North Fulton County

Transportation Resource Implementation Program (TRIP)

Existing Conditions Report

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

January 2010

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EXECUTIVE SUMMARY

The Atlanta Regional Commission (ARC) is working cooperatively with the local jurisdictions in North Fulton County to develop their Comprehensive Transportation Plan (CTP), called Transportation Resource Implementation Program (TRIP). The study area includes all municipalities north of the City of Atlanta within Fulton County, which includes the Cities of Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs. An area three to five miles outside of this boundary is also included in the study area to promote the coordination of long-range transportation planning efforts.

Program Goals and Objectives

This program will assist local governments within the North Fulton subarea by clearly defining jurisdiction-wide goals, needs, and priorities to update their individual transportation plans which can then be used as input into the regional transportation planning process. While ARC typically completes needs assessments and transportation plans focusing on regional needs and solutions, a successful local transportation plan and program is also critical. These identified priorities will form the basis of future funding requests submitted to ARC and GDOT during Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) update cycles.

Transportation plans resulting from the CTP Program will help to support the local comprehensive plans of the municipalities within the planning area. The CTP will address connections between land use and transportation, giving explicit consideration to the ability of recommendations to support local and regional land use plans. Land use linkages and access management will be examined and considered in CTP recommendations.

Finally, the CTP will focus on protecting North Fulton's current assets and preparing a financially feasible program. Attention will be given to the coordination of planning opportunities among the municipalities within the subarea with regards to Intelligent Transportation Systems (ITS), access management policies, public and private transit services, and demand management strategies.

Existing Conditions Content

The CTP includes three phases: Existing Conditions, Needs Assessment, and Recommendations. Each phase will be concluded with a formal report that documents a summary of findings. The Existing Conditions Report is the first phase of the project, which sets baseline conditions for the development of the Needs Assessment phase, and ultimately, Recommendations phase.

The Existing Conditions Report includes an extensive inventory of current conditions and community features. The inventory consists of a review of the transportation network and its operating conditions including existing conditions and recent historical trends, particularly targeting problem areas and corridors. A significant amount of effort was undertaken to collect

existing data to the maximum extent possible. Finding the data necessary to compile this report involved drawing from many different resources including the wealth of information available from the municipalities in North Fulton County, supplemented by data from the Atlanta Regional Commission (ARC), the Georgia Department of Transportation (GDOT), the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Regional Transportation Authority (GRTA), aerials, and field surveys. A summary of the areas inventoried follows:

- Redevelopment Initiatives and Large Development Sites
  - Tax Allocation Districts (TAD)
  - Livable Centers Initiatives (LCI)
  - Developments of Regional Impact (DRI)
- Land Use and Development Characteristics
  - Development Patterns
  - ARC's Unified Growth Policy Map
  - Existing Land Use
  - Existing Zoning
  - Future Land Use
  - Schools, Parks/Open Space, and Civic Infrastructure
- Socioeconomic and Demographic Characteristics
  - Population
  - Age Distribution
  - Racial Composition
  - Educational Attainment
  - Income
  - Employment
  - Households and Housing
- Market Overview
  - Residential Market
  - Retail Market
  - Office Market
  - Industrial Market
- Transportation Inventory
  - Roadway Characteristics (Functional Classification, Number of Lanes, Bridge Inventory, Posted Speed, Traffic Control Systems, Access Management)
  - Roadway Operations (Roadway Volumes, Travel Patterns and Trip Characteristics, Roadway Level-of-Service)
  - Pedestrian and Bicycle (Existing Infrastructure, Existing Use, Level-of-Service, ARC's Potential Walking Demand Measure)
  - Transit (Agencies, Existing Service, Ridership)
- Safety
- Freight
- Planned Projects (Local, Regional, Federal/Stimulus)
- Environmental Conditions

Existing Conditions Results Summary

In order to guide development of the North Fulton CTP, a public opinion survey was developed and administered to the general public. Through the use of the survey, 1,000 North Fulton County residents were interviewed to explore usage of, attitudes toward, and perceptions of transportation options in their area. The survey questions were designed to solicit information about the general quality of existing transportation infrastructure and services as well as the priorities for future improvements. The survey also included questions incorporating the Atlanta Region 2040 focus areas. A summary of major survey findings follows:

North Fulton County residents appear to hold strong opinions regarding transportation in their area. Several possible transportation improvements were tested—including repairing the roads, developing more public transit options, making it safer and easier to walk in the area, and others—and each of them was viewed as being at least a "very high" priority by a majority of residents. Most residents also feel a need for more sidewalks and bicycle lanes in their community, and indicate that they would walk or ride a bike more often if roads were more pedestrian- or bike-friendly or if their destinations were closer to their home. Finally, though most North Fulton County residents do not ride public transit and don't rate it favorably on several criteria, a majority believe that it would be useful to most people in their area given certain enhancements and even want improvements made to the public transportation system that make it easier for them to reach destinations in the area.

For the Existing Conditions phase, the survey results are being used to gauge how the technical assessment of existing conditions measures against the public understanding and perception of current conditions.

Characteristics of North Fulton County in the form of major findings from the inventory of existing conditions follow:

<u>Redevelopment Initiatives and Large Redevelopment Sites</u>

Redevelopment initiatives across the region have begun in order to encourage redevelopment in more mature places. Tax Allocation Districts have been explored (although currently on hold) and seven of ARC's Livable Centers Initiative (LCI) areas have been designated to aid in this redevelopment. Developments of Regional Impact (DRI) plans also pepper the region, indicating that the private sector development community sees value in new and redeveloped properties in North Fulton County.

<u>Land Use and Development Characteristics</u>

The existing land use indicates that more than half (65.7%) of the land use within the study area is residential. 6.59% of the study area is categorized as commercial, which is mostly concentrated along the GA-400 and SR 9 corridors. Most of the office space (included in the commercial land use category) is concentrated at Windward Parkway in Alpharetta, Technology Park in Johns Creek, and

Perimeter Community Improvement Districts (PCIDs) in Sandy Springs. With six Livable Centers Initiative (LCI) studies already carried out within the study area, the municipalities have demonstrated the importance of more pedestrian-friendly and less auto-oriented types of development in certain locations. The LCIs have also encourage mixed-use land use as well as the importance of establishing a balance between housing and employment.

Future land use maps indicate that the North Fulton County cities have planned to continue to concentrate their commercial and office uses along and in between the GA-400 and SR 9 corridors. Most of the Developments of Regional Impact (DRI) are distributed along the GA-400 corridor, mainly concentrated at Perimeter CIDs, Windward Parkway, and Perimeter Mall.

ARC's Unified Growth Policy Map identifies and encourages growth in three regional centers: North Point Mall, Windward Parkway, and Perimeter Center. The Unified Growth Policy Map also shows seven town centers within the study area: Johns Creek, Milton, Alpharetta, Roswell, Atlanta Road, Roswell Road, and Sandy Springs. A portion of Roswell Road is identified as an Urban Redevelopment Corridor, while GA-400 is identified as a Mega Corridor.

As discussed, the study area consists of six municipalities. Most services, such as schools, public works, and public safety are operated internal to each of the municipalities. Several sharing arrangements have been established between the municipalities, such as: A public safety training facility shared between Roswell and Alpharetta, and 911 dispatch service between Johns Creek and Sandy Springs. Other sharing arrangements are in the negotiation phase.

Zoning

As to be expected, zoning along major corridors and municipality boundaries is generally determined locally within each municipality. Some areas consist of disconnected zoning along these boundaries and along corridors which travel through multiple municipalities.

Socioeconomic and Demographic Characteristics

North Fulton County accounts for 6% of the Atlanta MSA's overall population and has experienced moderate growth over the last decade. The Cities of Sandy Springs and Roswell have the largest populations, accounting for 51% of the study area's population, although the Cities of Milton and Alpharetta had the largest growth rate in the study area from 2000-2009. The recent and projected population growth rates for North Fulton are below the Atlanta MSA, which has experienced phenomenal growth, but still greater than the national rate of growth.

Household numbers are changing at approximately the same rate as population. Sandy Springs has the study area's largest number of households at 30%, while Mountain Park contains less than ½% of the study area's households. Household size is 2.68, which is slightly above the national average of 2.59 and below the Atlanta MSA of 2.73. Single-person households comprise 23.6% of the housing, which is slightly lower than the national figure, but comparable to the Atlanta MSA figure.

The median age of North Fulton residents is 35.7, which is only slightly lower than the national average of 37.6. Johns Creek has the youngest median age, while Mountain Park has the oldest. From 2000-2009, the largest growth rate group was ages 55-64. There are expected declines in the age groups between 25 and 44 years of age, while the largest growth is expected in the age groupings over 60 years of age.

The North Fulton study area consists of 72% Caucasians, 10% Hispanics, and 8% African-Americans/Asian and 10% other. From 2000-2009, the percentage of Caucasians fell, while the percentage of Asians grew the most, followed by Hispanics, then others.

Educational attainment in North Fulton County is well above the national average. Only 5.5% of the population has less than a high school education, compared to the Atlanta MSA average of 16.6% and the national average of 19.4%. The highest educational attainment levels are found in Johns Creek and Sandy Springs, with Mountain Park having the lowest attainment levels.

Both per capita income ($48,968 per year) and average household income ($131,327 per year) are remarkably higher than the Atlanta MSA and national averages, and are expected to continue to be. Per capita income is over $20,000 above the Atlanta MSA and national income levels. These income levels have grown 18.4% since 2000, which is below the national growth level, but above the Atlanta MSA growth level. The City of Milton has the highest per capita income, while Mountain Park has the lowest. Well over half of North Fulton's households earn greater than $100,000 annually. The needs of those households with incomes below $35,000 will be given special consideration as part of this Program.

The jobs-to-housing ratio in North Fulton County is 0.83, which means there are more residents in North Fulton than jobs. However, this is a strong jobs-to-housing ratio, particularly in metro Atlanta, where many areas have less than half the jobs than they do residents. North Fulton's strong role in the metro economy is easy to see when comparing its proportion of the Atlanta MSA's population (6%) versus its employment (10%). Sandy Springs has the largest employment base, while Mountain Park has the lowest. North Fulton's largest business sectors are Services, Retail Trade, and Finance, Insurance, and Real Estate. Separators of the study area are its high number of jobs in Finance, Insurance, and Real Estate and its lack of Manufacturing jobs in comparison to the Atlanta MSA.

Market Overview

The residential, retail, office, and industrial markets have responded to the economic downturn in much the same way as the rest of the nation. A summary of recent activity follows:

Residential

- 22% decline in total housing units sold between 2007 and 2008.
- Resales decreased by 12% and new home sales fell by 45% between 2007 and 2008.

- Median sales prices declined by six percent from 2007 to 2008, to $268,870. Median resale ($343,510) price declined by seven percent and new home sale ($257,630) price decreased by six percent in this same time period.

The decreases in North Fulton's home sales activity are similar to those seen in Fulton County. North Fulton's median sales prices are well above those seen for all of Fulton County. Further, the declines in sales prices in North Fulton are not nearly as dramatic as those experienced in Fulton County as a whole.

GA-400 Retail Market Cluster

- Accounts for approximately 10.6% of the metro Atlanta retail market.
- Vacancy rate is above the metro average, at 12.2%.
- Average rent per square foot is above the metro average, at $17.18.
- Year-to-date net absorption is negative, at -724,000 square feet.
- Average rental rates have been steadily declining since first quarter of 2009.
- Vacancy rates have been slowly creeping up since first quarter of 2007, with significant increases since first quarter of 2009.
- Peak for retail construction seems to have been during 2007, when approximately five million square feet was constructed over the course of that year.

North Fulton Office Market

- Accounts for approximately 12.9% of the metro Atlanta office market.
- Vacancy rate is slightly above the metro average, at 17.2%.
- Average rent per square foot is below the metro average, at $18.10.
- Year-to-date net absorption is negative, at -530,550 square feet.
- Rental rates have been making a slow but steady increase since first quarter of 2006.
- Vacancy rates in the North Fulton office market cluster have been increasing since fourth quarter of 2006, with steady and notable increases since fourth quarter of 2008.
- Peak for office construction in this market cluster seems to have been between third quarter 2007 and second quarter 2008, when approximately five million square feet was constructed.

North Central Atlanta Industrial Market Cluster

- Accounts for approximately 4.6% of the metro Atlanta industrial market.
- Vacancy rate is slightly above the metro average, at 13.8%.
- Average rent per square foot is well above the metro average, at $6.58.
- Year-to-date net absorption is negative, at -283,400 square feet.
- Rental rates fluctuated over the course of 2006 and 2007, to arrive at a peak in the third quarter of 2007. Since the end of 2007, average rental rates have been declining, with a significant drop since the second quarter of 2009 in particular.
- Vacancy rates had fluctuations in both 2006 and 2007, and have been steadily rising since second quarter 2008.

Transportation Inventory

The transportation inventory included an assessment of existing roadway characteristics, roadway operations, pedestrian and bicycle facilities, and transit. A brief description of major findings follows:

Roadway Characteristics

The study area consists of two major corridors, GA-400 and I-285. Other principal arterials that carry the majority of traffic within North Fulton include SR 9, SR 120, SR 92, SR 140, State Bridge Road, Johnson Ferry Road, and Abernathy Road. Most of these roadways are located within the middle and southern portions of North Fulton County. Other than these primary roadways, most roads with the study area are undivided two-lane roadways, many of which carry extraordinary volumes of traffic. The study area generally consists of dendritic-type[1], roadway patterns with few areas (other than downtown city centers) with a well defined grid network. The area lacks adequate connections in several areas, specifically along the Chattahoochee River which runs approximately 34 miles through the study area with only nine connections (two of which are freeway overpasses). This equates to an average of 3.8 miles between each connection.

19 bridges within North Fulton County have sufficiency rates less than 50. Bridges with a sufficiency rating of 50 or below qualify for federal replacement funds.

The large volumes of traffic within the North Fulton study area require that traffic control systems and access management measures be deployed. There are approximately 405 traffic signals along the roadways studied as part of this program. Many of these signals are located along GDOT roadways, where GDOT owns and has installed while the local municipality maintains. Only one roundabout currently exists within the study roadway network. While most study roadways do not contain medians, the major arterials generally consist of landscaped medians.

Roadway Operations

As anticipated, Annual Average Daily Traffic Volumes (AADT) are highest along I-285 and GA-400, each carrying over 150,000 vehicles per day. Due to the minimal routes in which travelers can choose, traffic volumes are very high (generally between 15,000 and 30,000) along each of the roadways that access both I-285 and GA-400. These high traffic volumes create congested traffic conditions during the morning and afternoon peak periods along both the freeway system and along most of the arterials and collectors within North Fulton County.

A review of census data and a labor shed analysis determined that travel patterns within the North Fulton area are not what some may expect. As provided in the Existing Conditions Report, many

[1] Dendritic refers to a roadway network which branches out to smaller and smaller roadways eventually ending in loops or cul-de-sacs. Dendritic tends to describe suburban development patterns.

individuals living in the North Fulton area also work in the North Fulton area, contrary to the belief that most travel to the central business district of Atlanta.

Pedestrian and Bicycle Facilities

The bicycle and pedestrian study network consists of 339 centerline miles of roadways, comprised of arterial and collector roadways. Only 10.4 miles of the study network feature designated bike lanes on both sides of the road. Up to 2.3 miles of roadway with wider shoulders are also provided within the study area. In addition to these facilities, the City of Roswell has installed experimental facilities, such as a "bike box" and Shared Lane Markings (Sharrows) at the intersection of Riverside Road and Dogwood Road.

Seventeen percent of the network miles surveyed have full sidewalk coverage along both sides of the roadway, while 21% have complete coverage on one side. Twenty-one percent of the network miles have partial coverage of 50% or greater, while 14 percent of miles of roadway have partial coverage of less than 50%. Twenty-eight percent of the roadways surveyed essentially have no sidewalks at all. Of all the sidewalks surveyed, the average buffer separating sidewalks from the roadway is 2.2 feet wide, leaving pedestrians to walk very close to busy arterial and collector roads. Alongside those roadways without sidewalks or shoulders, it is not uncommon for the roadsides to fall quickly into ditches, leaving little room for those who might choose to walk alongside them anyway, and no recovery space or room to step off or pull off the roadway for those who choose to walk or ride a bike in the narrow roadway. Taken all together, these characteristics describe an environment which can be very stressful for those who attempt to walk or ride a bicycle along North Fulton County's roadways, limiting the viability of these modes to be experienced as real transportation options in the area.

Transit

The North Fulton area is served by the Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Georgia Regional Transportation Authority (GRTA). MARTA provides both heavy rail and bus service to the study area; however heavy rail serves only the southern portion of the study area (Sandy Springs). MARTA bus serves most of Sandy Springs, but mainly serves the GA-400 corridor in middle and northern portions of Fulton County. Paratransit service is provided within a ¾ mile radius of any bus route or heavy rail station. GRTA provides regional commuter bus service that travels through most of the study area, with stops at only Johns Creek and Sandy Springs.

Safety

Vehicular crashes within the North Fulton study area are more heavily concentrated along State Routes, particularly SR 9. From 2006-2008, there were approximately 14,430 crashes, 3,556 injuries, and 12 fatalities at the study intersections. This equates to approximately four crashes per injury and 1,202 crashes per fatality.

Freight

The only freight movements within the study area are via truck. There are no ports, airports or railroads within the study area. There are relatively few manufacturing and industrial uses within the study area, and these are somewhat dispersed. There are, of course, many truck deliveries taking place to commercial, institutional and business uses throughout the North Fulton study area. As a result, truck freight movements are not concentrated in any particular area, but occur throughout the area. While all state routes and most major local roadways are used by trucks, the only three officially designated truck routes in the study area include I-285, GA-400, and a portion of SR 9 in Alpharetta. However, the Atlanta Regional Freight Mobility Plan identifies an Atlanta Regional Priority Freight Highway Network which includes SR 92 and SR 120 in addition to GA-400 and I-285.

Planned Projects

A substantial number of transportation projects are planned in North Fulton County. At the regional level, 46 projects of all types that fall within North Fulton are in the *Envision6* Regional Transportation Plan (RTP). Nine projects in North Fulton are funded under the American Recovery and Reinvestment Act (ARRA). Additionally, the cities of Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs have all planned projects that include intersection improvements, streetscapes, and bicycle and pedestrian facilities.

Environmental Conditions

The environmental inventory was divided into four major categories: jurisdictional waters, threatened and endangered species, hazardous materials, and cultural resources. Environmental elements that will play an important part of this program are the presence of the Chattahoochee River stream corridor (which divides the northern and southern sections of the study area) and other cultural resources and endangered species. Details of these environmental inventory features are included in the Existing Conditions Report.

Transportation Funding

Current primary funding in the state of Georgia consists of Federal, State, and Local sources. Georgia receives $3-4 billion each year from the following sources:

- $1.1-1.3 billion from the Federal Highway Administration
- $1 billion in state sources (mostly gas tax)
- $750 million from bonds

An important fact worth noting is that Georgia has the second lowest gas tax in the country. While the national average state gas tax is 27.2 cents per gallon, Georgia's gas tax currently sits at 13 cents per gallon.

The ARC's *Envision6* currently averages $1.1-1.7 billion of the total $3-4 billion state budget per year. Projects located within North Fulton County account for 5 percent of the total Atlanta Metropolitan Planning Organization (MPO)[2]. For comparison, in 2008 North Fulton County represented 5.7 percent of the region's population and 6.9 percent of the region's employment.

Planned investments in *Envision6* total approximately $1 billion in North Fulton County through year 2030. If this planned investment is realized, the area will average $46 million per year of investments in North Fulton County (this does not include ongoing MARTA service costs).

North Fulton County faces a funding challenge. With the existing one percent MARTA sales tax for all of Fulton and DeKalb Counties, this makes it very difficult for any portion of Fulton County to seek additional taxation for local transportation investments.

Current transportation funding sources for North Fulton County should be reevaluated in efforts to identify more efficient and direct methods of funding for this unique area. Through the use of SPLOSTs, its neighbors, Cobb County and Gwinnett County have realized approximately $137 million and $150 million per year, respectively, mostly for transportation enhancements. Without an additional local revenue source or reallocation of MARTA sales tax funds, North Fulton County will likely not keep pace with its neighbors.

[2]Includes both GDOT and local projects specific to North Fulton; not inclusive of regional projects that extend beyond North Fulton; does not include MARTA expenditures for maintenance and operations of service in North Fulton.

1.0 INTRODUCTION & PURPOSE

The Atlanta Regional Commission (ARC), as one of its program goals, supports the update of local transportation plans that are used as input into the regional transportation planning process. A key outcome of the program is to identify and reconfirm community visions and priorities. Coordination with the regional transportation planning process and regional development plan policies supports consistency with plans that meet regional goals as well as develops project investments that are eligible for federal dollars. Roadway, transit, bicycle, pedestrian, safety and operational improvements, demand management, freight movement, environmental, and market analyses are critical study components.

The North Fulton Comprehensive Transportation Plan is a particularly unique opportunity in regional planning. The regional subarea's role as a key economic contributor highlights the importance of ensuring that the transportation network offers connectivity to, from, and within the area. Along with key common characteristics as a key employment center, the area also is made up of Alpharetta, Johns Creek, Milton, Mountain Park, Roswell and Sandy Springs – municipalities both distinctive and unique.

The purpose of this Existing Conditions Report is to provide the foundation and framework for multimodal, multijurisdictional infrastructure and policy recommendations across Alpharetta, Johns Creek, Milton, Sandy Springs, Roswell and Mountain Park. Existing conditions have been documented and analyzed as part of this report. Later, a Needs Assessment phase will identify low cost, easily implemented operational improvements as well as needs and potential major investments. Finally, the Recommendations phase will identify a list of projects and policies that will be based upon the technical analysis associated with this plan and vetted against the vision, goals, and objectives criteria identified during this phase. The resulting document, TRIP (Transportation Resources Implementation Program), will guide the accomplishment of this effort.

1.1 North Fulton County Background [3,4,5]

Most of the area now identified as North Fulton County was originally part of the Cherokee Nation. In 1830, the State of Georgia took over the Cherokee lands and divided them into ten separate counties. On December 18, 1857, an area north of the Chattahoochee River to be called Milton County was carved from portions of Cherokee, Forsyth, and Cobb counties. This allowed for a more accessible county seat. In 1858, the City of Alpharetta was incorporated from a Methodist settlement called New Prospect Campground and was designated as the county seat. Alpharetta

[3] Greater North Fulton. Chamber of Commerce. The Guide of Greater North Fulton, 2008-09 ed. St. Simons Island, GA: Great Southern Publishers, Inc.

[4] http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-1265

[5] http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-2335

was bordered by the town of Roswell, which sat two miles from the Chattahoochee River. Milton County grew as portions of DeKalb and Gwinnett counties were added in 1859.

Milton County's economy thrived as a large producer of cotton supplemented by other agriculture. Several area farmers produced well-known varieties of cotton which were sold at high prices to Roswell Manufacturing Company. Many of the still recognizable early communities within Milton County include Birmingham, Crabapple, Hopewell, Newton, Ocee, and Warsaw. To serve its booming economy, many trails became roads which served as thoroughfares between adjacent counties and cities as far as the north Georgia mountains and the City of Atlanta.

Milton County's success as a well-known cotton provider was brought to an end by boll weevil infestations during the 1910s and 1920s and the Great Depression during the 1930s. These events left Milton County very poor, with almost no paved roads, underfunded schools, and high taxes. On January 1, 1932, Milton County (pop. 6,730) was one of only two Georgia counties to ever be eliminated and was annexed by Fulton County through an act of the state legislature. This annexation lowered taxes and provided access to better schools and medical facilities. In May 1932, the Roswell Militia District seceded from Cobb County and also merged with Fulton County.

North Fulton County is sometimes referred to today as the "golden corridor." The once cotton-producing area is now known for its economic vitality and high-end living, brought on by the success of the cities of Alpharetta, Mountain Park, and Roswell. Sandy Springs was incorporated in 2005, followed by Johns Creek and Milton (which were incorporated in 2006), bringing the list of cities within North Fulton County to six. North Fulton County is now entirely incorporated by these six cities.

Area character varies greatly across the differing municipalities. Sandy Springs, located at the juncture of Georgia State Route 400 and I-285, is home to four of the Atlanta area's largest hospitals and large corporations such as UPS, Cox Communications, Mirant, and Newell Rubbermaid. This city is the only North Fulton County city never to be a part of Milton County, as it sits to the south and east of the Chattahoochee River.

The cities of Alpharetta, Johns Creek, and Roswell boast robust commercial nodes with strong suburban residential communities. These areas are known for their quality of educational and medical facilities as well as their accommodation to family activities such as shopping, dining, and recreation.

The City of Milton is one of the County's newest cities. The residents of Milton pride themselves on their high-end living and rural character, while still approximate to commercial areas to the south. The City is peppered with farms and caters to the equestrian enthusiast.

The quaint City of Mountain Park lies just to the southwest of Milton. Mountain Park is a very unique tight-knit community with only 500 residents. The City is an officially designated wildlife refuge and citizens are committed to preservation of the natural environment.

This collection of cities, each with its different character, sits at the center of the booming Atlanta metropolitan region. The area is poised to continue to experience dramatic growth via its accessibility to Georgia State Route 400 and Interstates 75, 85, and 285, which travel through the region. Additionally, recreation along the Chattahoochee River and in the nearby North Georgia Mountains will continue to draw the interest of residents and visitors.

1.2 Report Goals and Structure

The vision for the North Fulton Comprehensive Transportation Plan (CTP) was developed based on the input of government officials from each of the six municipalities[6] in North Fulton County, adjacent county stakeholders, and other local stakeholders, and validated through extensive public outreach. It was determined that the framework of the project should be rooted in the vision statement defined at the start of the project:

> The North Fulton Comprehensive Transportation Plan's vision is to develop a functional, reliable and implementable transportation system that…
> - Supports economic vitality, environmental responsibility, innovation, and quality of life
> - Is designed to achieve safety, connectivity, accessibility, and mobility for users of all modes and support lifelong communities enabling independence as citizens age
> - Works cooperatively with the area's infrastructure and jurisdictional land use policies
> - Is developed cooperatively with respect for the preservation of individual jurisdiction's community character

Following the establishment of the plan's vision, a list of goals and objectives was developed to guide the long-range transportation planning process. The goals and objectives attempt to balance the vision expressed by the ARC board and committees, each government entity, citizens, and key community stakeholders. The following goals and objectives are aimed at supporting the successful implementation of the vision statement.

[6] The six municipalities in North Fulton County are Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs.

Table 1-1: Goals and Objectives

Goal	Objectives
Develop a functional, reliable, and implementable transportation system	Responsibly account for future growth Ensure improvements are properly designed and maintained Identify improvements that can be realized given funding constraints Identify funding sources and their respective eligibility requirements and application processes
Support economic vitality, environmental responsibility, innovation, and quality of life	Improve transportation facilities that support centers of economic development Identify and improve existing transportation barriers to economic vitality Identify and protect important environmental resources Improve facilities and accessibility for all modes to reduce personal vehicle transportation demand Develop ways to address roadway congestion by using strategies to improve mobility and provide alternatives Consider all users across various geographic areas and demographic sectors equitably Provide alternative transportation modes, particularly for the non-driving population
Achieve safety, connectivity, accessibility, and mobility for users of all modes and support lifelong communities enabling independence as citizens age	Leverage public input and technical analysis to identify safety improvements and concerns for motorists, pedestrians, and cyclists Increase public awareness of existing safety issues Consider improving access to transit services in appropriate areas as determined by local municipalities Improve facilities for transit riders, pedestrians, and cyclists to encourage use of alternative modes Leverage existing transit infrastructure, such as existing bus routes and heavy rail stations, by targeting these areas for mixed use or transit oriented developments where supported by local comprehensive plans Increase intermodal connectivity Ensure that the transportation plan considers multi-modal uses for all roadway projects
Work cooperatively with area's infrastructure and jurisdictional land use policies	Incorporate alternative transportation modes into future infrastructure design Ensure the transportation plan is consistent with current and planned local land use Identify and preserve right of way for future transportation infrastructure expansion needs Use growth models to predict where future demand will necessitate infrastructure improvements Consider multimodal and transit-oriented design and the development of proposed transportation infrastructure in relation to land use policies and market development opportunities identified through the study
Develop the CTP cooperatively with respect for the preservation of individual jurisdiction's community character	Ensure strong public participation Include representatives from each community in the planning process Define characteristics that identify each community and encourage policies that preserve them Preserve historical, archaeological, and other cultural resources Develop strategies for managing commuter traffic from surrounding areas to reduce impacts on local communities

This report, the *Existing Conditions Report*, is the first of a series of three reports associated with each phase of the North Fulton CTP. The second phase of the project will consist of a *Needs Assessment Report*, which will establish a link between existing and future transportation operational deficiencies and will begin to determine specific needs. The final phase of the project will be the *Recommendations Report*, which will provide a final list of prioritized transportation enhancement recommendations. Each of these documents will incorporate the ongoing technical analyses and community involvement efforts.

1.3 Study Area

The study area for this project consists of a minimum of all collector, minor arterial, principal arterial, freeway, and interstate roadways, as classified by the Georgia Department of Transportation, within Fulton County north of the City of Atlanta. Figure 1-1 shows North Fulton County in relation to the ARC 20-county region. Several additional local roadways were also included within the study area because of their importance to the local and regional transportation system. These roadways include Cox Road, Hamby Road, Mountain Park Road, Northpoint Parkway, Windward Parkway, Deerfield Parkway, Westside Parkway, Woodstock Road, and portions of Mansell Road. Figure 1-2 shows the roadways included in the study area.

Five jurisdictions are specifically included in the study area. These include the Cities of Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs. The City of Mountain Park is also included in portions of the document.

Additionally, this report includes a market analysis which provides comparative statistics and demographics for two areas: North Fulton[7] and Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA)[8].

[7] North Fulton – Defined as the cities of Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs.

[8] Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA) – Made up of 28 counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

North Fulton County Transportation Resource Implementation Program

Atlanta Regional Commission

Kimley-Horn and Associates, Inc.

Reference Location

Legend

- North Fulton Study Area
- ARC 20-County Region
- Other Counties

Source: Atlanta Regional Commission

PICKENS
DAWSON
BARTOW
CHEROKEE
FORSYTH
HALL
NORTH FULTON STUDY AREA
BARROW
GWINNETT
PAULDING
COBB
HARALSON
DEKALB
WALTON
DOUGLAS
FULTON
ROCKDALE
CARROLL
CLAYTON
NEWTON
HENRY
FAYETTE
COWETA
HEARD
SPALDING
BUTTS
MERIWETHER

N

5 2.5 0 5 10 Miles

Figure 1-1
Study Area

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

Study Network
- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Local

Other Major Roads
- Expressways
- Study Area
- Counties
- Other Cities

Source: GDOT, ARC GIS Data

N

1 0.5 0 1 2 Miles

Figure 1-2
Study Area Roadway Network

2.0 PUBLIC INVOLVEMENT

To ensure that the North Fulton CTP considers issues important to residents of North Fulton County, several public involvement efforts and project management strategies are being deployed to gather valuable community feedback. A unique approach is being taken to work with staff at each of the local municipalities through the use of Community Client Managers, a public opinion survey, and through other innovative techniques.

2.1 Committee Structure

It has been critical from the beginning of this study to identify several groups that would serve as advisors to the work of the consultant team and act as the voice for the larger North Fulton County stakeholder and citizen population. The groups consist of municipality staff, elected officials, and other local leaders. Three specific groups were identified:

Project Management Team

This group consists of Atlanta Regional Commission project manager and the Consultant Team Project Manager, as well as transportation planning and engineering staff from the cities of Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs.

Policy Committee

This group consists of the mayors from the cities of Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs.

Stakeholder Committee

The membership of the Stakeholder Committee includes 21 representatives appointed by the cities as follows: Alpharetta (3), Johns Creek (4), Milton (2), Roswell (5), Sandy Springs (6), and Mountain Park (1). Although these representatives may represent other interests as well, their primary function is to act in an advisory capacity on transportation matters by reviewing findings and recommendations throughout the project. An additional ten members were also appointed from the North Fulton Community Improvement District (1), Perimeter Community Improvement Districts (1), Georgia Department of Transportation Central Office of Planning (1), Georgia Department of Transportation District Office of Pre-Construction (1), the Georgia Regional Transportation Authority (1), the Metropolitan Atlanta Regional Transit Authority (1), North Fulton Chamber of Commerce (1), Johns Creek Chamber of Commerce (1), Sandy Springs Chamber of Commerce (1), and the Chattahoochee Riverkeeper (1) for a total of 33 members.

These groups will support the public outreach efforts and will participate in the meetings as described in the Public Meetings section of this report.

2.2 Community Client Managers

The Community Client Managers are senior professionals that support the Consultant Team Project Manager by focusing on the unique concerns, comments, and ideas of each municipality throughout the life of the project. The Community Client Managers are deeply familiar with the point of view of their assigned community and represent that view on the project team. They serve as representatives for their assigned community at public meetings, to policy committee members and to the other elected and appointed officials.

2.3 Public Opinion Survey

To guide the development of this Program a public opinion survey was developed and administered to the general public. Through the use of the survey, 1,000 North Fulton County residents were interviewed regarding the usage of, attitudes toward, and perceptions of transportation options in their area. The survey questions were designed to solicit information about the general quality of existing transportation infrastructure and services as well as the priorities for future improvements. The survey also included questions incorporating the Atlanta Region 2040 focus areas.

Residential phone numbers within the six cities comprising North Fulton County (Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs) were sampled 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 region-wide results is +/- 3.1%. While each city was represented proportionately based on population, the survey is based on analysis of region-wide data rather than individual city data.

For this report, the survey results are being used to gauge how the technical assessment of existing conditions measures against the public understanding and perception of current conditions. The Needs Assessment (phase 2) of the North Fulton CTP project will compare the technical analysis needs results with the public perception of needs. Finally, the Recommendations (phase 3) of the project will compare the recommendations with the desires of improvements as indicated from the public.

A report of the survey results are provided in Appendix A.

2.4 Public Meetings

Four types of meetings will be held over the life of the project: Project Management Team/Stakeholder Committee meetings, Policy Committee meetings, public meetings, and small group/focus meetings with additional outreach activities as described below:

- Seven joint meetings of the Project Management Team and Stakeholder Committee.

- Four quarterly meetings of the Policy Committee (the initial kickoff was held as a joint PC/PMT/SC meeting).
- Two rounds of public meetings will be held in Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs (for a total of ten), with presentations to Mountain Park as requested.
  - The first round will include the presentation of the draft Needs Assessment with hands on charrette-style meetings tailored uniquely to each jurisdiction.
  - The second round will include presentation of the draft Recommendations Report.
- Up to three stakeholder/small group meetings will be held with the Project Management Team to facilitate more intensive participation of focused interests.

3.0 DATA COLLECTION

The purpose of this report is to provide a foundation for existing conditions on which the Needs Assessment and Recommendations phases will hinge. Specific data collected include land use and development initiatives, socioeconomic and demographic characteristics, market conditions, roadway characteristics and geometry, roadway operations and features, pedestrian and bicycle facilities, transit operations, crash history, freight, travel patterns, planned and programmed projects, and environmental conditions. The data collected as part of this phase is summarized in this report through the use of maps developed with geographic information systems (GIS) software and through the use of tables and charts developed with spreadsheet analysis programs.

3.1 Data Sources

A significant amount of effort was undertaken to collect existing data. Finding the data necessary to compile this report involved drawing from many different resources including information available from the municipalities in North Fulton County, the ARC, the Georgia Department of Transportation (GDOT), the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Regional Transportation Authority (GRTA), aerials, and field reviews.

Table 3-1 summarizes the data collected along with the relevant sources.

Table 3-1: Data Collection Sources

Category	Data	Source
Plans and Studies	See *Existing Studies and Planned Projects* Section	Various
Livable Centers Initiative	Livable Centers Initiative Project Data	Atlanta Regional Commission (ARC)
Developments of Regional Impact (DRI)	Development of Regional Impact Project Data	Georgia Regional Transportation Authority (GRTA)
Land Use Data	Existing Land Use	ARC Landpro 2008
	Community Facilities	ARC
Zoning	Existing Zoning	Local Jurisdictions
Socioeconomic Profile	Population, Income, Employment	US Census Bureau, Claritas, Market + Main, Inc., US Bureau of Labor Statistics
Market Analysis	Market and Demographic Data	Market + Main
Transportation Inventory	Functional Classification	GDOT
	Roadway Laneage	Field Survey, Aerials
	Bridge Inventory	GDOT
	Posted Speed	Field Survey
	Traffic Control	Field Survey, Aerials
	Medians	Field Survey, Aerials
	Pedestrian/Bicycle Facilities	Field Survey, Aerials
	Transit Routes and Facilities	MARTA, GRTA, CCT, GCT
	Greenways and Trails	Local Jurisdictions
Annual Average Daily Traffic	Traffic Count Data	GDOT
Travel Patterns	On The Map Graphics	US Census Bureau
Crash Data	Crash Data	University of Alabama CARE, GDOT
Freight	Truck Routes	GDOT
Regional Transportation Plan	See *Existing Studies and Planned Projects* Section	Atlanta Regional Commission
Environmental Conditions	Wetlands, Streams, and Lakes	KHA, ARC, EPA
	Cultural Resources	Natural Archaeological and Historic Resources GIS
	Protected Species	US Fish and Wildlife
Model Information	Travel Demand Data	ARC Travel Demand Model, U.S. Census Bureau

3.2 Existing Studies and Planned Projects

A thorough review of available previous studies and plans for areas across North Fulton County was conducted as part of the data collection process. Studies and plans reviewed include Municipal Comprehensive Plans and Comprehensive Transportation Plans; Livable Centers Initiatives Studies; Tax Allocation District Applications; Revitalization, Redevelopment, and Master Plans; Corridor Studies, and other various studies. These studies were specifically used in this report to identify key policies and aid in preparation of inventorying existing conditions. These studies will be used in future phases of this project to identify needs within North Fulton as well as reference existing recommendations for the area.

Table 3-2 on the following page summarizes the studies reviewed as part of this project.

3.3 Field Inventory

Where information was not available from existing sources, field surveys and review of aerial photography was used to complete missing information. Field surveys, or "windshield surveys," were used to collect missing information and to verify data collected using the sources discussed in the *Data Sources* section of this report. All roadways within the North Fulton CTP study network were driven and data verified during the week of November 2, 2009.

Table 3-2: Referenced Plans and Studies

Alpharetta
- Comprehensive Plan 2025 (January 2008)
- Downtown Master Plan (May 2003)
- North Point Activity Center LCI (April 2008)
- Downtown Circulation Study, LCI Supplemental (March 2008)

Johns Creek
- Comprehensive Plan 2030 (2008)
- Transportation Master Plan (included in Comp Plan)
- Green Plan (included in Comp Plan)
- Medlock Bridge Road Corridor LCI Application (November 2006)

Milton
- Comprehensive Plan 2028 (2008) – Not yet adopted
- Transportation Plan (in progress)
- Milton Trail Plan (May 2007)
- Crabapple Crossroads Community Plan (2003)

Roswell
- Comprehensive Plan 2025 (November 2005)
- Midtown Roswell LCI Study (January 2003)
- South Atlanta Street LCI Study (April 2008)
- Transportation Master Plan 2006 (December 2006)
- Economic Analysis and Redevelopment Strategy for Midtown Roswell (February 2007)
- Holcomb Bridge Road East Revitalization Plan (2005)
- Mimosa Boulevard Connectivity Study (December 2006)
- Roswell Redevelopment Strategy (January 2003)

Sandy Springs
- Comprehensive Plan 2030 (November 2007)
- Roswell Road Corridor LCI Study (June 2008)
- Capital Paving Program FY 2010 (July 2009)
- Sidewalk Program (April 2006)
- Transportation Master Plan (August 2008)
- Perimeter LCI (January 2002)
- Perimeter LCI 2005 Update (2005)
- Livable Sandy Springs Plan LCI (June 2001)
- Sandy Springs MARTA Station Area Plan, LCI Supplemental (December 2003)

Other Studies
- ARC's Regional Transportation Plan (RTP) (December 2007)
- MARTA North Line Corridor TOD Surveys (October 2006)
- ARC's Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (September 2006)
- Investing in Tomorrow's Transportation Today (IT3) (November 2008)
- Draft Perimeter Area Multi-Modal Transportation Plan (September 2009)
- North Fulton Blueprint (2008)
- Fulton County Comprehensive Transportation Plan (October 1999)
- GRTA Regional On-Board Express Bus Survey (2008)

4.0 REGIONAL CONTEXT

North Fulton County borders Cherokee County and Forsyth County along its northern edge, Cherokee County and Cobb County to the west, Forsyth County and Gwinnett County to the east and DeKalb County and City of Atlanta to the south.

4.1 Regional Transportation Network

Four major transportation corridors frame the study area. Two of these corridors, I-285 and GA-400, travel through the study area and two others, I-85 and I-75, travel to the east and west of the study area. The I-285/GA-400 interchange lies within the limits of the study area. Figure 4-1 shows the study area's context within the regional transportation network.

Although communities in North Fulton have deep roots, the recent story of rapid development in the area is linked to GA-400, which extends from the City of Atlanta north to Dahlonega in Lumpkin County. The first section of the highway opened at the beginning of the 1970s, and additional sections opened through 1981. The final section (that made the southern link from I-285 to Atlanta) opened in 1993 (and continues to serve) as a toll facility.

4.2 Municipalities

4.2.1 Historical Context

Three of the study area cities – Sandy Springs, Johns Creek and Milton – incorporated within the past four years, as a result of the intense growth period of the 1980s and 1990s. As office development moved north within the metropolitan region, suburban trends intensified, increasing land values and causing pressures for greater housing and mixed-use densities. The desire for greater control over land use decisions motivated much of the movement toward incorporation. All three of these cities have begun or have completed comprehensive planning efforts. As the official policy documents of the cities, comprehensive plans serve as the primary data source for information provided below, unless otherwise indicated.

Roswell and Alpharetta have a longer history of municipal administration; both cities developed strong planning, zoning and design practices, creating high standards for new development. Both cities enjoy a distinct downtown with historic character. Alpharetta contains a diverse set of land-uses, including a healthy mix of office and residential to help maintain economic stability. The City of Mountain Park also has a long history, but with very limited municipal administration due to its size.

North Fulton County
Transportation Resource
Implementation Program

ARC Atlanta Regional Commission

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

North Fulton Cities Activity Center
1. Milton
2. Alpharetta
3. Roswell
4. Sandy Springs
5. Johns Creek

Major North Fulton Destinations
1. Windward Pkwy Office Development
2. North Point Mall
3. Perimeter Mall

Major Destinations Outside North Fulton
1. Downtown Atlanta
2. Midtown
3. Buckhead
4. Cumberland Mall Area

Major Roads
Expressways
Study Area
Counties
Other Cities

Source: ARC GIS Data

N

0 1 2 4 6 Miles

Figure 4-1
Local Context

Alpharetta was legally chartered on December 11th, 1858. The City began as a community of merchants and small-scale farmers, which insulated the City from much of the hardships generated during the Reconstruction Era. Like much of the northern metropolitan area, Alpharetta experienced explosive growth during the 1980's and 1990's. The City's comprehensive plan indicates that by 2000, Alpharetta's population had grown to more than ten times its 1980 population of 3,128; the most recent estimate is 51,243 (2007).

Johns Creek became a city on December 1, 2006 following two years of local organizing to incorporate the City. Located east of Alpharetta, the City of Johns Creek is made up of the four original farming communities of Warsaw, Shakerag, Newtown, and Ocee. The Chattahoochee River forms the boundary of the City with Gwinnett County to the southeast. The creek was named after John Rogers, who lived and farmed land north of the Chattahoochee in the early 1800s. The John Rogers home, built in 1803, is still standing today in Johns Creek on Bell Road and has been restored by its current owners. Like its sister cities, Johns Creek grew rapidly and lost much of its rural character during the suburbanization in the 1990s. The City estimates its population at approximately 70,050 people (2009).

The City of **Milton** was formally incorporated on March 9, 2006. Much of the development in Milton is very recent and, according to its comprehensive planning documents, is associated with the widening of roads (such as Holcomb Bridge Road) and the extension of GA-400. The City enjoys rolling topography and scenic roadway corridors, with large-lot residential comprising the greatest percentage of land use. The City is also home to a large equestrian community. Current estimates suggest a population of approximately 24,000 (2007).

The City of **Mountain Park** was incorporated in July of 1927. The City began as a retreat for Atlanta's elite and featured summer cottages. The cottages often had names such as "The Buzzard's Roost" or "The Owl's Nest." Recently, current residents have continued the tradition of naming their homes. The City contains Lake Garret, the original lake, and Lake Cherful. In the mid 1970s, the Mountain Park Village Green was enlarged using reclaimed land from Lake Garret which had become shallow. Mountain Park is officially designated as a wildlife refuge. The 2000 census estimates that approximately 506 people live in Mountain Park. The City continues to have very limited government and only consists of residentially zoned land.

Roswell began as a planned community and manufacturing village before the Civil War. The signing of the charter in 1912 officially established the City of Roswell. This charter was revamped in 1950 to formalize and strengthen the role of local government. Roswell's land use remained primarily agricultural and residential during the 1950s and 1960s. However, marked change began to occur by the beginning of the 1970s. Roswell's population grew from approximately 5,000 to 25,000 from 1970 to 1983. Population growth brought about land use changes that provided for more single-family subdivisions and expanded the City's multi-family housing options, providing the "rooftops" necessary for greater retail development. Growth through the 1990s brought the current population estimate to 87,657 (2007).

The **Sandy Springs** area was largely characterized by rural farms from the 1820s until the 1940s. The Chattahoochee River contributed to early development of Sandy Springs, a provider of ferry transport. Goods ferried to the area supported industry, and the subsequent pattern of estate-style residential land use along its banks. The opening of Perimeter Center – dubbed an "Edge City" – in the 1970s, along with the construction of GA-400 created new growth pressures. Today, the Metropolitan Atlanta Rapid Transit Authority (MARTA) operates three heavy rail stations within Sandy Springs. The City incorporated on December 1, 2005. The comprehensive plan estimates that the population in the Sandy Springs area has doubled since 1980, and that approximately 92,980 people live in the City (2007).

The North Fulton CTP study area will also consider an area three to five miles outside the boundary of these six municipalities. Figure 4-2 illustrates the municipal boundaries within the study area.

4.2.2 Programs and Policies

Key programs and policies for local municipalities related to land use, new destinations (parks and facilities) and transportation are summarized in Appendix B. A brief summary of desired major programs and policies by jurisdiction is provided below. Information and data in this section is consolidated from official policy, as documented in local Comprehensive Plans, Comprehensive Transportation Plans, Greenway Plans, and Redevelopment Plans as discussed in the *Data Collection* section of this report.

