road over Line Creek

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5071-0 / LOCATION ID 121-00562X-001.77W
### CR 562, High Point Road over Deep Creek

This bridge structure is in good condition. One bolt is missing in span #2 between panel #2 and #3 which should be replaced. The deck joints have failed and should be cleaned and sealed. The grout between the deck panels should also be replaced. The spalls in the cap at bent #3 and at the joint at the western abutment should be repaired.

### STRUCTURE ID 121-5072-0 / LOCATION ID 121-00574X-000.37W
### CR 574, Pleasant Hill Road over Cater Creek

This bridge structure is in good condition with the exception of the substructure which is in satisfactory condition. The pile encasement at pile #5 in bent #2 has begun to undermine and should be extended to a point 2 feet below the mud line. Erosion under the cap at the east abutment has exposed the piles. The piles should be covered to protect them from corrosion and the source of the surface water found and diverted.

### STRUCTURE ID 121-5073-0 / LOCATION ID 121-00575X-000.03E
### CR 575, Burdette Road over Morning Creek Tributary

This bridge structure is in good condition. The encasements at piles #1, #2 and #3 at the western abutment and pile #3 at the eastern abutment have undermined and should be extended to points 2 feet below the mud line. The bolts are missing in panels #1 and #2 and #4 and #5. These bolts should be replaced to properly distribute the loads.

### STRUCTURE ID 121-5291-0 / LOCATION ID 121-00593X-001.69S
### CR 593, Old Bill Cook Road over Morning Creek Tributary

This new bridge culvert is in good condition with no reported structural deficiencies. However, the channel at both ends should be excavated and the accumulated silt in barrels #2 and #3 should be removed. The settlement of the roadway should be monitored.

**STRUCTURE ID 121-5076-0 / LOCATION ID 121-00607X-001.29N**
**CR 607, Mallory Road over CSX Railroad (638608X)**

This bridge structure is in good condition with minor corrosion of the steel piles. The steel piles throughout the structure should be cleaned and painted. The spalls in the cap at the southern abutment and bent #2 should be sealed. The northern approach roadway has settled and should be leveled with the deck.

***STRUCTURE ID 121-5077-0 / LOCATION ID 121-00614X-001.02N**
**CR 614, Oakley Road over Broadanax Creek**

***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***

***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in good condition but was not constructed as designed. The precast concrete superstructure units are not properly bolted together, have separated as much as 4 inches and do not provide adequate load distribution. The spalling of the deck slab at the northern abutment should be repaired. ***If these units were properly bolted and grouted together, this bridge could be upgraded to a point where posting would no longer be required. At the time of the inspection, the posting sign was missing on the northern end. This sign is required and must be replaced.***

***STRUCTURE ID 121-5078-0 / LOCATION ID 121-00618X-000.59S**
**CR 618, Peter Road over Broadanax Creek**

***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***

***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in good condition but was not constructed as designed. The precast concrete superstructure units are not properly bolted together and do not provide adequate load distribution. The steel piling at bent #2 also exhibit signs of corrosion and should be cleaned and painted. ***If the concrte superstructure units were properly bolted and grouted together, this bridge could be upgraded to a point where posting would no longer be required. At the time of the inspection, the structure was improperly posted. The amounts for the Timber and Type 3S2 are too high and should be replaced. The Piggyback sign should be removed.***

***STRUCTURE ID 121-5079-0 / LOCATION ID 121-00621X-000.28E**
**CR 621, Harris Road over White Water Creek Tributary**
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***
***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition but was not constructed as designed. The precast concrete superstructure units are not properly bolted together and do not provide adequate load distribution. The cattle fence across the channel is catching drift. This fence should be removed. ***If the concrete superstructure units were properly bolted and grouted together, this bridge could be upgraded to a point where posting would no longer be required. At the time of the inspection, the posting sign on the western end was missing. This sign is required and must be replaced.***

**STRUCTURE ID 121-5080-0 / LOCATION ID 121-00628X-000.16E**
**CR 628, Landrum Road over Trickham Creek**
This bridge structure is in good condition with no reported structural deficiencies. Voids under the right end of the west abutment should be repaired. The pile encasements at bent #2 have undermined and should be extended to a point 2 feet below the mud line.

***STRUCTURE ID 121-5081-0 / LOCATION ID 121-00629X-000.01W**
**CR 629, Johnson Road over Line Creek**
***At the present time, Post this structure for 09 Tons H-Truck; 10 Tons Type 3 Truck; 14 Tons Timber Truck; 16 Tons HS-Truck and 18 Tons Type 3S2 Truck.***
***This structure requires posting due to insufficient pile capacity of the timber substructure. Any significant upgrading of this bridge would require a complete replacement of the substructure.*** This bridge structure is in satisfactory condition with the exception of the timber substructure. All of the exposed timber piling in this structure exhibit signs of major decay and rot and have reduced capacities. ***Our records indicate that this structure is located on a school bus route. If this route is utilized by school bus traffic, this bridge should be upgraded to a 10 ton or better capacity. To accomplish this, the substructure should be replaced.***

**STRUCTURE ID 121-5082-0 / LOCATION ID 121-00629X-001.32W**
**CR 629, Johnson Road over Shoal Creek**
This bridge structure is in poor condition with rot and decay of the timber substructure. The timber piles should be monitored for signs of further deterioration. Voids beneath and behind both abutment caps should be filled. Properly designed bulkheads should be constructed to replace the rotting timber bulkheads. ***Due to re-evaluation of the structure, the posting capacity of this structure has been increased slightly. At the time of the inspection, this structure was posted with restrictive load limit signs. These signs are not required and may be removed at the discretion of the county.***

### STRUCTURE ID 121-5308-0 / LOCATION ID 121-00629X-003.11W
### CR 629, Johnson Road over Peeks Creek

This reinforced concrete bridge culvert is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5275-0 / LOCATION ID 121-00635X-000.25N
### CR 635, Creekwood Road over Borum Springs Creek

This bridge structure is in good condition with no reported structural deficiencies. The steel piles and lateral bracing have surface corrosion due to not having a protective paint system. The members should be cleaned and painted. All concrete pile encasements at bent #2 have been undermined and should be extended to a point 2 feet below the existing mud line. The accumulated drift at bent #2 should be removed to reduce further accumulation and the possibility of scour.

### *STRUCTURE ID 121-5086-0 / LOCATION ID 121-00637X-000.42E
### CR 637, Mann Road over Line Creek

***This bridge structure is not considered to be safe for live vehicular loading, and thus falls below standards as set forth in accordance with the Federal Law, Title 23, USC, and Federal Regulations, and should be closed until repairs or replacement can be made. A replacement structure is required to upgrade this structure to a point where posting is no longer required.***

***Please note that all structures requiring closing must be properly closed in accordance with the attached methods. In addition, appropriate advanced warning signs and barricades should be used. Please reference the Manual on Uniform Traffic Control Devices, current edition. Also, advanced warning signs should be used at the last intersection prior to each end of the structure.***

***At the time of the inspection, this structure was not properly closed according to the approved closing alternatives.***

### STRUCTURE ID 121-5087-0 / LOCATION ID 121-00641X-000.02N
### CS 641, Brookridge Drive over Clear Creek

This all concrete earth filled arch is in satisfactory condition with the exception of the deck which is in satisfactory condition due to random cracking. These cracks should be sealed to prevent erosion of the earth fill within the arch section. Vegetation growing in the vicinity of the structure should be cut and removed.

### STRUCTURE ID 121-5084-0 / LOCATION ID 121-00642X-001.91W
### CR 642, Herndon Road over Bear Creek

This bridge structure is in good condition. Voids beneath the caps at both abutments should be repaired.

### STRUCTURE ID 121-5088-0 / LOCATION ID 121-00647X-000.02E
### CS 647, Park Drive over Southern Railroad

This concrete arch is in poor condition with general deterioration throughout the structure. Several spalls and cracks throughout the structure have exposed portions of the reinforcement steel. These cracks and spalls should be sealed to protect the reinforcement steel and to prevent further corrosion. The deck drains are clogged with debris which should be removed to allow proper drainage. ***At the time of the inspection this structure was posted with restrictive load limit signs. These signs are not required and may be removed.***

### STRUCTURE ID 121-5317-0 / LOCATION ID 121-00647X-000.81W
### CR 647, McClure Road Over Line Creek

This bridge structure is in good condition with erosion under the western approach. This erosion should be repaired.

### *STRUCTURE ID 121-5274-0 / LOCATION ID 121-00650X-001.10N
### CR 650, Ono Road over Bear Creek

***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***

***This structure requires posting due to not being constructed as designed. The precast concrete superstructure units are not properly bolted together and do not provide adequate load distribution. If these units were properly bolted together and grouted, this bridge could be upgraded to a point where posting would no longer be required.*** This bridge structure is in good condition. The concrete encasements for piles #2, #3, #4 and #5 at bent #2 have undermined. These encasements should be extended downward to a point 2 feet below the existing mud line. A beaver dam at bent #2 should also be removed to allow proper stream flow beneath the structure.

### STRUCTURE ID 121-5091-0 / LOCATION ID 121-00651X-001.66N
### CR 651, Hobgood Road over Bear Creek

This bridge structure is in good condition with no reported structural deficiencies. The concrete pile encasements at piles #4, #5, and #6 at bent #2 have been undermined and should be extended to a point 2 feet below the existing mud line.

### STRUCTURE ID 121-0457-0 / LOCATION ID 121-00655X-002.16N
### CR 655, Johnson Ferry Road over Chattahoochee River

This bridge structure is in good condition but has corrosion of the steel superstructure bearings in the original portion of the structure. These bearings have slight section loss and should be cleaned and painted. The anchor bolts at the bearings exhibit signs of section loss and should be repaired. Settlement under the cap at the southern abutment has exposed the foundation piles resulting in corrosion and section loss. These piles should be cleaned, painted and covered to protect them from further corrosion. The deck joints throughout the structure have failed and should be cleaned and sealed. The accumulated debris at column #4 of bent #4 should be removed to reduce the further accumulation and the possibility of scour. The deck drains and catch basins are clogged with dirt and debris which should be removed.

### STRUCTURE ID 121-5092-0 / LOCATION ID 121-00656X-001.04N
### CR 656, Petersburg Road over Bear Creek

This bridge structure is in good condition with the exception of the substructure which is in satisfactory condition. Scour at bent #2 has undermined the encasements. The encasements should be extended to a point 2 feet below the existing mud line. The cracks in the concrete overlay should also be sealed.

### STRUCTURE ID 121-5228-0 / LOCATION ID 121-00716X-000.92S
### CS 716, Marietta Boulevard over CSX Railroad Spur

This bridge structure is in good condition. Cracks in the cap at the north abutment should be sealed. Voids beneath the cap of both abutments should be filled to protect the foundation piles from corrosion. These voids are the result of leaking deck joints, which have failed and should be cleaned and sealed. The catch basins at both ends of the bridge should be cleaned out to allow proper drainage.

### STRUCTURE ID 121-5093-0 / LOCATION ID 121-00719X-000.19W
### CR 719, Tanacrest Drive over Chattahoochee River Tributary

This bridge culvert is in good condition but has channel bed scour problems at both the inlet and outlet ends of the structure. The inlet scour is 2.0 feet in depth, and the outlet scour is 1.0 foot deep. These areas of scour damage should be repaired with rip rap before undermining of the structure can occur.

### STRUCTURE ID 121-5179-0 / LOCATION ID 121-00747X-000.10S
### CS 747, Kerry Circle over Proctor Creek

This bridge culvert is in good condition. Up to 3.0 feet of scour at the inlet and outlet ends is beginning to undermine the wingwalls and should be repaired with rip rap to prevent structural damage. An inlet wingwall is seperating from barrel #2 and should be stabilized. Drift at the inlet end should be removed to prevent further accumulation and additional scour.

### STRUCTURE ID 121-5154-0 / LOCATION ID 121-00769X-000.40N
### CS 769, Lotus Avenue over Proctor Creek Tributary

This bridge structure is in satisfactory condition with corrosion of the steel components. The steel beams and bearing assemblies throughout the structure should be cleaned and painted. A portion of the south western wing wall has failed and should be replaced.

### STRUCTURE ID 121-5155-0 / LOCATION ID 121-00782X-000.02W
### CS 782, Spring Street over Proctor Creek Tributary

This bridge culvert is in good condition. Drift at the inlet end should be removed to prevent further accumulation and possibile scour. Minor scour at the inlet end should be monitored for signs of further degradation.

### STRUCTURE ID 121-5094-0 / LOCATION ID 121-00794X-000.04S
### CS 794, Francis Place over Proctor Creek

This bridge structure is in satisfactory condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. Significant scour was observed at the south abutment which should be corrected with some type of rip rap.

### STRUCTURE ID 121-5095-0 / LOCATION ID 121-00795X-000.13W
### CS 795, Hortense Way over Proctor Creek

This bridge structure is in good condition. However, the deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5238-0 / LOCATION ID 121-00809X-000.01E
### FAP 212-1, CR 809, Capps Ferry Road over Chattahoochee River

This bridge structure is in good condition. Drift around bents #3, #4, and #5 should be removed to prevent scour and allow proper stream flow. Settlement at the eastern abutment has exposed the foundation piles. These piles should be covered to protect them from corrosion. The deck joints have failed and should be cleaned and sealed. Dirt and debris in the deck gutters should be removed to allow proper drainage.

### STRUCTURE ID 121-5300-0 / LOCATION ID 121-00809X-005.71E
### CR 809, South Fulton Parkway Over Cedar Branch

This all concrete bridge structure is in good with no reported deficiencies.

### STRUCTURE ID 121-5181-0 / LOCATION ID 121-00813X-000.01W
### CS 813, North Avenue under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5245-0 / LOCATION ID 121-00813X-000.13W
### CS 813, North Avenue under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5246-0 / LOCATION ID 121-00876X-000.15E
### CS 876, Mobile Street over Marta

This bridge structure is in good condition. The joints at both abutments are full of debris and should be cleaned out.

### STRUCTURE ID 121-5099-0 / LOCATION ID 121-00928X-001.19N
### CR 928, Roxburgh Drive over Big Creek Tributary

This bridge culvert is in fair condition with serious scour at both ends of the structure. This scour damage is approximately 2.4 feet deep with 1.2 feet of undermining of the culvert barrels and wingwalls. Scour at the inlet end of the structure may be due to a utility line crossing approximately 20 feet upstream from the structure. The left wingwall at the inlet end of the structure has separated from the culvert 2.5 feet. The scour at the outlet end is 1.5 feet in depth ***The scour and undermining should be immediately corrected, adequate aprons constructed at both ends, and the separated wingwall replaced. Trees growing behind the culvert wingwalls should be cut and removed.***

### STRUCTURE ID 121-5182-0 / LOCATION ID 121-00961X-000.09N
### CS 961, MARTA Under Fairfield Place

This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5100-0 / LOCATION ID 121-01024X-000.47S
### CS 1024, Russell Drive over Rocky Creek

This bridge structure is in fair condition with corrosion of the steel substructure. The steel piles throughout the structure should be cleaned and painted.

### STRUCTURE ID 121-5101-0 / LOCATION ID 121-01036X-000.22E
### CR 1036, Greentree Trail over Wolf Creek

This bridge culvert is in good condition with no reported structural defects. Drift accumulated at the culvert inlet should be removed to allow proper stream flow through the structure and reduce the potential for channel bed scour.

### STRUCTURE ID 121-5102-0 / LOCATION ID 121-01099X-000.55N
### CR 1099, Kimberly Mill Road over Kimberly Creek

This bridge structure is in good condition with undermining of the concrete encasements. The pile encasements at bent #2 have been undermined and should be extended to a point 2 feet below the existing mud line The deck joints throughout the structure have failed and should be cleaned and sealed. The void underneath the cap at the south abutment should be filled. The spalling of the cap at bent #3 should also be repaired.

### STRUCTURE ID 121-5212-0 / LOCATION ID 121-01170X-000.02E
### CS 1170, Dill Avenue under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5213-0 / LOCATION ID 121-01170X-000.03E
### CS 1170, Dill Avenue under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5204-0 / LOCATION ID 121-01170X-000.05E
### CS 1170, Dill Avenue under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5214-0 / LOCATION ID 121-01191X-000.02E
### CS 1191, Astor Avenue under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5215-0 / LOCATION ID 121-01191X-000.03E
### CS 1191, Astor Avenue under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5205-0 / LOCATION ID 121-01191X-000.04E
### CS 1191, Astor Avenue under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5206-0 / LOCATION ID 121-01194X-000.16N
### CS 1194, Murphy Avenue over Astor Avenue

This bridge structure is in good condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The deck joint at each abutment has failed and should be cleaned and sealed.

### STRUCTURE ID 121-5156-0 / LOCATION ID 121-01219X-000.21W
### CS 1219, Alison Street over South Utoy Creek Tributary

This bridge culvert is in good condition. Up to 2.0 feet of scour at the inlet end should be repaired with rip rap to prevent undermining. Drift at the inlet end shold also be removed to prevent further accumulation and increased scour.

### STRUCTURE ID 121-5218-0 / LOCATION ID 121-01246X-000.81S
### CS 1246, Brewer Blvd. over South River Tributary

This bridge culvert is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5103-0 / LOCATION ID 121-01277X-000.84N
### CR 1277, Great Southwest Parkway over North Utoy Creek

This bridge structure is in fair condition with spalls and exposed reinforcement steel in the concrete superstructure which should be sealed. Piles #9 and #11 in bent #2 should be protected with reinforced concrete encasements that extend from a point 2 feet below the mud line to a point 2 feet above normal water. A void beneath the cap at the northern abutment should be filled. The deck joints have failed and should be cleaned and sealed. Spalls have exposed the reinforcing steel within the deck slabs. The reinforcing steel should be cleaned and covered to protect them from the environment.

### STRUCTURE ID 121-5229-0 / LOCATION ID 121-01293X-000.20W
### CS 1293, Joyland Place over South River Tributary

This bridge culvert is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5230-0 / LOCATION ID 121-01296X-000.32E
### CS 1296, Thornton Street over South River Tributary

This bridge culvert is in good condition. Up to 2.0 feet of scour at the outlet apron should be repaired with rip rap to prevent undermining.

### STRUCTURE ID 121-0591-0 / LOCATION ID 121-01321X-000.58E
### CR 1321, Cumming Street over Big Creek Tributary

This bridge culvert is in good condition but has erosion of the roadway shoulder. This erosion has reached the wingwall and should be repaired to ensure the stability of the roadway and the wingwall.

### STRUCTURE ID 121-5106-0 / LOCATION ID 121-01322X-000.79N
### CR 1322, New Bullpen Road over Little River

This all concrete bridge structure is in fair condition with no reported deficiencies.

### STRUCTURE ID 121-5157-0 / LOCATION ID 121-01350X-001.63W
### CR 1350, Azalea Drive over Chattahoochee River Tributary

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5158-0 / LOCATION ID 121-01350X-003.05W
### CR 1350, Willeo Road over Willeo Creek

This bridge structure is in satisfactory condition with corrosion of the steel substructure. The steel piles throughout the structure should be cleaned and painted. The precast concrete superstructure and the concrete substructure caps have cracks and spalls with exposed reinforcement steel in various locations throughout the structure. These spalls should be repaired to protect the reinforcement steel from corrosion.

### STRUCTURE ID 121-5279-0 / LOCATION ID 121-01361X-000.51E
### CS 1361, Tell Road over Camp Creek Tributary

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed. Dirt and debris in the deck drains should be removed to allow proper drainage.

***STRUCTURE ID 121-5109-0 / LOCATION ID 121-01390X-002.95E**
**CR 1390, Barnes Road over White Oak Creek**
***At the present time, Post this structure for 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck and 18 Tons Type 3S2 Truck.***
***This structure requires posting due to the concrete deck slabs not being properly bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition with corrosion of the steel substructure. The steel piling throughout the structure should be cleaned and painted. The piles at the east abutment should be further protected with reinforced concrete encasements extending from a point 2 feet below the existing mud line to a point 2 feet above normal water. The deck panels throughout the structure have cracks and spalls with exposed reinforcement steel which should be repaired to prevent corrosion of the reinforcement steel. The lack of railing on this structure should be addressed. ***If these units were properly bolted and grouted together, this bridge could be upgraded to a point where posting would no longer be required. At the time of inspection, the posting signs were missing and must replaced.***

**STRUCTURE ID 121-5293-0 / LOCATION ID 121-01390X-003.42E**
**CR 1390, Rico Road over Moss Creek**
This bridge structure is in good condition with no serious reported structural defects. However, erosion under the western abutment has exposed one of the steel H-piles. This erosion should be repaired.

**STRUCTURE ID 121-5111-0 / LOCATION ID 121-01390X-004.32E**
**CR 1390, Rico Road over Longino Creek**
This bridge structure is in fair condition, but the bolts connecting the precast concrete superstructure units are loose and should be tightened. Major scour located at the western abutment should be repaired with rip rap. Longitudinal cracks in all caps should also be sealed to protect the reinforcement steel from corrosion.

**STRUCTURE ID 121-5112-0 / LOCATION ID 121-01392X-003.31N**
**CR 1392, Cochran Mill Road over Little Bear Creek**
This bridge structure is in satisfactory condition, but the concrete pile encasements at piles #4, #5, and #6 at bent #2 are undermined and should be extended downward to points 2 feet below the existing mud line. Several of the bolts connecting the precast concrete superstructure units are missing and should be replaced.

**STRUCTURE ID 121-5113-0 / LOCATION ID 121-01392X-003.44N**
**CR 1392, Cochran Mill Road over Bear Creek**
This bridge structure is in good condition with no reported deficiencies.

**STRUCTURE ID 121-5311-0 / LOCATION ID 121-01392X-005.28N**
**CR 11392, Cochran Mill Road Over Little Pea Creek**
This bridge culvert is in good condition with no reported deficiencies.

***STRUCTURE ID 121-5114-0 / LOCATION ID 121-01392X-006.02N**
**CR 1392, Cochran Mill Road over Pea Creek**
***At the present time, Post this structure for 06 Tons H-Truck; 13 Tons Type 3 Truck; 15 Tons Timber Truck; 11 Tons HS-Truck and 19 Tons Type 3S2 Truck.***
***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The timber deck has an asphalt overlay. Pot holes in the asphalt overlay should be repaired.

***STRUCTURE ID 121-5115-0 / LOCATION ID 121-01483X-000.13N**
**CS 1483, Woodland Road over Intrenchment Creek**
***This structure requires posting due to the low original design capacity. A replacement structure is required to upgrade the load carrying capacity to a point where posting is no longer required. The following maintenance is recommended to maintain this structure at the current rating.*** This bridge structure is in good condition. Minor scour at both abutments should be monitored for signs of further degradation.

**STRUCTURE ID 121-5116-0 / LOCATION ID 121-01500X-000.44N**
**CR 1500, Bishop Road over Bear Creek**
This bridge structure is in good condition with erosion of the stream banks which should be repaired with rip rap.

**STRUCTURE ID 121-5117-0 / LOCATION ID 121-01505X-001.04S**
**CR 1505, Oakley Industrial Boulevard over Broadanax Creek**
This bridge culvert is in good condition with no reported deficiencies.

***STRUCTURE ID 121-5118-0 / LOCATION ID 121-01527X-000.14E**
**CR 1527, Porter Terry Road over Little Pea Creek**
***Post for 05 Tons, Type A Sign.***

***This structure requires posting due to the substantial scour and undermining under the caps at both abutments. A replacement substructure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in poor condition with scour and erosion at both abutments. This scour and erosion should be repaired with rip rap. Minor cracks and spalls with exposed reinforcement steel in the concrete superstructure deck panels should be repaired to prevent corrosion of the reinforcement steel. A soil riding surface was present on this structure which further reduces its live load carrying capacity and should be removed.

***STRUCTURE ID 121-5119-0 / LOCATION ID 121-01529X-002.14N**
**CR 1529, Cochran Road over Deep Creek**
***At the present time, Post this structure for 10 Tons H-Truck; 10 Tons Type 3 Truck; 14 Tons Timber Truck; 12 Tons HS-Truck and 15 Tons Type 3S2 Truck.***
***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure is in poor condition with minor corrosion which should be monitored. ***Due to re-evaluation of the structure, the posting capacity of this structure has been increased slightly. At the time of the inspection, this structure was posted with restrictive load limit signs. These signs may be revised to reflect the adjusted loads.***

***STRUCTURE ID 121-5120-0 / LOCATION ID 121-01529X-002.96N**
**CR 1529, Cochran Road over Camp Creek**
***Post for 09 Tons, Type A Sign.***
***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure is in satisfactory condition. ***Due to re-evaluation of the structure, the posting capacity of this structure has been decreased. At the time of the inspection, the posting signs were incorrect. These signs are required and must be corrected.***

***STRUCTURE ID 121-5231-0 / LOCATION ID 121-01536X-001.63N**
**CS 1536, Forrest Park Road over Southern Railroad**
***At the present time, Post this structure for 13 Tons H-Truck; 12 Tons Type 3 Truck; 17 Tons Timber Truck; 14 Tons HS-Truck and 21 Tons Type 3S2 Truck.***
***This structure requires posting due to the low original design capacity. A replacement structure is required to upgrade the load carrying capacity to a point where posting is no longer required. The following maintenance is recommended to maintain this structure at the current rating.*** This bridge structure is in good condition. The steel beams and bearings are corroded and should be cleaned and painted. The deck joints have failed and should be cleaned and sealed.

***STRUCTURE ID 121-5210-0 / LOCATION ID 121-01638X-000.25E**
**CR 1638, Stacks Road over CSX Railroad**
***At the present time, Post this structure for 20 Tons H-Truck; 19 Tons Type 3 Truck and 24 Tons Timber Truck.***
***This structure requires posting due to overstress caused by the extra dead load of the 3.0 inch asphalt overlay. Any upgrade of the load carrying capacity would require removal of this overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in satisfactory condition with corrosion of the steel substructure. The steel piling throughout the structure should be cleaned and painted. The void that has resulted under the cap and under the approach roadway should also be filled.

***STRUCTURE ID 121-5121-0 / LOCATION ID 121-01767X-000.03E**
**CS 1767, Bankhead Avenue over Southern & CSX Railroad**

***This bridge structure was closed to vehicular traffic at the time of inspection and should remain closed until replaced. According to our records this structure has been closed since 2003.***

**STRUCTURE ID 121-0410-0 / LOCATION ID 121-01790X-003.11E**
**CS 1790, Decatur Street over M-9180 Boulevard**

This bridge structure is in satisfactory condition with corrosion of the steel superstructure. The steel beams in span #2 should be cleaned and painted.

**STRUCTURE ID 121-5186-0 / LOCATION ID 121-01790X-004.26E**
**CS 1790, DeKalb Avenue under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-5237-0 / LOCATION ID 121-01814X-000.10S**
**CS 1814, North Angier Avenue under Conveyor Belt**

This non-roadway conveyor belt structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-5219-0 / LOCATION ID 121-01853X-000.03E**
**CS 1853, Linden Street under Pedestrian Overpass**

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-5187-0 / LOCATION ID 121-01865X-000.20S**
**CR 1865, Kingsport Drive over Long Island Creek**

This bridge structure is in satisfactory condition with items in need of repair. The stream bank at bent #3 has scoured and should be repaired with rip rap. The void beneath the cap of the northern abutment should also be filled. A properly designed bulkhead should be constructed at the northern abutment to prevent further loss of roadway fill and the possibility of additional settlement of the roadway. Concrete spalls in the superstructure panels have exposed the steel reinforcement . These spalls should be repaired to protect the reinforcement from corrosion.

**STRUCTURE ID 121-5188-0 / LOCATION ID 121-01877X-000.14S**
**CR 1877, Phipps Road over CSX Railroad**

This bridge structure is in good condition. The steel beams and bearings are corroded and should be cleaned and painted. The deck joints have failed and should be cleaned and sealed. The catch basins at both ends of the structure should be cleaned out to allow proper drainage.

### STRUCTURE ID 121-5136-0 / LOCATION ID 121-01903X-000.54E
### CS 1903, Jones Avenue under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 11'-03". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner. It was noted at the time of inspection that the tracks had been removed from this structure, and it may be in the best interest of the City to negotiate with the railroad for the removal of this structure.

### STRUCTURE ID 121-5139-0 / LOCATION ID 121-01916X-000.06E
### CS 1916, Jett Street under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5189-0 / LOCATION ID 121-01923X-000.96S
### CS 1923, Sunset Avenue under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5208-0 / LOCATION ID 121-02018X-000.02N
### CS 2018, Crossover under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5161-0 / LOCATION ID 121-02020X-000.21W
### CS 2020, Church Street under CSX RR (50403A)

This non-roadway structure has been inspected for clearances only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 10'-08". At the present time, the county should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5270-0 / LOCATION ID 121-02038X-000.29S
### CS 2038, Forsyth Street over CSX Railroad and parking lot

This bridge structure is in good condition. The steel beams in spans #5 through #7 are starting to corrode and should be cleaned and painted. The deck joints have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5163-0 / LOCATION ID 121-02042X-000.08W
### CS 2042, Wall Street over Lower Wall St. & Parking Lot

This bridge structure is in fair condition with age deterioration of both the superstructure and deck. The majority of the concrete deck exhibits signs of extensive cracking and efflorescence and is covered with a variable depth asphalt riding surface that ranges from 4 to 8 inches in depth. The deck drains are clogged with debris that should be removed to allow proper drainage of the deck. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5255-0 / LOCATION ID 121-02043X-000.50W
### FAP 212-1, CR 2043, South Fulton Parkway EBL over CSX Railroad

This all concrete bridge structure is in good condition. Debris accumulated in the bridge gutters should be removed to allow proper drainage of the deck.

### STRUCTURE ID 121-5254-0 / LOCATION ID 121-02043X-001.67W
### FAP 212-1, CR 2043, South Fulton Highway over Wolf Creek Tributary

This bridge culvert is in good condition with no reported structural deficiencies. The channel bed scour at both ends of the structure should be monitored for signs of further degradation.

### STRUCTURE ID 121-5253-0 / LOCATION ID 121-02043X-004.35W
### FAP 212-1, CR 2043, South Fulton Highway WBL over Deep Creek

This all concrete bridge structure is in good condition. However, the deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5252-0 / LOCATION ID 121-02043X-004.36W
### FAP 212-1, CR 2043, South Fulton Highway EBL, Over Deep Creek

This all concrete bridge structure is in good condition. However, the deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5316-0 / LOCATION ID 121-02043X-004.55W
### Federal Aid Primary Route 2121, CR 2043, South Fulton Parkway Over Bear Creek

This bridge structure is in good condition with no reported deficiencies.

### STRUCTURE ID 121-5267-0 / LOCATION ID 121-02043X-006.60W
### FAP 212-1, CR 2043, South Fulton Parkway WBL, Over Line Creek

This all concrete bridge structure is in good condition but has items in need of repair. A void beneath the cap of both abutments should be filled. The deck joints at both abutments have failed and should be cleaned and sealed. Debris accumulated in the deck gutters should be removed to allow proper drainage of the deck.

### STRUCTURE ID 121-5266-0 / LOCATION ID 121-02043X-006.61W
### FAP 212-1, CR 2043, South Fulton Parkway EBL over Line Creek

This all concrete bridge structure is in good condition but has several items in need of repair. The void beneath both abutment caps should be filled. The deck joints at both abutments have failed and should be cleaned and sealed. Debris accumulated in the deck gutters should be removed to allow proper drainage of the deck. The catch basin at the western end of the structure is clogged with debris and should be cleaned out to allow proper drainage of the roadway.

### STRUCTURE ID 121-5265-0 / LOCATION ID 121-02043X-008.28W
### FAP 212-1, CR 2043, South Fulton Parkway over Pea Creek

This bridge culvert is in good condition, but the construction joints approximately 50 feet into the culvert from each end are open from 2 to 3 inches. The fill behind the exterior walls is beginning to erode. This void should be filled and the construction joint sealed to prevent further loss of fill material.

### STRUCTURE ID 121-5175-0 / LOCATION ID 121-02044X-000.40S
### CS 2044, Pryor Street over CSX Railroad

This bridge structure is in fair condition with the exception of the superstructure which is in poor condition. Beam #12 in span #6 has incurred significant collision damage and has a 4 to 6 inch sweep with a major bend in the lower flange. Both the City of Atlanta and the Railroad are aware of this deficiency and it is our understanding that the City is negotiating with the Railroad for the repair of this damage. It is strongly recommended that this damage be repaired as soon as possible. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5221-0 / LOCATION ID 121-02046X-000.07E
### CS 2046, Brotherton Street Under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5164-0 / LOCATION ID 121-02051X-000.43S
### CS 2051, Butler Street under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5165-0 / LOCATION ID 121-02051X-000.45S
### CS 2051, Butler Street under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5250-0 / LOCATION ID 121-02051X-000.46S
### CS 2051, Jessie Hill, Jr. Drive under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5233-0 / LOCATION ID 121-02059X-000.05N
### CS 2059, Equitable Place under Pedestrian Overpass

This non-roadway pedestrian structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5166-0 / LOCATION ID 121-02062X-000.02E
### CS 2062, Thornton Avenue under CSX RR (50401L)

This non-roadway structure has been inspected for clearances only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 11'-03". At the present time, the county should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5167-0 / LOCATION ID 121-02063X-000.58S
### CS 2063, Grant & Hilliard under Norfolk Southern Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13'-09". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5232-0 / LOCATION ID 121-02080X-000.02S
### CR 2080, Krog Street under Convyer Belt

This non-roadway conveyor belt structure was inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 14'-02". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5148-0 / LOCATION ID 121-02080X-000.29S
### CR 2080, Estoria Street under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 12'-03". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5190-0 / LOCATION ID 121-02103X-000.45E
### CS 2103, Fulton Terrace Street under CSX Railroad

This non-roadway railroad structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-0624-0 / LOCATION ID 121-02233X-002.14E
### CR 2233, Windward Pkwy EBL over Camp Creek

This bridge structure is in good condition. The steel piles throughout the structure should be cleaned and painted. The piles at bent #2 should be further protected with reinforced concrete encasements extending from a point 2 feet below the mud line to a point 2 feet above normal water. The deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-0298-0 / LOCATION ID 121-02233X-002.15E
### CR 2233, Windward Parkway WBL over Camp Creek

This bridge structure is in good condition but has corrosion of the steel substructure units. The steel piling throughout the structure should be cleaned and painted. The piles at bent #2 should be further protected with reinforced concrete encasements extending from a point 2 feet below the mud line to a point 2 feet above normal water. Voids under the eastern abutment should be repaired to protect the foundation piles. The deck joints throughout the structure have failed and should be cleaned and sealed.

***STRUCTURE ID 121-0629-0 / LOCATION ID 121-02233X-003.02E**
**CR 2233, Windward Pkwy EBL over Big Creek**
***At the present time, Post this structure for 12 Tons H-Truck; 12 Tons Type 3 Truck and 16 Tons Timber Truck.***

***This structure requires posting due to insufficient pile capacity of the steel substructure. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in poor condition with corrosion and section loss of the steel substructure piles. The piles throughout the structure should be cleaned and painted. The piles at bent #3 should be further protected with reinforced concrete encasements that extend from a point 2 feet below the mud line to a point 2 feet above normal water. The deck joints throughout the structure have failed and should be cleaned and sealed. Concrete spalls with exposed reinforcement steel in the superstructure panels of spans #1 and #4 should be repaired to protect the steel from corrosion. ***If structural pile encasements were added at bent #3, load limit posting could be upgraded significantly.***

***STRUCTURE ID 121-0630-0 / LOCATION ID 121-02233X-003.03E**
**CR 2233, Windward Pkwy WBL over Big Creek**
***At the present time, Post this structure for 12 Tons H-Truck; 12 Tons Type 3 Truck and 16 Tons Timber Truck.***

***This structure requires posting due to insufficient pile capacity of the steel substructure. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in poor condition with corrosion and section loss of the steel substructure piles. The steel piles throughout the structure should be cleaned, cover plated in areas of section loss and painted. The piles at bent #3 should be further protected with reinforced concrete encasements that extend from a point 2 feet below the mud line to a point 2 feet above normal water. The deck joints throughout the structure have failed and should be cleaned and sealed. ***If structural pile encasements were added at bent #3, load limit posting would be significantly upgraded.***

***STRUCTURE ID 121-5286-0 / LOCATION ID 121-02233X-003.73E**
**CR 2233, Windward Parkway over Big Creek Tributary**
***At the present time, Post this structure for 13 Tons H-Truck; 17 Tons Type 3 Truck and 24 Tons Timber Truck.***

***This structure requires posting due to the excessive unbraced length of the piles at bent #3. The piles in bent #3 have a maximum unsupported length of 17 feet. Adequately designed sway bracing should be added to this bent. These piles should be further protected with reinforced concrete encasements extending from a point 2 feet below the mud line to a point 2 feet above normal water. If adequately designed lateral bracing were added to the piles of bent #3, and concrete encasements were added to bent #3, load limit posting for this structure would no longer be required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The piles are corroded and should be cleaned and painted. The deck joints have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5207-0 / LOCATION ID 121-02353X-000.01S
### CS 2353, Sylvan Road under Marta Rail Line

This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### *STRUCTURE ID 121-5123-0 / LOCATION ID 121-02407X-000.11W
### CS 2407, Nelson Street over Southern Railroad & Parking Lot

***This bridge structure was closed to vehicular traffic at the time of inspection and should remain closed until replaced. According to our records this structure has been closed since 1993.***

### STRUCTURE ID 121-5168-0 / LOCATION ID 121-02429X-000.10E
### CS 2429, Glenn Street under Norfolk Southern Railroad

This non-roadway railroad structure has been inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 10'-08". At the present time, the City should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5234-0 / LOCATION ID 121-02488X-000.45N
### CS 2488, North Stratford Road over Nancy Creek Tributary

This bridge culvert is in good condition. Up to 2.5 feet of scour at the outlet end is undermining the remaining wing wall and should be repaired with rip rap to prevent structural damage. An inlet wing wall has seperated from barrel #2 and should also be stabilized and repaired.

