milton on the move

City of Milton Transportation Plan

Comprehensive Transportation Plan

Inventory of Existing Conditions Report





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City of Milton, GA

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Bleakly Advisory Group

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1.0 INTRODUCTION

History of Milton

The City of Milton was created in December 2006 from the northern most portion of unincorporated Fulton County and is bounded by the cities of Roswell and Alpharetta to the South, Forsyth County to the East, and Cherokee County to the North and West. The northern portion of Fulton County was once part of Milton County which is where the City of Milton gets its name. Milton County existed from 1857 until 1933 when it ran into financial trouble during The Great Depression and was adopted into Fulton County as unincorporated land.

Today, in the midst of a booming metropolitan region, the City's intent is to preserve its low density and equestrian rural character by managing its growth while providing a fulfilling quality of life for all of its residents and businesses. Following its incorporation in 2006, the City of Milton adopted the *Focus Fulton 2025 Comprehensive Plan* as its interim guiding document for planning and land use issues. This was followed by the Partial Plan Update to the Milton Comprehensive Plan, which was submitted to the Atlanta Regional Commission at the end of 2008. The City is currently completing a full Comprehensive Plan with a targeted completion date for the end of 2009.

The current composition of land uses within the City of Milton includes:

- Residential low density (51%)
- Forested/undeveloped (13%)
- Agricultural/equestrian (11%)
- Private recreation (5%)
- Residential medium density (4%)
- Institutional (3%)
- Residential multi-unit (2%)
- Commercial/retail/office (2%)
- Residential high density (1%)
- Mixed use (1%)
- Community facilities (1%)
- Public recreation (1%)
- Industrial (1%)
- Transportation/communication/utilities (1%)

Source: City of Milton

Transportation Plan

The *Transportation Plan* is being created in conjunction with the *Milton Comprehensive Plan*, which will allow for coordinated planning between transportation and land use. The *Transportation Plan* will chart out a path for Milton with a recommended program of projects supporting the City's vision, stakeholder and public supported input, need and purpose, and cost considerations. The process for creating the *Transportation Plan* consists of three key components including an inventory of existing conditions, an assessment of current and future transportation needs, and recommendations for future action. This report focuses on the first of these components with an analysis of the existing transportation network and its interface with land uses and market conditions. Therefore, the *Inventory of Existing Conditions* is the

foundation of the *Transportation Plan*, and will serve as a baseline from which all future recommendations are developed. This report represents a collection and compilation of existing data to the maximum extent possible including a thorough inventory of existing transportation facilities, land use, market conditions, and summaries of many separate planning and analysis reports already completed for the City of Milton.

Vision for the City of Milton

The vision for the City of Milton as defined in the *Milton Comprehensive Plan* will serve as the basis for developing the *Transportation Plan*:

> *"Milton is a distinctive community embracing small town life and heritage while preserving our rural character."*

Transportation Plan Goals

The goals for the Transportation Plan were developed to provide direction for the plan. They have been reviewed and modified through discussions at the Kick-Off meeting and the first meeting of the Transportation Stakeholder Advisory Committee (TSAC).

1. Improve transportation network system level performance (level of service) with particular emphasis on the impacts of commuter/"cut through" traffic and safety.
2. Maintain and improve mobility and system performance through roadway improvements and alternative transportation improvements with specific consideration of transit investments appropriate to the community vision and multi-use paths serving cyclists, pedestrians, equestrian users and those with disabilities including wheelchair access.
3. Protect and improve the environment recognizing its contribution to community economic vitality and quality of life.
4. Coordinate transportation investments with the *Milton Comprehensive Plan* and land use policies insuring creation of a "sense of place" (Crabapple Crossroads, Birmingham Crossroads and the Highway 9 area) as well as barrier free connectivity to community assets such as schools, parks, and recreation areas.
5. Leverage regional cooperation and regional solutions to transportation issues, including coordination with surrounding jurisdictions, while maintaining the singularly unique character of the City of Milton.

2.0 DATA COLLECTION

In preparing the *Inventory of Existing Conditions Report*, a significant amount of effort was undertaken to collect existing data to the maximum extent possible. Finding the data necessary to compile the *Inventory of Existing Conditions Report* involved drawing from many different resources including the wealth of information available from the City of Milton, and supplemented by data from The Bleakly Advisory Group, the Atlanta Regional Commission (ARC), the Georgia Department of Transportation State Traffic And Report Statistics (GDOT STARS), the Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Regional Transportation Authority (GRTA), aerials, and field surveys. The table below summarizes the data collected along with the relevant sources.