4.2.3 Alpharetta

Land Use and Economic Development

- Accommodate future growth
- Create compact urban walkable areas with a mix of uses, served by adequate parking
- Limit vehicular trips
- Utilize existing infrastructure
- Increase green/open space and public services (e.g. extension of the Big Creek Greenway and a new library)
- Provide varied housing types
- Preserve character of distinct residential areas
- Increase housing densities and mix of uses closer to downtown
- Preserve housing stock at 2/3 single-family, 1/3 multi-family

Transportation

- Support heavy rail service, express bus, and HOV lanes along GA-400 corridor
- Enhance local transit service through a future transit circulator system
- Consider formation of Transportation Management Association along GA-400 and/or the Windward/Northpoint area
- Increase sidewalk and bicycle systems

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

North Fulton Cities
- Alpharetta
- Johns Creek
- Milton
- Mountain Park
- Roswell
- Sandy Springs

- Study Network
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: GDOT, ARC GIS Data

N

1 0.5 0 1 2 Miles

Figure 4-2
Municipal Boundaries

4.2.4 Johns Creek

Land Use and Economic Development

- Preserve some existing undeveloped land for City park space
- Preserve character of existing residential neighborhoods
- Identify location for a town center, city center, or City Hall
- Encourage mixed-use development
- Increase density to preserve green space
- Construct grade separated pedestrian crossings in heavily traveled areas
- Further development of the Johns Creek Greenway

Transportation

- Implement a multi-use trail and other extensions along Medlock Bridge Road, Bell Road, and Rogers Bridge Road
- Support express transit routes (investigate park and ride lots along the Medlock Bridge Corridor)
- Implement access management strategies along State Bridge Road
- Preserve residential neighborhoods
- Preserve two-lane roadways where possible
- Provide bicycle and pedestrian connections from McGinnis Ferry Road to planned Chattahoochee recreational facilities
- Support Safe Routes to School program and other pedestrian programs
- Maximize green/open space
- Achieve a complete and interconnected bicycle and pedestrian network throughout the City
- Provide sidewalks on all collector and arterial roads within ½ mile of schools, libraries, and parks
- Establish gateways to create a "sense of place"
- Support Bus Rapid Transit (BRT) along State Bridge Road from Alpharetta to Duluth

4.2.5 Milton

Land Use and Economic Development

- Increase employment opportunities
- Create a balanced and network of commercial activity centers
- Encourage mixed-use development where appropriate
- Preserve the existing residential and rural character of Milton

Transportation

- Consider transit, bicycle, and pedestrian facilities when planning transportation improvements
- Create gateways to define a "sense of place"
- Establish a comprehensive trail system through the Milton Trail Plan

- Preserve historical resources in key areas

4.2.6 Roswell

Land Use and Economic Development

- Redevelop along Holcomb Bridge Road east of GA-400
- Create gateways to create a "sense of place"
- Provide a mix of uses and pedestrian-oriented development
- Increase density in appropriate areas
- Maintain detached residential housing versus attached to a ratio of 65:35
- Preserve single-family residential neighborhoods
- Increase senior housing

Transportation

- Reduce congestion around Roswell Town Center mall area
- Major road widening projects are not favored
- Plan new street networks (grid network) in conjunction with private redevelopment
- Improve bicycle and pedestrian facilities
- Encourage nodal development
- Extend MARTA's heavy rail service north to Windward Parkway

4.2.7 Sandy Springs

Land Use and Economic Development

- Accommodate future growth
- Limit manufacturing uses
- Focus new development activity to redevelopment and revitalization of sites
- Focus on creating a "sense of place" in downtown
- Increase densities where appropriate
- Protect the character of existing residential neighborhoods
- Provide pedestrian amenities through developing transit-oriented developments
- Provide variable housing options
- Create more senior housing

Transportation

- Encourage more shared parking arrangements and reduce surface parking
- Encourage mixed-use development
- Provide an enhanced street grid and increase coverage of sidewalks, bicycle, and greenway paths
- Increase access management
- Reduce vehicular congestion

- Support additional transit and premium service along key corridors and regional heavy rail transit north along GA-400 corridor
- Explore signal pre-emption or queue jumping technology
- Construct traffic calming measures
- Focus mixed-use development and transit-oriented development around existing MARTA heavy rail stations
- Support the Safe Routes to School program
- Encourage use of alternative modes of travel

4.3 Transportation Demand Management (TDM)

It is important to note that there are several TDM strategies being utilized in the region aimed at reducing traffic congestion. Transportation Management Authorities (TMAs) in North Fulton as well as other organizations such as the Clean Air Campaign and RideSmart have created special programs which encourage a reduction in use of single occupancy vehicles. These programs include targeted incentives for commuters and employers, assistance with telecommuting, rideshare programs (SchoolPool, VanPool, and CarPool), issuing of smog alerts, Guaranteed Ride Home programs, and easy access to information on local transit. The organizations also promote commuter education through working with schools and the general public. These programs have experienced some noteworthy success in their goals. The Clean Air Campaign alone has had over 70,000 commuters participate in their Commuter Rewards incentive program.

4.4 Redevelopment Initiatives

While much of North Fulton County consists of relatively new construction, several areas are inhabited with older buildings and centers that have been abandoned for newer ones. Redevelopment initiatives across the region have been initiated in order to attract development to these more mature places. Tax Allocation Districts have been explored and ARC's Livable Centers Initiative (LCI) areas have been designated to aid in this gentrification. Developments of Regional Impact (DRI) plans are also planned throughout the region, indicating that the private sector development community sees value in North Fulton County.

4.4.1 Tax Allocation Districts

Tax Allocation Districts, or TADs, are districts that collect tax revenue from anticipated growth from increased property values within the designated district to finance new infrastructure projects in hopes of attracting private-sector investment. The metropolitan Atlanta region has seen the creation of eleven TADs in the past five years. Several TADs have been proposed for cities within North Fulton County; however, controversy over the use of funds diverted from educational spending and concerns with being able to generate the tax revenue needed have put several plans for TADs in North Fulton County on hold indefinitely.

4.4.2 Livable Centers Initiatives

Within the North Fulton study area, seven previous Livable Centers Initiative (LCI) studies have been completed. Another three have been applied for or are updates to original LCI studies. The Livable Centers Initiative, a program of the Atlanta Regional Commission, encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use policies to create sustainable, livable communities. LCI grant recipients prepare plans for the enhancement of existing centers and corridors that take advantage of the infrastructure and private investments committed in these communities. The LCI program aims to achieve balanced regional development, a reduction in vehicle miles traveled and improved air quality.

The ten previous LCI studies, applications, and updates in North Fulton County include:

- Alpharetta Downtown Circulation Study
- North Point Activity Center LCI
- Livable Sandy Springs
- Sandy Springs MARTA Station Area Plan, LCI Supplemental[9]
- Roswell Road Corridor LCI Study
- Midtown Roswell Development Plan
- Roswell Town Center/Atlanta Street Corridor Study (South Atlanta Street LCI)
- Medlock Bridge Road Corridor LCI[10]
- Perimeter Focus: Envisioning a New Atlanta Center
- Perimeter Focus: Envisioning a New Atlanta Center Update 2005[11]

The **Alpharetta Downtown Circulation Study** seeks opportunities to balance the demand for automobile mobility with a pedestrian-friendly downtown. Key recommendations included re-designation of SR 9 off of Main Street, implementing a road diet on Main Street, and an extension of Haynes Bridge Road to Main Street.

The **North Point Activity Center LCI** identifies the need to revise zoning to better allow mixed-use development, and identifies land use policies to result in distinct character areas of development. Key transportation recommendations included creation of a boulevard along Encore Parkway, the addition of local streets to improve network connectivity, and trail connections to the Big Creek Greenway.

The **North Fulton Blueprint** creates a land use and transportation master plan for the North Fulton Community Improvement District (CID) area, but also builds upon many of the concepts first identified in the North Point Activity Center LCI. In addition to land use and development

[9] This study is an update to the Livable Sandy Springs Plan.

[10] This application was not approved as an LCI.

[11] This study is an update to the Perimeter Focus: Envisioning a New Atlanta Center Plan.

strategies, the Blueprint identifies many transportation recommendations including intersection improvements, roadway upgrades, and several new roads to support future development.

Livable Sandy Springs addresses a very wide range of land use, development, and transportation issues. This study wrestles with traffic congestion, sidewalks, urban design, and community development issues. A long list of specific recommendations includes road and intersection improvements, new street connections, sidewalk projects, multi-use trails, land use policies, and overlay zoning.

The **Sandy Springs MARTA Station Area Plan, LCI Supplemental study** addresses the development potential around the existing Sandy Springs MARTA station. This study identifies opportunities to better connect that station to both existing and future uses, and presents a template for how that station could be better integrated into the surrounding area and community.

The **Roswell Road Corridor LCI Study** focuses on traffic congestion, safety, access, and conflicts between vehicles and pedestrians along Roswell Road in Sandy Springs. The study makes a long list of recommended improvements to sidewalks, streets, intersections, traffic control, and zoning changes related to access management.

The **Midtown Roswell Development Plan** identifies traffic issues primarily on Alpharetta Street, a need for local street connections, and traffic signal and pedestrian improvements. The study does not identify significant ongoing development activity, but highlights areas where zoning would permit additional development. A thorough socio-economic and market analysis is also provided.

Also in Roswell, the **Roswell Town Center/Atlanta Street Corridor Study** (South Atlanta Street LCI) study addresses SR 9 from the Chattahoochee River north to historic Roswell. This busy commuter corridor currently has a reversible lane and is physically constrained by historic resources, development, and steep slopes. Although it is a busy commuter route, the study notes very little ongoing development in the immediate area. Several specific sidewalk, path, and intersection improvements are recommended.

The City of John Creek has applied to the LCI program to complete the **Medlock Bridge Road Corridor LCI study**. The application does include some notable conditions and needs in the area. Specifically, the Medlock Bridge Road corridor is a heavily used commuter route and experiences significant peak hour delays.

The original **Perimeter Focus: Envisioning a New Atlanta Center LCI** study describes existing traffic congestion and recommends a long list of intersection, roadway, and freeway improvements. The study also recommends sidewalk improvements and bicycle facilities. The Plan identifies undeveloped or underdeveloped areas and indicates areas recommended for high density mixed uses, transit villages, and transitional zoning areas. This plan was updated in 2005 with more refined recommendations for sidewalk and bicycle facility projects, an updated inventory of development activity, and updated socioeconomic and market statistics.

Figure 4-3 illustrates the location of existing LCIs within North Fulton County.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

- Study Network
- Other Major Roads
- Expressways
- LCI Areas in North Fulton
- North Fulton Study Area
- Counties
- Other Cities

Source: ARC GIS Data

N

1 0.5 0 1 2 Miles

Figure 4-3
Livable Centers Initiatives

4.4.3 Developments of Regional Impact

A Development of Regional Impact (DRI) is a proposed development that exceeds size and/or density thresholds provided by the Georgia Development of Community Affairs. While it is typical for proposed developments of any size and/or density to be reviewed by the local government, DRIs are considered to have regional significance. Therefore, DRI developments are also reviewed by the appropriate Regional Development Center and possibly by GRTA. The Regional Development Center for Fulton County is ARC, and Fulton County is located within the GRTA region.

It is important to note that neither ARC nor GRTA "approves" or "denies" a proposed development that is a DRI. ARC reviews the development and provides a finding of "in the best interest of the state" or "not in the best interest of the state." GRTA reviews the development and attaches conditions that must be satisfied upon full build-out of the development. The local jurisdiction is responsible for ensuring these conditions are satisfied, or GRTA can withhold state and federal funding for infrastructure projects located within that local jurisdiction.

Figure 4-4 depicts the locations of DRIs within North Fulton County and adjacent areas that are approved, but pending construction.

4.5 Land Use and Development Characteristics

4.5.1 General Context and Development Patterns

As illustrated in Table 4-1, the existing land use data suggests that more than half (65.7%) of the land use within the study area is residential. Table 4-2 shows that, of the residential land use, about 84% is medium density residential. The medium density residential is characterized by 0.5 to 4 units per acre.

Table 4-1: Existing Land Use

	Acres	Percentage
Residential	13,3248.64	65.70%
Commercial, Urban Other, and Industrial	13,368.38	6.59%
Agriculture, Forest, Parks, Cemetery and Golf Courses	2,7863.42	13.74%
Other	2,8330.32	13.97%
Total	20,2810.75	100.00%

Source: Atlanta Regional Commission Landpro Data 2008

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

- Study Network
- Other Major Roads
- Expressways
- Developments of Regional Impact
- North Fulton Study Area
- Counties
- Other Cities

Source: GRTA GIS Data, ARC GIS Data

Figure 4-4
Developments of Regional Impact

Table 4-2: Existing Residential Land Use

	Acres	Percentage
High density residential	737.64	0.55%
Medium density residential	11,1609.12	83.76%
Low density residential	1,4723.65	11.05%
Multi-family residential	6,146.55	4.61%
Mobile	31.67	0.02%
Total	13,3248.64	100.00%

Source: Atlanta Regional Commission Landpro Data 2008

About 6.59% of the study area is categorized as commercial in the existing land use map. Most of the commercial uses are concentrated along the GA-400 and SR 9 corridor (local names change as follows: Roswell Road, Atlanta Street, Alpharetta Street and Main Street), which connects the activity centers of Sandy Springs, Roswell, Alpharetta and Milton. The commercial use category of the existing land use also includes office use. Most of the office developments are concentrated at Windward Parkway in Alpharetta, Technology Park in Johns Creek, and Perimeter Community Improvement Districts (PCIDs) in Sandy Springs. The office developments at Windward Parkway and Technology Park are land intensive with large provisions of surface parking. The developments, however, show use of high quality architectural materials and heavily landscaped areas.

Office and commercial development within the PCIDs (Sandy Springs) exhibits pedestrian-oriented, less land intensive development due to high rise and smaller footprint buildings and the provision of parking decks. The district has been developed with a mission to create efficient transportation services, with an emphasis on access, mobility, diversification, and modernization. With three Livable Centers Initiative (LCI) studies already carried out within the city limits, City of Sandy Springs now provides more pedestrian-friendly and less auto-oriented types of development options. The City also promotes live-work options along its major activity corridors like Roswell Road and I-285. Such environments can be created at neighborhood, community, and regional scale depending upon the surrounding context. The City of Roswell concentrates its commercial and higher density residential along the SR 9 corridor (Atlanta Street-Alpharetta Street) and Holcomb Bridge Road – Crossville Road corridor. The City maintains the remainder of its area as residential.

The City of Milton concentrates its commercial activities along its southern boundary close to GA-400 and SR 9. The remainder of the area in Milton showcases rural character with land uses like agricultural, woodland, and equestrian. The City plans to preserve this rural character in the future, as well, by creating character areas like Equestrian Estates, Agricultural Area, Scenic Corridor, Golf Course Community and Conservation Area and Greenspace[12]. While preserving the rural character,

[12] According to the draft Comprehensive Plan.

the City also shows initiative in creating less auto-dependent communities with a "living-working" land use category for neighborhood, community, and regional scale. Similar trends of creating such living-working developments can be seen in the future land use of Johns Creek as well.

Future land use designations indicate that the North Fulton County cities have planned to concentrate their commercial and office uses along and in between the GA-400 and SR 9 (Roswell Road-Atlanta Street-Alpharetta Street-Main Street) corridors. Most of the Developments of Regional Impact (DRI) are distributed along the GA-400 corridor, mainly concentrated at PCIDs, Windward Parkway, and Perimeter Mall.

4.5.2 Atlanta Region Unified Growth Policy Map

The Atlanta Regional Commission (ARC) adopted the Unified Growth Policy Map in December 2008 as a part of a year-long public involvement and scenario development process called *Envision6*. Along with the Unified Growth Policy Map, ARC approved the Regional Development Plan (RDP), a Place Type and Development Matrix and Regional Strategic Transportation System (RSTS) for metro Atlanta.

The Unified Growth Policy Map was created as a tool to understand existing growth patterns and to guide future growth patterns. The map is used as a guide for several planning activities like Regional Transportation Plan project evaluation, Comprehensive Transportation Plans, Transit Planning Board project evaluation, DRI reviews, LCI study area determination and Comprehensive Plan reviews. The map is provided in Figure 4-5. The locations and infrastructure outlined are delineated in the *Envision6* Regional Development Types Matrix which is provided in Appendix C.

The ARC Unified Growth Policy Map shows three regional centers in the North Fulton CTP Study area. These centers are North Point Mall, Windward Parkway, and part of Perimeter Center[13].

The study area has eight Town Centers[14]: Johns Creek (along Medlock Bridge Road at the Forsyth County line), Milton (Deerfield Parkway north of Windward Parkway), Alpharetta downtown, Roswell (Holcomb Bridge Road (SR 140) at Alpharetta Street (SR 9)), Atlanta Road (Atlanta Street (SR 9) at Marietta Highway (SR 120)), Roswell Road (near I-285), Sandy Springs (Roswell Road (SR 9) north of I-285), and Mountain Park.

[13] Regional Centers are areas of intense retail, office and residential uses.

[14] Town Centers are low-intensity centers with a mixture of residential and commercial land uses that serve a local area.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

- Freight areas
- Environmental Areas
- Steams and Rivers
- LCI Areas 2000-2008
- Future Transit Stops
- Regional parks
- Urban Redevelopment Corridor
- Regional Center
- Town Center
- Station Community
- Mega Corridors
- Urban Neighborhoods
- Suburban Neighborhoods
- Rural Areas
- Study Network
- Other Major Roads
- Expressways
- North Fulton Boundary
- Counties

Source: ARC GIS Data

N

1 0.5 0 1 2 Miles

Figure 4-5
Unified Growth Policy Map

The Roswell Road corridor starting at the northern boundary of the City of Sandy Springs to Pitts Road is identified as an Urban Redevelopment Corridor[15].

The area along the GA-400 corridor is identified as a Mega Corridor[16]. The North Fulton area has most of its activity centers and corridors in and around the Mega Corridor. The rest of the region in the study area is identified as Suburban Neighborhoods that will be developed at a suburban scale with appropriate commercial and low intensity mixed-use developments to serve the local area.

The Unified Growth Policy Map indicates that the City of Sandy Springs will have additional MARTA stations within its boundary in the future.

The following are the policies associated with the Atlanta Regional Commission's Unified Growth Policy Map.

Developed Area Policies

- Promote sustainable economic growth in all areas of the region
- Encourage development within principal transportation corridors, the Central Business District, activity centers and town centers
- Increase opportunities for mixed–use development, transit-oriented development, infill and redevelopment
- At strategic regional locations, plan and retain industrial freight land uses
- Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities
- Promote the reclamation of brownfield development sites

Housing and Neighborhood Policies

- Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities
- Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all income and age groups
- Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide and appropriate mix of uses and housing types
- Promote sustainable and energy efficient development

Open Space & Preservation Policies

- Protect environmentally–sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors
- Increase the amount, quality, connectivity and accessibility of greenspace
- Provide strategies to preserve and enhance historic resources

[15] Urban Redevelopment Corridors are corridors that have potential to be redeveloped into an activity corridor.

[16] Mega Corridors are the most intensely developed radial corridors in the region.

- Through regional infrastructure planning, discourage growth in undeveloped areas of the region

Coordination Policies

- Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure
- Inform and involve the public in planning at regional, local and neighborhood levels
- Encourage the development of state and regional growth management policies

4.5.3 Existing Land Use

The Existing Land Use map was created with the 2008 Landpro[17] data that ARC generates, as illustrated in Figure 4-6. The definition of each land use classification used in the Figure follows:

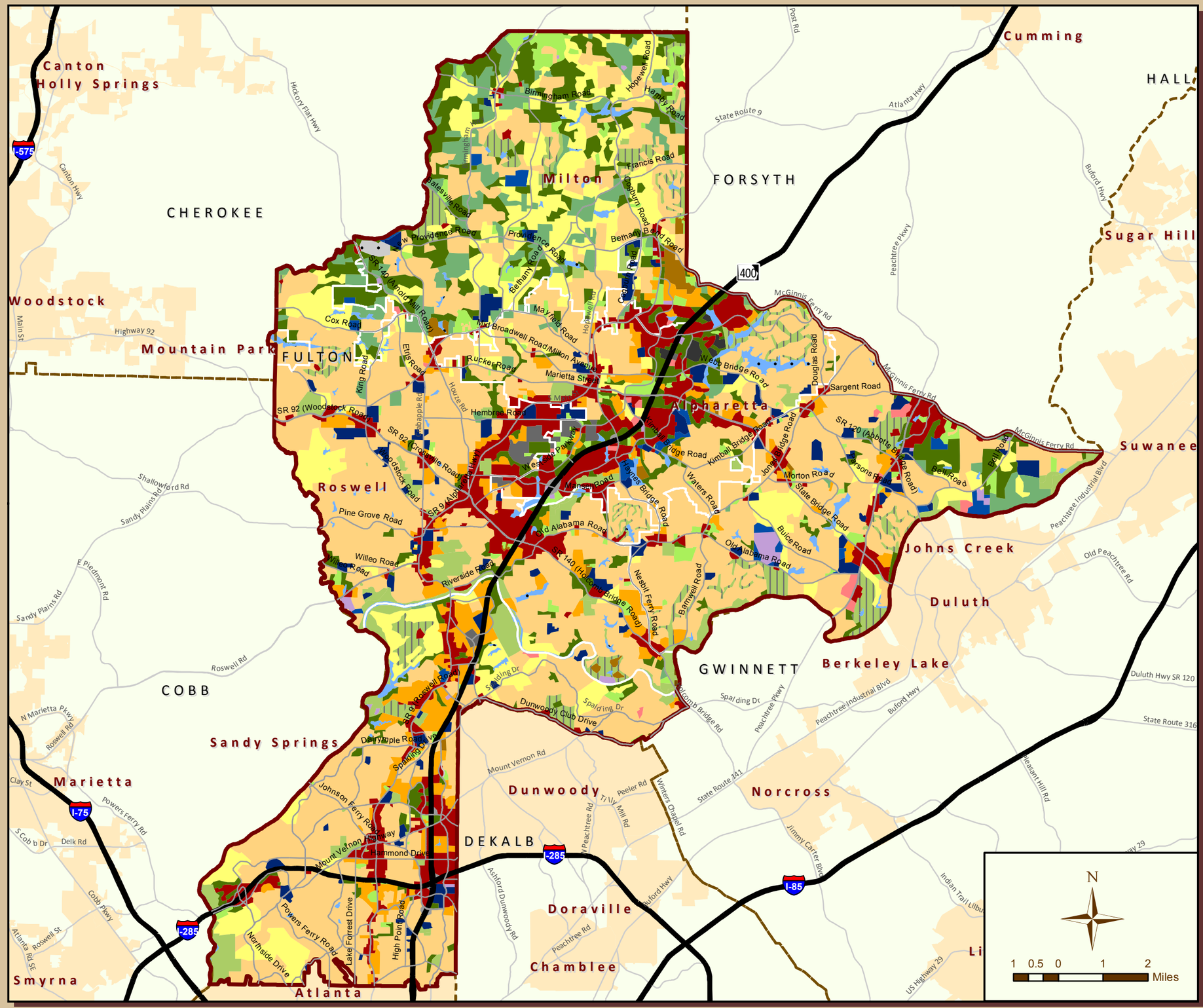
Low Density Single Family Residential – Areas that have generally been developed for single family residential use, usually with a significant mix of forested or agricultural landcover. These areas often occur on the periphery of urban expansion and are generally characterized by houses on 2 to 5 acre lots. Some examples of this category include rural housing, estates, and linear residential developments along transportation routes.

Medium Density Single Family Residential – Areas that have been developed predominantly for single family residential use, with or without a significant mix of forested or agricultural landcover. These areas usually occur in urban or suburban zones and are generally characterized by houses on 1/4 to 2 acre lots. This category accounts for the majority of residential land use in the Region and includes a wide variety of neighborhood types.

High Density Residential – Areas that have been developed predominantly for concentrated single family residential use. These areas occur almost exclusively in urban neighborhoods with streets on a grid network, and are characterized by houses on lots smaller than 1/4 acre, but may also include mixed residential areas with duplexes and small apartment buildings.

Multifamily Residential – Residential areas comprised predominantly of apartment, condominium and townhouse complexes where net density generally exceeds eight units per acre. Typical apartment buildings are relatively easy to identify, but some high rise structures may be interpreted as, or combined with, office buildings, though many of these dwellings were identified and delineated in Downtown and Midtown Atlanta for the first time with the 2003 update. Likewise, some smaller apartments and townhouses may be interpreted as, or combined with, medium- or high-density single family residential. Housing on military bases, campuses, resorts, agricultural properties and construction work sites is not included in this or other residential categories.

[17] Source: Metadata from Atlanta Regional Commission's 2008 Landpro GIS dataset.



North Fulton County Transportation Resource Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

- North Fulton Boundary
- Counties
- Study Network
- Other Major Roads
- Expressways
- Other Cities
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Limited Access Highways
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- Exposed Rock
- River
- Wetlands
- Reservoirs
- Quarries
- Industrial
- Industrial & Comm Complexes
- TCU

Source: ARC GIS Data

Figure 4-6
Existing Land Use

Commercial and Services – Areas used predominantly for the sale of products and services, including urban central business districts, shopping centers in suburban and outlying areas, commercial strip developments, junk yards and resorts. The main buildings, secondary structures and areas supporting the basic use are all included: office buildings, warehouses, driveways, sheds, parking lots, landscaped areas, waste disposal areas, etc. Commercial areas may include some non-commercial uses too small to be separated out. Central Business Districts commonly include some institutions such as churches and schools, and commercial strip developments may include some residential units.

Intensive Institutional – The built-up portions of institutional land holdings, including all buildings, grounds and parking lots that compose educational, religious, health, correctional and military facilities. Institutions occupying small areas (for example, many churches and some elementary and secondary schools) may be included in other categories, principally residential or commercial.

Extensive Institutional – Public or private land holdings devoted to educational, religious, health, correctional or military land use. This category is one of only two that is used exclusively for land use classifications, the other being Park Lands. As the Metropolitan Planning Organization (MPO) for Atlanta, ARC is required to produce long range population and employment forecasts which are used in transportation modeling. The land use categories of Extensive Institutional and Park Lands are important to ARC's long range forecasts since large tracts of land controlled by governments and institutions are more likely to be withheld from residential, commercial, or industrial development. Unlike Intensive Institutional which is visible on, and delineated from, the digital aerial photography, Extensive Institutional can only be identified and mapped from collateral data sources. The primary source of this information comes from the GIS Coordinators for each of the 13 counties and the City of Atlanta who reviewed the previous designations and provided updated information and additional GIS or CAD data. Various secondary sources include hardcopy, digital and internet maps and files. It is important to note that the built-up land cover portion of these various tracts of land are generally identified as Intensive Institutional. The Extensive Institutional land use areas identify the full extent of these tracts which are both built-up and non-built-up, and whose undeveloped area is at least 25 acres in size.

Transportation, Communication and Utilities – Also referred to as "TCU," this category encompasses various land use types associated with transportation, communication, and utilities. Much of the automotive transportation is accounted for in other categories, particularly highways and their right-of-ways, which are either absorbed into the context of a more dominant landcover (e.g. residential or commercial), or are covered completely within the Limited Access Highways category described following. Other types of transportation include service and terminal facilities, railways (including MARTA) and their stations, parking lots, roundhouses, repair and switching yards, as well as overland track and spur connections. Airport facilities may include runways, terminals, service buildings, navigation aids, fuel storage, parking lots, and intervening land. Similar to streets and highways, communication and utility networks generally fall below the

minimum mapping standards, thus are not separated out of the context of the larger land use with which they are associated. When practical, areas involved in the processing, treatment and transportation of water, gas, oil, and electricity, such as pumping stations and electric substations have been delineated. Likewise, areas used for airwave communications, such as radio, radar, or television may be mapped in this category.

Cemeteries – Public and private lands devoted to burial grounds, including primary and secondary buildings and associated infrastructure. Because of their unique photo "signature," many small cemeteries can be identified from the digital imagery at a scale of 1:14,000; many others, however, may be combined with residential, commercial, forest, or agriculture landcover. Forest areas and ponds are often included in this category, but may also be identified separately depending on their size.

Parks and Active Recreation Areas – Identified from aerial photography, including baseball and other sports fields, tennis courts, swimming pools, camp grounds, parking lots, structures, drives, and trails. Forest areas and ponds are often included, but may also be identified separately depending on their size.

Park Lands – Local, state, or federal land holdings devoted to preservation, conservation or recreation, as identified from secondary sources. This category is one of only two that is used exclusively for land use classifications, the other being Extensive Institutional. As the Metropolitan Planning Organization (MPO) for Atlanta, ARC is required to produce long range population and employment forecasts which are used in transportation modeling. The land use categories of Park Lands and Extensive Institutional are important to ARC's long range forecasts since large tracts of land controlled by governments and institutions are more likely to be withheld from residential, commercial, or industrial development. Unlike Parks which are visible on, and delineated from, the digital aerial photography, Park Lands can only be identified and mapped from collateral data sources. The primary source of this information comes from the GIS Coordinators for each of the 13 counties and the City of Atlanta who reviewed the previous designations and provided updated information and additional GIS or CAD data. Various secondary sources include hardcopy, digital and internet maps and files. Please note, the built-up landcover portion of these various tracts of land are generally identified as Parks. The Park Land land use areas identify the full extent of these tracts which are both built-up and non-built-up, and whose undeveloped area is at least 25 acres in size.

Forest – All forested areas of coniferous and/or deciduous trees. Although the 5 acre minimum mapping standard generally applies with the identification of these areas in an urban context, for cartographic reasons it is not used in a rural context to separate out forest within larger agricultural delineations. Instead, these vast areas of mixed landcover are generalized with a minimum mapping unit of 25 acres.

Reservoirs, Lakes, and Ponds – Man-made impoundments, often referred to as "lakes" or "ponds," which are persistently covered with water. It is important to note that as there are no known

naturally occurring lakes in the Region, the previous class called Lakes has been dropped from the classification system. For larger reservoirs, the water control structures themselves are often classified in Other Urban.

Transitional Areas – Recently cleared or altered land in transition from one land use activity, either built-up or non-built-up, to another unknown or undeterminable land use.

4.5.4 Existing Zoning

Each city has its own set of zoning districts and associated zoning map. Zoning designations typically follow the roadway network within the North Fulton study area. Commercial, office, and some industrial zoning designations generally exist along heavily travel roadways. Among the roadways within North Fulton County with more dense commercial and office designations are interchanges along GA-400 and I-285, as well as the roadways of SR 9, SR 140, Mansell Road, Westside Parkway, North Point Parkway, SR 120, Windward Parkway, State Bridge Road, and SR 141. A significant cluster of commercial and office zoning designations also resides within the Perimeter area of Sandy Springs. Single family housing and agricultural designations make the balance of the study area, mainly located in areas further from GA-400, I-285, and major transportation corridors.

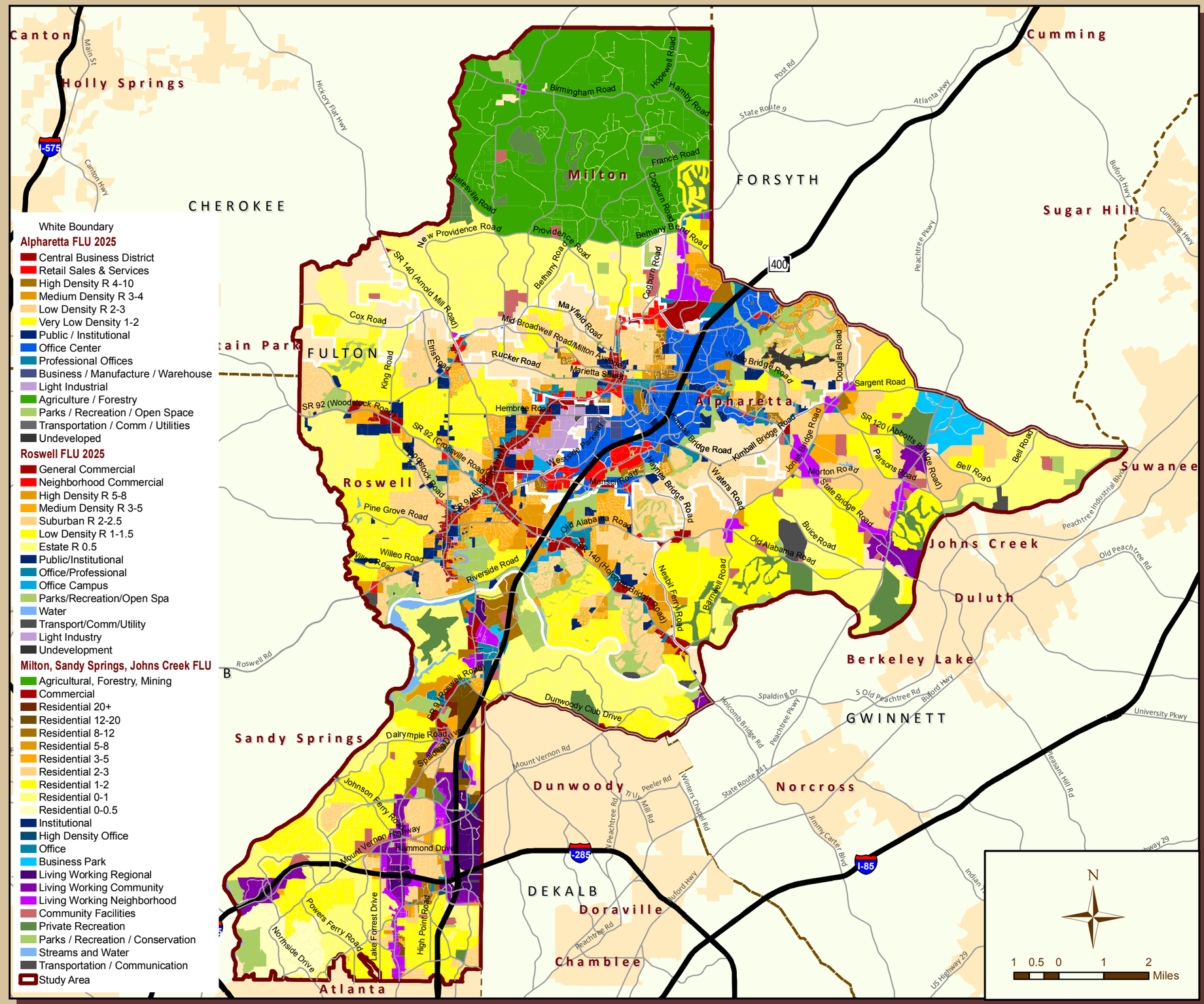
Zoning maps for each of the jurisdictions within North Fulton County are provided in Appendix D.

4.5.5 Future Land Use

Figure 4-7 consolidates the set of Future Land Use Maps made available to ARC from each of the cities' respective Comprehensive Plans. The City of Milton is currently preparing its first Community Agenda, thus data is not yet available. Note also that the current boundary for the City of Alpharetta exceeds the area for which Future Land Use categories had been adopted by the most current Comprehensive Plan. This report assumes that annexations that occurred after the adoption of the Future Land Use map account for the gaps in data.

Figure 4-8 maps the results of a 2007 Georgia Tech study[18] that identified undeveloped properties and properties "underutilized" and thus, likely to redevelop sooner than other properties. The study analyzed properties fair market value against their assessed value according to tax assessor data to indicate if they are underutilized.

[18] Center for Geographic Information Systems, Georgia Institute of Technology. Data generated for the report "Metropolitan Atlanta Land Supply Study" (2006), commissioned by the Atlanta Neighborhood Development Partnership (ANDP).



White Boundary

Alpharetta FLU 2025
- Central Business District
- Retail Sales & Services
- High Density R 4-10
- Medium Density R 3-4
- Low Density R 2-3
- Very Low Density 1-2
- Public / Institutional
- Office Center
- Professional Offices
- Business / Manufacture / Warehouse
- Light Industrial
- Agriculture / Forestry
- Parks / Recreation / Open Space
- Transportation / Comm / Utilities
- Undeveloped

Roswell FLU 2025
- General Commercial
- Neighborhood Commercial
- High Density R 5-8
- Medium Density R 3-5
- Suburban R 2-2.5
- Low Density R 1-1.5
- Estate R 0.5
- Public/Institutional
- Office/Professional
- Office Campus
- Parks/Recreation/Open Spa
- Water
- Transport/Comm/Utility
- Light Industry
- Undevelopment

Milton, Sandy Springs, Johns Creek FLU
- Agricultural, Forestry, Mining
- Commercial
- Residential 20+
- Residential 12-20
- Residential 8-12
- Residential 5-8
- Residential 3-5
- Residential 2-3
- Residential 1-2
- Residential 0-1
- Residential 0-0.5
- Institutional
- High Density Office
- Office
- Business Park
- Living Working Regional
- Living Working Community
- Living Working Neighborhood
- Community Facilities
- Private Recreation
- Parks / Recreation / Conservation
- Streams and Water
- Transportation / Communication
- Study Area

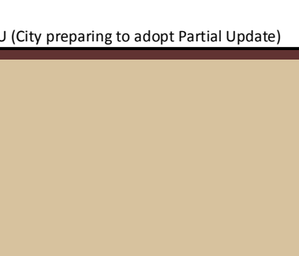
North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region



Legend

Each city has distinct land use categories.
See left border for legend

- Study Network
- Expressways
- Other Major Roads
- Other Cities
- Counties
- Study Area

Source:
ARC Shapefiles Collected from City Comprehensive Plans

Note:
1. Milton preliminary FLU (City preparing to adopt Partial Update)

Figure 4-7
Future Land Use Map

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

- Undeveloped Land
- Redevelopment Land (Undervalued Parcels)
- Study Network
- Expressways
- Other Major Roads
- Counties
- North Fulton Study Area
- Other Cities

Source: ARC GIS Data (GA Tech 2007 Study); many of these sites may have been developed or changed status since the completion of this study

N

1 0.5 0 1 2 Miles

Figure 4-8
Undeveloped and Redevelopment Sites (2007)

4.5.6 Schools, Parks / Open Space, and Civic Infrastructure

Figure 4-9 and Table 4-3 identify community facilities[19] within the study area.

Because of the proximity of the six municipalities within North Fulton County, some civic facility and service arrangements are in place. A few sharing arrangements among the governments in the study area include:

- Roswell and Alpharetta share a public safety training facility, called Roswell-Alpharetta Public Safety Training Center (RAPSTC).
- Johns Creek and Sandy Springs partner on their 911 dispatch service, called "ChattCom"
- Johns Creek is also in discussion with the Fulton County School Board to prepare a shared use agreement for gyms.
- Potential for resource sharing exists regarding recycling; Roswell has its own recycling facilities, but Johns Creek, for example, relies on private providers to identify local recycling centers.

Table 4-3: Community Facilities

Facility	Number
Private School	35
Elementary School	29
Fire Station	24
Middle School	10
High School	8
Hospital	8
Police Station	7
Library	5
City Hall	3
Water System	2
Waste Water Treatment System	2
Solid Waste Recycling Center	2

Source: ARC Community Facilities GIS Data (Method: Select by location to find out facilities within the North Fulton Study area boundary)

[19] The Figure was prepared using community facilities data created by ARC in 2003. Facilities like Police and Fire Stations are added to the map referring to the comprehensive plans of the respective cities.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

- Elementary School
- Middle School
- High School
- Two-Year College
- Hospital
- Library
- Police Station
- Water System
- Fire Station
- MARTA Stations
- MARTA Rail Line
- Study Network
- Expressways
- Regional parks
- Other Major Roads
- North Fulton Study Area
- Counties
- Other Cities

Source: Atlanta Regional Commission

N

1 0.5 0 1 2 Miles

Figure 4-9
Community Facilities

4.6 Socioeconomic Profile

Information for the North Fulton area[20] as a whole and the six individual municipalities, with comparisons to the Atlanta MSA,[21] and the United States are presented to benchmark the relative performance of the study area.

4.6.1 Population

The population of North Fulton is estimated at 329,440, as shown in Table 4-4. North Fulton County as a whole had a growth rate between 2000 and 2009 that was just over half the Atlanta MSA's rate of growth, and approximately twice the national average. While North Fulton is expected to continue to grow between 2009 and 2014, the rate of growth is just over half of what it was during the last nine years. North Fulton accounts for 6.0% of the Atlanta MSA's population and 32.0% of the population of Fulton County.

Within North Fulton, the population distribution varies among the more established and new municipalities. Both Sandy Springs (26%) and Roswell (25%) account for approximately one-quarter of North Fulton's population. Johns Creek is close in proportionate size, with 21%. Alpharetta constitutes 17% of North Fulton's population and Milton comprises 10%. Mountain Park contains less than one-half percent of North Fulton's total population.

Table 4-4: Current Population

	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
2000	34,854	61,937	17,223	506	79,334	85,792	279,646
2009 (Est.)	**55,560**	**70,360**	**32,930**	**530**	**83,630**	**86,430**	**329,440**
2014 (Proj.)	63,290	79,820	40,910	610	89,660	87,800	362,090
			Pop. Change				
2000-2009	59.4%	13.6%	91.2%	4.7%	5.4%	0.7%	17.8%
2009-2014	13.9%	13.4%	24.2%	15.1%	7.2%	1.6%	9.9%

Source: US Census Bureau, Claritas, Market + Main, Inc.
Note: 2009 ARC Small-Area Estimates not available at time of draft production.

The cities of Milton and Alpharetta had the largest growth rate over the last nine years. The City of Sandy Springs had the smallest growth rate during the same timeframe, primarily because it is

[20] North Fulton is defined here as the cities of: Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs.

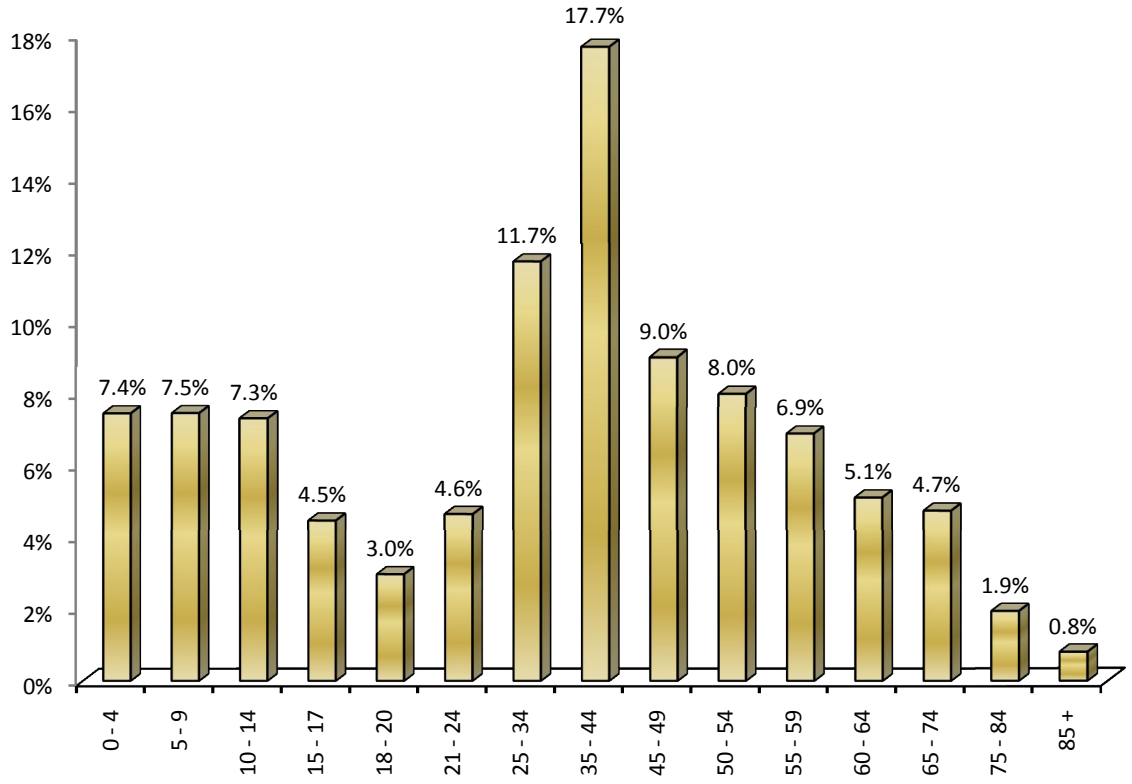
[21] The Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA) is made up of 28 counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

largely built-out. Projections for the next five years have the City of Milton expecting the largest population increase, but current policies may not support this kind of growth. The cities of Alpharetta, Johns Creek, Milton, and Mountain Park all exceed the projected growth rates of both the Atlanta MSA (13.0%) and the nation (5.1%). The City of Roswell does exceed the nation's expected growth for the next five years, but is below the Atlanta MSA's.

4.6.2 Age Distribution

The median age of North Fulton residents (35.7) is slightly above the Atlanta MSA (35.1) and below the nation (37.6). Figure 4-10 depicts age distribution in North Fulton. Almost 40% of North Fulton's population is between 25 and 50 years of age. This represents a vital component of any community, as this is the primary workforce population.

Figure 4-10: Age Distribution



Source: US Census Bureau, Claritas

The municipalities, in order from youngest to oldest in terms of median age, are: Johns Creek, Alpharetta, Milton, Roswell, Sandy Springs, and Mountain Park. As shown in Table 4-5, the City of Johns Creek has the largest population aged under 18 years; with Alpharetta, Johns Creek, and Milton all higher than both the Atlanta MSA and national averages. The City of Sandy Springs has the largest population aged between 25 and 35 years; with Sandy Springs as the only municipality

higher than the MSA or national averages. The City of Mountain Park has the largest population aged over 65 years, but all municipalities are below the MSA and national averages.