### STRUCTURE ID 121-5192-0 / LOCATION ID 121-02490X-000.41N
### CS 2490, North Ivy Road over Nancy Creek Tributary

This bridge culvert is in good condition. Up to 2.7 feet of scour at the inlet end of barrel #2 should be repaired with rip rap to prevent possible structural damage.

### STRUCTURE ID 121-5193-0 / LOCATION ID 121-02490X-000.61N
### CS 2490, North Ivy Road over Nancy Creek Tributary

This bridge culvert is in satisfactory condition with up to 2.0 feet of scour at the inlet end. This scour damage should be repaired with rip rap to prevent possible structural damage.

***STRUCTURE ID 121-5235-0 / LOCATION ID 121-02499X-000.16E**
**CS 2499, Mountain Way Road over Nancy Creek Tributary**
***At the present time, Post this structure for 17 Tons H-Truck; 17 Tons Type 3 Truck and 20 Tons Timber Truck.***
***This structure requires posting due to insufficient flexural capacity of the steel superstructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in good condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted.

***STRUCTURE ID 121-5125-0 / LOCATION ID 121-02509X-000.06E**
**CS 2509, Lakemoore Drive over Nancy Creek Tributary**
***At the present time, Post this structure for 15 Tons H-Truck; 14 Tons Type 3 Truck; 18 Tons Timber Truck and 22 Tons Type 3S2 Truck.***
***This structure requires posting due to insufficient flexural capacity of the steel superstructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required.*** This bridge structure is in satisfactory condition with no reported deficiencies.

**STRUCTURE ID 121-5126-0 / LOCATION ID 121-02518X-000.29N**
**CS 2518, Rickenbacker Drive over Nancy Creek**
This bridge structure is in good condition with corrosion of the steel superstructure. The steel beams throughout the structure should be cleaned and painted. The deck joints throughout the structure have failed and should be cleaned and sealed. Drift has collected on the utility lines on the upstream side of the structure. This drift should be removed. The tree growing out of the joint at the south western wing wall should be removed.

**STRUCTURE ID 121-5194-0 / LOCATION ID 121-02798X-000.02N**
**CS 2798, Westland Boulevard under Marta Rail Line**
This non-roadway MARTA structure was inspected for clearance purposes only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-5236-0 / LOCATION ID 121-02822X-001.34S**
**CR 2822, Peyton Road over North Utoy Creek**
This bridge structure is in good condition. The steel beams are corroded and should be cleaned and painted.

**STRUCTURE ID 121-5217-0 / LOCATION ID 121-02836X-000.10E**
**CR 2836, Coles Way over Chattahoochee River Tributary**
This all concrete bridge structure is in good condition with no reported serious structural defects. However, the deck joints throughout the structure have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5287-0 / LOCATION ID 121-02856X-000.46N
### CS 2856, Brownlee Road over Utoy Creek

This bridge structure is in good condition. The deck joints have failed and should be cleaned and sealed. Debris in the bridge gutters should be removed to allow proper drainage.

### *STRUCTURE ID 121-5169-0 / LOCATION ID 121-02992X-000.66S
### CS 2992, Adams Drive over South Utoy Creek

***This bridge structure is not considered to be safe for live vehicular loading, and thus falls below standards as set forth in accordance with the Federal Law, Title 23, USC, and Federal Regulations, and should be closed until repairs or replacement can be made.*** At the time of the inspection this bridge culvert was closed due to failure of one of the southern wingwalls and erosion of the approach roadway. The roadway erosion should be repaired. The failed wingwall should be replaced. The inlet scour damage is 1.5 feet in depth, and the outlet scour is 3.0 feet deep. The culvert outlet has begun to undermine. Concrete aprons should be constructed at both the inlet and outlet ends of the structure and the aprons should be further protected with rip rap. The accumulated drift at the inlet end of the structure should be removed to reduce the further accumulation and the possibility of additional scour. ***Our records indicate that this structure is located on a school bus route. If this route is utilized by school bus traffic, this bridge should be upgraded to a 10 ton or better capacity. To accomplish this, the above noted repairs must be made.***

***Please note that all structures requiring closing must be properly closed in accordance with the attached methods. In addition, appropriate advanced warning signs and barricades should be used. Please reference the Manual on Uniform Traffic Control Devices, current edition. Also, advanced warning signs should be used at the last intersection prior to each end of the structure.***

***At the time of the inspection, this structure was properly closed according to the approved closing alternatives.***

### STRUCTURE ID 121-5128-0 / LOCATION ID 121-02997X-000.15S
### CS 2997, Harbin Road over South Utoy Creek

This bridge structure is in fair condition. Erosion behind one of the south wingwalls should be repaired.

### *STRUCTURE ID 121-5134-0 / LOCATION ID 121-03079X-000.55E
### CS 3079, Oxbo Road over Hog Waller Creek
### *At the present time, Post this structure for 19 Tons H-Truck; 19 Tons Type 3 Truck and 24 Tons Timber Truck.*

***This structure requires posting due to overstress caused by the extra dead load of the 2.5 inch asphalt overlay. Any upgrade of the load carrying capacity would require removal of this overlay. The following maintenance recommendations are provided to maintain this structure at the current rating.*** This bridge structure is in good condition. However, the accumulated drift at bent #2 should be removed.

### STRUCTURE ID 121-5130-0 / LOCATION ID 121-03114X-000.20E
### CS 3114, Charles Place over Hog Waller Creek

This bridge structure is in satisfactory condition. However, the steel piles throughout the structure are corroded and should be cleaned and painted. The deck joints have failed and should be cleaned and sealed.

### STRUCTURE ID 121-5249-0 / LOCATION ID 121-03120X-000.17W
### CS 3120, Alpine Drive over Hog Waller Creek

This bridge culvert is in good condition with no reported structural defects.

### STRUCTURE ID 121-5170-0 / LOCATION ID 121-03125X-000.66E
### CS 3125, Oak Drive over South River Tributary

This bridge culvert is in good condition. A crack in an upsteam wing wall should be repaired.

### STRUCTURE ID 121-5263-0 / LOCATION ID 121-03204X-000.01N
### CR 3204, Jones Road over Willeo Creek

This bridge structure is in good condition but has corrosion of the steel substructure piles. The steel piles throughout the structure should be cleaned and painted. Erosion under span #3 should also be repaired.

### *STRUCTURE ID 121-5133-0 / LOCATION ID 121-03337X-000.09E
### CS 3337, Old Holcomb Bridge Road over Big Creek

***At the present time, Post this structure for 10 Tons H-Truck; 09 Tons Type 3 Truck; 14 Tons Timber Truck; 12 Tons HS-Truck and 15 Tons Type 3S2 Truck.***

***This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. The following maintenance recommendations are provided to maintain this structure at the current rating.*** The steel beams are corroded and should be cleaned and painted. The deck joints throughout the structure have failed and should be cleaned and sealed. The accumulated drift under the bridge should be removed. Vegetation growing in the vicinity of the structure should also be cut and removed. ***Due to re-evaluation of the structure, the posting capacity of this structure has been decreased. At the time of the inspection, the posting signs were incorrect. These signs are required and must be corrected.***

### STRUCTURE ID 121-5172-0 / LOCATION ID 121-03470X-000.04S
### CS 3470, Richard Russell over Parking Lot & Southern Railroad

This bridge structure is in good condition with no reported serious structural defects. The steel beams and caps are corroded and should be cleaned and painted. The deck joints throughout the structure have failed and should be cleaned and sealed.

**STRUCTURE ID 121-5281-0 / LOCATION ID 121-04187X-001.30N**
**CR 4187, Oakley International Boulevard over Trickum Creek**

This bridge structure is in good condition with no reported structural defects. However, the deck joints through out the structure have failed and should be cleaned and sealed.

***STRUCTURE ID 121-5197-0 / LOCATION ID 121-05016X-000.44S**
**CS 5016, Stonewall Drive over Dixie Lake Tributary**

***At the time of the inspection, this structure was closed to traffic. Please notify the Georgia Department of Transportation, Office of Maintenance when the repairs or replacement have been completed.***

**STRUCTURE ID 121-5268-0 / LOCATION ID 121-06351X-000.30N**
**CS 6351, Desert Drive over Camp Creek**

This all concrete bridge structure is in good condition, but the concrete encasement of pile #1 at bent #2 has undermined. This encasement should be extended downward to a point 2 feet below the existing mud line. The accumulated drift on the upstream side should also be removed.

***STRUCTURE ID 121-5198-0 / LOCATION ID 121-07001X-000.03N**
**CS 7001 over Camp Creek**

***At the present time, Post this structure for 14 Tons H-Truck; 14 Tons Type 3 Truck; 17 Tons Timber Truck; 16 Tons HS-Truck and 23 Tons Type 3S2 Truck.***

***This structure requires posting due to insufficient flexural capacity of the steel superstructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. At the present time, no maintenance repairs are required to maintain this structure at the current rating.***

**STRUCTURE ID 121-0600-0 / LOCATION ID 121-07116X-000.77S**
**CS 7116, East Main Street over Virginia Avenue**

This all concrete bridge structure is in good condition. However, the deck joint at the northern abutment has failed and should be cleaned and sealed.

**STRUCTURE ID 121-5216-0 / LOCATION ID 121-07134X-000.24E**
**CS 7134, Lee Street under CSX Railroad**

This non-roadway railroad structure was inspected for clearance purposes only. The existing minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

**STRUCTURE ID 121-5222-0 / LOCATION ID 121-07134X-000.32E**
**CS 7134, Lee Street under Marta**

This non-roadway MARTA structure was inspected for clearance purposes only. The existing minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5223-0 / LOCATION ID 121-07134X-000.34E
### CS 7134, Lee Street under Marta

This non-roadway MARTA structure was inspected for clearance purposes only. The existing minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5224-0 / LOCATION ID 121-07134X-000.35E
### CS 7134, Lee Street under Marta

This non-roadway MARTA structure was inspected for clearance purposes only. The existing minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

### STRUCTURE ID 121-5247-0 / LOCATION ID 121-08021X-000.17N
### CS 8021, International Boulevard over Flint River Tributary

This bridge culvert is in good condition. Drift accumulated across the culvert inlet should be removed to prevent possible scour damage.

### STRUCTURE ID 121-5323-0 / LOCATION ID 121-08022X-000.02S
### CR 8022, North Commerce Drive Over Camp Creek

This bridge structure is in good condition with no reported deficiencies. The deck joint at bent #2 has failed and should be cleaned and sealed.

### STRUCTURE ID 121-0473-0 / LOCATION ID 121-20065X-000.01N
### CS 20065, Service Road To Omni over International Boulevard

This bridge structure is in good condition with the exception of the superstructure that is in satisfactory condition due to extensive corrosion. The steel beams and bearings throughout the structure should be cleaned and painted. Settlement at the southern abutment has exposed portions of the foundation piling. These piles should either be covered or painted to protect them from corrosion. The deck drains throughout the structure are clogged with debris and should be cleaned out to allow proper drainage of the deck.

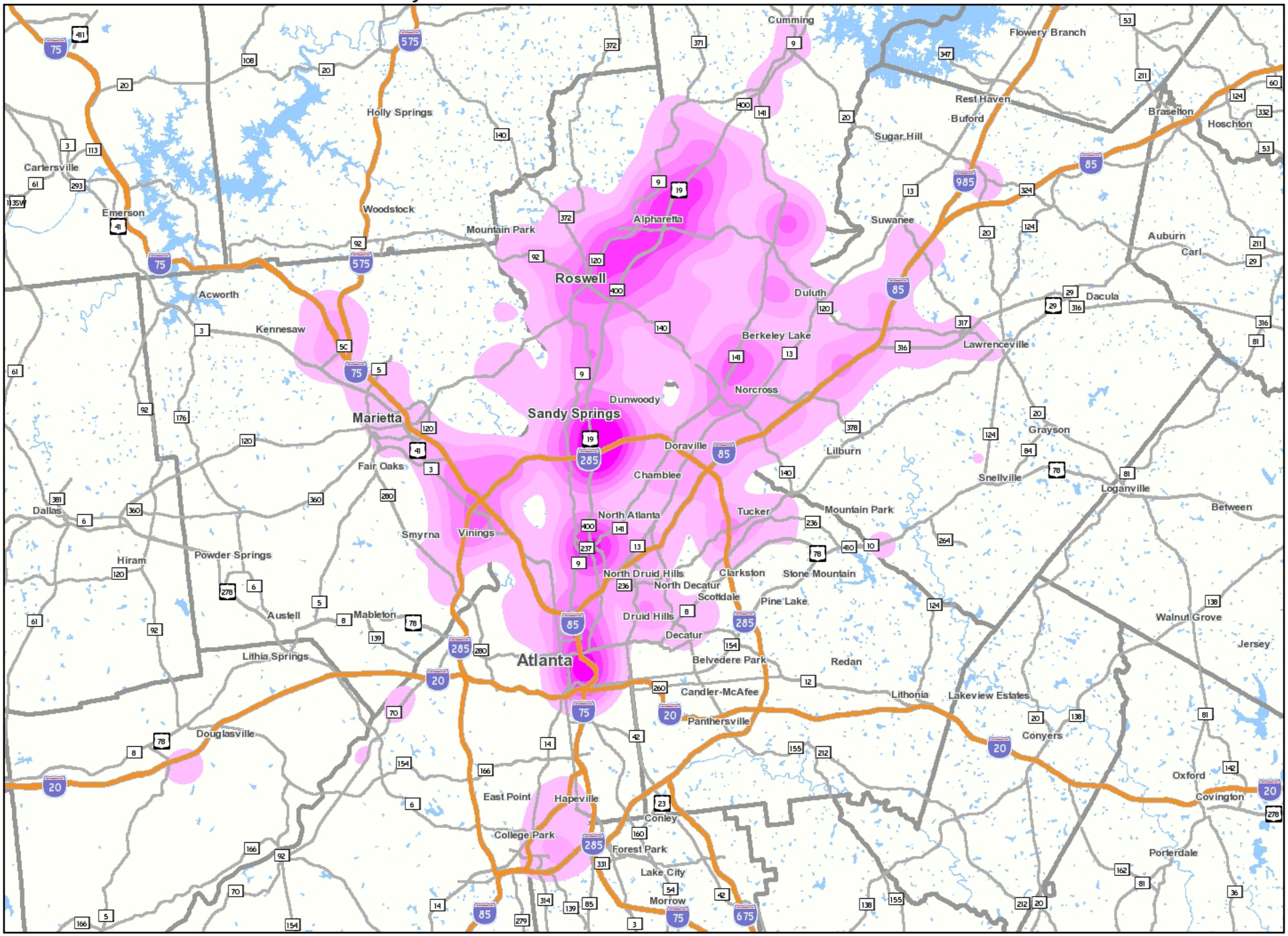
### STRUCTURE ID 121-0474-0 / LOCATION ID 121-20065X-000.02N
### CS 20065, International Boulevard Viaduct at The Georgia Dome

This bridge structure is in fair condition with corrosion of the steel components. The steel beams and bearings should be cleaned and painted. A spall in the cap at bent #14 beneath beam #2 and at bent #15 beneath beams #2 and #3 should be repaired. The deck drains throughout the structure are clogged with debris and should be cleaned out to allow proper drainage. The deck joints throughout the structure have failed and should be cleaned and sealed. ***At the time of the inspection, a portion of this structure was under construction. Please notify the Georgia Department of Transportation, Office of Maintenance, when this construction is complete.***

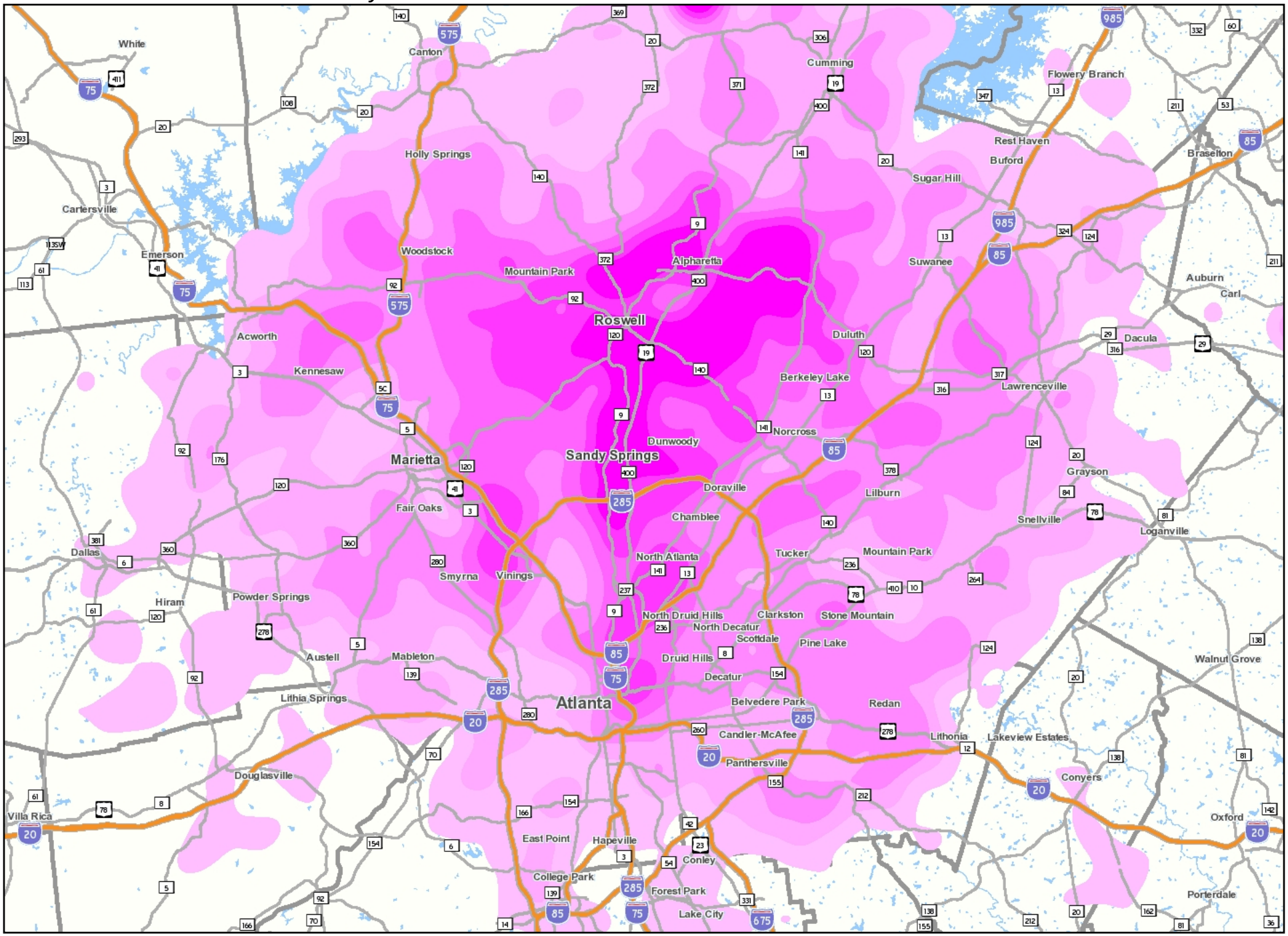
# APPENDIX F

Labor Shed and Commute Shed Maps by Jurisdiction

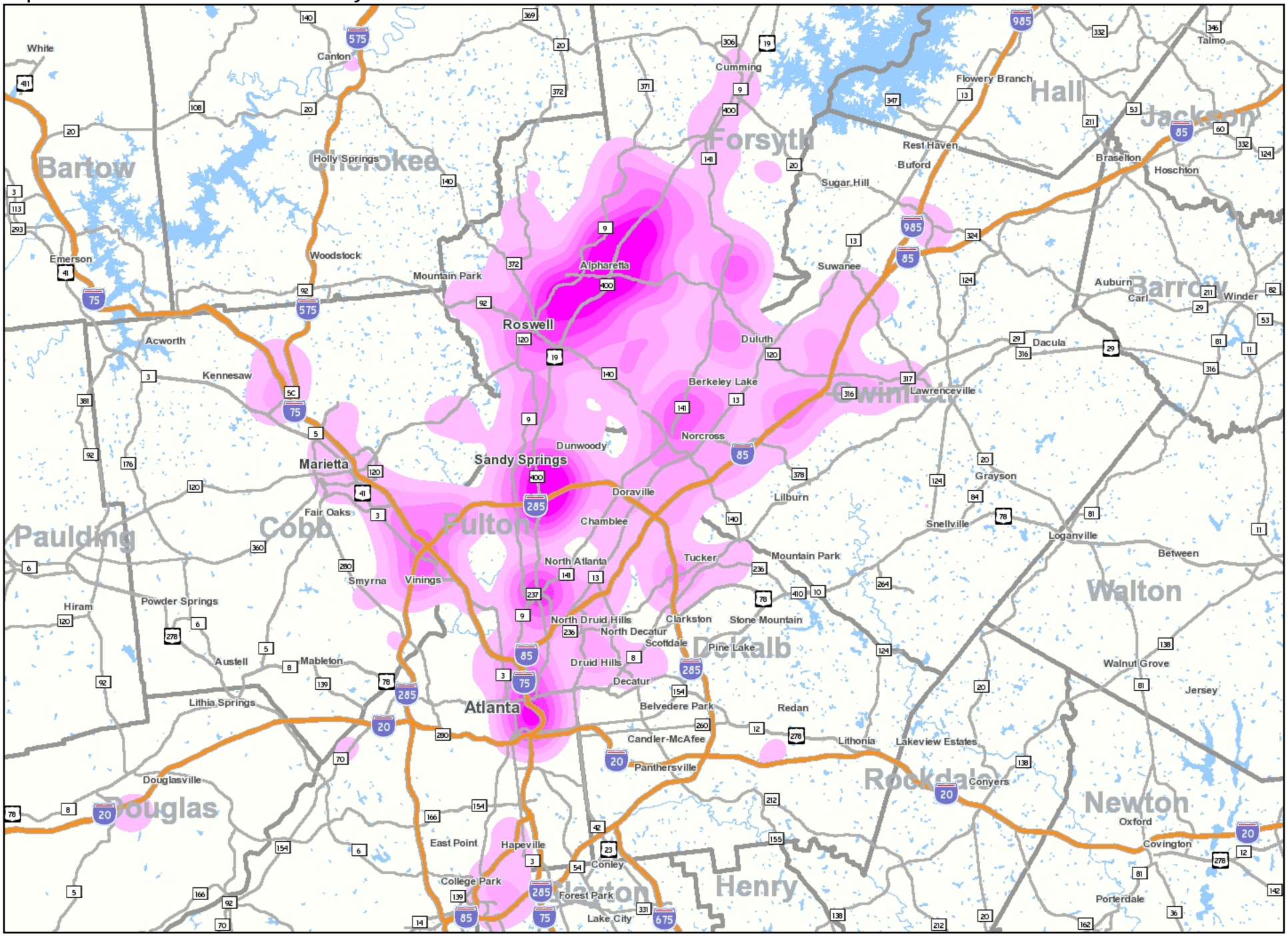
# All North Fulton Commute Shed Analysis