2-1 Data Collection Sources

Category	Data	Source
Comprehensive Plan Review	*Partial Plan Update to the Milton Comprehensive Plan* Data	City of Milton
Market Analysis	Market and Demographic Data	Bleakly Advisory Group
Network Inventory	Functional Classifications	GDOT, City of Milton
	Roadway Characteristics	Field Survey, Aerials
	Bridges	GDOT Bridge Maintenance
	Driveways	Field Survey, Aerials
	Sidewalks	Field Survey, Aerials
	Transit	MARTA, GRTA
	Bicycle Lanes	Field Survey, Aerials
	Parking	Field Survey, Aerials
Regional Transportation Plan	*Envision6 Plan* Data	Atlanta Regional Commission
Average Annual Daily Traffic Counts	Traffic Count Data	GDOT STARS, City of Milton
Livable Centers Initiative	Livable Centers Initiative Project Data	Atlanta Regional Commission
Accident Data	Accident Data	GDOT Office of Traffic Safety and Design
Model Information	Traffic Demand Data	ARC Travel Demand Model

3.0 COMMUNITY CONTEXT & MARKET ANALYSIS

3.1 Introduction

The purpose of this section is to present an overview of recent demographic, economic, and real estate trends for the city of Milton. This section provides a framework for understanding the current characteristics of the city, how the city has grown and evolved in the past and if those trends continue, how they would impact Milton's future. This section is designed to provide local policymakers with a context for evaluating the future growth in the community and its relationship to the transportation needs of Milton. The linkage between land uses and transportation infrastructure will be a key determinant of the city's future development patterns.

For this *Inventory of Existing Conditions Report,* this section is more detailed and expansive than is typical. Given Milton's youth as a City, their desire to retain much of their rural character, and their need to plan for and respond to the more suburban/urban conditions and growth activities occurring in the surrounding area, a full, complete understanding of the market is necessary. This will allow Milton to best determine how to guide and capitalize on the market opportunities through transportation investment. Therefore, this section is designed to answer four key questions:

1. What are the characteristics of Milton's population now and in the near future?
2. What is the retail potential of Milton's residents?
3. What have been key characteristics of Milton's real estate market?
4. What are the implications of future growth for Milton's development?

Milton is a unique community within the broader Atlanta region, in that it is seeking to enact policies that support the preservation of the small town and rural character of the city while addressing the development pressures from an Atlanta region projected to add 2 million new residents in the next twenty years. The city's location adjacent to one of the largest and fastest growing office and retail concentrations in the region provides both the stimulus for its rapid growth but also presents many challenges in maintaining its rural and small town character.

Created in December 2006 from the most northern portion of Fulton County, the City of Milton has been thoughtfully planning for its future since its founding. The City provides a highly desirable lifestyle for its current residents with most of the city slowing evolving from its historic rural character to a more densely settled mix of large lot single family homes, and small and mid-sized subdivisions. The city has a distinct equestrian character as evidenced by the many homes with horses on their property. Other equestrian facilities are scattered throughout the city. The city has worked diligently to maintain its unique network of gravel roads which contributes so much to its rural character. Commercial development is largely confined to the southern portion of the city, extending from the Exit 11 off GA 400 on at Windward Parkway, westward to the emerging cluster of mixed use development at the Crabapple area. This is also the location of the City's rental housing supply, close by the employment centers.

The sections which follow present an overview of current conditions and key demographic, economic and real estate trends in Milton.