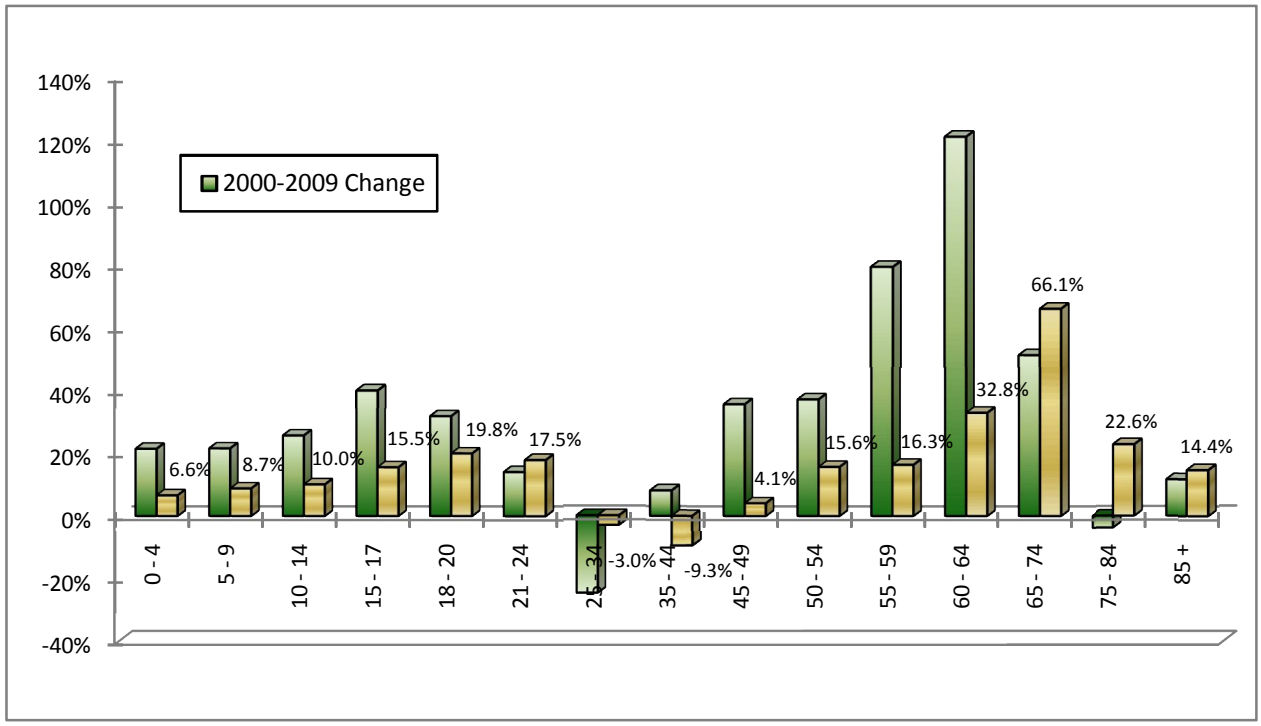
Table 4-5: Age Distribution

	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
Under 18	28.7%	32.5%	29.9%	19.8%	24.9%	19.7%	26.7%
Between 25-35	10.7%	6.6%	7.8%	6.6%	11.7%	19.3%	11.7%
Over 65	6.7%	5.2%	7.4%	10.5%	8.4%	9.7%	7.4%

Source: US Census Bureau, Claritas

Over the last nine years, the highest growth of an age bracket for North Fulton was in the 55 to 64 years of age groupings. There were small losses in the 25 to 34 and 75 to 84 age groupings during the same timeframe. Over the next five years, the most notable increase is expected in the 65 to 74 years of age grouping, as seen in Figure 4-11. Much of the growth in North Fulton is expected in the groups over 60 years of age. Growth is projected in all age categories over the next five years except 25 to 34 and 35 to 44 years of age. While these losses are not in significant numbers, they are concerning as these are prime workforce and family ages.

Figure 4-11: Age Distribution Change Trends



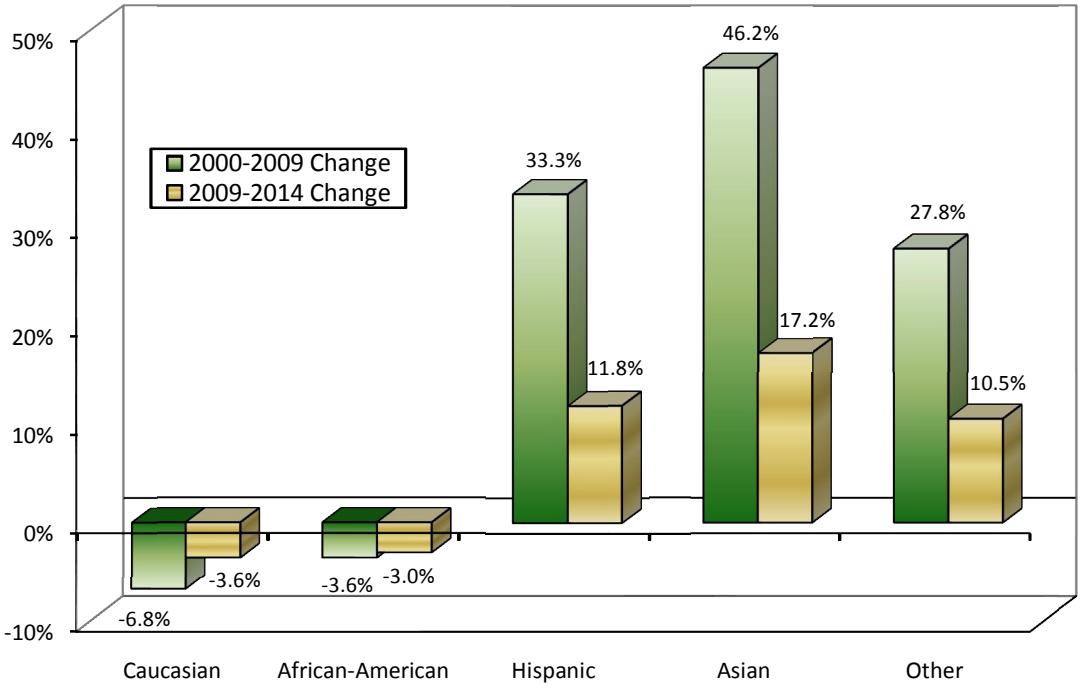
Source: US Census Bureau, Claritas

4.6.3 Racial Composition

North Fulton is primarily Caucasian (72%). Hispanics comprise 10% and African-Americans and Asians make up 8% of the total population. 10% of the remainder of the population is identified as other. There has been significant growth in the minority populations in North Fulton over the last decade. Interestingly, there has actually been loss in both the Caucasian and African-American populations over the last nine years, and this trend is expected to continue in the next five years.

The largest population changes in North Fulton have been in the minority groups over the last nine years, which is similar to population changes being seen across the nation. As illustrated in Figure 4-12, Asians grew the most, followed by Hispanics and then Others, which includes American Indians, Native Alaskans, Native Hawaiians and other Pacific Islanders, and those classifying themselves as more than one race. Over the next five years, growth is expected in all minority populations, though not at the same rates as the last decade.

Figure 4-12: Change In Racial Composition



Source: US Census Bureau, Claritas

Each of the individual municipalities is majority Caucasian, ranging from 74% in Johns Creek and Sandy Springs to 94% in Mountain Park. The greatest concentration of African-American population is in Sandy Springs (12%). This is the only city in North Fulton with a double-digit concentration of African-Americans. Johns Creek has the highest proportion of Asian population, at 16%; again, this is the only city in North Fulton with double-digit concentration of Asians in North Fulton. The greatest concentration of Hispanic population is seen equally in Roswell and Sandy

Springs, with each reporting 15%; no other city in North Fulton has a double-digit concentration of Hispanics.

4.6.4 Educational Attainment

North Fulton's educational attainment levels are very high, performing better than the Atlanta MSA and nation. The proportion of the population that has less than a high school education is very small, at 5.5%, in comparison to the MSA (16.6%) and nation (19.4%). The proportion of high school graduates appears low (11.7%), but only because there are so many college graduates (58.3%) in North Fulton; the Atlanta MSA has between 25% and 30% in each of these categories.

Table 4-6 provides a summary of North Fulton's educational attainment levels. Approximately two percent of North Fulton's residents have less than a ninth grade education. About three percent of North Fulton's population have a ninth to twelfth grade education, but did not graduate. For post-secondary educational attainment, approximately 18% of the population has some college education, but no degree. Six percent of residents have an associate's degree. About 39% have a bachelor's degree and approximately 19% have a graduate or professional degree.

Table 4-6: Educational Attainment Levels

	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
Less than High School	5.0%	2.2%	5.7%	8.5%	7.2%	6.2%	5.5%
High School Graduates	12.4%	9.5%	12.4%	24.9%	13.3%	11.0%	11.7%
College Graduates	56.3%	66.4%	54.7%	33.4%	52.6%	60.1%	58.3%

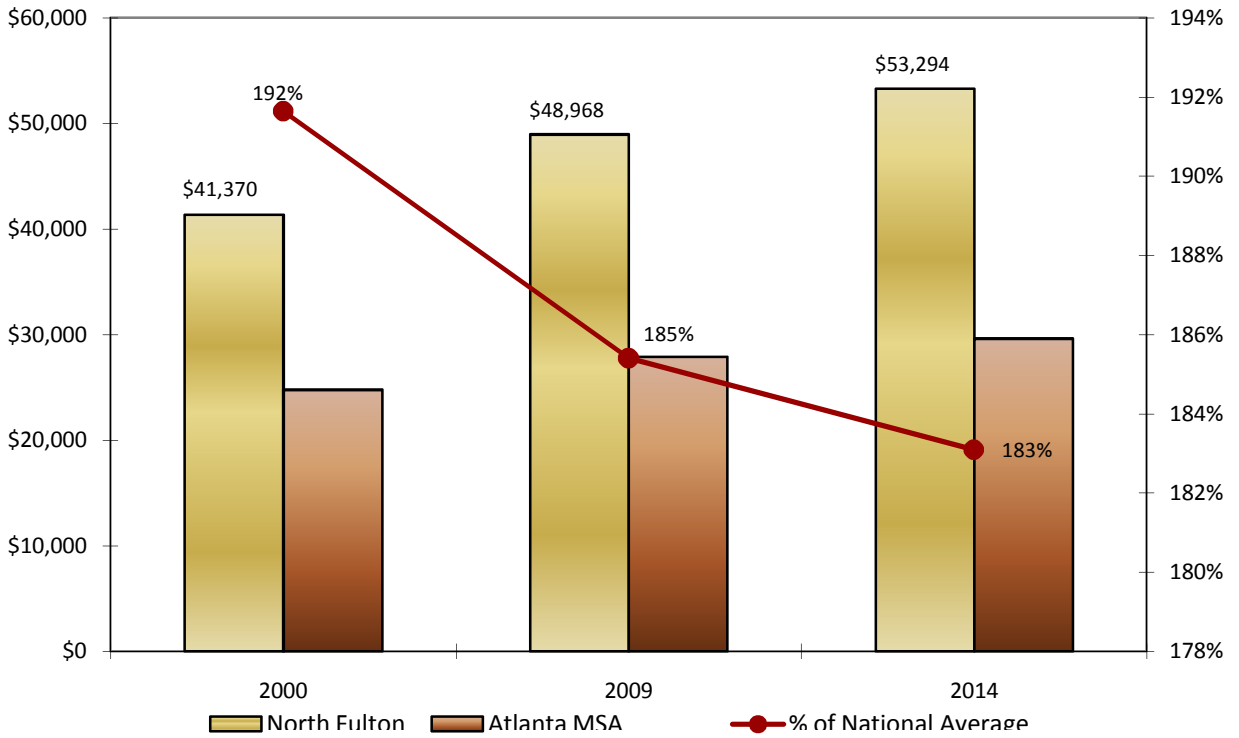
Source: US Census Bureau, Claritas

When considering the municipalities individually, the highest educational attainment levels are found in Johns Creek and Sandy Springs; both cities have more than 60% college graduates (approximately double the Atlanta MSA and national averages). Mountain Park has the lowest proportion of college graduates in North Fulton, but this proportion is still above the Atlanta MSA and national averages. Mountain Park also has the highest proportion of residents with less than a high school education in North Fulton, but this percentage is still well under the Atlanta MSA and national averages.

4.6.5 Income

As a measure of wealth generation, per capita income is one of the most informative economic indicators about the relative economic position of communities. The per capita income (PCI) in North Fulton is very high in comparison to the Atlanta MSA and national averages, as demonstrated in Figure 4-13. North Fulton's PCI is over $20,000 higher than both the MSA and national per capita incomes. North Fulton's per capita income has grown 18.4% since 2000; which is below the national growth rate, but above the MSA's rate of growth. Over the course of the next five years, North Fulton's per capita income is still projected to be well above both the MSA and national averages, though the relative share is expected to decline slightly.

Figure 4-13: Per Capita Income Trends



Source: US Census Bureau, Claritas, Market + Main, Inc.

Characteristics of the individual municipalities' 2007 per capita incomes are shown in Table 4-7. Every city in North Fulton reports a per capita income higher than both the Atlanta MSA ($27,898) and the nation ($26,410). The ranking of individual municipalities, from highest to lowest per capita income, is: Milton, Sandy Springs, Johns Creek, Alpharetta, Roswell, and Mountain Park. Only Mountain Park had an increase (36.6%) in their per capita income greater than the national average (22.3%) since 2000. While there were increases in per capita income in all the North Fulton cities between 2000 and 2009, the increases were not as significant since they were starting with above average per capita incomes.

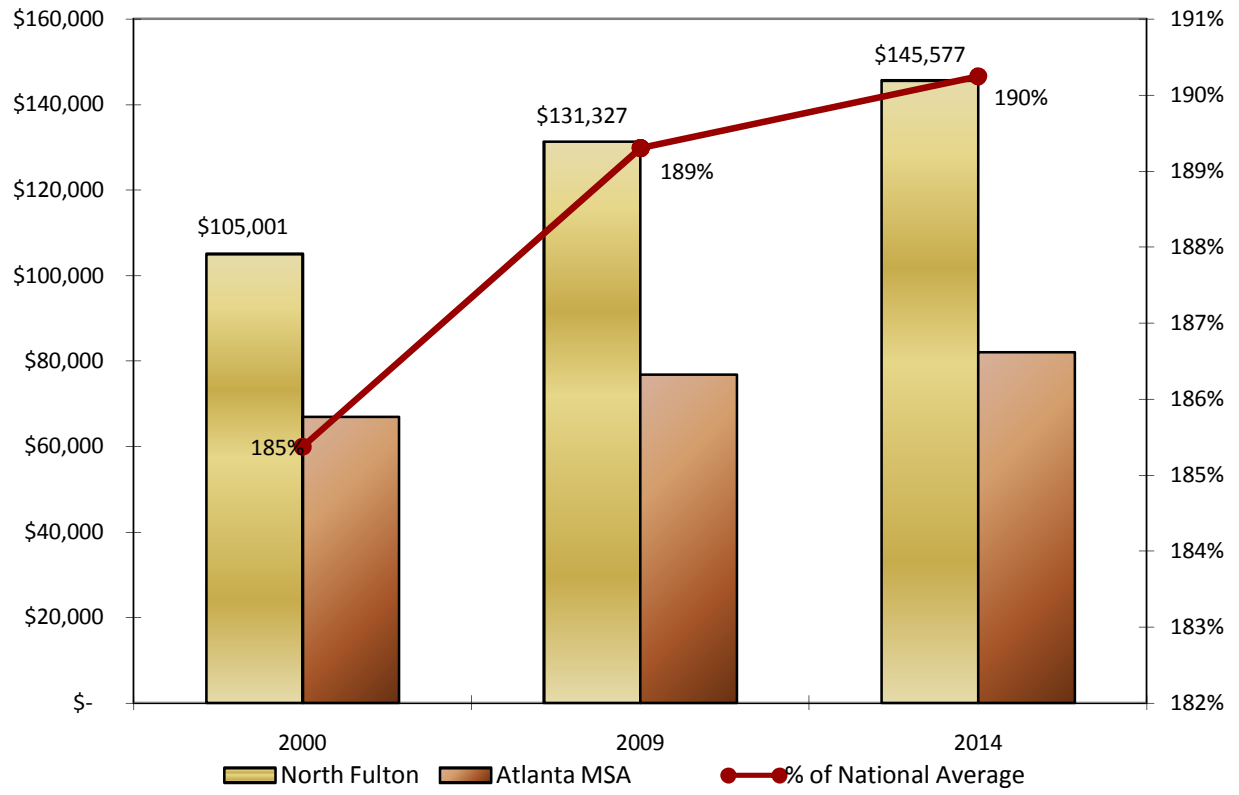
Table 4-7: Per Capita Income

	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
2009 Per Capita Income	$47,748	$51,668	$54,821	$40,026	$43,703	$52,386	$48,968
Change in PCI since 2000	21.9%	16.5%	19.9%	36.6%	20.6%	14.6%	18.4%
% of National Average	180.8%	195.6%	207.6%	151.6%	165.5%	198.4%	185.4%

Source: US Census Bureau, Claritas, Market + Main, Inc.

Furthermore, North Fulton's average household income is also the highest, in comparison to the Atlanta MSA and nation, as illustrated in Figure 4-14. The difference is about $62,000 in comparison to the nation and about $54,000 in comparison to the MSA. North Fulton's average household income has grown 25.1% since 2000; which is above both the Atlanta MSA and national growth rates. Over the course of the next five years, North Fulton's average household income is projected to be well above both the MSA and national averages.

Figure 4-14: Average Household Income Trends



Source: US Census Bureau, Claritas, Market + Main, Inc.

There are some differences in average household incomes by individual municipality, as seen in Table 4-8. Like per capita income, every city in North Fulton reports an average household income higher than both the Atlanta MSA ($76,784) and the nation ($69,376). The ranking of individual municipalities does differ from the PCI order; from highest to lowest average household income is: Johns Creek, Milton, Alpharetta, Roswell, Sandy Springs, and Mountain Park. The only city with an average household income below $100,000 is Mountain Park.

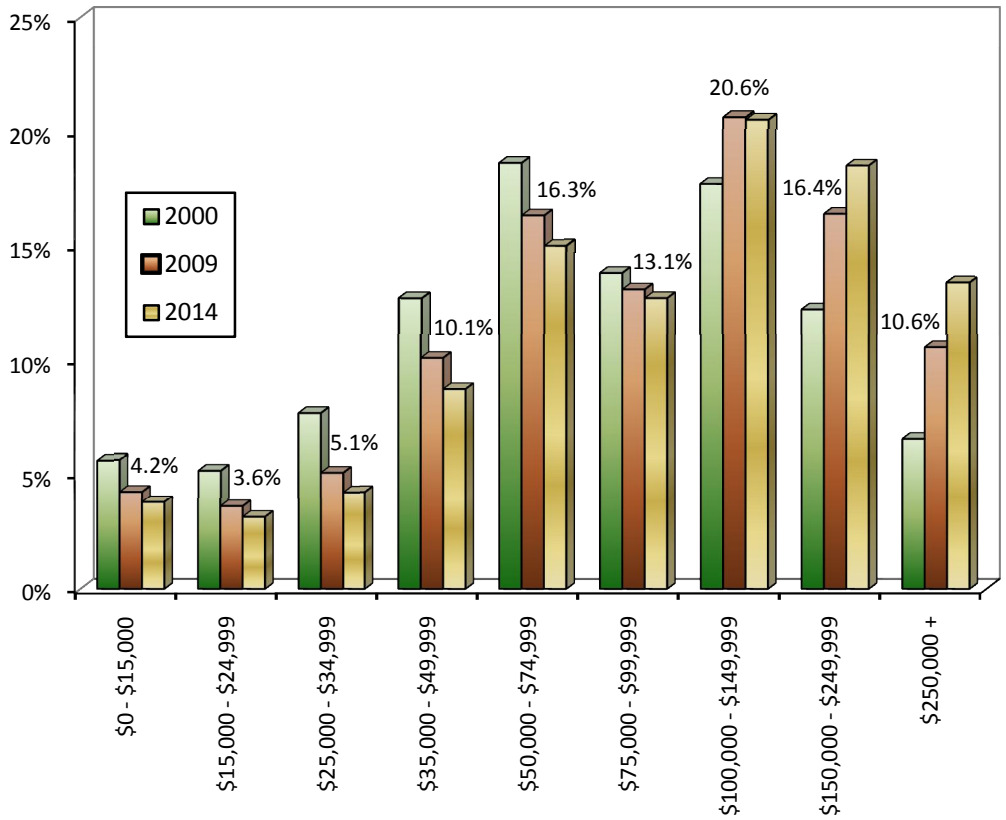
Table 4-8: Average Household Income

	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
2009 Average HH Income	$124,385	$164,422	$153,372	$93,724	$118,525	$117,802	$131,327
Change in Avg HH $ since 2000	25.2%	22.8%	24.1%	37.8%	25.8%	18.8%	25.1%
% of National Average	179.3%	237.0%	221.1%	135.1%	170.1%	169.8%	189.3%

Source: US Census Bureau, Claritas, Market + Main, Inc.

Figure 4-15 shows that almost half of North Fulton's households earn above $100,000, which is more than double both the Atlanta MSA (22.5%) and national (19.3%) proportion. Approximately eight percent of North Fulton's households earn less than $25,000 annually; this is just under half of the MSA proportion and one-third of the national proportion.

Figure 4-15: Household Income Trends



Source: US Census Bureau, Claritas

As is clearly demonstrated in Table 4-9, there is a high concentration in each municipality in households earning more than $100,000. In the Cities of Johns Creek and Milton, more than half of the households earn above $100,000, while in the cities of Sandy Springs and Mountain Park, that proportion is closer to one-third. The proportion of households earning more than $100,000 is 23% for the Atlanta MSA and 19% for the nation. At the other end of the income spectrum, Sandy Springs is the only city that has more than 10% of its households earning less than $25,000. The proportion of households earning less than $25,000 is 17% for the Atlanta MSA and 23% for the nation.

Table 4-9: Household Income Distribution

	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
Less than $15,000	4.3%	2.3%	3.1%	3.5%	4.1%	6.1%	4.2%
$15,000-$24,999	3.6%	1.5%	2.2%	4.9%	3.6%	5.7%	3.6%
$25,000-$34,999	5.2%	2.1%	3.9%	8.8%	6.2%	6.8%	5.1%
$35,000-$49,999	9.9%	4.6%	7.4%	15.1%	11.3%	14.2%	10.1%
$50,000-$74,999	18.3%	11.6%	12.3%	19.4%	17.6%	19.3%	16.3%
$75,000-$99,999	13.5%	12.7%	12.7%	18.3%	13.7%	12.3%	13.1%
Over $100,000	45.2%	65.4%	58.4%	29.9%	43.5%	35.6%	47.6%

Source: US Census Bureau, Claritas

4.6.6 Employment

The total daytime population, or employees, for North Fulton is about 273,160. This represents 10.1% of the total employment base in the Atlanta MSA. In terms of biggest employment base, the individual municipalities rank in the following order: Sandy Springs, Alpharetta, Roswell, Johns Creek, Milton, and Mountain Park, as shown in the following table.

There are approximately 19,775 businesses in North Fulton, demonstrating its role in the regional economy as a significant contributor, as detailed in Table 4-10. North Fulton constitutes nine percent of the Atlanta MSA's total businesses. The cities with the largest number of businesses, in rank order, are: Sandy Springs, Roswell, Alpharetta, Johns Creek, Milton, and Mountain Park.

Table 4-10: Daytime Population

	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
Employees	70,280	30,790	16,410	70	54,520	101,090	273,160
Businesses	4,260	2,180	1,230	15	5,290	6,800	19,775
Businesses w/ 20+ Employees	620	200	100	1	485	815	2,220

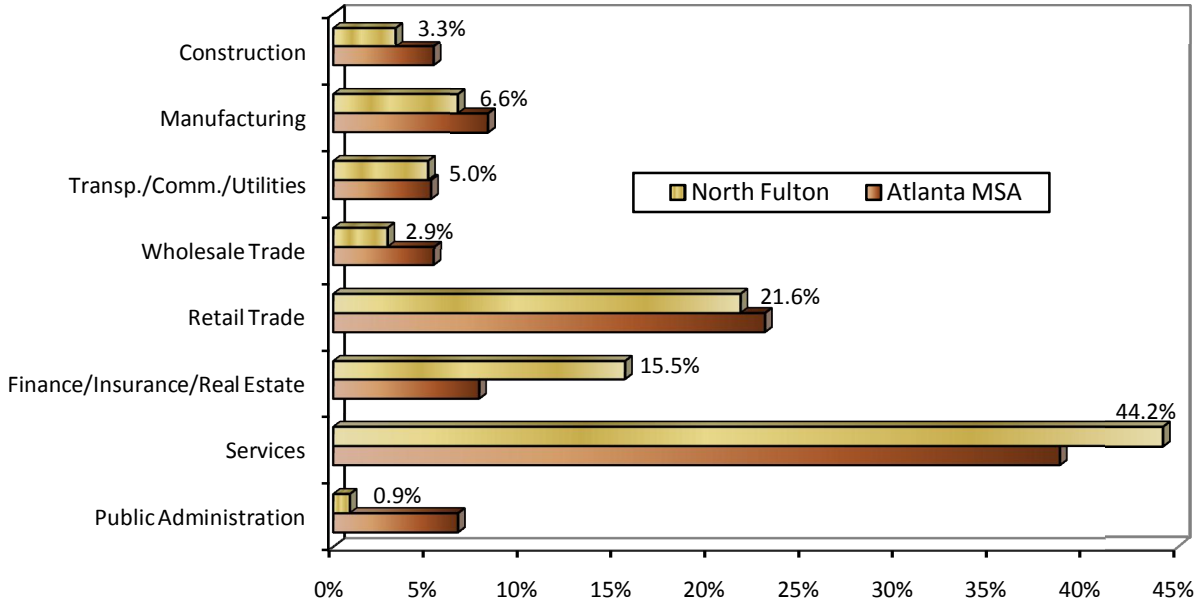
Source: US Bureau of Labor Statistics, Claritas

The order of largest employment base and largest number of businesses for the individual municipalities are almost identical, with Alpharetta and Roswell swapping places between second and third largest. The number of medium to large businesses follows the same proportions in each city as total businesses. What is immediately obvious when reviewing the data is that the bulk of

employment in North Fulton is constituted by small businesses, with 89% of businesses reporting fewer than 20 employees total.

In terms of sector employment, North Fulton's largest employment sectors are Services, Retail Trade, and Finance, Insurance, and Real Estate (FIRE) as shown in Figure 4-16. In comparison, the top three industry sectors, in terms of employment, for the Atlanta MSA are Services, Retail Trade, and Manufacturing. The Finance, Insurance, and Real Estate (FIRE) sector is much larger in North Fulton than in the MSA. In North Fulton, the FIRE sector accounts for about 16%, approximately twice the MSA's proportion. Other notable differences between North Fulton and the Atlanta MSA are in the Construction, Wholesale Trade, and Public Administration sectors; with North Fulton's Construction and Wholesale Trade proportions at about half the MSA's and North Fulton's Public Administration proportion at just a fraction of the MSA's.

Figure 4-16: Employment Sectors



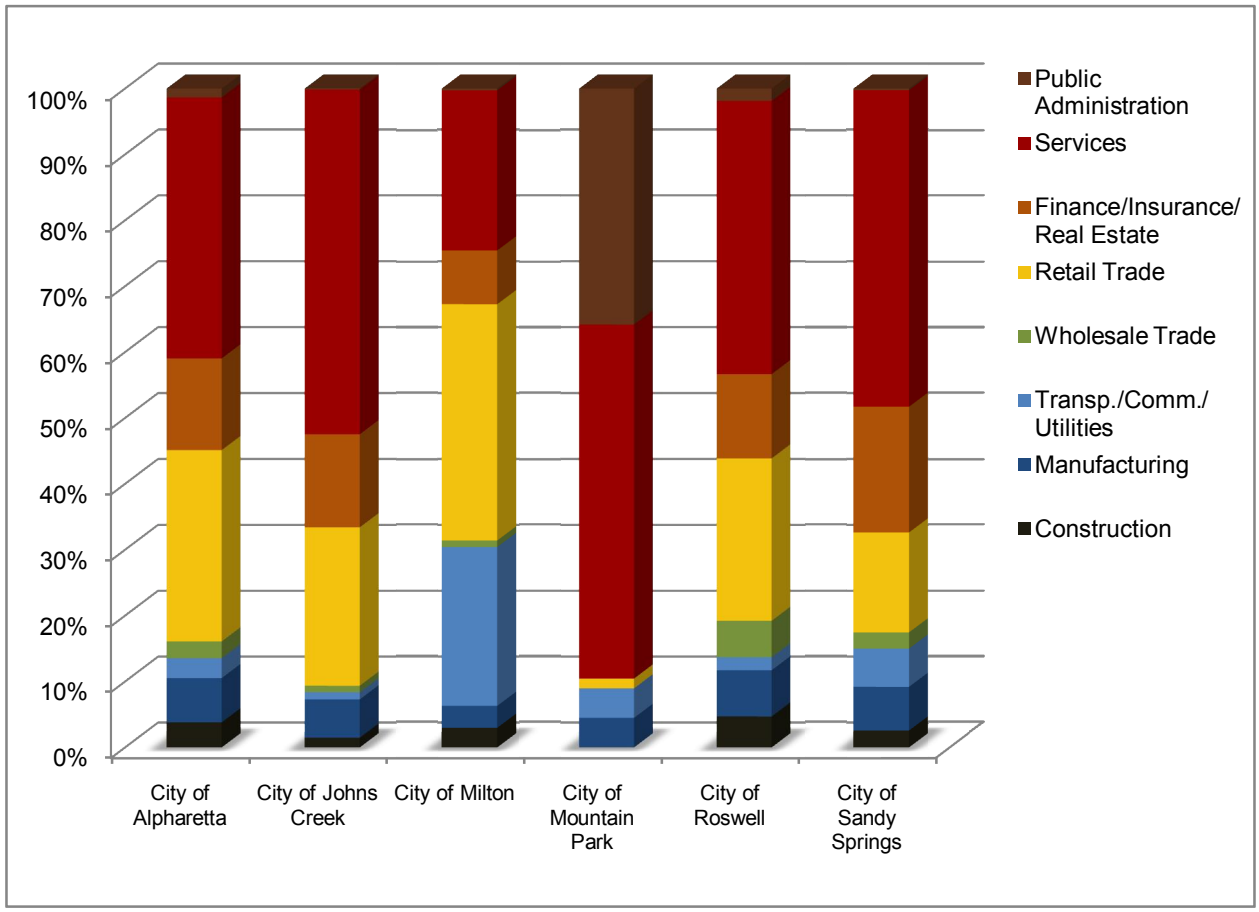
Source: US Bureau of Economic Analysis, Claritas

Within North Fulton, there are significant differences in employment composition between individual municipalities, as shown in Figure 4-17. Following are the listings of the three largest employment sectors for each city:

- City of Alpharetta: Services (39%), Retail Trade (29%), Finance, Insurance, and Real Estate (14%)
- City of Johns Creek: Services (52%), Retail Trade (24%), Finance, Insurance, and Real Estate (14%)
- City of Milton: Retail Trade (35%), Services (24%), Transportation, Communications, and Utilities (23%)

- City of Mountain Park: Services (51%), Public Administration (34%) (only two sectors listed because all other sectors are less than five percent each)
- City of Roswell: Services (41%), Retail Trade (24%), Finance, Insurance, and Real Estate (13%)
- City of Sandy Springs: Services (48%), Finance, Insurance, and Real Estate (19%), Retail Trade (15%)

Figure 4-17: Employment Sector Comparison



Source: US Bureau of Economic Analysis, Claritas

Services and Retail Trade are strong employment sectors in each municipality, which does mirror the Atlanta MSA and national trends. The significant presence of the Finance, Insurance, and Real Estate sector is an unusual characteristic of North Fulton. The proportions seen in the individual cities are above the average proportions for the Atlanta MSA and the nation. It is worth specifically noting that the concentrations in Mountain Park seem immense by percent, because there is such a small base of employment (in terms of absolute numbers). This is obviously a unique circumstance.

4.6.7 Households

As would be expected, the household change trends, highlighted in Table 4-11, are similar to the findings for the population change trends. North Fulton increased both its population and households by approximately 18% between 2000 and 2009. North Fulton is expected to grow its households by eight percent over the next five years; just below its population growth rate of approximately 10%. This projected rate is below the Atlanta MSA (12.5%) but above the nation (5.2%).

Table 4-11: Household Change Trends

	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
2000	13,843	20,444	6,059	232	30,304	39,220	110,102
2009 (Est.)	**23,020**	**23,560**	**12,900**	**240**	**31,370**	**39,030**	**130,120**
2014 (Proj.)	25,860	26,270	15,890	270	33,240	39,240	140,770
			Pop. Change				
2000-2009	66.3%	15.2%	112.9%	3.4%	3.5%	-0.5%	18.2%
2009-2014	12.3%	11.5%	23.2%	12.5%	6.0%	0.5%	8.2%

Source: US Census Bureau, Claritas, Market + Main, Inc.
Note: 2009 ARC Small-Area Estimates not available at time of draft production.

Within North Fulton, the household distribution varies among the established and new municipalities, but slightly differently than the population distribution. Sandy Springs (30%) accounts for almost one-third of North Fulton's households. Roswell (24%) comprises close to one-quarter of North Fulton's households. Johns Creek and Alpharetta are both close in proportionate size, with 18% of North Fulton's households. Milton comprises 10% of North Fulton's households. Mountain Park contains less than one-half percent of North Fulton's total households.

4.6.8 Housing

Household size in North Fulton (2.68) is slightly above the national average (2.59) and below the Atlanta MSA average (2.73). There are fewer single-person households in North Fulton (23.6%) in comparison to the national average (26.1%), but slightly more in comparison to the MSA average (22.4%). This is worth noting, as many times it can be an indicator of the young professional population. The average household size and proportion of single-family households indicate that North Fulton is comprised primarily of families. North Fulton is on par with the Atlanta MSA and national averages for owner-occupied housing units, with 67% owner-occupied housing units and 33% renter-occupied housing units.

4.6.9 Key Socioeconomic Findings

When considering North Fulton as a whole, it has experienced moderate growth over the last decade, and this type of growth is expected to continue. The recent and projected population and household growth rates for North Fulton are below the Atlanta MSA,[22] which has experienced phenomenal growth, but still greater than the national rate of growth.

North Fulton is about average compared to the MSA and national averages when making the relative comparisons for age structure. However, there are expected declines in the age groups between 25 and 44 years of age, while the biggest growth is expected in the age groupings over 60 years of age.

North Fulton's income levels are incredibly high. Both per capita income and average household income are remarkably higher than the Atlanta MSA and national averages, and are expected to continue to be so. Household income levels are also well above the MSA and national averages. Well over half of North Fulton's households earn above $100,000 annually.

The educational attainment levels are very high in North Fulton. North Fulton has a much smaller than average proportion with less than high school education and a relatively low proportion of high school graduates. These statistics are easily explained by the incredibly high attainment levels of college degrees, at over twice the national average.

Even though North Fulton has more residents than jobs, it is a significant employment center in metro Atlanta. The jobs-to-housing ratio is 0.83, which means there are more residents in North Fulton than employees. However, this is a strong jobs-to-housing ratio, particularly in metro Atlanta, where many areas have less than half the jobs than they do residents. North Fulton's strong role in the metro economy is easy to see when comparing its proportion of the Atlanta MSA's population (6%) versus its employment (10%).

There is an above average concentration of the Finance, Insurance and Real Estate industry in North Fulton. Services and Retail Trade are also strong employment sectors, which does mirror the Atlanta MSA economic composition.

[22] The Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA) is made up of 28 counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

4.7 Preliminary Market Overview

4.7.1 Residential Market

Metro Overview

The current national recession began with the housing sector. While the overheated markets of the West coast, the Northeast, and Florida were the first to feel the effects of the downturn, the market meltdown has now reached every region of the nation. Like the rest of the country, housing sales and values in metro Atlanta have seen historic lows, following a period of historic gains over the past decade. Across the metro area, a major housing crash has occurred. While the number of closings are down substantially, records are being set for expired and withdrawn sales listings, and the number of days on the market is the highest since 1998, some recent statistics are showing early, minor indications of the decline taking a turn for the better.

One key indicator many experts follow is Standard & Poor's Case-Shiller home price index. Atlanta home prices increased from June to July 2009 by 2.3% and then increased again between July and August 2009, by one percent. Home prices are still 10.6% lower year-over-year for August, but these small increases could be an early signal that the market has hit bottom. At a minimum, the relative rate of decline seems to be showing improvement. The first-time homebuyer credit is being cited as boosting sales; however there is some speculation that demand might decline after the extension into April 2010. A noted economist said, "Our view is that home prices will drop another five percent from current level, and will hit bottom in 2010."[23]

While metro Atlanta was not considered to be one of the residential markets with the most dramatic run-up in prices, it has, nevertheless, been greatly impacted by the current downturn. Because the metro area had been growing rapidly for years, the residential construction industry was a large part of the local economy. As demand for housing softened, the industry was not able to pull back quickly enough on providing new supply. The result has been a glut of unsold new homes across the metro area.

According to the National Association of Realtors, the median sales price for an existing single-family home in the Atlanta MSA was $149,500 for 2008. This figure represents a decline of 13% over the 2007 median sales price of $172,000. For the nation as a whole, the decline was 9.5%. Over the course of 2009, the median sales price has dropped to $121,400, a 19% decrease.

The historically low interest rates and creative financing offers of the past several years converted many renters into first-time homebuyers. As the for-sale housing market hits all-time lows, the mortgage industry reorganizes, and the economy stagnates, more renters are emerging (both by choice and by necessity), creating a higher demand for rental housing.

[23] Source: "*Case-Shiller: ATL home prices rise again.*" Atlanta Business Chronicle, October 27, 2009.

Yet, the rental apartment market in metro Atlanta is also struggling. Multi-Housing News cites the following statistics: "At the end of 2008, average occupancy in all garden apartments in the 11-county market area was 88.6%, down 250 basis points from 91.1% at the end of 2007. During 2008, construction started on 5,922 units, down from 11,321 units started during 2007. The fundamentals of the apartment market will very likely not start a positive turn before late 2010 or mid-2011."[24]

Submarket Characteristics[25]

Fulton County

While there are significant differences between the southern and northern portions of Fulton County, it is still valuable to review the county as a whole. Considering both sales activity and pricing together for Fulton County, resale prices have declined more, but the number of sales have decreased less. New home sale prices decreased slightly, but the actual number of sales decreased markedly. Neither is a completely positive scenario.

Between 2007 and 2008, there was a decline of about 20% in the number of housing units sold in Fulton County (similar to activity levels seen in 2003); the boom in sales activity for Fulton County seems to have been concentrated in 2005 and 2006. The split between new home sales and existing home resales has historically been weighted towards existing home resales, with about 60% to 65% of the market share in Fulton County. However, in 2008, the resale activity accounted for approximately 75% of the market activity for Fulton County. Between 2007 and 2008, there was a seven percent decrease in resale activity, while new home sale activity fell by 45%.

The median home sales price in Fulton County in 2008 was $176,910; this is a 19% decrease from 2007 and is the lowest in the past five years. The resale prices of existing homes have been hit harder than the new home sale prices. Resale prices declined by 26% between 2007 and 2008, while new sale prices decreased by two percent. The highs in resale prices were between 2003 and 2005, whereas new home sale price highs were in 2007 and 2008.

North Fulton

There were 20,570 housing units sold in 2008 in the North Fulton residential market.[26] There was a 22% decline in total housing units sold between 2007 and 2008 in North Fulton. Resales decreased by 12% and new home sales fell by 45% during this timeframe. Of total sales activity, new home sales constituted approximately 22% of the market activity.

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[24] Source: "Q&A with Dale Henson: Fundamentals of Apartment Market Will Likely Start Positive Turn by Late 2010 or Mid-2011." Multi-Housing News, March 12, 2009.

[25] Source: SmartNumbers.

[26] North Fulton is constituted by nine zip codes for purposes of understanding residential market activity. The following zip codes are included: 30004, 30005, 30009, 30022, 30075, 30076, 30097, 30328, and 30350. The residential market area does not follow the exact municipal boundaries of the six cities included in this study.

In terms of sales pricing, North Fulton's median sales prices declined by six percent from 2007 to 2008, to $268,870. Median resale ($343,510) price declined by seven percent and new home sale ($257,630) price decreased by six percent in this same time period.

The decreases in North Fulton's home sales activity are similar to those seen in Fulton County. North Fulton's median sales prices are well above those seen for all of Fulton County. Further, the declines in sales prices in North Fulton are not nearly as dramatic as those experienced in Fulton County as a whole.

4.7.2 Retail Market

Metro Overview

Just as the rest of the nation, metro Atlanta's retail market is suffering under pressure from the current recession. Since much of the performance of the retail market is heavily dependent on consumer confidence and the economy as a whole, it is not surprising that retail forecasts for the foreseeable future are very discouraging. There are certainly many reasons that industry experts are expecting consumer spending and retail leasing activity to continue to be depressed, such as foreclosures, high debt levels, and job losses, among others.

Obviously, the retail market's success is directly related to the ability and willingness of the consumer to spend. During a recession, the reduction in wages through job losses has a direct negative impact on the consumer's ability to make purchases. Also, the loss of wealth caused by decreasing home and retirement portfolio values will often cause those who still have expendable income to cut back on unnecessary purchases out of fear of future losses. The current recession also has negative elements that are somewhat unique when compared to other economic downturns, namely the tightening of credit. This affects sales directly, because many consumers have had their available consumer credit lines decreased by financial institutions. Additionally, many retailers rely on the credit markets for short term loans to pay for merchandise and long-term loans to open new stores.

Perhaps of most impact on the retail market from this recession is what experts are terming as a "reset," meaning a recalibration of personal, corporate, and civic values. Part of this "reset" includes an increase in the personal savings rate and also a rethinking of the meaning of the value in the goods and services we consume. This "reset" will likely have long-term consequences for retailers, developers, investors, and consumers that will remain long after the recession comes to an end, according to Grubb & Ellis.

Looking at the metro area as a whole, the Atlanta retail market currently consists of 15,920 buildings with approximately 298.1 million square feet of space. The total retail space in metro Atlanta can be divided into five categories: General Retail (35.8%); Mall (8.8%); Power Center (7.9%); Shopping Centers (46.2%); and Specialty Centers (1.4%). There is a total of 32.0 million square feet of retail space vacant in the market (a vacancy rate of 10.7%). Rental rates are being

quoted at an average of $15.17 per square foot. During the first three quarters of 2009, there was a total of 3.3 million square feet of retail space delivered. However, there is a year-to-date negative net absorption of -2.3 million square feet. There was approximately 610,000 square feet still under construction at the end of the quarter.

Submarket Characteristics[27]

North Fulton is primarily located within the GA-400 retail market cluster, which includes the Cumming/Forsyth County, Dawson County, and Roswell/Alpharetta submarkets. The GA-400 retail market cluster accounts for approximately 10.6% of the metro Atlanta retail market, with a total of 1,554 shopping centers comprising approximately 31.7 million square feet of retail space. The vacancy rate (12.2%) is above the metro average. The average rent per square foot is above the metro average, at $17.18. Approximately 167,800 square feet have been delivered in this market cluster this year, with another 14,250 square feet under construction currently, according to CoStar. However, the year-to-date net absorption is negative for the GA-400 retail market cluster, at -724,000 square feet.

In the GA-400 retail market cluster, rental rates had been making a steady increase since second quarter of 2006, but the peak in average rental rates was seen in fourth quarter of 2008. Average rental rates have been steadily declining since first quarter of this year. Vacancy rates in the GA-400 retail market cluster had been slowly creeping up since first quarter of 2007, with significant increases since first quarter of this year. The peak for retail construction in this market cluster seems to have been during 2007, when approximately five million square feet was constructed over the course of that year.

In terms of individual submarkets, North Fulton, as defined in this study, is located within the Roswell/Alpharetta retail submarket. Since Sandy Springs is included in the definition for this study, it means that Sandy Springs/North Central is also a relevant retail submarket to review.

The Roswell/Alpharetta retail submarket has a total of 1,043 shopping centers, reflecting approximately 21.2 million square feet of retail space. The vacancy rate is 12.9%, which is above the metro average. The average rental rate is above the metro average, at $17.14 per square foot. Approximately 17,350 square feet have been delivered in this submarket this year, with no retail space under construction currently, according to CoStar. The year-to-date net absorption is negative for the Roswell/Alpharetta retail submarket, at -693,350 square feet.

The Sandy Springs/North Central retail submarket has a total of 493 shopping centers, reflecting approximately 11.1 million square feet of retail space. The vacancy rate is 10.5%, which is on par with the metro average. The average rental rate is above the metro average, at $18.30 per square foot. Approximately 176,200 square feet have been delivered in this submarket this year, with no

[27] Source: *The Retail Report: Atlanta Retail Market*, CoStar Group, Third Quarter 2009.

retail space under construction currently, according to CoStar. The year-to-date net absorption is negative for the Sandy Springs/North Central retail submarket, at -183,500 square feet.

4.7.3 Office Market

Metro Overview

Metro Atlanta's office market is directly dependent on job growth, and the metro area has lost more than 170,000 jobs since the start of the recession. The result has been a difficult office market with declining rental rates, rising vacancies, and short-term renewals and extensions instead of long-term leases. Job losses have continued throughout 2009, which is leading to a further deterioration in the office sector. Between vacancies and subleases, nearly one-quarter of the total office space inventory in metro Atlanta is available. Further, the office space occupancy growth is now expected to lag the larger economic recovery, with prolonged elevated vacancy levels through the first half of 2010, according to Grubb & Ellis.

Despite early and small signs of improvement in the economy, office space has yet to see positive momentum return to the marketplace. Companies continue to "play defense" by downsizing and consolidating operations. However, once national economic conditions improve, Atlanta's strong population growth and history of job creation should lead to a rebound in the office market. Until this happens, though, office tenants in metro Atlanta will maintain leverage in dealings with landlords, according to Grubb & Ellis.

The metro Atlanta office market has 11,426 buildings, comprising approximately 271.1 million square feet. The total office space in metro Atlanta can be classified into three categories: Class A (40.3%), Class B (43.3%), and Class C (16.4%). There is a total of 45.2 million square feet of office space vacant in the market, with the vacancy rate currently sitting at 16.7%. Rental rates are being quoted at an average of $19.21 per square foot. During the first three quarters of 2009, there was a total of 2.7 million square feet of office space delivered. However, there is a year-to-date negative net absorption of -2.3 million square feet.

Submarket Characteristics[28]

North Fulton is primarily located within the North Fulton office market cluster, which includes the Dawson County and North Fulton/Forsyth County submarkets. The North Fulton office market cluster accounts for approximately 12.9% of the metro Atlanta office market, with a total of 1,621 buildings reflecting approximately 34.9 million square feet of office space. The vacancy rate (17.2%) is slightly above the metro average. The average rent per square foot is below the metro average, at $18.10. Approximately 181,200 square feet have been delivered in this market cluster this year, with another 29,500 square feet under construction currently, according to CoStar.