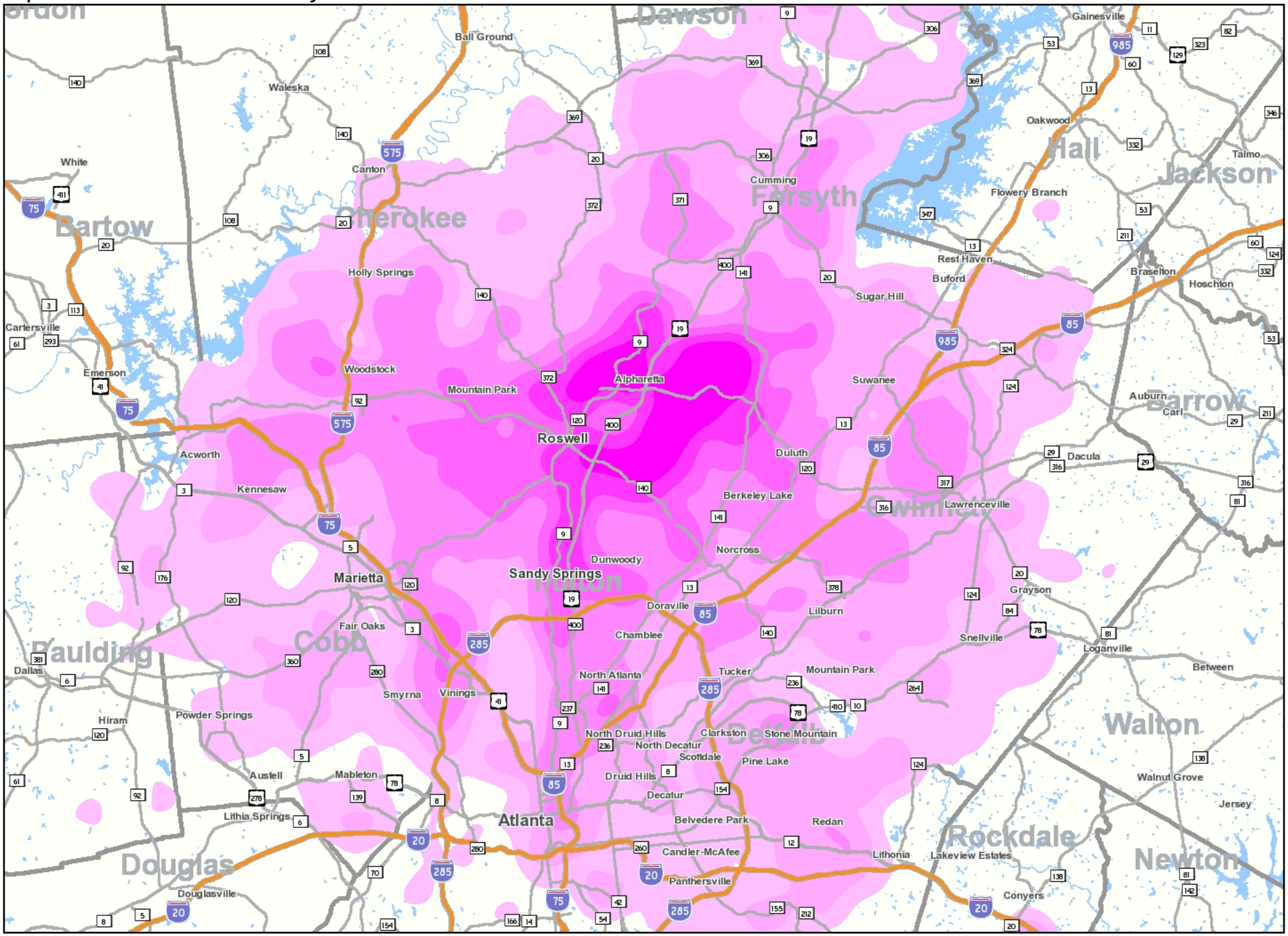
All North Fulton Labor Shed Analysis



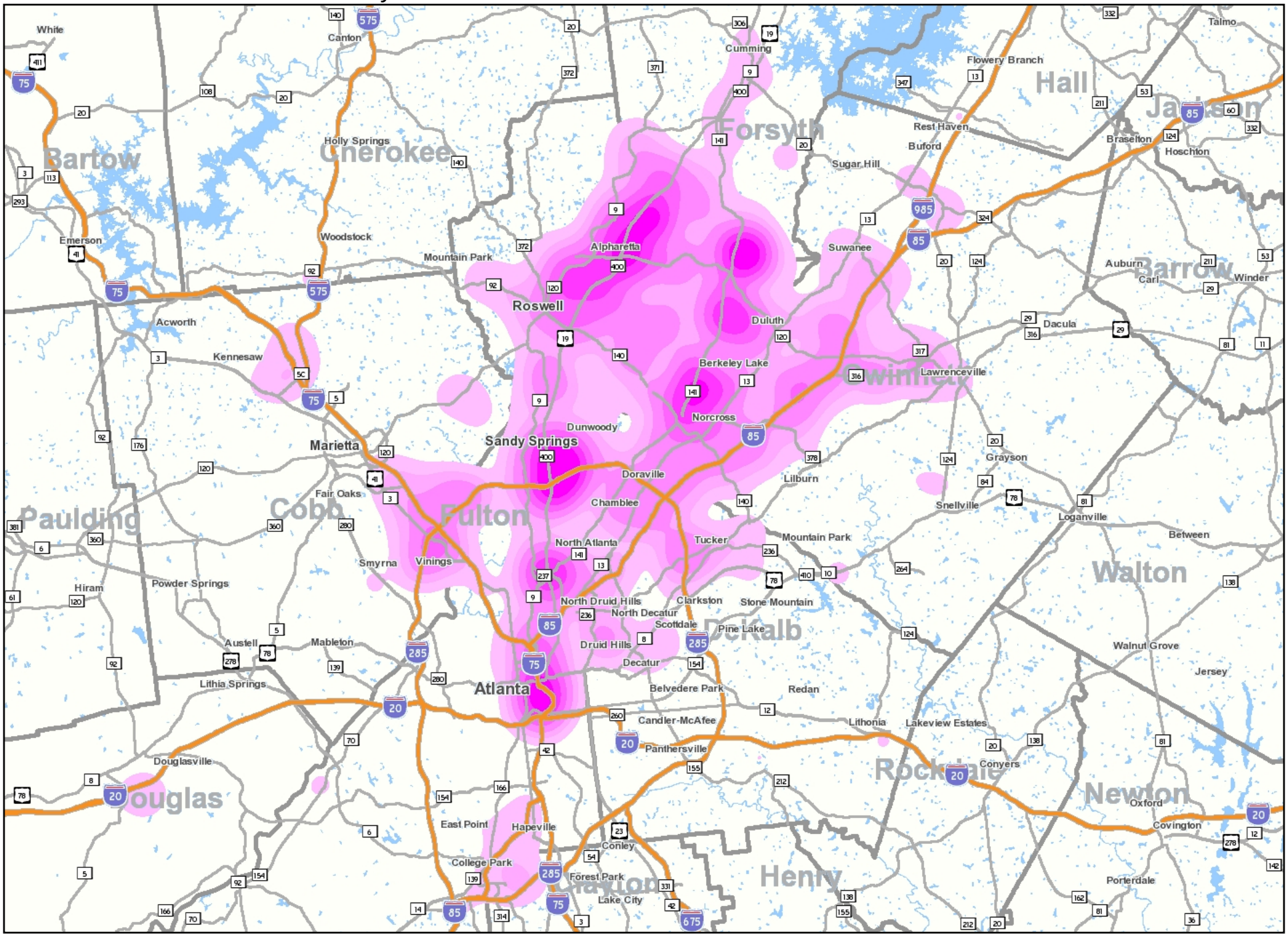
Alpharetta Commute Shed Analysis



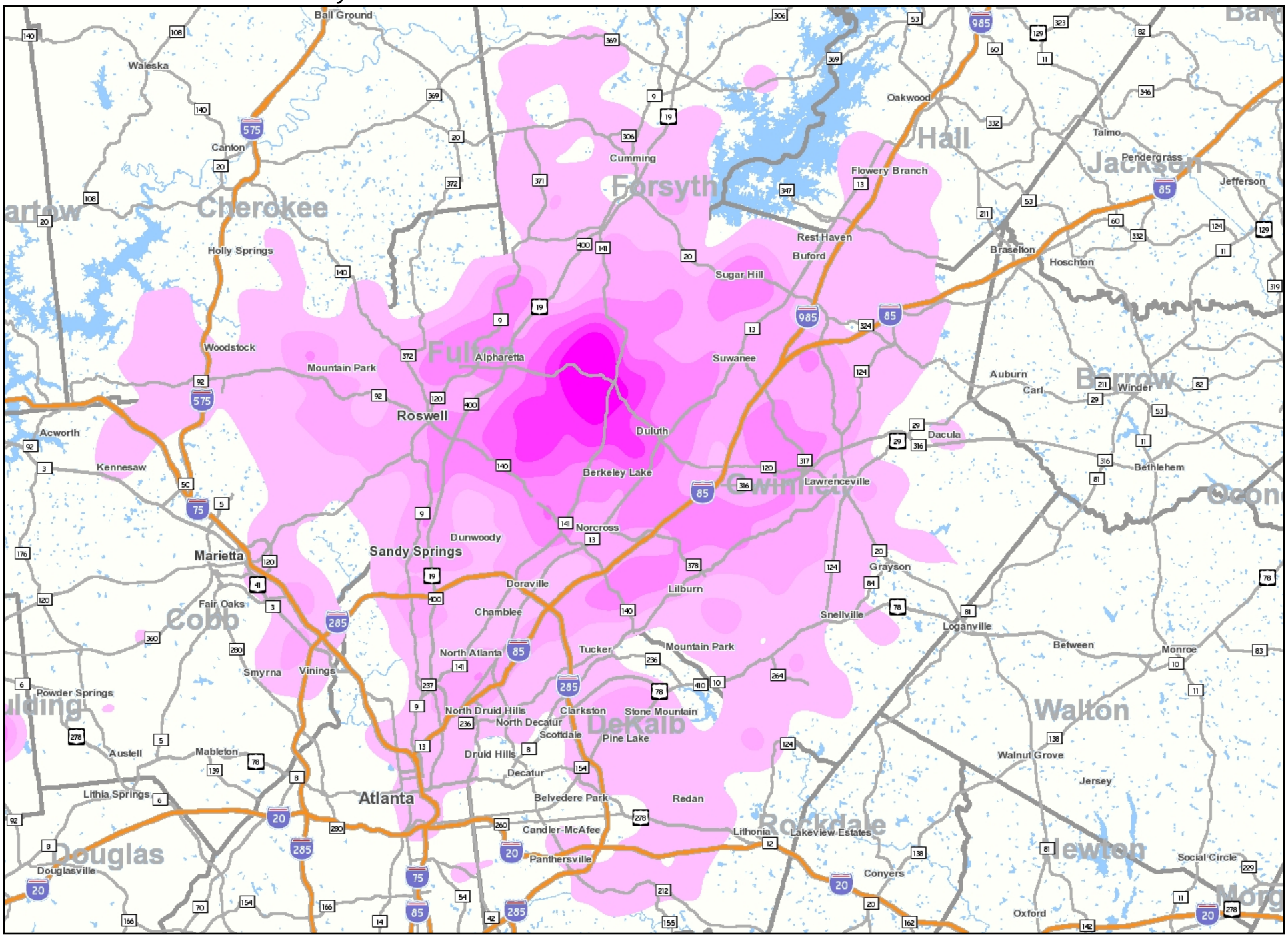
Alpharetta Labor Shed Analysis



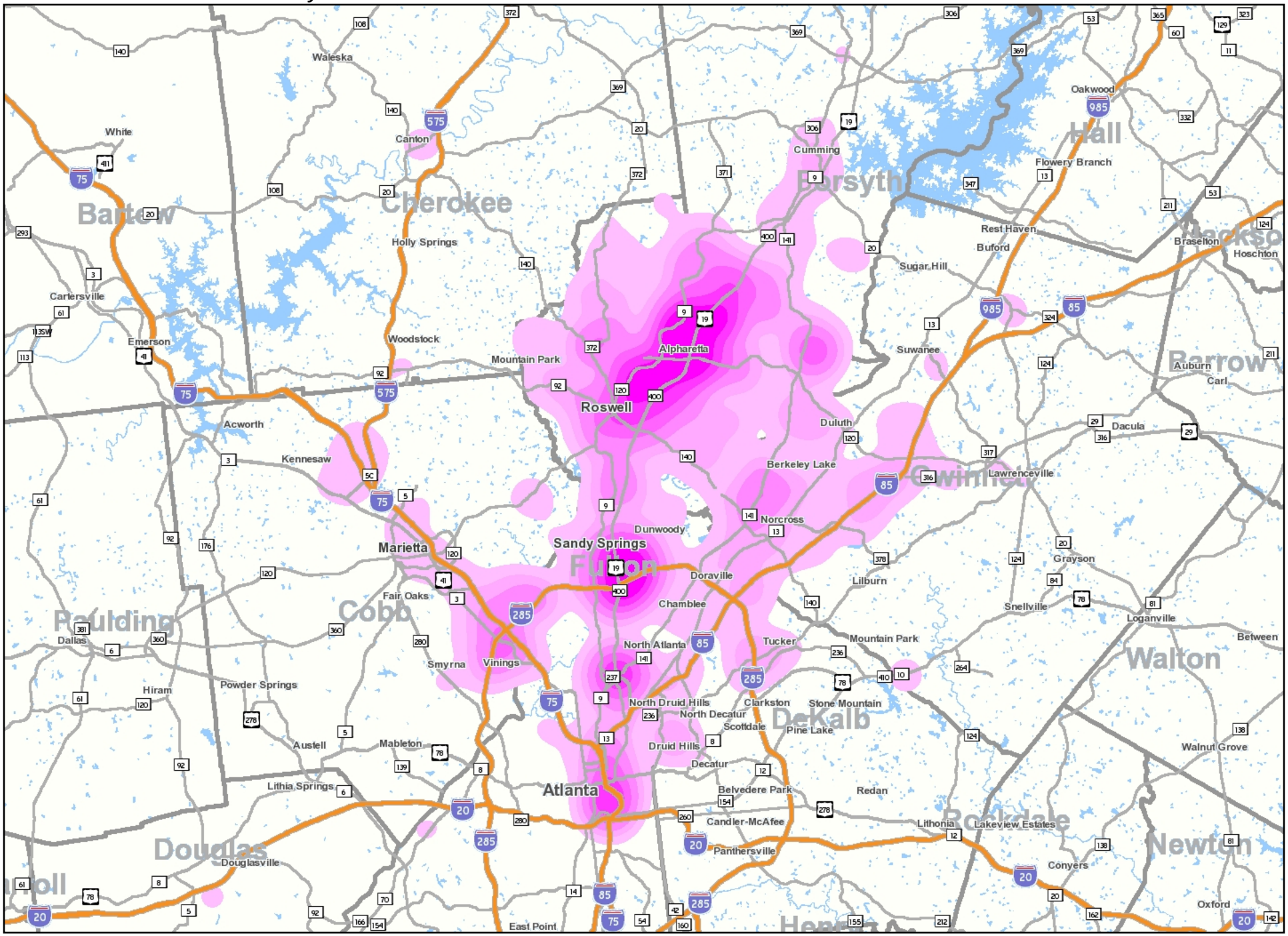
Johns Creek Commute Shed Analysis



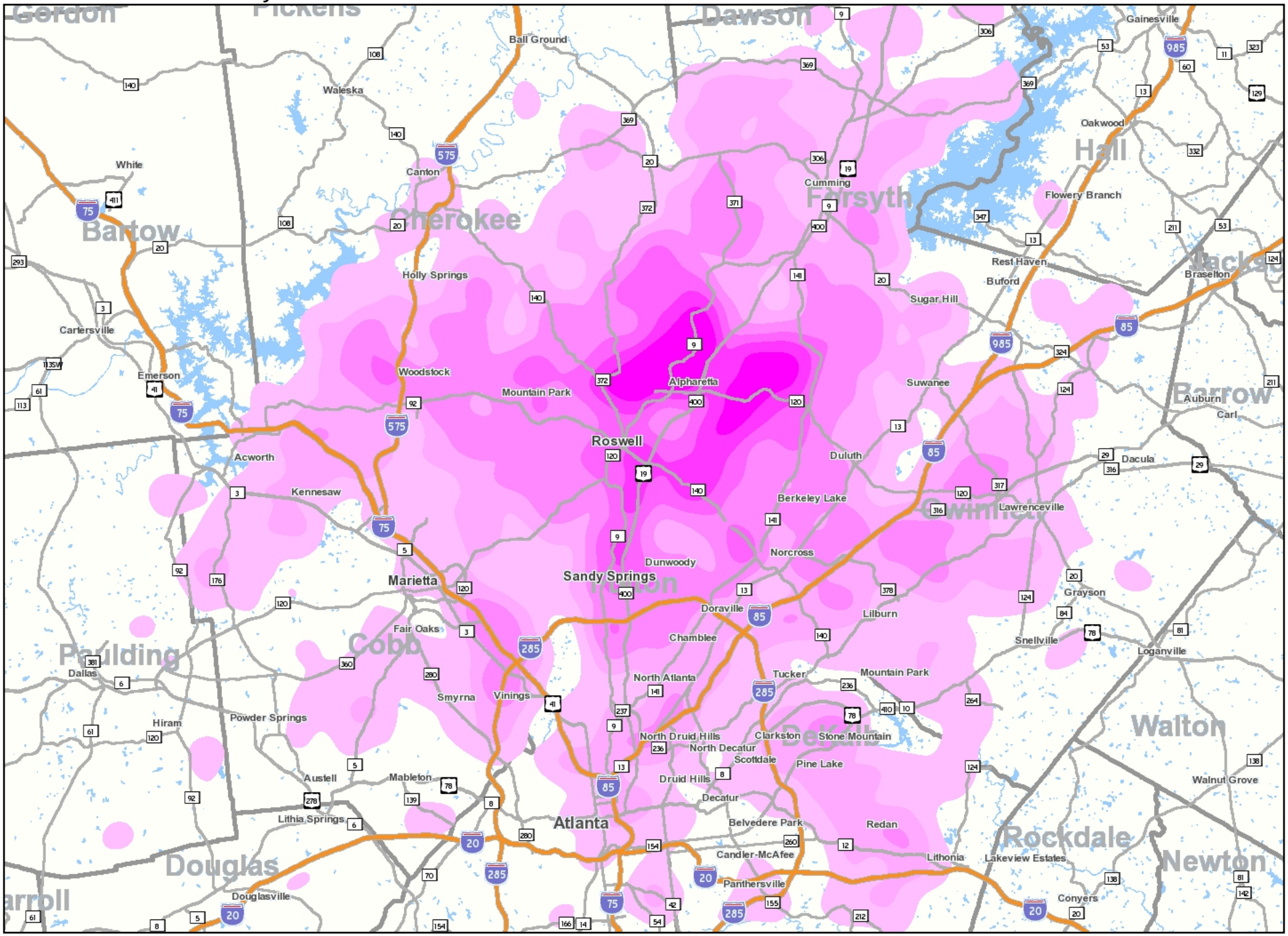
Johns Creek Labor Shed Analysis



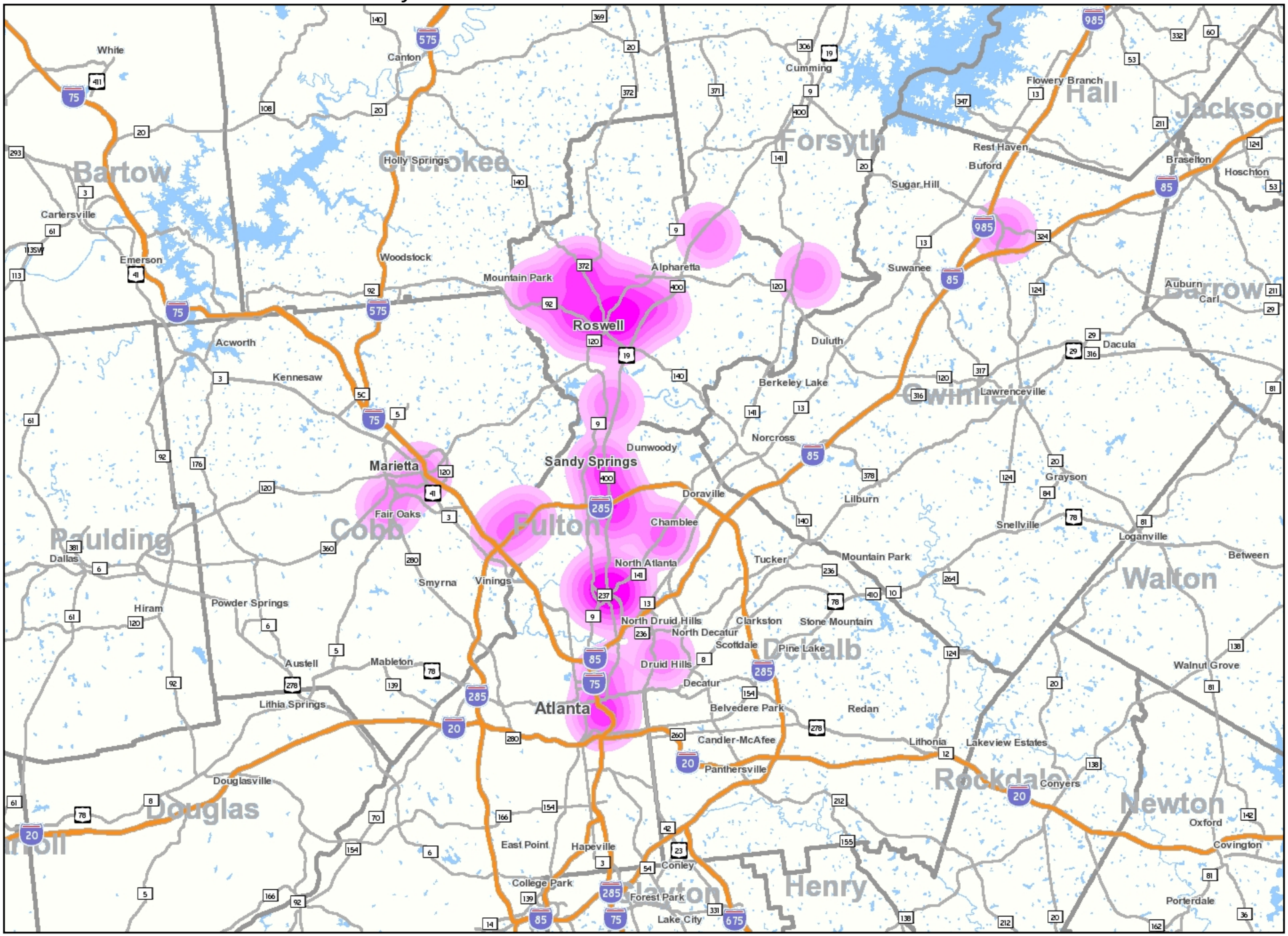
Milton Commute Shed Analysis



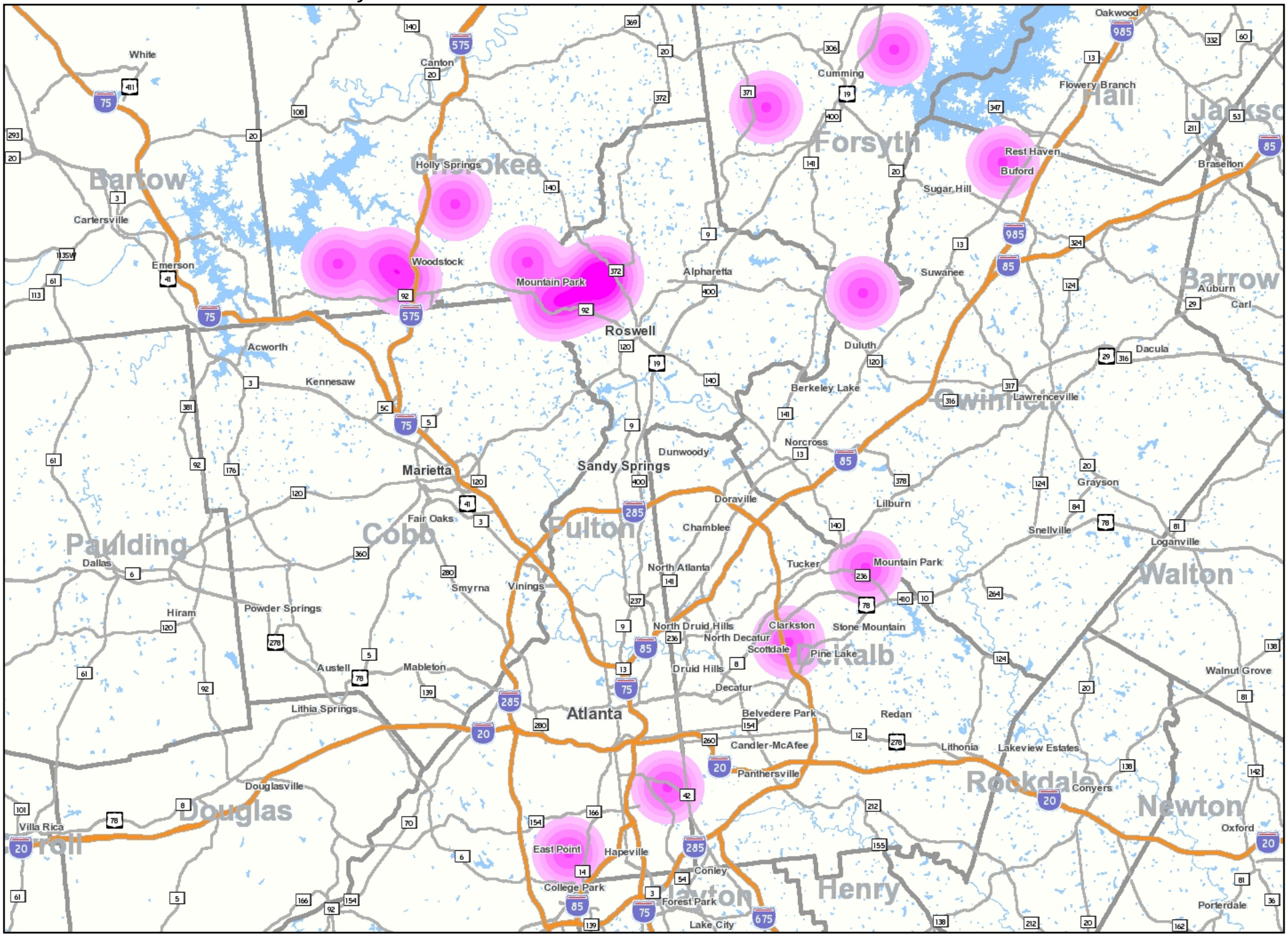
Milton Labor Shed Analysis



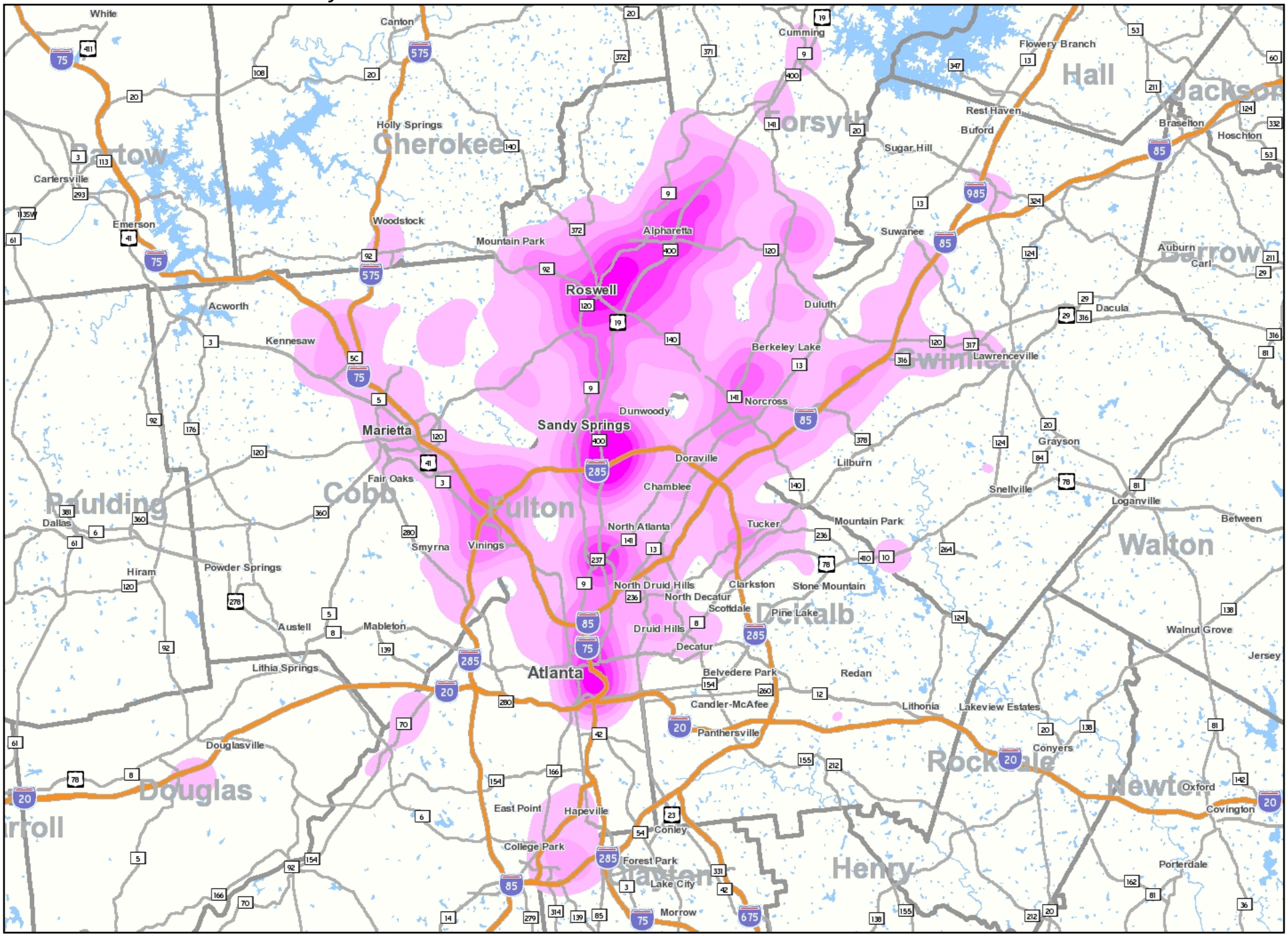
# Mountain Park Commute Shed Analysis



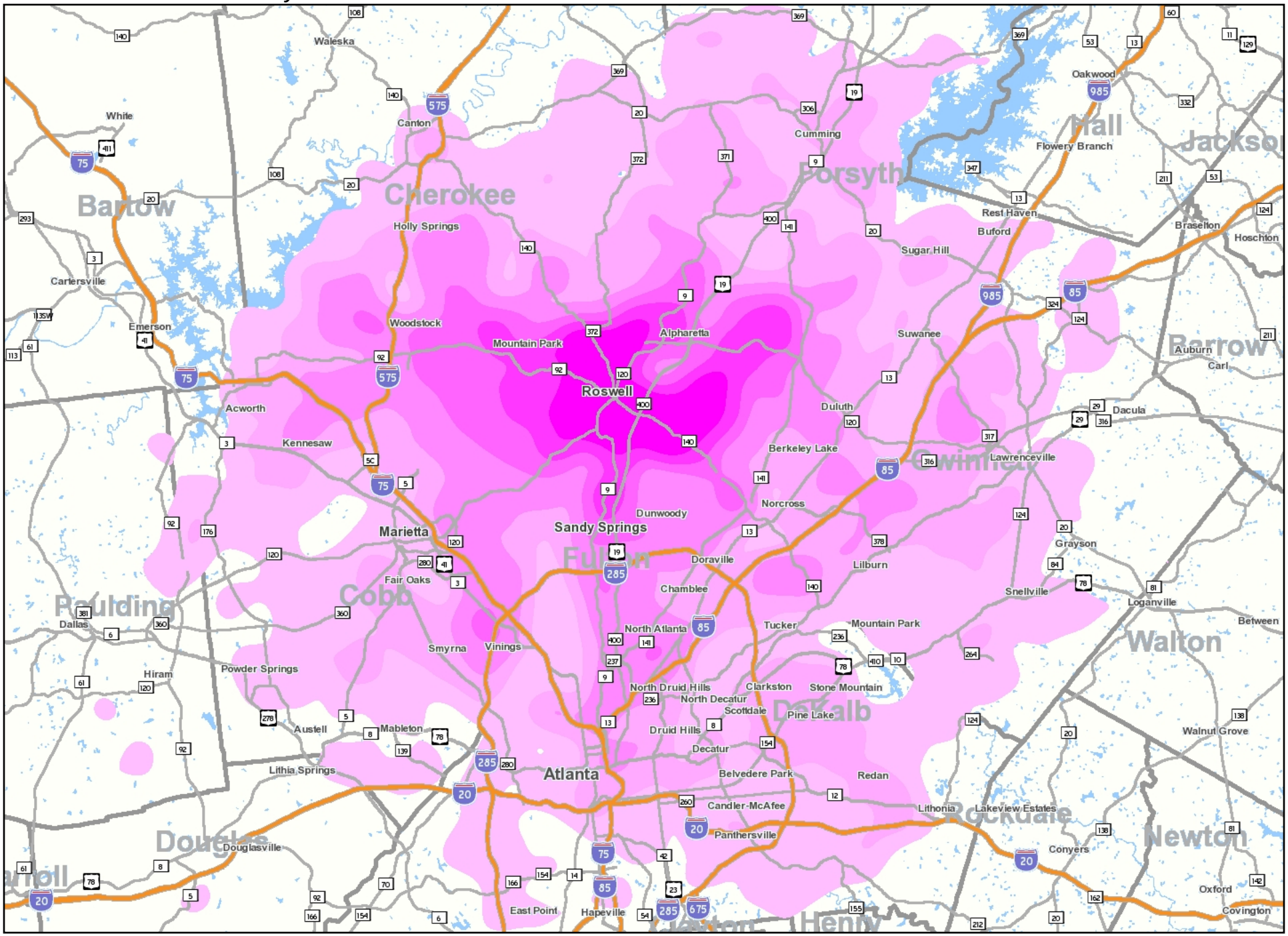
Mountian Park Labor Shed Analysis



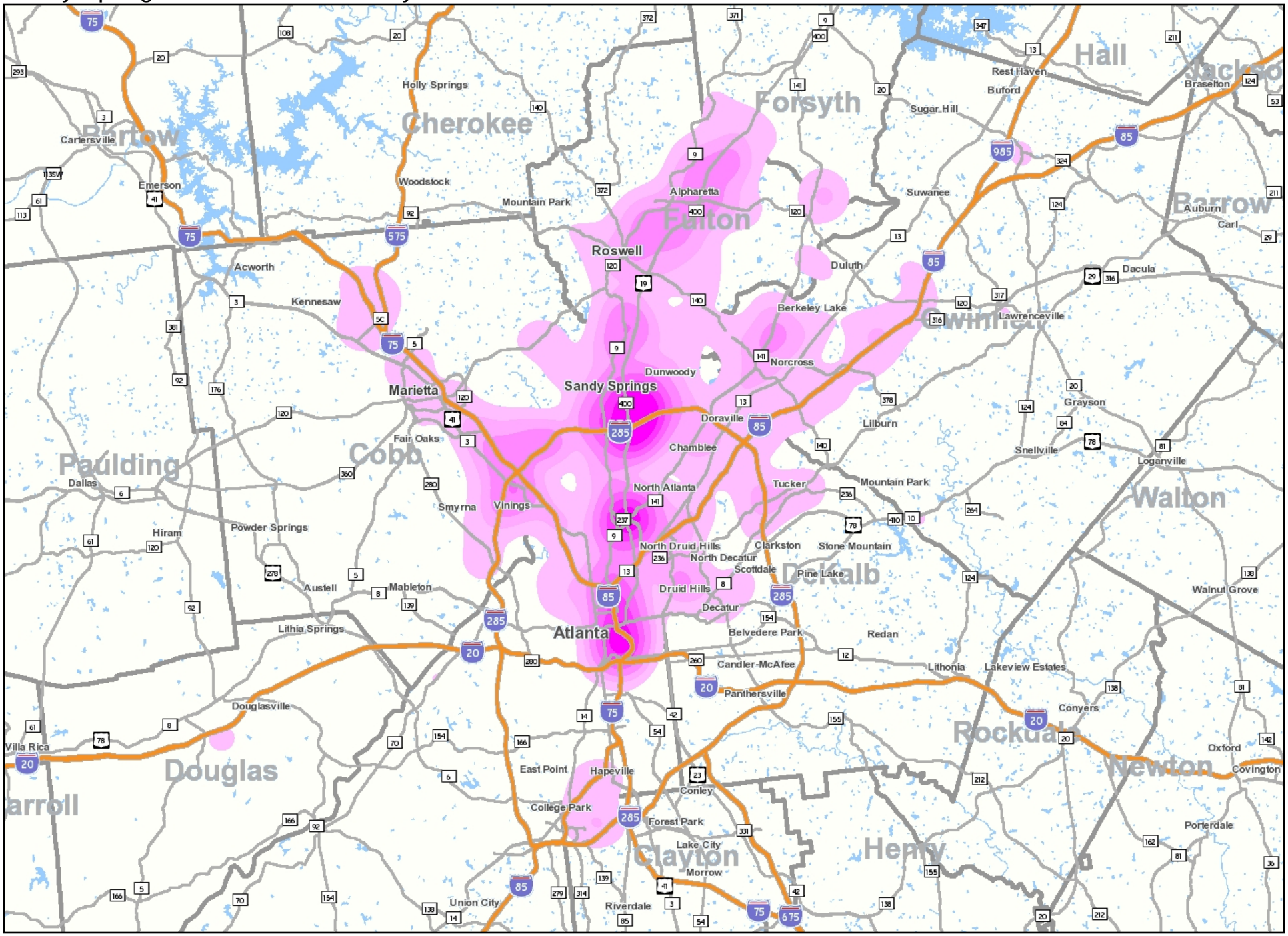
Roswell Commute Shed Analysis



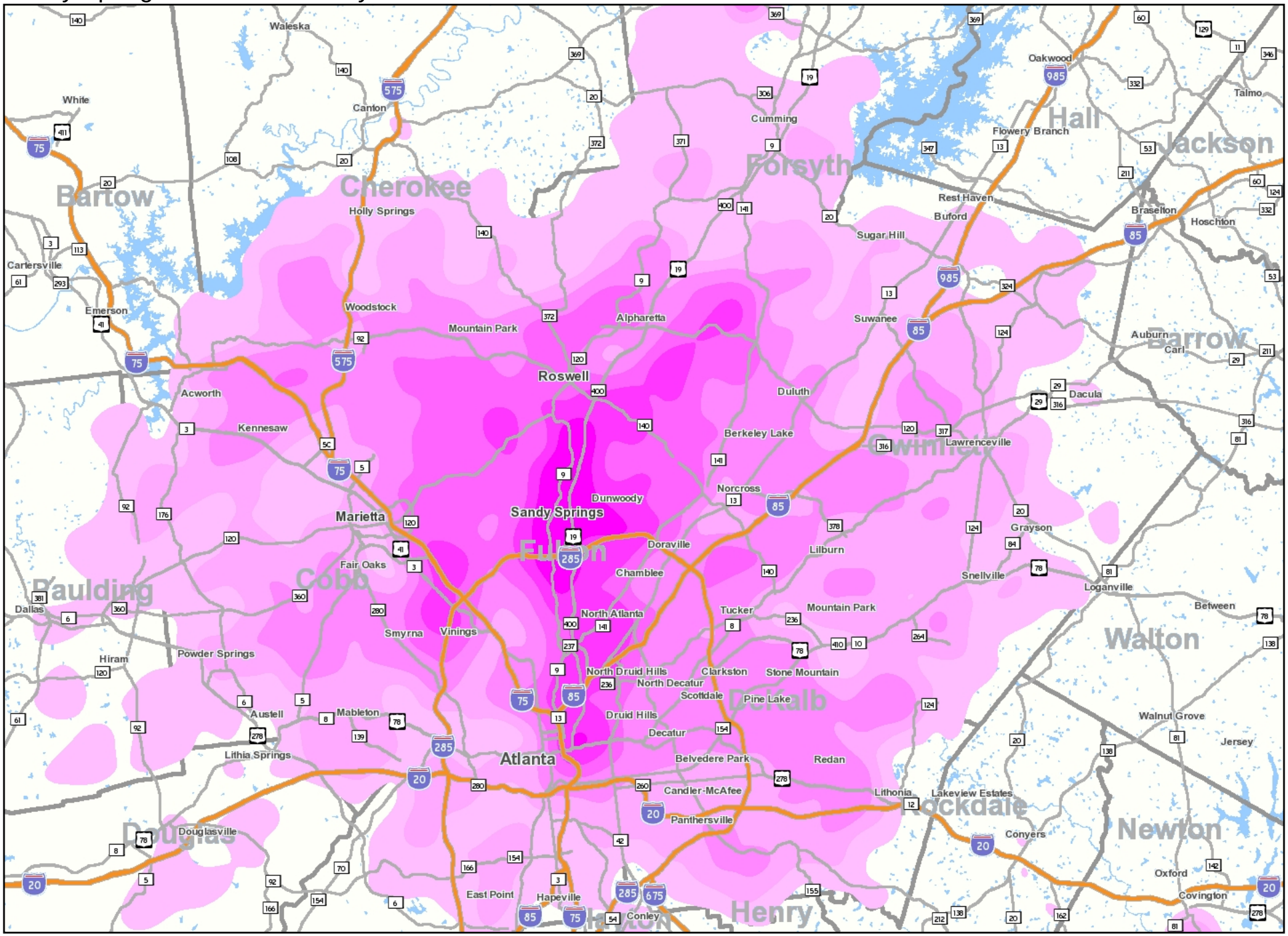
Roswell Labor Shed Analysis



Sandy Springs Commute Shed Analysis



# Sandy Springs Labor Shed Analysis



# APPENDIX G

Bicycle and Pedestrian Level-of-Service Model Descriptions

# Study Network Bicycle and Pedestrian Performance Measures

The existing conditions report describes the current level of accommodation provided to bicyclists and pedestrians by the study network roadways. As discussed in that report, the selected performance measures to describe existing conditions are bicycle and pedestrian Level-of-Service. This appendix provides technical descriptions of the Bicycle Level-of-Service Model and the Pedestrian Level-of-Service Model.

## Description of the Bicycle Level-of-Service Model

On-road bicycling conditions in North Fulton County have a tremendous effect on people's choice to bicycle and the selection of their route. As part of this study, the Consultant will perform an evaluation of bicycling conditions on the County's collector and arterial roadway network. The *Bicycle Leve- of-Service*[1] *Model (Version 2.0)* will be used as the foundation of the evaluation of the existing bicycling conditions in North Fulton County. This statistically-calibrated mathematical equation is the most accurate method of evaluating the bicycling conditions of shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type and on-street parking.

The *Bicycle LOS Model* is based on the proven research documented in *Transportation Research Record 1578*[2] published by the Transportation Research Board of the National Academy of Sciences. It was developed with a background of over 200,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It has been adopted by numerous states and metropolitan areas as the recommended standard methodology for determining existing and anticipated bicycling conditions. Many urbanized area planning agencies and state highway departments are using this established method of evaluating their roadway networks. These include metropolitan areas across North America such as Baltimore MD, Gainesville FL, Birmingham AL, Philadelphia PA, San Antonio TX, Houston TX, Buffalo NY, Anchorage AK, Lexington KY, and Tampa FL as well as state departments of transportation such as, Delaware Department of Transportation (DelDOT), New York State Department of Transportation (NYDOT), Maine Department of Transportation (MeDOT) and others.

In addition to describing the *Model*, this section also documents the necessary data requirements and the associated data collection and compilation guidelines.

[1] Landis, Bruce W. "Real-Time Human Perceptions: Toward a Bicycle Level-of-Service" *Transportation Research Record 1578*, Transportation Research Board, Washington DC 1997.

[2] FDOT, 2002 Quality / Level-of-Service Handbook, Florida Department of Transportation (2002), pp.20-21.

## Bicycle Level-of-Service Model

Version 2.0 of the *Bicycle LOS Model* will be employed to evaluate the study network segments. Its form is shown below:

**Table G-1: Bicycle Level-of-Service Model**

$$\text{Bicycle LOS} = a_1 \ln (Vol_{15}/L_n) + a_2 SP_t(1+10.38HV)^2 + a_3(1/PC_5)^2 + a_4 (W_e)^2 + C$$

**Where:**

| | |
|---|---|
| $Vol_{15}$= | Volume of directional traffic in 15 minute time period |
| $Vol_{15}$ = | (ADT x D x $K_d$) / (4 x PHF) |

**Where:**

| | |
|---|---|
| ADT= | Average Daily Traffic on the segment or link |
| D= | Directional Factor |
| $K_d$= | Peak to Daily Factor |
| PHF= | Peak Hour Factor |
| $L_n$= | Total number of directional *through* lanes |
| $SP_t$= | Effective speed limit |
| $SP_t$= | 1.1199 ln($SP_p$ - 20) + 0.8103 |

**Where:**

| | |
|---|---|
| $SP_p$= | Posted speed limit (a surrogate for average running speed) |
| HV= | percentage of heavy vehicles (as defined in the 1994 Highway Capacity Manual) |
| $PC_5$ = | FHWA's five point pavement surface condition rating |
| $W_e$ = | Average effective width of outside through lane: |

**Where:**

| | |
|---|---|
| $W_e$ = | $W_v$ - (10 ft x % OSPA) and $W_l$ = 0 |
| $W_e$ = | $W_v$ + $W_l$ (1 - 2 x % OSPA) and $W_l$ > 0 & $W_{ps}$= 0 |
| $W_e$ = | $W_v$ + $W_l$ - 2 (10 x % OSPA) and $W_l$ > 0 & $W_{ps}$> 0 and a bike lane exists |

**Where:**

| | |
|---|---|
| $W_t$ = | total width of outside lane (and shoulder) pavement |
| OSPA = | percentage of segment with occupied on-street parking |
| $W_l$ = | width of paving between the outside lane stripe and the edge of pavement |
| $W_{ps}$= | width of pavement striped for on-street parking |
| $W_v$ = | Effective width as a function of traffic volume |

**and:**

| | |
|---|---|
| $W_v$= | $W_t$ if ADT > 4,000veh/day |
| $W_v$= | $W_t$(2-0.00025 x ADT) if ADT ≤ 4,000 veh/day, and if the street/road is undivided and unstriped |

$a_1$: 0.507 $a_2$: 0.199 $a_3$: 7.066 $a_4$: - 0.005 C: 0.760

($a_1$ - $a_4$) are coefficients established by the multi-variate regression analysis

The *Bicycle LOS* score resulting from the final equation is stratified into service categories "A, B, C, D, E, and F" (according to the ranges shown below) to reflect users' perception of the road segment's level-of-service for bicycle travel. This stratification is in accordance with the linear scale established during the referenced research (i.e., the research project bicycle participants' aggregate

response to roadway and traffic stimuli). The *Model* is particularly responsive to the factors that are statistically significant. An example of its sensitivity to various roadway and traffic conditions is shown below.

**Table G-2: Bicycle and Pedestrian Level-of-Service Score Stratification**

| Level-of-Service (LOS) | LOS Score |
|---|---|
| A | < 1.50 |
| B | 1.51—2.50 |
| C | 2.51—3.50 |
| D | 3.51—4.50 |
| E | 4.51—5.50 |
| F | > 5.50 |

## Table G-3: Bicycle and Pedestrian Level-of-Service Score Categories

$$\text{Bicycle LOS} = a_1 \ln(Vol_{15}/L_n) + a_2 SP_t(1+10.38HV)^2 + a_3(1/PR_5)^2 + a_4(W_e)^2 + C$$

$a_1$: 0.507 $a_2$: 0.199 $a_3$: 7.066 $a_4$: -0.005 C: 0.760

**Baseline example inputs:**

| | | |
|---|---|---|
| ADT | = | 12,000 vpd |
| % HV | = | 1 |
| L | = | 2 lanes |
| $SP_p$ | = | 40 mph |
| $W_e$ | = | 12 ft |
| $PR_5$ | = | 4 (good pavement) |

| **Inputs** | | **BLOS** | **% Change** |
|---|---|---|---|
| **Baseline Bicycle LOS Score** | | **3.98** | **N/A** |
| **Result Variations with Lane Width and Lane Striping Changes (T-statistic = 9.844)** | | | |
| $W_t$=10 ft | | 4.20 | 6% increase |
| $W_t$=11 ft | | 4.09 | 3% increase |
| $W_t$=12 ft | -- - (baseline average)- - - | 3.98 | no change |
| $W_t$=13 ft | | 3.85 | 3% reduction |
| $W_t$=14 ft | | 3.72 | 7% reduction |
| $W_t$=15 ft ( $W_l$ = 3 ft ) | | 3.57 (3.08) | 10%(23%) reduction |
| $W_t$=16 ft ( $W_l$ = 4 ft ) | | 3.42 (2.70) | 14%(32%) reduction |
| $W_t$=17 ft ( $W_l$ = 5 ft ) | | 3.25 (2.28) | 18%(43%) reduction |
| **Traffic Volume (ADT) variations (T-statistic = 5.689)** | | | |
| ADT=1,000 Very Low | | 2.75 | 31% decrease |
| ADT=5,000 Low | | 3.54 | 11% decrease |
| ADT=12,000 Average | ---(baseline average) - -- | 3.98 | no change |
| ADT=15,000 High | | 4.09 | 3% increase |
| ADT=25,000 Very High | | 4.35 | 9% increase |
| **Pavement Surface conditions (T-statistic = 4.902)** | | | |
| $PR_5$=2 Poor | | 5.30 | 33% increase |
| $PR_5$=3 Fair | | 4.32 | 9% reduction |
| $PR_5$=4 Good | --- (baseline average) --- | 3.98 | no change |
| $PR_5$=5 Very Good | | 3.82 | 4% reduction |
| **Heavy Vehicles in percentages (Combined speed and heavy vehicles T-statistic = 3.844)** | | | |
| HV=0 No Volume | | 3.80 | 5% decrease |
| HV=1 Very Low | -- - (baseline average)--- | 3.98 | no change |
| HV=2 Low | | 4.18 | 5% increase |
| HV=5 Moderate | | 4.88 | 23% increase |
| HV=10 High | | 6.42 | 61% increase |
| HV=15 Very High | | 8.39 | 111% increase |

## Data Collection and Inventory Guidelines

Following is the list of data required for computation of the *Bicycle LOS* scores as well as the associated guidelines for their collection and compilation into the programmed database. Unless otherwise specified, the Consultant will collect the data.

Average Daily Traffic (ADT) - is the average daily traffic volume on the segment or link. The programmed database will convert these volumes to $Vol_{15}$ using the Directional Factor (D), Peak to Daily Factor ($K_d$) and Peak Hour Factor (PHF) for the road segment. This data will be provided by ARC.

Percent Heavy Vehicles(HV) - is the percentage of heavy vehicles (as defined in the *1994 Highway Capacity Manual*). This data will be estimated by ARC.

Number of lanes of traffic (L) - is the total number of *through* traffic lanes of the road segment and its configuration. (e.g., D = Divided, U = Undivided, OW = One Way, S = Center Turning Lane). The programmed database will convert these lanes into directional lanes. The presence of continuous right-turn lanes should be noted in the comments field.

Posted Speed Limit ($S_p$) – is recorded as posted.

$W_t$ total width of pavement - is measured from the center of the road, yellow stripe, or (in the case of a multilane configuration) the lane separation striping to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane, $W_t$ is measured to the traffic-side end of the parking stall stripes.

$W_{ps}$ width of pavement striped for on-street parking – is recorded only if there is parking to the right of a striped bike lane. If there is parking on two sides on a one-way, single lane street, report the combined width of the striped parking.

$W_l$ width of paving between the outside lane stripe and the edge of pavement - is measured from the outside lane stripe to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane, $W_l$ is measured to the traffic-side end of the parking stall stripes.

OSPA % - is an estimate the percentage of the segment (excluding driveways) along which there is occupied on-street parking at the time of survey. Record each side separately. If the parking is allowed only during off-peak periods and parking restrictions change widths and laneage, indicate the geometric changes in the comments field. Note: Indicate any "angled parking" in the comments field.

Designated Bike Lane – is indicated as "Y" if there is a bike lane on the segment; otherwise the field is coded as "N."