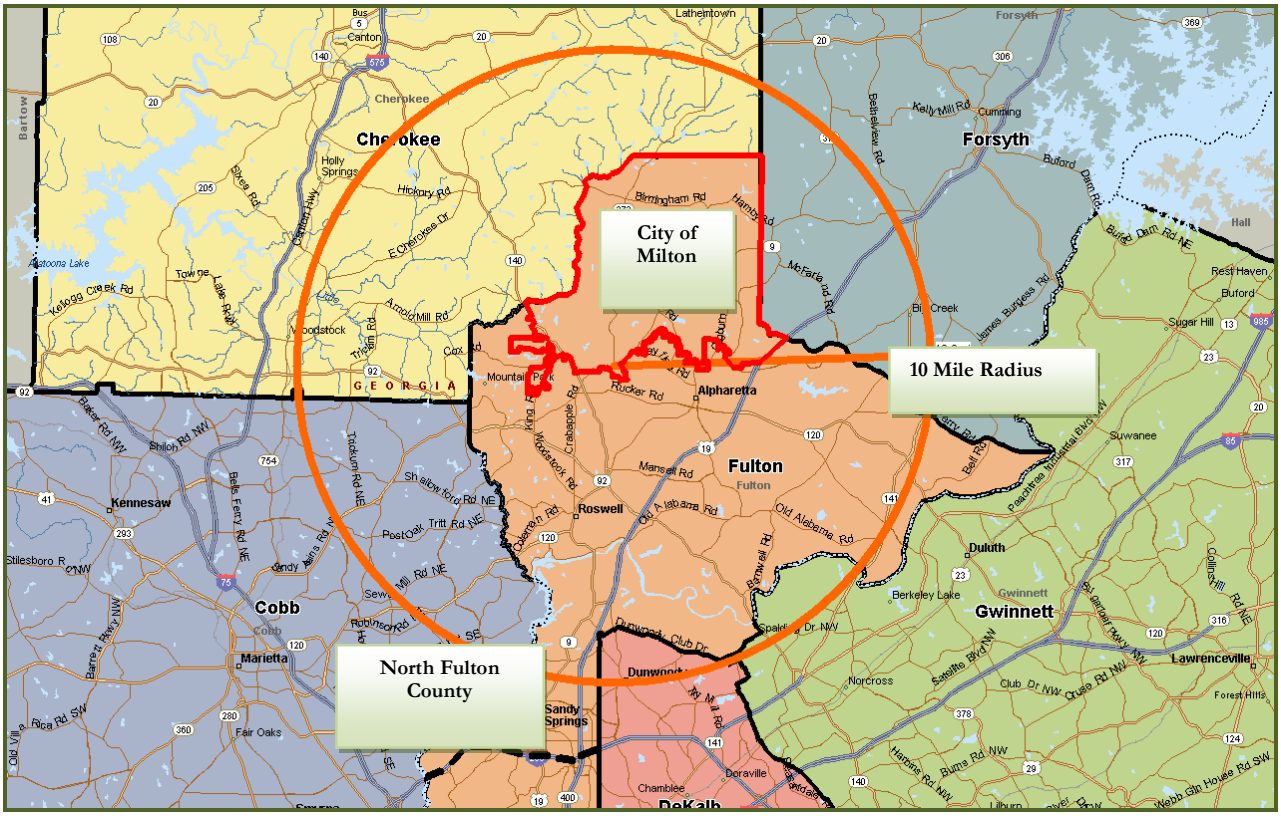
Study Area

This market analysis report examines the City of Milton, in northern Fulton County, and provides comparative statistics and demographics for two larger areas:

- **10-Mile Market Area:** The area defined by a 10 mile radius centered at the intersection of Birmingham and Crabapple Roads, also known as Crabapple Corners.
- Atlanta-Sandy Springs Metropolitan Statistical Area, as defined by the US Census Bureau.

The map below shows the City of Milton and the 10-Mile Market Area.

3-1: Study Area



Source: BAG

3.2 Summary of Findings

Summarized below are the key findings of the evaluation of existing demographic, economic and real estate conditions in Milton, Georgia:

- ***The City of Milton has been one of the fastest growing communities in the Atlanta Metro region***—the city had 28,126 residents in 2008 which represented a major increase over its population of 16,131 residents in 2000. The city grew at 9.3% annually over the 2000-2008 period. Projections call for a more modest level of growth over the 2008-2013 period averaging 5% per year, with the City reaching an estimated 35,109 residents by 2013. (Recent population estimates provided by the City of Milton have placed the 2008 population size at around 30,000 people.)
- ***Milton's residents are well-educated and family-oriented***. Among Milton residents, 55% are college graduates, and 16% have post graduate degrees. Married couples, both with and without children, make up 70% of Milton's households, compared to 52% for the metro region.
- ***Milton households have substantial incomes and make substantial retail expenditures***—The average median households income in Milton is $118,700 which is more than the twice the median income in the Atlanta region and 26% higher than in the 10-Mile market area. In 2008 Milton households made $818 million in retail expenditures and level of retail expenditures is expected to increase to $1.2 billion by 2013.
- ***New single family housing sales in Milton were significant over the 2005-2008 period***.—A total of 597 new single family units were sold, with the largest number in 2006 declining to 169 units in 2008.
- ***New home values in Milton are substantial but have recently undergone a modest decline.*** The average new home value increased from $499,779 in 2005 to $646,909 in 2006. However, by 2008 the average sales price declined to $529,083. This was still 11.4% higher than in the North Fulton submarket.
- ***The rental inventory in Milton is performing well***—with average rents of $944 and very low vacancies.
- ***Milton's retail and office inventory is largely concentrated on the southern edge of the city and is performing well***—There is approximately 1.72 million SF of retail and 1.70 million SF of office space in the city and it is commanding strong rents but vacancies are increasing due to the recent economic downturn.
- ***The projected demand from the potential growth of 2,343 households*** over the next five years will put additional pressure for residential and related commercial development.

3.3 Demographic Characteristics

The purpose of this section is to describe the population living in the City of Milton, its 10-Mile Market Area, and the Atlanta MSA. It includes an analysis of population growth, race and ethnicity, age distribution, and educational attainment. The data comes from the 2000 U.S. Census and Claritas, Inc., a nationally recognized socioeconomic and demographic information source.

Because Milton is a new city, consistent data collection for the city presents challenges. Milton's 2008 comprehensive plan addressed these issues by devising a formula based on Census tracts, and data from

Fulton County Department of Environment and Community Development demographics to develop a good estimate of the City's demographic trends.