[28] Source: *The Office Report: Atlanta Office Market*, CoStar Group, Third Quarter 2009.

However, the year-to-date net absorption is negative for the North Fulton office market cluster, at -530,550 square feet.

In the North Fulton office market cluster, rental rates have been making a slow but steady increase since first quarter of 2006. The peak in average rental rates was seen in the third quarter of 2008; since then, slight declines have been reported each quarter, with a decrease totaling approximately $0.80 over the last year. Vacancy rates in the North Fulton office market cluster have been increasing since fourth quarter of 2006, with steady and notable increases since fourth quarter of 2008. The peak for office construction in this market cluster seems to have been between third quarter 2007 and second quarter 2008, when approximately five million square feet was constructed.

In terms of individual submarkets, North Fulton, as defined in this study, is located within the North Fulton/Forsyth County office submarket. Since Sandy Springs is included in the definition for this study, it means that Central Perimeter is also a relevant office submarket to review as well.

The North Fulton/Forsyth County office submarket has 1,599 buildings, comprising about 34.6 million square feet. The vacancy rate is 17.3%, which is slightly above the metro average. The average rental rate ($18.09 per square foot) is slightly below the metro average. Approximately 181,200 square feet have been delivered in this submarket this year, with another 29,500 square feet under construction currently, according to CoStar. However, the year-to-date net absorption is negative for the North Fulton/Forsyth County office submarket, at -542,400 square feet.

The Central Perimeter office submarket has 702 buildings, comprising about 32.8 million square feet. The vacancy rate is 18.4%, which is above the metro average. The average rental rate ($20.53 per square foot) is above the metro average. No office space has been delivered this year, nor is any office space under construction currently in this submarket, according to CoStar. The year-to-date net absorption is negative for the Central Perimeter office submarket, at -529,850 square feet.

4.7.4 Industrial Market

Metro Overview

As is well-known, Atlanta has many characteristics that have made it the southeastern hub for transportation, distribution and logistics, such as interstate highways, heavy rail lines, and the world's busiest airport. However, industrial space demand in metro Atlanta has historically been driven by retail, logistics and global trade activity, which means industrial space has been doubly hit here by the ailing retail conditions and reduced imports. Demand has dropped substantially for distribution and warehouse space because industries are reducing inventory and consolidating facilities, due in large part to the housing and construction related manufacturing and supply companies located in the metro area, according to Grubb & Ellis.

Many companies are opting out of short-term and month-to-month leases, and there is a significant amount of available sublease space in the metro Atlanta market. Because of the difficulty obtaining

financing, new construction activity on industrial space has all but stopped. However, "signs of life" are starting to show as manufacturing output turned positive, signaling growth for the first time in nineteen months. The metro area has the infrastructure and a competitive cost structure that will allow its industrial market to begin to grow and attract new operations once economic conditions improve, according to Grubb & Ellis.

The metro Atlanta industrial market has 12,796 buildings and approximately 612.2 million square feet of space. There is a total of 77.9 million square feet of industrial space vacant in the market (with the vacancy rate of 12.7%). The total industrial space in metro Atlanta can be split into two dominant sub-types: Flex[29] (9.7%) and Warehouse (90.3%).[30] Rental rates are being quoted at an average of $4.21 per square foot. During the first three quarters of 2009, there was a total of 1.8 million square feet of industrial space delivered. However, the year-to-date negative net absorption of -4.4 million square feet; this means that the 1.8 million square feet delivered this year came onto a market with immense vacancies already and increased the total vacancy.

Submarket Characteristics[31]

North Fulton is primarily located within the North Central Atlanta industrial market cluster, which includes the Central Perimeter, Dawson County and North Fulton/Forsyth County submarkets. The North Central Atlanta industrial market cluster accounts for approximately 4.6% of the metro Atlanta industrial market, with a total of 991 buildings, reflecting approximately 28.2 million square feet of industrial space. The vacancy rate is (13.8%) slightly above the metro average. The average rent per square foot ($6.58) is well above the metro average. Approximately 42,950 square feet have been delivered in this market cluster this year, with no industrial space under construction currently, according to CoStar. However, the year-to-date net absorption is negative for the North Central Atlanta industrial market cluster, at -283,400 square feet.

In the North Central Atlanta industrial market cluster, rental rates fluctuated over the course of 2006 and 2007, to arrive at a peak in the third quarter of 2007. Since the end of 2007, average rental rates have been declining, with a significant drop since the second quarter of 2009 in particular. Vacancy rates in the North Central Atlanta industrial market cluster had fluctuations in both 2006 and 2007, and have been steadily rising since second quarter 2008. There was notable industrial construction in this market cluster during 2006 and again in 2008, but not significant in terms of the greater metro market.

[29] Flex space can be considered a hybrid office/industrial building. CoStar defines flex space as: "A type of building designed to be versatile, which may be used in combination with office (corporate headquarters), research and development, quasi-retail sales, and including but not limited to industrial, warehouse, and distribution uses."

[30] Source: *The Industrial Report: Atlanta Industrial Market*, CoStar Group, Third Quarter 2009.

[31] Source: *The Industrial Report: Atlanta Industrial Market*, CoStar Group, Third Quarter 2009.

In terms of individual submarkets, North Fulton, as defined in this study, is located within the North Fulton/Forsyth County industrial submarket. Since Sandy Springs is included in the definition for this study, it means that Central Perimeter is also a relevant industrial submarket to review as well.

The North Fulton/Forsyth County industrial submarket has 941 buildings, comprising about 27.0 million square feet. The vacancy rate is 14.1%, which is above the metro average. The average rental rate ($6.56 per square foot) is above the metro average. Approximately 42,950 square feet have been delivered in this submarket this year, with no industrial space under construction currently, according to CoStar. However, the year-to-date net absorption is negative for the North Fulton/Forsyth County industrial submarket, at -297,200 square feet.

The Central Perimeter industrial submarket has 37 buildings, comprising about 982,900 square feet. The vacancy rate is 6.9%, which is well below the metro average. The average rental rate is well above the metro average, at $8.29 per square foot. No industrial space has been delivered this year, nor is any industrial space under construction currently in this submarket, according to CoStar. The year-to-date net absorption for the Central Perimeter industrial submarket is 9,400 square feet.

5.0 TRANSPORTATION INVENTORY

Roadway characteristics, roadway operations, pedestrian and bicycle facilities and operation, and transit facilities and service within the North Fulton County road system were identified as part of the transportation inventory process.

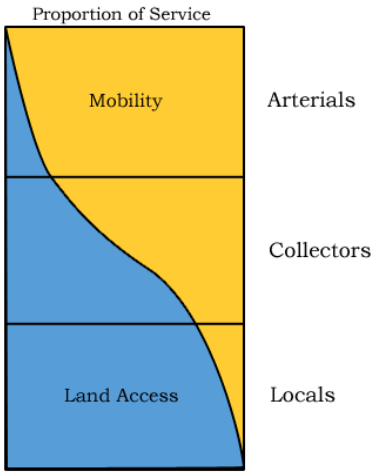
5.1 Roadway Characteristics

5.1.1 Functional Classification

The classification of streets into several "functional" categories aids in communication about the transportation system among policy makers, planners, engineers, and citizens. The functional classification system groups streets according to the land use served and provides a general designation of the type of traffic each street is intended to serve. The roadway functional classification system primarily defines the street in terms of roadway design and character, as well as operational features for the movement of vehicles.

Two major considerations for distinguishing arterials from neighborhood streets are access and mobility. The primary function of local or neighborhood streets is to provide a high level of access. These streets are intended to serve localized areas or neighborhoods (i.e. low speeds, low volumes, shorter distances), including local commercial and mixed-use land uses and are not intended for use by large volumes of through traffic. The primary function of arterials is to provide a high level of mobility. Limiting access points (e.g. at-grade intersections and driveways) on arterials enhances mobility. Conversely, increased mobility at high speeds can restrict access by pedestrians and bicyclists. The arterial is designed with the intent to carry more traffic than is generated within its corridor (i.e. higher speeds, higher volumes, longer distances). Figure 5-1 shows the relationship between a roadway's access versus mobility.

Figure 5-1: Access Versus Mobility



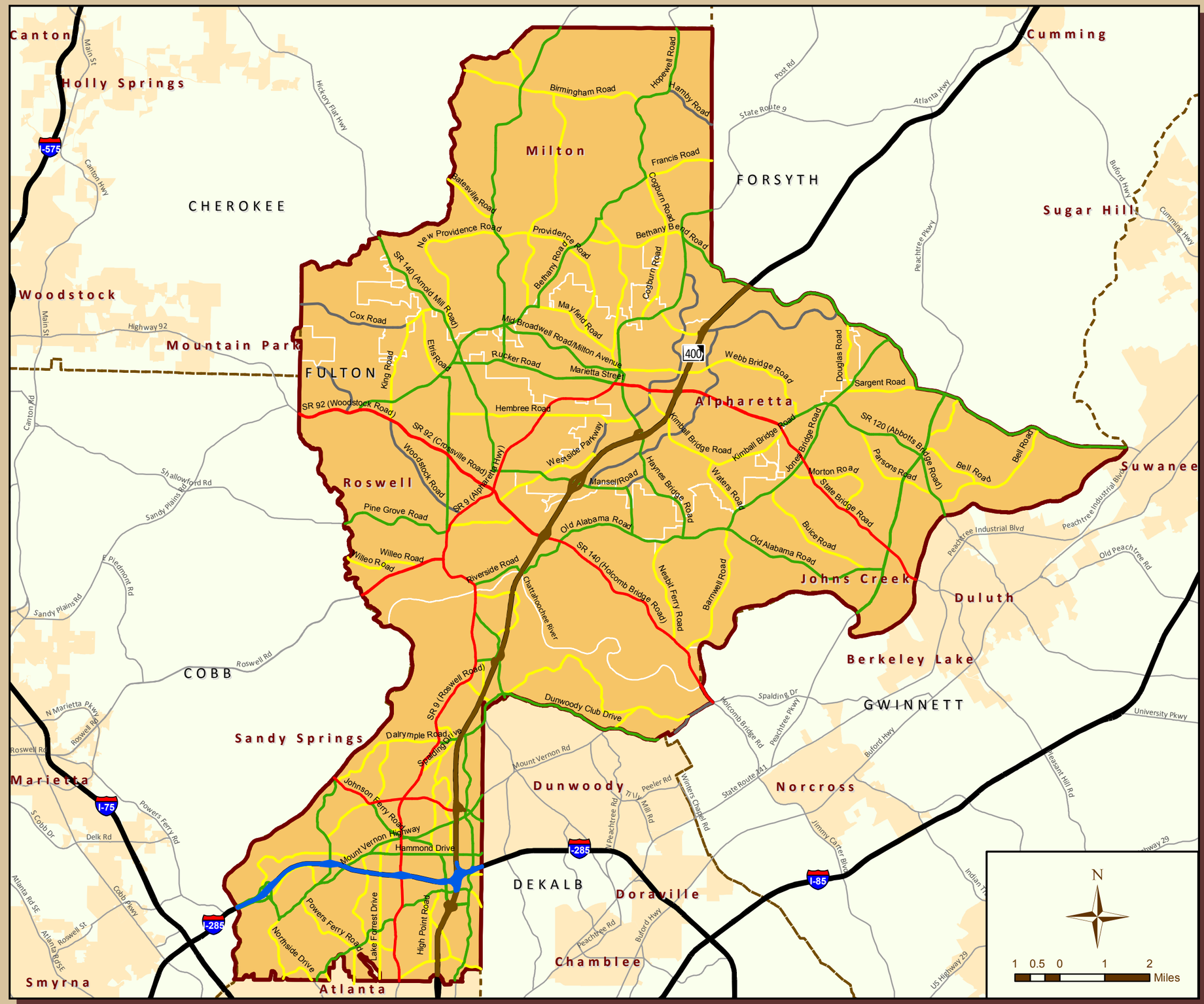
The existing public street network in North Fulton County is divided into Interstates, Freeways, Principal Arterials, Minor Arterials, Collectors, and Local roadways.

Figure 5-2 illustrates the functional classifications for the roadways considered within the study network of the North Fulton CTP. Due to the large extent of the geographical area this plan considers, there are many other local roadways within North Fulton County that are not specifically addressed in this study.

Interstates and freeways provide the most mobility and least access (since access is only available at grade-separated interchanges). These facilities typically serve longer distance travel and support regional mobility. The Georgia Department of Transportation funds improvements and maintenance along these facilities. I-285 is the only interstate located within North Fulton County, and GA-400 is the only freeway located within North Fulton County.

Principal arterials serve medium to longer distance travel and typically connect minor arterials and collector streets to interstates and freeways. These facilities should have tightly controlled access and few, if any, individual site driveways. Generally, roadway improvements and maintenance on principal arterials are funded by local governments or the Georgia Department of Transportation. Principal arterials within North Fulton County include Roswell Road/Alpharetta Highway (SR 9), Marietta Highway (SR 120), Old Milton Parkway (SR 120), Woodstock Road/Crossville Road (SR 92), Holcomb Bridge Road (SR 140), State Bridge Road, Johnson Ferry Road, and Abernathy Road.

Minor arterials primarily serve a mobility function but often have more closely spaced intersections, more individual site driveways, and generally lower posted speeds compared to principal arterials. The minor arterial network is primarily intended to serve travel within the local area. These roadways connect to other minor arterials, to principal arterials, and to collector streets. Minor arterials provide a higher level of access to adjacent land uses than principal arterials and typically have lower traffic volumes. For the most part, minor arterials are maintained by the local government, but the cost of improvement may be the responsibility of the Georgia Department of Transportation or the local government. In general, most minor arterials have four-lane or six-lane cross sections with left-turn lanes at intersections and major driveways. Minor arterials within North Fulton County include McGinnis Ferry Road, Old Alabama Road, Peachtree-Dunwoody Road, Mount Vernon Highway, Houze Road/Arnold Mill Road (SR 140), Birmingham Highway (SR 372), Medlock Bridge Road (SR 141), Jones Bridge Road, Mansell Road, Abbotts Bridge Road, and Haynes Bridge Road.



North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Study Network

GDOT Functional Classification

- Local
- Collector
- Minor Arterial
- Principal Arterial
- Freeway
- Interstate
- Other Major Roads
- Expressways
- Counties
- North Fulton Study Area
- Other Cities

Source: Georgia Department of Transportation

Figure 5-2
Functional Classification

Collectors typically provide less overall mobility, operate at lower speeds, have more frequent and greater access flexibility with adjacent land uses, and serve shorter distance travel than arterials. Collectors provide critical connections in the roadway network by bridging the gap between arterials and local roadways. Thus, the majority of collector streets connect with one another, with local streets, and with non-freeway arterials. The primary purpose of the collector street system is to collect traffic from neighborhoods and distribute to the system of principal and minor arterials throughout an area. In general, most collector streets have two-lane or four-lane cross sections and often have exclusive left-turn lanes at intersections with major and minor arterials and less frequently at intersections with other collector streets and driveways. Collector streets are rarely constructed and funded by the Georgia Department of Transportation. Responsibility for collector streets is usually that of the local government and the development community for funding, design, construction, and maintenance. Collector streets within North Fulton County include Academy Street/Webb Bridge Road, Windsor Parkway, Lake Forrest Drive, Dalrymple Road, Freemanville Road, Cogburn Road, and Providence Road.

Local facilities provide the most access and the least amount of mobility. These facilities typically connect to one another or to other collector streets, and provide a high level of access to adjacent land uses and frequent driveways. Local roadways typically serve short distances and have low posted speed limits. Most roadways within North Fulton County are classified as locals, including North Point Parkway and Windward Parkway (east of State Route 400). Only a few roadways classified as local were include in this plan's study network. Those included were selected because they serve a more regional purpose than a typically local roadway.

5.1.2 Number of Lanes

The primary characteristic used to determine a road's capacity is the number of travel lanes in each direction. The majority of roads in North Fulton County are two-lane (one lane in each direction). Additional travel lanes exist on roads that are designed to accommodate higher traffic volumes.

Figure 5-3 illustrates the number of lanes (or roadway capacity) for the North Fulton County roadway study network.

Roads in North Fulton County included in the study network that generally contain more than six lanes (more than three lanes in each direction) include:

- Eight lanes – GA-400, north of I-285
- Ten lanes – I-285, from Northside Drive to Roswell Road and east of Glenridge Connector
- Twelve lanes – I-285, west of Northside Drive and from Roswell Road to Glenridge Connector

Roads that generally contain six lanes (three lanes in each direction) include:

- GA-400, south of I-285
- Woodstock Road/Crossville Road (SR 92)
- Holcomb Bridge Road (SR 140), west of State Route 400

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Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Study Network	Other Major Roads
Number of Lanes	Expressways
1 - 2	North Fulton Study Area
3 - 4	Counties
5 - 6	Other Cities
8	
10	
12	

Source: Kimley-Horn and Associates, Inc.

Figure 5-3
Number of Lanes

- Old Milton Parkway (SR 120), west of State Route 400
- North Point Parkway, south of Kimball Bridge Road
- Haynes Bridge Road, north of North Point Parkway
- Glenridge Connector

Roads that generally contain four lanes (two lanes in each direction) include:

- Roswell Road/Atlanta Street/Alpharetta Highway (SR 9) from Windsor Parkway to Mayfield Road
- Marietta Highway (SR 120) from Cobb County to Atlanta Street (SR 9)
- Old Milton Parkway (SR 120), east of GA-400
- Holcomb Bridge Road (SR 140), east of GA-400
- Medlock Bridge Road (SR 141)
- State Bridge Road
- Mansell Road
- Windsor Parkway
- Deerfield Parkway
- Westside Parkway
- North Point Parkway, north of Kimball Bridge Road

All remaining roads within North Fulton County mostly have two lanes (one lane in each direction).

5.1.3 Bridge Inventory

Appendix E provides a table that shows a complete listing of bridges in North Fulton County as currently identified by GDOT[32]. The bridges inspected by GDOT are checked for sufficiency every two years as required by the Federal Highway Administration. These reviews produce a sufficiency rating[33] for each bridge inspected. The locations of these bridges are shown in Figure 5-4, which identifies locations by sufficiency rating. Table 5-1 summarizes the bridges in North Fulton County with bridge sufficiency ratings of below 50.0. Bridges with a sufficiency rating of 50.0 or below qualify for federal replacement funds. It should also be noted that bridges with a sufficiency rating of 80.0 or below quality for federal rehabilitation funding.

[32] There may be other bridges in North Fulton County that are not large enough to warrant inspection by GDOT or are not covered in their inventory.

[33] Per FHWA's *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*, a bridge's sufficiency rating calculates four separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service.

North Fulton County
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ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Bridge Sufficiency Rating
- Less than 50
- 50 and above

Expressways

Other Major Roads

Local Roadways

Counties

North Fulton Study Area

Other Cities

Source: Georgia Department of Transportation

N

1 0.5 0 1 2 Miles

Figure 5-4
Bridge Locations

Table 5-1: 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
121-5022-0	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
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
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
121-5106-0	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
121-5002-0	Over Stream	Clarity Road	Little River	1954	--	001900	27.78
057-0029-0	Over Stream	Arnold Mill Road	Little River	1952	--	014370	39.45
067-0109-0	Over Stream	I-285	Chattahoochee River	1962	1994	184080	40.99
121-0288-0	Over Stream	McGinnis Ferry Road	Johns Creek	1962	--	000500	39.00
121-5020-0	Over Stream	Bell Road	Chattahoochee River Tributary	1958	--	006800	47.57

Source: Georgia Department of Transportation
Note: *Year Const* = Year that bridge was constructed
Note: *Year Recon* = Year that bridge was reconstructed (if applicable)

GDOT periodically updates each county in Georgia on the status of the bridges in each respective county. These updates are published in the form of a letter addressed to the county commission, which informs the county of posting limits and any recommended repairs for each bridge. The most recently published letter is dated May 18, 2009, and is provided in Appendix E.

5.1.4 Posted Speed

Posted speed limits were collected along each of the roadways within the North Fulton CTP study network. Typical posted speed limits fluctuate in 5-mph increments between 25 mph and 45 mph. Exceptions include along Medlock Bridge Road/SR 141 (45/55 mph), I-285 (55 mph), and GA-400 (55/65 mph). A road's posted speed limit typically falls within a range, defined by its functional classification. Figure 5-5 illustrates the posted speed limits for roadways within the study network.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Study Network

Posted Speed Limits

- 25
- 30
- 35
- 35/45
- 40
- 40/45
- 45
- 55
- 65

Other Major Roads

Expressways

North Fulton Study Area

Counties

Other Cities

Source: Kimley-Horn and Associates, Inc.

N

1 0.5 0 1 2 Miles

Figure 5-5
Posted Speeds

5.1.5 Traffic Control Systems

There are approximately 405 signalized intersections[34] within the study area[35]. Signal density increases near city centers that include a principal arterial intersecting with another principal arterial or a minor arterial (such as Sandy Springs, Roswell, and Alpharetta). Traffic signals located along city/county roads are maintained by the local jurisdiction. Traffic signals located along a state route are typically owned by GDOT but maintained by the local jurisdiction. Most unsignalized intersections are controlled by a STOP sign on the side street or on all approaches; however, a few of these unsignalized intersections also provide traffic control via a signalized flashing beacon (yellow and/or red). There is a modern roundabout present at the Glenridge Drive/Mabry Road intersection. At a modern roundabout intersection, vehicles entering the intersection must yield to vehicles operating in the intersection. Figures 5-6A and 5-6B illustrate the locations of traffic signals, and roundabouts for the North Fulton County roadway network.

5.1.6 Medians

The majority of roads in North Fulton County are two-lane roads with no median. Other roads contain medians that consist of a center two-way left-turn lane, raised concrete, landscaping, or a striped median (pavement that is not intended for travel). Both I-285 and GA-400 have concrete medians separating the directional flow of traffic. Beyond freeways, medians are commonly used as a tool for access management to control left-turn movements. Medians can also be used as pedestrian refuges for pedestrians crossing multi-lane roads. Excluding the freeways, landscaped medians are the most common type of median used, followed by center two-way left-turn lanes. Figure 5-7 illustrates the median locations by type for the North Fulton CTP roadway network.

For the purpose of this report, driveways are considered to be any private street or drive that connects a building or private destination to a public roadway. In general, driveways include residential driveways, private streets, and entrances to commercial developments. Driveway connections directly impact roadway function because they create friction and slow the passing of vehicles through a system. Driveways can also be a safety concern for cyclists and pedestrians. Driveway densities along a roadway are subjective and should be considered during the implementation of this transportation plan.

[34] Fire Station signals are not typically considered when coordinating a signal system and operate on rest most of any given day; therefore, they are not included in the list of signals.

[35] This includes only the signals located along roadways considered in study network. Signals located along local roadways not considered as part of the study network were not inventoried.

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Reference Location

ARC 20-County Region

Legend

- Signals
- Roundabout
- Study Network
- Local Roadways
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Kimley-Horn and Associates, Inc.

Figure 5-6A
Traffic Control Systems

North Fulton County
Transportation Resource
Implementation Program

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Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

- Signals
- Roundabout
- Study Network
- Local Roadways
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Kimley-Horn and Associates, Inc.

N

0.8 0.4 0 0.8 1.6 Miles

Figure 5-6B
Traffic Control Systems

North Fulton County
Transportation Resource
Implementation Program

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Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

Median Type
- Landscaped
- Raised Concrete
- Two-Way Left-Turn Lane
- Striped
- None

- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Kimley-Horn and Associates, Inc.

N

1 0.5 0 1 2 Miles

Figure 5-7
Medians

5.2 Roadway Operations

5.2.1 Roadway Volumes

Average annual daily traffic (AADT) volumes for 2008 were obtained from the Georgia Department of Transportation. Figures 5-8A and 5-8B illustrate the 2008 AADT on major roadways within the study network.

5.2.2 Travel Patterns and Trip Characteristics

The US Census Bureau, in conjunction with the Local Employment Dynamics (LED) partnership of various states, have developed an online interactive mapping program to display relationships between the home and employment locations of workers. Two types of analyses were conducted for the North Fulton area: Labor shed analysis and commute shed analysis.

The labor shed analysis projects travel patterns for commuters who work in North Fulton County; the commute shed analysis projects travel patterns for commuters who live in North Fulton County. Additionally, the labor shed and commute shed analyses were also performed for the six municipalities located within North Fulton County: Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs. Zip code boundaries were used to approximate city boundaries since three of the cities did not exist in 2000.

Labor Shed Analysis[36]

Labor shed estimates for those working within North Fulton County indicate that the area draws residents from all over the Atlanta MSA, although few people commute much further than south of Hartsfield-Jackson Atlanta International Airport and north of north Forsyth County. The Cities of Alpharetta, Milton, Mountain Park, and Roswell's labor shed estimates mimic those of all of North Fulton County. John's Creek workers tend to originate closer to Johns Creek and along the I-85 corridor. Sandy Springs workers tend to be concentrated closer to the City of Sandy Springs and further south than North Fulton County as a whole.

[36] The home locations of workers working in a given location.

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Reference Location

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Legend

Roadway Volumes (VPD)
- 100 - 15,000
- 15,001 - 30,000
- 30,001 - 75,000
- > 75,000

VPD= Vehicles Per Day

- Study Network
- Local Roads
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Georgia Department of Transportation

N

0.8 0.4 0 0.8 1.6 Miles

Figure 5-8A
Annual Average Daily Traffic

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Roadway Volumes (VPD)
- 100 - 15,000
- 15,001 - 30,000
- 30,001 - 75,000
- > 75,000

VPD= Vehicles Per Day

- Study Network
- Local Roads
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Georgia Department of Transportation

N

0.8 0.4 0 0.8 1.6 Miles

Figure 5-8B
Annual Average Daily Traffic

Commute Shed analysis[37]

Commute shed estimates for those living in North Fulton County indicate that the majority of North Fulton County residents work in one of the following employment centers:

- Alpharetta/Roswell
- Buckhead
- Cumberland area
- Downtown/Midtown Atlanta
- Perimeter Center

The employment centers of Buckhead, Downtown/Midtown Atlanta, and Perimeter Center attract the largest employment of North Fulton County residents.

Commute patterns for residents of each individual city within North Fulton County mimic the overall North Fulton County commute shed patterns. Sandy Springs does have a noticeably larger percentage of residents working in the Buckhead, Downtown/Midtown Atlanta, and Perimeter Center areas, with less residents commuting to Roswell and Alpharetta.

Illustrations of commute patterns for all of North Fulton County and for each municipality within the study area are provided in Appendix F.

5.2.3 Roadway Level-of-Service

The Highway Capacity Manual states that Level-of-Service (LOS) is a measure of operating conditions experienced by motorists. The LOS is an indication of delay and is measured on a grading scale from "A" to "F" – "A" represents the best conditions and "F" represents the worst conditions. LOS A typically occurs on roadways with free-flowing conditions and little delay, while LOS F typically occurs on roadways with high congestion and heavy delay (approaching gridlock). LOS D is generally considered acceptable because the roadway is busy, yet traffic is still flowing at a reasonable speed. LOS E is typically when a roadway is operating at capacity.

The Atlanta Regional Commission's 2010 travel demand model was used to determine the baseline condition of roadway operation throughout North Fulton County. The initial model run serves as a basis for comparison for all model runs that will occur in the Needs Assessment portion of the project. The model was first compared with roadway inventory data that was collected in the field to ensure the accuracy of North Fulton study area roadways within the model. A number of edits were made to the model based on this comparison to the field inventory including the following:

- Revision of the location of roadway endpoints
  - Edits were made to Bethany Road, Providence Road, and Mayfield Road in Milton
- Addition of roadways within North Fulton that are relevant to the subarea analysis

[37] The work locations of workers living in a given location.

  - The majority of roadways added are roadways in existence today
  - The final portion of Westside Parkway (which is not built currently) was added to the model as it is considered to be a committed project with funding and will be constructed in the next few years pending market improvement
- Splitting of three TAZ's based on area-weighted analysis
  - TAZs 232 (232 and 1572), 235 (235 and 1630), and 281 (281 and 1570)
- Editing of characteristics on a number of roadways
- Laneage changes
- Speed limits
- Facility Type / Functional Classification

The first three groups of edits, as well as laneage changes, were completed prior to the first model run. The daily volume outputs from the model were then compared with the 2008 AADTs from the GDOT count stations in order to calibrate the model. Additional edits were made to the facility types and speed limits on a number of the roadways, and the model was run again. This iterative process was conducted a number of times resulting in the 2010 Existing + Committed model. Where considerable differences still existed between the model volumes and the 2008 AADTs, post-model analysis changes were made to the roadway links to more closely reflect current conditions. These edits will be applied to all other model runs throughout the process to establish consistency between analyses.

Figure 5-9 shows the existing daily LOS along the roadways within the study network in North Fulton. Roadways that are considered to be operating at a poor LOS (LOS E or LOS F) are shown in orange or red, respectively. It is important to note that the LOS depicted on this map represent volume to capacity ratio along a link only. If the daily volume on the roadway exceeds the capacity (V/C > 1.0), the link is considered to be an LOS F. While also a contributing factor to congestion levels, delay associated with poorly operating intersections is not represented in this analysis. It is possible, therefore, for a road or corridor to operate at a lower LOS than shown in the map if the intersections along the corridor do not work efficiently.

The segments of I-285 and GA-400 that are within North Fulton County operate at LOS F. Other roadways have poor daily LOS within North Fulton as well, including the following:

- SR 140 from the northern Fulton County line to Mansell Road (Milton and Roswell)
- Hardscrabble Road/Crabapple Road from SR 92 to Birmingham Highway (Roswell and Milton)
- SR 9 from the northern Fulton County line to Academy Street (Milton and Alpharetta)
- Windward Parkway from SR 9 to Windward Concourse (Alpharetta)
- McGinnis Ferry Road from Morris Road to the eastern Fulton County line (Milton, Alpharetta, and Johns Creek)
- Rucker Road from Arnold Mill Road to SR 9 (Alpharetta)
- SR 120 from GA-400 to Jones Bridge Road (Alpharetta and Johns Creek)

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ARC Atlanta Regional Commission

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Daily Vehicular Level of Service

- A/B (V/C < 0.50)
- C (V/C = 0.50 - 0.70)
- D (V/C = 0.70 - 0.84)
- E (V/C = 0.84 - 1.00)
- F (V/C > 1.00)
- Counties
- North Fulton Study Area
- Other Cities

Source: Atlanta Regional Commission, Kimley-Horn and Associates, Inc.

N

1 0.5 0 1 2 Miles

Figure 5-9
Existing Vehicular Level-of-Service

- Hembree Road from Crabapple Road to Westside Parkway (Roswell)
- Kimball Bridge Road/Waters Road from North Point Parkway to Jones Bridge Road (Alpharetta)
- Jones Bridge Road from Sargent Road to SR 140 (Johns Creek)
- Mansell Road from SR 9 to GA-400 (Roswell and Alpharetta)
- SR 140 from GA-400 to the southern Fulton County line (Roswell)
- Old Alabama Road from SR 140 to Haynes Bridge Road (Roswell and Johns Creek)
- SR 141 from the northern Fulton County line to the southern Fulton County line (Johns Creek)
- Dunwoody Club Drive from Roberts Drive to Mount Vernon Road (Sandy Springs)
- SR 9 from Glenridge Drive to Johnson Ferry Road (Sandy Springs)

A number of the poorly operating roadways are north-south facilities; however, even more are east-west facilities. Many of the north-south facilities have regional connectivity, linking North Fulton to other surrounding counties like Cherokee, Forsyth, and Gwinnett. Fewer regional facilities exist in the east-west direction, which results in more overburdened roadways crossing North Fulton in that direction. The stress placed on the east-west facilities may also be attributed to the lack of roadways crossing the Chattahoochee River between Sandy Springs and the remainder of North Fulton County. This lack of north-south connectivity in this specific area funnels traffic onto GA-400, dispersing outbound travel to the connecting east-west facilities throughout North Fulton.

5.3 Bicycle Operations

5.3.1 Existing On-Road Bicycle Infrastructure

For the Cities and their residents to understand the progress of this plan as it is implemented, it is important to have a clear understanding of the conditions for bicycling as they existed at the time the plan was developed. Any attempt to describe such conditions needs to be done in a manner that allows for continual monitoring, so that improvements recommended by the plan can be observed as they take effect. Subsequently, measurable progress towards the plan's objectives can be reported to elected officials and taxpayers alike. This section of the plan reports on conditions for bicycling observed on the study network segments in October 2009.

The bicycle study network consists of 319 centerline miles of roadways, comprised of arterial and collector roadways. The study network roadways do not typically feature shoulders or bike lanes which represent separate space in the roadway cross section which bicyclists can claim as their own operating space; only 8.5 miles of the study network feature designated bike lanes compliant with the minimum recommendations of the AASHTO *Guide for the Development of Bicycle Facilities*[38] on both sides of the road, while another 5.0 miles of roadway feature paved shoulders three feet

[38] Designated bike lanes adjacent to curbs should have a minimum of 5 feet clear to the face of curb from the bike lane stripe, maintaining a minimum three feet of rideable surface (i.e. not the gutter pan), bike lanes in open-shouldered cross section should be at least 4four feet wide.

wide or greater. There are five other instances of designated bike lanes at specific intersections, but these do not represent the typical condition for the study network consideration. These bike lanes and shoulders are listed in Tables 5-2 through 5-4. There are approximately 16.7 miles of roadway with outside lanes wider than 13 feet; on the remaining miles of network with no shoulder or bike lane, the average width of between the edge of pavement and the stripe demarcating the outside lane is 11.6 feet, which is significantly less than the 14 feet recommended in the AASHTO *Guide for the Development of Bicycle Facilities* for a shared wide curb lane. In addition to these facilities, some experimental facilities have been installed in Roswell: a "bike box" on Riverside Road's westbound approach to its intersection with Dogwood Road; and Shared Lane Markings on the westbound departure from the same intersection. Existing bicycle facilities are mapped in Figure 5-10.

Table 5-2: Roadway Segments with Designated Bike Lanes

City	Roadway	From	To	Length
Alpharetta	Windward Parkway West	Shopping Center Driveway West of GA-400	North Point Parkway	0.84 miles
Johns Creek	Jones Bridge Road	Weather Vane Drive	Douglas Road	0.85 miles
Johns Creek	Medlock Bridge Road	Chattahoochee River	Old Alabama Road	1.17 miles
Johns Creek	Medlock Bridge Road	Old Alabama Road	State Bridge Road	0.47 miles
Johns Creek	Medlock Bridge Road	State Bridge Road	McGinnis Ferry Road	3.74 miles
Roswell	Old Alabama Road	Riverside Road	Market Boulevard	0.72 miles
Roswell	Willeo Road	Coleman Road	Marietta Highway	0.68 miles

Source: Sprinkle Consulting
Note: Compliant with minimum recommended dimensions per AASHTO

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ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Other Facilities (points)

Type

- Bike Lane at Intersection
- "Bike Box"
- Shared Lane Markings

Bike Facilities (segments)

- Study Network
- Marked Bike Lane > 3 ft
- Shoulder > 3 ft
- Outside Lane >13 ft
- Other Major Roads
- Expressways
- North Fulton Study Area

- Counties
- Other Cities

Source: Sprinkle Consulting

N

1 0.5 0 1 2 Miles

Figure 5-10
Bicycle Facilities

Table 5-3: Roadway Segments with Paved Shoulders

City	Roadway	From	To	Length
Alpharetta	Kimball Bridge Road	Bridgeway Christian Academy	Jones Bridge	0.30 miles
Roswell	Riverside Road	Dogwood Road	Old Alabama Road	0.23 miles
Sandy Springs	Barfield Road	Hammond Drive	Mt. Vernon Highway	0.71 miles
Sandy Springs	Garmon Road	Northside Drive	City Limit	0.08 miles
Sandy Springs	Hammond Drive	Lorell Terrace	Greenbrier Drive	0.13 miles
Sandy Springs	Interstate North Parkway	City Limit	Northside Drive	0.76 miles
Sandy Springs	Northside Dr NW	Mt. Paran Rd	Garmon Rd	0.79 miles
Sandy Springs	Northside Dr NW	Garmon Rd	Indian Trail NW	0.89 miles
Sandy Springs	Northside Dr NW	Indian Trail NW	S Mount Vernon Hwy	0.54 miles
Sandy Springs	Northside Dr NW	S Mount Vernon Hwy	New Northside Dr NW	0.47 miles
Sandy Springs	Northside Dr NW	New Northside Dr NW	Powers Ferry Rd NW	0.10 miles

Source: Sprinkle Consulting
Note: Paved shoulders of 3 feet wide or greater

Table 5-4: Designated Bike Lanes at Intersections

City	Roadway	At Intersection With	Direction
Alpharetta	Mayfield Road	Providence Road	Both
Johns Creek	Abbotts Bridge Road	Parsons Road	Both
Milton	GA SR 9	Webb Road	Southbound
Roswell	Crabapple Road	Dogwood Road	Southbound
Roswell	Hardscrabble Road	Hammond Drive	Northbound

Source: Sprinkle Consulting

Alongside those roadways without sidewalks or shoulders, it is not uncommon for the roadsides to fall quickly into ditches, no recovery space or room to pull off the roadway for those who choose to ride a bike in the narrow roadway. Taken all together, these characteristics describe an environment which can be very stressful for those who attempt to ride a bicycle along North Fulton County's roadways, limiting the viability of this mode to be experienced as a real transportation option in the area.

5.3.2 Bicycle Level-of-Service

The method of evaluation is a statistical tool that assigns "grades" to roadway segments, using a pseudo-academic scale (A-F), based on how well each of those roadway segments accommodate the needs of bicyclists. This method, the Bicycle Level-of-Service model, has been used by counties and cities across the nation as well as regional, state and federal agencies, to evaluate in excess of 200,000 miles of roadway. This method has recently been adopted by the national Highway Capacity and Quality of Service Committee as its official measures of pedestrian and bicycle accommodation in the upcoming edition of the *Highway Capacity Manual*. This method was the same method used by the Atlanta Regional Commission in its 2007 *Bicycle Transportation and Pedestrian Walkways Plan*, which includes results of this method in its prioritization of member agency requests for funding assistance.

The Bicycle Level-of-Service model is described in detail in Appendix G of this plan. This section of the plan discusses its results for the study network as well as the general conditions that contributed to those results. The findings of the section of the plan are descriptive; they make no attempt to determine an appropriate level of accommodation or facility treatments on a given roadway. These issues will be addressed in later phases of the plan. The stratification of Bicycle Level-of-Service scores into letter grades is shown in Table 5-5.

Various types of data were used for input into the models. Data included roadway geometric characteristics, such as widths of lanes, roadways, gutters, buffers and sidewalks, as well as observed roadway characteristics including lane counts, configuration (undivided, divided, or use of a two-way left turn lane) posted speed limit, roadside profile, pavement condition, and cross-section type (curbed or open shoulder). Traffic volume and heavy vehicle percentage data were also included.

The study network totaled approximately 319 centerline miles. The average mile of North Fulton County roadway has a Bicycle Level-of-Service score of 3.94, equal to a grade of "D".

Table 5-5: Bicycle Level-of-Service Score Stratification

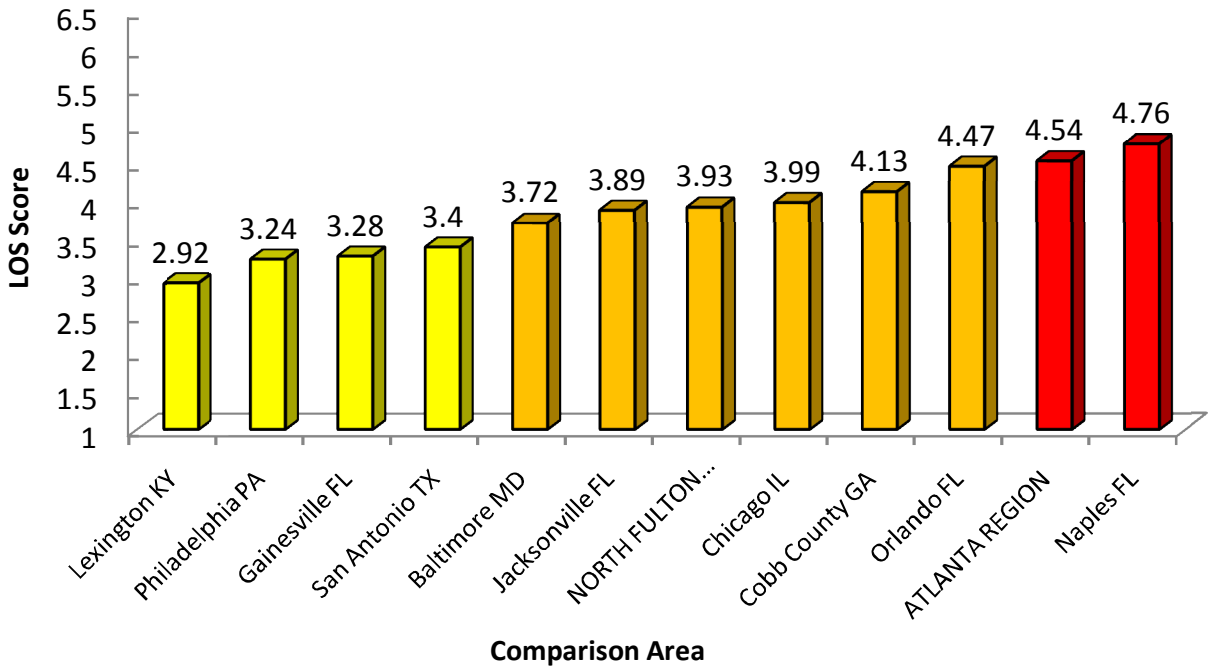
Level-of-Service (LOS)	LOS Score
A	< 1.50
B	1.51—2.50
C	2.51—3.50
D	3.51—4.50
E	4.51—5.50
F	> 5.50

While every community has different expectations regarding accommodations for bicycling as a general observation the results of the analysis describe a challenging situation for bicycling along a

typical North Fulton County road. The results are not unusual for urbanized areas in the United States, however. Evaluations of roadway networks have been performed in metropolitan areas around the country, many yielding similar results. The full data and results of all the segments of the study network are provided in Appendix G.

A sample of the results for bicycling conditions, including the results for North Fulton County, is shown in Figure 5-11. Communities whose networks earned a Bicycle Level-of-Service grade of "C" include Lexington, KY (1999), Philadelphia PA (1996), Gainesville FL (2000), and San Antonio, TX (2000). Communities whose networks scored a grade of "D," include Baltimore, MD (1998), Jacksonville, FL (2004), Chicago, IL (2001), and Orlando FL, (2001). The study network for the entire Atlanta region (comprised of roadways from the Atlanta Regional Commission's Regionally Strategic Transportation System) scored a grade of "E" in 2006, as did the roadways of Collier County, FL (Naples metropolitan area) in 2004.

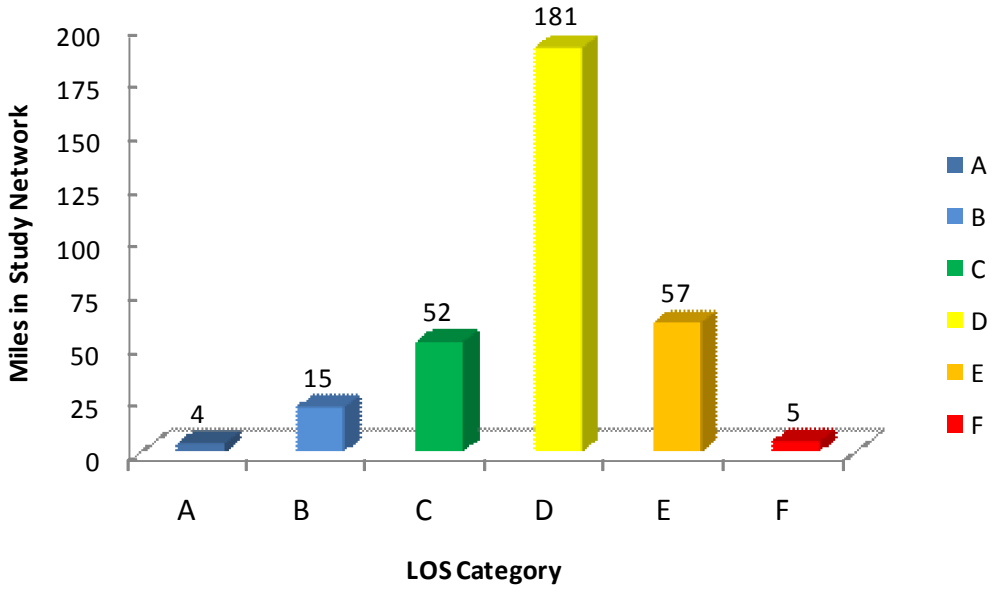
Figure 5-11: Distance Weighted Averages for Areawide Bicycle Level-of-Service



Source: Sprinkle Consulting archives

As might be inferred from the distance weighted averages reported in the previous tables, the distribution of mileage also reflects challenging conditions bicycling, with "D" being the grade for the greatest number of bicycle miles. The distribution of mileage for bicycling is shown in Figure 5-12.

Figure 5-12: Distribution of Study Network Miles by Bicycle Level-of-Service



Several general observations may be made about factors that contribute to the challenging character of bicycling conditions along North Fulton County's roadways. It is important to note, however, that the Bicycle Level of Service model considers a complicated interplay of contributing factors as they model a bicyclist's perception of comfort and safety on a given roadway. No one factor is likely responsible for a segment's result, and later phases of the North Fulton CTP will make recommendations about how to counteract the existing conditions to improve accommodation where needed. Certain factors can be identified as contributing to the overall environment to provide some context beyond the numbers. Traffic volumes on arterial and collector roadways are very high in many locations. Of the 319 centerline miles surveyed, 201 reported volumes in excess of 10,000 vehicles per day, a volume that can be translated into an experience for a bicyclist of being passed by a car approximately every seven seconds during the peak hour.

Figure 5-13 shows the existing bicycle Levels-of-Service along the roadways within the study network in North Fulton. Roadways that are considered to be operating at a poor LOS (LOS E or LOS F) are shown in orange or red, respectively.