Pavement Condition:

Travel Lane ($PC_t$) - is the pavement condition of the motor vehicle travel lane according to the FHWA's five-point pavement surface condition rating shown below. Half-point values (4.5, 3.5, and occasionally 2.5) may also be coded.

Shoulder or Bike lane ($PC_l$) - is the pavement condition of the shoulder or bike lane according to the FHWA's five point pavement surface condition rating shown below. Half-point values (4.5, 3.5, and occasionally 2.5) may also be coded.

This evaluation method is easily updated in the future. As traffic and roadway conditions change (primarily only traffic volumes will change, unless road reconstruction occurs) the database or programmed spreadsheet can be updated.

**Table G-4: FHWA's Five-Point Pavement Surface Condition Rating**

| RATING | PAVEMENT CONDITION |
|---|---|
| 5.0 (Very Good) | Only new or nearly new pavements are likely to be smooth enough and free of cracks and patches to qualify for this category. |
| 4.0 (Good) | Pavement, although not as smooth as described above, gives a first class ride and exhibits signs of surface deterioration |
| 3.0 (Fair) | Riding qualities are noticeably inferior to those above; may be barely tolerable for high-speed traffic. Defects may include rutting, map cracking, and extensive patching. |
| 2.0 (Poor) | Pavements have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement has distress over 50 percent or more of the surface. Rigid pavement distress includes joint spalling, patching, etc. |
| (Very Poor) | Pavements that are in an extremely deteriorated condition. Distress occurs over 75 percent or more of the surface. |

Source: U.S. Department of Transportation. Highway Performance Monitoring System-Field Manual. Federal Highway Administration. Washington, DC, 1987

## Existing Pedestrian Conditions (Pedestrian LOS)

Similar to the evaluation procedure used for the bicycle mode, this is an evaluation of pedestrians' perceived safety and/or comfort with respect to motor vehicle traffic. It identifies the quality of service for pedestrians that currently exists within the roadway environment. This section documents the additional data requirements, data collection and compilation guidelines (other than the items listed in the bicycle portion) and results of the evaluation.

The *Pedestrian Level-of-Service (Pedestrian LOS) Model*[3] Version 2.0 has been used for the evaluation of walking conditions. This model is the most accurate method of evaluating the walking conditions within shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on walking suitability or "compatibility" due to factors such as roadway width, presence of sidewalks and intervening buffers, barriers within those buffers, traffic volume, motor vehicles speed, and on-street parking. The form of the *Pedestrian Level-of-Service Model*, and the definition of its terms are as follows:

[3] Landis, B.W., V.R. Vattikitti, R.M. Ottenberg, D.S. McLeod, M. Guttenplan, Modeling the Roadside Walking Environment: Pedestrian LOS, *Transportation Research Record 1773*, Transportation Research Board, National Research Council, Washington, DC, 2001.

**Table G-5: The Pedestrian Level-of-Service Model[4] Version 2.0**

$$\text{Ped LOS} = -1.2276 \ln (W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.0091 (Vol_{15}/L) + 0.0004\, SPD^2 + 6.0468$$

Where:

$W_{ol}$ = Width of outside lane (feet)

$W_l$ = Width of shoulder or bike lane (feet); or If there is un-striped parking and %OSP≥25 then $W_l$=10' to account for lateral displacement of traffic

$f_p$ = On-street parking effect coefficient (=0.5)

%OSP = Percent of segment with on-street parking

$f_b$ = Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)

$W_b$ = Buffer width (distance between edge of pavement and sidewalk, feet)

$f_{sw}$ = Sidewalk presence coefficient= $6 - 0.3W_s$ if $W_s \leq 10$, otherwise $f_{sw} = 3$)

$W_s$ = Width of sidewalk (feet)

$Vol_{15}$ = Average traffic during a fifteen (15) minute period

L= Total number of (through) lanes (for road or street)

SPD = Average running speed of motor vehicle traffic (mi/hr)

The Pedestrian LOS score resulting from the final equation is pre-stratified into service categories "A, B, C, D, E, and F", according to the ranges shown below, which reflect users' perception of the road segments level-of-service for pedestrian travel. This stratification is in accordance with the linear scale established during the research (i.e., the research project participants' aggregate response to roadway and traffic stimuli).

**Table G-6: Pedestrian Level-of-Service Categories**

| Level-of-Service | Pedestrian LOS Score |
|---|---|
| A | ≤ 1.5 |
| B | > 1.5 and ≤ 2.5 |
| C | > 2.5 and ≤ 3.5 |
| D | > 3.5 and ≤ 4.5 |
| E | > 4.5 and ≤ 5.5 |
| F | > 5.5 |

The *Pedestrian LOS Model* is used by planners and engineers throughout the United States in a variety of planning and design applications. The *Pedestrian LOS Model* can be used to conduct a benefits comparison among proposed sidewalk/roadway cross-sections, identify roadways that are candidates for reconfiguration for sidewalk improvements, and to prioritize and program roadways for sidewalk improvements.

[4] Landis, B.W., V.R. Vattikitti, R.M. Ottenberg, D.S. McLeod, M. Guttenplan, Modeling the Roadside Walking Environment: Pedestrian LOS, *Transportation Research Record 1773*, Transportation Research Board, National Research Council, Washington, DC, 2001.

## ADDITIONAL DATA COLLECTION AND INVENTORY GUIDELINES

Following is the additional list of data used in the computation of the Pedestrian LOS scores. Also described are the associated guidelines for their collection and compilation into the database.

Width of Buffer ($W_b$) – is the width of a grass buffer. The width of the buffer is measured from the edge of pavement or back of curb to the beginning edge of the sidewalk. If a sidewalk has trees planted within its surface, then the horizontal width of the sidewalk occupied by the trees is considered the buffer width.

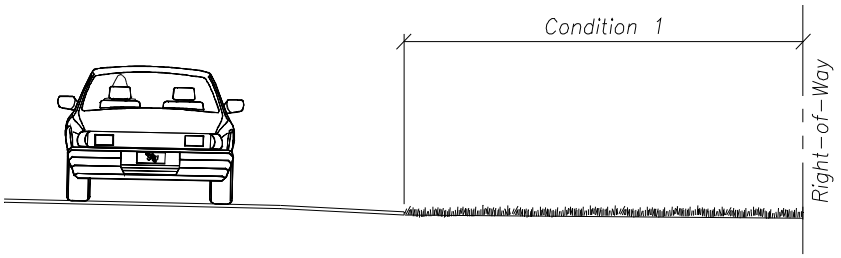
Width of Sidewalk ($W_s$) – is the width of the sidewalk, measured from either the edge of pavement, if a grass buffer is not present. If a grass buffer is present, the width is measured from the edge of the buffer to the back side of the sidewalk.

Sidewalk Percentage – is the percentage of sidewalk coverage (estimated in increments of 25%) of the segment; this is to be collected directionally

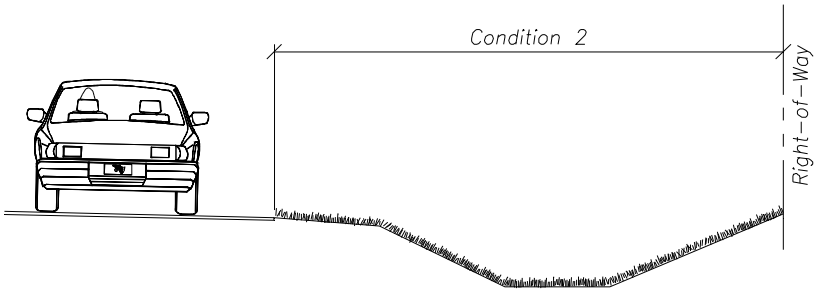
Tree Spacing in Buffer – is the spacing of trees within a buffer, measured from the center (width of spacing between trees). Trees can either be in a grass buffer or in sidewalk islands.

Cross-section – a "C" is recorded if there is a curb and gutter on the segment, an "S" if there is an open shoulder. Note: Indicate any ditches or swales adjacent to the edge of pavement of the segment in the comments field.

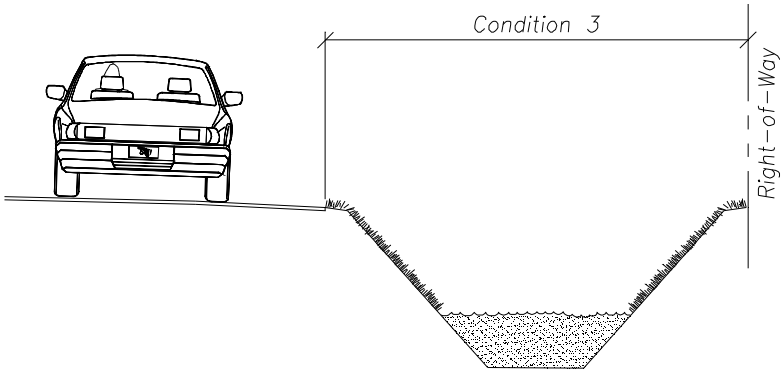
Roadside Profile Condition – This data item is collected to assist in determining the lateral area available for bicycle lane or paved shoulder and sidewalk construction. It is the area between the outside edge of the pavement and the right-of-way line. The profile condition assists in determining the type of facility, hence its cost [i.e., bicycle lane or paved shoulder or bike path]. Roadside profiles were classified as one of the three types illustrated below. Condition 1, buildable shoulder, is defined as an area adjoining the edge of pavement with a minimum width of seven feet and a maximum cross-slope of 6%. Condition 2 is a swale. Condition 3 is a ditch or canal. The ARC is to provide total right-of-way width.