3.3.1 Population Characteristics

Population Growth

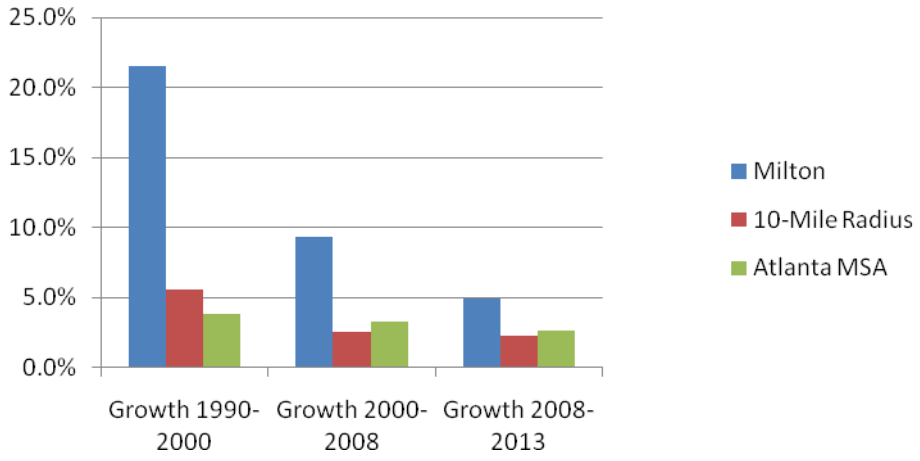
The City of Milton had an estimated 28,126 residents in 2008. During the current decade, the City has been one of the most rapidly growing communities in Fulton County—its population increased from 16,131 residents in 2000. This represents an annual growth rate of 9.3% over the past eight years. Claritas, Inc. estimates that Milton will continue strong growth over the next five years, averaging a 5.0% annual increase in population--growing to 35,109 residents by 2013. The historic and projected growth rates for Milton exceed the growth rates in the 10-Mile Market Area, (which includes parts of North Fulton, Cherokee and Forsyth Counties) for the Atlanta MSA as a whole over the period. In 2008 Milton represented 5.7% of the population in the 10-Mile Market Area of 497,234 residents and 0.5% of the population of the Atlanta MSA.

3-2 Population Growth History and Projections

Population	Milton	10-Mile Radius	Atlanta MSA
1990 Census	5,125	264,166	3,069,411
2000 Census	16,131	411,944	4,247,981
2008 Estimate	28,126	497,234	5,357,017
2013 Projection	35,109	553,786	6,065,700
Avg Annual Growth 1990-2000	21.5%	5.6%	3.8%
Avg Annual Growth 2000-2008	9.3%	2.6%	3.3%
Avg Annual Growth 2008-2013	5.0%	2.3%	2.6%

Source: US Census, Claritas, BAG

3-3 Population Growth Rate, 1990-2013



Source: Claritas

Race and Ethnicity

The City of Milton's racial and ethnic make-up is roughly comparable to the 10-Mile Market Area's.

- According to 2008 Claritas estimates, 89% of Milton's residents identify themselves as white, compared to 82% in the 10-Mile Market Area, and significantly higher than the 58% for the Atlanta MSA.
- Of Milton's residents, 4.2% identify themselves as African American, as compared to 6.9% for the 10-Mile Market Area, and 31% for the Atlanta MSA.
- Of Milton's residents, 3.2% identify themselves as Latino or Hispanic, as compared to 7.2% for the 10-Mile Market Area, and 9.6% for the Atlanta MSA.

3-4 Race by Classification and Hispanic/Latino Origin . 2008

	Milton		10-Mile Radius		Atlanta MSA	
	Total	%	Total	%	Total	%
2008 Est. Total Population	28,126		497,235		5,357,017	
White	24,978	88.8%	406,026	81.7%	3,126,852	58.4%
Black /African Amer.	1,178	4.2%	34,062	6.9%	1,661,407	31.0%
American Indian	28	0.1%	1,182	0.2%	16,511	0.3%
Asian	1,174	4.2%	32,620	6.6%	218,896	4.1%
Pacific Islander	20	0.1%	163	0.0%	3,097	0.1%
Other	315	1.1%	13,367	2.7%	214,307	4.0%
Two or More Races	434	1.5%	9,814	2.0%	115,947	2.2%
2008 Hispanic or Latino by Origin						
Not Hispanic or Latino	27,155	96.5%	461,212	92.8%	4,844,675	90.4%
Hispanic or Latino	971	3.5%	36,023	7.2%	512,342	9.6%