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Reference Location

ARC 20-County Region

Legend

Bicycle Level-of-Service

- A /B
- C
- D
- E
- F
- Under Construction
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Sprinkle Consulting

N

1 0.5 0 1 2 Miles

Figure 5-13
Bicycle Level-of-Service

5.4 Pedestrian Operations

5.4.1 Existing On-Road Pedestrian Infrastructure

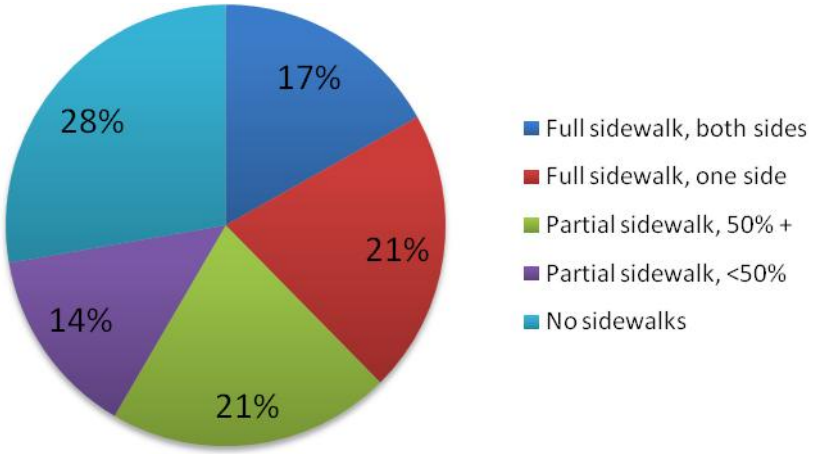
Much like the previous section, this section of the plan reports on conditions for walking observed on the study network segments in October 2009.

The pedestrian study network consists of 319 centerline miles of roadways, comprised of arterial and collector roadways.

Seventeen percent of the network miles surveyed have full sidewalk coverage along both sides of the roadway, while 21 percent have complete coverage on one side. Twenty-one percent of the network miles have partial coverage of 50 percent or greater, while 14 percent of miles have partial coverage of less than 50 percent. Twenty-eight percent of the roadways surveyed essentially have no sidewalks at all. Of all the sidewalks surveyed the average buffer separating sidewalks from the roadway is 2.2 feet wide, leaving pedestrians to walk very close to busy arterial and collector roads.

The pedestrian facilities are mapped in Figure 5-15 and the distribution of these facilities is shown in Figure 5-14.

Figure 5-14: Distribution of Sidewalk Coverage



As discussed in regard to bicycle facilities in the previous section, alongside those roadways without sidewalks or shoulders, it is not uncommon for the roadsides to fall quickly into ditches, leaving little room for those who might choose to walk alongside them, and no room to step off the roadway for those who choose to walk in the narrow roadway. These characteristics describe an environment which can be very stressful for those who attempt to walk along North Fulton County's roadways, limiting the viability of this mode to be experienced as real transportation option in the area.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Sidewalk Coverage

- Full Coverage Both Sides
- Full Coverage One Side
- 50% or Greater
- Less Than 50%
- No Sidewalks
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Sprinkle Consulting

N

1 0.5 0 1 2 Miles

Figure 5-15
Pedestrian Facilities

5.4.2 Pedestrian Level-of-Service

The same method of evaluation as used for bicycle Level-of-Service is also used for determining pedestrian Level-of-Service. It should be noted that the ARC Plan did not include a full pedestrian conditions analysis for it s study network, but rather a sampling of typical corridors. None of the selected corridors were within the study area of the North Fulton CTP.

The Pedestrian Level of Service model is described in detail in Appendix G of this plan. The stratification of Pedestrian Level-of-Service scores into letter grades is shown in Table 5-6.

The data obtained for analysis of bicycle Level-of-Service were also used as input for the Pedestrian Level-of-Service model.

The study network totaled approximately 319 centerline miles. The average mile of North Fulton County roadway has a Pedestrian Level-of-Service Score of 3.83, equal to a grade of "D."

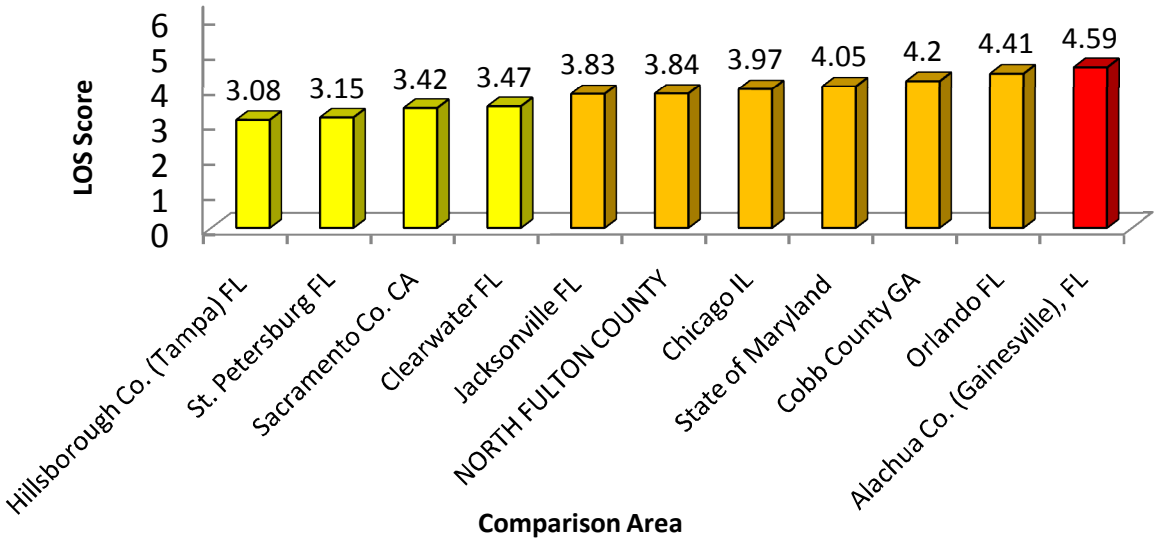
Table 5-6: Pedestrian Level-of-Service Score Stratification

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

While every community has different expectations regarding accommodations for walking, as a general observation these results describe a challenging situation for walking along a typical North Fulton County road. This is not an unusual result for urbanized areas in the United States, however. Similar evaluations of roadway networks have been performed in metropolitan areas around the country. A 2008 study of walking conditions in neighboring Cobb County found a distance weighted average of 4.20, which describes a more stressful environment for pedestrians, but is still stratified to be Pedestrian Level-of-Service "D." The full data and results of all the segments of the study network are shown in Appendix G.

A comparison of North Fulton County's Pedestrian Level-of-Service results with other study areas is shown in Figure 5-16.

Figure 5-16: Distance Weighted Averages for Areawide Pedestrian Level-of-Service

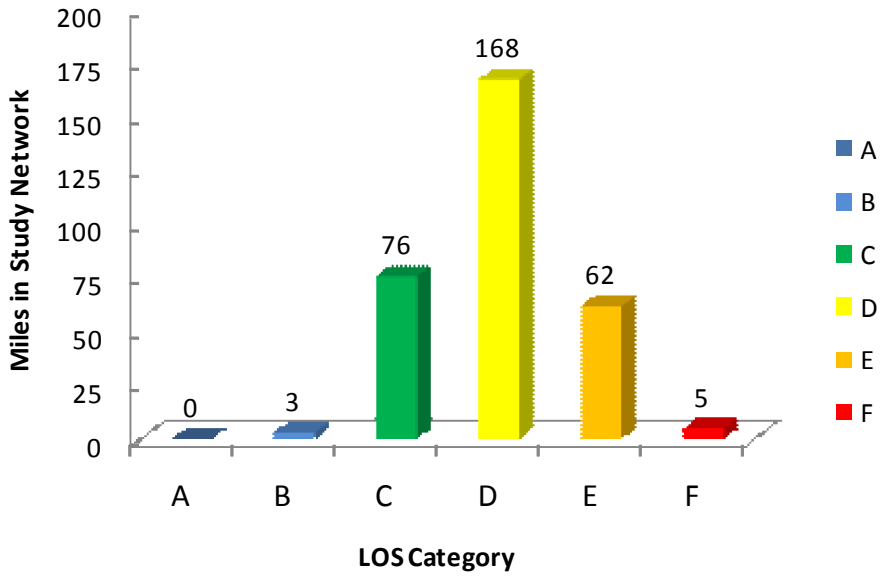


Source: Sprinkle Consulting archives

As might be inferred from the distance weighted averages reported in the previous table, the distribution of mileage also reflects challenging conditions for walking, with "D" being the grade for the greatest number of pedestrian miles. The distribution of mileage for walking is shown in Figure 5-17[39].

[39] The results depicted in Figure 5-17represent the worse directional result for all segments. There were segments which scored a grade of "A" on the Pedestrian Level of Service, for example, but this result was achieved on only one side of the road, so the worse side is what is represented in this summary distribution The distance-weighted average reported above is calculated using both directional results Also, the mileage of the distribution tables add up to 314; 5 miles of roadway surveyed were under construction at the time of data collection, and so results were not calculated for them..

Figure 5-17: Distribution of Study Network Miles by Pedestrian Level-of-Service



Some general observations may be made about factors that contribute to the challenging character of walking conditions along North Fulton County's roadways. It is important to note, however, that the Pedestrian Level-of-Service model considers a complicated interplay of contributing factors as it models a pedestrian's perception of comfort and safety on a given roadway. No one factor is likely responsible for a segment's result, and later phases of the North Fulton CTP will make recommendations about how to counteract the existing conditions to improve accommodation where needed. Certain factors can be identified as contributing to the overall environment to provide some context beyond the numbers. Traffic volumes on arterial and collector roadways are very high in many locations. Of the 319 centerline miles surveyed, 201 reported volumes in excess of 10,000 vehicles per day, a volume that can be translated into an experience for a pedestrian of being passed by a car approximately every seven seconds during the peak hour. Additionally, the amount of sidewalk coverage is limited in many locations, with over 40 percent of the network mileage having less than 50 percent coverage. Finally, where sidewalks are present, they are typically very close to the road, with the average buffer being just 2.2 feet wide. Each of these factors can induce stress in a pedestrian by themselves, it is not surprising that in aggregate they contribute to a high-stress environment.

Figure 5-18 shows the existing pedestrian Levels-of-Service along the roadways within the study network in North Fulton. Roadways that are considered to be operating at a poor LOS (LOS E or LOS F) are shown in orange or red, respectively.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Pedestrian Level-of-Service

- A/ B
- C
- D
- E
- F
- Under Construction
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Sprinkle Consulting

N

1 0.5 0 1 2 Miles

Figure 5-18
Pedestrian Level-of-Service

5.5 Existing Greenways and Trails

Several greenways and trail systems exist within the North Fulton area. These greenways typically include an asphalt or concrete path (generally up to ten feet wide) used for multiple modes, such as bicycling, walking, etc. These greenways are also generally separated from roadways by a large distance, but in some cases travel near and cross roadways. The cities of Alpharetta and Roswell have the most robust trail systems today, with Alpharetta's Big Creek Greenway and Roswell's network of interconnected trails. Figure 5-19 shows North Fulton's existing greenways and trail systems.

Alpharetta, Johns Creek, Milton, and Roswell have plans that expand their greenways and trail systems. Alpharetta plans the extension of the Big Creek Greenway from its current terminus at Webb Bridge Road to eventually connect to Forsyth County's greenway system. Both Johns Creek and Milton have created ambitious plans for comprehensive greenway networks. Roswell also continues to expand upon its system.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

- Existing Greenway
- Study Network
- Expressways
- Other Major Roads
- Counties
- North Fulton Study Area
- Other Cities

Source: ARC GIS Data

N

1 0.5 0 1 2 Miles

Figure 5-19
Existing Greenways & Trails

5.6 Transit

This section provides a summary of existing transit conditions within the North Fulton CTP study area. The summary identifies the agencies that currently provide transit services, summarizes the transit services provided within each community, and presents existing ridership estimates. Additionally, recently completed transit planning studies related to the region's transit vision, express bus ridership characteristics and transit oriented development are summarized.

5.6.1 Agencies

Two regional transit agencies provide service to the North Fulton County communities. Local bus, heavy rail, and paratransit services are provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA), while the Georgia Regional Transportation Authority (GRTA) provides regional commuter bus service.

Metropolitan Atlanta Rapid Transit Authority (MARTA)

MARTA was originally proposed as a rapid transit agency for the five largest metropolitan Atlanta counties: DeKalb, Fulton, Clayton, Gwinnett, and Cobb Counties. Upon its formation by an act of the Georgia General Assembly in 1965, four of the five metropolitan area counties (Clayton, DeKalb, Fulton, and Gwinnett) and the City of Atlanta passed a referendum authorizing participation in the system. Gwinnett County and Clayton County originally joined MARTA along with Fulton County, DeKalb County, and the City of Atlanta in the mid-1960s. That original 1960s vote set the board and MARTA was jointly funded by these four counties until 1972[40]. In 1971, when the sales tax referendum was held to change the funding mechanism, the sales tax was not approved in Gwinnett County and Clayton County. As a result, the MARTA service area was reduced to serve only Fulton and DeKalb Counties.

Today, MARTA is the ninth largest transit system in the United States and has provided combined bus, heavy rail, and paratransit service to Fulton and DeKalb Counties and the City of Atlanta for 30 years. MARTA is a critical transportation asset to North Fulton County and the Atlanta region, serving as the backbone of a growing regional transit network operating 130 bus routes and 38 heavy rail stations on nearly 48 miles of track and provides transportation for over 500,000 passenger boardings each weekday. MARTA's paratransit service, MARTA Mobility, is for persons with disabilities that are unable to negotiate the MARTA fixed route system for some or all of their travel. MARTA maintains a fleet size of 175 Lift Vans and 15 Sedans to provide this service during the same hours and days as the regular bus and heavy rail service within ¾ of mile of existing routes.

[40] Based on the State enabling legislation, Cobb County was also eligible to join but decided not to.

For fiscal year 2007, MARTA's annual passenger miles were 754.7 million with annual trips of 147.5 million. This total reflects 69.5 million bus trips, 77.7 million heavy rail trips and 0.4 million paratransit trips.

The governance of MARTA is vested in a Board of Directors (the "Board") composed of 18 members. Three members are appointed by Fulton County, five members by DeKalb County, four members by the City of Atlanta, and one member by each of Clayton and Gwinnett Counties. In addition, the Commissioner of the State Department of Transportation (GDOT), the Commissioner of the State Department of Revenue, the Executive Director of the State Properties Commission, and the Executive Director of the GRTA serve as ex officio members of the Board. The administration of MARTA is directed by the General Manager/CEO who is appointed by the Board.

Georgia Regional Transportation Authority (GRTA)

In response to the 13-county Atlanta metro area's designation as a non-attainment area under the Clean Air Act, the Georgia General Assembly created GRTA in 1999. GRTA has been charged by the legislature to improve the region's air quality, traffic congestion, and land development planning in order to ensure that metropolitan Atlanta can sustain its economic growth, while maintaining the excellent quality of life that has made the area attractive to businesses and workers.

A 15-member Board of Directors manages GRTA with all members appointed by the Governor for five-year terms. The GRTA Board also serves as the Governor's Development Council, and in that capacity is responsible for assuring that local governments meet state requirements for land use planning. Specific GRTA roles include:

- Assisting the Governor's office to develop transportation policies
- Partnering with state and regional agencies to prioritize transportation plans and programs and cooperatively establishing investment priorities and resource allocations to accomplish GRTA's mission
- Measuring effectiveness in improving air quality, mobility, accessibility and land use practices, and reducing congestion
- Encouraging land use practices that promote efficient use of transportation investments;
- Developing transit plans cooperatively with jurisdictions in its service area
- Coordinating transit services to provide seamless and accessible connections within its service area
- Implementing transit services through a combination of entities including local transit authorities, cities, counties and private operators

GRTA can issue $1 billion in revenue bonds and $1 billion in general obligation bonds, the latter of which must be approved by the General Assembly. It can assist local governments in financing mass transit or other projects to alleviate air pollution, which includes the region's vanpool program and the Xpress regional commuter bus. GRTA's Xpress service provides 27 express commuter bus routes within the nine county region and is operated jointly by Cobb County Transit

(CCT), Gwinnett County Transit (GCT), and GRTA. Three Xpress routes provide service within the North Fulton CTP study area and are described in the next section.

For fiscal year 2007, GRTA's annual passenger miles were 28.8 million with annual trips of 1.4 million. This total reflects 1.2 million bus trips, and 0.2 million vanpool trips.

5.6.2 Existing Service Characteristics

Figure 5-20 shows the existing bus and heavy rail services provided within the North Fulton County study area. MARTA provides the majority of transit services to the North Fulton County communities while GRTA provides regional commuter bus service that travels through, but extends beyond the service area. Additionally, MARTA has two park and ride facilities located within the study area. Residents can access three routes at the Windward Park and Ride (Routes 140, 143, and 185) and two routes at the Mansell Park and Ride (Routes 85 and 140). There are 502 spaces at the Windward Park and Ride lot and 418 spaces at the Mansell Park and Ride lot. Finally, Cobb County Transit (CCT) Route 65 does have a route that provides access to the Dunwoody Station in Sandy Springs; however, this route operates closed door[41] through Sandy Springs between the Johnson Ferry Bridge and the Dunwoody Station. The following sections provide a summary of the characteristics for the different transit services provided in the study area.

Local Bus Routes

Table 5-7 summarizes characteristics of the twelve MARTA bus routes that provide service to the North Fulton County cities[42]. Within the study area, the bus route structure is designed to provide access to the MARTA heavy rail stations in Sandy Springs. At the heavy rail stations, passengers can transfer to the heavy rail service and other bus routes to travel to Atlanta and other regional destinations. As shown by the cells not shaded in the table, outside of access to Sandy Springs, only four routes (85, 140, 143, and 185) provide access between Alpharetta, Roswell, and/or Milton. Additionally, there is currently no MARTA bus service provided in Johns Creek.

[41] Having no stops.

[42] Data represents the period from April 2009 to August 2009.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

- Park N Ride Facilities
- MARTA Heavy Rail Stations
- MARTA Heavy Rail Line

Bus Routes (Route Numbers Indicated on Map)

- MARTA
- CCT
- GRTA
- GCT
- Study Network
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Atlanta Regional Commission

Figure 5-20
Existing Transit Routes

Table 5-7: MARTA Bus Route Characteristics

Route	Weekday/Weekend Frequency	Daily Total Ons/Offs	Alpharetta Ons/Offs	Roswell Ons/Offs	Milton Ons/Offs	Sandy Springs Ons/Offs	Johns Creek Ons/Offs
5	15 min / 30 min	4,820/4,793				1,970/1,999	
85	30 min / 40 min	1,524/1,546	127/202	483/491		914/853	
87	20 min / 40 min	3,439/3,452				2,745/2,854	
105	30 min / NA	215/209				96/101	
132	20 min / 60 min	1,074/1,081				106/125	
140	15 min / 40 min	1,842/1,825	950/1,013			892/812	
143	20 min (peak only) / NA	819/835	382/339		55/56	382/440	
148	45 min (peak only) / NA	287/289				287/289	
150	40 min / 60 min	206/184				206/184	
185	30 min / 40 min	1,695/1,687	329/400	677/712	92/50	597/525	
328	30 min / NA min	103/119				103/119	
341	60 min / NA min	172/179				101/105	

Source: MARTA, November 2009.
Note: Shaded cells indicate service on the route is not provided to that city.

The following provides a brief description the MARTA bus routes within the study area:

Route 5-Piedmont Road/Sandy Springs: provides weekday and weekend service between the Dunwoody Station in Sandy Springs and the Lindbergh Station which is located south of the study area in the Buckhead community of Atlanta. Service is provided every 15 minutes on weekdays and every 30 minutes on weekends. This route provides access to Perimeter Mall, Sandy Springs and Roswell Road Shopping Centers, as well as to Piedmont Center and Lindbergh Plaza.

Route 85-Roswell/Mansell Road: provides weekday and weekend service between the Mansell Park and Ride in Alpharetta and the North Springs Station in Sandy Springs. The route also provides access to destinations within Roswell including the Municipal Complex. Weekday service is every 30 minutes and weekend service is every 40 minutes.

Route 87-Roswell Road/Morgan Falls: provides weekday and weekend service within Sandy Springs between North Springs Station and the Dunwoody Station. Service is provided every 20 minutes on weekdays and every 40 minutes on weekends along Dunwoody Place, Roswell Road, and Hammond Drive. This route provides access to the Fulton County North Complex, Jamestown Office Park, and Sandy Springs Shopping Center.

Route 105-Barfield Road/Glenridge Drive: provides weekday service every 30 minutes within Sandy Springs between the Dunwoody Station and the UPS facility. Service is provided along Hammond Drive, Glenridge Drive, and Barfield Road.

Route 132-Tilly Mill Road: provides 20-minute service on weekdays and hourly service between the Chamblee Station (Yellow Line) which is located south of the study area and Sandy Springs. Service in Sandy Springs is provided along North Peachtree Road, Tilly Mill Road, Mount Vernon Road, and Dunwoody Club Drive. Key destinations along this alignment include Chestnut Elementary School, Peachtree Middle School, Georgia Perimeter College, and the Orchard Park Shopping Center. Additionally, during the weekdays a route branch provides access to the North Springs Station and Dunwoody Village every 40 minutes.

Route 140-North Point/Mansell Park and Ride: provides weekday and weekend service between the Mansell Park and Ride in Alpharetta and the North Springs Station in Sandy Springs. Key destinations include North Point Mall, GSU north campus, and the Windward Park and Ride. Weekday service is every 15 minutes and weekend service is every 40 minutes.

Route 143-Windward Park and Ride: provides service from the Windward Parkway corridor and Windward Park and Ride in Alpharetta to the North Springs Station in Sandy Springs via GA-400. Service is only provided on weekdays with a frequency of 20 minutes. During the weekday AM and PM peaks, a route branch is provided to Milton along Deerfield Parkway, Webb Road, and Morris Road.

Route 148-Medical Center/Powers Ferry: provides peak period weekday service within Sandy Springs connecting the Sandy Springs Station, Medical Center Station, and the Riveredge Parkway/Northside Drive commercial area. Service is provided every 45 minutes.

Route 150-Perimeter Center/Dunwoody Center: provides weekday and weekend service within Sandy Springs between the Sandy Springs Station and Dunwoody Club Drive primarily along Perimeter Center West, Ashford Dunwoody Road, and Mount Vernon Road. Service is provided every 40 minutes on weekdays and every hour on the weekends. This route provides access to Perimeter Mall and Dunwoody Village Shopping Center.

Route 185-Alpharetta/Holcomb Bridge Road: provides service between the Windward Park and Ride in Alpharetta and the North Springs Station in Sandy Springs. The route provides weekday and weekend service (every 30 minutes and 40 minutes, respectively) between Alpharetta and the northern portion of Roswell along SR 9/SR 120. Key destinations include Alpharetta City Hall and North Fulton Regional Hospital. A route branch provides service to Milton along Deerfield Parkway, Webb Road, and Morris Road. Service on the route branch is every 60 minutes on weekdays and every 80 minutes on weekends.

Route 328-Spalding/Northridge: provides weekday service every 30 minutes within Sandy Springs between the North Springs Station and the Northridge Road/Roberts Drive area. The route

provides access to the Northridge Shopping Center and the University of Phoenix Campus. Service is provided using smaller buses.

Route 341-Winsor Parkway/Lynwood Park: provides weekday service between the Medical Center Station in Sandy Springs and the Brookhaven Station (Yellow Line) located south of the study area. Service is provided every hour and provides access to St. Joseph Hospital, Childrens Healthcare at Scottish Rite, Highpoint Elementary, and Oglethorpe University. Service is provided using smaller buses.

Heavy Rail

MARTA heavy rail service is provided to the study area through three Red Line (North-South) stations (Medical Center, Sandy Springs, and North Springs) located within the City of Sandy Springs. The Dunwoody station is located between the Medical Center and Sandy Springs stations and lies just outside of Sandy Springs (City of Dunwoody, DeKalb County). These stations represent the northern reach of MARTA's heavy rail system. The Red Line provides a one-seat ride from Sandy Springs to Buckhead, downtown Atlanta, and the Atlanta airport. Additionally the Red Line provides connections to the northeast heavy rail service via the Yellow Line (Northeast-South) at the Lindbergh Station, and a connection to east-west heavy rail service via the Green (East-West) and Blue (East-West) Lines at the Five Points Station. Red Line service is provided every 15 minutes on weekdays and every 20 minutes on weekends.

Table 5-8 summarizes the existing characteristics of service at the four heavy rail stations including daily ridership for FY 2009, bus routes that connect to each station, total available parking spaces, and long term parking rates[43].

Bus and Heavy Rail Fares

The following summarizes the fare options available to residents and visitors using MARTA's bus and heavy rail services. Passengers beginning their transit trip on MARTA must use a Breeze Card to board the train or bus. The Breeze card also allows passengers a free transfer to the Xpress Routes and the other transit service providers in the region.

- One-way cash fare: $2.00
- 10 trip pass: $20.00
- 20 trip pass: $34.00
- 7 day pass (unlimited trips): $15.00
- 30 day pass (unlimited trips): $60.00
- Multiday (1 to 4 days) visitors pass: $8.00 to $13.00

[43] Long term parking rates go into effect after 24 hours.

Additionally, MARTA offers discounted fares to university students and staff; students in grades K through 12; senior, disabled, and Medicare recipients; and some large corporations.

Table 5-8: MARTA Heavy Rail Station Characteristics

Station	Daily Station Entries (Weekday/Saturday/Sunday)	Connecting Bus Routes	Parking Spaces	Long-Term
North Springs Station	6,611 / 3,271 / 2,489	85 Roswell / Mansell Road 87 Roswell Rd./Morgan Falls 132 Tilly Mill Road 140 North Point/Mansell Park and Ride 143 Windward Park and Ride 185 Alpharetta/Holcomb Bridge Road 328 Spalding/Northridge 400 North Springs Stand-by	2,325	$8/day
Sandy Springs Station	2,897 / 1,126 / 746	148 Medical Center/Powers Ferry 150 Perimeter Center/Dunwoody Village 151 Perimeter Center/Chamblee	1,170	$5/day
Dunwoody Station	3,828 / 2,374 / 1,529	5 Piedmont Road/Sandy Springs 87 Roswell Road/Morgan Falls 105 Barfield Road/Glenridge Drive	1,048	$5/day
Medical Center Station	1,978 / 527 / 432	148 Medical Center./Powers Ferry 341 Windsor Parkway /Lynwood Park	200	N/A

Source: MARTA, November 2009

MARTA Mobility

MARTA provides American with Disabilities Act (ADA) complementary paratransit service to eligible persons with mobility impairments who are unable to board, ride or disembark from an accessible vehicle operated on MARTA's regular bus or heavy rail services. Service is provided with special lift-equipped vans on a curb-to-curb, shared ride basis. Paratransit passengers must meet certain eligibility requirement and be certified by staff to use MARTA Mobility services.

MARTA Mobility is an advanced reservation service and same day service requests cannot be accommodated. Paratransit service is offered on the same days and hours as the regular bus and heavy rail service. Service is restricted to the ADA designated service area within Fulton and DeKalb Counties along a ¾ of a mile corridor located on each side of all fixed bus routes and in ¾ of a mile radius of each station. Generally, service hours are from 5:00 AM to 12:30 AM, seven days a week including holidays. However, when a fixed route in a particular area operates on a more

limited basis, MARTA Mobility operates a comparable schedule. The one-way fare is $3.60 per person. Eligible individuals requiring a Personal Care Attendant that has been authorized by a medical professional are allowed to travel with the disabled patron at no cost.

GRTA Xpress Bus Service

Three Xpress routes provide service within the North Fulton CTP study area: Route 400-Cumming to North Springs/Atlanta; Route 408-Doraville to Johns Creek; and Route 428-Panola Road to Perimeter Center. However, each route only provides access to one community. Route 408 provides service to Johns Creek and Routes 400 and 428 provide service to Sandy Springs. Xpress route characteristics are provided below:

Xpress Route 400-Cumming to North Springs/Atlanta: provides four AM and PM peak trips between the Cumming Park and Ride lot in Forsyth County to the North Springs MARTA heavy rail station in Sandy Springs and two AM and PM peak trips between the Cumming Park and Ride lot and Downtown Atlanta. Reverse commute service from North Springs to Cumming in the morning and from Cumming to North Springs in the afternoon is also available. For FY 2009, total average daily ridership on Route 400 was 180 trips.

Xpress Route 408-Doraville to Johns Creek: provides weekday peak period service (five morning and five afternoon trips) from the Doraville MARTA station north along SR 141 (Peachtree Industrial Boulevard, Peachtree Parkway, and Medlock Bridge Road), providing access to the Park and Ride lot at Christ the King church, and continuing to Emory Johns Creek Hospital in Johns Creek. For FY 2009, total average daily ridership on Route 408 was 239 trips.

Xpress Route 428-Panola Road to Perimeter Center: provides weekday peak period service (five morning and five afternoon trips) between the Panola Road Park and Ride Lot south of the study area to the Dunwoody and Medical Center Stations within Sandy Springs. Additionally, there are two reverse commute routes between Medical Center Station and the Panola Road Park and Ride in the morning and one from the Panola Road Park and Ride to the Medical Center Station in the afternoon. For the June 2008 to January 2009 period, total average daily ridership on Route 428 was 250 trips (note: operation of the Route 428 was transferred to Gwinnett County Transit (GCT) in February 2009. GCT does not collect daily ridership data).

The following summarizes the fare options available to residents and visitors using GRTA's Xpress routes:

- One-way cash fare: $3.00
- Round trip fare (return trip valid same day as purchased): $5.00
- 20-Ride pass (good for 20 one-way rides, no time limit): $45.00
- 40-Ride pass: $85.00
- 31-day pass (Good for unlimited rides for 31 calendar days after the first use): $80.00

GRTA also offers reduced fares for off-peak (if available) and reverse commute trips:

- One-way cash fare: $1.50
- Round trip fare: $2.50
- 31-day pass (Good for unlimited rides for 31 calendar days after the first use): $40.00

Passengers that begin their trip on Xpress are able to transfer for free to MARTA heavy rail and bus services. If the passenger does not have a MARTA Breeze card they may request a free transfer pass when boarding the Xpress Bus.

5.6.3 Recently Completed Transit Planning Studies

The following summarizes three recently completed transit planning studies that have a direct connection to the North Fulton County Area. The three studies include: Transit Planning Board's Concept 3: Creating and Realizing The Regional Transit Vision; GRTA's Regional On-Board Express Bus Survey Travel Market Analysis Report; and MARTA's North Line Transit Oriented Development Study.

Concept 3: Creating and Realizing the Regional Transit Vision (January 2009)

Concept 3 is the Atlanta Region's adopted long range transit vision and is result of a multi-year planning effort by the Transit Planning Board (TPB). In December 2005 and January 2006, the governing boards of the Atlanta Regional Commission (ARC), GRTA, and MARTA approved a joint resolution to establish the TPB as a transit planning body for the Atlanta Region. The goal of TPB's work plan was to create a partnership among the region's transit providers that would lead to the establishment and maintenance of a seamless, integrated transit network for the Atlanta region. Specifically, TPB was charged with:

- Developing a regional transit plan (Concept 3) which includes a comprehensive financial plan;
- Working to improve regional service coordination, including integrating fares, marketing and customer information;
- Measuring system performance; and
- Advocating for increased federal funding for regional transit.

The TPB included representatives from the three major member agencies (ARC, GRTA, and MARTA), local governments, gubernatorial appointees and the Georgia Department of Transportation (GDOT). TPB Board members includes the Mayor of the City of Atlanta, the DeKalb County Chief Executive Officer, the County Commission Chairs of Cherokee, Clayton, Cobb, Douglas, Fayette, Fulton, Gwinnett, Henry, Rockdale, and Spalding Counties, the Board Chairs of GDOT, GRTA and MARTA, the General Manager of MARTA, and three Gubernatorial Appointees

Projects identified in Concept 3 were developed based on a combination of technical analysis and guiding principles. The technical analysis reflected use of ARC's regional travel demand model to match transit modes and capacities to projected corridor demands. Based on the travel demand

model results, Concept 3 includes a multimodal mix of MARTA heavy rail extensions; light rail (LRT), streetcar, and, commuter rail lines; freeway and arterial bus rapid transit (BRT) lines; express and intercity regional bus service and expanded local and activity center service. Combined with the technical analysis, the guiding principles included:

- Projects will be realistic and implementable;
- The program of projects will constitute a region-wide program that essentially includes "something for everyone";
- The full system will be completed and in operation by the end of 2030;
- A new funding stream will allow construction planning to commence on January 1, 2011;
- The projects in the region's current Transportation Improvement Plan (TIP) are consistent with Concept 3 and remain as programmed; and
- Regional funding and governance are inadequate to implement the long-range transit vision from ARC's adopted Regional Transportation Plan (RTP).

Table 5-9 summarizes those Concept 3 projects that would provide service within the North Fulton County Study Area. As shown in the table, three additional regional services are planned for the study area:

- High Capacity Regional Rail: Concept 3 identified three corridors to extend existing MARTA service, including the North Line rail extension to Windward Parkway. These three projects are in corridors that were identified in need of high-capacity transit services because of intensive volumes of regional travel. All three projects expand high-capacity radial transit service to and from the Downtown and Midtown travel markets. The North Line extension also provides expanded high-capacity transit service to the Windward/North Point, Perimeter and Buckhead activity centers.
- Arterial Bus Rapid Transit (BRT): Arterial rapid transit projects are proposed as a means to provide medium capacity transit service to key regional arterial corridors. These projects are proposed in identified non-radial arterial corridors (such as SR 120) and along radial arterial corridors (such as Buford Highway). The intent of these projects is to provide frequent transit service (e.g., 15-minute frequencies or better) with limited stops, enhanced passenger amenities, and low cost capital improvements that will improve the reliability of transit travel times, including partial signal preemption, queue jumper lanes, bus-only lanes where feasible. The determination of specific arterial rapid transit projects for the regional transit plan requires further analysis of travel demand forecasts and costs. Concept 3 identified representative projects including two that would service the North Fulton County area.
- Suburban Bus Service: These routes would provide suburb-to-suburb bus service with limited stops. Service levels will be tailored to demand, but is likely to be 30- to 60-minute frequencies. Minimal or no capital improvements are proposed. Further study is required to determine an appropriate route structure for a regional suburban bus network. For Concept 3, a series of representative routes were identified including two that would service the North Fulton County area.

Table 5-9: Concept 3 Projects in North Fulton County		
Mode	**Line**	**North Fulton County Cities Served**
High Capacity Regional Rail	MARTA North Line Extension to Windward Parkway	Sandy Springs/Roswell/Alpharetta/Milton
Arterial BRT	SR 120 from Marietta to Lawrenceville	Roswell/Alpharetta/Milton
	Piedmont Road/Roswell Road from Lindbergh to Alpharetta	Sandy Springs/Roswell/Alpharetta
Suburban Bus	Acworth / Norcross	Roswell/Mountain Park
	Waleska / Canton / Norcross	Roswell/Mountain Park/Milton

Following completion of the Concept 3 Report, regional transit planning efforts continued as the Transit Improvement Board. Beginning in January 2010, this organization will be renamed to the Regional Transit Committee (RTC), will become a board level committee of the ARC, and will now be a formal part of the federal transportation planning process.

Regional On-Board Express Bus Survey Travel Market Analysis Report (2008)

In 2008, GRTA conducted a regional on-board express bus survey and obtained travel market information (characteristics, trip purpose, travel behavior, and geographic makeup) based on responses from over 3,000 morning peak-period riders on 29 *Xpress*, Cobb Community Transit (CCT), and Gwinnett County Transit (GCT) express bus routes. Additionally, the result of the information collected was compared to the output of ARC's travel demand model for several key measures including trip purpose and how passengers access the express bus routes. The following are key findings from the survey report.

- Regional express bus services attract riders from as far away as Columbus, Macon, Hartwell, and even Alabama with approximately 15 percent of regional express bus riders originating from outside the 12 *Xpress* member counties.
- Express bus service reduces the number of cars on heavily traveled corridors during the peak period. The majority of express riders (70 percent) indicated that they would drive to their destination if express commuter bus service was not provided and the majority of riders (84 percent) also drive alone to access the bus service. Additionally, morning peak period passengers travel an average of 30 miles from their origins to their destinations. In contrast, the average distance the passengers drive to the park-and-ride lots is approximately 7.4 miles, with 80 percent of passengers driving fewer than 10 miles.
- The top 10 destinations for express bus passengers are all within midtown and downtown, with over 30 percent of passengers surveyed traveling to these top 10 destinations. Destinations with the largest share of express bus passengers were: the Summit building located at 401 West Peachtree Street (6.7 percent) and the Sam Nunn Federal Center at 61 Forsyth Street (6.5

percent). The largest destinations outside of downtown and midtown were the Medical Center, Buckhead, and Lindbergh MARTA rail stations, with approximately 4 percent of express bus passengers destined for one of these centers.

- The majority of express bus passengers have a one seat ride to the destination bus stop and then walk (an average of two blocks) to their final destination. Approximately 13 percent of express passengers require one transfer, 5 percent required two transfers, and less than 1 percent required three or more transfers. The majority of these transfers were from the express bus to MARTA bus or rail service. However, transfers from MARTA to express bus and transfers from express bus service to other regional transit operators was also observed. Approximately 15.5 percent of express bus passengers surveyed transfer to MARTA and about 16.2 percent of passengers use MARTA for some part of their trip. Ten percent of the passengers transferred from express bus to rail service, 3 percent transferred from express bus to local bus, and 3 percent required transfers from express bus to MARTA rail to local MARTA bus route.
- The survey results also indentified a number of inconsistencies with the ARC travel demand model.
    - Results indicated that 96 percent of surveyed express passengers indicated they were going from home to work, while the model indicates only 63 percent of express bus riders make home to work trips.
    - Results found that fewer households with a small number of cars and more households with many cars and high income use express bus than the model projects.
    - Only two percent of surveyed riders walked from their trip origin to gain to access the express bus, however the model indicates 16 percent of express bus riders would walk to transit.
    - Based on the type of transit pass purchased, level of employer subsidy, and ride frequency, the average out-of-pocket cost per trip was about $1.48 for *Xpress* and GCT passengers and $1.94 for GCT passengers (2008 dollars). This is slightly higher than the fare specified in the travel demand model.
- In some cases the survey results and the travel demand model were very close. The model and the survey both indicate the average express passenger drives about 6.5 miles to get to bus service.

Key recommendations resulting from the survey primarily involve enhancing ARC's travel demand model and include the following:

- The percent of express bus trips that are home to work may need to be increased.
- The percent of express bus trips that are made by the higher socioeconomic strata may need to be increased.
- The percentage of express bus riders that walk to access transit is less than the model currently shows, which could be addressed either by adjusting the park and ride lot walk accessibility or reducing the percent of trips originating within model walking distance of transit.

- Further work could address the dynamics of the choice competition between the passengers who drive to the express bus park and ride and drive to the rail park and ride as it relates to the lowest cost path choice for trips surveyed on express buses.
- The distance allowed for a passenger to drive to express bus park and ride lot for a select number of lots might need to be increased to better reflect the observed behavior from the survey results.
- It will be important to keep the fare structure assumptions in the model consistent with present-year pricing.

North Line Transit Oriented Development Study (December 2006)

During MARTA's 2004 Alternatives Analysis for the extension of the North Line, ridership projections based on the ARC's regional travel demand model, and a transit suitability analysis suggested that the study area was not very transit supportive due to a combination of high incomes, low residential and employment densities. As a result of this analysis, the decision was made to redirect future planning activities in the corridor and instead undertake a land use and market analysis study to assess the potential for transit oriented development (TOD) and encourage new development patterns along the GA 400 corridor to support future MARTA expansion in North Fulton County.

The resultant North Line Transit Oriented Development Study examined seven cluster areas (referred to as TOD clusters) considered to have a strong potential to develop as regional draws with the focus on density, diversity, and design of future land uses at these locations. These TOD clusters are concentrated along the North Line corridor within the Cities of Sandy Springs, Roswell, Alpharetta, and Milton.

The North Line TOD Study provided an opportunity to examine transit expansion feasibility in the GA 400 corridor with the potential implementation of new development patterns. The study was coordinated with and modeled after the ARC's Livable Centers Initiative (LCI) program, under MARTA sponsorship, to enhance the potential for acceptance as a future LCI community under ARC's program.

As shown in Figure 5-21, the seven TOD cluster areas, from south to north, included:

- **Northridge -** located around the interchange of GA 400 and Northridge Road.
- **Holcomb Bridge -** located around the interchange of GA 400 and Holcomb Bridge Road.
- **North Point -** the largest of the clusters, extends from the interchange of GA 400 and Mansell Road to Haynes Bridge Road.
- **Old Milton -** located around the interchange of GA 400 and Old Milton Parkway.
- **Windward South -** located to the south and east of the interchange of GA 400 and Windward Parkway.
- **Windward North -** located to the west and north of the interchange of GA 400 and Windward Parkway.

- **McGinnis Ferry -** located at the Fulton County/Forsyth County line, where McGinnis Ferry Road crosses GA 400.

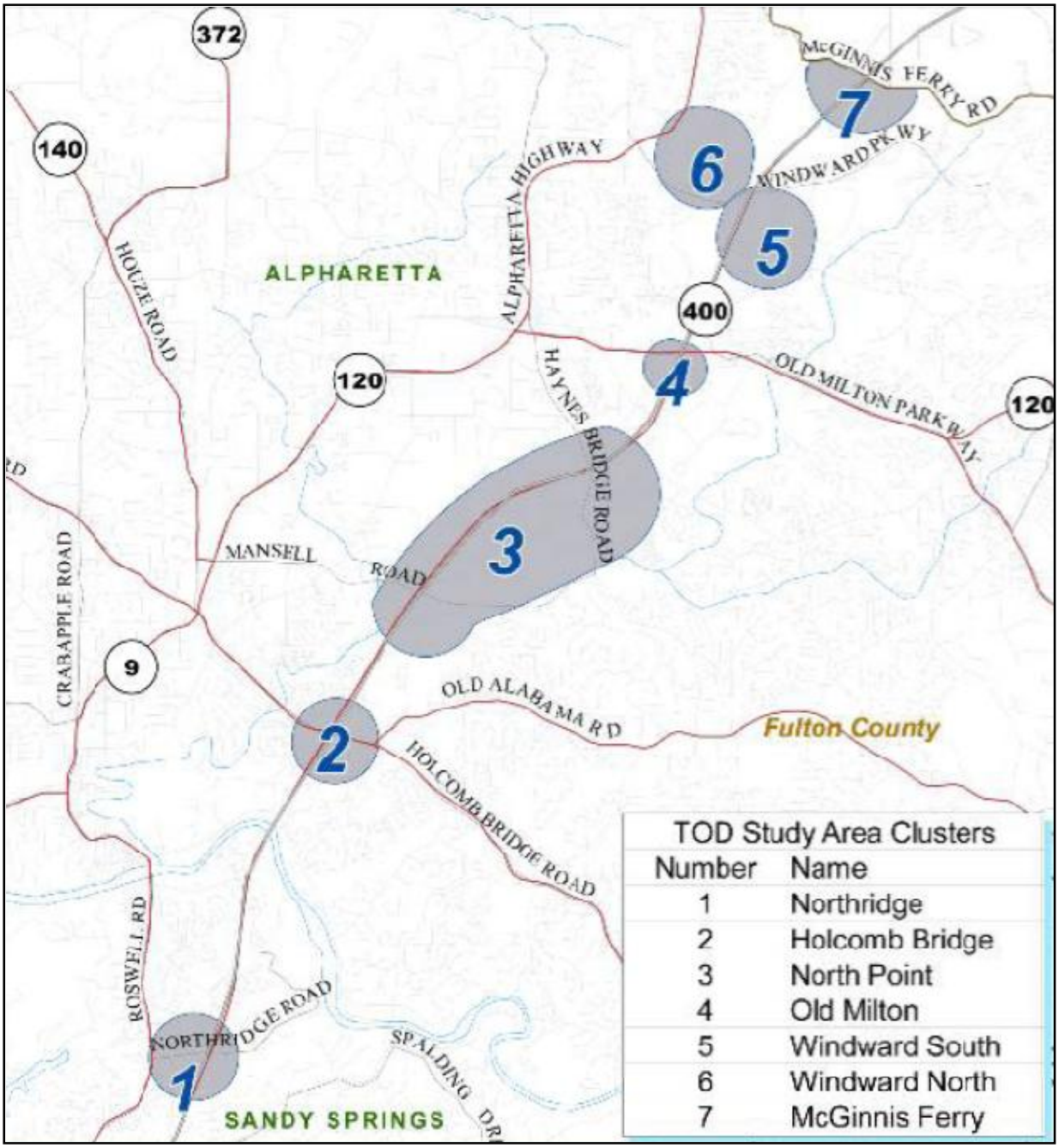
The study was guided by a comprehensive development strategy that supported ARC's regional program goals for the development of the most suitable emerging regional center:

- Encourage diversity of residential neighborhoods, employment, shopping, and recreation choices at the activity/town center level.
- Give housing a strong focus to create mixed-income neighborhoods and support the concept of aging in place.
- Encourage development that offers access to a range of travel modes (transit, roadways, walking, and biking) and uses.
- Provide connectivity to cities, major activity and employment centers, and institutional facilities.
- Implement an outreach process that promotes involvement of all stakeholders.

The North Line TOD Study was conducted in three phases. In Phase 1, the seven clusters were evaluated based on demographics, land use, zoning, and transportation to determine the most suitable sites for TOD. The purpose of this phase was to narrow the number of clusters to a maximum of four.

In Phase 2, the four most suitable clusters for a potential TOD were further evaluated to identify the most suitable site for a future TOD prototype in the GA 400 corridor. This evaluation included a more detailed analysis of population and employment characteristics, market trends, market potential, including planned and proposed developments/improvements, as well as existing zoning and potential future land use. Based on these analyses, the North Point area at Center Bridge Road and GA 400 was identified as the location with the greatest relevant development potential, based on technical analysis and stakeholder input.

Figure 5-21: North Line TOD Study - TOD Cluster Areas



Source: MARTA North Line TOD Study, December 2006

In Phase 3, the study team developed an implementation framework for the North Point area based on market analysis and accepted planning and design practices for successful transit oriented development. The major feature of the concept plan was the redevelopment of the northern third of the Mansell Crossing Shopping Center and the area between Center Bridge Road and North Point Mall into a high density, mixed use TOD urban cluster that would adjoin the planned MARTA station. As shown in Figure 5-22, key elements of this TOD urban cluster concept include:

- Mixed use developments on the blocks in the urban cluster that would include commercial uses and restaurants on the ground level and high density residential uses on the upper levels. Emphasis should be placed on maximizing residential uses in the core area of the TOD cluster in order to create a viable and vibrant 24-hour community.
- A mixed use facility along the west side of GA 400 that would include commercial uses on the ground level and parking on the upper levels to support the uses in the urban cluster, as well as to provide park and ride spaces for the MARTA station.
- A central plaza/public open space, in the middle of the urban cluster, that would serve as a focal feature for the TODs.
- In-fill developments, north of Center Bridge Road, which would replace existing large parking lots with higher density, mixed use developments, that would also include a mixed use parking structure to replace the lost parking and provide parking for the new developments.
- A building and walkway link to North Point Mall. The area west of GA 400 would be developed in a similar fashion as the east side, with the highest density, mixed use developments located closest to the bridgehead. The uses shown in the northwest quadrant reflect the then proposed Cousins Westside Development plan which included higher density, mixed use developments close to the bridge, as well as higher density residential, senior housing, and a number of public and semi-public uses, such as the proposed university education center, a performing arts center, and a community center.