**Roadside Profile Conditions '1'.**




**Roadside Profile Conditions '2'.**




**Roadside Profile Conditions '3'.**

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| 2.0 | | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2.0 | 2 | 2 | 2 | 2 | | 2 | 2 | 5 | 5 | 5 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Width | | | | | Bike | | | Tree | | | | | | | | |
| | | | | | Len- | | | | | | Post. | Of | | | Occ. | | | Lane/ | | Buff. | Spcg. | % | Swalk | Road | Bicycle | | Pedestrian | |
| Segment ID | | City | Road Name | From | To | gth | Lanes (L) | | | | Tks. | Spd. | Pavement | | | Park. | Pavecon | Pavd. | Cross | Width | in | with | Width | Profile | LOS | | LOS | |
| ID | | | | | | (mi) | Th | Dir | Con | Roadway | (HV) | (SPp) | Wt | Wl | $W_{ps}$ | (OSPA) | $PC_t$ | Shldr. | Sec. | (BW) | Buffer | Sidewalk | (Ws) | Cond | Score | Grade | Value | Grade |
| | | | | | | | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 1.0 | A | Alph | Academy St | N Main St | Plymouth Ln | 0.93 | 2 | 1 | U | **11250** | *3* | 35 | 11.4 | 2.9 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 62 | 6.0 | 2 | **4.04** | **D** | **3.26** | **C** |
| 1.0 | B | Alph | Academy St | N Main St | Plymouth Ln | 0.93 | 2 | 1 | U | **11250** | *3* | 35 | 11.4 | 2.9 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 98 | 6.0 | 2 | **4.04** | **D** | **2.71** | **C** |
| 5.0 | A | Alph | Broadwell Rd | Rucker Road | Crabapple | 0.81 | 2 | 1 | LT | 6162 | *4* | 35 | 11.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | **3.85** | **D** | **3.25** | **C** |
| 5.0 | B | Alph | Broadwell Rd | Rucker Road | Crabapple | 0.81 | 2 | 1 | LT | 6162 | *4* | 35 | 11.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | **3.85** | **D** | **3.25** | **C** |
| 7.0 | A | Alph | Canton St | Milton Ave | Pebble Trail | 0.81 | 2 | 1 | U | 10052 | *2* | 35 | 12.4 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.9 | 0 | 93 | 5.0 | 2 | **3.82** | **D** | **2.78** | **C** |
| 7.0 | B | Alph | Canton St | Milton Ave | Pebble Trail | 0.81 | 2 | 1 | U | 10052 | *2* | 35 | 12.4 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.9 | 0 | 60 | 5.0 | 2 | **3.82** | **D** | **3.23** | **C** |
| 8.0 | A | Alph | Cogburn Rd | N Main St | Hopewell Plantation Dr | 0.46 | 2 | 1 | U | 3392 | *2* | 35 | 10.1 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 39 | 5.0 | 2 | **3.56** | **D** | **3.32** | **C** |
| 8.0 | B | Alph | Cogburn Rd | N Main St | Hopewell Plantation Dr | 0.46 | 2 | 1 | U | 3392 | *2* | 35 | 10.1 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **3.56** | **D** | **2.40** | **B** |
| 9.1 | A | Alph | Crabapple Rd | Arnold Mill Road | Green Road | 0.53 | 2 | 1 | U | 15764 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | **3.95** | **D** | **4.44** | **D** |
| 9.1 | B | Alph | Crabapple Rd | Arnold Mill Road | Green Road | 0.53 | 2 | 1 | U | 15764 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | **3.95** | **D** | **3.41** | **C** |
| 9.2 | A | Alph | Crabapple Rd | Green Road | Birmingham Hwy | 0.71 | 2 | 1 | U | 18100 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 8.0 | 0 | 0 | 8.0 | 3 | **4.17** | **D** | **4.58** | **E** |
| 9.2 | B | Alph | Crabapple Rd | Green Road | Birmingham Hwy | 0.71 | 2 | 1 | U | 18100 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 8.0 | 0 | 75 | 8.0 | 3 | **4.17** | **D** | **3.28** | **C** |
| 11.0 | A | Alph | Douglas Rd | Jones Bridge Road | McGinnis Ferry Road | 1.46 | 2 | 1 | U | 10764 | *2* | 35 | 10.6 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | **3.76** | **D** | **3.18** | **C** |
| 11.0 | B | Alph | Douglas Rd | Jones Bridge Road | McGinnis Ferry Road | 1.46 | 2 | 1 | U | 10764 | *2* | 35 | 10.6 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | **3.76** | **D** | **3.18** | **C** |
| 14.0 | A | Alph | Georgia Highway 9 | Cogburn Rd | Windward Pkwy W | 0.44 | 2 | 1 | LT | 21546 | *6* | 45 | 12.7 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **5.23** | **E** | **3.71** | **D** |
| 14.0 | B | Alph | Georgia Highway 9 | Cogburn Rd | Windward Pkwy W | 0.44 | 2 | 1 | LT | 21546 | *6* | 45 | 12.7 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **5.23** | **E** | **3.71** | **D** |
| 15.0 | A | Alph | Haynes Bridge Rd | City Limits | Mansell | 0.86 | 2 | 1 | U | 19074 | *3* | 45 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | **4.32** | **D** | **3.58** | **D** |
| 15.0 | B | Alph | Haynes Bridge Rd | City Limits | Mansell | 0.86 | 2 | 1 | U | 19074 | *3* | 45 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 0 | 5.0 | 3 | **4.32** | **D** | **4.93** | **E** |
| 15.1 | A | Alph | Haynes Bridge Rd | Mansell | North Point Pkwy | 0.52 | 4 | 2 | U | 23012 | *4* | 45 | 12.4 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.44** | **D** | **3.34** | **C** |
| 15.1 | B | Alph | Haynes Bridge Rd | Mansell | North Point Pkwy | 0.52 | 4 | 2 | U | 23012 | *4* | 45 | 12.4 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.44** | **D** | **3.34** | **C** |
| 15.2 | A | Alph | Haynes Bridge Rd | N. Point Pkwy | Old Milton Pkwy | 1.66 | 6 | 3 | D | 38206 | *4* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 3.0 | 0 | 100 | 5.0 | 1 | **4.48** | **D** | **3.32** | **C** |
| 15.2 | B | Alph | Haynes Bridge Rd | N. Point Pkwy | Old Milton Pkwy | 1.66 | 6 | 3 | D | 38206 | *4* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 3.0 | 0 | 100 | 5.0 | 1 | **4.48** | **D** | **3.32** | **C** |
| 15.3 | A | Alph | Haynes Bridge Rd | Old Milton Pkwy | Academy | 0.37 | 4 | 2 | D | 27480 | *3* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.12** | **D** | **3.21** | **C** |
| 15.3 | B | Alph | Haynes Bridge Rd | Old Milton Pkwy | Academy | 0.37 | 4 | 2 | D | 27480 | *3* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.12** | **D** | **3.21** | **C** |
| 16.0 | A | Alph | Hopewell Rd | Pebble Trail | Vaughn Drive | 0.39 | 2 | 1 | U | 9196 | *3* | 35 | 11.1 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.5 | 0 | 0 | 5.0 | 2 | **4.14** | **D** | **4.13** | **D** |
| 16.0 | B | Alph | Hopewell Rd | Pebble Trail | Vaughn Drive | 0.39 | 2 | 1 | U | 9196 | *3* | 35 | 11.1 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.5 | 0 | 0 | 5.0 | 2 | **4.14** | **D** | **4.13** | **D** |
| 19.0 | A | Alph | Kimball Bridge Rd | Northpoint Pkwy | Westside Pkwy | 1.04 | 2 | 1 | U | 8642 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **3.91** | **D** | **4.11** | **D** |
| 19.0 | B | Alph | Kimball Bridge Rd | Northpoint Pkwy | Westside Pkwy | 1.04 | 2 | 1 | U | 8642 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **3.91** | **D** | **4.11** | **D** |
| 20.0 | A | Alph | Kimball Bridge Rd | North Point | Waters | 1.17 | 2 | 1 | U | 14876 | *2* | 35 | 10.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 25 | 5.0 | 3 | **4.24** | **D** | **4.17** | **D** |
| 20.0 | B | Alph | Kimball Bridge Rd | North Point | Waters | 1.17 | 2 | 1 | U | 14876 | *2* | 35 | 10.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 50 | 5.0 | 3 | **4.24** | **D** | **3.80** | **D** |
| 20.1 | A | Alph | Kimball Bridge Rd | Waters | State Bridge | 1.82 | 2 | 1 | U | 8994 | *2* | 35 | 11.3 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 3.0 | 0 | 100 | 5.0 | 2 | **3.65** | **D** | **2.64** | **C** |
| 20.1 | B | Alph | Kimball Bridge Rd | Waters | State Bridge | 1.82 | 2 | 1 | U | 8994 | *2* | 35 | 11.3 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 3.0 | 0 | 100 | 5.0 | 2 | **3.65** | **D** | **2.64** | **C** |
| 21.0 | A | Alph | Kimball Bridge Rd | State Bridge | Webb Bridge Way | 0.23 | 4 | 2 | D | 16236 | *3* | 45 | 11.9 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 20 | 5.0 | 2 | **4.07** | **D** | **4.19** | **D** |
| 21.0 | B | Alph | Kimball Bridge Rd | State Bridge | Webb Bridge Way | 0.23 | 4 | 2 | D | 16236 | *3* | 45 | 11.9 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **4.07** | **D** | **3.78** | **D** |
| 21.1 | A | Alph | Kimball Bridge Rd | Webb Bridge way | Bridgeway Christian Academey | 0.47 | 2 | 1 | U | 23378 | *4* | 45 | 11.9 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | **4.71** | **E** | **4.87** | **E** |
| 21.1 | B | Alph | Kimball Bridge Rd | Webb Bridge way | Bridgeway Christian Academey | 0.47 | 2 | 1 | U | 23378 | *4* | 45 | 11.9 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | **4.71** | **E** | **4.19** | **D** |
| 21.2 | A | Alph | Kimball Bridge Rd | Bridgeway Christian Academey | Jones Bridge | 0.30 | 2 | 1 | U | 23378 | *4* | 45 | 17.5 | 5.5 | 0.0 | 0 | 4.5 | Y | S | 2.0 | 0 | 0 | 0.0 | 1 | **2.77** | **C** | **4.75** | **E** |
| 21.2 | B | Alph | Kimball Bridge Rd | Bridgeway Christian Academey | Jones Bridge | 0.30 | 2 | 1 | U | 23378 | *4* | 45 | 17.5 | 5.5 | 0.0 | 0 | 4.5 | N | S | 2.0 | 0 | 0 | 0.0 | 1 | **2.77** | **C** | **4.75** | **E** |
| 24.0 | A | Alph | Mansell Rd | Old Alabama Conn | Haynes Bridge | 0.49 | 4 | 2 | D | 17968 | *3* | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.36** | **D** | **3.16** | **C** |
| 24.0 | B | Alph | Mansell Rd | Old Alabama Conn | Haynes Bridge | 0.49 | 4 | 2 | D | 17968 | *3* | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.36** | **D** | **3.16** | **C** |
| 25.0 | A | Alph | Mansell Rd | Old Roswell | N. Point Pkwy | 1.11 | 4 | 2 | D | 33630 | *4* | 45 | 11.9 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.94** | **E** | **3.79** | **D** |
| 25.0 | B | Alph | Mansell Rd | Old Roswell | N. Point Pkwy | 1.11 | 4 | 2 | D | 33630 | *4* | 45 | 11.9 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.94** | **E** | **3.79** | **D** |
| 25.1 | A | Alph | Mansell Rd | N. Point Pkwy | Old Alabama Conn | 0.84 | 4 | 2 | D | 20730 | *4* | 45 | 12.4 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.48** | **D** | **3.25** | **C** |
| 25.1 | B | Alph | Mansell Rd | N. Point Pkwy | Old Alabama Conn | 0.84 | 4 | 2 | D | 20730 | *4* | 45 | 12.4 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 50 | 5.0 | 2 | **4.48** | **D** | **3.92** | **D** |
| 26.0 | A | Alph | Center Bridge Rd | Westside Pkwy | Fanfare Way | 0.14 | 2 | 1 | D | 8848 | *2* | 35 | 14.3 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | **3.51** | **D** | **2.57** | **C** |
| 26.0 | B | Alph | CENTER Bridge Rd | Westside Pkwy | Fanfare Way | 0.14 | 2 | 1 | D | 8848 | *2* | 35 | 14.3 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | **3.51** | **D** | **2.57** | **C** |
| 28.0 | A | Alph | Mayfield Rd | Bethany | Providence | 1.32 | 2 | 1 | U | 7800 | *2* | 35 | 10.3 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **3.78** | **D** | **4.14** | **D** |
| 28.0 | B | Alph | Mayfield Rd | Bethany | Providence | 1.32 | 2 | 1 | U | 7800 | *2* | 35 | 10.3 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **3.78** | **D** | **4.14** | **D** |
| 28.1 | A | Alph | Mayfield Rd | Providence | Canton | 0.72 | 2 | 1 | C | 11002 | *2* | 35 | 9.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.19** | **D** | **2.87** | **C** |
| 28.1 | B | Alph | Mayfield Rd | Providence | Canton | 0.72 | 2 | 1 | C | 11002 | *2* | 35 | 9.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 25 | 5.0 | 2 | **4.19** | **D** | **4.05** | **D** |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | Tks. | Post. | Width Of Pavement | | | Occ. | | Bike Lane/ | | Buff. | Tree Spcg. | % | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | (HV) | Spd. | Wt | Wl | $W_{ps}$ | Park. | Pavecon | Pavd. | Cross | Width | in | with | Width | Profile | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | (SPp) | (ft) | (ft) | (ft) | (OSPA) | $PC_t$ | Shldr. | Sec. | (BW) | Buffer | Sidewalk | (Ws) | Cond | (1..7) | (A..F) | (1..7) | (A..F) |
| 29.0 | A | Alph | Mayfield Rd | Birmingham Hwy | Bethany | 0.94 | 2 | 1 | U | 13258 | *3* | 45 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.38** | D | **4.70** | E |
| 29.0 | B | Alph | Mayfield Rd | Birmingham Hwy | Bethany | 0.94 | 2 | 1 | U | 13258 | *3* | 45 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.38** | D | **4.70** | E |
| 31.0 | A | Alph | Mcginnis Ferry Rd | Bethany Bend | 400 | 0.57 | 2 | 1 | U | 14144 | *3* | 45 | 10.1 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 40 | 5.0 | 2 | **4.65** | E | **4.26** | D |
| 31.0 | B | Alph | Mcginnis Ferry Rd | Bethany Bend | 400 | 0.57 | 2 | 1 | U | 14144 | *3* | 45 | 10.1 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 50 | 5.0 | 2 | **4.65** | E | **4.11** | D |
| 31.1 | A | Alph | Mcginnis Ferry Rd | 400 | Union Hill | 0.53 | 2 | 1 | LT | 13690 | *3* | 45 | 10.3 | 0.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.31** | D | **4.82** | E |
| 31.1 | B | Alph | Mcginnis Ferry Rd | 400 | Union Hill | 0.53 | 2 | 1 | LT | 13690 | *3* | 45 | 10.3 | 0.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.31** | D | **4.82** | E |
| 31.2 | A | Alph | Mcginnis Ferry Rd | Union Hill | McFarland | 1.11 | 2 | 1 | U | 16414 | *8* | 45 | 11.5 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | **5.76** | F | **4.84** | E |
| 31.2 | B | Alph | Mcginnis Ferry Rd | Union Hill | McFarland | 1.11 | 2 | 1 | U | 16414 | *8* | 45 | 11.5 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | **5.76** | F | **4.84** | E |
| 31.3 | A | Alph | Mcginnis Ferry Rd | McFarland | Douglas | 1.14 | 2 | 1 | LT | 19208 | *8* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | **5.78** | F | **4.96** | E |
| 31.3 | B | Alph | Mcginnis Ferry Rd | McFarland | Douglas | 1.14 | 2 | 1 | LT | 19208 | *8* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | S | 2.0 | 0 | 25 | 5.0 | 3 | **5.78** | F | **4.62** | E |
| 32.0 | A | Alph | Mid Broadwell Rd | Crabapple | Wills | 2.10 | 2 | 1 | U | 3726 | *3* | 40 | 10.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 40 | 5.0 | 3 | **3.47** | C | **3.44** | C |
| 32.0 | B | Alph | Mid Broadwell Rd | Crabapple | Wills | 2.10 | 2 | 1 | U | 3726 | *3* | 40 | 10.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 40 | 5.0 | 3 | **3.47** | C | **3.44** | C |
| 33.0 | A | Alph | Milton Ave | Canton St | Hwy 9 | 0.03 | 2 | 1 | U | 26164 | *3* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 3.5 | 65 | 100 | 5.0 | 1 | **4.41** | D | ***2.55*** | C |
| 33.0 | B | Alph | Milton Ave | Canton St | Hwy 9 | 0.03 | 2 | 1 | U | 26164 | *3* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 3.5 | 65 | 100 | 5.0 | 1 | **4.41** | D | ***2.55*** | C |
| 34.0 | A | Alph | Milton Ave | Wills | Canton St | 0.82 | 2 | 1 | U | 16892 | *3* | 35 | 11.9 | 0.0 | 0.0 | 0 | 3.5 | N | C | 1.5 | 0 | 0 | 4.0 | 2 | **4.35** | D | **4.50** | D |
| 34.0 | B | Alph | Milton Ave | Wills | Canton St | 0.82 | 2 | 1 | U | 16892 | *3* | 35 | 11.9 | 0.0 | 0.0 | 0 | 3.5 | N | C | 1.5 | 0 | 0 | 4.0 | 2 | **4.35** | D | **4.50** | D |
| 35.0 | A | Alph | Morrison Pkwy | Hembree | Haynes Bridge [Westside Pkwy] | 0.63 | 4 | 2 | U | 19588 | *3* | 40 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 1 | **4.38** | D | **4.47** | D |
| 35.0 | B | Alph | Morrison Pkwy | Hembree | Haynes Bridge [Westside Pkwy] | 0.63 | 4 | 2 | U | 19588 | *3* | 40 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 1 | **4.38** | D | **4.47** | D |
| 36.0 | A | Alph | N Main St | Milton/Academy | Mayfield | 0.39 | 4 | 2 | U | 35208 | *4* | 45 | 11.3 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | **5.03** | E | **3.99** | D |
| 36.0 | B | Alph | N Main St | Milton/Academy | Mayfield | 0.39 | 4 | 2 | U | 35208 | *4* | 45 | 11.3 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | **5.03** | E | **3.99** | D |
| 36.1 | A | Alph | N Main St | Mayfield Rd | Winthrope Park Dr | 0.56 | 3 | 2 | LT | 27286 | *4* | 45 | 11.8 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.5 | 0 | 46 | 4.0 | 2 | **4.90** | E | **4.87** | E |
| 36.1 | B | Alph | N Main St | Mayfield Rd | Winthrope Park Dr | 0.56 | 3 | 2 | LT | 27286 | *4* | 45 | 11.8 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.5 | 0 | 24 | 4.0 | 2 | **4.90** | E | **5.16** | E |
| 36.2 | A | Alph | N Main St | Winthrope Park Dr | Winthrope Chase Dr | 0.21 | 2 | 1 | U | 27286 | *4* | 45 | 14.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **4.61** | E | **4.62** | E |
| 36.2 | B | Alph | N Main St | Winthrope Park Dr | Winthrope Chase Dr | 0.21 | 2 | 1 | U | 27286 | *4* | 45 | 14.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **4.61** | E | **4.62** | E |
| 39.0 | A | Alph | North Point Pkwy | Mansell Rd | Haynes Bridge | 1.43 | 6 | 3 | D | 6334 | *2* | 35 | 12.4 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **1.93** | B | **2.26** | B |
| 39.0 | B | Alph | North Point Pkwy | Mansell Rd | Haynes Bridge | 1.43 | 6 | 3 | D | 6334 | *2* | 35 | 12.4 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 70 | 5.0 | 2 | **1.93** | B | **2.66** | C |
| 39.1 | A | Alph | North Point Pkwy | Haynes Bridge | Kimbal Bridge | 0.84 | 6 | 3 | D | 16390 | *3* | 40 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 0 | 8.0 | 1 | **3.69** | D | **4.01** | D |
| 39.1 | B | Alph | North Point Pkwy | Haynes Bridge | Kimbal Bridge | 0.84 | 6 | 3 | D | 16390 | *3* | 40 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 0 | 8.0 | 1 | **3.69** | D | **4.01** | D |
| 39.2 | A | Alph | North Point Pkwy | Kimbal Bridge | Old Milton Pkwy | 1.29 | 4 | 2 | D | 6264 | *3* | 40 | 11.8 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | **3.11** | C | **2.87** | C |
| 39.2 | B | Alph | North Point Pkwy | Kimbal Bridge | Old Milton Pkwy | 1.29 | 4 | 2 | D | 6264 | *3* | 40 | 11.8 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | **3.11** | C | **2.87** | C |
| 39.3 | A | Alph | North Point Pkwy | Old Milton Pkwy | Webb Bridge way | 0.83 | 4 | 2 | D | 18310 | *3* | 40 | 11.8 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.05** | D | **3.01** | C |
| 39.3 | B | Alph | North Point Pkwy | Old Milton Pkwy | Webb Bridge way | 0.83 | 4 | 2 | D | 18310 | *3* | 40 | 11.8 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.05** | D | **3.01** | C |
| 39.4 | A | Alph | North Point Pkwy | Webb Bridge way | Windward Parkwy | 0.90 | 4 | 2 | D | 12692 | *3* | 40 | 11.8 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **3.88** | D | **3.48** | C |
| 39.4 | B | Alph | North Point Pkwy | Webb Bridge way | Windward Parkwy | 0.90 | 4 | 2 | D | 12692 | *3* | 40 | 11.8 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **3.88** | D | **3.48** | C |
| 40.0 | A | Alph | Old Alabama Conn | City Limit | Mansell Rd | 0.48 | 2 | 1 | U | 14278 | *6* | 45 | 11.8 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 75 | 5.0 | 1 | **5.12** | E | **3.65** | D |
| 40.0 | B | Alph | Old Alabama Conn | City Limit | Mansell Rd | 0.48 | 2 | 1 | U | 14278 | *6* | 45 | 11.8 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | **5.12** | E | **3.31** | C |
| 41.0 | A | Alph | Old Milton Pkwy | Wills Road | Hwy 9 | 0.82 | 4 | 2 | D | 28184 | *3* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 15.0 | 0 | 100 | 8.0 | 1 | **4.23** | D | **2.72** | C |
| 41.0 | B | Alph | Old Milton Pkwy | Wills Road | Hwy 9 | 0.82 | 4 | 2 | D | 28184 | *3* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 15.0 | 0 | 100 | 8.0 | 1 | **4.23** | D | **2.72** | C |
| 41.1 | A | Alph | Old Milton Pkwy | Hwy 9 | Westside Pkwy | 0.85 | 6 | 3 | D | 32658 | *4* | 45 | 12.4 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.35** | D | **3.21** | C |
| 41.1 | B | Alph | Old Milton Pkwy | Hwy 9 | Westside Pkwy | 0.85 | 6 | 3 | D | 32658 | *4* | 45 | 12.4 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.35** | D | **3.21** | C |
| 41.2 | A | Alph | Old Milton Pkwy | North Point | Westside Pkwy | 1.22 | 6 | 3 | D | 5692 | *3* | 45 | 12.3 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **2.23** | B | **2.56** | C |
| 41.2 | B | Alph | Old Milton Pkwy | North Point | Westside Pkwy | 1.22 | 6 | 3 | D | 5692 | *3* | 45 | 12.3 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **2.23** | B | **2.56** | C |
| 41.3 | A | Alph | Old Milton Pkwy | Kimbal Bridge | North Point | 1.96 | 4 | 2 | D | 48066 | *4* | 45 | 12.2 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | **4.93** | E | **4.35** | D |
| 41.3 | B | Alph | Old Milton Pkwy | Kimbal Bridge | North Point | 1.96 | 4 | 2 | D | 48066 | *4* | 45 | 12.2 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 75 | 5.0 | 1 | **4.93** | E | **4.69** | E |
| 42.0 | A | Alph | Old Roswell Rd | Warsaw[city limit] | Mansell | 0.41 | 2 | 1 | U | **2500** | *2* | 35 | 15.0 | 2.5 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | **2.63** | C | **3.03** | C |
| 42.0 | B | Alph | Old Roswell Rd | Warsaw[city limit] | Mansell | 0.41 | 2 | 1 | U | **2500** | *2* | 35 | 15.0 | 2.5 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | **2.63** | C | **3.03** | C |
| 42.1 | A | Alph | Old Roswell Rd | Mansell | Old Roswell[westside pkwy] | 0.25 | 4 | 2 | D | 26518 | *4* | 40 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 5.0 | 0 | 100 | 5.0 | 2 | **4.39** | D | **3.22** | C |
| 42.1 | B | Alph | Old Roswell Rd | Mansell | Old Roswell[westside pkwy] | 0.25 | 4 | 2 | D | 26518 | *4* | 40 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 5.0 | 0 | 100 | 5.0 | 2 | **4.39** | D | **3.22** | C |
| 43.0 | A | Alph | Providence Rd | Mayfield Road | City Line | 0.90 | 2 | 1 | U | 4424 | *2* | 35 | 11.4 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | **3.28** | C | **3.82** | D |
| 43.0 | B | Alph | Providence Rd | Mayfield Road | City Line | 0.90 | 2 | 1 | U | 4424 | *2* | 35 | 11.4 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | **3.28** | C | **3.82** | D |
| 44.0 | A | Alph | Rock Mill Rd | Old Roswell | Sanctuary Pkwy[Westsied Pkwy] | 0.66 | 4 | 2 | D | 22740 | *4* | 40 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 5.0 | 0 | 100 | 5.0 | 2 | **4.32** | D | **3.08** | C |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | | Post. | Width Of Pavement | | | Occ. | | Bike Lane/ | | Buff. | Tree Spcg. | % | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | Spd. (SPp) | Wt (ft) | Wl (ft) | $W_{ps}$ (ft) | Park. (OSPA) | Pavecon $PC_t$ (1..5) | Pavd. Shldr. (Y/N) | Cross Sec. (C/S) | Width (BW) (ft) | in Buffer (ft/ctr) | with Sidewalk (DIR) | Width (Ws) (ft) | Profile Cond (1,2,3) | Score (1..7) | Grade (A..F) | Value (1..7) | Grade (A..F) |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | | | | | | | | | | | | | | | | |
| 44.0 | B | Alph | Rock Mill Rd | Old Roswell | Sanctuary Pkwy[Westsied Pkwy] | 0.66 | 4 | 2 | D | 22740 | 4 | 40 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 5.0 | 0 | 100 | 5.0 | 2 | 4.32 | D | 3.08 | C |
| 45.0 | A | Alph | Rucker Rd | Roswell City Limits | Broadwell | 0.45 | 2 | 1 | U | 20808 | 3 | 35 | 11.2 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.22 | D | 4.10 | D |
| 45.0 | B | Alph | Rucker Rd | Roswell City Limits | Broadwell | 0.45 | 2 | 1 | U | 20808 | 3 | 35 | 11.2 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.22 | D | 4.10 | D |
| 45.1 | A | Alph | Rucker Rd | Broadwell | Wills Road | 1.85 | 2 | 1 | U | 29302 | 3 | 35 | 12.4 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.41 | D | 4.53 | E |
| 45.1 | B | Alph | Rucker Rd | Broadwell | Wills Road | 1.85 | 2 | 1 | U | 29302 | 3 | 35 | 12.4 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.41 | D | 4.53 | E |
| 46.0 | A | Alph | S Main St | Old Milton Pkwy | Academy St | 0.34 | 4 | 2 | U | 27440 | 5 | 35 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.5 | 0 | 100 | 4.0 | 1 | 4.86 | E | 3.32 | C |
| 46.0 | B | Alph | S Main St | Old Milton Pkwy | Academy St | 0.34 | 4 | 2 | U | 27440 | 5 | 35 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.5 | 0 | 100 | 4.0 | 1 | 4.86 | E | 3.32 | C |
| 47.0 | A | Alph | S Main St | Haney Dr | Northfall Ln | 0.46 | 4 | 2 | LT | 32826 | 4 | 45 | 12.2 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 76 | 5.0 | 2 | 4.89 | E | 4.07 | D |
| 47.0 | B | Alph | S Main St | Haney Dr | Northfall Ln | 0.46 | 4 | 2 | LT | 32826 | 4 | 45 | 12.2 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 13 | 5.0 | 2 | 4.89 | E | 4.92 | E |
| 47.1 | A | Alph | S Main St | Northfall Ln | Old Milton Pkwy | 0.72 | 4 | 2 | U | 36124 | 4 | 45 | 11.9 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.4 | 0 | 32 | 4.0 | 1 | 4.97 | E | 4.85 | E |
| 47.1 | B | Alph | S Main St | Northfall Ln | Old Milton Pkwy | 0.72 | 4 | 2 | U | 36124 | 4 | 45 | 11.9 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.4 | 0 | 56 | 4.0 | 1 | 4.97 | E | 4.54 | E |
| 49.0 | A | Alph | State Bridge Way | Old Milton Pkwy | Kimbal Bridge | 0.26 | 1 | 1 | OW | 9082 | 3 | 45 | 12.4 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 2 | 4.31 | D | 4.73 | E |
| 49.0 | B | Alph | State Bridge Way | Old Milton Pkwy | Kimbal Bridge | 0.26 | 1 | 1 | OW | 9082 | 3 | 45 | 12.4 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.31 | D | 3.39 | C |
| 51.0 | A | Alph | Waters Rd | Jones Bridge Rd | Kimball Bridge Rd | 1.35 | 2 | 1 | U | 12068 | 2 | 35 | 13.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.84 | D | 4.12 | D |
| 51.0 | B | Alph | Waters Rd | Jones Bridge Rd | Kimball Bridge Rd | 1.35 | 2 | 1 | U | 12068 | 2 | 35 | 13.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.84 | D | 4.12 | D |
| 52.0 | A | Alph | Webb Bridge Rd | Plymouth Lane | Westside Pkwy | 0.40 | 2 | 1 | U | 9694 | 3 | 35 | 11.0 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 4.35 | D | 4.17 | D |
| 52.0 | B | Alph | Webb Bridge Rd | Plymouth Lane | Westside Pkwy | 0.40 | 2 | 1 | U | 9694 | 3 | 35 | 11.0 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 73 | 5.0 | 2 | 4.35 | D | 3.12 | C |
| 52.1 | A | Alph | Webb Bridge Rd | Westside Pkwy | Morris Rd | 0.67 | 2 | 1 | U | 12068 | 3 | 35 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.90 | D | 4.20 | D |
| 52.1 | B | Alph | Webb Bridge Rd | Westside Pkwy | Morris Rd | 0.67 | 2 | 1 | U | 12068 | 3 | 35 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 27 | 5.0 | 2 | 3.90 | D | 3.83 | D |
| 52.2 | A | Alph | Webb Bridge Rd | North Point Dr | Webb Bridge Way | 2.46 | 2 | 1 | U | 12582 | 3 | 40 | 13.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.02 | D | 3.00 | C |
| 52.2 | B | Alph | Webb Bridge Rd | North Point Dr | Webb Bridge Way | 2.46 | 2 | 1 | U | 12582 | 3 | 40 | 13.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 20 | 5.0 | 2 | 4.02 | D | 4.04 | D |
| 53.0 | A | Alph | Webb Bridge Way | Kimbal Bridge | Webb Bridge Way | 0.29 | 2 | 1 | U | 12806 | 2 | 30 | 12.3 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 1.5 | 0 | 100 | 5.0 | 2 | 3.67 | D | 2.76 | C |
| 53.0 | B | Alph | Webb Bridge Way | Kimbal Bridge | Webb Bridge Way | 0.29 | 2 | 1 | U | 12806 | 2 | 30 | 12.3 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 1.5 | 0 | 100 | 5.0 | 2 | 3.67 | D | 2.76 | C |
| 54.0 | A | Alph | Webb Rd | Cogburn Rd | Cogburn Rd | 0.05 | 2 | 1 | U | 3790 | 2 | 20 | 11.3 | 0.0 | 0.0 | 0 | 2.5 | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 2.81 | C | 3.39 | C |
| 54.0 | B | Alph | Webb Rd | Cogburn Rd | Cogburn Rd | 0.05 | 2 | 1 | U | 3790 | 2 | 20 | 11.3 | 0.0 | 0.0 | 0 | 2.5 | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 2.81 | C | 3.39 | C |
| 55.0 | A | Alph | Westside Pkwy | Sanctuary Pkwy | Hembree | 1.16 | 4 | 2 | D | 24512 | 4 | 40 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | N | C | 14.0 | 40 | 0 | 5.0 | 1 | 4.70 | E | 4.64 | E |
| 55.0 | B | Alph | Westside Pkwy | Sanctuary Pkwy | Hembree | 1.16 | 4 | 2 | D | 24512 | 4 | 40 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | N | C | 14.0 | 40 | 0 | 5.0 | 1 | 4.70 | E | 4.64 | E |
| 55.1 | A | Alph | Westside Pkwy | Haynes Bridge | Old Milton Pkwy | 0.74 | 4 | 2 | D | 5882 | 3 | 40 | 11.7 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 15.0 | 0 | 100 | 5.0 | 1 | 3.09 | C | 2.14 | B |
| 55.1 | B | Alph | Westside Pkwy | Haynes Bridge | Old Milton Pkwy | 0.74 | 4 | 2 | D | 5882 | 3 | 40 | 11.7 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 15.0 | 0 | 100 | 5.0 | 1 | 3.09 | C | 2.14 | B |
| 55.2 | A | Alph | Westside Pkwy | Old Milton Pkwy | Webb Bridge | 0.92 | | 0 | X | 9262 | 2 | X | X | 0.0 | 0.0 | 0 | X | N | X | 0.0 | 0 | 0 | 0.0 | x | | UC | 0.00 | UC |
| 55.2 | B | Alph | Westside Pkwy | Old Milton Pkwy | Webb Bridge | 0.92 | | 0 | X | 9262 | 2 | X | X | 0.0 | 0.0 | 0 | X | N | X | 0.0 | 0 | 0 | 0.0 | x | | UC | 0.00 | UC |
| 55.3 | A | Alph | Westside Pkwy | Webb Bridge | South of Cumming Street | 0.73 | 4 | 2 | D | 5370 | 3 | 40 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 2.81 | C | 2.49 | B |
| 55.3 | B | Alph | Westside Pkwy | Webb Bridge | South of Cumming Street | 0.73 | 4 | 2 | D | 5370 | 3 | 40 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 50 | 5.0 | 1 | 2.81 | C | 3.17 | C |
| 55.4 | A | Alph | Westside Pkwy | South of Cumming Street | Windward | 0.34 | 4 | 2 | D | 7136 | 3 | 40 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 3.48 | C | 2.55 | C |
| 55.4 | B | Alph | Westside Pkwy | South of Cumming Street | Windward | 0.34 | 4 | 2 | D | 7136 | 3 | 40 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 50 | 5.0 | 1 | 3.48 | C | 3.24 | C |
| 57.0 | A | Alph | Windward Pkwy | North Point Pkwy | Compass Pointe Chase | 2.10 | 4 | 2 | D | 21978 | 4 | 40 | 11.7 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 75 | 5.0 | 1 | 4.49 | D | 3.50 | C |
| 57.0 | B | Alph | Windward Pkwy | North Point Pkwy | Compass Pointe Chase | 2.10 | 4 | 2 | D | 21978 | 4 | 40 | 11.7 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 4.49 | D | 3.15 | C |
| 57.1 | A | Alph | Windward Pkwy | Compass Pointe Chase | McGinnis Ferry Road | 1.18 | 4 | 2 | U | 27960 | 4 | 40 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.67 | E | 3.37 | C |
| 57.1 | B | Alph | Windward Pkwy | Compass Pointe Chase | McGinnis Ferry Road | 1.18 | 4 | 2 | U | 27960 | 4 | 40 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.67 | E | 3.37 | C |
| 58.0 | A | Alph | Windward Pkwy W | Hwy 9 | Sh. Center DW[West of 400] | 0.63 | 4 | 2 | D | 23336 | 3 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.04 | D | 3.05 | C |
| 58.0 | B | Alph | Windward Pkwy W | Hwy 9 | Sh. Center DW[West of 400] | 0.63 | 4 | 2 | D | 23336 | 3 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.04 | D | 3.05 | C |
| 58.1 | A | Alph | Windward Pkwy W | Sh. Center DW west of 400 | N. Point Pkwy | 0.84 | 4 | 2 | D | 30788 | 3 | 35 | 15.7 | 4.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 2.96 | C | 3.24 | C |
| 58.1 | B | Alph | Windward Pkwy W | Sh. Center DW west of 400 | N. Point Pkwy | 0.84 | 4 | 2 | D | 30788 | 3 | 35 | 15.7 | 4.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 2.96 | C | 3.24 | C |
| 59.0 | A | JC | Abbotts Bridge Rd | City Limit | Boles | 0.32 | 2 | 1 | U | 29458 | 4 | 45 | 13.3 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.65 | E | 5.44 | E |
| 59.0 | B | JC | Abbotts Bridge Rd | City Limit | Boles | 0.32 | 2 | 1 | U | 29458 | 4 | 45 | 13.3 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.65 | E | 5.44 | E |
| 59.1 | A | JC | Abbotts Bridge Rd | Boles | Parsons Rd | 0.28 | 2 | 1 | U | 20438 | 4 | 45 | 11.6 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.67 | E | 5.07 | E |
| 59.1 | B | JC | Abbotts Bridge Rd | Boles | Parsons Rd | 0.28 | 2 | 1 | U | 20438 | 4 | 45 | 11.6 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.67 | E | 5.07 | E |
| 59.2 | A | JC | Abbotts Bridge Rd | Parsons Rd | Medlock Bridge Rd | 0.86 | 2 | 1 | U | 14284 | 3 | 45 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 7.0 | 2 | 4.51 | E | 4.72 | E |
| 59.2 | B | JC | Abbotts Bridge Rd | Parsons Rd | Medlock Bridge Rd | 0.86 | 2 | 1 | U | 14284 | 3 | 45 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 7.0 | 2 | 4.51 | E | 4.72 | E |
| 59.3 | A | JC | Abbotts Bridge Rd | Medlock Bridge | Parsons Rd | 1.52 | 2 | 1 | U | 12928 | 3 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | 4.25 | D | 3.90 | D |
| 59.3 | B | JC | Abbotts Bridge Rd | Medlock Bridge | Parsons Rd | 1.52 | 2 | 1 | U | 12928 | 3 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | 4.25 | D | 3.90 | D |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| | | | | | | | | | | | | Width | | | | | Bike | | | Tree | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Post. | Of | | | Occ. | | Lane/ | | Buff. | Spcg. | % | Swalk | Road | Bicycle | | Pedestrian | |
| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | Spd. | Pavement | | | Park. | Pavecon | Pavd. | Cross | Width | in | with | Width | Profile | LOS | | LOS | |
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | (SPp) | Wt | Wl | $W_{ps}$ | $PC_t$ | Shldr. | Sec. | (BW) | Buffer | Sidewalk | (Ws) | Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (OSPA) (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 59.4 | A | JC | Abbotts Bridge Rd | Parsons Rd | Jones Bridge Rd | 0.96 | 2 | 1 | U | 17812 | *3* | 45 | 13.0 | 2.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | **4.28** | **D** | **4.13** | **D** |
| 59.4 | B | JC | Abbotts Bridge Rd | Parsons Rd | Jones Bridge Rd | 0.96 | 2 | 1 | U | 17812 | *3* | 45 | 13.0 | 2.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | **4.28** | **D** | **4.13** | **D** |
| 60.0 | A | JC | Barnwell Rd | Holcomb Bridge Rd | JonesBridge (bkms Barnwell) | 2.51 | 2 | 1 | U | 12232 | *3* | 40 | 11.7 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.07** | **D** | **4.40** | **D** |
| 60.0 | B | JC | Barnwell Rd | Holcomb Bridge Rd | JonesBridge (bkms Barnwell) | 2.51 | 2 | 1 | U | 12232 | *3* | 40 | 11.7 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.07** | **D** | **4.40** | **D** |
| 61.0 | A | JC | Bell Rd | 1 SR 141 | Boles | 1.44 | 2 | 1 | U | 4426 | *3* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 3.0 | 0 | 20 | 5.0 | 3 | **3.60** | **D** | **3.80** | **D** |
| 61.0 | B | JC | Bell Rd | 1 SR 141 | Boles | 1.44 | 2 | 1 | U | 4426 | *3* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 3.0 | 0 | 100 | 5.0 | 3 | **3.60** | **D** | **2.68** | **C** |
| 61.1 | A | JC | Bell Rd | 2 Boles | McGinnis Ferry | 2.14 | 2 | 1 | U | 12784 | *3* | 45 | 10.7 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 40 | 5.0 | 3 | **4.54** | **E** | **4.13** | **D** |
| 61.1 | B | JC | Bell Rd | 2 Boles | McGinnis Ferry | 2.14 | 2 | 1 | U | 12784 | *3* | 45 | 10.7 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 20 | 5.0 | 3 | **4.54** | **E** | **4.42** | **D** |
| 62.0 | A | JC | Boles Rd | Bell | Parsons | 0.93 | 2 | 1 | U | 15760 | *3* | 45 | 11.3 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 15 | 5.0 | 3 | **4.33** | **D** | **4.62** | **E** |
| 62.0 | B | JC | Boles Rd | Bell | Parsons | 0.93 | 2 | 1 | U | 15760 | *3* | 45 | 11.3 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 75 | 5.0 | 3 | **4.33** | **D** | **3.76** | **D** |
| 63.0 | A | JC | Buice Rd | Jones Bridge Rd | Old Alabama | 2.85 | 2 | 1 | U | 4332 | *3* | 45 | 11.7 | 0.0 | 0.0 | 0 | 5.0 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | **3.58** | **D** | **4.10** | **D** |
| 63.0 | B | JC | Buice Rd | Jones Bridge Rd | Old Alabama | 2.85 | 2 | 1 | U | 4332 | *3* | 45 | 11.7 | 0.0 | 0.0 | 0 | 5.0 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | **3.58** | **D** | **4.10** | **D** |
| 65.0 | A | JC | Haynes Bridge Rd | Old Alabama | City Limit | 0.96 | 2 | 1 | U | 12166 | *3* | 45 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 50 | 5.0 | 2 | **4.31** | **D** | **3.82** | **D** |
| 65.0 | B | JC | Haynes Bridge Rd | Old Alabama | City Limit | 0.96 | 2 | 1 | U | 12166 | *3* | 45 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.31** | **D** | **3.15** | **C** |
| 67.0 | A | JC | Johns Creek Pkwy | McGinnis Ferry | Medlock Bridge Rd | 1.18 | 4 | 2 | D | 9058 | *3* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 10.0 | 0 | 100 | 5.0 | 1 | **3.86** | **D** | **2.56** | **C** |
| 67.0 | B | JC | Johns Creek Pkwy | McGinnis Ferry | Medlock Bridge Rd | 1.18 | 4 | 2 | D | 9058 | *3* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 10.0 | 0 | 100 | 5.0 | 1 | **3.86** | **D** | **2.56** | **C** |
| 68.0 | A | JC | Jones Bridge Rd | Barnwell Rd | Old Alabama | 0.67 | 2 | 1 | U | 11706 | *3* | 40 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 3.0 | 10 | 100 | 5.0 | 3 | **4.11** | **D** | **2.35** | **B** |
| 68.0 | B | JC | Jones Bridge Rd | Barnwell Rd | Old Alabama | 0.67 | 2 | 1 | U | 11706 | *3* | 40 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 3.0 | 10 | 5 | 5.0 | 3 | **4.11** | **D** | **4.24** | **D** |
| 69.0 | A | JC | Jones Bridge Rd | Old Alabama | Waters | 0.46 | 2 | 1 | U | 14254 | *3* | 45 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.14** | **D** | **3.29** | **C** |
| 69.0 | B | JC | Jones Bridge Rd | Old Alabama | Waters | 0.46 | 2 | 1 | U | 14254 | *3* | 45 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 50 | 5.0 | 2 | **4.14** | **D** | **3.98** | **D** |
| 69.1 | A | JC | Jones Bridge Rd | Waters | Buice | 0.95 | 2 | 1 | U | 14334 | *3* | 45 | 11.8 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **4.18** | **D** | **3.99** | **D** |
| 69.1 | B | JC | Jones Bridge Rd | Waters | Buice | 0.95 | 2 | 1 | U | 14334 | *3* | 45 | 11.8 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 20 | 5.0 | 2 | **4.18** | **D** | **4.41** | **D** |
| 69.2 | A | JC | Jones Bridge Rd | Buice | State Bridge | 0.95 | 2 | 1 | U | 14212 | *3* | 45 | 11.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 70 | 5.0 | 3 | **4.28** | **D** | **3.76** | **D** |
| 69.2 | B | JC | Jones Bridge Rd | Buice | State Bridge | 0.95 | 2 | 1 | U | 14212 | *3* | 45 | 11.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | **4.28** | **D** | **4.05** | **D** |
| 69.3 | A | JC | Jones Bridge Rd | State Bridge | Taylor | 0.46 | 4 | 2 | U | 24396 | *4* | 45 | 10.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 80 | 5.0 | 2 | **4.73** | **E** | **3.79** | **D** |
| 69.3 | B | JC | Jones Bridge Rd | State Bridge | Taylor | 0.46 | 4 | 2 | U | 24396 | *4* | 45 | 10.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **4.73** | **E** | **3.48** | **C** |
| 69.4 | A | JC | Jones Bridge Rd | Taylor | Weather Vane Dr | 0.67 | 2 | 1 | U | 24416 | *4* | 45 | 11.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 1 | **4.81** | **E** | **5.35** | **E** |
| 69.4 | B | JC | Jones Bridge Rd | Taylor | Weather Vane Dr | 0.67 | 2 | 1 | U | 24416 | *4* | 45 | 11.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 1 | **4.81** | **E** | **5.35** | **E** |
| 69.5 | A | JC | Jones Bridge Rd | Weather Vane | Douglas | 0.85 | 2 | 1 | D | 18786 | *3* | 45 | 16.0 | 4.5 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | **2.90** | **C** | **3.44** | **C** |
| 69.5 | B | JC | Jones Bridge Rd | Weather Vane | Douglas | 0.85 | 2 | 1 | D | 18786 | *3* | 45 | 16.0 | 4.5 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | **2.90** | **C** | **3.44** | **C** |
| 69.6 | A | JC | Jones Bridge Rd | Douglas | McGinnis Ferry | 1.43 | 2 | 1 | U | 8206 | *2* | 45 | 10.8 | 0.0 | 0.0 | 0 | 4.5 | N | S | 2.0 | 0 | 0 | 5.0 | 5 | **3.83** | **D** | **4.43** | **D** |
| 69.6 | B | JC | Jones Bridge Rd | Douglas | McGinnis Ferry | 1.43 | 2 | 1 | U | 8206 | *2* | 45 | 10.8 | 0.0 | 0.0 | 0 | 4.5 | N | S | 2.0 | 0 | 40 | 5.0 | 5 | **3.83** | **D** | **3.85** | **D** |
| 72.0 | A | JC | Mcginnis Ferry Rd | Douglas Road | Jones Bridge | 1.03 | 2 | 1 | U | 21816 | *8* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 0 | 5.0 | 3 | **5.85** | **F** | **5.12** | **E** |
| 72.0 | B | JC | Mcginnis Ferry Rd | Douglas Road | Jones Bridge | 1.03 | 2 | 1 | U | 21816 | *8* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | **5.85** | **F** | **3.75** | **D** |
| 72.1 | A | JC | Mcginnis Ferry Rd | Jones Bridge Rd | Sargent | 1.42 | 2 | 1 | D | 20670 | *4* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.63** | **E** | **5.05** | **E** |
| 72.1 | B | JC | Mcginnis Ferry Rd | Jones Bridge Rd | Sargent | 1.42 | 2 | 1 | D | 20670 | *4* | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.63** | **E** | **5.05** | **E** |
| 72.2 | A | JC | Mcginnis Ferry Rd | Sargent | Bell Rd | 3.07 | X | ##### | X | 15378 | *2* | X | X | 0.0 | 0.0 | 0 | X | N | X | 0.0 | 0 | 0 | 0.0 | x | | **UC** | **0.00** | **UC** |
| 72.2 | B | JC | Mcginnis Ferry Rd | Sargent | Bell Rd | 3.07 | X | ##### | X | 15378 | *2* | X | X | 0.0 | 0.0 | 0 | X | N | X | 0.0 | 0 | 0 | 0.0 | x | | **UC** | **0.00** | **UC** |
| 72.3 | A | JC | Mcginnis Ferry Rd | Bell Rd | City Limit | 2.47 | 2 | 1 | U | 21276 | *4* | 45 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | **4.86** | **E** | **5.18** | **E** |
| 72.3 | B | JC | Mcginnis Ferry Rd | Bell Rd | City Limit | 2.47 | 2 | 1 | U | 21276 | *4* | 45 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | **4.86** | **E** | **4.83** | **E** |
| 73.0 | A | JC | Medlock Bridge Rd | Chattahochee River Park | Old Alabama Rd | 1.17 | 4 | 2 | D | 56618 | *5* | 55 | 20.8 | 9.3 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | **1.59** | **B** | **5.79** | **F** |
| 73.0 | B | JC | Medlock Bridge Rd | Chattahochee River Park | Old Alabama Rd | 1.17 | 4 | 2 | D | 56618 | *5* | 55 | 20.8 | 9.3 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | **1.59** | **B** | **5.79** | **F** |
| 73.1 | A | JC | Medlock Bridge Rd | Old Alabama Rd | State Bridge Rd | 0.47 | 4 | 2 | D | 30598 | *4* | 45 | 19.8 | 7.8 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **1.62** | **B** | **3.91** | **D** |
| 73.1 | B | JC | Medlock Bridge Rd | Old Alabama Rd | State Bridge Rd | 0.47 | 4 | 2 | D | 30598 | *4* | 45 | 19.8 | 7.8 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | **1.62** | **B** | **3.67** | **D** |
| 73.2 | A | JC | Medlock Bridge Rd | State Bridge Rd | McGinnis Ferry | 3.74 | 2 | 1 | D | 48584 | *5* | 55 | 20.6 | 8.6 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 35 | 8.0 | 3 | **1.90** | **B** | **6.05** | **F** |
| 73.2 | B | JC | Medlock Bridge Rd | State Bridge Rd | McGinnis Ferry | 3.74 | 2 | 1 | D | 48584 | *5* | 55 | 20.6 | 8.6 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 35 | 8.0 | 3 | **1.90** | **B** | **6.05** | **F** |
| 74.0 | A | JC | Morton Rd | Jones Bridge Rd | State Bridge Rd | 0.46 | 2 | 1 | U | 9106 | *2* | 35 | 13.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 15 | 5.0 | 2 | **3.45** | **C** | **3.74** | **D** |
| 74.0 | B | JC | Morton Rd | Jones Bridge Rd | State Bridge Rd | 0.46 | 2 | 1 | U | 9106 | *2* | 35 | 13.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 15 | 5.0 | 2 | **3.45** | **C** | **3.74** | **D** |
| 74.1 | A | JC | Morton Rd | State Bridge Rd | State Bridge Rd | 1.98 | 2 | 1 | U | 3998 | *2* | 35 | 12.3 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 40 | 5.0 | 2 | **3.13** | **C** | **3.16** | **C** |
| 74.1 | B | JC | Morton Rd | State Bridge Rd | State Bridge Rd | 1.98 | 2 | 1 | U | 3998 | *2* | 35 | 12.3 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **3.13** | **C** | **3.03** | **C** |
| 75.0 | A | JC | Nesbit Ferry Rd | Holcomb Bridge Rd | Old Alabama Rd | 2.41 | 2 | 1 | U | 17022 | *3* | 40 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 20 | 5.0 | 3 | **4.49** | **D** | **4.41** | **D** |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- gth | Lanes (L) | | | | Tks. | Post. Spd. | Width Of Pavement | | | Occ. Park. | Pavecon | Bike Lane/ Pavd. | Cross | Buff. Width | Tree Spcg. in | % with | Swalk Width | Road Profile | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | (mi) | Th | Dir | Con | Roadway | (HV) | (SPp) | Wt | Wl | $W_{ps}$ | (OSPA) | $PC_t$ | Shldr. | Sec. | (BW) | Buffer | Sidewalk | (Ws) | Cond | Score | Grade | Value | Grade |
| | | | | | | | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 75.0 | B | JC | Nesbit Ferry Rd | Holcomb Bridge Rd | Old Alabama Rd | 2.41 | 2 | 1 | U | 17022 | 3 | 40 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 0 | 5.0 | 3 | 4.49 | D | 4.69 | E |
| 76.0 | A | JC | Old Alabama Rd | Medlock Bridge Rd | Coleherne Court | 2.34 | 3 | 2 | U | 14118 | 3 | 45 | 12.3 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.26 | D | 4.62 | E |
| 76.0 | B | JC | Old Alabama Rd | Medlock Bridge Rd | Coleherne Court | 2.34 | 3 | 2 | U | 14118 | 3 | 45 | 12.3 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.26 | D | 4.62 | E |
| 76.1 | A | JC | Old Alabama Rd | Coleherne Court | Hayden Walk Dr | 0.26 | 4 | 2 | LT | 13902 | 3 | 45 | 11.4 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 4.15 | D | 4.43 | D |
| 76.1 | B | JC | Old Alabama Rd | Coleherne Court | Hayden Walk Dr | 0.26 | 4 | 2 | LT | 13902 | 3 | 45 | 11.4 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 4.15 | D | 4.43 | D |
| 76.2 | A | JC | Old Alabama Rd | Hayden Walk Dr | Jones Bridge Rd | 1.26 | 2 | 1 | U | 16664 | 3 | 45 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | 4.64 | E | 4.91 | E |