Source: Claritas

Age Distribution

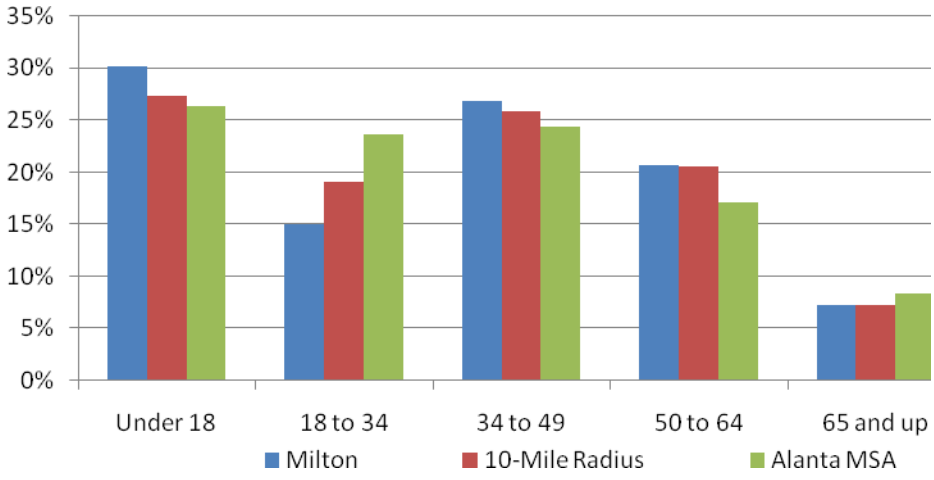
The residents of the City of Milton have a median age of 37.8 years which is comparable to the median age in the 10-Mile Market Area and slightly older than the Atlanta MSA median of 35.0 years. However, examination of the data by age cohort reveals that Milton has a higher percentage of residents under the age of 18 and a larger concentration of residents in the 34-49 and 50-64 age cohorts, which reflects the character of the area as populated by many families in the prime of their child-rearing period of life. The number of persons 65 years and older is actually slightly less than regional averages.

3-5 Age Distribution, 2008

2008 Est. Age Distribution	Milton	10 Mile Radius	Atlanta MSA
Under 18	30%	27%	26%
18 to 34	15%	19%	24%
34 to 49	27%	26%	24%
50 to 64	21%	21%	17%
65 and up	7%	7%	8%
Median Age	37.8	37.2	35.0

Source: Claritas

3-6 Age Distribution Graph



Source: Claritas

Educational Attainment
The residents of the City of Milton and the 10-Mile Market Area have some of the highest levels of educational attainment in the Atlanta region.

- Among Milton residents over the age of 25, 94% have a high school diploma or equivalent, compared to 83% for the Atlanta MSA.
- Of Milton residents, 54% have a Bachelor's degree or higher, compared to only 31% for the Atlanta MSA.
- Of Milton residents, 16% have a graduate or advanced degree, compared to 10% for the Atlanta MSA.

3.3.2 Household Characteristics

Household Growth
The City of Milton had an estimated 10,027 households in 2008, which is expected to increase to 12,370 households over the next five years. The growth rate for households in Milton mirrors the City's population growth over the period. From 2000 to 2008, households grew at an average rate of 8.9% annually. Between 2008 and 2013, household growth is expected to be 4.7%, nearly twice the Atlanta MSA's growth rate of 2.5%

3-7 Households and Household Growth 1990-2013

Households	Milton	10 Mile Radius	Atlanta MSA
1990 Census	1,888	96,196	1,140,838
2000 Census	5,847	150,785	1,554,154
2008 Estimate	10,027	178,634	1,942,047
2013 Projection	12,370	196,825	2,187,415
Avg Annual Growth 1990-2000	21.0%	5.7%	3.6%
Avg Annual Growth 2000-2008	8.9%	2.3%	3.1%
Avg Annual Growth 2008-2013	4.7%	2.0%	2.5%

Source: Claritas

3.3.3 Household Size and Composition
The average household in Milton has is 2.80 persons, which is somewhat larger than household size in the 10-Mile Market Area (2.77) and the Atlanta MSA (2.71).