Finally a key component of the TOD concept plan was the recommendation to improve pedestrian and bicyclist access across GA 400. Two options were proposed to improve this connection: 1) add a separate pedestrian/bicyclist bridge; or 2) widen and improve the walkway on the existing roadway bridge. In addition, the plan recommends a comprehensive pedestrian/bicyclist path system that would connect the MARTA station to existing and proposed developments around the station.

Figure 5-22: North Point TOD Concept

Source: MARTA North Line TOD Study, December 2006

6.0 SAFETY (CRASH HISTORY)

A thorough examination of crash history and traffic patterns can predict key locations where improvements in traffic safety will be beneficial to motorists and the community. The dollar cost to a community that is caused by a vehicular-related crash includes medical care, emergency services, victim work loss, employer cost, traffic delay, property damage, and a quality of life reduction attributed to longer travel times. Crash data was collected from the Georgia Department of Transportation for years 2006-2008.

Figures 6-1A and 6-1B show the number of vehicle crashes at intersections within the North Fulton CTP study network[44]. In general, the number of crashes at intersections along a given roadway corresponds with the road's functional classification and traffic volume. By observing the map, one can see that crashes appear to be more heavily concentrated along State Routes, particularly SR 9. From 2006-2008, there were approximately 14,430 crashes, 3,556 injuries, and 12 fatalities at the study intersections[45]. Additional crashes occurred within North Fulton County, but 14,430 is an approximate summary of crashes occurring at the study intersections. Table 6-1 shows the intersections that experienced over 150 crashes for years 2006-2008. Eleven of these 20 intersections are located at intersections along SR 9; many of them intersecting with arterial roadways that provide east-west connectivity to GA-400 and adjacent counties.

[44] This includes only the crashes that occurred at intersections of roads included in the study network. Crashes that occurred that weren't associated with these intersections, and those that occurred along local roadways not considered in the study network were not inventoried.

[45] This equates to approximately 0.25 injuries per crash and 0.0008 fatalities per crash.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Crashes Per Intersection
- 0 - 35
- 36 - 80
- 81 - 150
- 151 - 300
- 301 - 575

North Fulton Study Area

Counties

Other Cities

Study Network

Functional Classification
- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Local

Other Major Roads

Expressways

Source: Georgia Department of Transportation

Figure 6-1A
Crash History

North Fulton County Transportation Resource Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Total Crashes Per Intersection

- 0 - 35
- 36 - 80
- 81 - 150
- 151 - 300
- 301 - 575

North Fulton Study Area

Counties

Other Cities

Study Network

Functional Classification

- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Local
- Other Major Roads
- Expressways

Source: Georgia Department of Transportation

Figure 6-1B
Crash History

Table 6-1: Intersections With Number of Crashes > 150 (Years 2006-2008)

Intersection	Number of Crashes	Number of Injuries	Number of Fatalities
Alpharetta Highway (SR 9) at Holcomb Bridge Road (SR 140)	573	193	1
Medlock Bridge Road (SR 141) at State Bridge Road	516	123	0
Alpharetta Highway (SR 9) at Mansell Road	514	117	0
Roswell Road (SR 9) at Abernathy Road	365	112	0
Roswell Road (SR 9) at Hammond Drive	307	57	0
Roswell Road (SR 9) at Mt Vernon Highway	238	46	0
Peachtree Dunwoody Road at Johnson Ferry Road	235	53	0
Roswell Road (SR 9) at Northridge Drive	220	48	0
Woodstock Road (SR 92) at Old Mountain Park	218	48	0
Roswell Road (SR 9) at I-285 Westbound Ramp	212	43	0
Roswell Road (SR 9) at Johnson Ferry Road	193	26	0
Peachtree Dunwoody Road at Glenridge Connector	192	41	1
Holcomb Bridge Road (SR 140) at Old Roswell Road	189	61	0
Medlock Bridge Road (SR 141) at Old Alabama Road	180	27	0
Old Milton Parkway (SR 120) at North Point Parkway	179	41	0
Roswell Road (SR 9) at Marietta Highway (SR 120)	179	45	0
Old Milton Parkway (SR 120) at Georgia 400 Southbound Ramp	172	41	0
Hammond Drive at Peachtree Dunwoody Road	172	53	0
Roswell Road (SR 9) at Riverside Drive	157	31	1
Roswell Road (SR 9) at Jones	154	47	0

Source: GDOT, University of Alabama CARE

7.0 FREIGHT, INTERMODAL, AND AIRPORT OPERATIONS

The majority of freight travel in the Atlanta region occurs outside the North Fulton CTP study area. In fact, the freight traffic is predominantly local in nature; however, there are some scattered light industrial/manufacturing uses and several key area distribution centers including seven Consumer Retail centers and one Industrial center. These centers tend are located in town centers and/or along GA-400.

As examples, Hanjin Shipping, UPS, and Federal Express have trucking operations in the North Fulton area. From here, they serve destinations all over the north metro area. Light industrial, manufacturing, and wholesale businesses also rely on deliveries via truck, but are somewhat dispersed throughout the area. The most notable concentration of users of truck freight includes businesses in Roswell and Alpharetta in areas along Hembree Road and Old Roswell Road.

7.1 Trucks

There are three officially designated truck routes in the study area, which include I-285, GA-400, and a portion of SR 9 in Alpharetta; however, the Atlanta Regional Freight Mobility Plan identifies an Atlanta Regional Priority Freight Highway Network. This network includes SR 92 and SR 120, in addition to GA-400 and I-285. Figure 7-1 shows the proposed Atlanta regional priority freight highway network.

7.2 Rail

The Atlanta region is served by two primary Class I railroads, CSX Transportation and Norfolk Southern, and three smaller rail lines: Georgia Northeastern, Fulton County Railway, and Georgia DOT owned rail lines. None of these railroads traverse the North Fulton CTP study area.

7.3 Intermodal and Airport Operations

The North Fulton CTP study area does not include any intermodal or airport facilities.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

- Priority Freight Highway Network
- Study Network
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Atlanta Regional Commission

Figure 7-1
Proposed Priority Freight Highway Network

8.0 PROGRAMMED PROJECTS

8.1 Stimulus Projects

There are a total of nine American Recovery and Reinvestment Act (ARRA) projects in the North Fulton area. Project types include roadway maintenance and operations, operational upgrades, multi-use bicycle/pedestrian facilities, and pedestrian facilities. No transit projects or major roadway capacity projects are included in the ARRA projects. A list of the ARRA projects is provided at the end of Table 8-1.

8.2 Regional Projects

The *Envision6* Regional Transportation Plan (RTP) includes 46 projects that are specific to the North Fulton area[46]. Bicycle/pedestrian, roadway, and transit project types are represented. The only major transit project is bus rapid transit (BRT) along I-285 from Cumberland/Galleria to the Central Perimeter. While several east/west roadway improvements are included in the RTP, most are planned to open in 2020 or later. The exception is the GA-400 flexible shoulder lanes, which will add peak period capacity along GA-400 from Spalding Drive to McFarland Road. Table 8-1 provides a list of the programmed *Envision6* projects in North Fulton. A listing of planned *Envision6* projects is provided in Appendix H.

[46] This number does not include those projects of regional scale that are not solely specific to North Fulton. This list was generated using a GIS shapefile obtained from ARC.

Table 8-1: *Envision6* Programmed Projects

ARC ID	Funding Total	Completion Date	Project Group	Project Type	Project Description	From	To
FN-199	$5,142,648	2011	Roadway	ITS-Smart Corridor	SR 9 ATMS	Abernathy Road	Forsyth County Line
FN-204	$500,000	2013	Roadway	ITS-Smart Corridor	SR 92 (Crossville Road/Woodstock Road) ATMS	Cobb County Line	SR 9 (Alpharetta Highway
FN-203	$950,000	2011	Roadway	ITS-Smart Corridor	SR 140 (Holcomb Bridge Road) ATMS	SR 9 (Alpharetta Highway)	Barnwell Road
FN-173A	$ -	2009	Roadway	General Purpose Roadway Capacity	Westside Parkway: Segment 2 - Rock Mill Road/Old Roswell Road (Widen 2 to 4 lanes)	1,000 Feet South of Mansell Road	Rock Mill Road at Sanctuary Park
FN-173B	$ -	2009	Roadway	General Purpose Roadway Capacity	Westside Parkway: Segment 2 - Rock Mill Road/Old Roswell Road (Widen 2 to 4 lanes)	1,000 Feet South of Foe Killer Creek	1,000 Feet North of Foe Killer Creek
FN-201	$1,150,000	2011	Roadway	ITS-Other	Windward Parkway Traffic Signal Interconnections	SR 9 (Alpharetta Road)	McGinnis Ferry Road
FN-202	$1,070,000	2011	Roadway	ITS-Other	North Point Parkway Traffic Signal Interconnections	Mansell Road	Windward Parkway
FN-107	$11,180,000	2020	Roadway	General Purpose Roadway Capacity	Kimball Bridge Road (Widen 2 to 4 lanes)	North Point Parkway	State Bridge Rd/ Old Milton Pkwy
FN-AR-BP076A	$ -	2009	Bike/Ped	Multi-Use Bike/Ped Facility	Johns Creek Greenway: Segment 2	Finley Road at SR 141	Old Alabama Road
FN-AR-BP076B	$2,300,000	2014	Bike/Ped	Multi-Use Bike/Ped Facility	Johns Creek Greenway: Segment 2	Old Alabama Road	Vista Bluff Drive
FN-233A	$48,684,000	2020	Roadway	General Purpose Roadway Capacity	McGinnis Ferry Road: Segment 1 (Widen 2 to 4 lanes)	Union Hill Road	Sargent Road
AR-936	$5,200,000	2011	Roadway	General Purpose Roadway Capacity	GA-400 Flexible Shoulder Lanes (Upgrade Shoulders for Through Travel in Peak Periods)	Spalding Drive	McFarland Road

(Table continued on following page)

(Continued from previous page)

AR-H-400	$277,509,000	2020	Roadway	Managed Lanes (Auto/Bus)	GA-400 HOV Lanes (4 Managed Lanes)	I-285	McFarland Road
FN-AR-204	$ -		Bike/Ped	Pedestrian Facility	Hammond Drive/Sandy Springs Circle Pedestrian Improvements		
ARRA Projects							
FN-AR-144	$2,217,600	2011	Bike/Ped	Pedestrian Facility	Peachtree-Dunwoody Road Pedestrian Improvements	I-285	Abernathy Road
FN-250	$3,987,000	2012	Roadway	Operational Upgrades	Mount Vernon Hwy and Peachtree Dunwoody Rd Inters. Improvements		
FN-246	$572,350	2010	Roadway	Maintenance/ Operations	SR 9 (Atlanta Street) Repaving	Chattahoochee River	SR 120 (Marietta Highway)
FN-247	$3,216,748	2010	Roadway	Maintenance/ Operations	SR 9 (Roswell Road) Repaving	Abernathy Road	Chattahoochee River
FN-215	$1,422,750	2010	Roadway	Operational Upgrades	Kimball Bridge Road	Waters Road	
FN-177	$1,332,029	2010	Bike/Ped	Pedestrian Facility	SR 140 (Holcomb Bridge Road)	Old Holcomb Bridge Road	GA-400
FN-249	$165,000	2012	Bike/Ped	Multi-Use Bike/ Ped Facility	Johns Creek Greenway - Segment 1, Part 2		
FN-243	$427,922	2011	Roadway	Operations	Pine Grove Road and Magnolia Street Signal Upgrades	Waterford Way, Lake Charles Drive, Coleman Road,	Mimosa Boulevard
FN-165	$ -	2011	Bridge	Upgrade	Kimball Bridge Road	Big Creek	
FN-244	$ -	2010	Roadway	Operations	Old Alabama Road Traffic Signal Upgrades	At 8 locations	
FN-254	$336,039	2011	Roadway	Operations	SR 140 (Holcomb Bridge Rd)/Barnwell Rd Intersection Improvements		
FN-AR-204	$2,032,958	2011	Bike/Ped	Pedestrian Facility	Hammond Drive/Sandy Springs Circle Pedestrian Improvements		

Source: Atlanta Regional Commission

8.3 Local Projects

Every jurisdiction in North Fulton has locally planned and programmed projects in addition to the previously discussed stimulus and regional projects. The following sections provide an overview of local projects and are organized by jurisdiction. As the available data varied by jurisdiction, some tables have more information than others.

Alpharetta

Alpharetta has 14 locally planned and programmed projects divided into short-, intermediate-, and long-term implementation time frames. Both highway capacity and local transit projects are represented. Table 8-2 provides a listing of the Alpharetta Projects:

Table 8-2: Alpharetta Transportation Projects

Timeframe	Type	Description	From	To
Intermediate	Highway	Westside Pkwy	Old Milton Pkwy	Windward Pkwy
Long Term	Highway	Webb Bridge Rd	GA-400	Kimball Bridge Rd
Short Term	Highway	Webb Bridge Rd	Red Oak Ln	GA-400
Long Term	Highway	Alpharetta Rd	Canton St	Windward Pkwy
Long Term	Highway	Haynes Bridge Rd	Mansell Rd	County Line
Intermediate	Highway	Mansell Rd	Old Roswell Rd	GA-400
Short Term	Highway	Future Westside Parkway	Mansell Rd	Old Milton Pkwy
Short Term	Highway	Norcross St	Marietta St	Thompson St
Intermediate	Transit	Maxwell Rd/Main St	Upper Hembree Rd	Northpoint Center East
Intermediate	Transit	Hardscrabble Rd/Houze Rd/Hembree Rd	County Line	City Limit
Intermediate	Transit	GA400	City Limit	Windward Pkwy
Intermediate	Transit	North Point Center East	Northpoint Circle	Upper Hembree Rd
Intermediate	Transit	North Point Cntr E/North Point Pky/State Bridge Rd	Northpoint Circle	County Line
Intermediate	Transit	Morris Rd	Nothpoint Pkwy	Northpoint Pkwy

Source: City of Alpharetta Comprehensive Plan

Johns Creek

Johns Creek Roadway capacity and intersection improvement projects make up the planned and programmed projects in the City of Johns Creek. Table 8-3 provides a listing of the local projects planned or programmed in Johns Creek.

Table 8-3: Johns Creek Transportation Projects

Cost	Type	Description
$46,184,000	Road Capacity	McGinnis Segment 1 (Union Hill Rd to Sargent Rd
$ -	Road Capacity	Old Alabama Segment 3 (Buice Rd to Medlock)
$38,921,000	Road Capacity	Old Alabama Segment 1 (Holcomb to Jones Bridge)
$42,031,000	Road Capacity	Old Alabama Segment 2 (Jones Bridge to Medlock)
$54,896,200	Road Capacity	SR 120 (State Bridge to Gwinnett Line)
$12,949,800	Road Capacity	Haynes Bridge (Mansell to Old Alabama)
$23,518,320	Road Capacity	Jones Bridge Segment 1(Old Alabama to SR120)
$9,940,600	Road Capacity	State Bridge (SR120 to Peachtree Industrial)
$7,500,000	Road Capacity	Jones Bridge Segment 2 (SR120 to McGinnis Ferry)
$1,170,000	Intersection Improvement	Jones Bridge @ Waters Rd
$1,200,000	Intersection Improvement	Jones Bridge @ Buice Rd
$1,050,000	Intersection Improvement	Jones Bridge @ Morton Rd
$2,370,000	Intersection Improvement	Rogers Bridge Rd @ Bell Rd
$1,851,000	Intersection Improvement	Bell Rd @ Rogers Cir
$1,000,000	Intersection Improvement	Bell Rd @ Boles Rd

Source: City of Johns Creek

Milton

Milton is currently working on a Comprehensive Transportation Plan. The local projects are divided into corridor and intersection improvements. Table 8-4 provides a listing of projects that are preliminarily recommended.

Table 8-4: Milton Transportation Projects Being Considered

Name	Type
Alpharetta Hwy (SR 9) / Cumming Hwy	Roadway
Arnold Mill Rd (SR 140) / Houze Rd / Hickory Flat Hwy	Roadway
Rucker Rd / Old Milton Pkwy	Roadway
Holbrook Campground Rd / Hopewell Rd / Hamby Rd	Roadway
School Dr	Roadway
Morris Rd	Roadway
Birmingham Rd @ Freemanville Rd	Intersection
Hopewell Rd / Cogburn Rd @ Francis Rd	Intersection
Freemanville Rd @ Providence Rd	Intersection
Bethany Rd @ Providence Rd	Intersection
Birmingham Hwy (SR 372) @ Birmingham Rd / Hickory Flat Rd	Intersection
Hopewell Rd @ Redd Rd	Intersection
Birmingham Rd @ Hopewell Rd	Intersection
Strickland Rd @ Bethany Bend	Intersection
Bethany Bend @ Morris Rd / McGinnis Ferry Rd	Intersection
Webb Rd @ Morris Rd	Intersection
Morris Rd @ Deerfield Pkwy	Intersection
Hopewell Rd @ Bethany Bend	Intersection
Hopewell Rd @ Bethany Way	Intersection
Bethany Oaks Pointe @ Hopewell Rd	Intersection
Bethany Rd @ Cogburn Rd	Intersection
Cogburn Rd @ Bethany Bend	Intersection
Batesville Rd @ Taylor Rd	Intersection
Arnold Mill Rd (SR 140) @ Green Road	Intersection
Alpharetta Hwy (SR 9) @ Keyingham Way	Intersection
Alpharetta Hwy (SR 9) @ Bethany Bend	Intersection
Hopewell Rd @ Hamby Rd	Intersection
Arnold Mill Rd (SR 140) @ Ranchette Rd	Intersection
Crabapple Rd / Mayfield Rd @ Birmingham Hwy (SR 372) / Broadwell Rd (Crabapple Crossroads)	Intersection
Alpharetta Hwy (SR 9) @ Webb Rd	Intersection
Birmingham Hwy (SR 372) @ New Providence Rd	Intersection
Arnold Mill Rd (SR 140) @ New Providence Rd	Intersection
Alpharetta Hwy (SR 9) @ Deerfield Pkwy	Intersection
Arnold Mill Rd (SR 140) @ Cox Rd	Intersection

Source: City of Milton Comprehensive Transportation Plan

Roswell

Roswell currently has a total of 33 projects that are locally planned and programmed. Project types include maintenance, streetscapes, intersection improvements, signal upgrades, ATMS, sidewalks, milti-use trails, bridges, and highway capacity projects. No transit projects are planned or programmed. Table 8-5 provides a listing of the Roswell projects.

Table 8-5: Roswell Transportation Projects

Name	Type
Norcross Street Drainage Improvements	Maintenance
Pine Grove Road Drainage Improvements	Maintenance
Oak Street Streetscape	Streetscape
Midtown Streetscape (SR 9)	Streetscape
SR 140/Holcomb Bridge Road	Intersection Improvement
Grimes Bridge Road/Norcross Street/Warsaw Road Roundabout	Intersection Improvement
Oxbo Road Relocation and Elm Street Extension	Intersection Improvement
Hardscrabble Road @ East Chaffin Road	Intersection Improvement
Hardscrabble Road @ West Chaffin Road	Intersection Improvement
Crabapple Road @ Rucker Road	Intersection Improvement
Old Alabama Road @ Roxburgh Drive	Intersection Improvement
Old Alabama Road @ Old Alabama Road Connector	Intersection Improvement
Pine Grove Road	Signal Upgrade
Old Alabama Road	Signal Upgrade
SR 92 (Crossville / Woodstock Road) ATMS	ATMS
SR 140 (Holcomb Bridge Road) ATMS	ATMS
SR 9 ATMS	ATMS
Crabapple Road Sidewalk	Sidewalk
Warsaw Road Sidewalk	Sidewalk
Fouts Road Sidewalk	Sidewalk
Holcomb Bridge Middle School Sidewalk	Sidewalk
Holcomb Bridge Sidewalk	Sidewalk
Hembree Road Bridge Replacement	Bridge
Grimes Bridge Bridge Replacement	Bridge
Mansell Extension	Capacity
Sun Valley Drive Extension	Capacity
Mansell Place Extension	Capacity
Swaybranch Extension	Capacity
South Atlanta Corridor Improvements	Capacity
Big Creek Bridge	Capacity

Source: City of Roswell

Sandy Springs

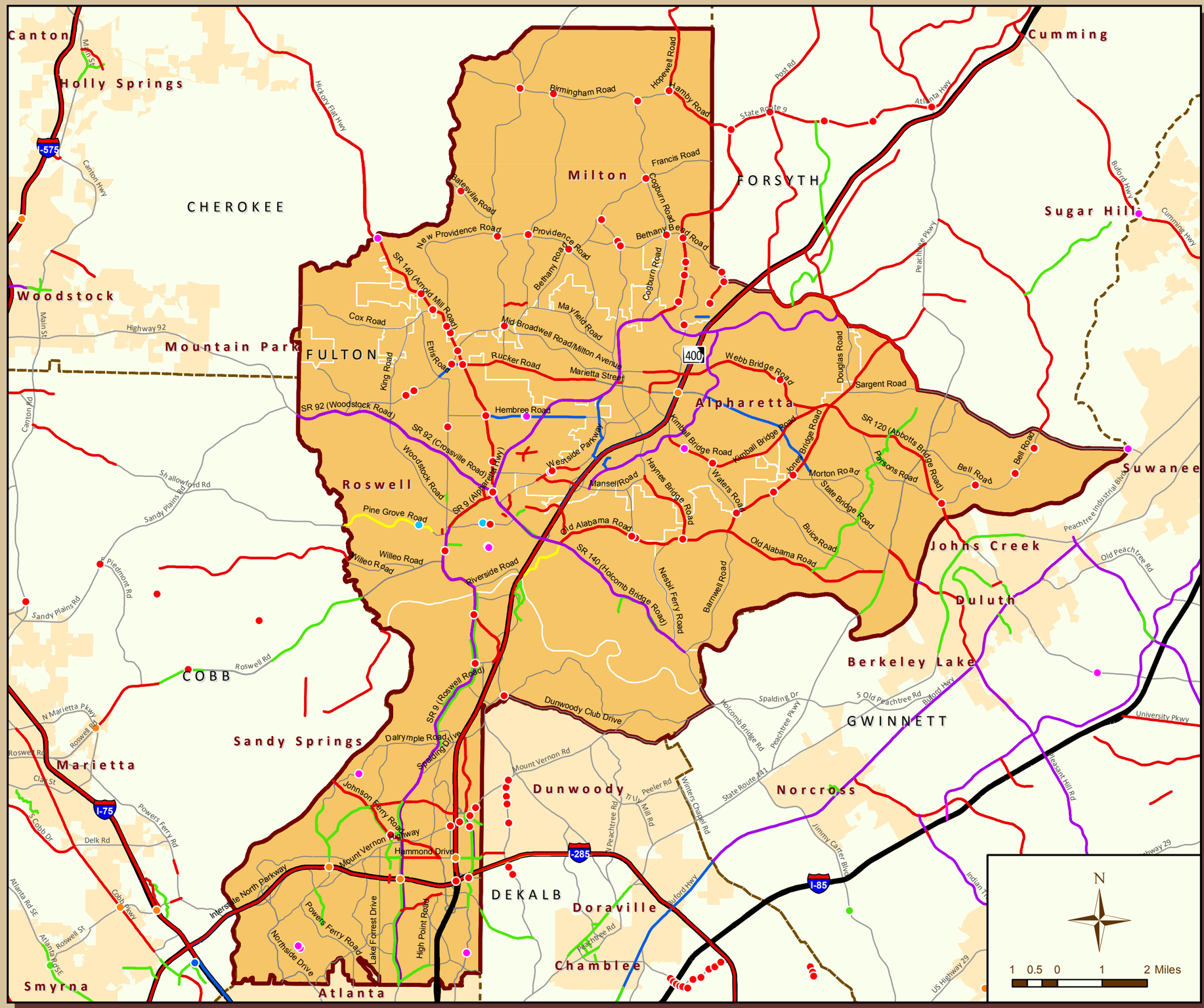
Sandy Springs has 32 locally planned and programmed transportation projects. Project types included in the Sandy Springs plan are advanced traffic management systems (ATMS), interchange improvements, recreational trails, road widening, sidewalks, and streetscapes. Table 8-6 provides a listing of the Sandy Springs Projects. Figure 8-1 provides a graphical representation of all of the transportation infrastructure projects within North Fulton County[47].

Table 8-6: Sandy Springs Transportation Projects

Project ID	Project Type	Project Name & Description
T-0013	ATMS	Roswell Road ATMS (Abernathy to Chattahoochee River)
PCID	ATMS	Peachtree Dunwoody Road ATMS
T-0023	Concept Design	I-285 Tunnel - Sandy Springs Circle Underpass
T-0024	Concept Design	Hammond Widening (Roswell Road to Glenridge)
T-0011	Concept Design	Johnson Ferry - Glenridge - (Earmark)
T-0025	Concept Design	Dunwoody Place Improvements (Roswell Road to Northridge)
T-0026	Concept Design	Peachtree Dunwoody Road Improvements (Spalding to Abernathy)
T-0031	Interchange Improvements	I-285 Bridge Re-striping
n/a	Land Acquisition	Greenway - Abernathy Road Section
T-0002	Land Acquisition	Greenway - Abernathy Road Section
n/a	LCI Study South	LCI Study South
T-0030	LCI Study South	LCI Study South
T-0002	Park Design	Greenway - Abernathy Road Section
T-0029	Recreational Trail Construction	Island Ford Trail Extension
T-0001	Road Widening	Abernathy Road Widening
T-0025	Road Widening	Dunwoody Place Improvements (Roswell Road to Northridge)
T-0026	Road Widening	Peachtree Dunwoody Road Improvements (Spalding to Abernathy)
T-0007	Sidewalk and Traffic Calming	Mt Vernon Parkway Sidewalk and Traffic Calming (SSRI)
T-0005	Sidewalks	River Valley Road Sidewalks (SSRI)
T-0017	Sidewalks	Riverside Drive Sidewalks (Old Riverside to Heards Ferry)
T-0020	Sidewalks	Windsor Parkway Sidewalks (Roswell to High Point)
T-0032	Sidewalks	CDBG Sidewalk
PCID	Sidewalks	Hammond Drive Sidewalks
T-0008	Streetscape	Roswell Road Streetscape (Cliftwood to Hammond) (SSRI)
T-0012	Streetscape	Roswell Road Streetscape (Johnson Ferry to Abernathy)
T-0014	Streetscape	Sandy Springs Circle Pedestrian Enhancement (Phase II)
T-0015	Streetscape	Sandy Springs Circle Pedestrian Enhancement (Phase III)
T-0006	Streetscape	Sandy Springs Circle and Hammond Drive Pedestrian Enhancement Phase I (SSRI)
T-0009	Streetscape	Roswell Rd and Johnson Ferry Pedestrian Link
PCID	Streetscape	Peachtree Dunwoody Road: I285 to Abernathy Road (Streetscape)
PCID	Streetscape	Perimeter Center West Streetscapes and Intersection Improvements
PCID	Streetscape	Peachtree Dunwoody Medical Center Streetscapes
T-0019	Streetscape	Roswell Road Streetscape (I-285 to Atlanta City Limits)

Source: City of Sandy Springs

[47] Some projects listed in the previous tables may not be shown graphically due to recent programming (e.g. ARRA or local projects recently added to a work program).



North Fulton County
Transportation Resource
Implementation Program

ARC Atlanta Regional Commission

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

Roadway Project	Roadway Project
Transit Facilities	Transit Project
Bridge Project	Bridge Project
Bike / Ped Project	Bike / Ped Project
ITS / ATMS Project	ITS / ATMS Project
Interchange Project	Interchange Project
Maintenance Project	Signal Project
Study Network	North Fulton Study Area
Other Major Roads	Counties
Expressways	Other Cities

Source: Atlanta Regional Commission, City of Alpharetta, City of Johns Creek, City of Milton, City of Roswell, City of Sandy Springs

Figure 8-1
Programmed Projects

9.0 TRANSPORTATION FUNDING

Current primary funding in the state of Georgia consist of the following three sources:

- Federal – most is formula based to GDOT and transit agencies
- State – primarily from the state gas tax
- Local – includes county general funds (from taxes), Special Purpose Local Option Sales Taxes (SPLOST), and impact fees.

More Specifically, Georgia receives $3-4 billion each year from the following sources[48]:

- $1.1-1.3 billion from the Federal Highway Administration
- $1 billion in state sources (mostly gas tax)
- $750 million from bonds

An important fact worth noting is that Georgia has the second lowest gas tax in the country. While the national average state gas tax is 27.2 cents per gallon, Georgia's gas tax currently sits at 13 cents per gallon.

The ARC Regional Transportation Plan (RTP)[49], otherwise known as *Envision6*, currently averages $1.1-1.7 billion of the total $3-4 billion state budget per year. Programmed transportation investments were identified in *Envision6* and it was determined that North Fulton County projects account for a total of 5 percent of the total Atlanta MPO transportation programmed investment projects. For comparison, in 2008 North Fulton County represented 5.7 percent of the region's population and 6.9 percent of the region's employment.

Planned investments[50] in *Envision6* total approximately $1 billion in North Fulton County through year 2030. If this planned investment is realized, the area will average $46 million per year of investments in North Fulton County (this does not include ongoing MARTA service costs).

North Fulton County faces a funding challenge. With the existing one percent MARTA sales tax for all of Fulton and DeKalb Counties, this makes it very difficult for any portion of Fulton County to seek additional taxation for local transportation investments.

Current transportation funding sources for North Fulton County should be reevaluated in efforts to identify more efficient and direct methods of funding for this unique area. Through the use of SPLOSTs, its neighbors, Cobb County and Gwinnett County have realized approximately $137 million and $150 million per year, respectively, mostly for transportation enhancements. Without an additional revenue source or reallocating and reprogramming existing funding, North Fulton County will likely not keep pace with its neighbors.

[48] This does not include the many local revenue sources such as the Fulton and DeKalb County MARTA sales tax which averages $340 million per year. Other local SPLOSTS are also not accounted for in this number.

[49] The Regional Transportation Plan consists of programmed projects residing within the Transportation Improvement Plan. The projects have been allocated funding for implementation.

[50] Planned projects in the Regional Transportation Plan include projects that are planned but not yet funded.

10.0 ENVIRONMENTAL CONDITIONS

An important aspect of North Fulton is its dedication to its natural resources; therefore, there is a great sensitivity given to the footprint that North Fulton puts on its local environment. This section provides an inventory of the natural and environmentally sensitive areas in the North Fulton area. This inventory then may be used to consider the issues, opportunities, and problems associated with the interaction of these resources with future transportation projects.

10.1 Methodology

The environmental inventory was divided into five major categories: environmental justice areas, jurisdictional waters, threatened and endangered species, hazardous materials, and cultural resources. Data used as a basis for this environmental inventory was collected from a variety of sources, including ARC, Natural Archaeological and Historic Resources GIS (NAHRGIS), Georgia Department of Natural Resources, and the US Fish and Wildlife Department.

10.2 Environmental Justice Areas

The executive order on Environmental Justice enacted in 1994 made environmental justice part of the mission of every federal agency. The United States Environmental Protection Agency (USEPA) defines environmental justice as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work." In the case of North Fulton, equity is afforded to every citizen, independent of income for the implementation of this transportation plan. Due to the local tendency for minorities to exist in a higher income levels than perhaps other parts of the country, environmental justice was not based on race for the purposes of this study.

As shown in Figure 10-1, the highest density of low income households, considered to be earning less than $35,000 per year, exists along GA-400 in the central and southern parts of the North Fulton CTP study area. Equity shall be provided to residents in these areas, as well as to the residents of areas where a lower density of low-income homes exist for the implementation of this transportation plan.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

Households with Income < $35,000
- 20% - 30%
- 30% - 40%
- North Fulton Study Area
- Counties
- Other Cities

- Study Network
- Other Major Roads
- Expressways

Source: US Census

Figure 10-1
Income < $35,000 / Household

10.3 Water Resources

Watersheds, stream corridors, and wetlands comprise the vital water resources of North Fulton County. They provide for a variety of ecological values and functions, including wildlife habitat, flood control, water quality preservation, drinking water supply, fisheries, and recreation.

10.3.1 Watershed

Watersheds are areas that share a common water drainage pattern. Two major watersheds exist in the North Fulton area. The Upper Chattahoochee watershed encompasses the largest area of North Fulton, while the Etowah watershed consists of northwest portions of the cities of Milton and Roswell, as well as all of Mountain Park. Smaller watersheds, such as the Big Creek watershed exist in the North Fulton area as well. A buffer must be maintained between any roadway and a stream in order to maintain the water quality within the watershed.

10.3.2 Stream Corridors

GIS documents streams identified by the U.S. Army Corps of Engineers as blue line streams. Blue line streams are regulated by the State of Georgia and would require additional verification, study, and permitting if impacts are anticipated. Many blue line streams exist in the North Fulton area, although many of them are considered first order and second order streams. Two major rivers exist in the area: Little River and the Chattahoochee River. The largest is the Chattahoochee River, and both are shown in Figure 10-2. The larger rivers must be considered when planning transportation projects. These rivers can have a major effect on traffic patterns in the area because of limited crossings. For example, much of the traffic associated with SR 9 in the Roswell area can be attributed to the fact that it is one of the only major arterials over the river in the area, forcing vehicles to one point to cross over the water corridor. Additionally, stream buffers must be maintained according to Corps of Engineers, State of Georgia, and local ordinances.

10.3.3 Wetlands

Wetlands are among the most productive ecosystems in the world, playing an integral part in the ecology of the watershed, and contributing to atmospheric maintenance; therefore, it is important to protect these delicate resources. A wetland is defined as land where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface. The locations of wetlands are indicated in Figure 10-2. Wetlands are regulated resources and permits from the U.S. Army Corps of Engineers and the State of Georgia are required with potential impacts.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

- Study Network
- Lakes and Ponds
- Wetlands

Rivers and Streams

- Major
- Minor

- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: Atlanta Regional Commission

N

1 0.5 0 1 2 Miles

Figure 10-2
Streams and Wetlands

10.4 Threatened and Endangered Species

Threatened and endangered species have been identified in the North Fulton area and are indicated in Figure 10-3. Similar to streams and wetlands, buffers may be required around specified habitats of these protected species. The protected plant and animal species that exist in North Fulton are listed in Table 10-1. Transportation projects can have a direct or indirect effect on these species. Direct impacts may be a result of construction activities destroying habitats, while indirect impacts may be caused by the division of a habitat area.

Table 10-1: Protected Species

Kingdom	Group	Species Name	Common Name
Animal	Crustacean	Cambarus howardi	Chattahoochee Crayfish
Community	Natural Community	Cave	Cave
Animal	Fish	Cyprinella callitaenia	Bluestripe Shiner
Plant	Monocot	Cypripedium acaule	Pink Ladyslipper
Animal	Mollusk	Elliptio arctata	Delicate Spike
Animal	Mollusk	Elliptio fraterna	Brother Spike
Animal	Fish	Etheostoma scotti	Cherokee Darter
Plant	Dicot	Fothergilla major	Mountain Witch-alder
Animal	Mollusk	Hamiota subangulata	Shinyrayed Pocketbook
Plant	Monocot	Melanthium latifolium	Broadleaf Bunchflower
Plant	Dicot	Monotropsis odorata	Sweet Pinesap
Plant	Dicot	Nestronia umbellula	Indian Olive
Animal	Fish	Notropis hypsilepis	Highscale Shiner
Plant	Dicot	Panax quinquefolius	American Ginseng
Animal	Reptile	Pituophis melanoleucus	Northern Pine Snake
Animal	Mollusk	Quincuncina infucata	Sculptured Pigtoe
Plant	Dicot	Rhus michauxii	Dwarf Sumac
Plant	Dicot	Schisandra glabra	Bay Star-vine
Plant	Dicot	Waldsteinia lobata	Barren Strawberry

Source: US Fish and Wildlife

A conservation area is a tract of land that has been awarded protected status in order to ensure that natural features, such as protected species, are safeguarded. Designated conservation areas have been identified in North Fulton as shown in Figure 10-3.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC
20-County
Region

Legend

- Rivers and Streams
- Conservation Lands
- *Labeled* Threatened and Endangered Species
- Study Network
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: US Fish and Wildlife

Figure 10-3
Protected Species

10.5 Land Resources

Perhaps no other resource in North Fulton is as valued as its beautiful parks and the preservation of its historic resources. Care must be taken when planning future roadways not to disturb these land resources.

10.5.1 Parks

Approximately 47 parks are located in the North Fulton area, many of them owned and managed by local governments. The Chattahoochee River National Recreation, which is owned and managed by the National Park Service, is the largest park in North Fulton County.

10.5.2 Historic Resources

There are approximately 846 historic resources located in North Fulton County. The majority of these resources are clustered around downtown Roswell within the study area as shown in Figure 10-4. Additionally, many structures located along Arnold Mill Road in Milton have been designated as historic. Structures that have been deemed as historic must be protected and preserved when planning future roadways. Responsible long range planning will take into account all historic resources when being developed.

10.6 Air Quality

Air pollution in North Fulton can have detrimental effects on the health of its citizens, water quality, visibility, wildlife, and vegetation. Mobile sources are the most significant contributors to air pollution, contributing to an increase in Carbon Monoxide (CO), Hydrocarbons (HC), Nitrogen Oxides (NOx), and Particulate Matter (PM 2.5). HC and NOx form in the atmosphere to create Ozone (O_3). Air quality is extremely important in the North Fulton area due to its designation by the EPA as a non-attainment area for O_3 and PM 2. In United States environmental law, a non-attainment area is an area considered to have air quality worse than the National Ambient Air Quality Standards (NAAQS) as defined in the Clean Air Act. Non attainment areas must develop and implement a plan to meet the standard, or risk losing transportation federal financial assistance. In order to reduce these air toxins, it is essential that North Fulton promotes wiser, healthier, more efficient transportation methods by supporting alternative transportation methods, reducing delay at intersections, and reducing urban sprawl.

North Fulton County
Transportation Resource
Implementation Program

ATLANTA REGIONAL COMMISSION

Kimley-Horn and Associates, Inc.

Reference Location

ARC 20-County Region

Legend

- Historic Resource Locations
- Study Network
- Other Major Roads
- Expressways
- North Fulton Study Area
- Counties
- Other Cities

Source: NAHRGIS

N

1 0.5 0 1 2 Miles

Figure 10-4
Historic Resources

11.0 NEXT STEPS

This Existing Conditions Report provides information regarding the operation and efficiency of the existing transportation infrastructure and services. The next phase of the North Fulton CTP is the Needs Assessment phase. In the Needs Assessment phase, the Atlanta Regional Commission's travel demand model, population forecasts, and employment forecasts will be the primary tools used for analyses to determine future transportation needs. A number of model scenarios will be included that will provide combinations of the 2030 ARC land use plan. The findings from the Needs Assessment phase will then be documented in the form of a Needs Assessment Report, which will include a detailed report, maps, and Measures-of-Effectiveness (MOE's).

The final step of the North Fulton CTP is the Recommendations phase. Specific projects will be recommended from the Needs Assessment phase and rigorously vetted through the Project Management Team, Stakeholder Committee, Policy Committee, and general public. A prioritized list of recommendations will be documented in a Recommendations Report, which will include a detailed report, maps, and project specifics.

APPENDIX A

Public Opinion Survey Summary

The Schapiro Group

North Fulton County CTP Telephone Survey Results

October 2009

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The Schapiro Group

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schapirogroup.com

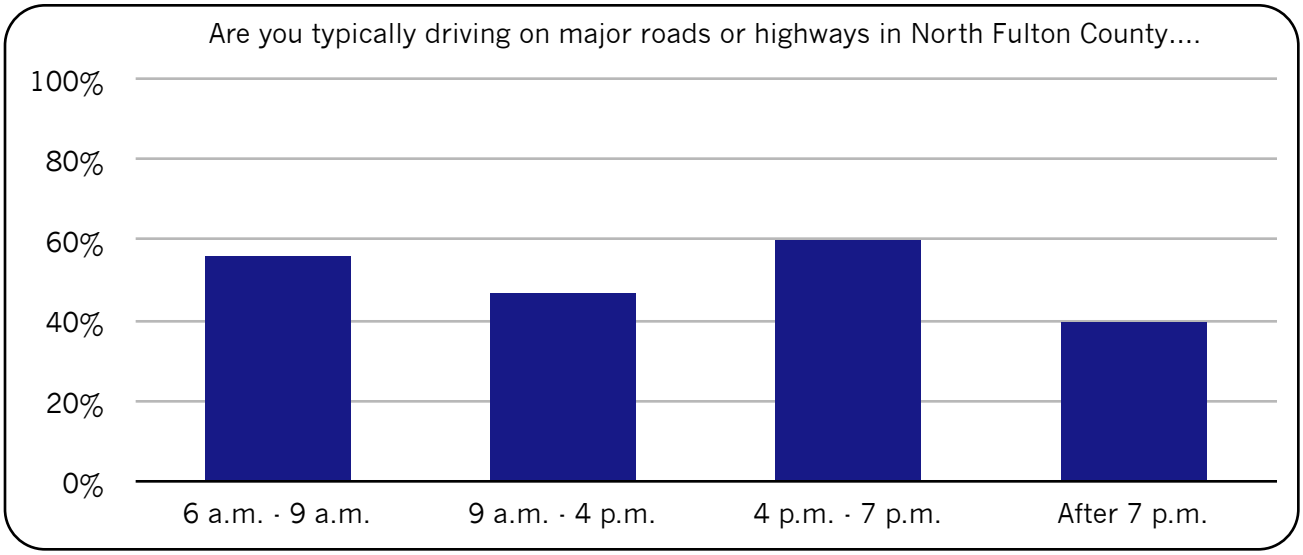
Introduction and Methodology

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

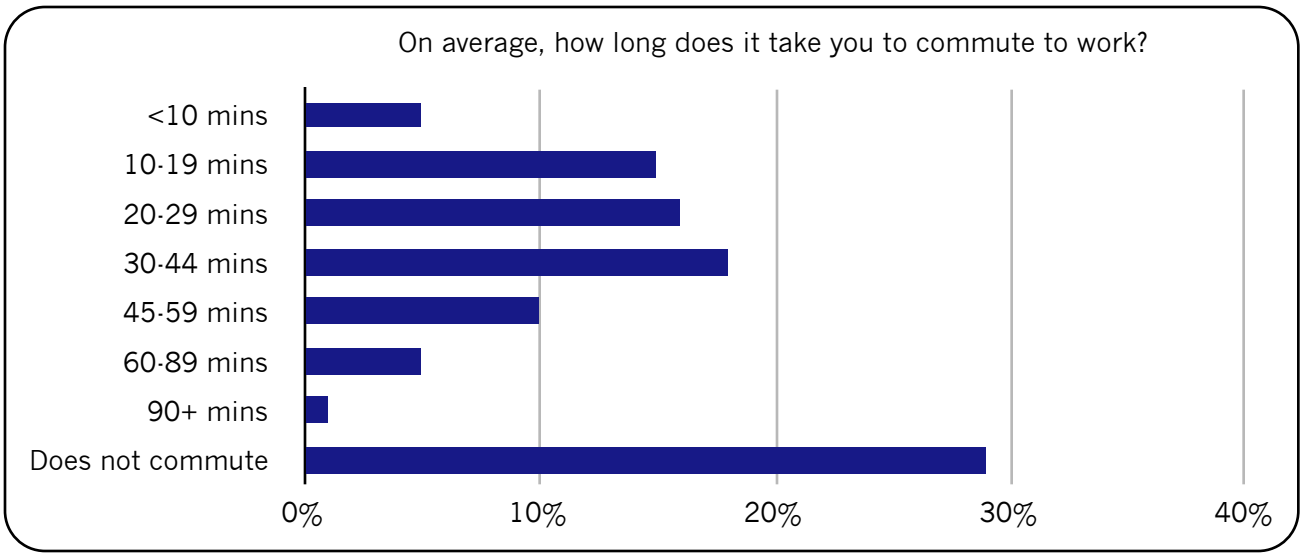
A majority of North Fulton County residents are on major roads or highways in the area during morning and afternoon rush periods, while slightly less than half are on major roads during non-rush times.



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.

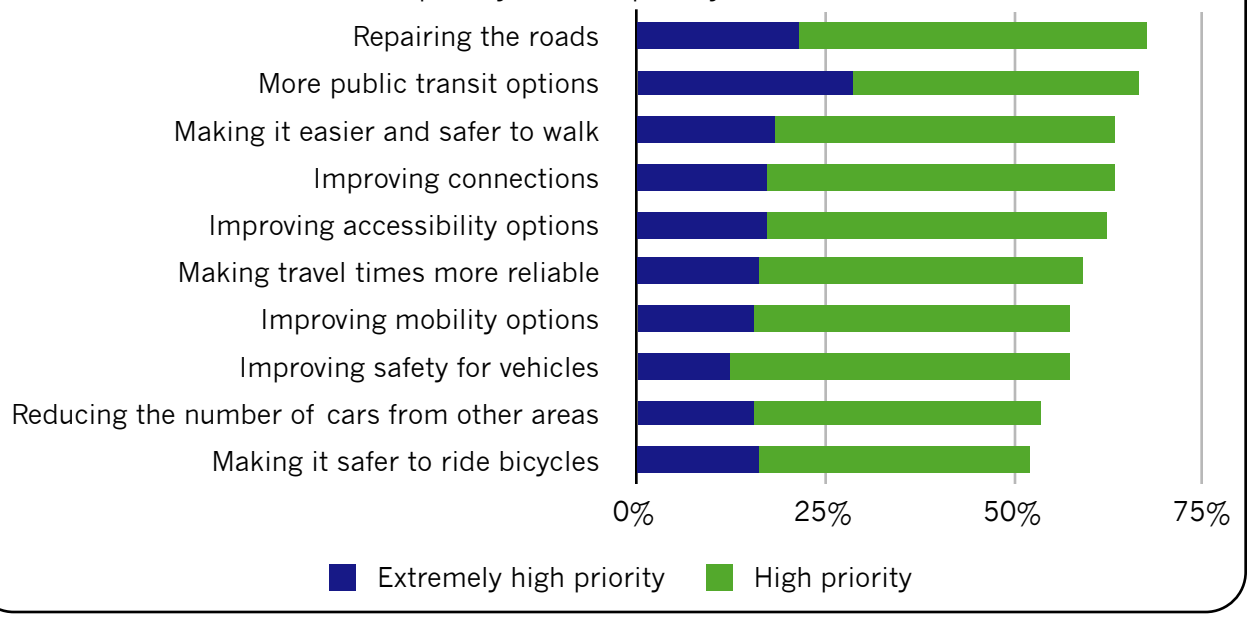


Alpharetta drivers spend the most time commuting; Sandy Springs drivers spend the least.