| 76.2 | B | JC | Old Alabama Rd | Hayden Walk Dr | Jones Bridge Rd | 1.26 | 2 | 1 | U | 16664 | 3 | 45 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 40 | 5.0 | 3 | 4.64 | E | 4.34 | D |
| 77.0 | A | JC | Old Alabama Rd | Nesbit Ferry Rd | Jones Bridge Rd | 1.40 | 4 | 2 | U | 24620 | 4 | 45 | 11.1 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.72 | E | 3.46 | C |
| 77.0 | B | JC | Old Alabama Rd | Nesbit Ferry Rd | Jones Bridge Rd | 1.40 | 4 | 2 | U | 24620 | 4 | 45 | 11.1 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.72 | E | 3.46 | C |
| 78.0 | A | JC | Parsons Rd | E Medlock Bridge Rd | Abbotts Bridge Rd | 1.58 | 2 | 1 | U | 13594 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.82 | D | 2.92 | C |
| 78.0 | B | JC | Parsons Rd | E Medlock Bridge Rd | Abbotts Bridge Rd | 1.58 | 2 | 1 | U | 13594 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 50 | 5.0 | 2 | 3.82 | D | 3.59 | D |
| 78.1 | A | JC | Parsons Rd | W Medlock Bridge Rd | Abbotts Bridge Rd | 0.71 | 2 | 1 | U | 10678 | 2 | 35 | 10.3 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 30 | 5.0 | 3 | 3.84 | D | 3.86 | D |
| 78.1 | B | JC | Parsons Rd | W Medlock Bridge Rd | Abbotts Bridge Rd | 0.71 | 2 | 1 | U | 10678 | 2 | 35 | 10.3 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 10 | 5.0 | 3 | 3.84 | D | 4.16 | D |
| 79.0 | A | JC | Sargent Rd | Jones Bridge Rd | McGinnis Ferry | 1.61 | 2 | 1 | U | 9668 | 3 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 10 | 5.0 | 2 | 4.10 | D | 4.26 | D |
| 79.0 | B | JC | Sargent Rd | Jones Bridge Rd | McGinnis Ferry | 1.61 | 2 | 1 | U | 9668 | 3 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.10 | D | 3.02 | C |
| 80.0 | A | JC | State Bridge Rd | Kimball Bridge Rd | Indian Village Dr | 0.33 | 4 | 2 | D | 24028 | 3 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 8.0 | 2 | 4.34 | D | 3.20 | C |
| 80.0 | B | JC | State Bridge Rd | Kimball Bridge Rd | Indian Village Dr | 0.33 | 4 | 2 | D | 24028 | 3 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 8.0 | 2 | 4.34 | D | 3.20 | C |
| 80.1 | A | JC | State Bridge Rd | Indian Village Dr | Medlock Bridge Rd | 3.26 | 4 | 2 | D | 24028 | 3 | 45 | 12.4 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.23 | D | 3.38 | C |
| 80.1 | B | JC | State Bridge Rd | Indian Village Dr | Medlock Bridge Rd | 3.26 | 4 | 2 | D | 24028 | 3 | 45 | 12.4 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.23 | D | 3.38 | C |
| 80.2 | A | JC | State Bridge Rd | Medlock Bridge Rd | City Limit | 0.95 | 4 | 2 | D | 33958 | 3 | 45 | 12.4 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | 4.44 | D | 3.85 | D |
| 80.2 | B | JC | State Bridge Rd | Medlock Bridge Rd | City Limit | 0.95 | 4 | 2 | D | 33958 | 3 | 45 | 12.4 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 50 | 5.0 | 2 | 4.44 | D | 4.49 | D |
| 84.0 | A | Milt | Arnold Mill Rd | City Limit (s) | New Providence | 0.37 | 2 | 1 | U | 21512 | 5 | 45 | 18.0 | 2.9 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 0 | 5.0 | 2 | 4.13 | D | 4.60 | E |
| 84.0 | B | Milt | Arnold Mill Rd | City Limit (s) | New Providence | 0.37 | 2 | 1 | U | 21512 | 5 | 45 | 18.0 | 2.9 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 50 | 5.0 | 2 | 4.13 | D | 4.07 | D |
| 84.1 | A | Milt | Arnold Mill Rd | New Providence | City Limit (N) | 2.64 | 2 | 1 | U | 21364 | 5 | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.17 | E | 5.10 | E |
| 84.1 | B | Milt | Arnold Mill Rd | New Providence | City Limit (N) | 2.64 | 2 | 1 | U | 21364 | 5 | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.17 | E | 5.10 | E |
| 85.0 | A | Milt | Batesville Rd | Birmingham Highway | City Limit | 1.32 | 2 | 1 | U | 11010 | 3 | 45 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.38 | D | 4.53 | E |
| 85.0 | B | Milt | Batesville Rd | Birmingham Highway | City Limit | 1.32 | 2 | 1 | U | 11010 | 3 | 45 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.38 | D | 4.53 | E |
| 87.0 | A | Milt | Bethany Bnd | Highway 9 | Morris /McGinnis Ferry | 1.41 | 2 | 1 | U | 7854 | 3 | 40 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | N | S | 2.0 | 0 | 75 | 5.0 | 2 | 3.93 | D | 3.14 | C |
| 87.0 | B | Milt | Bethany Bnd | Highway 9 | Morris /McGinnis Ferry | 1.41 | 2 | 1 | U | 7854 | 3 | 40 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | N | S | 2.0 | 0 | 25 | 5.0 | 2 | 3.93 | D | 3.85 | D |
| 88.0 | A | Milt | Bethany Rd | Haygood | Hopewell | 0.70 | 2 | 1 | U | 3836 | 6 | 40 | 10.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.50 | D | 3.98 | D |
| 88.0 | B | Milt | Bethany Rd | Haygood | Hopewell | 0.70 | 2 | 1 | U | 3836 | 6 | 40 | 10.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.50 | D | 3.98 | D |
| 88.1 | A | Milt | Bethany Rd | Hopewell | Highway 9 | 1.53 | 2 | 1 | U | 11242 | 8 | 40 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | N | S | 10.0 | 0 | 40 | 5.0 | 3 | 5.61 | F | 3.78 | D |
| 88.1 | B | Milt | Bethany Rd | Hopewell | Highway 9 | 1.53 | 2 | 1 | U | 11242 | 8 | 40 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | N | S | 10.0 | 0 | 0 | 5.0 | 3 | 5.61 | F | 4.48 | D |
| 89.0 | A | Milt | Bethany Rd | Mayfield | Haygood Rd | 2.02 | 2 | 1 | U | 4748 | 6 | 40 | 10.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.83 | E | 4.15 | D |
| 89.0 | B | Milt | Bethany Rd | Mayfield | Haygood Rd | 2.02 | 2 | 1 | U | 4748 | 6 | 40 | 10.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.83 | E | 4.15 | D |
| 90.0 | A | Milt | Birmingham Hwy | 1 Mayfield | New Providence | 2.18 | 2 | 1 | U | 11718 | 3 | 45 | 11.6 | 0.0 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 25 | 5.0 | 2 | 4.24 | D | 4.20 | D |
| 90.0 | B | Milt | Birmingham Hwy | 1 Mayfield | New Providence | 2.18 | 2 | 1 | U | 11718 | 3 | 45 | 11.6 | 0.0 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 25 | 5.0 | 2 | 4.24 | D | 4.20 | D |
| 90.1 | A | Milt | Birmingham Hwy | 2 Hickory Flat Rd | New Providence | 3.72 | 2 | 1 | U | 6308 | 3 | 45 | 11.6 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.94 | D | 4.23 | D |
| 90.1 | B | Milt | Birmingham Hwy | 2 Hickory Flat Rd | New Providence | 3.72 | 2 | 1 | U | 6308 | 3 | 45 | 11.6 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.94 | D | 4.23 | D |
| 90.2 | A | Milt | Birmingham Hwy | 3 Hickory Flat Rd | City Limit | 1.67 | 2 | 1 | U | 5706 | 3 | 45 | 11.8 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.02 | D | 4.17 | D |
| 90.2 | B | Milt | Birmingham Hwy | 3 Hickory Flat Rd | City Limit | 1.67 | 2 | 1 | U | 5706 | 3 | 45 | 11.8 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.02 | D | 4.17 | D |
| 91.0 | A | Milt | Birmingham Rd | Hickory Flat Rd | Freemanville | 0.76 | 2 | 1 | U | 13602 | 3 | 45 | 10.4 | 0.0 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | 4.45 | D | 4.80 | E |
| 91.0 | B | Milt | Birmingham Rd | Hickory Flat Rd | Freemanville | 0.76 | 2 | 1 | U | 13602 | 3 | 45 | 10.4 | 0.0 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | 4.45 | D | 4.80 | E |
| 91.2 | A | Milt | Birmingham Rd | Freemanville | Cogburn | 1.99 | 2 | 1 | U | 12190 | 3 | 45 | 10.4 | 0.0 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | 4.39 | D | 4.71 | E |
| 91.2 | B | Milt | Birmingham Rd | Freemanville | Cogburn | 1.99 | 2 | 1 | U | 12190 | 3 | 45 | 10.4 | 0.0 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | 4.39 | D | 4.71 | E |
| 93.0 | A | Milt | Cogburn Rd | Hopewell Plantation Dr | Webb Rd | 0.12 | 2 | 1 | U | 3790 | 2 | 35 | 13.3 | 2.9 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 3.22 | C | 3.54 | D |
| 93.0 | B | Milt | Cogburn Rd | Hopewell Plantation Dr | Webb Rd | 0.12 | 2 | 1 | U | 3790 | 2 | 35 | 13.3 | 2.9 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 3.22 | C | 3.54 | D |
| 93.1 | A | Milt | Cogburn Rd | Webb Rd | Bethany | 1.43 | 2 | 1 | U | 11054 | 3 | 40 | 10.1 | 0.0 | 0.0 | 0 | 5.0 | N | S | 2.0 | 0 | 40 | 5.0 | 3 | 4.13 | D | 3.91 | D |
| 93.1 | B | Milt | Cogburn Rd | Webb Rd | Bethany | 1.43 | 2 | 1 | U | 11054 | 3 | 40 | 10.1 | 0.0 | 0.0 | 0 | 5.0 | N | S | 2.0 | 0 | 40 | 5.0 | 3 | 4.13 | D | 3.91 | D |
| 93.2 | A | Milt | Cogburn Rd | Bethany | Francis | 1.35 | 2 | 1 | U | 14190 | 3 | 40 | 10.9 | 0.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.17 | D | 4.60 | E |
| 93.2 | B | Milt | Cogburn Rd | Bethany | Francis | 1.35 | 2 | 1 | U | 14190 | 3 | 40 | 10.9 | 0.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.17 | D | 4.60 | E |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| | | | | | | | | | | | | Width | | | | | Bike | | | Tree | | | | | | Pedestrian | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Post. | Of | | | Occ. | | Lane/ | | Buff. | Spcg. | % | Swalk | Road | Bicycle | | LOS | |
| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | Spd. | Pavement | | | Park. | Pavecon | Pavd. | Cross | Width | in | with | Width | Profile | LOS | | | |
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | (SPp) | Wt | Wl | $W_{ps}$ | (OSPA) | $PC_t$ | Shldr. | Sec. | (BW) | Buffer | Sidewalk | (Ws) | Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 94.0 | A | Milt | Cox Rd | Arnold Mill Road | King | 0.69 | 2 | 1 | U | 12520 | 3 | 40 | 12.5 | 0.0 | 0.0 | 0 | 4.5 | N | S | 15.0 | 0 | 75 | 5.0 | 3 | 3.98 | D | 3.06 | C |
| 94.0 | B | Milt | Cox Rd | Arnold Mill Road | King | 0.69 | 2 | 1 | U | 12520 | 3 | 40 | 12.5 | 0.0 | 0.0 | 0 | 4.5 | N | S | 15.0 | 0 | 0 | 5.0 | 3 | 3.98 | D | 4.33 | D |
| 97.0 | A | Milt | Deerfield Pkwy | Windward Parkwy | Webb | 0.97 | 4 | 2 | D | 9656 | 2 | 35 | 11.8 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 5.0 | 40 | 1 | 5.0 | 2 | 3.42 | C | 3.87 | D |
| 97.0 | B | Milt | Deerfield Pkwy | Windward Parkwy | Webb | 0.97 | 4 | 2 | D | 9656 | 2 | 35 | 11.8 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 5.0 | 40 | 100 | 5.0 | 2 | 3.42 | C | 2.08 | B |
| 97.1 | A | Milt | Deerfield Pkwy | Webb | Highway 9 | 0.76 | 4 | 2 | D | 4346 | 2 | 35 | 11.8 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 80 | 5.0 | 2 | 2.23 | B | 2.58 | C |
| 97.1 | B | Milt | Deerfield Pkwy | Webb | Highway 9 | 0.76 | 4 | 2 | D | 4346 | 2 | 35 | 11.8 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 80 | 5.0 | 2 | 2.23 | B | 2.58 | C |
| 98.0 | A | Milt | Francis Rd | Cogburn | City Line | 1.57 | 2 | 1 | U | 5734 | 3 | 40 | 11.7 | 0.0 | 0.0 | 0 | 4.0 | Y | S | 2.0 | 0 | 50 | 5.0 | 2 | 3.79 | D | 3.32 | C |
| 98.0 | B | Milt | Francis Rd | Cogburn | City Line | 1.57 | 2 | 1 | U | 5734 | 3 | 40 | 11.7 | 0.0 | 0.0 | 0 | 4.0 | Y | S | 2.0 | 0 | 100 | 5.0 | 2 | 3.79 | D | 2.63 | C |
| 99.0 | A | Milt | Freemanville Rd | Mayfield Road | Providence | 1.78 | 2 | 1 | U | 2506 | 3 | 40 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.07 | C | 3.51 | D |
| 99.0 | B | Milt | Freemanville Rd | Mayfield Road | Providence | 1.78 | 2 | 1 | U | 2506 | 3 | 40 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.07 | C | 3.51 | D |
| 99.1 | A | Milt | Freemanville Rd | Providence(N) | Birmingham | 3.51 | 2 | 1 | U | 2960 | 3 | 45 | 10.4 | 0.0 | 0.0 | 0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 3.70 | D | 3.88 | D |
| 99.1 | B | Milt | Freemanville Rd | Providence(N) | Birmingham | 3.51 | 2 | 1 | U | 2960 | 3 | 45 | 10.4 | 0.0 | 0.0 | 0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 3.70 | D | 3.88 | D |
| 100.0 | A | Milt | Georgia Highway 9 | Windward | Deerfield Parkway | 1.09 | 2 | 1 | U | 19644 | 6 | 45 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 6.0 | 2 | 5.10 | E | 3.53 | D |
| 100.0 | B | Milt | Georgia Highway 9 | Windward | Deerfield Parkway | 1.09 | 2 | 1 | U | 19644 | 6 | 45 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 90 | 6.0 | 2 | 5.10 | E | 3.67 | D |
| 100.1 | A | Milt | Georgia Highway 9 | Deerfield Parkway | Bethany Bend | 0.83 | 2 | 1 | U | 19832 | 6 | 45 | 12.8 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 5.01 | E | 4.26 | D |
| 100.1 | B | Milt | Georgia Highway 9 | Deerfield Parkway | Bethany Bend | 0.83 | 2 | 1 | U | 19832 | 6 | 45 | 12.8 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 5.01 | E | 4.26 | D |
| 100.2 | A | Milt | Georgia Highway 9 | Bethany Bend | County Line | 1.12 | 2 | 1 | U | 17036 | 5 | 45 | 13.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 50 | 5.0 | 3 | 4.62 | E | 4.08 | D |
| 100.2 | B | Milt | Georgia Highway 9 | Bethany Bend | County Line | 1.12 | 2 | 1 | U | 17036 | 5 | 45 | 13.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | 4.62 | E | 3.43 | C |
| 101.0 | A | Milt | Hamby Rd | Horrewell | County Line | 1.26 | 2 | 1 | U | 10026 | 3 | 45 | 10.7 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.27 | D | 4.55 | E |
| 101.0 | B | Milt | Hamby Rd | Horrewell | County Line | 1.26 | 2 | 1 | U | 10026 | 3 | 45 | 10.7 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.27 | D | 4.55 | E |
| 102.0 | A | Milt | Haygood Rd | Bethany | Redd | 0.50 | 2 | 1 | U | 4490 | 6 | 40 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.66 | E | 3.96 | D |
| 102.0 | B | Milt | Haygood Rd | Bethany | Redd | 0.50 | 2 | 1 | U | 4490 | 6 | 40 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.66 | E | 3.96 | D |
| 103.0 | A | Milt | Hickory Flat Rd | Birmingham Highway | City Limit | 1.32 | 2 | 1 | U | 10410 | 3 | 45 | 10.7 | 0.0 | 0.0 | 0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.61 | E | 4.58 | E |
| 103.0 | B | Milt | Hickory Flat Rd | Birmingham Highway | City Limit | 1.32 | 2 | 1 | U | 10410 | 3 | 45 | 10.7 | 0.0 | 0.0 | 0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.61 | E | 4.58 | E |
| 105.0 | A | Milt | Hopewell Rd | Redd | City Limit | 2.24 | 2 | 1 | U | 8792 | 3 | 45 | 10.2 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.40 | D | 4.54 | E |
| 105.0 | B | Milt | Hopewell Rd | Redd | City Limit | 2.24 | 2 | 1 | U | 8792 | 3 | 45 | 10.2 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.40 | D | 4.54 | E |
| 105.1 | A | Milt | Hopewell Rd | Francis | Redd | 1.44 | 2 | 1 | U | 8704 | 3 | 45 | 9.9 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.27 | D | 4.56 | E |
| 105.1 | B | Milt | Hopewell Rd | Francis | Redd | 1.44 | 2 | 1 | U | 8704 | 3 | 45 | 9.9 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.27 | D | 4.56 | E |
| 105.2 | A | Milt | Hopewell Rd | Francis | County Line | 4.04 | 2 | 1 | U | 10244 | 3 | 45 | 10.2 | 0.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.17 | D | 4.63 | E |
| 105.2 | B | Milt | Hopewell Rd | Francis | County Line | 4.04 | 2 | 1 | U | 10244 | 3 | 45 | 10.2 | 0.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.17 | D | 4.63 | E |
| 106.0 | A | Milt | Hopewell Rd | Vaughn Drive | Southfield Ln | 0.22 | 2 | 1 | U | 7648 | 3 | 45 | 10.1 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 23 | 5.0 | 3 | 4.34 | D | 4.13 | D |
| 106.0 | B | Milt | Hopewell Rd | Vaughn Drive | Southfield Ln | 0.22 | 2 | 1 | U | 7648 | 3 | 45 | 10.1 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | 4.34 | D | 4.48 | D |
| 112.0 | A | Milt | N Main St | Winthrope Chase Dr | Cogburn Rd | 0.37 | 2 | 1 | U | 27088 | 4 | 45 | 13.4 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 57 | 5.0 | 1 | 4.84 | E | 4.56 | E |
| 112.0 | B | Milt | N Main St | Winthrope Chase Dr | Cogburn Rd | 0.37 | 2 | 1 | U | 27088 | 4 | 45 | 13.4 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 0 | 5.0 | 1 | 4.84 | E | 5.28 | E |
| 113.0 | A | Milt | New Bull Pen Rd (W) | City Limit | Birmingham Highway | 0.79 | 2 | 1 | U | 6886 | 3 | 40 | 10.3 | 0.0 | 0.0 | 0 | 3.2 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.27 | D | 4.24 | D |
| 113.0 | B | Milt | New Bull Pen Rd (W) | City Limit | Birmingham Highway | 0.79 | 2 | 1 | U | 6886 | 3 | 40 | 10.3 | 0.0 | 0.0 | 0 | 3.2 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.27 | D | 4.24 | D |
| 114.0 | A | Milt | New Providence Rd | Birmingham Highway | Arnold Mill Raod | 3.64 | 2 | 1 | U | 3062 | 7 | 45 | 10.2 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.48 | D | 3.93 | D |
| 114.0 | B | Milt | New Providence Rd | Birmingham Highway | Arnold Mill Raod | 3.64 | 2 | 1 | U | 3062 | 7 | 45 | 10.2 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.48 | D | 3.93 | D |
| 115.0 | A | Milt | Providence Rd | Burmingham | Freemanville | 0.70 | 2 | 1 | U | 3464 | 7 | 45 | 11.8 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.45 | D | 3.87 | D |
| 115.0 | B | Milt | Providence Rd | Burmingham | Freemanville | 0.70 | 2 | 1 | U | 3464 | 7 | 45 | 11.8 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.45 | D | 3.87 | D |
| 115.1 | A | Milt | Providence Rd | Freemanville | Bethany (W) | 1.00 | 2 | 1 | U | 6558 | 3 | 45 | 11.4 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 60 | 5.0 | 3 | 3.97 | D | 3.42 | C |
| 115.1 | B | Milt | Providence Rd | Freemanville | Bethany (W) | 1.00 | 2 | 1 | U | 6558 | 3 | 45 | 11.4 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 20 | 5.0 | 3 | 3.97 | D | 3.98 | D |
| 115.2 | A | Milt | Providence Rd | Bethany | Citt Limit (N) | 1.26 | 2 | 1 | U | 3376 | 3 | 45 | 11.8 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.50 | C | 3.85 | D |
| 115.2 | B | Milt | Providence Rd | Bethany | Citt Limit (N) | 1.26 | 2 | 1 | U | 3376 | 3 | 45 | 11.8 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.50 | C | 3.85 | D |
| 116.0 | A | Milt | Red Rd | Haygood | Hopewell | 0.13 | 2 | 1 | U | 5838 | 3 | 45 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.02 | D | 4.33 | D |
| 116.0 | B | Milt | Red Rd | Haygood | Hopewell | 0.13 | 2 | 1 | U | 5838 | 3 | 45 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.02 | D | 4.33 | D |
| 119.0 | A | Milt | Alpharetta Hwy | E Crossville Rd | Hembree Rd | 2.07 | 4 | 2 | LT | 30780 | 4 | 45 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.82 | E | 3.65 | D |
| 119.0 | B | Ros | Alpharetta Hwy | E Crossville Rd | Hembree Rd | 2.07 | 4 | 2 | LT | 30780 | 4 | 45 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.82 | E | 3.65 | D |
| 120.0 | A | Ros | Alpharetta St | Canton Street | Holcomb Bridge | 1.44 | 4 | 2 | LT | 36904 | 4 | 40 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | Y | S | 1.1 | 0 | 100 | 5.0 | 2 | 4.78 | E | 3.77 | D |
| 120.0 | B | Ros | Alpharetta St | Canton Street | Holcomb Bridge | 1.44 | 4 | 2 | LT | 36904 | 4 | 40 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | Y | S | 1.1 | 0 | 95 | 5.0 | 2 | 4.78 | E | 3.83 | D |
| 121.0 | A | Ros | Arnold Mill Rd | Crabapple Road | Milton City Limit | 0.24 | 2 | 1 | U | 17338 | 5 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.80 | E | 3.15 | C |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | | Post. | Width Of Pavement | | | Occ. | | Bike Lane/ | | Buff. | Tree Spcg. in | % with | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | Spd. (SPp) | Wt | Wl | $W_{ps}$ | Park. (OSPA) | Pavecon $PC_t$ | Pavd. Shldr. | Cross Sec. | Width (BW) | Buffer | Sidewalk | Width (Ws) | Profile Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 121.0 | B | Ros | Arnold Mill Rd | Crabapple Road | Milton City Limit | 0.24 | 2 | 1 | U | 17338 | 5 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.80 | E | 3.15 | C |
| 123.0 | A | Ros | Canton St | Elizabeth Lane | Woodstock Road | 0.22 | 2 | 1 | U | 8780 | 2 | 25 | 11.6 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.50 | C | 2.42 | B |
| 123.0 | B | Ros | Canton St | Elizabeth Lane | Woodstock Road | 0.22 | 2 | 1 | U | 8780 | 2 | 25 | 11.6 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.50 | C | 2.42 | B |
| 124.0 | A | Ros | Canton St | Woodstock Road | Pine Grove | 0.55 | 2 | 1 | U | 13380 | 3 | 25 | 16.1 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 1.5 | 0 | 100 | 5.0 | 2 | 3.05 | C | 2.57 | C |
| 124.0 | B | Ros | Canton St | Woodstock Road | Pine Grove | 0.55 | 2 | 1 | U | 13380 | 3 | 25 | 16.1 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 1.5 | 0 | 100 | 5.0 | 2 | 3.05 | C | 2.57 | C |
| 125.0 | A | Ros | Coleman Rd | Willeo Rd | Willeo Rd | 0.22 | 2 | 1 | U | 11844 | 2 | 35 | 11.6 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.85 | D | 4.24 | D |
| 125.0 | B | Ros | Coleman Rd | Willeo Rd | Willeo Rd | 0.22 | 2 | 1 | U | 11844 | 2 | 35 | 11.6 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.85 | D | 4.24 | D |
| 127.0 | A | Ros | Cox Rd | King Road | City Limit | 2.54 | 2 | 1 | U | 7636 | 3 | 40 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | S | 1.0 | 0 | 40 | 9.0 | 3 | 3.77 | D | 3.45 | C |
| 127.0 | B | Ros | Cox Rd | King Road | City Limit | 2.54 | 2 | 1 | U | 7636 | 3 | 40 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | S | 1.0 | 0 | 0 | 9.0 | 3 | 3.77 | D | 4.07 | D |
| 128.0 | A | Ros | Crabapple Rd | Canton Street | Elizabeth Lane | 0.11 | 2 | 1 | U | 8780 | 2 | 35 | 10.5 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 3 | 3.72 | D | 2.82 | C |
| 128.0 | B | Ros | Crabapple Rd | Canton Street | Elizabeth Lane | 0.11 | 2 | 1 | U | 8780 | 2 | 35 | 10.5 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 0 | 4.0 | 3 | 3.72 | D | 4.18 | D |
| 128.1 | A | Ros | Crabapple Rd | Elizabeth Lane | Crossville Road | 0.83 | 2 | 1 | U | 10872 | 2 | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 3.82 | D | 2.91 | C |
| 128.1 | B | Ros | Crabapple Rd | Elizabeth Lane | Crossville Road | 0.83 | 2 | 1 | U | 10872 | 2 | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 3.82 | D | 2.91 | C |
| 128.2 | A | Ros | Crabapple Rd | Hembree Road | Crossville Road | 0.91 | 2 | 1 | U | 19700 | 3 | 40 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 1 | 4.65 | E | 3.61 | D |
| 128.2 | B | Ros | Crabapple Rd | Hembree Road | Crossville Road | 0.91 | 2 | 1 | U | 19700 | 3 | 40 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 1 | 4.65 | E | 3.61 | D |
| 128.3 | A | Ros | Crabapple Rd | Hembree Road | Etris Road | 0.81 | 2 | 1 | U | 13122 | 3 | 40 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | 4.18 | D | 3.09 | C |
| 128.3 | B | Ros | Crabapple Rd | Hembree Road | Etris Road | 0.81 | 2 | 1 | U | 13122 | 3 | 40 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 50 | 5.0 | 3 | 4.18 | D | 3.81 | D |
| 128.5 | A | Ros | Crabapple Rd | Arnold Mill | Rucker Road | 0.32 | 2 | 1 | U | 13554 | 3 | 40 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | N | C | 5.0 | 0 | 50 | 5.0 | 3 | 4.35 | D | 3.82 | D |
| 128.5 | B | Ros | Crabapple Rd | Arnold Mill | Rucker Road | 0.32 | 2 | 1 | U | 13554 | 3 | 40 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | N | C | 5.0 | 0 | 50 | 5.0 | 3 | 4.35 | D | 3.82 | D |
| 129.0 | A | Ros | E Crossville Rd | Crabapple Road | Alpharetta Street | 1.29 | 6 | 3 | D | 38752 | 2 | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 4.26 | D | 3.49 | C |
| 129.0 | B | Ros | E Crossville Rd | Crabapple Road | Alpharetta Street | 1.29 | 6 | 3 | D | 38752 | 2 | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 4.26 | D | 3.49 | C |
| 130.0 | A | Ros | Etris Rd | Hardscrabble | Crabapple | 0.23 | 2 | 1 | U | 4554 | 3 | 45 | 14.0 | 2.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.36 | C | 2.65 | C |
| 130.0 | B | Ros | Etris Rd | Hardscrabble | Crabapple | 0.23 | 2 | 1 | U | 4554 | 3 | 45 | 14.0 | 2.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.36 | C | 2.65 | C |
| 131.0 | A | Ros | Etris Rd | Hardscrabble | Cox | 1.52 | 2 | 1 | U | 4800 | 3 | 45 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 20 | 5.0 | 2 | 3.87 | D | 3.91 | D |
| 131.0 | B | Ros | Etris Rd | Hardscrabble | Cox | 1.52 | 2 | 1 | U | 4800 | 3 | 45 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | 3.87 | D | 3.12 | C |
| 132.0 | A | Ros | Georgia Highway 9 | Hembree Rd | Upper Hembree Rd | 0.54 | 4 | 2 | LT | 31950 | 4 | 45 | 12.2 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 94 | 5.0 | 1 | 4.88 | E | 3.79 | D |
| 132.0 | B | Ros | Georgia Highway 9 | Hembree Rd | Upper Hembree Rd | 0.54 | 4 | 2 | LT | 31950 | 4 | 45 | 12.2 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 94 | 5.0 | 1 | 4.88 | E | 3.79 | D |
| 133.0 | A | Ros | Hardscrabble Rd | Woodstock Road | King Road | 0.79 | 2 | 1 | U | 16162 | 3 | 40 | 10.8 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.56 | E | 4.73 | E |
| 133.0 | B | Ros | Hardscrabble Rd | Woodstock Road | King Road | 0.79 | 2 | 1 | U | 16162 | 3 | 40 | 10.8 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.56 | E | 4.73 | E |
| 133.1 | A | Ros | Hardscrabble Rd | King Road | Etris Road | 1.27 | 2 | 1 | U | 16090 | 3 | 40 | 11.5 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | 4.23 | D | 3.96 | D |
| 133.1 | B | Ros | Hardscrabble Rd | King Road | Etris Road | 1.27 | 2 | 1 | U | 16090 | 3 | 40 | 11.5 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 20 | 5.0 | 3 | 4.23 | D | 4.38 | D |
| 133.2 | A | Ros | Hardscrabble Rd | Etris Road | Crabapple | 0.39 | 2 | 1 | U | 23468 | 4 | 40 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.81 | E | 4.42 | D |
| 133.2 | B | Ros | Hardscrabble Rd | Etris Road | Crabapple | 0.39 | 2 | 1 | U | 23468 | 4 | 40 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 4.81 | E | 5.14 | E |
| 135.0 | A | Ros | Hembree Rd | Crabapple Road | Houze Road | 0.84 | 2 | 1 | U | 14344 | 2 | 35 | 12.0 | 1.5 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 0 | 4.0 | 2 | 3.90 | D | 4.35 | D |
| 135.0 | B | Ros | Hembree Rd | Crabapple Road | Houze Road | 0.84 | 2 | 1 | U | 14344 | 2 | 35 | 12.0 | 1.5 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 3.90 | D | 3.10 | C |
| 135.1 | A | Ros | Hembree Rd | Houze Road | Elkins Road | 0.68 | 2 | 1 | U | 16564 | 3 | 40 | 11.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.19 | D | 3.98 | D |
| 135.1 | B | Ros | Hembree Rd | Houze Road | Elkins Road | 0.68 | 2 | 1 | U | 16564 | 3 | 40 | 11.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.19 | D | 3.98 | D |
| 135.2 | A | Ros | Hembree Rd | Elkins Road | Alpharetta Hwy[Hwy 9] | 0.58 | 2 | 1 | U | 15516 | 3 | 40 | 12.5 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 2 | 4.03 | D | 4.51 | E |
| 135.2 | B | Ros | Hembree Rd | Elkins Road | Alpharetta Hwy[Hwy 9] | 0.58 | 2 | 1 | U | 15516 | 3 | 40 | 12.5 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.03 | D | 3.18 | C |
| 135.3 | A | Ros | Hembree Rd | Alpharetta Hwy[Hwy 9] | Old Roswell | 0.92 | 4 | 2 | LT | 13118 | 3 | 45 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 1 | 4.21 | D | 3.13 | C |
| 135.3 | B | Ros | Hembree Rd | Alpharetta Hwy[Hwy 9] | Old Roswell | 0.92 | 4 | 2 | LT | 13118 | 3 | 45 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 1 | 4.21 | D | 3.13 | C |
| 136.0 | A | Ros | Holcomb Bridge Rd | Alpharetta Street[Hwy 9] | Hwy 400 | 1.52 | 6 | 3 | D | 47346 | 2 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 75 | 4.0 | 2 | 4.21 | D | 4.00 | D |
| 136.0 | B | Ros | Holcomb Bridge Rd | Alpharetta Street[Hwy 9] | Hwy 400 | 1.52 | 6 | 3 | D | 47346 | 2 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 75 | 4.0 | 2 | 4.21 | D | 4.00 | D |
| 136.1 | A | Ros | Holcomb Bridge Rd | Hwy 400 | Old Alabama | 0.40 | 4 | 2 | D | 65310 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 5.11 | E | 5.16 | E |
| 136.1 | B | Ros | Holcomb Bridge Rd | Hwy 400 | Old Alabama | 0.40 | 4 | 2 | D | 65310 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 5.11 | E | 5.16 | E |
| 136.2 | A | Ros | Holcomb Bridge Rd | Old Alabama | Calibre Creek Pkwy | 0.96 | 4 | 2 | LT | 39886 | 4 | 45 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 75 | 4.0 | 3 | 4.74 | E | 4.45 | D |
| 136.2 | B | Ros | Holcomb Bridge Rd | Old Alabama | Calibre Creek Pkwy | 0.96 | 4 | 2 | LT | 39886 | 4 | 45 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 4.0 | 3 | 4.74 | E | 4.76 | E |
| 136.3 | A | Ros | Holcomb Bridge Rd | Calibre Creek Pkwy | Fouts Road | 0.91 | 4 | 2 | U | 41236 | 4 | 45 | 12.1 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | 4.87 | E | 4.43 | D |
| 136.3 | B | Ros | Holcomb Bridge Rd | Calibre Creek Pkwy | Fouts Road | 0.91 | 4 | 2 | U | 41236 | 4 | 45 | 12.1 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 4.87 | E | 5.45 | E |
| 136.4 | A | Ros | Holcomb Bridge Rd | Fouts Road | Nesbit Ferry | 1.60 | 4 | 2 | U | 38200 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 30 | 4.0 | 2 | 4.74 | E | 4.96 | E |
| 136.4 | B | Ros | Holcomb Bridge Rd | Fouts Road | Nesbit Ferry | 1.60 | 4 | 2 | U | 38200 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 30 | 4.0 | 2 | 4.74 | E | 4.96 | E |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | | Post. | Width Of Pavement | | | Occ. | Pavecon | Bike Lane/ | | Buff. | Tree Spcg. | % | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | Spd. (SPp) | Wt | Wl | $W_{ps}$ | Park. (OSPA) | $PC_t$ | Pavd. Shldr. | Cross Sec. | Width (BW) | in Buffer | with Sidewalk | Width (Ws) | Profile Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 136.5 | A | Ros | Holcomb Bridge Rd | Nesbit Ferry | Chattahoochee River County Line | 1.27 | 4 | 2 | U | 48320 | *4* | 45 | 13.4 | 1.5 | 0.0 | 0 | 4.5 | N | C | 5.0 | 0 | 25 | 5.0 | 1 | **4.68** | **E** | **5.25** | **E** |
| 136.5 | B | Ros | Holcomb Bridge Rd | Nesbit Ferry | Chattahoochee River County Line | 1.27 | 4 | 2 | U | 48320 | *4* | 45 | 13.4 | 1.5 | 0.0 | 0 | 4.5 | N | C | 5.0 | 0 | 52 | 5.0 | 1 | **4.68** | **E** | **4.89** | **E** |
| 137.0 | A | Ros | Houze Rd | Mansell | White Hall Way | 0.68 | 2 | 1 | U | 15832 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 0 | 5.0 | 3 | **4.10** | **D** | **4.44** | **D** |
| 137.0 | B | Ros | Houze Rd | Mansell | White Hall Way | 0.68 | 2 | 1 | U | 15832 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | **4.10** | **D** | **3.06** | **C** |
| 137.1 | A | Ros | Houze Rd | White Hall Way | Rucker | 1.87 | 2 | 1 | U | 15904 | *2* | 35 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.04** | **D** | **4.39** | **D** |
| 137.1 | B | Ros | Houze Rd | White Hall Way | Rucker | 1.87 | 2 | 1 | U | 15904 | *2* | 35 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **4.04** | **D** | **4.39** | **D** |
| 137.2 | A | Ros | Houze Rd | Rucker | Crabapple | 0.32 | 2 | 1 | U | 19982 | *5* | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | **4.87** | **E** | **4.34** | **D** |
| 137.2 | B | Ros | Houze Rd | Rucker | Crabapple | 0.32 | 2 | 1 | U | 19982 | *5* | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | **4.87** | **E** | **4.00** | **D** |
| 138.0 | A | Ros | King Rd | Woodstock Road | Hardscrabble | 0.40 | 2 | 1 | LT | 10712 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 0.0 | 0 | 100 | 6.0 | 2 | **3.66** | **D** | **2.74** | **C** |
| 138.0 | B | Ros | King Rd | Woodstock Road | Hardscrabble | 0.40 | 2 | 1 | LT | 10712 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 0.0 | 0 | 100 | 6.0 | 2 | **3.66** | **D** | **2.74** | **C** |
| 138.1 | A | Ros | King Rd | Hardscrabble | King Circle | 0.86 | 2 | 1 | U | 4694 | *2* | 35 | 12.5 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 0 | 4.0 | 1 | **3.11** | **C** | **3.71** | **D** |
| 138.1 | B | Ros | King Rd | Hardscrabble | King Circle | 0.86 | 2 | 1 | U | 4694 | *2* | 35 | 12.5 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 1 | **3.11** | **C** | **2.50** | **B** |
| 138.2 | A | Ros | King Rd | King Circle | Cox Road | 0.94 | 2 | 1 | U | 4726 | *3* | 40 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **3.71** | **D** | **3.97** | **D** |
| 138.2 | B | Ros | King Rd | King Circle | Cox Road | 0.94 | 2 | 1 | U | 4726 | *3* | 40 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | **3.71** | **D** | **3.97** | **D** |
| 139.0 | A | Ros | Magnolia St | Atlanta Street | Coleman Road | 0.36 | 2 | 1 | U | 30560 | *3* | 35 | 12.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | **4.42** | **D** | **4.04** | **D** |
| 139.0 | B | Ros | Magnolia St | Atlanta Street | Coleman Road | 0.36 | 2 | 1 | U | 30560 | *3* | 35 | 12.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 90 | 4.0 | 2 | **4.42** | **D** | **4.17** | **D** |
| 140.0 | A | Ros | Mansell Rd | Houze Road | Old Roswell | 1.13 | 4 | 2 | LT | 30576 | *4* | 40 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 75 | 4.0 | 2 | **4.69** | **E** | **3.94** | **D** |
| 140.0 | B | Ros | Mansell Rd | Houze Road | Old Roswell | 1.13 | 4 | 2 | LT | 30576 | *4* | 40 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | **4.69** | **E** | **3.62** | **D** |
| 141.0 | A | Ros | Marietta Hwy | N Atlanta St | City Limit | 2.01 | 4 | 2 | D | 21568 | *4* | 45 | 13.0 | 0.0 | 0.0 | 0 | 4.5 | N | C/S | 2.0 | 0 | 18 | 5.0 | 2 | **4.32** | **D** | **4.34** | **D** |
| 141.0 | B | Ros | Marietta Hwy | N Atlanta St | City Limit | 2.01 | 4 | 2 | D | 21568 | *4* | 45 | 13.0 | 0.0 | 0.0 | 0 | 4.5 | N | C/S | 2.0 | 0 | 12 | 5.0 | 2 | **4.32** | **D** | **4.41** | **D** |
| 144.0 | A | Ros | Mountain Park Rd | Woodstock Road | Wildwood Spring | 0.89 | 2 | 1 | U | 4912 | *2* | 35 | 10.0 | 0.0 | 0.0 | 0 | 3.0 | N | S | 10.0 | 0 | 25 | 5.0 | 3 | **3.92** | **D** | **3.57** | **D** |
| 144.0 | B | Ros | Mountain Park Rd | Woodstock Road | Wildwood Spring | 0.89 | 2 | 1 | U | 4912 | *2* | 35 | 10.0 | 0.0 | 0.0 | 0 | 3.0 | N | S | 10.0 | 0 | 0 | 5.0 | 3 | **3.92** | **D** | **4.01** | **D** |
| 144.1 | A | Ros | Mountain Park Rd | Wildwood Spring | City Limit | 0.55 | 2 | 1 | U | 4546 | *2* | 35 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 50 | 5.0 | 3 | **3.49** | **C** | **3.18** | **C** |
| 144.1 | B | Ros | Mountain Park Rd | Wildwood Spring | City Limit | 0.55 | 2 | 1 | U | 4546 | *2* | 35 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | **3.49** | **C** | **2.44** | **B** |
| 145.0 | A | Ros | N Atlanta St | Marietta Hwy | Magnolia St | 0.63 | 4 | 2 | U | 25652 | *3* | 35 | 10.3 | 0.0 | 0.0 | 0 | 3.0 | Y | S | 0.0 | 0 | 100 | 5.0 | 3 | **4.71** | **E** | **3.27** | **C** |
| 145.0 | B | Ros | N Atlanta St | Marietta Hwy | Magnolia St | 0.63 | 4 | 2 | U | 25652 | *3* | 35 | 10.3 | 0.0 | 0.0 | 0 | 3.0 | Y | S | 0.0 | 0 | 38 | 5.0 | 3 | **4.71** | **E** | **4.15** | **D** |
| 146.0 | A | Ros | Norcross St | Alpharetta Hwy | Canton St | 0.06 | 2 | 1 | U | **2000** | *4* | 25 | 11.3 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 0.0 | 0 | 67 | 5.0 | 2 | **2.27** | **B** | **2.54** | **C** |
| 146.0 | B | Ros | Norcross St | Alpharetta Hwy | Canton St | 0.06 | 2 | 1 | U | **2000** | *4* | 25 | 11.3 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | **2.27** | **B** | **2.09** | **B** |
| 147.0 | A | Ros | Norcross St | Alpharetta Street[Hwy 9] | Grimes Bridge Road | 0.92 | 2 | 1 | U | 13740 | *2* | 35 | 13.0 | 2.5 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 40 | 5.0 | 2 | **3.75** | **D** | **3.69** | **D** |
| 147.0 | B | Ros | Norcross St | Alpharetta Street[Hwy 9] | Grimes Bridge Road | 0.92 | 2 | 1 | U | 13740 | *2* | 35 | 13.0 | 2.5 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 90 | 5.0 | 2 | **3.75** | **D** | **3.04** | **C** |
| 148.0 | A | Ros | Old Alabama Conn | Old Alabama | City Limit | 0.59 | 2 | 1 | U | 14278 | *6* | 45 | 11.8 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 25 | 5.0 | 1 | **5.12** | **E** | **4.34** | **D** |
| 148.0 | B | Ros | Old Alabama Conn | Old Alabama | City Limit | 0.59 | 2 | 1 | U | 14278 | *6* | 45 | 11.8 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 1 | **5.12** | **E** | **3.99** | **D** |
| 149.0 | A | Ros | Old Alabama Rd | Riverside Road | Market Blvd | 0.72 | 4 | 2 | U | 8536 | *2* | 35 | 15.5 | 4.5 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.5 | 3 | **2.05** | **B** | **2.31** | **B** |
| 149.0 | B | Ros | Old Alabama Rd | Riverside Road | Market Blvd | 0.72 | 4 | 2 | U | 8536 | *2* | 35 | 14.8 | 3.5 | 0.0 | 0 | 4.5 | Y | C | 5.5 | 0 | 100 | 10.0 | 3 | **2.37** | **B** | **2.06** | **B** |
| 149.1 | A | Ros | Old Alabama Rd | Market Blvd | Holcombe Bridge Road | 0.45 | 4 | 2 | U | 8554 | *2* | 35 | 12.8 | 1.6 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.5 | 3 | **3.23** | **C** | **2.38** | **B** |
| 149.1 | B | Ros | Old Alabama Rd | Market Blvd | Holcombe Bridge Road | 0.45 | 4 | 2 | U | 8554 | *2* | 35 | 12.8 | 1.6 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 90 | 5.5 | 3 | **3.23** | **C** | **2.52** | **C** |
| 149.2 | A | Ros | Old Alabama Rd | Holcombe Bridge Road | Old Alabama Conn | 1.77 | 2 | 1 | LT | 17244 | *2* | 40 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | **4.31** | **D** | **3.44** | **C** |
| 149.2 | B | Ros | Old Alabama Rd | Holcombe Bridge Road | Old Alabama Conn | 1.77 | 2 | 1 | LT | 17244 | *2* | 40 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 0 | 4.0 | 2 | **4.31** | **D** | **4.73** | **E** |
| 149.3 | A | Ros | Old Alabama Rd | Old Alabama Conn | Nesbit Ferry | 0.83 | 2 | 1 | U | 15746 | *2* | 40 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 75 | 5.0 | 3 | **3.94** | **D** | **3.56** | **D** |
| 149.3 | B | Ros | Old Alabama Rd | Old Alabama Conn | Nesbit Ferry | 0.83 | 2 | 1 | U | 15746 | *2* | 40 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 25 | 5.0 | 3 | **3.94** | **D** | **4.25** | **D** |
| 151.0 | A | Ros | Old Roswell Rd | Commerce Pkwy | Warsaw Road | 0.27 | 2 | 1 | U | 8026 | *2* | 35 | 13.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 7.0 | 0 | 100 | 5.0 | 1 | **3.64** | **D** | **2.42** | **B** |
| 151.0 | B | Ros | Old Roswell Rd | Commerce Pkwy | Warsaw Road | 0.27 | 2 | 1 | U | 8026 | *2* | 35 | 13.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 7.0 | 0 | 25 | 5.0 | 1 | **3.64** | **D** | **3.51** | **D** |
| 151.1 | A | Ros | Old Roswell Rd | Holcomb Bridge Road | Commerce Pkwy | 0.44 | 2 | 1 | U | 11978 | *3* | 40 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 3.0 | 0 | 100 | 4.0 | 1 | **4.34** | **D** | **3.08** | **C** |
| 151.1 | B | Ros | Old Roswell Rd | Holcomb Bridge Road | Commerce Pkwy | 0.44 | 2 | 1 | U | 11978 | *3* | 40 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 3.0 | 0 | 25 | 4.0 | 1 | **4.34** | **D** | **4.08** | **D** |
| 152.0 | A | Ros | Pine Grove Rd | County Line | High Tower | 1.08 | 2 | 1 | U | 19082 | *2* | 35 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 25 | 5.0 | 3 | **4.24** | **D** | **4.32** | **D** |
| 152.0 | B | Ros | Pine Grove Rd | County Line | High Tower | 1.08 | 2 | 1 | U | 19082 | *2* | 35 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 25 | 5.0 | 3 | **4.24** | **D** | **4.32** | **D** |
| 152.1 | A | Ros | Pine Grove Rd | High Tower | Lake Charles | 0.43 | 2 | 1 | U | 12660 | *2* | 35 | 13.0 | 2.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | **3.71** | **D** | **2.96** | **C** |
| 152.1 | B | Ros | Pine Grove Rd | High Tower | Lake Charles | 0.43 | 2 | 1 | U | 12660 | *2* | 35 | 13.0 | 2.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 0 | 4.0 | 2 | **3.71** | **D** | **4.15** | **D** |
| 152.3 | A | Ros | Pine Grove Rd | Coleman Road | Lake Charles | 0.74 | 2 | 1 | U | 12878 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 20 | 4.0 | 2 | **4.29** | **D** | **4.10** | **D** |
| 152.3 | B | Ros | Pine Grove Rd | Coleman Road | Lake Charles | 0.74 | 2 | 1 | U | 12878 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 0 | 4.0 | 2 | **4.29** | **D** | **4.36** | **D** |
| 153.0 | A | Ros | Riverside Rd | S. Atlanta | Riverside/Dogwood | 1.05 | 2 | 1 | U | 12824 | *2* | 35 | 11.6 | 1.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 80 | 5.0 | 3 | **3.89** | **D** | **3.23** | **C** |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | | Post. | Width Of Pavement | | | Occ. | | Bike Lane/ | | Buff. | Tree Spcg. | % | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | Spd. (SPp) | Wt | Wl | $W_{ps}$ | Park. (OSPA) | Pavecon $PC_t$ | Pavd. Shldr. | Cross Sec. | Width (BW) | in Buffer | with Sidewalk | Width (Ws) | Profile Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 153.0 | B | Ros | Riverside Rd | S. Atlanta | Riverside/Dogwood | 1.05 | 2 | 1 | U | 12824 | 2 | 35 | 11.6 | 1.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 5.0 | 3 | 3.89 | D | 4.29 | D |
| 153.1 | A | Ros | Riverside Rd | Riverside/Dogwood | Old Alabama | 0.23 | 2 | 1 | U | 13008 | 2 | 35 | 14.7 | 3.8 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 5.0 | 2 | 2.76 | C | 4.02 | D |
| 153.1 | B | Ros | Riverside Rd | Riverside/Dogwood | Old Alabama | 0.23 | 2 | 1 | U | 13008 | 2 | 35 | 14.7 | 3.8 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 50 | 5.0 | 2 | 2.76 | C | 3.45 | C |
| 156.0 | A | Ros | Rucker Rd | Alpharetta City Limit | Hardscrabble Road | 0.70 | 2 | 1 | U | 13888 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 75 | 5.0 | 2 | 3.88 | D | 3.29 | C |
| 156.0 | B | Ros | Rucker Rd | Alpharetta City Limit | Hardscrabble Road | 0.70 | 2 | 1 | U | 13888 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.88 | D | 2.95 | C |
| 157.0 | A | Ros | S Atlanta St | Riverside Rd | Marietta Hwy | 1.15 | 2 | 1 | LT | 22498 | 3 | 35 | 12.4 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 53 | 5.0 | 3 | 4.12 | D | 4.12 | D |
| 157.0 | B | Ros | S Atlanta St | Riverside Rd | Marietta Hwy | 1.15 | 2 | 1 | LT | 22498 | 3 | 35 | 12.4 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 5.0 | 3 | 4.12 | D | 4.79 | E |
| 158.0 | A | Ros | S Main St | Upper Hembree Rd | Haney Dr | 0.15 | 4 | 2 | LT | 32826 | 4 | 45 | 12.4 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 40 | 5.0 | 2 | 4.87 | E | 4.54 | E |
| 158.0 | B | Ros | S Main St | Upper Hembree Rd | Haney Dr | 0.15 | 4 | 2 | LT | 32826 | 4 | 45 | 12.4 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 33 | 5.0 | 2 | 4.87 | E | 4.63 | E |
| 159.0 | A | Ros | W Crossville Rd | King | Crabapple Road | 1.52 | 6 | 3 | D | 49338 | 2 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 4.23 | D | 3.74 | D |
| 159.0 | B | Ros | W Crossville Rd | King | Crabapple Road | 1.52 | 6 | 3 | D | 49338 | 2 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 4.23 | D | 3.74 | D |
| 160.0 | A | Ros | Warsaw Rd | Grimes Bridge Road | Holcomb Bridge Road | 0.58 | 2 | 1 | U | 10992 | 2 | 35 | 13.0 | 2.3 | 0.0 | 0 | 4.5 | Y | C | 0.0 | 0 | 0 | 4.0 | 2 | 3.54 | D | 4.05 | D |
| 160.0 | B | Ros | Warsaw Rd | Grimes Bridge Road | Holcomb Bridge Road | 0.58 | 2 | 1 | U | 10992 | 2 | 35 | 13.0 | 2.3 | 0.0 | 0 | 4.5 | Y | C | 0.0 | 0 | 100 | 4.0 | 2 | 3.54 | D | 2.93 | C |
| 161.0 | A | Ros | Willeo Rd | City Limit | Coleman Rd | 0.77 | 2 | 1 | U | 11844 | 2 | 35 | 10.8 | 0.0 | 0.0 | 0 | 3.0 | N | S | 2.0 | 0 | 12 | 5.0 | 3 | 4.28 | D | 4.16 | D |
| 161.0 | B | Ros | Willeo Rd | City Limit | Coleman Rd | 0.77 | 2 | 1 | U | 11844 | 2 | 35 | 10.8 | 0.0 | 0.0 | 0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.28 | D | 4.34 | D |
| 161.1 | A | Ros | Willeo Rd | Coleman Rd | Marietta Hwy | 0.68 | 2 | 1 | U | 10644 | 2 | 35 | 15.0 | 3.8 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 0 | 5.0 | 1 | 2.60 | C | 3.85 | D |
| 161.1 | B | Ros | Willeo Rd | Coleman Rd | Marietta Hwy | 0.68 | 2 | 1 | U | 10644 | 2 | 35 | 15.0 | 3.8 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 2.60 | C | 2.66 | C |
| 162.0 | A | Ros | Woodstock Rd | Alpharetta Street | Canton | 0.32 | 2 | 1 | U | 17316 | 2 | 35 | 10.7 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | 3.99 | D | 3.28 | C |
| 162.0 | B | Ros | Woodstock Rd | Alpharetta Street | Canton | 0.32 | 2 | 1 | U | 17316 | 2 | 35 | 10.7 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 50 | 5.0 | 2 | 3.99 | D | 3.97 | D |
| 162.1 | A | Ros | Woodstock Rd | Canton | Roswell Area Park | 0.51 | 2 | 1 | U | 8176 | 2 | 35 | 13.0 | 2.7 | 0.0 | 0 | 3.5 | Y | S | 1.5 | 0 | 100 | 4.0 | 2 | 3.65 | D | 2.71 | C |
| 162.1 | B | Ros | Woodstock Rd | Canton | Roswell Area Park | 0.51 | 2 | 1 | U | 8176 | 2 | 35 | 13.0 | 2.7 | 0.0 | 0 | 3.5 | Y | S | 1.5 | 0 | 50 | 4.0 | 2 | 3.65 | D | 3.30 | C |
| 162.2 | A | Ros | Woodstock Rd | Roswell Area Park | Elizabeth Cove | 0.43 | 2 | 1 | U | 6434 | 2 | 35 | 12.7 | 1.5 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.42 | C | 2.48 | B |
| 162.2 | B | Ros | Woodstock Rd | Roswell Area Park | Elizabeth Cove | 0.43 | 2 | 1 | U | 6434 | 2 | 35 | 12.7 | 1.5 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.42 | C | 2.48 | B |
| 162.3 | A | Ros | Woodstock Rd | Elizabeth Cove | Woodstock Drive/ Crossville | 1.45 | 2 | 1 | U | 7038 | 3 | 40 | 12.7 | 1.5 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.76 | D | 2.66 | C |
| 162.3 | B | Ros | Woodstock Rd | Elizabeth Cove | Woodstock Drive/ Crossville | 1.45 | 2 | 1 | U | 7038 | 3 | 40 | 12.7 | 1.5 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.76 | D | 2.66 | C |
| 163.0 | A | Ros | Woodstock Rd | Cobb County Line | King | 2.15 | 6 | 3 | D | 50746 | 2 | 45 | 12.3 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 4.54 | E | 3.76 | D |
| 163.0 | B | Ros | Woodstock Rd | Cobb County Line | King | 2.15 | 6 | 3 | D | 50746 | 2 | 45 | 12.3 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 4.54 | E | 3.76 | D |
| 164.0 | A | SSp | Abernathy Rd NE | Hwy 400 | Mt. Vernon | 0.22 | 6 | 3 | D | 54108 | 4 | 35 | 11.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 0 | 5.0 | 3 | 4.91 | E | 4.83 | E |