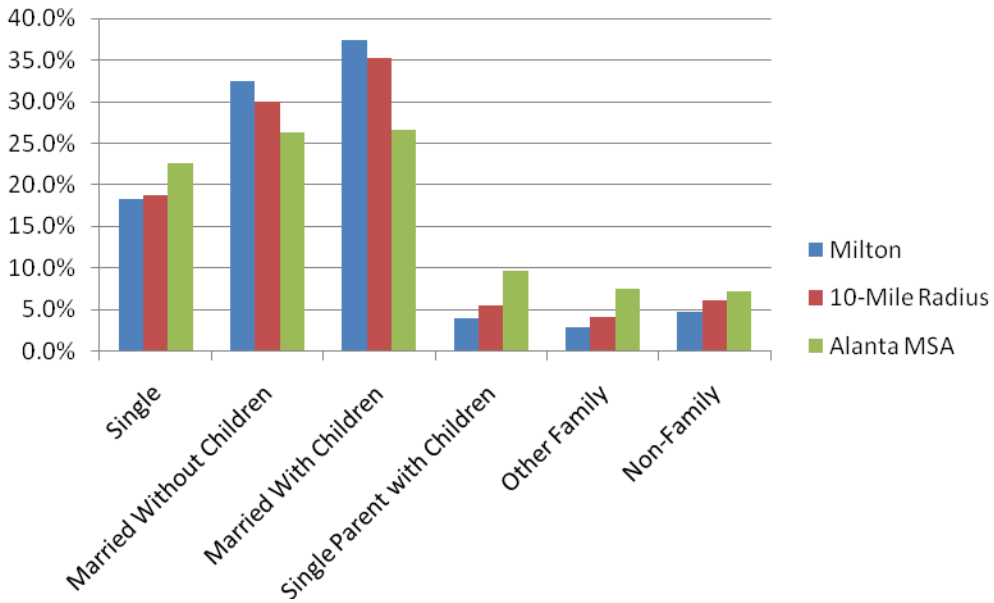
- The largest number of Milton households are married couples with children present (37.4%) followed by married couples without children (32.5%).
- Singles account for only 18% of Milton households, as compared to 23% of households for the Atlanta MSA.
- Milton has a much lower occurrence of "non-traditional households" than the larger Atlanta MSA.

3-8 Household Type, 2008

	Milton	10- Mile Radius	Atlanta MSA
Single Living Alone	18.4%	18.8%	22.7%
Married No Children	32.5%	30.1%	26.3%
Married, with Children	37.4%	35.3%	26.5%
1-Parent W/ Children	4.0%	5.6%	9.7%
Other Family Household	3.0%	4.2%	7.5%
Non-Family Household	4.8%	6.1%	7.3%

Source: Claritas

3-9 Household Type, 2008, Graph



Source: Claritas

3.3.4 Household Income

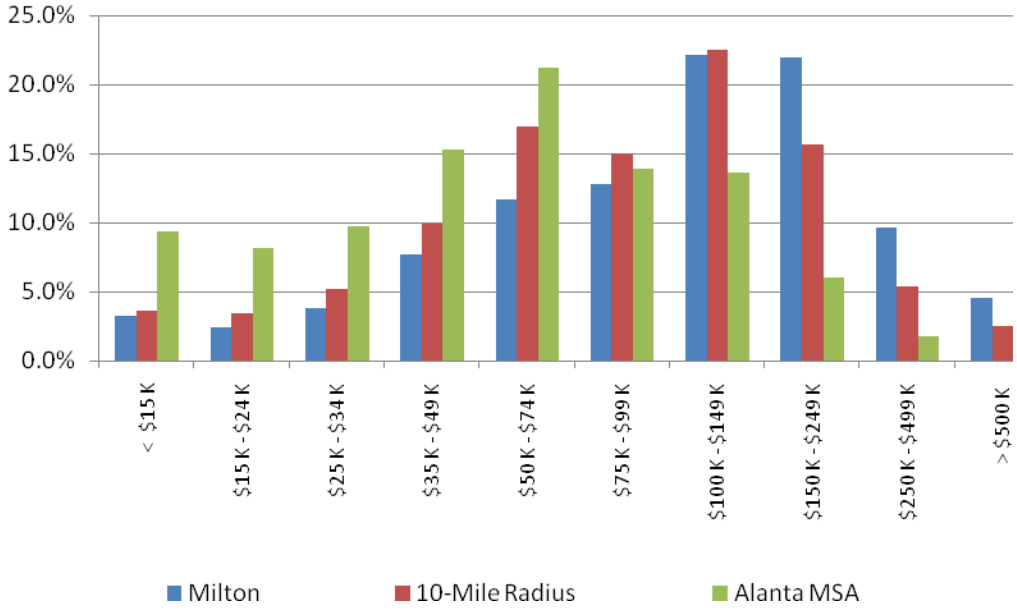
The affluent nature of Milton's households is evident from their very high median household incomes. The median household income in the City of Milton is $118,705. This is roughly twice the Atlanta MSA's median household income of $58,730, and 27% higher than the median in the 10-Mile Market Area.

The household income distribution for the City of Milton skews strongly towards the high end of the income range, with more than 58% of Milton's households earning more than $100,000 per year, as opposed to 22% for the Atlanta Metropolitan area. Conversely, only 9.5% of Milton's households earn less than $35,000 per year, compared to 27% of households in the Atlanta MSA.

3-10 Household Income, 2008			
	Milton	10-Mile Radius	Atlanta MSA
2008 Avg. HH Income	$ 153,672	$ 121,629	$ 76,301
2008 Median HH Income	$ 118,705	$ 93,229	$ 58,730
2008 Per Capita Income	$ 54,980	$ 43,806	$ 27,903

Source: Claritas

3-11 Household Income Distribution, 2008



Source: Claritas

3.3.5 Housing Type and Tenure

Within the City of Milton, single family detached housing accounts for 82% of its housing stock, as compared to 75% for the 10-Mile Market Area and 67% for the Atlanta MSA. In the City of Milton, less than 1% of the housing units are townhomes, and 17% are multi-family units, while only 0.2% of homes are mobile homes or trailers.