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.



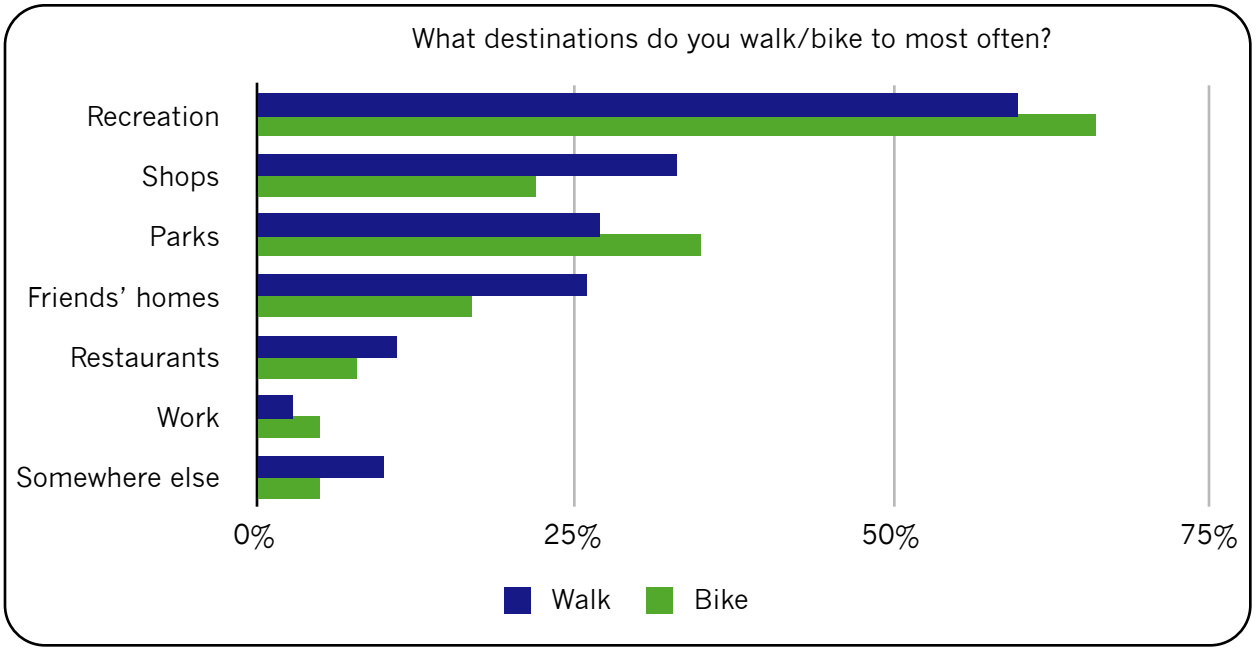
- Repairing the roads (67% "extremely high" or "high") and developing more public transit options (66%) are the highest priorities in the area, followed by making it easier and safer to walk in the area (63%) and improving connections and making it easier to get to destinations in the North Fulton County 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.

---

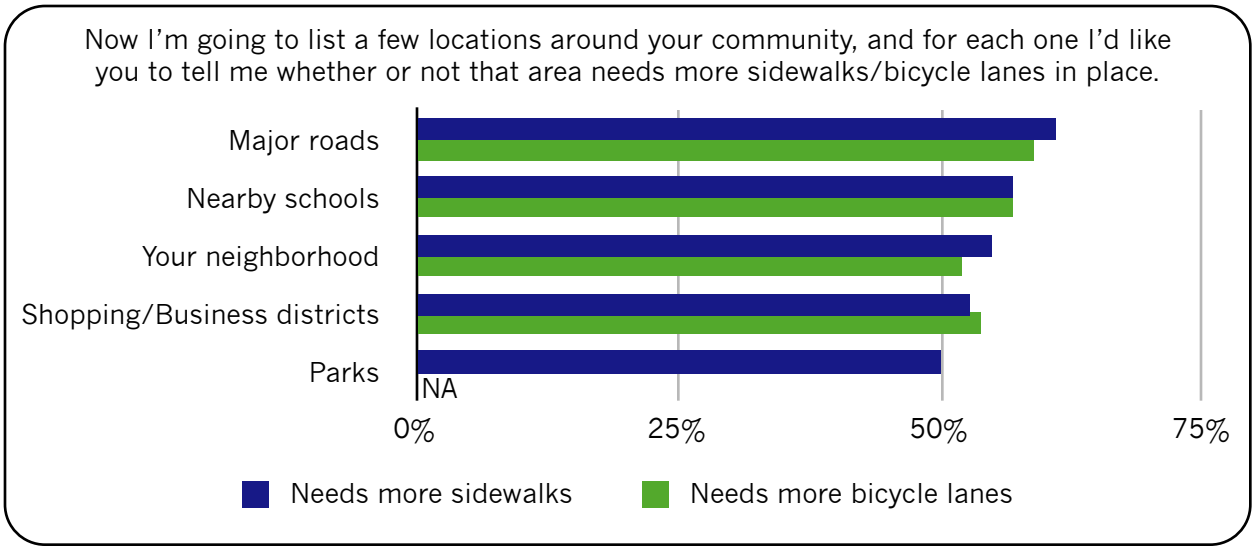
[1] Exact wording of the tested transportation improvements: "Repairing the roads," "Developing more public transit options," "Making it easier and safer for people to walk to destinations around town," "Improving connections and making it easier to get to destinations in the North Fulton County area," "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.

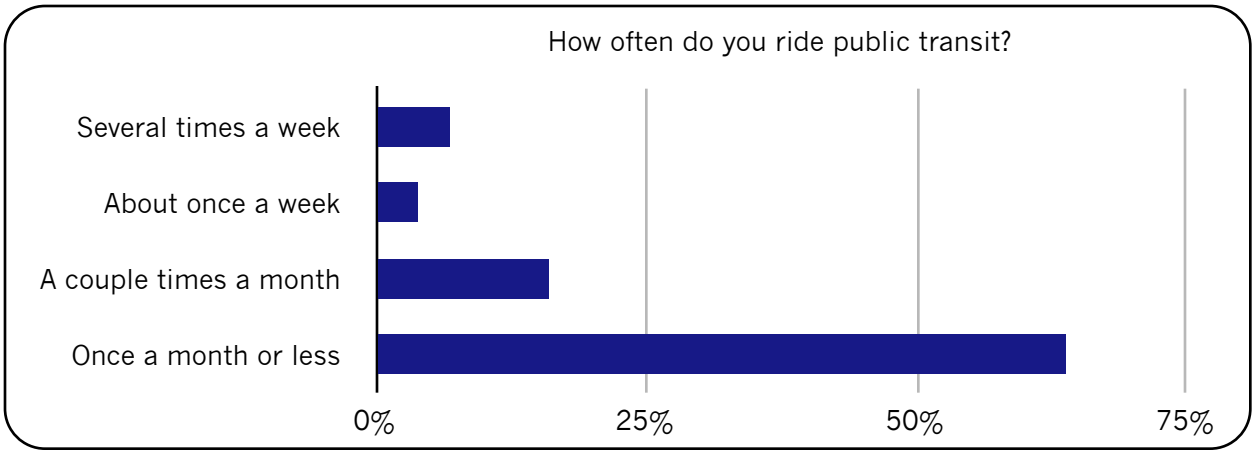


Nearly three-quarters (73%) of residents indicate that they would walk or ride a bike more often if their destinations were closer to their homes. Almost as many (68%) say they would walk or bike more if the roads were more pedestrian- and bike-friendly.

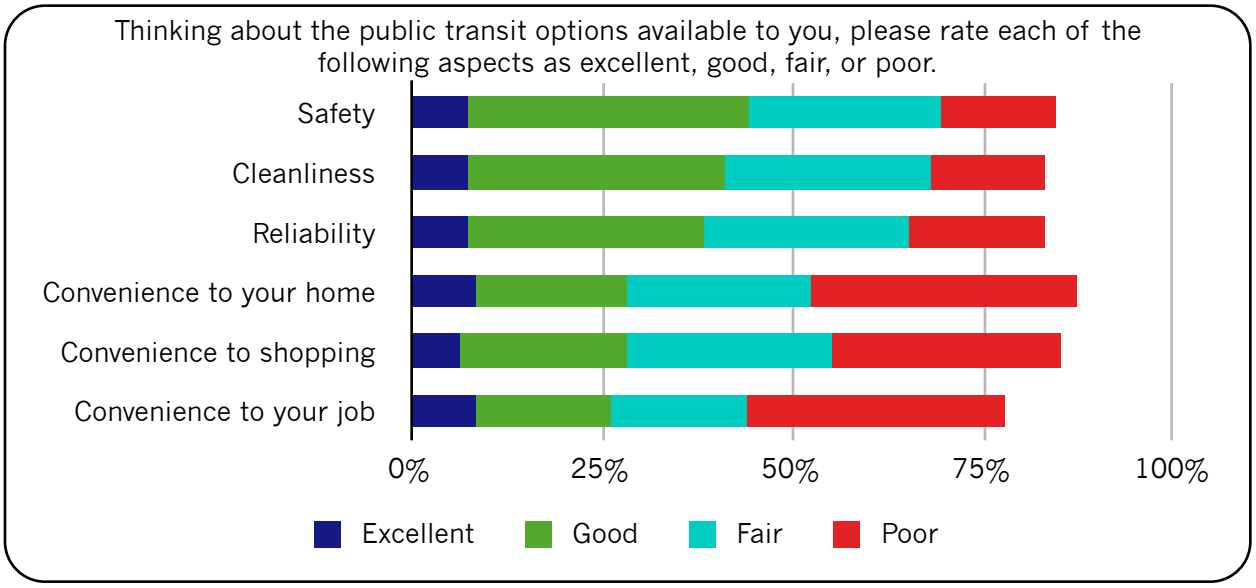
Public Transit

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."

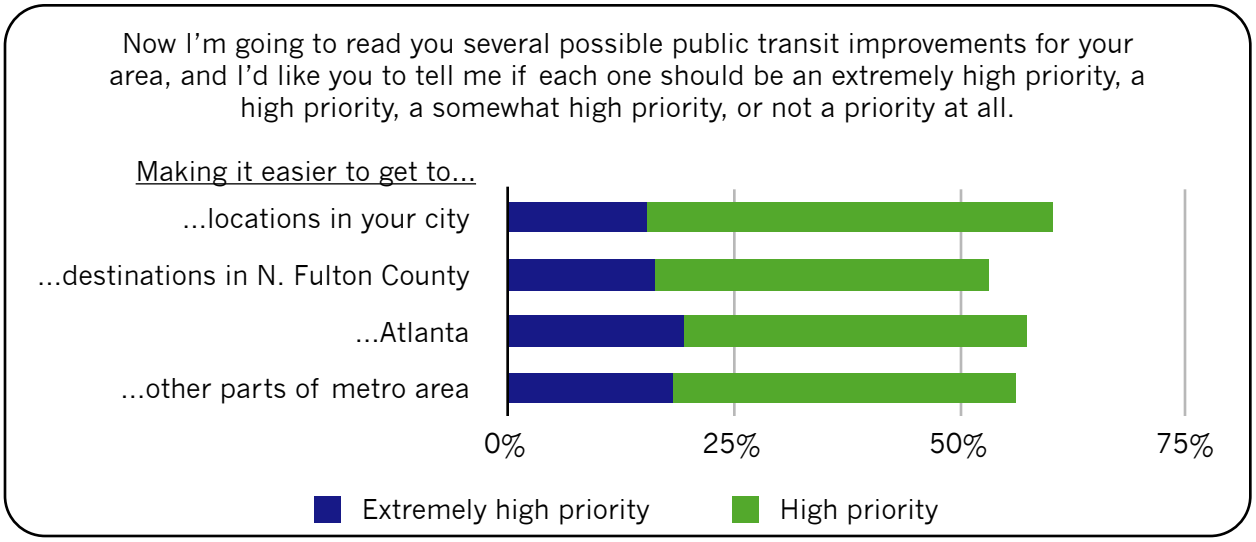
A majority (64%) of residents ride public transit only once a month or less.



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.

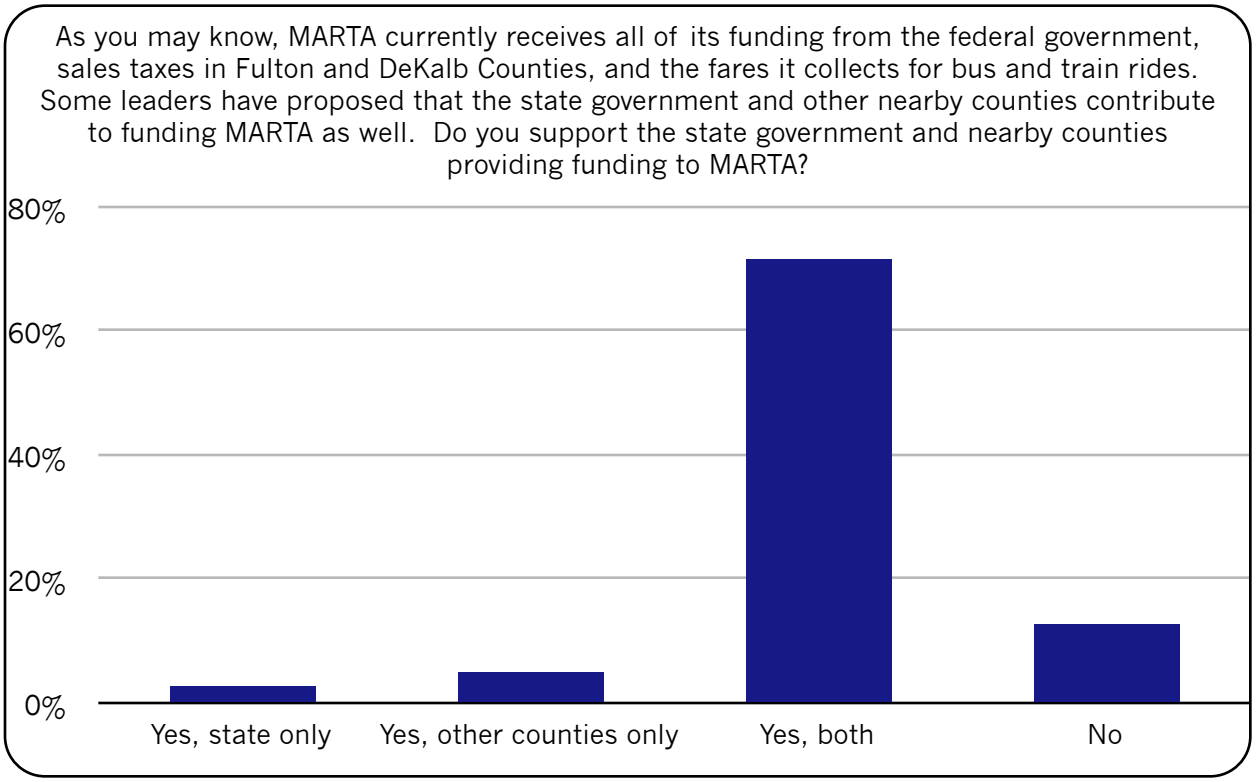


Each public transit improvement option was considered an "extremely high" or "high" priority by most North Fulton County residents.



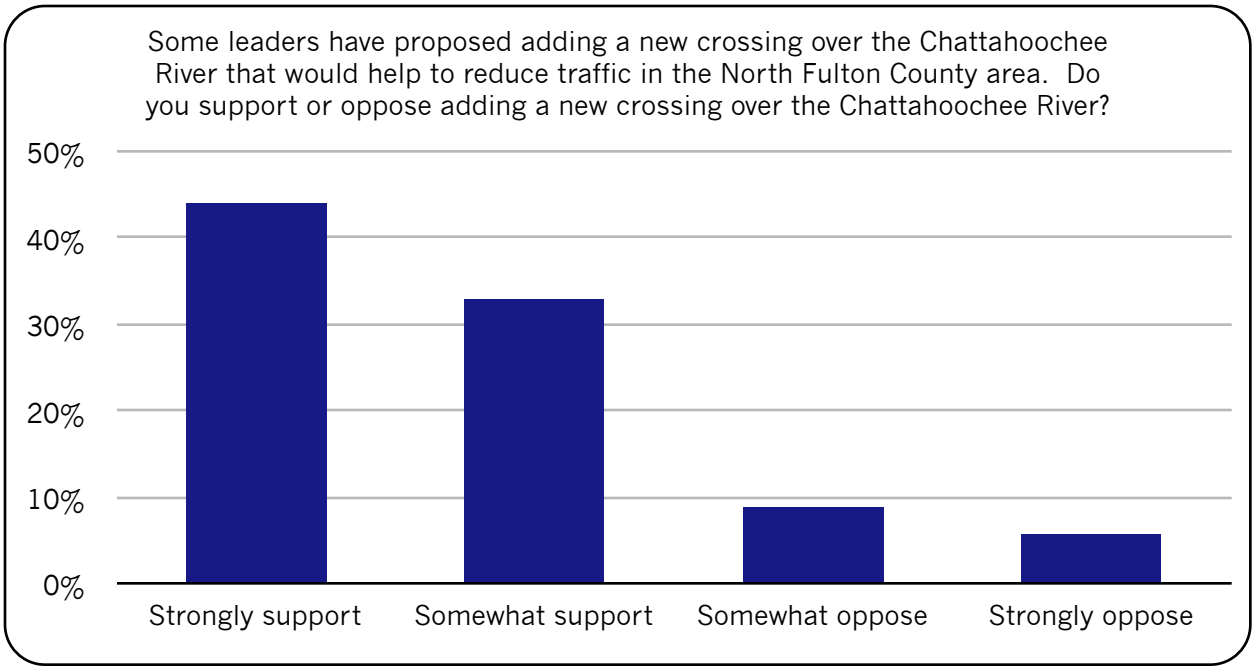
Younger residents are consistently more likely to say that any of the options are an "extremely high priority."

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

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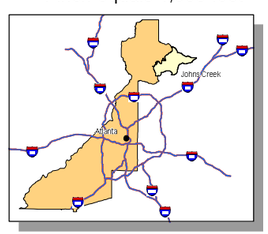
Mile

1 inch equals 1,600 feet



Revision Date:
05/18/2009

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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

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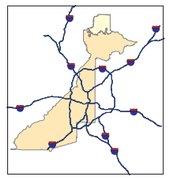

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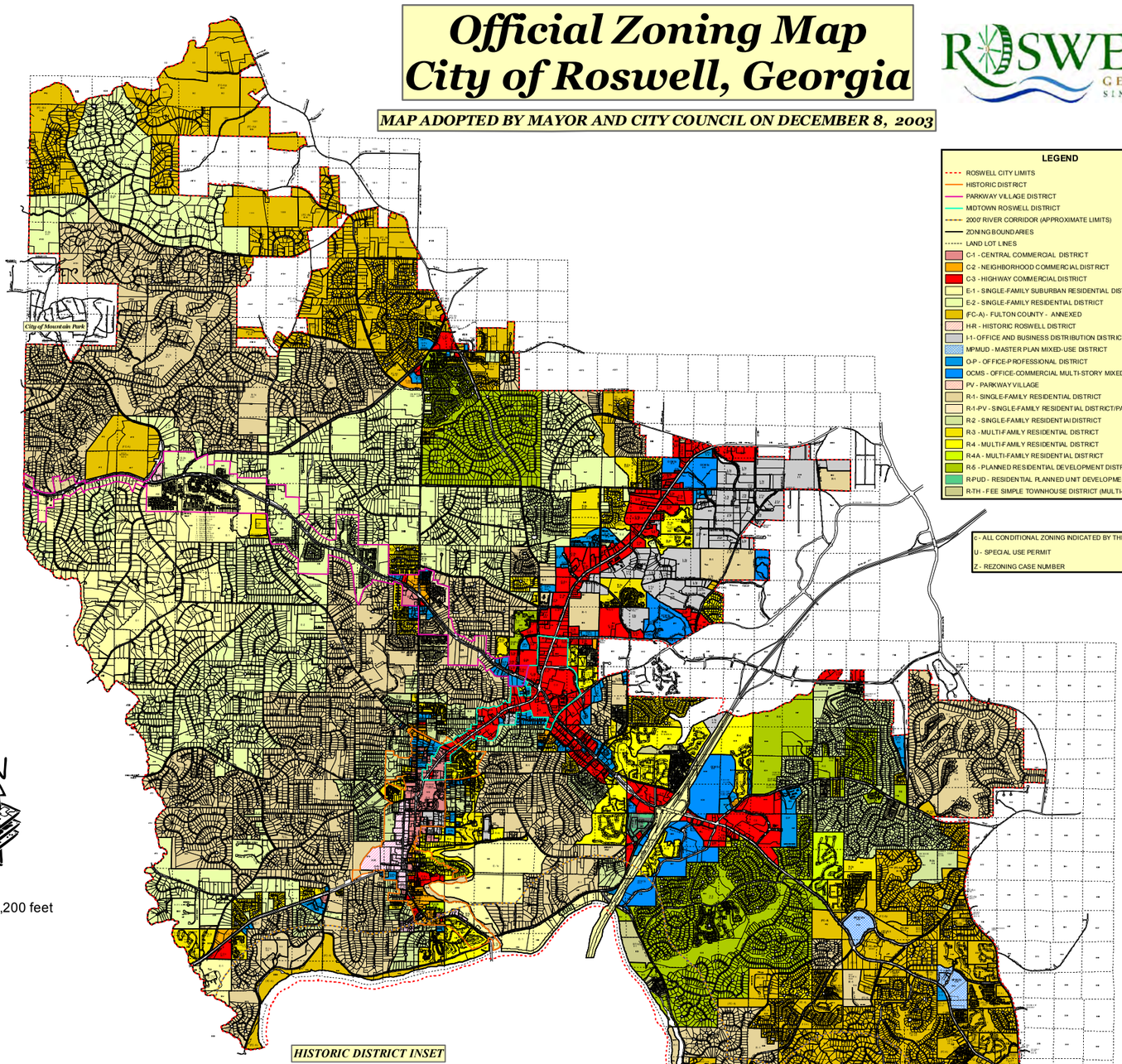
Official Zoning Map
City of Roswell, Georgia

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

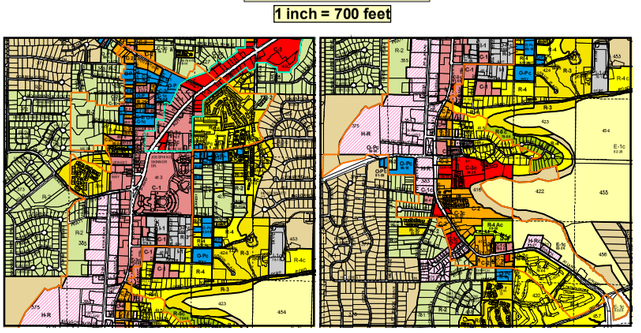
Z - REZONING CASE NUMBER

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
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SANDY SPRINGS
GEORGIA

Incorporated December 1, 2005

Zoning

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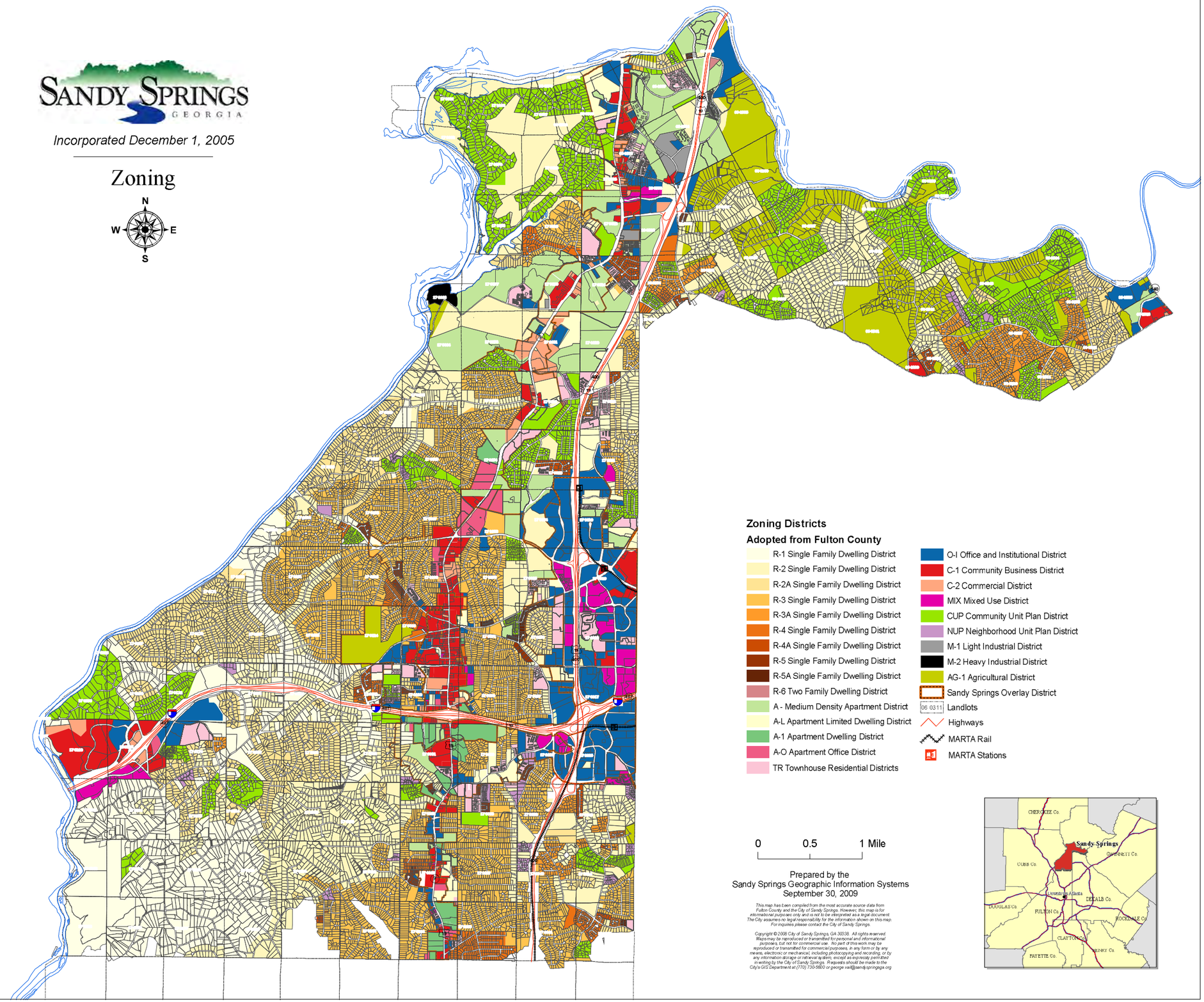

Zoning Districts

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

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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

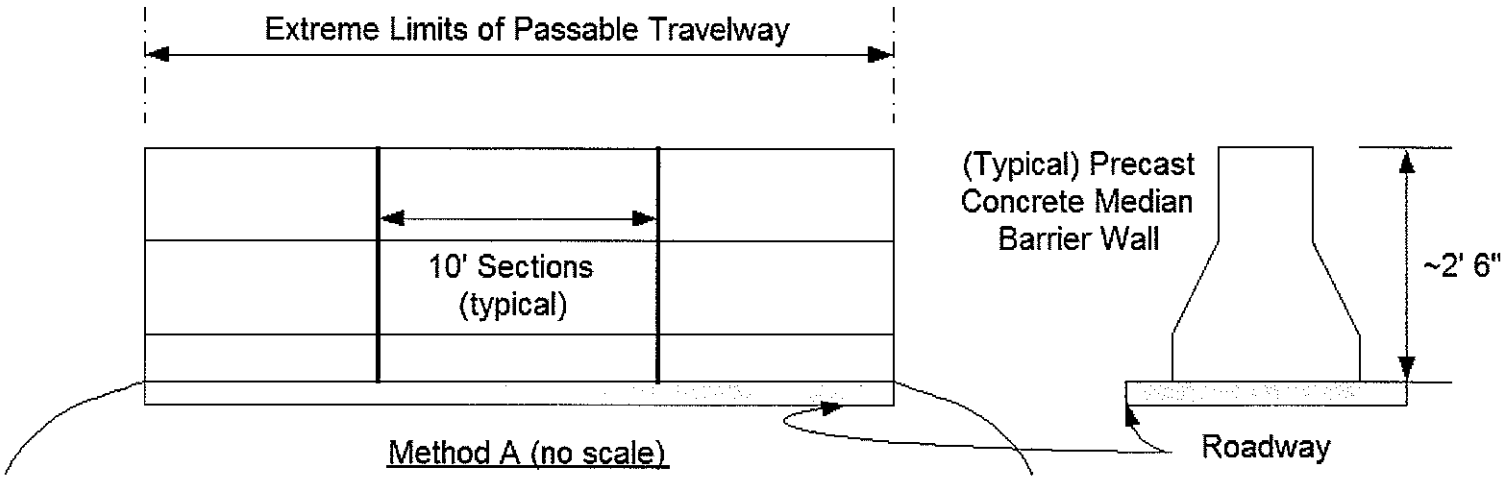
	LOCATION ID	STRUCTURE ID	ACTION	H TRUCK	TYPE-3 TRUCK	TIMBER TRUCK	HS TRUCK	3S2 TRUCK
+B	121-00103X-000.53S	121-5024-0	POST FOR	19	18	23		
B	121-00111X-000.75N	121-5026-0	POSTED	19	18	23		
	121-00126X-000.14W	121-5027-0	CLOSED					
+B	121-00219X-000.59S	121-5034-0	POST FOR	18	18	22		
#B	121-00331X-000.57S	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

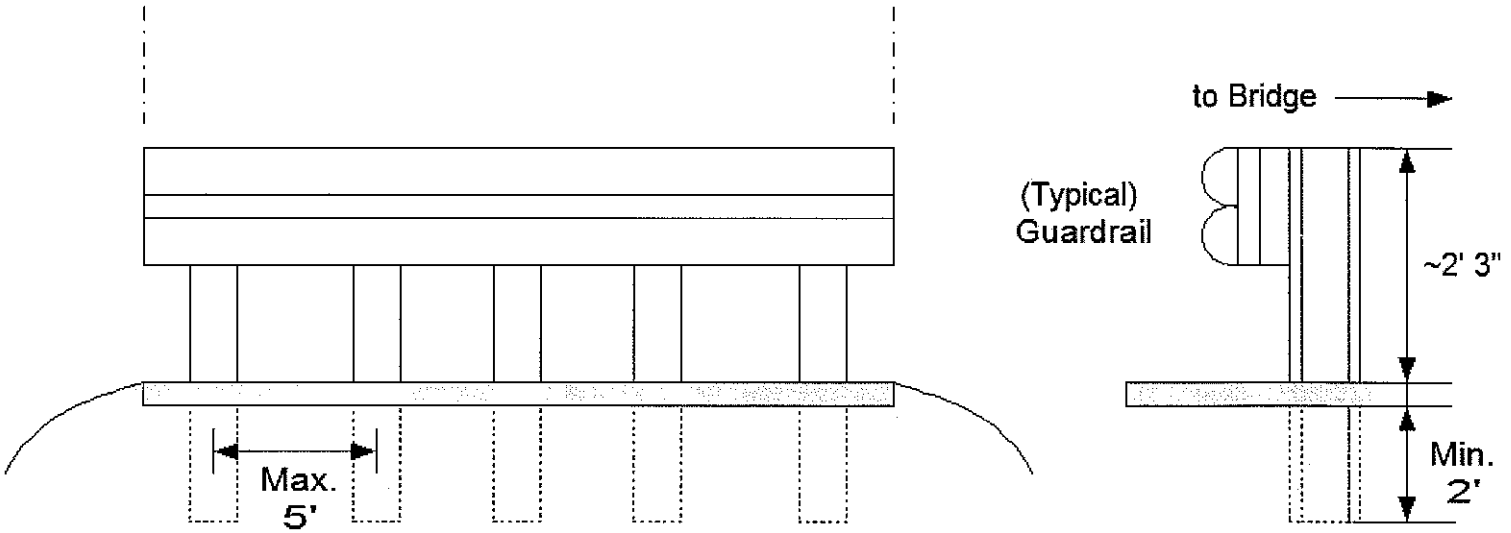
Bridge Posted incorrectly, Reposting required
+ Bridge not Posted, Posting Required
B Bridge located on an identifying School Bus Route
All Bridges carrying School Buses should have a minimum capacity of 10 Tons.

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

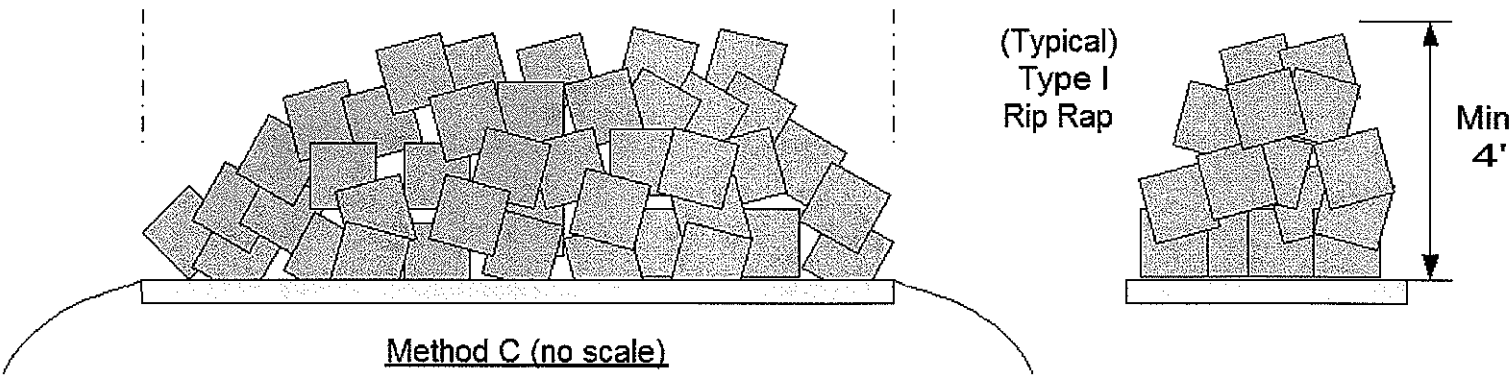
Note: It is recommended that advanced weight limit signs be placed.



Method A (no scale)



Method B (no scale)

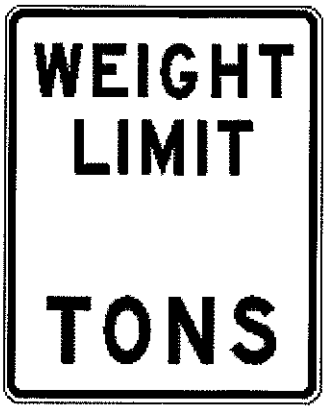


Method C (no scale)

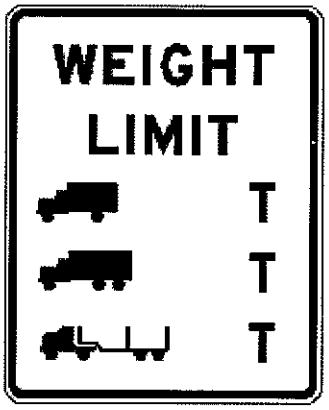
LOCAL BRIDGE CLOSING METHODS

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.

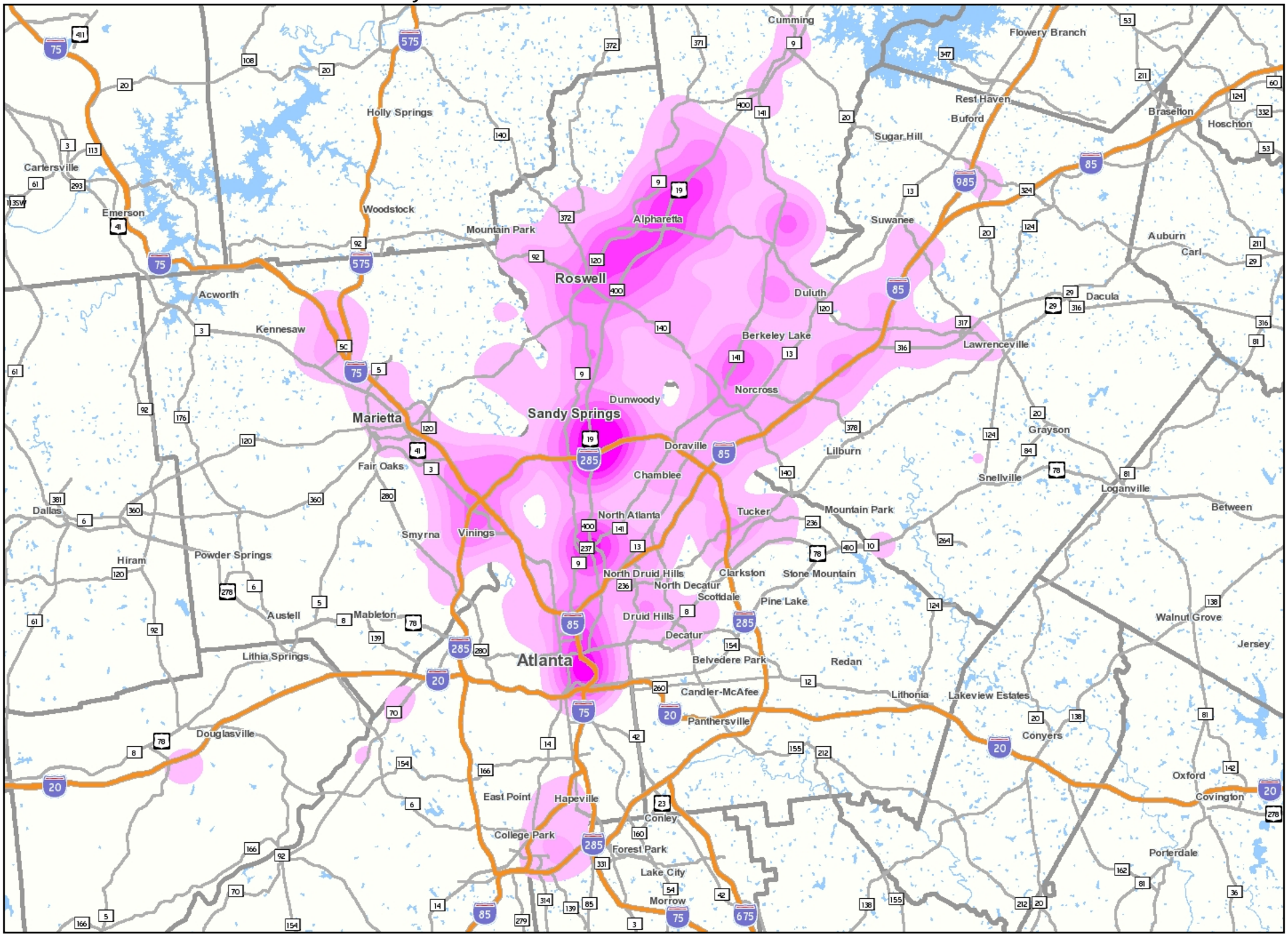
STRUCTURE ID 121-0474-0 / LOCATION ID 121-20065X-000.02N
CS 20065, International Boulevard Viaduct at The Georgia Dome