| 164.0 | B | SSp | Abernathy Rd NE | Hwy 400 | Mt. Vernon | 0.22 | 6 | 3 | D | 54108 | 4 | 35 | 11.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 0 | 5.0 | 3 | 4.91 | E | 4.83 | E |
| 164.1 | A | SSp | Abernathy Rd NE | P. Tree Dunwoody | Mt. Vernon | 0.12 | 4 | 2 | D | 41028 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.87 | E | 4.08 | D |
| 164.1 | B | SSp | Abernathy Rd NE | P. Tree Dunwoody | Mt. Vernon | 0.12 | 4 | 2 | D | 41028 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.87 | E | 4.08 | D |
| 164.2 | A | SSp | Perimeter Center W Rd | Mt. Vernon | Ashford Dunwoody (County Line) | 0.33 | 4 | 2 | D | 38466 | 3 | 35 | 11.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 1.7 | 0 | 0 | 5.0 | 3 | 4.78 | E | 5.07 | E |
| 164.2 | B | SSp | Perimeter Center W Rd | Mt. Vernon | Ashford Dunwoody (County Line) | 0.33 | 4 | 2 | D | 38466 | 3 | 35 | 11.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 1.7 | 0 | 0 | 5.0 | 3 | 4.78 | E | 5.07 | E |
| 165.0 | A | SSp | Abernathy Rd NE | Brandon Mill Road/Johnson Ferry | Roswell | 0.75 | 2 | 1 | U | 16530 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 0 | 4.0 | N/A | 4.24 | D | 4.42 | D |
| 165.0 | B | SSp | Abernathy Rd NE | Brandon Mill Road/Johnson Ferry | Roswell | 0.75 | 2 | 1 | U | 16530 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 100 | 4.0 | N/A | 4.24 | D | 3.21 | C |
| 165.1 | A | SSp | Abernathy Rd NE | Roswell | Hwy 400 | 1.26 | 4 | 2 | D | 32698 | 4 | 45 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 90 | 5.0 | 2 | 4.95 | E | 3.89 | D |
| 165.1 | B | SSp | Abernathy Rd NE | Roswell | Hwy 400 | 1.26 | 4 | 2 | D | 32698 | 4 | 45 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.95 | E | 3.75 | D |
| 167.0 | A | SSp | Barfield Rd NE | Hammond | Mt. Vernon | 0.71 | 2 | 1 | LT | 7416 | 2 | 35 | 15.0 | 3.8 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | 2.36 | B | 2.54 | C |
| 167.0 | B | SSp | Barfield Rd NE | Hammond | Mt. Vernon | 0.71 | 2 | 1 | LT | 7416 | 2 | 35 | 15.0 | 3.8 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | 2.36 | B | 2.54 | C |
| 167.1 | A | SSp | Barfield Rd NE | Mt. Vernon | Abernathy | 0.34 | 4 | 2 | LT | 7658 | 2 | 35 | 10.5 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 6.0 | 1 | 3.35 | C | 2.39 | B |
| 167.1 | B | SSp | Barfield Rd NE | Mt. Vernon | Abernathy | 0.34 | 4 | 2 | LT | 7658 | 2 | 35 | 10.5 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 6.0 | 1 | 3.35 | C | 2.39 | B |
| 168.0 | A | SSp | Brandon Mill Rd NW | Riverside | N. Mill Road | 0.82 | 2 | 1 | U | 942 | 2 | 35 | 10.4 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 1.54 | B | 3.02 | C |
| 168.0 | B | SSp | Brandon Mill Rd NW | Riverside | N. Mill Road | 0.82 | 2 | 1 | U | 942 | 2 | 35 | 10.4 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 1.54 | B | 3.02 | C |
| 168.1 | A | SSp | Brandon Mill Rd NW | N. Mill Road | Abennathy | 0.67 | 2 | 1 | U | 942 | 2 | 35 | 10.9 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 1.53 | B | 2.97 | C |
| 168.1 | B | SSp | Brandon Mill Rd NW | N. Mill Road | Abennathy | 0.67 | 2 | 1 | U | 942 | 2 | 35 | 10.9 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 1.53 | B | 2.97 | C |
| 170.0 | A | SSp | Colquitt Rd | Pitts Rd | Northridge Road | 0.79 | 2 | 1 | U | 6540 | 2 | 35 | 10.8 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 0.0 | 0 | 0 | 4.2 | 3 | 3.64 | D | 4.01 | D |
| 170.0 | B | SSp | Colquitt Rd | Pitts Rd | Northridge Road | 0.79 | 2 | 1 | U | 6540 | 2 | 35 | 10.8 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 0.0 | 0 | 100 | 4.2 | 3 | 3.64 | D | 2.73 | C |
| 171.0 | A | SSp | Dalrymple Rd NE | Dalrymple Ends | Princeton Way | 0.90 | 2 | 1 | U | 10272 | 2 | 35 | 11.2 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.73 | D | 4.18 | D |
| 171.0 | B | SSp | Dalrymple Rd NE | Dalrymple Ends | Princeton Way | 0.90 | 2 | 1 | U | 10272 | 2 | 35 | 11.2 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.73 | D | 4.18 | D |
| 171.1 | A | SSp | Dalrymple Rd NE | Princeton Way | Roswell | 0.56 | 2 | 1 | U | 11532 | 2 | 35 | 13.7 | 1.7 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 3 | 3.47 | C | 2.87 | C |
| 171.1 | B | SSp | Dalrymple Rd NE | Princeton Way | Roswell | 0.56 | 2 | 1 | U | 11532 | 2 | 35 | 13.7 | 1.7 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 0 | 4.0 | 3 | 3.47 | C | 4.01 | D |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | | Post. | Width Of Pavement | | | Occ. | | Bike Lane/ | | Buff. | Tree Spcg. | % | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | Spd. (SPp) | Wt (ft) | Wl (ft) | $W_{ps}$ (ft) | Park. (OSPA) (%) | Pavecon $PC_t$ (1..5) | Pavd. Shldr. (Y/N) | Cross Sec. (C/S) | Width (BW) (ft) | in Buffer (ft/ctr) | with Sidewalk (DIR) | Width (Ws) (ft) | Profile Cond (1,2,3) | Score (1..7) | Grade (A..F) | Value (1..7) | Grade (A..F) |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | | | | | | | | | | | | | | | | |
| 171.2 | A | SSp | Dalrymple Rd NE | Roswell Road | Spalding | 0.35 | 2 | 1 | U | 13600 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 6.0 | 0 | 50 | 5.0 | 1 | 3.72 | D | 3.53 | D |
| 171.2 | B | SSp | Dalrymple Rd NE | Roswell Road | Spalding | 0.35 | 2 | 1 | U | 13600 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 6.0 | 0 | 100 | 5.0 | 1 | 3.72 | D | 2.80 | C |
| 174.0 | A | SSp | Dunwoody Club Dr | Spalding | Ball Mill Road | 1.59 | 2 | 1 | U | 17370 | 2 | 35 | 10.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.50 | D | 3.95 | D |
| 174.0 | B | SSp | Dunwoody Club Dr | Spalding | Ball Mill Road | 1.59 | 2 | 1 | U | 17370 | 2 | 35 | 10.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 4.50 | D | 4.69 | E |
| 174.1 | A | SSp | Dunwoody Club Dr | Ball Mill Road | Jett Ferry | 0.73 | 2 | 1 | U | 14798 | 2 | 35 | 10.9 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 60 | 5.0 | 2 | 4.04 | D | 3.66 | D |
| 174.1 | B | SSp | Dunwoody Club Dr | Ball Mill Road | Jett Ferry | 0.73 | 2 | 1 | U | 14798 | 2 | 35 | 10.9 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 5.0 | 2 | 4.04 | D | 4.49 | D |
| 174.2 | A | SSp | Dunwoody Club Dr | Jett Ferry | Mt. Vernon | 0.16 | 3 | 2 | U | 14180 | 2 | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | 3.95 | D | 3.05 | C |
| 174.2 | B | SSp | Dunwoody Club Dr | Jett Ferry | Mt. Vernon | 0.16 | 3 | 2 | U | 14180 | 2 | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | 3.95 | D | 3.05 | C |
| 174.3 | A | SSp | Dunwoody Club Dr | Mt. Vernon | Mt. Vernon | 0.21 | 3 | 2 | U | 14180 | 2 | 35 | 12.6 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.82 | D | 2.95 | C |
| 174.3 | B | SSp | Dunwoody Club Dr | Mt. Vernon | Mt. Vernon | 0.21 | 3 | 2 | U | 14180 | 2 | 35 | 12.6 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.82 | D | 2.95 | C |
| 174.4 | A | SSp | Dunwoody Club Dr | Happy Hallow | Mt. Vernon | 1.03 | 2 | 1 | U | 6504 | 2 | 35 | 9.5 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 0.0 | 0 | 0 | 5.0 | 3 | 4.10 | D | 4.17 | D |
| 174.4 | B | SSp | Dunwoody Club Dr | Happy Hallow | Mt. Vernon | 1.03 | 2 | 1 | U | 6504 | 2 | 35 | 9.5 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 3 | 4.10 | D | 2.67 | C |
| 175.0 | A | SSp | Dunwoody Pl------Northridge | Northridge | Roberts Drive | 0.57 | 3 | 2 | U | 16208 | 2 | 35 | 14.2 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.68 | D | 4.26 | D |
| 175.0 | B | SSp | Dunwoody Pl------Northridge | Northridge | Roberts Drive | 0.57 | 3 | 2 | U | 16208 | 2 | 35 | 14.2 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.68 | D | 4.26 | D |
| 175.1 | A | SSp | Dunwoody Pl------Northridge | Roberts Drive | Roswell | 0.72 | 4 | 2 | U | 18350 | 2 | 35 | 9.6 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.08 | D | 2.93 | C |
| 175.1 | B | SSp | Dunwoody Pl------Northridge | Roberts Drive | Roswell | 0.72 | 4 | 2 | U | 18350 | 2 | 35 | 9.6 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.08 | D | 2.93 | C |
| 176.0 | A | SSp | Garmon Rd NW | Northside Dr | City Limit | 0.08 | 2 | 1 | U | 1300 | 2 | 35 | 17.3 | 4.1 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.31 | A | 2.60 | C |
| 176.0 | B | SSp | Garmon Rd NW | Northside Dr | City Limit | 0.08 | 2 | 1 | U | 1300 | 2 | 35 | 17.3 | 4.1 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.31 | A | 2.60 | C |
| 177.0 | A | SSp | Dunwoody Pl------Northridge | Abernathy | UPS Headquarters | 0.82 | 4 | 2 | U | 3900 | 2 | 35 | 12.1 | 0.0 | 0.0 | 0 | 4.5 | N | C | 3.0 | 0 | 75 | 5.0 | 2 | 1.98 | B | 2.59 | C |
| 177.0 | B | SSp | Dunwoody Pl------Northridge | Abernathy | UPS Headquarters | 0.82 | 4 | 2 | U | 3900 | 2 | 35 | 12.1 | 0.0 | 0.0 | 0 | 4.5 | N | C | 3.0 | 0 | 90 | 5.0 | 2 | 1.98 | B | 2.38 | B |
| 177.1 | A | SSp | Glenlake Pkwy NE | UPS Headquarters | Glen Bridge Drive | 0.17 | 3 | 2 | U | 2842 | 2 | 35 | 12.3 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 1.89 | B | 3.63 | D |
| 177.1 | B | SSp | Glenlake Pkwy NE | UPS Headquarters | Glen Bridge Drive | 0.17 | 3 | 2 | U | 2842 | 2 | 35 | 12.3 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 1.89 | B | 3.63 | D |
| 178.0 | A | SSp | Glenridge Conn | I 285 | Peach Tree Dunwoody | 0.92 | 6 | 3 | D | 23978 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 4.49 | D | 4.39 | D |
| 178.0 | B | SSp | Glenridge Conn | I 285 | Peach Tree Dunwoody | 0.92 | 6 | 3 | D | 23978 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 4.49 | D | 4.39 | D |
| 181.0 | A | SSp | Glenridge Dr | Hammond | I 285 | 0.71 | 4 | 2 | D | 13782 | 2 | 35 | 11.9 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.68 | D | 2.68 | C |
| 181.0 | B | SSp | Glenridge Dr | Hammond | I 285 | 0.71 | 4 | 2 | D | 13782 | 2 | 35 | 11.9 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.68 | D | 4.04 | D |
| 182.0 | A | SSp | Glenridge Dr NE | Hammond | Johnsons Ferry | 0.32 | 2 | 1 | U | 13626 | 2 | 35 | 15.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 3.63 | D | 4.03 | D |
| 182.0 | B | SSp | Glenridge Dr NE | Hammond | Johnsons Ferry | 0.32 | 2 | 1 | U | 13626 | 2 | 35 | 15.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 3.63 | D | 4.03 | D |
| 182.1 | A | SSp | Glenridge Dr NE | Johnsons Ferry | Mt. Vernon | 0.33 | 2 | 1 | U | 6142 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 3.0 | 0 | 100 | 5.0 | 2 | 3.32 | C | 2.47 | B |
| 182.1 | B | SSp | Glenridge Dr NE | Johnsons Ferry | Mt. Vernon | 0.33 | 2 | 1 | U | 6142 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 3.0 | 0 | 100 | 5.0 | 2 | 3.32 | C | 2.47 | B |
| 182.2 | A | SSp | Glenridge Dr NE | Mt. Vernon | Abernathy | 0.67 | 2 | 1 | U | 5166 | 2 | 35 | 13.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | 3.04 | C | 3.34 | C |
| 182.2 | B | SSp | Glenridge Dr NE | Mt. Vernon | Abernathy | 0.67 | 2 | 1 | U | 5166 | 2 | 35 | 13.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.04 | C | 3.65 | D |
| 182.3 | A | SSp | Glenridge Dr NE | Abernathy | Glen Lake Pkwy | 0.42 | 2 | 1 | U | 8000 | 2 | 35 | 14.7 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.09 | C | 3.72 | D |
| 182.3 | B | SSp | Glenridge Dr NE | Abernathy | Glen Lake Pkwy | 0.42 | 2 | 1 | U | 8000 | 2 | 35 | 14.7 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.09 | C | 3.72 | D |
| 182.4 | A | SSp | Glenridge Dr NE | Glen Lake Pkwy | Spalding | 0.63 | 2 | 1 | U | 7998 | 2 | 25 | 14.5 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 3.25 | C | 2.29 | B |
| 182.4 | B | SSp | Glenridge Dr NE | Glen Lake Pkwy | Spalding | 0.63 | 2 | 1 | U | 7998 | 2 | 25 | 14.5 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 1 | 3.25 | C | 3.50 | C |
| 183.0 | A | SSp | Glenridge Dr NE | Roswell Road | Johnsons Ferry | 1.02 | 2 | 1 | U | 10788 | 4 | 35 | 12.5 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 75 | 5.0 | 2 | 4.01 | D | 3.08 | C |
| 183.0 | B | SSp | Glenridge Dr NE | Roswell Road | Johnsons Ferry | 1.02 | 2 | 1 | U | 10788 | 4 | 35 | 12.5 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | 4.01 | D | 3.75 | D |
| 186.0 | A | SSp | Hammond Dr NW | Mt. Vernon | Sandy Spring Circle | 0.41 | 4 | 2 | U | 3638 | 3 | 35 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | 2.49 | B | 3.34 | C |
| 186.0 | B | SSp | Hammond Dr NW | Mt. Vernon | Sandy Spring Circle | 0.41 | 4 | 2 | U | 3638 | 3 | 35 | 11.5 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 2.49 | B | 2.99 | C |
| 186.1 | A | SSp | Hammond Dr NW | Snady Spring Circle | Roswell Road | 0.31 | 4 | 2 | U | 12720 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 50 | 5.0 | 2 | 3.79 | D | 3.31 | C |
| 186.1 | B | SSp | Hammond Dr NW | Snady Spring Circle | Roswell Road | 0.31 | 4 | 2 | U | 12720 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.79 | D | 2.63 | C |
| 186.2 | A | SSp | Hammond Dr NW | Roswell | Boylston Dr | 0.14 | 2 | 1 | U | **18000** | 2 | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.97 | D | 4.62 | E |
| 186.2 | B | SSp | Hammond Dr NW | Roswell | Boylston Dr | 0.14 | 2 | 1 | U | **18000** | 2 | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.97 | D | 4.62 | E |
| 186.3 | A | SSp | Hammond Dr NW | Boylston Dr | Lorell Ter | 0.50 | 2 | 1 | U | **18000** | 3 | 35 | 11.5 | 0.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.11 | D | 4.62 | E |
| 186.3 | B | SSp | Hammond Dr NW | Boylston Dr | Lorell Ter | 0.50 | 2 | 1 | U | **18000** | 3 | 35 | 11.5 | 0.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.11 | D | 4.62 | E |
| 186.4 | A | SSp | Hammond Dr NW | Lorell Ter | Greenbrier Dr | 0.13 | 2 | 1 | U | **18000** | 3 | 35 | 15.5 | 4.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.87 | C | 4.25 | D |
| 186.4 | B | SSp | Hammond Dr NW | Lorell Ter | Greenbrier Dr | 0.13 | 2 | 1 | U | 35440 | 3 | 35 | 15.5 | 4.0 | 0.0 | 0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.22 | C | 5.29 | E |
| 186.5 | A | SSp | Hammond Dr NW | Greenbrier Dr | GA 400 | 0.46 | 4 | 2 | U | 25202 | 3 | 35 | 11.4 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.09 | D | 3.14 | C |
| 186.5 | B | SSp | Hammond Dr NW | Greenbrier Dr | GA 400 | 0.46 | 4 | 2 | U | 25202 | 3 | 35 | 11.4 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 2 | 4.09 | D | 4.55 | E |
| 186.6 | A | SSp | Hammond Dr NW | GA 400 | County Line | 0.59 | 4 | 2 | LT | 20248 | 3 | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.09 | D | 2.96 | C |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | Tks. | Post. | Width Of Pavement | | | Occ. | Pavecon | Bike Lane/ | Cross | Buff. | Tree Spcg. in | % with | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | (HV) | Spd. | Wt | Wl | $W_{ps}$ | Park. | $PC_t$ | Pavd. Shldr. | Sec. | Width (BW) | Buffer | Sidewalk | Width (Ws) | Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | (SPp) | (ft) | (ft) | (ft) | (OSPA) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 186.6 | B | SSp | Hammond Dr NW | GA 400 | County Line | 0.59 | 4 | 2 | LT | 20248 | 3 | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.09 | D | 2.96 | C |
| 187.0 | A | SSp | Heards Ferry Rd NW | Northside Drive | Heards Road | 0.75 | 2 | 1 | U | 7378 | 2 | 35 | 13.0 | 1.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 3.28 | C | 3.19 | C |
| 187.0 | B | SSp | Heards Ferry Rd NW | Northside Drive | Heards Road | 0.75 | 2 | 1 | U | 7378 | 2 | 35 | 13.0 | 1.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | 3.28 | C | 3.51 | D |
| 187.1 | A | SSp | Heards Ferry Rd NW | Heards Road | Mt. Vernon | 1.58 | 2 | 1 | U | 7010 | 2 | 35 | 12.4 | 1.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.33 | C | 3.86 | D |
| 187.1 | B | SSp | Heards Ferry Rd NW | Heards Road | Mt. Vernon | 1.58 | 2 | 1 | U | 7010 | 2 | 35 | 12.4 | 1.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.33 | C | 2.52 | C |
| 188.0 | A | SSp | High Point Rd NE | Windsor Pkwy | Northland | 0.99 | 2 | 1 | U | 2944 | 2 | 35 | 15.5 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 3 | 2.25 | B | 2.25 | B |
| 188.0 | B | SSp | High Point Rd NE | Windsor Pkwy | Northland | 0.99 | 2 | 1 | U | 2944 | 2 | 35 | 15.5 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 0.0 | 0 | 0 | 5.0 | 3 | 2.25 | B | 3.36 | C |
| 188.1 | A | SSp | High Point Rd NE | Northland | Glenridge | 0.62 | 2 | 1 | U | 8478 | 2 | 35 | 13.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | 3.60 | D | 2.65 | C |
| 188.1 | B | SSp | High Point Rd NE | Northland | Glenridge | 0.62 | 2 | 1 | U | 8478 | 2 | 35 | 13.5 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 0.0 | 0 | 50 | 5.0 | 2 | 3.60 | D | 3.25 | C |
| 189.0 | A | SSp | Holcomb Bridge Rd | Chattahoochee River | Spalding Drive | 0.45 | 4 | 2 | LT | 43364 | 4 | 45 | 12.0 | | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 5.06 | E | 4.17 | D |
| 189.0 | B | SSp | Holcomb Bridge Rd | Chattahoochee River | Spalding Drive | 0.45 | 4 | 2 | LT | 43364 | 4 | 45 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 0 | 5.0 | 2 | 5.06 | E | 5.54 | F |
| 191.0 | A | SSp | Interstate North Pkwy NW | City limit | Northside Drive | 0.76 | 2 | 1 | U | 7674 | 3 | 40 | 16.0 | 4.0 | 0.0 | 0 | 3.5 | Y | C | 0.0 | 0 | 0 | 0.0 | 1 | 2.77 | C | 3.75 | D |
| 191.0 | B | SSp | Interstate North Pkwy NW | City limit | Northside Drive | 0.76 | 2 | 1 | U | 7674 | 3 | 40 | 16.0 | 4.0 | 0.0 | 0 | 3.5 | Y | C | 0.0 | 0 | 0 | 0.0 | 1 | 2.77 | C | 3.75 | D |
| 192.0 | A | SSp | Jett Rd NW | Mt. Paran Rd. | City Limit | 0.21 | 2 | 1 | U | 2480 | 2 | 30 | 10.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.72 | C | 3.28 | C |
| 192.0 | B | SSp | Jett Rd NW | Mt. Paran Rd. | City Limit | 0.21 | 2 | 1 | U | 2480 | 2 | 30 | 10.5 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.72 | C | 3.28 | C |
| 193.0 | A | SSp | Johnson Ferry Rd NE | City Limit | Peachtree Dunwoody | 0.47 | 2 | 1 | U | 13012 | 2 | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.91 | D | 2.92 | C |
| 193.0 | B | SSp | Johnson Ferry Rd NE | City Limit | Peachtree Dunwoody | 0.47 | 2 | 1 | U | 13012 | 2 | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 25 | 5.0 | 2 | 3.91 | D | 3.97 | D |
| 194.0 | A | SSp | Johnson Ferry Rd NE | Glenridge Drive | Peachtree Dunwoody | 0.64 | 4 | 2 | U | 23882 | 3 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 90 | 4.0 | 2 | 4.05 | D | 3.32 | C |
| 194.0 | B | SSp | Johnson Ferry Rd NE | Glenridge Drive | Peachtree Dunwoody | 0.64 | 4 | 2 | U | 23882 | 3 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | 4.05 | D | 3.20 | C |
| 195.0 | A | SSp | Johnson Ferry Rd NE | River Valley Rd | Sandy Springs Cir | 0.52 | 2 | 1 | U | 6958 | 2 | 35 | 14.8 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 46 | 5.0 | 2 | 3.31 | C | 3.09 | C |
| 195.0 | B | SSp | Johnson Ferry Rd NE | River Valley Rd | Sandy Springs Cir | 0.52 | 2 | 1 | U | 6958 | 2 | 35 | 14.8 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 67 | 5.0 | 2 | 3.31 | C | 2.84 | C |
| 195.1 | A | SSp | Johnson Ferry Rd NE | Sandy Springs Cir | Roswell Rd | 0.14 | 4 | 2 | U | 14068 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.69 | D | 4.06 | D |
| 195.1 | B | SSp | Johnson Ferry Rd NE | Sandy Springs Cir | Roswell Rd | 0.14 | 4 | 2 | U | 14068 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.69 | D | 2.68 | C |
| 195.2 | A | SSp | Johnson Ferry Rd NE | Roswell Rd | Mt. Vernon Hwy | 0.23 | 2 | 2 | OW | 9654 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.0 | N | C | 0.0 | 0 | 0 | 11.0 | 2 | 3.97 | D | 4.00 | D |
| 195.2 | B | SSp | Johnson Ferry Rd NE | Roswell Rd | Mt. Vernon Hwy | 0.23 | 2 | 2 | OW | 9654 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.0 | N | C | 0.0 | 0 | 56 | 11.0 | 2 | 3.97 | D | 3.09 | C |
| 195.3 | A | SSp | Johnson Ferry Rd NE | Mt. Vernon Hwy | Glenridge Dr | 0.81 | 2 | 1 | U | 20070 | 2 | 35 | 13.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.95 | D | 4.60 | E |
| 195.3 | B | SSp | Johnson Ferry Rd NE | Mt. Vernon Hwy | Glenridge Dr | 0.81 | 2 | 1 | U | 20070 | 2 | 35 | 13.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 64 | 5.0 | 2 | 3.95 | D | 3.76 | D |
| 196.0 | A | SSp | Johnson Ferry Rd NW | City Limit | River Valley Rd | 1.01 | 4 | 2 | U | 21100 | 3 | X | X | 0.0 | 0.0 | 0 | | N | X | X | 0 | 23 | X | x | | UC | | UC |
| 196.0 | B | SSp | Johnson Ferry Rd NW | City Limit | River Valley Rd | 1.01 | 4 | 2 | U | 21100 | 3 | X | X | 0.0 | 0.0 | 0 | | N | X | X | 0 | 0 | X | x | | UC | | UC |
| 197.0 | A | SSp | Lake Forrest Dr NE | Mt. Vernon | Hammond | 0.21 | 4 | 2 | U | 1152 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 0.80 | A | 2.78 | C |
| 197.0 | B | SSp | Lake Forrest Dr NE | Mt. Vernon | Hammond | 0.21 | 4 | 2 | U | 1152 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 0.80 | A | 2.78 | C |
| 197.1 | A | SSp | Lake Forrest Dr NE | Hammond | Mt. Paran | 1.72 | 2 | 1 | U | 4638 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.49 | C | 3.77 | D |
| 197.1 | B | SSp | Lake Forrest Dr NE | Hammond | Mt. Paran | 1.72 | 2 | 1 | U | 4638 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.49 | C | 3.77 | D |
| 197.2 | A | SSp | Lake Forrest Dr NE | Mt. Paran | W. Wieuca [City Limit] | 1.07 | 2 | 1 | U | 3324 | 2 | 35 | 12.0 | 1.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.05 | C | 3.59 | D |
| 197.2 | B | SSp | Lake Forrest Dr NE | Mt. Paran | W. Wieuca [City Limit] | 1.07 | 2 | 1 | U | 3324 | 2 | 35 | 12.0 | 1.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.05 | C | 3.59 | D |
| 198.0 | A | SSp | Lake Hearn Dr NE | P. Tree/Dunwoody | County Line | 0.28 | 2 | 1 | U | 12702 | 2 | 35 | 11.3 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 1 | 3.92 | D | 2.98 | C |
| 198.0 | B | SSp | Lake Hearn Dr NE | P. Tree/Dunwoody | County Line | 0.28 | 2 | 1 | U | 12702 | 2 | 35 | 11.3 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 0.0 | 0 | 0 | 5.0 | 1 | 3.92 | D | 4.33 | D |
| 199.0 | A | SSp | Long Island Dr NE | Roswell Rd | Mt. Paran Rd | 0.70 | 2 | 1 | U | 6378 | 2 | 35 | 13.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 49 | 5.0 | 3 | 3.52 | D | 3.14 | C |
| 199.0 | B | SSp | Long Island Dr NE | Roswell Rd | Mt. Paran Rd | 0.70 | 2 | 1 | U | 6378 | 2 | 35 | 13.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 49 | 5.0 | 3 | 3.52 | D | 3.14 | C |
| 200.0 | A | SSp | Long Island Dr NW | Mt. Paran | Mt. Vernon | 2.13 | 2 | 1 | U | 3100 | 2 | 35 | 12.3 | 0.0 | 0.0 | 0 | 5.0 | N | S | 2.0 | 0 | 18 | 5.0 | 3 | 2.57 | C | 3.41 | C |
| 200.0 | B | SSp | Long Island Dr NW | Mt. Paran | Mt. Vernon | 2.13 | 2 | 1 | U | 3100 | 2 | 35 | 12.3 | 0.0 | 0.0 | 0 | 5.0 | N | S | 2.0 | 0 | 19 | 5.0 | 3 | 2.57 | C | 3.39 | C |
| 201.0 | A | SSp | Mt Paran Rd NE | Northside Dr | Jett Rd | 0.29 | 2 | 1 | U | 16526 | 2 | 30 | 11.6 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.89 | D | 4.39 | D |
| 201.0 | B | SSp | Mt Paran Rd NE | Northside Dr | Jett Rd | 0.29 | 2 | 1 | U | 16526 | 2 | 30 | 11.6 | 0.0 | 0.0 | 0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.89 | D | 4.39 | D |
| 201.1 | A | SSp | Mt Paran Rd NE | Jett Rd | Long Island Dr | 1.30 | 2 | 1 | U | 14048 | 2 | 30 | 12.3 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 25 | 5.0 | 3 | 3.88 | D | 3.84 | D |
| 201.1 | B | SSp | Mt Paran Rd NE | Jett Rd | Long Island Dr | 1.30 | 2 | 1 | U | 14048 | 2 | 30 | 12.3 | 0.0 | 0.0 | 0 | 3.5 | N | S | 2.0 | 0 | 10 | 5.0 | 3 | 3.88 | D | 4.04 | D |
| 202.0 | A | SSp | Mt Paran Rd NW | Long Island Tr | Roswell Rd | 0.89 | 2 | 1 | U | 7344 | 2 | 30 | 12.3 | 0.0 | 0.0 | 0 | 3.0 | N | S | 2.0 | 0 | 51 | 5.0 | 3 | 3.71 | D | 3.07 | C |
| 202.0 | B | SSp | Mt Paran Rd NW | Long Island Tr | Roswell Rd | 0.89 | 2 | 1 | U | 7344 | 2 | 30 | 12.3 | 0.0 | 0.0 | 0 | 3.0 | N | S | 2.0 | 0 | 0 | 2.0 | 3 | 3.71 | D | 3.76 | D |
| 203.0 | A | SSp | Mt Vernon Hwy NE | Lake Forest | Sandy Springs Circle | 0.26 | 2 | 1 | U | 12492 | 2 | 35 | 14.0 | 2.5 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.41 | C | 4.04 | D |
| 203.0 | B | SSp | Mt Vernon Hwy NE | Lake Forest | Sandy Springs Circle | 0.26 | 2 | 1 | U | 12492 | 2 | 35 | 14.0 | 2.5 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.41 | C | 4.04 | D |
| 203.1 | A | SSp | Mt Vernon Hwy NE | Sandy Springs Circle | Roswell Road | 0.21 | 2 | 1 | U | 5874 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.29 | C | 3.85 | D |
| 203.1 | B | SSp | Mt Vernon Hwy NE | Sandy Springs Circle | Roswell Road | 0.21 | 2 | 1 | U | 5874 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.29 | C | 3.85 | D |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | | Post. | Width Of Pavement | | | Occ. | | Bike Lane/ | | Buff. | Tree Spcg. | % | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | Spd. (SPp) | Wt | Wl | $W_{ps}$ | Park. (OSPA) | Pavecon $PC_t$ | Pavd. Shldr. | Cross Sec. | Width (BW) | in Buffer | with Sidewalk | Width (Ws) | Profile Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 203.2 | A | SSp | Mt Vernon Hwy NE | Roswell Road | Johnsons Ferry | 0.18 | 2 | 2 | OW | 4386 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 80 | 5.0 | 2 | 2.52 | C | 2.69 | C |
| 203.2 | B | SSp | Mt Vernon Hwy NE | Roswell Road | Johnsons Ferry | 0.18 | 2 | 2 | OW | 4386 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 0.0 | 0 | 0 | 5.0 | 2 | 2.52 | C | 3.73 | D |
| 203.3 | A | SSp | Mt Vernon Hwy NE | Johnson's Ferry Rd | Crestline Pkwy | 1.22 | 2 | 1 | U | 10334 | 2 | 35 | 14.7 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 57 | 5.0 | 2 | 3.45 | C | 3.17 | C |
| 203.3 | B | SSp | Mt Vernon Hwy NE | Johnson's Ferry Rd | Crestline Pkwy | 1.22 | 2 | 1 | U | 10334 | 2 | 35 | 14.7 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 37 | 5.0 | 2 | 3.45 | C | 3.41 | C |
| 203.4 | A | SSp | Mt Vernon Hwy NE | Crestline Pkwy | Mt. Vernon Cir | 0.58 | 4 | 2 | D | 9232 | 2 | 35 | 12.3 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 17 | 5.0 | 3 | 3.44 | C | 3.59 | D |
| 203.4 | B | SSp | Mt Vernon Hwy NE | Crestline Pkwy | Mt. Vernon Cir | 0.58 | 4 | 2 | D | 9232 | 2 | 35 | 12.3 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 14 | 5.0 | 3 | 3.44 | C | 3.63 | D |
| 203.5 | A | SSp | Mt Vernon Hwy NE | Mt. Vernon Cir | City Limit | 0.17 | 2 | 1 | U | 8702 | 2 | 35 | 15.1 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 12 | 5.0 | 3 | 3.23 | C | 3.59 | D |
| 203.5 | B | SSp | Mt Vernon Hwy NE | Mt. Vernon Cir | City Limit | 0.17 | 2 | 1 | U | 8702 | 2 | 35 | 15.1 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 12 | 5.0 | 3 | 3.23 | C | 3.59 | D |
| 204.0 | A | SSp | Mt Vernon Hwy NW | Northside Drive | Dupree/ Powers Ferry | 0.71 | 2 | 1 | U | 4938 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 3.46 | C | 3.07 | C |
| 204.0 | B | SSp | Mt Vernon Hwy NW | Northside Drive | Dupree/ Powers Ferry | 0.71 | 2 | 1 | U | 4938 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.46 | C | 3.73 | D |
| 204.1 | A | SSp | Mt Vernon Hwy NW | Dupree/Powers Ferry | Powers Ferry/ Mt. Vernon Pkwy | 0.53 | 2 | 1 | LT | 11712 | 2 | 35 | 12.4 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 75 | 5.0 | 2 | 4.08 | D | 3.14 | C |
| 204.1 | B | SSp | Mt Vernon Hwy NW | Dupree/Powers Ferry | Powers Ferry/ Mt. Vernon Pkwy | 0.53 | 2 | 1 | LT | 11712 | 2 | 35 | 12.4 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.08 | D | 2.81 | C |
| 204.2 | A | SSp | Mt Vernon Hwy NW | Powers Ferry/ Mt Vernon Pkwy | Lake Forest | 1.67 | 2 | 1 | U | 9848 | 2 | 35 | 12.5 | 1.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.49 | C | 2.70 | C |
| 204.2 | B | SSp | Mt Vernon Hwy NW | Powers Ferry/ Mt Vernon Pkwy | Lake Forest | 1.67 | 2 | 1 | U | 9848 | 2 | 35 | 12.5 | 1.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.49 | C | 4.02 | D |
| 205.0 | A | SSp | Mt Vernon Rd | Dunwoody Club | Spalding Drive | 0.66 | 2 | 1 | U | 9400 | 2 | 35 | 11.3 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 10 | 5.0 | 3 | 3.61 | D | 3.99 | D |
| 205.0 | B | SSp | Mt Vernon Rd | Dunwoody Club | Spalding Drive | 0.66 | 2 | 1 | U | 9400 | 2 | 35 | 11.3 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 20 | 5.0 | 3 | 3.61 | D | 3.85 | D |
| 207.0 | A | SSp | New Northside Dr | I 285 | Northside Drive | 0.29 | 5 | 3 | U | 11892 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 0 | 4.0 | 2 | 3.35 | C | 3.85 | D |
| 207.0 | B | SSp | New Northside Dr | I 285 | Northside Drive | 0.29 | 5 | 3 | U | 11892 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 4.0 | 2 | 3.35 | C | 3.22 | C |
| 207.1 | A | SSp | New Northside Dr | Northside Drive | I 285 | 0.31 | 3 | 3 | OW | 8220 | 2 | 35 | 11.6 | 0.0 | 0.0 | 0 | 4.5 | N | C | 1.5 | 0 | 25 | 5.0 | 2 | 2.81 | C | 3.48 | C |
| 207.1 | B | SSp | New Northside Dr | Northside Drive | I 285 | 0.31 | 3 | 3 | OW | 8220 | 2 | 35 | 11.6 | 0.0 | 0.0 | 0 | 4.5 | N | C | 1.5 | 0 | 0 | 5.0 | 2 | 2.81 | C | 3.82 | D |
| 209.0 | A | SSp | Northland Dr NE | Windsor Pkwy | Glen Bridge Drive | 1.44 | 2 | 1 | U | 2554 | 2 | 35 | 10.0 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 0.0 | 0 | 50 | 5.0 | 3 | 3.15 | C | 3.14 | C |
| 209.0 | B | SSp | Northland Dr NE | Windsor Pkwy | Glen Bridge Drive | 1.44 | 2 | 1 | U | 2554 | 2 | 35 | 10.0 | 0.0 | 0.0 | 0 | 3.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 3 | 3.15 | C | 2.42 | B |
| 210.0 | A | SSp | Northridge Rd | Roswell | Roberts Drive | 0.56 | 4 | 2 | U | 39814 | 3 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 75 | 5.0 | 3 | 4.31 | D | 4.04 | D |
| 210.0 | B | SSp | Northridge Rd | Roswell | Roberts Drive | 0.56 | 4 | 2 | U | 39814 | 3 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 75 | 5.0 | 3 | 4.31 | D | 4.04 | D |
| 211.0 | A | SSp | Northside Dr NW | Mt. Paran Rd | Garmon Rd | 0.79 | 2 | 1 | U | 8562 | 2 | 35 | 16.9 | 3.6 | 0.0 | 0 | 3.0 | Y | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.59 | C | 3.57 | D |
| 211.0 | B | SSp | Northside Dr NW | Mt. Paran Rd | Garmon Rd | 0.79 | 2 | 1 | U | 8562 | 2 | 35 | 16.9 | 3.6 | 0.0 | 0 | 3.0 | Y | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.59 | C | 3.57 | D |
| 211.1 | A | SSp | Northside Dr NW | Garmon Rd | Indian Trail NW | 0.89 | 2 | 1 | U | 7866 | 2 | 35 | 15.3 | 4.6 | 0.0 | 0 | 4.5 | Y | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.24 | B | 3.66 | D |
| 211.1 | B | SSp | Northside Dr NW | Garmon Rd | Indian Trail NW | 0.89 | 2 | 1 | U | 7866 | 2 | 35 | 15.3 | 4.6 | 0.0 | 0 | 4.5 | Y | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.24 | B | 3.66 | D |
| 211.2 | A | SSp | Northside Dr NW | Indian Trail NW | S Mount Vernon Hwy | 0.54 | 2 | 1 | U | 426 | 2 | 35 | 15.1 | 5.2 | 0.0 | 0 | 4.5 | Y | S | 0.0 | 0 | 0 | 0.0 | 2 | 0.72 | A | 2.66 | C |
| 211.2 | B | SSp | Northside Dr NW | Indian Trail NW | S Mount Vernon Hwy | 0.54 | 2 | 1 | U | 426 | 2 | 35 | 15.1 | 5.2 | 0.0 | 0 | 4.5 | Y | S | 0.0 | 0 | 0 | 0.0 | 2 | 0.72 | A | 2.66 | C |
| 211.3 | A | SSp | Northside Dr NW | S Mount Vernon Hwy | New Northside Dr NW | 0.47 | 2 | 1 | U | 15892 | 2 | 35 | 15.9 | 4.9 | 0.0 | 0 | 4.5 | Y | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.40 | B | 4.09 | D |
| 211.3 | B | SSp | Northside Dr NW | S Mount Vernon Hwy | New Northside Dr NW | 0.47 | 2 | 1 | U | 15892 | 2 | 35 | 15.9 | 4.9 | 0.0 | 0 | 4.5 | Y | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.40 | B | 4.09 | D |
| 212.0 | A | SSp | Northside Dr NW | New Northside Dr NW | Powers Ferry Rd NW | 0.10 | 1 | 1 | OW | 10076 | 3 | 35 | 19.0 | 6.6 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 0 | 5.0 | 1 | 1.66 | B | 3.99 | D |
| 212.0 | B | SSp | Northside Dr NW | New Northside Dr NW | Powers Ferry Rd NW | 0.10 | 1 | 1 | OW | 10076 | 3 | 35 | 19.0 | 6.6 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 1.66 | B | 2.97 | C |
| 212.1 | A | SSp | Northside Dr NW | Powers Ferry Rd NW | Interstate N Pkwy | 0.28 | 2 | 2 | OW | 4312 | 2 | 35 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 2.64 | C | 3.74 | D |
| 212.1 | B | SSp | Northside Dr NW | Powers Ferry Rd NW | Interstate N Pkwy | 0.28 | 2 | 2 | OW | 4312 | 2 | 35 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 2 | 15 | 5.0 | 2 | 2.64 | C | 3.55 | D |
| 212.2 | A | SSp | Northside Dr NW | Interstate N Pkwy | Riveredge Pkwy | 0.14 | 3 | 2 | U | 1532 | 2 | 35 | 13.3 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.93 | A | 3.45 | C |
| 212.2 | B | SSp | Northside Dr NW | Interstate N Pkwy | Riveredge Pkwy | 0.14 | 3 | 2 | U | 1532 | 2 | 35 | 13.3 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.93 | A | 3.45 | C |
| 212.3 | A | SSp | Northside Dr NW | Riveredge Pkwy | Wintherthur Dr | 0.47 | 2 | 1 | U | 920 | 2 | 35 | 15.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.00 | A | 2.56 | C |
| 212.3 | B | SSp | Northside Dr NW | Riveredge Pkwy | Wintherthur Dr | 0.47 | 2 | 1 | U | 920 | 2 | 35 | 15.0 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.00 | A | 2.56 | C |
| 213.0 | A | SSp | Peachtree Dunwoody Rd NE | Windsor Pkwy | City Limit | 0.45 | 2 | 1 | U | 5226 | 2 | 35 | 14.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 1.0 | 0 | 100 | 5.0 | 2 | 3.14 | C | 2.41 | B |
| 213.0 | B | SSp | Peachtree Dunwoody Rd NE | Windsor Pkwy | City Limit | 0.45 | 2 | 1 | U | 5226 | 2 | 35 | 14.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 1.0 | 0 | 50 | 5.0 | 2 | 3.14 | C | 3.01 | C |
| 213.1 | A | SSp | Peachtree Dunwoody Rd NE | Glenridge Conn | Windsor Pkwy | 1.38 | 2 | 1 | U | 1348 | 2 | 35 | 14.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 0.72 | A | 2.76 | C |
| 213.1 | B | SSp | Peachtree Dunwoody Rd NE | Glenridge Conn | Windsor Pkwy | 1.38 | 2 | 1 | U | 1348 | 2 | 35 | 14.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 0.72 | A | 2.76 | C |
| 213.2 | A | SSp | Peachtree Dunwoody Rd NE | I 285 | Glenridge Conn | 0.79 | 4 | 2 | U | 24412 | 3 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.16 | D | 3.09 | C |
| 213.2 | B | SSp | Peachtree Dunwoody Rd NE | I 285 | Glenridge Conn | 0.79 | 4 | 2 | U | 24412 | 3 | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.16 | D | 3.09 | C |
| 213.3 | A | SSp | Peachtree Dunwoody Rd NE | Hammond | I 285 | 0.36 | 4 | 2 | D | 28408 | 3 | 35 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 3.0 | 0 | 25 | 5.0 | 2 | 4.51 | E | 4.35 | D |
| 213.3 | B | SSp | Peachtree Dunwoody Rd NE | Hammond | I 285 | 0.36 | 4 | 2 | D | 28408 | 3 | 35 | 11.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 3.0 | 0 | 100 | 5.0 | 2 | 4.51 | E | 3.25 | C |
| 213.4 | A | SSp | Peachtree Dunwoody Rd NE | Mt Vernon | Hammond | 0.91 | 4 | 2 | D | 16738 | 2 | 35 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 90 | 5.0 | 2 | 3.96 | D | 2.93 | C |
| 213.4 | B | SSp | Peachtree Dunwoody Rd NE | Mt Vernon | Hammond | 0.91 | 4 | 2 | D | 16738 | 2 | 35 | 11.7 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.96 | D | 2.79 | C |
| 213.5 | A | SSp | Peachtree Dunwoody Rd NE | Abernathy | Mt Vernon | 0.13 | 4 | 2 | D | 11778 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 3.75 | D | 2.59 | C |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | | Post. | Width Of Pavement | | | Occ. | | Bike Lane/ | | Buff. | Tree Spcg. | % | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | Spd. (SPp) | Wt | Wl | $W_{ps}$ | Park. (OSPA) | Pavecon $PC_t$ | Pavd. Shldr. | Cross Sec. | Width (BW) | in Buffer | with Sidewalk | Width (Ws) | Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 213.5 | B | SSp | Peachtree Dunwoody Rd NE | Abernathy | Mt Vernon | 0.13 | 4 | 2 | D | 11778 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 3.75 | D | 2.59 | C |
| 213.6 | A | SSp | Peachtree Dunwoody Rd NE | N. Park Place | Abernathy | 0.13 | 2 | 1 | D | 13738 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.72 | D | 2.94 | C |
| 213.6 | B | SSp | Peachtree Dunwoody Rd NE | N. Park Place | Abernathy | 0.13 | 2 | 1 | D | 13738 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.72 | D | 2.94 | C |
| 213.7 | A | SSp | Peachtree Dunwoody Rd NE | Glen Meadow Ct | N. Park Place | 0.42 | 2 | 1 | LT | 13738 | 2 | 35 | 11.3 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 1.5 | 0 | 100 | 5.0 | 2 | 4.11 | D | 2.99 | C |
| 213.7 | B | SSp | Peachtree Dunwoody Rd NE | Glen Meadow Ct | N. Park Place | 0.42 | 2 | 1 | LT | 13738 | 2 | 35 | 11.3 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 1.5 | 0 | 100 | 5.0 | 2 | 4.11 | D | 2.99 | C |
| 213.8 | A | SSp | Peachtree Dunwoody Rd NE | Spalding | Glen Meadow CT | 1.20 | 2 | 1 | U | 8556 | 2 | 35 | 12.4 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.59 | D | 2.61 | C |
| 213.8 | B | SSp | Peachtree Dunwoody Rd NE | Spalding | Glen Meadow CT | 1.20 | 2 | 1 | U | 8556 | 2 | 35 | 12.4 | 0.0 | 0.0 | 0 | 4.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.59 | D | 2.61 | C |
| 215.0 | A | SSp | Pitts Rd | Roswell | Spalding Road | 0.71 | 2 | 1 | U | 10248 | 2 | 35 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 80 | 5.0 | 2 | 3.90 | D | 3.08 | C |
| 215.0 | B | SSp | Pitts Rd | Roswell | Spalding Road | 0.71 | 2 | 1 | U | 10248 | 2 | 35 | 10.5 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | 3.90 | D | 3.90 | D |
| 216.0 | A | SSp | Powers Ferry Rd NW | City Limit | Mt. Paran | 0.80 | 2 | 1 | U | 5080 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.54 | D | 3.80 | D |
| 216.0 | B | SSp | Powers Ferry Rd NW | City Limit | Mt. Paran | 0.80 | 2 | 1 | U | 5080 | 2 | 35 | 12.0 | 0.0 | 0.0 | 0 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.54 | D | 3.80 | D |
| 216.1 | A | SSp | Powers Ferry Rd NW | Mt. Paran | Mt. Vernon | 1.71 | 2 | 1 | U | 6810 | 2 | 35 | 9.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.12 | D | 4.18 | D |
| 216.1 | B | SSp | Powers Ferry Rd NW | Mt. Paran | Mt. Vernon | 1.71 | 2 | 1 | U | 6810 | 2 | 35 | 9.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.12 | D | 4.18 | D |
| 216.2 | A | SSp | Powers Ferry Rd NW | Mt. Vernon | Heards | 0.40 | 2 | 1 | U | 9620 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 50 | 5.0 | 1 | 3.47 | C | 3.34 | C |
| 216.2 | B | SSp | Powers Ferry Rd NW | Mt. Vernon | Heards | 0.40 | 2 | 1 | U | 9620 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 1 | 3.47 | C | 2.68 | C |
| 216.3 | A | SSp | Powers Ferry Rd NW | Heards | Driveway 5780 | 0.33 | 2 | 1 | U | 3246 | 2 | 35 | 12.5 | 1.0 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 0 | 5.0 | 2 | 2.62 | C | 3.63 | D |
| 216.3 | B | SSp | Powers Ferry Rd NW | Heards | Driveway 5780 | 0.33 | 2 | 1 | U | 3246 | 2 | 35 | 12.5 | 1.0 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 100 | 5.0 | 2 | 2.62 | C | 2.37 | B |
| 216.4 | A | SSp | Powers Ferry Rd NW | Driveway 5780 | New Northside | 0.89 | 2 | 1 | LT | 2860 | 2 | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 2.71 | C | 3.05 | C |
| 216.4 | B | SSp | Powers Ferry Rd NW | Driveway 5780 | New Northside | 0.89 | 2 | 1 | LT | 2860 | 2 | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 2.71 | C | 3.05 | C |
| 216.5 | A | SSp | Powers Ferry Rd NW | New Northside | City Limit | 0.82 | 3 | 2 | U | 19316 | 2 | 35 | 11.2 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 50 | 5.0 | 2 | 4.14 | D | 4.01 | D |
| 216.5 | B | SSp | Powers Ferry Rd NW | New Northside | City Limit | 0.82 | 3 | 2 | U | 19316 | 2 | 35 | 11.2 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 4.14 | D | 4.72 | E |
| 218.0 | A | SSp | River Valley Rd NW | Riverside Dr | Johnson Ferry Rd | 1.29 | 2 | 1 | U | 3696 | 2 | 35 | 13.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 2.81 | C | 3.52 | D |
| 218.0 | B | SSp | River Valley Rd NW | Riverside Dr | Johnson Ferry Rd | 1.29 | 2 | 1 | U | 3696 | 2 | 35 | 13.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 2.81 | C | 3.52 | D |
| 219.0 | A | SSp | Riverside Dr NW | Darlrymple | Bridge (out) | 3.29 | 2 | 1 | U | 14038 | 2 | 35 | 12.2 | 1.5 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.76 | D | 4.31 | D |
| 219.0 | B | SSp | Riverside Dr NW | Darlrymple | Bridge (out) | 3.29 | 2 | 1 | U | 14038 | 2 | 35 | 12.2 | 1.5 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 3.76 | D | 4.31 | D |
| 220.0 | A | SSp | Riverside Dr NW | Mt. Vernon Hwy | Coldstream Ct | 0.70 | 2 | 1 | U | 17048 | 2 | 35 | 12.3 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.85 | D | 4.47 | D |
| 220.0 | B | SSp | Riverside Dr NW | Mt. Vernon Hwy | Coldstream Ct | 0.70 | 2 | 1 | U | 17048 | 2 | 35 | 12.3 | 0.0 | 0.0 | 0 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.85 | D | 4.47 | D |
| 221.0 | A | SSp | Roberts Dr | Roswell | Rec. | 1.47 | 2 | 1 | U | 5000 | 2 | 35 | 13.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.12 | C | 3.67 | D |
| 221.0 | B | SSp | Roberts Dr | Roswell | Rec. | 1.47 | 2 | 1 | U | 5000 | 2 | 35 | 13.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 10 | 5.0 | 2 | 3.12 | C | 3.54 | D |
| 221.1 | A | SSp | Roberts Dr | Rec. Ave | Dunwoody Pl | 0.74 | 2 | 1 | U | 5024 | 2 | 35 | 12.7 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 0 | 5.0 | 3 | 3.18 | C | 3.72 | D |
| 221.1 | B | SSp | Roberts Dr | Rec. Ave | Dunwoody Pl | 0.74 | 2 | 1 | U | 5024 | 2 | 35 | 12.7 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 25 | 5.0 | 3 | 3.18 | C | 3.39 | C |
| 222.0 | A | SSp | Roberts Dr | City Limit | GA Hwy 400 | 0.90 | 2 | 1 | U | 18734 | 2 | 35 | 11.3 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 40 | 5.0 | 3 | 4.02 | D | 4.12 | D |
| 222.0 | B | SSp | Roberts Dr | City Limit | GA Hwy 400 | 0.90 | 2 | 1 | U | 18734 | 2 | 35 | 11.3 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 3 | 4.02 | D | 3.26 | C |
| 223.0 | A | SSp | Roswell Rd NE | City Limits (N) | Mt. Paran Raod | 1.37 | 4 | 2 | LT | 21852 | 3 | 35 | 10.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 100 | 6.0 | 2 | 4.17 | D | 3.04 | C |
| 223.0 | B | SSp | Roswell Rd NE | City Limits (N) | Mt. Paran Raod | 1.37 | 4 | 2 | LT | 21852 | 3 | 35 | 10.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 0.0 | 0 | 100 | 6.0 | 2 | 4.17 | D | 3.04 | C |
| 223.1 | A | SSp | Roswell Rd NE | Mt. Paran Raod | I 285 | 1.05 | 4 | 2 | LT | 36452 | 4 | 35 | 10.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 50 | 6.0 | 2 | 4.65 | E | 4.40 | D |
| 223.1 | B | SSp | Roswell Rd NE | Mt. Paran Raod | I 285 | 1.05 | 4 | 2 | LT | 36452 | 4 | 35 | 10.0 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 50 | 6.0 | 2 | 4.65 | E | 4.40 | D |
| 223.2 | A | SSp | Roswell Rd NE | I 285 | Abernathy | 1.73 | 4 | 2 | LT | 36618 | 4 | 35 | 10.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 0.0 | 0 | 100 | 6.0 | 2 | 4.96 | E | 3.62 | D |
| 223.2 | B | SSp | Roswell Rd NE | I 285 | Abernathy | 1.73 | 4 | 2 | LT | 36618 | 4 | 35 | 10.0 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 0.0 | 0 | 100 | 6.0 | 2 | 4.96 | E | 3.62 | D |
| 223.3 | A | SSp | Roswell Rd NE | Abernathy | Dalrymple | 1.52 | 4 | 2 | LT | 32150 | 4 | 35 | 10.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.58 | E | 3.47 | C |
| 223.3 | B | SSp | Roswell Rd NE | Abernathy | Dalrymple | 1.52 | 4 | 2 | LT | 32150 | 4 | 35 | 10.0 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.58 | E | 3.47 | C |
| 223.4 | A | SSp | Roswell Rd NE | Dalrymple | Northridge | 2.13 | 4 | 2 | LT | 34792 | 4 | 45 | 10.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 60 | 5.0 | 2 | 4.91 | E | 4.50 | D |
| 223.4 | B | SSp | Roswell Rd NE | Dalrymple | Northridge | 2.13 | 4 | 2 | LT | 34792 | 4 | 45 | 10.0 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.91 | E | 3.89 | D |
| 223.5 | A | SSp | Roswell Rd NE | Northridge | City Limits (N) | 1.59 | 4 | 2 | LT | 31188 | 2 | 45 | 10.6 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 90 | 5.0 | 2 | 4.32 | D | 3.88 | D |
| 223.5 | B | SSp | Roswell Rd NE | Northridge | City Limits (N) | 1.59 | 4 | 2 | LT | 31188 | 2 | 45 | 10.6 | 0.0 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 4.32 | D | 3.73 | D |
| 226.0 | A | SSp | Sandy Springs Cir NE | Roswell Rd | Johnson's Ferry Rd | 0.53 | 4 | 2 | U | 16282 | 2 | 35 | 12.4 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 30 | 0.0 | 2 | 3.86 | D | 4.09 | D |
| 226.0 | B | SSp | Sandy Springs Cir NE | Roswell Rd | Johnson's Ferry Rd | 0.53 | 4 | 2 | U | 16282 | 2 | 35 | 12.5 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 2 | 11 | 5.0 | 2 | 3.85 | D | 3.94 | D |
| 226.1 | A | SSp | Sandy Springs Cir NE | Johnson's Ferry Rd | Hammond Dr | 0.22 | 4 | 2 | U | 10358 | 2 | 35 | 12.1 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 77 | 5.0 | 2 | 3.67 | D | 2.84 | C |
| 226.1 | B | SSp | Sandy Springs Cir NE | Johnson's Ferry Rd | Hammond Dr | 0.22 | 4 | 2 | U | 10358 | 2 | 35 | 12.1 | 0.0 | 0.0 | 0 | 3.5 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | 3.67 | D | 2.53 | C |
| 227.0 | A | SSp | Spalding Dr | Mt Vernon Road | Winters Chapel | 1.27 | 2 | 1 | U | 12794 | 2 | 35 | 12.7 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | 3.66 | D | 4.18 | D |
| 227.0 | B | SSp | Spalding Dr | Mt Vernon Road | Winters Chapel | 1.27 | 2 | 1 | U | 12794 | 2 | 35 | 12.7 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 25 | 5.0 | 2 | 3.66 | D | 3.85 | D |