3-12 Household Type, 2008			
2008 Estimated Housing by Type	**Milton**	**10-Mile Radius**	**Atlanta MSA**
Single Family Detached	82.1%	75.7%	67.4%
Townhouse & Duplex	0.9%	4.0%	5.2%
Attached 3-49 Units	15.2%	17.0%	18.4%
Attached 50+ Units	1.6%	2.2%	4.2%
Mobile Home or Other	0.2%	1.1%	4.8%

Source: Claritas

In terms of tenure preference, 83.3%, of City of Milton residents own their home, a significantly higher percentage than the 10-Mile Market Area, at 78%, or the Atlanta MSA, at 69%.

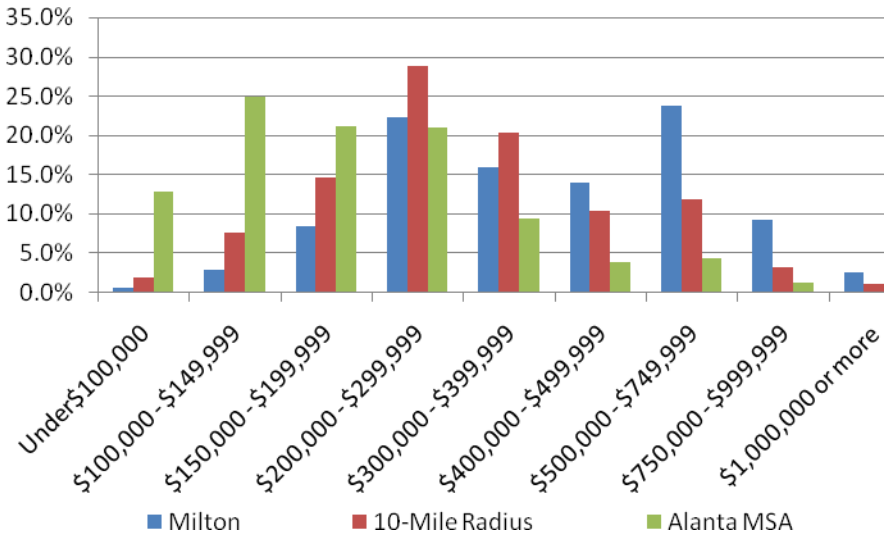
Existing Housing Values

As reflective of the high median incomes of its residents, self-reported house values in the Milton are substantially higher than area or regional values. The median house value in Milton is $398,722, which is 18% above the median value in the 10-Mile Market Area, and 2.2 times the median home value of $178,689 of the Atlanta MSA. In addition, 35% of homes in Milton are reported to have a value of $500,000 or more. This is more than seven times their percentage for the Atlanta MSA and double their percentage for the 10-Mile Market Area.

3-13 Values of Existing Owner-Occupied Homes, 2008			
2008 Estimated Value	**Milton**	**10-Mile Radius**	**Atlanta MSA**
Under$100,000	0.6%	1.9%	12.9%
$100,000 - $149,999	3.0%	7.6%	24.9%
$150,000 - $199,999	8.4%	14.7%	21.2%
$200,000 - $299,999	22.3%	28.8%	21.1%
$300,000 - $399,999	15.9%	20.3%	9.4%
$400,000 - $499,999	14.1%	10.4%	4.0%
$500,000 - $749,999	23.8%	11.9%	4.3%
$750,000 - $999,999	9.3%	3.3%	1.4%
$1,000,000 or more	2.6%	1.1%	0.8%
Median Value	$ 398,722	$ 289,529	$ 178,689

Source: Claritas

3-14 Distribution of Owner Occupied Home Values, 2008



3.3.6 Business & Employment Characteristics.

The city of Milton is part of the North Fulton Superdistrict as defined by the Atlanta Regional Commission in its analysis of regional employment trends. The North Fulton Superdistrict is one of the largest employment centers in the Atlanta region with 102,744 jobs in 2008, which ranks it fifth in the Atlanta Metropolitan Region, behind only Cumberland, Central Gwinnett, Atlanta CBD and Sandy Springs/Perimeter, and ahead of Buckhead and Midtown. More important for Milton's future growth, the North Fulton Superdistrict is projected to have the most rapid growth in employment of any superdistrict by 2030. ARC is estimating that the North Fulton Superdistrict will have a total of 169,311 jobs by 2030.