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.***

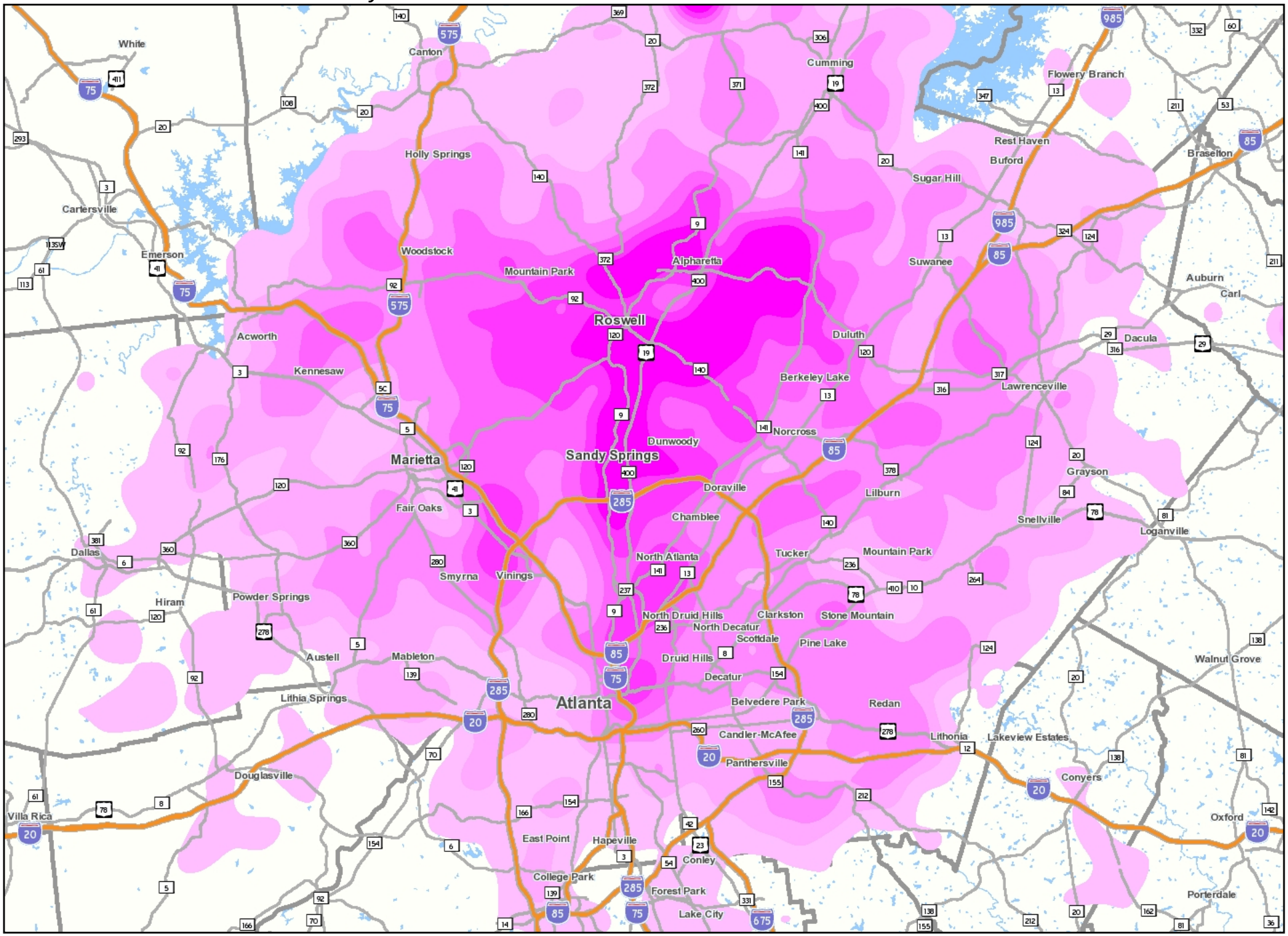
APPENDIX F

Labor Shed and Commute Shed Maps by Jurisdiction

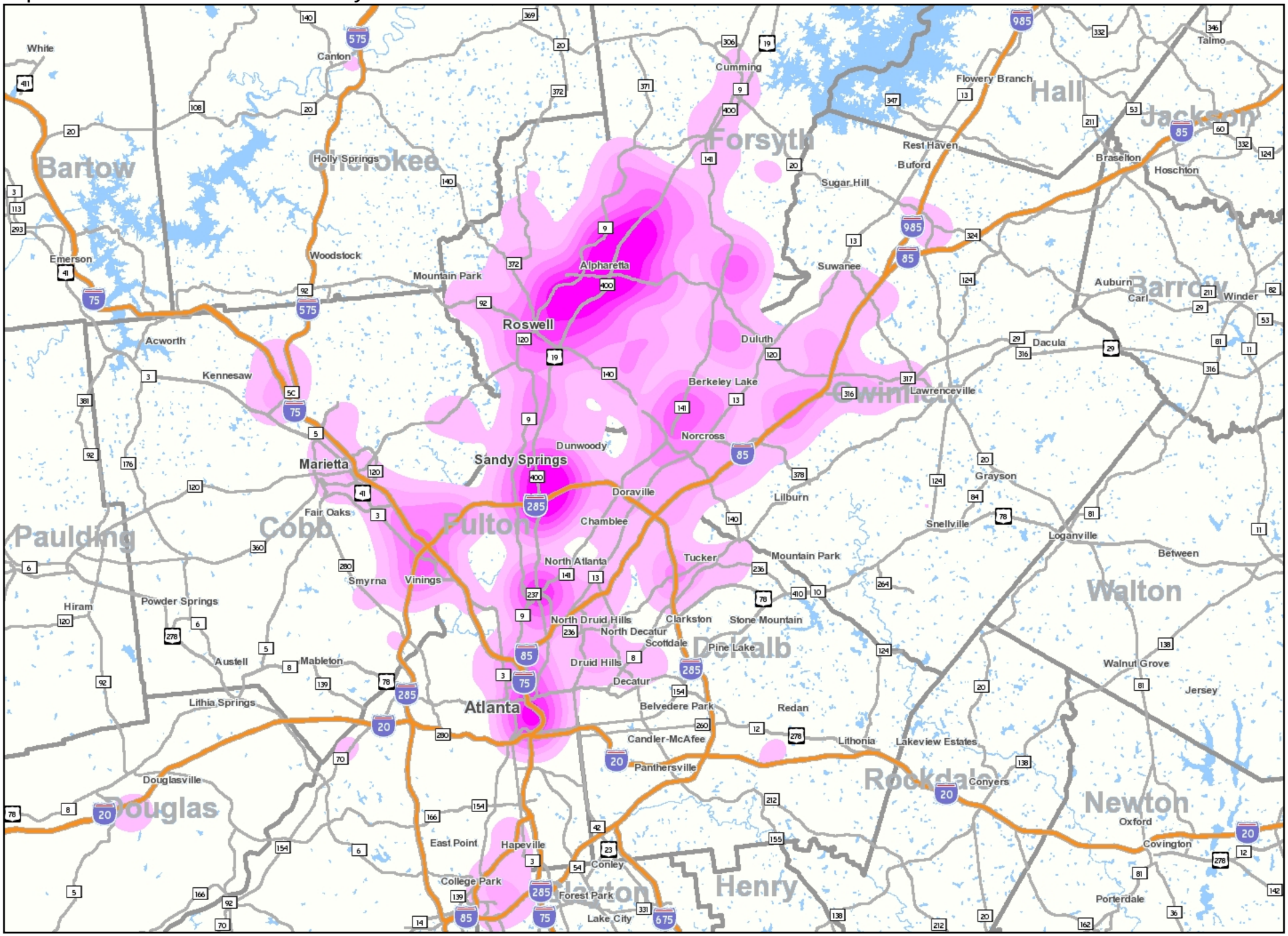
All North Fulton Commute Shed Analysis



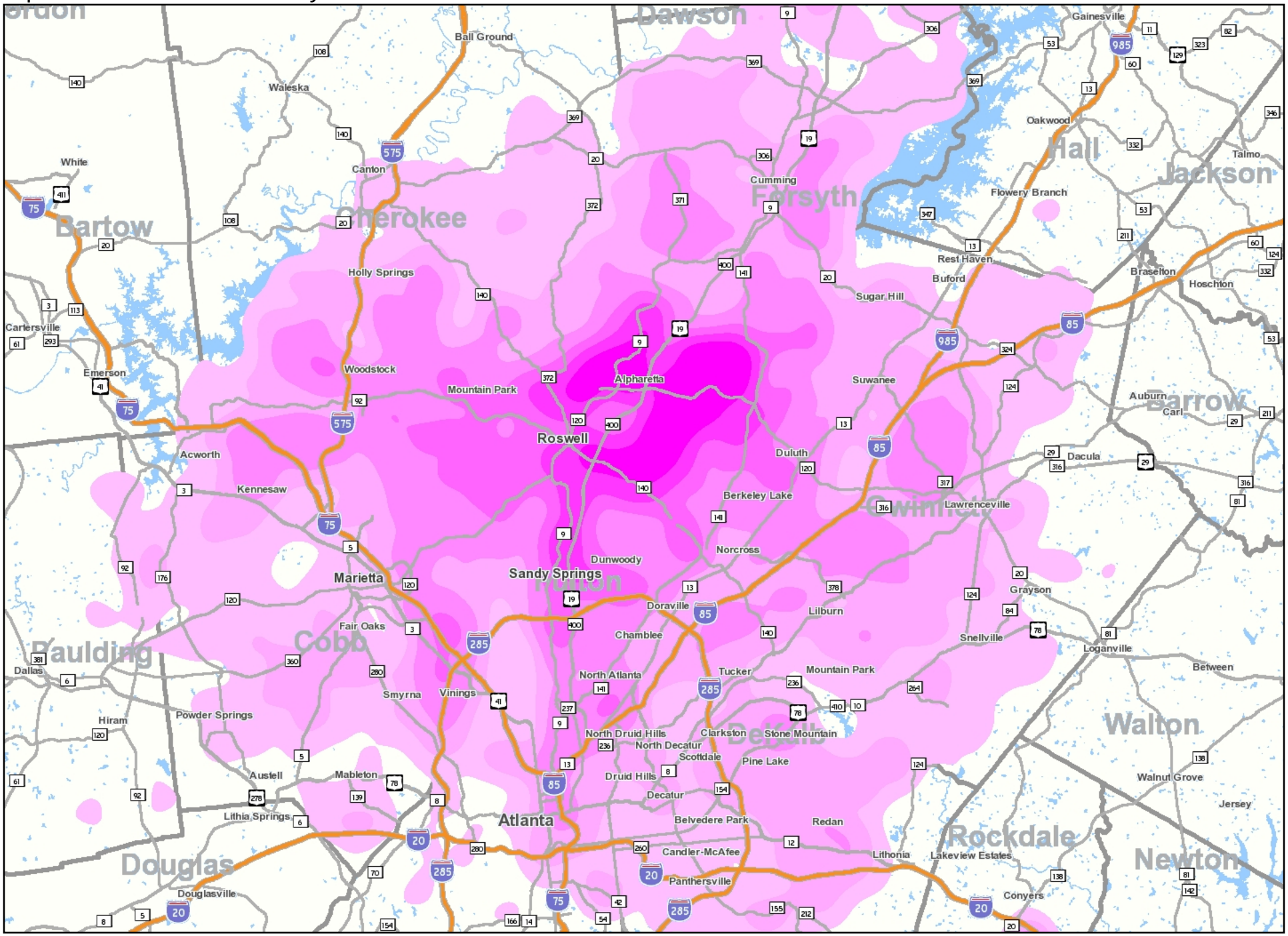
All North Fulton Labor Shed Analysis



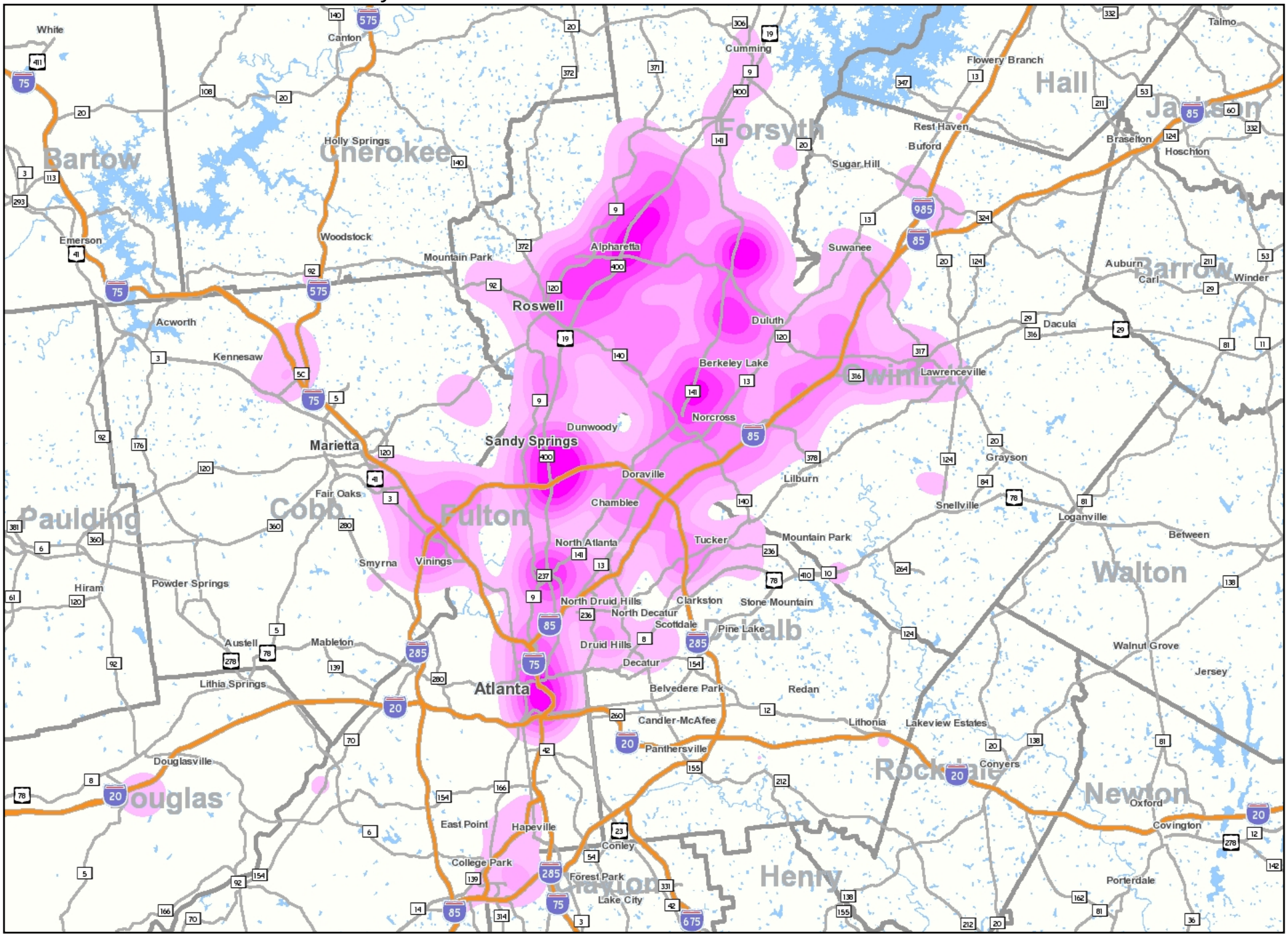
Alpharetta Commute Shed Analysis



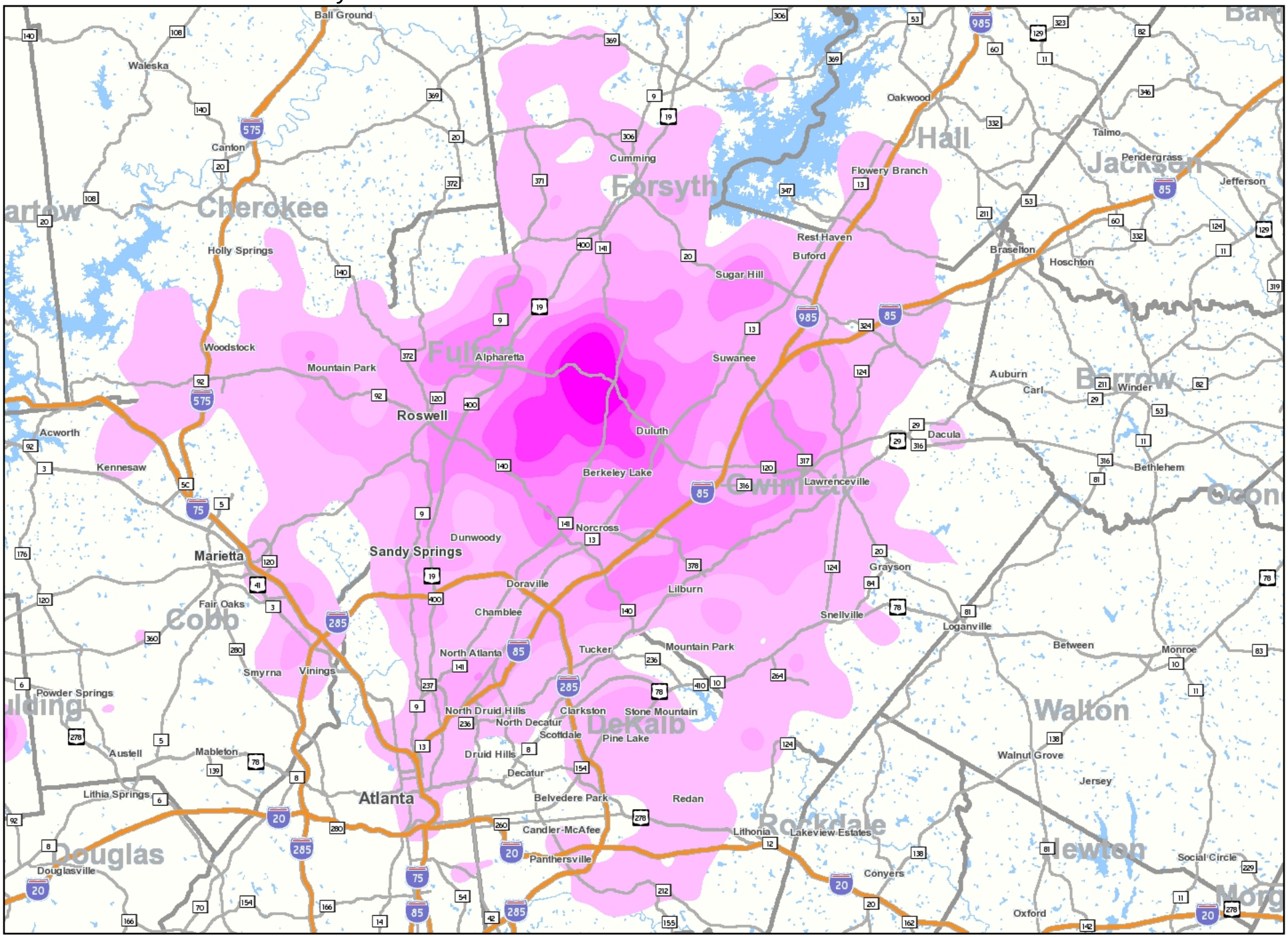
Alpharetta Labor Shed Analysis



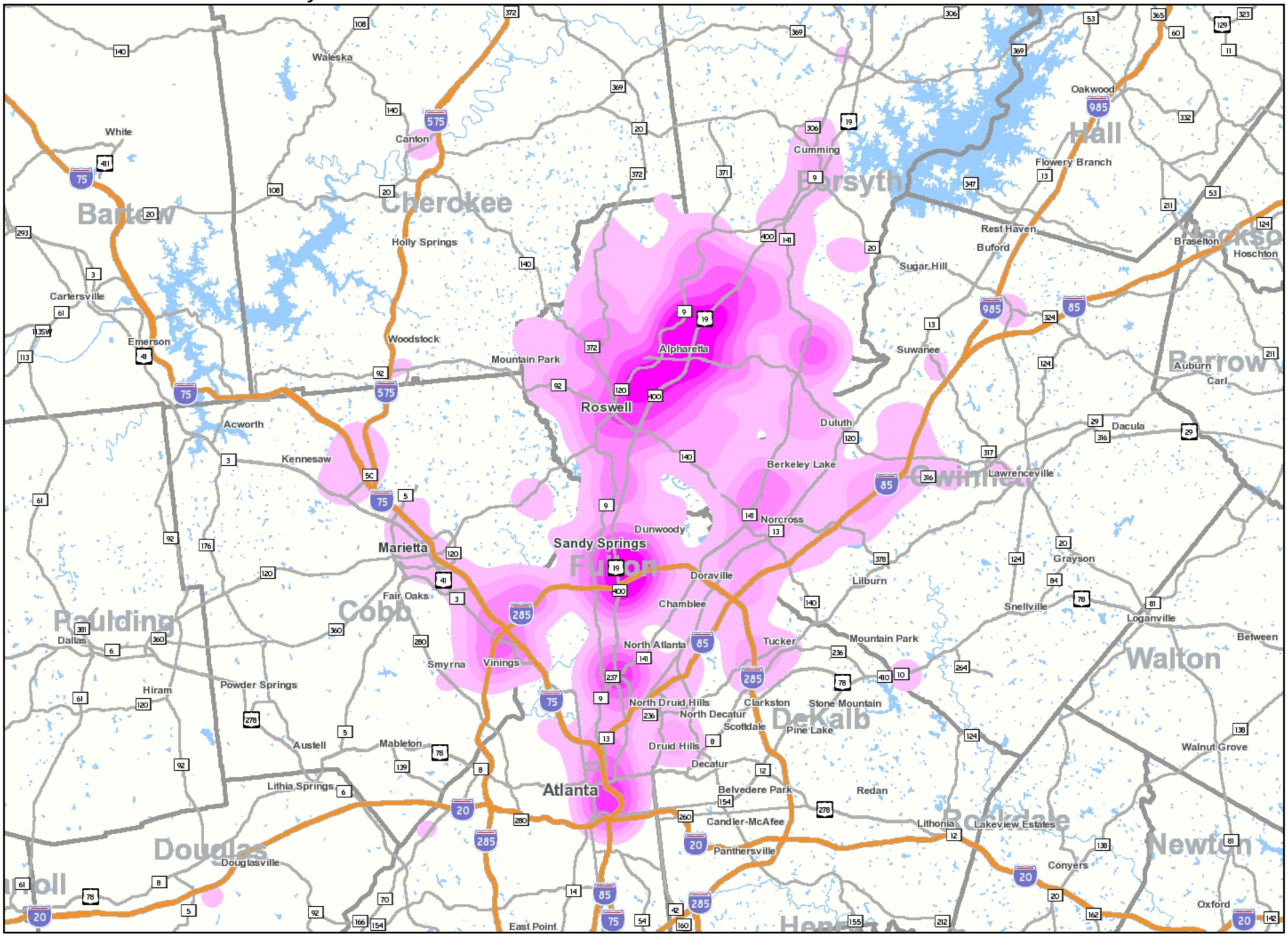
Johns Creek Commute Shed Analysis



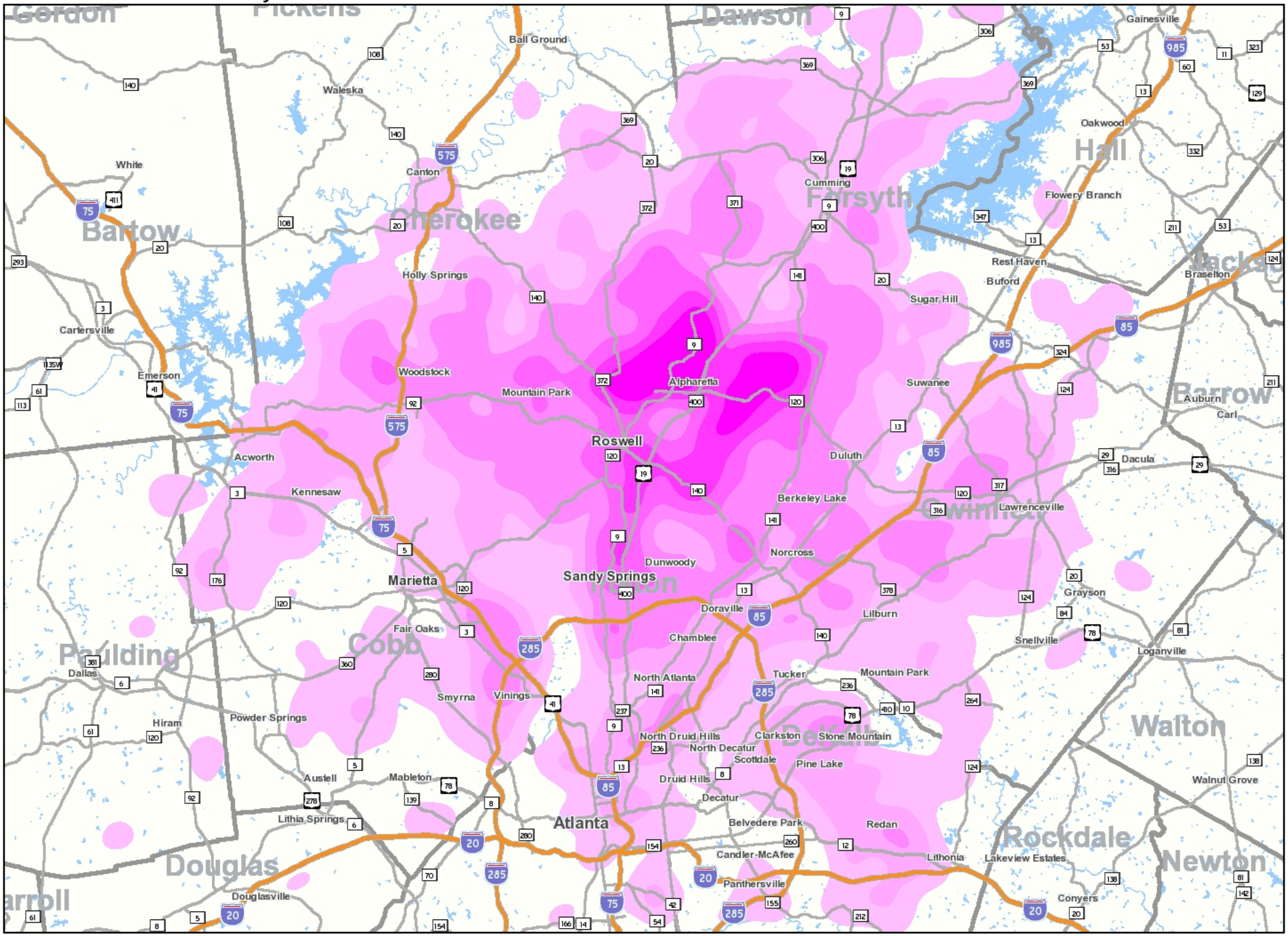
Johns Creek Labor Shed Analysis



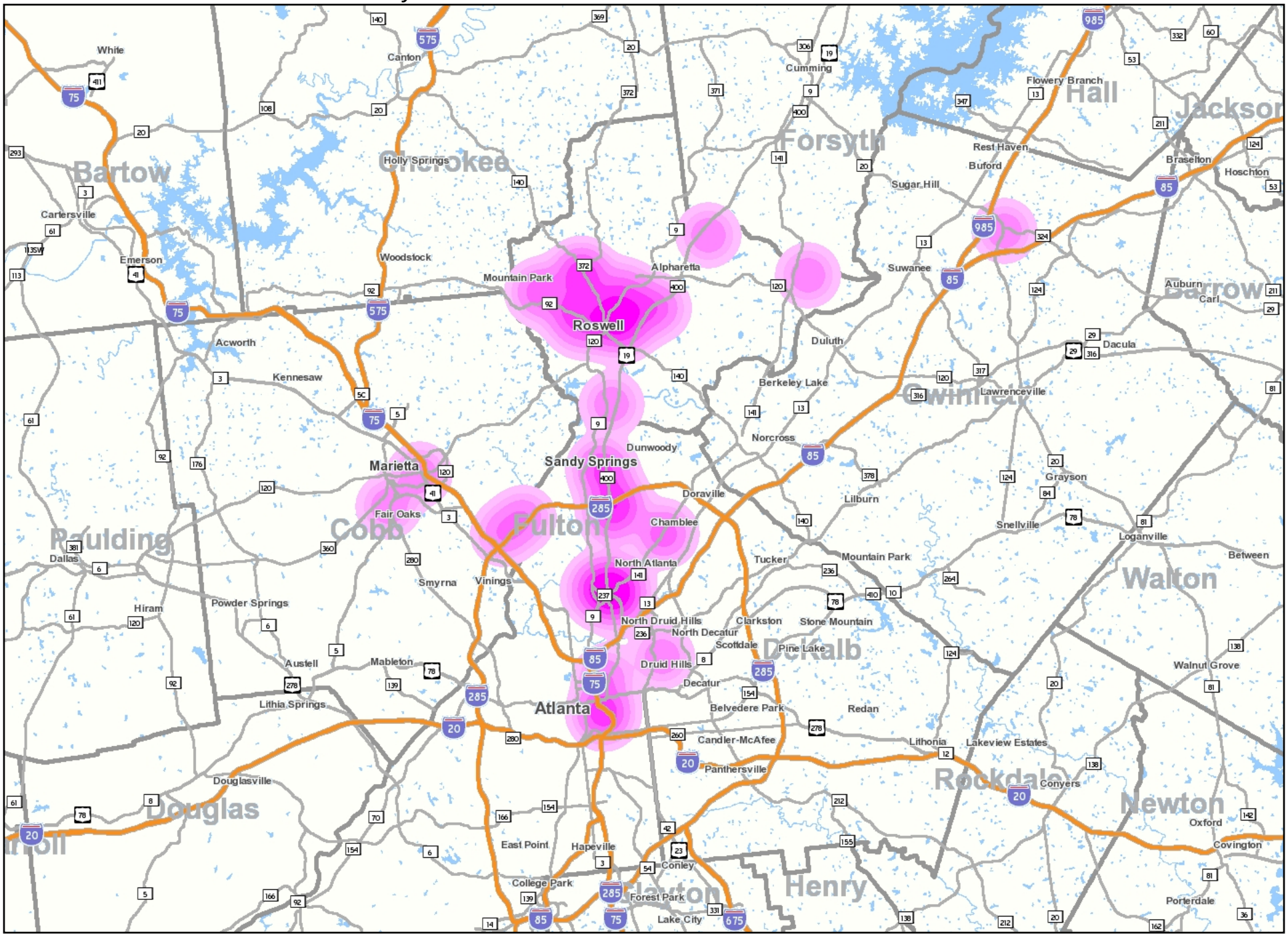
Milton Commute Shed Analysis



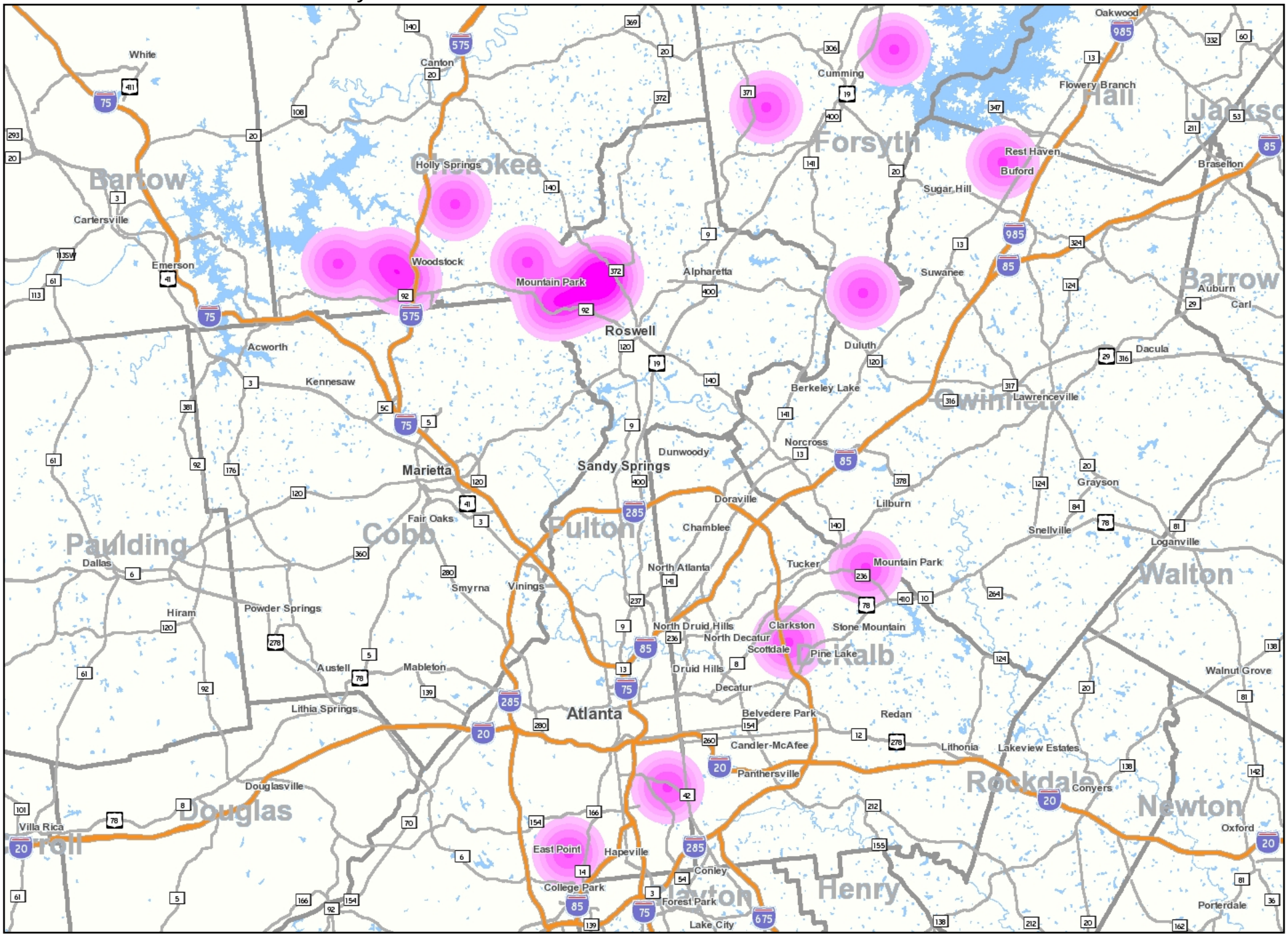
Milton Labor Shed Analysis



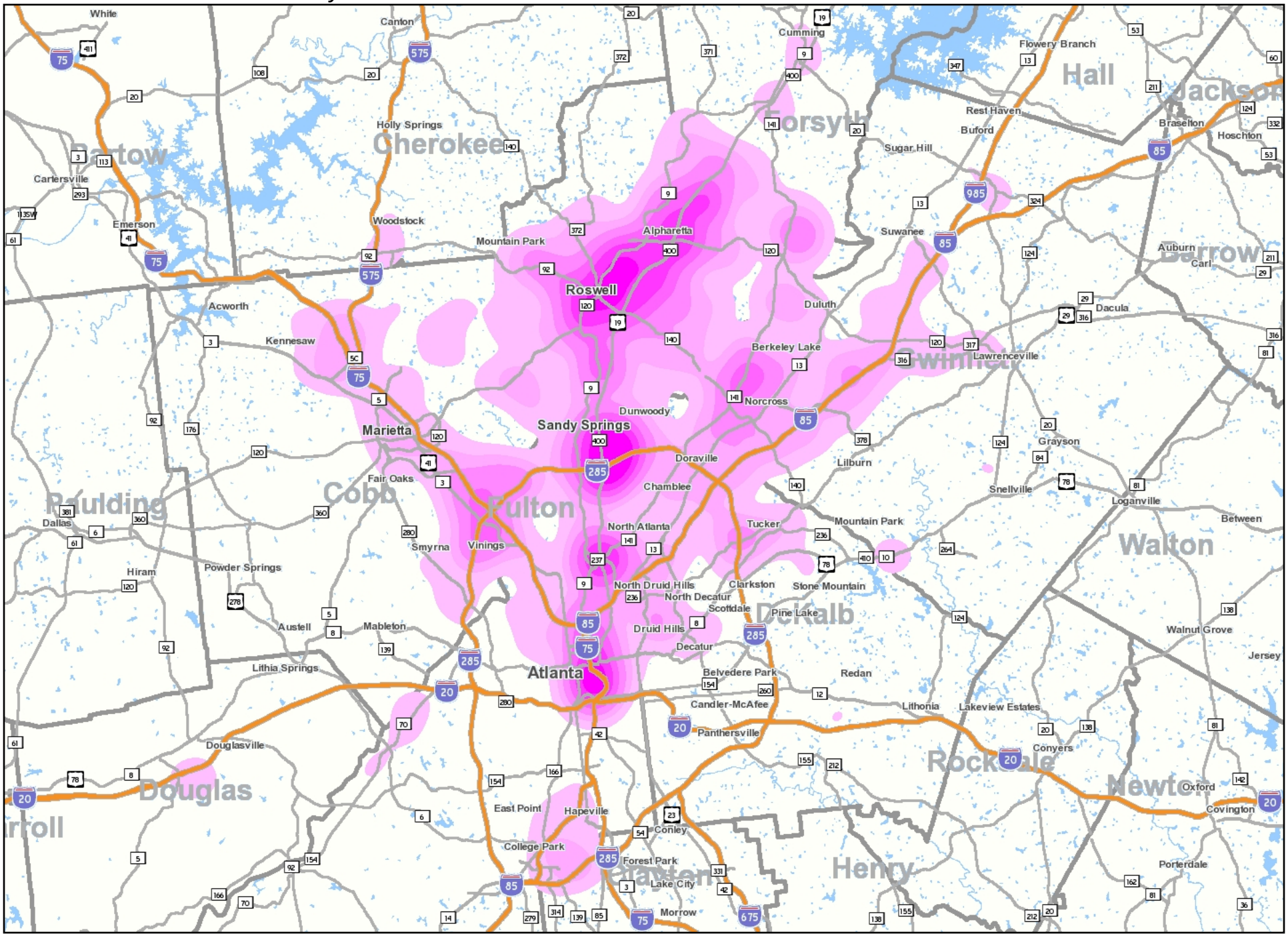
Mountain Park Commute Shed Analysis



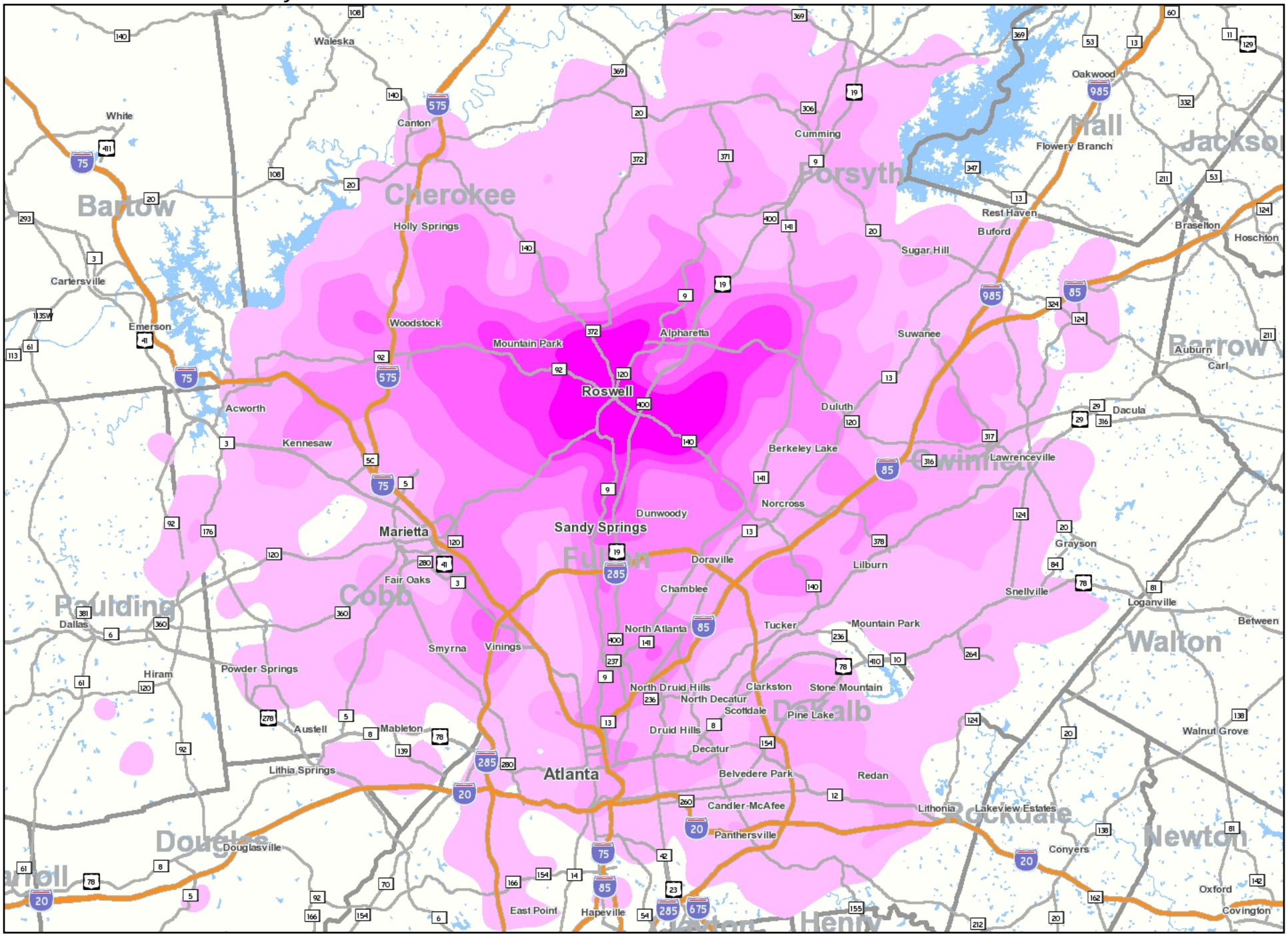
Mountian Park Labor Shed Analysis



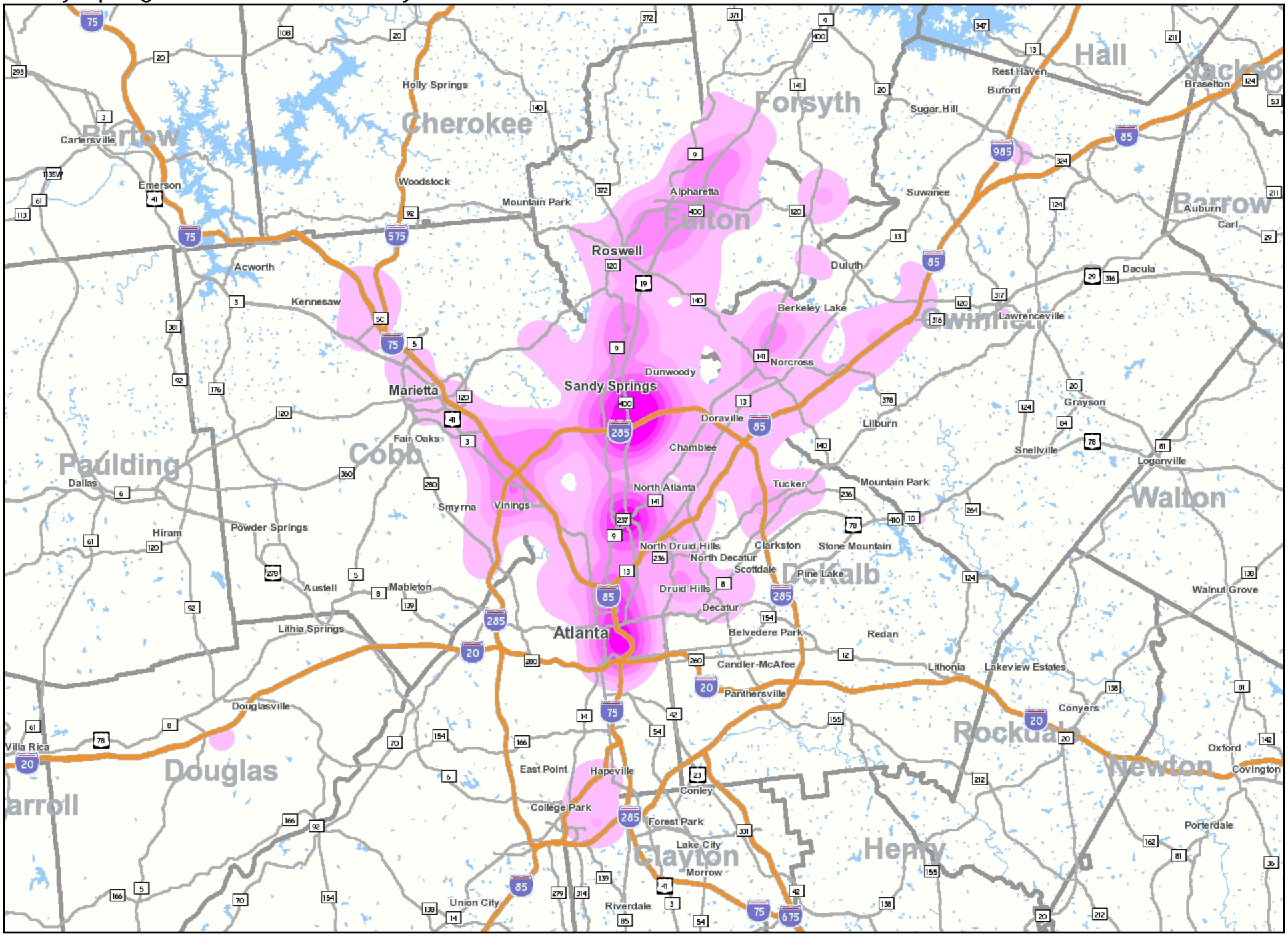
Roswell Commute Shed Analysis



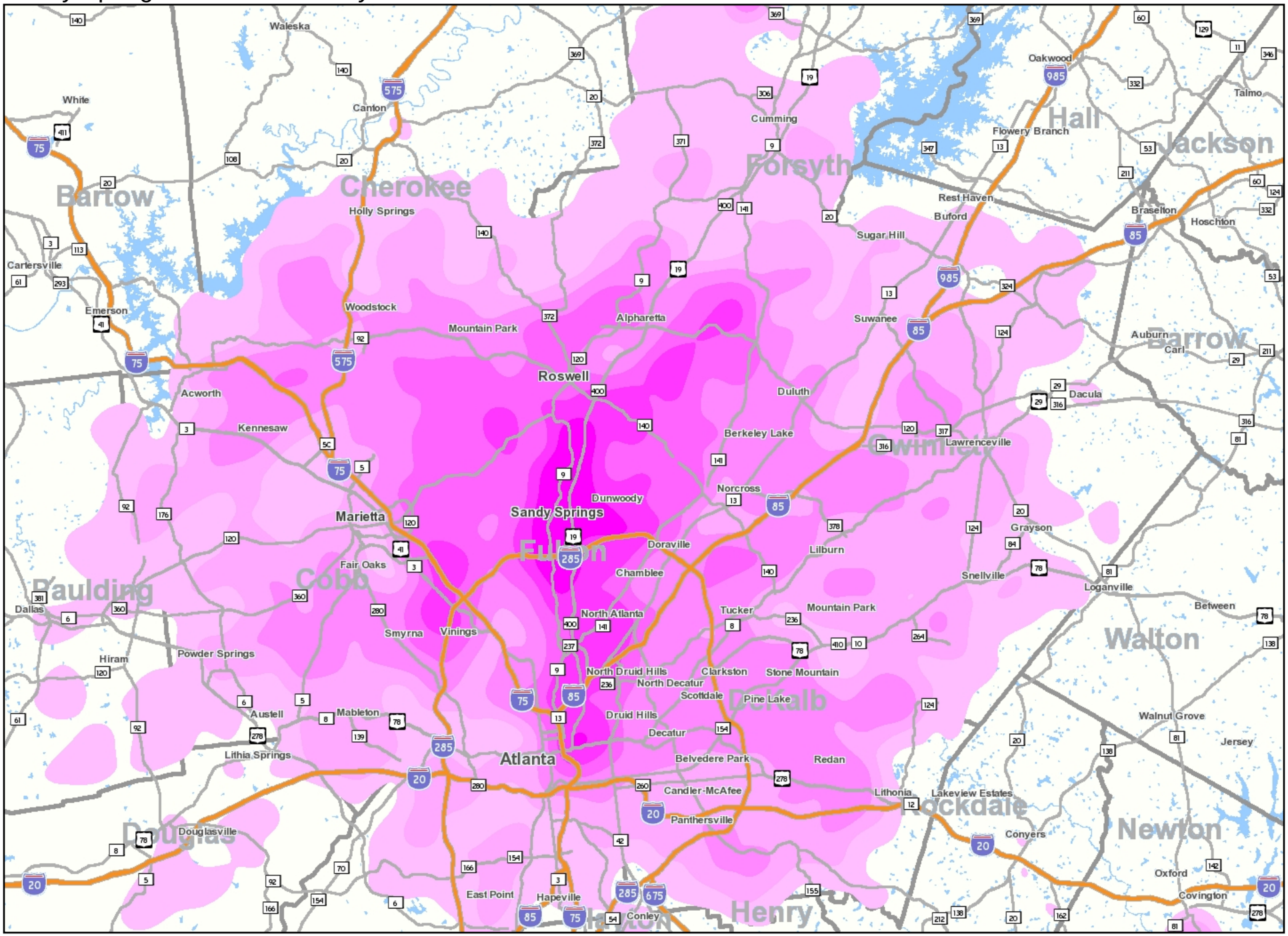
Roswell Labor Shed Analysis



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.

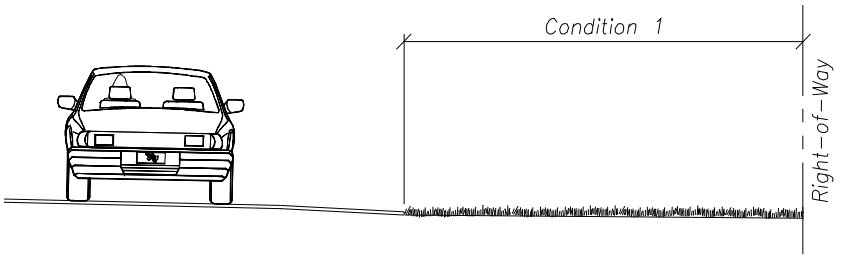
Width of Sidewalk (W_s) – is the width of the sidewalk, measured from either the edge of pavement, if a grass buffer is not present. If a grass buffer is present, the width is measured from the edge of the buffer to the back side of the sidewalk.

Sidewalk Percentage – is the percentage of sidewalk coverage (estimated in increments of 25%) of the segment; this is to be collected directionally

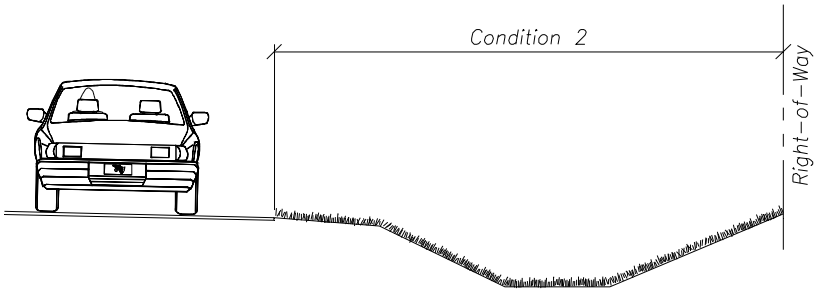
Tree Spacing in Buffer – is the spacing of trees within a buffer, measured from the center (width of spacing between trees). Trees can either be in a grass buffer or in sidewalk islands.

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.

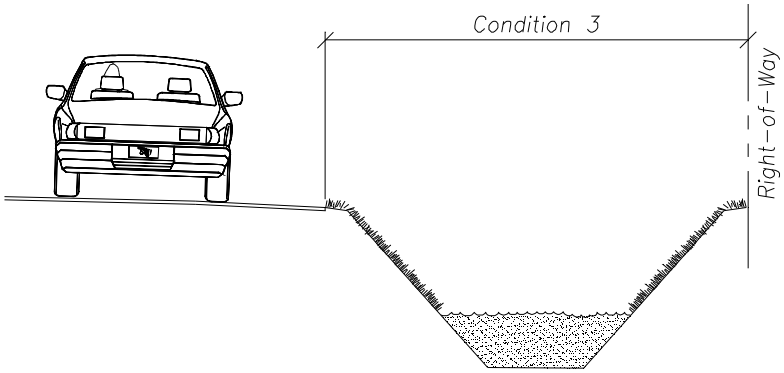
Roadside Profile Condition – This data item is collected to assist in determining the lateral area available for bicycle lane or paved shoulder and sidewalk construction. It is the area between the outside edge of the pavement and the right-of-way line. The profile condition assists in determining the 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