# North Fulton County Bicycle and Pedestrian Level of Service Evaluation

| Segment ID | | City | Road Name | From | To | Len- | Lanes (L) | | | | | Post. | Width Of Pavement | | | Occ. | | Bike Lane/ | | Buff. | Tree Spcg. | % | Swalk | Road | Bicycle LOS | | Pedestrian LOS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | | | | | | gth | Th | Dir | Con | Roadway | Tks. (HV) | Spd. (SPp) | Wt | Wl | $W_{ps}$ | Park. (OSPA) | Pavecon $PC_t$ | Pavd. Shldr. | Cross Sec. | Width (BW) | in Buffer | with Sidewalk | Width (Ws) | Profile Cond | Score | Grade | Value | Grade |
| | | | | | | (mi) | # | # | | ADT | (%) | mph | (ft) | (ft) | (ft) | (%) | (1..5) | (Y/N) | (C/S) | (ft) | (ft/ctr) | (DIR) | (ft) | (1,2,3) | (1..7) | (A..F) | (1..7) | (A..F) |
| 228.0 | A | SSp | Spalding Dr | River Exchange | Holcomb Bridge | 0.35 | 3 | 2 | LT | 12392 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 40 | 5.0 | 1 | **3.85** | **D** | **3.76** | **D** |
| 228.0 | B | SSp | Spalding Dr | River Exchange | Holcomb Bridge | 0.35 | 3 | 2 | LT | 12392 | *2* | 35 | 12.2 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 60 | 5.0 | 1 | **3.71** | **D** | **3.40** | **C** |
| 228.1 | A | SSp | Spalding Dr | Wunters Chapel | River Exchange Drive | 0.28 | 2 | 1 | U | 12392 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | **3.73** | **D** | **4.24** | **D** |
| 228.1 | B | SSp | Spalding Dr | Wunters Chapel | River Exchange Drive | 0.28 | 2 | 1 | U | 12392 | *2* | 35 | 12.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | **3.73** | **D** | **4.24** | **D** |
| 229.0 | A | SSp | Spalding Dr | Darlrymple | Chardlee Dunwoody (City Limit) | 0.76 | 2 | 1 | U | 13900 | *2* | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.2 | Y | C | 2.0 | 0 | 90 | 5.0 | 2 | **3.91** | **D** | **3.12** | **C** |
| 229.0 | B | SSp | Spalding Dr | Darlrymple | Chardlee Dunwoody (City Limit) | 0.76 | 2 | 1 | U | 13900 | *2* | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.2 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **3.91** | **D** | **2.98** | **C** |
| 229.1 | A | SSp | Spalding Dr | Chardlee Dunwoody (City Limit) | Dunwoody Club/Roberts | 0.55 | 2 | 1 | U | 12038 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | **3.93** | **D** | **4.31** | **D** |
| 229.1 | B | SSp | Spalding Dr | Chardlee Dunwoody (City Limit) | Dunwoody Club/Roberts | 0.55 | 2 | 1 | U | 12038 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.0 | N | C | 2.0 | 0 | 0 | 5.0 | 2 | **3.93** | **D** | **4.31** | **D** |
| 229.2 | A | SSp | Spalding Dr | Dunwoody Club Drive | Jett Ferry | 3.47 | 2 | 1 | U | 3494 | *2* | 35 | 10.7 | 0.0 | 0.0 | 0 | 4.2 | N | C | 2.0 | 0 | 0 | 5.0 | 3 | **3.15** | **C** | **3.84** | **D** |
| 229.2 | B | SSp | Spalding Dr | Dunwoody Club Drive | Jett Ferry | 3.47 | 2 | 1 | U | 3494 | *2* | 35 | 10.7 | 0.0 | 0.0 | 0 | 4.2 | N | C | 2.0 | 0 | 15 | 5.0 | 3 | **3.15** | **C** | **3.62** | **D** |
| 229.3 | A | SSp | Spalding Dr | Jett Ferry | Mt Vernon | 0.75 | 2 | 1 | U | 5234 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 0 | 5.0 | 3 | **3.42** | **C** | **3.91** | **D** |
| 229.3 | B | SSp | Spalding Dr | Jett Ferry | Mt Vernon | 0.75 | 2 | 1 | U | 5234 | *2* | 35 | 11.0 | 0.0 | 0.0 | 0 | 4.5 | N | C | 2.0 | 0 | 25 | 5.0 | 3 | **3.42** | **C** | **3.55** | **D** |
| 230.0 | A | SSp | Spalding Dr NE | Darlrymple | Roswell Road | 1.02 | 2 | 1 | U | 4618 | *2* | 35 | 14.0 | 2.5 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 100 | 4.0 | 2 | **2.98** | **C** | **2.45** | **B** |
| 230.0 | B | SSp | Spalding Dr NE | Darlrymple | Roswell Road | 1.02 | 2 | 1 | U | 4618 | *2* | 35 | 14.0 | 2.5 | 0.0 | 0 | 4.5 | Y | C | 2.0 | 0 | 0 | 4.0 | 2 | **2.98** | **C** | **3.58** | **D** |
| 232.0 | A | SSp | Trowbridge Rd | Roswell | Darlrymple | 0.56 | 2 | 1 | U | 9794 | *2* | 35 | 12.8 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 100 | 5.0 | 2 | **3.45** | **C** | **2.68** | **C** |
| 232.0 | B | SSp | Trowbridge Rd | Roswell | Darlrymple | 0.56 | 2 | 1 | U | 9794 | *2* | 35 | 12.8 | 0.0 | 0.0 | 0 | 5.0 | Y | C | 2.0 | 0 | 75 | 5.0 | 2 | **3.45** | **C** | **3.01** | **C** |
| 233.0 | A | SSp | Windsor Pkwy NE | Roswell Road | Hwy 400 | 0.98 | 2 | 1 | U | 6162 | *2* | 35 | 14.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | **2.99** | **C** | **3.63** | **D** |
| 233.0 | B | SSp | Windsor Pkwy NE | Roswell Road | Hwy 400 | 0.98 | 2 | 1 | U | 6162 | *2* | 35 | 14.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | **2.99** | **C** | **3.63** | **D** |
| 233.1 | A | SSp | Windsor Pkwy NE | Hwy 400 | Peactree/Dunwoody | 0.63 | 2 | 1 | U | 7246 | *2* | 35 | 11.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | **3.46** | **C** | **3.28** | **C** |
| 233.1 | B | SSp | Windsor Pkwy NE | Hwy 400 | Peactree/Dunwoody | 0.63 | 2 | 1 | U | 7246 | *2* | 35 | 11.5 | 0.0 | 0.0 | 0 | 5.0 | N | C | 2.0 | 0 | 50 | 5.0 | 3 | **3.46** | **C** | **3.28** | **C** |
| 233.2 | A | SSp | Windsor Pkwy NE | Peactree/Dunwoody | City Limit | 0.43 | 2 | 1 | U | 8228 | *2* | 30 | 11.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 25 | 5.0 | 3 | **3.87** | **D** | **3.55** | **D** |
| 233.2 | B | SSp | Windsor Pkwy NE | Peactree/Dunwoody | City Limit | 0.43 | 2 | 1 | U | 8228 | *2* | 30 | 11.5 | 0.0 | 0.0 | 0 | 3.0 | N | C | 2.0 | 0 | 25 | 5.0 | 3 | **3.87** | **D** | **3.55** | **D** |
| 234.0 | A | SSp | Winters Chapel Rd | City Limit | Spalding | 0.60 | 2 | 1 | U | 12392 | *2* | 35 | 11.9 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | **4.00** | **D** | **4.24** | **D** |
| 234.0 | B | SSp | Winters Chapel Rd | City Limit | Spalding | 0.60 | 2 | 1 | U | 12392 | *2* | 35 | 11.9 | 0.0 | 0.0 | 0 | 3.5 | N | C | 0.0 | 0 | 0 | 0.0 | 2 | **4.00** | **D** | **4.24** | **D** |
| 301.0 | A | SSp | Hembree Road | Old Roswell | Westside Parkway | 0.59 | 2 | 1 | U | 16738 | *2* | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 0 | 5.0 | 3 | **4.04** | **D** | **4.54** | **E** |
| 301.0 | B | SSp | Hembree Road | Old Roswell | Westside Parkway | 0.59 | 2 | 1 | U | 16738 | *2* | 35 | 11.5 | 0.0 | 0.0 | 0 | 4.0 | N | S | 2.0 | 0 | 50 | 5.0 | 3 | **4.04** | **D** | **3.84** | **D** |

**Notes:**

**Pedestrian Results are directional due to variations in sidewak coverage**

**"A" Segments are for North- or East-Bound sides, "B" Segments are for South of West-Bound sides**

**U = Undivided**

**OW=One Way**

**UC= Under Construction at time of data collection.**

**Estimated data shown in italics. See Existing Facilities Report for explanation.**

**D=Divided**

# APPENDIX H

*Envision6* (Long Range) Projects in North Fulton

## Envision6 Planned (Long-Range) Projects In North Fulton

| ARC ID | Funding Total | Compltn Date | Project Group | Project Type | Project Description | From | To |
|---|---|---|---|---|---|---|---|
| FN-103B | $6,485,600 | 2020 | Rdwy | General Purpose Roadway | Glenridge Drive (Widen 2 to 4 Lanes) | SR 9 (Roswell Road) | Johnson Ferry Road |
| AR-900 | $277,000,000 | 2030 | Transit | Fixed Guideway Transit Capital | I-285 North Bus Rapid Transit (BRT) | Cumberland/Galleria Area in Cobb County | Perimeter Center in DeKalb County |
| AR-H-300 | $1,356,192,500 | 2030 | Rdwy | Managed Lanes (Auto/Bus) | I-285 North HOV Lanes | I-75 North in Cobb County | I-85 North in DeKalb County |
| FN-AR-185 | $4,120,086 | 2020 | Rdwy | Interchange Upgrade | I-285 North | Riverside Drive (Widen to 4 Lanes (2 through, 2 Left Turn)) | |
| FN-AR-203 | $209,289,000 | 2020 | Rdwy | Interchange Capacity | I-285 North | SR 9 (Roswell Road) (Widen to 2 Left Turn Lanes in Each Direction) | |
| DK-AR-219A | $171,532,000 | 2020 | Rdwy | Interchange Capacity | I-285 North (C-D System, Widen Ashford Dunwoody Road include additional turn lanes on bridge (2 westbound, 3 eastbound)) | SR 400 | N Shallowford Road - Includes Ashfd-Dunwdy Interchange |
| FN-055A | $10,240,000 | 2020 | Rdwy | General Purpose Roadway Capacity | Peachtree-Dunwoody Road (Widen 2 to 4 lanes) | Abernathy Road/Perimeter Center West | Spalding Drive |
| FN-011 | $3,500,000 | 2020 | Rdwy | General Purpose Roadway Capacity | Dunwoody Place (Widen 2 to 4 lanes) | Northridge Road | Hightower Trail |
| FN-140 | $8,600,000 | 2020 | Rdwy | General Purpose Roadway Capacity | Mansell Road Extension (New location 4 lane roadway) | SR 92 (Crossville Road) | SR 9 (Alpharetta Street) |
| FN-145 | $8,600,000 | 2020 | Rdwy | General Purpose Roadway Capacity | Commerce Parkway Extension (New location 4 lane roadway) | Old Roswell Road | Holcomb Bridge Road |
| FN-123A | $38,921,000 | 2020 | Rdwy | General Purpose Roadway Capacity | Old Alabama Road: Segment 1 (Widen 2 to 4 lanes) | SR 140 (Holcomb Bridge Road) | Jones Bridge Road |
| FN-123B | $42,031,000 | 2020 | Rdwy | General Purpose Roadway Capacity | Old Alabama Road: Segment 2 (Widen 2 to 4 lanes) | Jones Bridge Road | SR 141 (Medlock Bridge Road) |
| FN-031B | $12,949,800 | 2020 | Rdwy | General Purpose Roadway Capacity | Haynes Bridge Road (Widen 2 to 4 lanes) | Mansell Road | Old Alabama Road |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FN-126 | $66,792,000 | 2020 | Rdwy | General Purpose Roadway Capacity | SR 140 (Houze Road/Arnold Mill Road) (Widen 2 to 4 lanes) | Mansell Road | Ranchett Road |
| FN-003 | $54,896,200 | 2020 | Rdwy | General Purpose Roadway Capacity | SR 120 (Kimball Bridge/Abbotts Bridge Road) (Widen 2 to 4 lanes) | State Bridge Road/Old Milton Parkway | Peachtree Industrial Boulevard |
| FN-049A | $23,518,320 | 2030 | Rdwy | General Purpose Roadway Capacity | Jones Bridge Road: Segment 1 (Widen 2 to 4 lanes) | Old Alabama Road | SR 120 (Abbotts Bridge Road/Kimball Bridge Road) |
| FN-049B | $7,500,000 | 2030 | Rdwy | General Purpose Roadway Capacity | Jones Bridge Road: Segment 2 (Widen 2 to 4 lanes) | SR 120 (Abbotts Bridge Road/Kimball Bridge Road) | Douglas Road |
| FN-225 | $9,940,600 | 2030 | Rdwy | General Purpose Roadway Capacity | State Bridge Road/Pleasant Hill Road (Widen 4 to 6 lanes) | SR 141 (Medlock Bridge Road) | Peachtree Industrial Boulevard |