In terms of the mix of employment in North Fulton, the dominant job categories in 2008 are:

- Professional/Science/Technology 12.7%
- Information 11.5%
- Finance 10.5%
- Retail 10.2%
- Administration 10.0%

The employment opportunities near Milton are highly diverse, substantial in number and rapidly growing as can be seen in the table on the following page:

3-15 Estimated Employment by Sector, North Fulton Superdistrict

Employment Sector	2005	2008	2008 Share	2005-2008 Actual Growth
Professional, Scientific and Technical	8,033	13,008	12.7%	62%
Information	13,637	11,786	11.5%	-14%
Finance	10,559	10,790	10.5%	2%
Retail Trade	10,137	10,476	10.2%	3%
Administrative/Waste Management	8,805	10,250	10.0%	16%
Accommodation and Food Services	8,386	8,670	8.4%	3%
Wholesale Trade	6,866	7,708	7.5%	12%
Health & Social Assistance	4,892	6,240	6.1%	28%
Educational Services	3,948	4,627	4.5%	17%
Manufacturing- Durable	2,935	3,596	3.5%	23%
Construction	2,886	3,330	3.2%	15%
Management of Companies	2,354	2,522	2.5%	7%
Other Services (Not Pub. Admin)	2,273	2,257	2.2%	-1%
Transportation & Warehousing	1,523	2,201	2.1%	45%
Real Estate, Rental and Leasing	1,871	2,148	2.1%	15%
Arts, Entertainment & Rec.	1,254	1,966	1.9%	57%
Public Administration	642	769	0.7%	20%
Manufacturing- Non-Durable	137	174	0.2%	27%
Utilities	125	93	0.1%	-26%
Agriculture, Forestry Fishing and Hunting	52	54	0.1%	4%
Mining	-	-	0.0%	NA
Other	376	79	0.1%	-79%
TOTAL	91,691	102,744	100.0%	12%

Source: ARC

Household Annual Expenditures

As shown in the following exhibit, Milton households spent over $818 million dollars on retail purchases during 2008, this represents $50,804 in retail purchases per household. The top five categories of purchases were Transportation(including auto purchases) (13%), Entertainment (13%), Miscellaneous (12%), Food Away from Home (Eating out) (11%), and Food at Home (groceries) (11%). These top five categories represented 57% of all retail spending by Milton households.

Estimates for 2013 indicate that the level of retail spending by Milton households will increase to $1.2 billion over the next five years, or 43% over the period. Milton households represent a tremendous retail market and are making their retail purchases across a wide range of outlets including: retailers located in Milton, those in the nearby communities surrounding Milton with major retail concentrations; from the internet, cable TV and mail order; shopping near their place of work; and shopping while traveling. The purchasing power of Milton's households is very attractive to a wide range of retailers targeting the upper income market segment.

3-16 City of Milton Retail Expenditures : 2008 & 2013

Spending by Category	Aggregate (in 000's) 2013	Aggregate (in 000's) 2013	% Share 2008
Apparel	$85,685	$116,749	10%
Entertainment:	$102,543	$144,624	13%
Food at Home	$90,023	$122,082	11%
Food away from Home	$86,056	$144,926	11%
Health Care	$56,304	$97,026	7%
Household Equipment:	$52,899	$72,844	6%
Misc Personal Items:	$55,493	$76,563	7%
Miscellaneous Items:	$100,824	$138,765	12%
Shelter and Related Expenses:	$50,802	$71,655	6%
Transportation Expenses	$105,708	$157,695	13%
Automotive Maintenance/Repair/Other	$26,682	$39,250	3%
Total Specified Consumer Expenditures	$818,096	$1,169,534	100%

Source: Claritas, Bleakly Advisory Group

3.4 Real Estate Market Trends

In this section, the performance of the City of Milton's real estate market is examined in terms of several key land uses-residential, retail, office, and industrial. The purpose of this section is to present an overview of the City's real estate market to serve as the basis to project growth and development potential in order to inform transportation and land use decisions within the City.

3.4.1 Residential Market Trends – New Home Sales

Data is provided below on for sale housing--single family, townhome and condominium sales--in the City of Milton and North Fulton County[1].

- From 2005 to 2008, there were a total of 1,023 new units sold within the City of Milton, or an average of 256 units per year. In comparison, in North Fulton County there were 5,373 units sold over the period, or an average of 1,343 per year. The City of Milton represented 19.0% of North Fulton County's sales over the period.
- From 2005 to 2007, an average of 287 units were sold in Milton per year, before the full effects of the national housing recession were felt in 2008.

3-17: New Home Sales: All Units

	2005	2006	2007	2008
City of Milton				
Units Sold	342	259	253	169
Avg Price	$ 499,779	$646,909	$592,493	$529,083
North Fulton County*				
Units Sold	1,867	1,540	1,240	726
Avg Price	$ 385,291	$405,800	$460,083	$474,903
City of Milton as a % of North Fulton County				
Units Sold	18.3%	16.8%	20.4%	23.3%
Avg Price	129.7%	159.4%	128.8%	111.4%

Source: Smartnumbers

- The average price for a new residential unit in the City of Milton grew from $499,799 in 2005 to $646,909 in 2006 then decreased to $592,493 in 2007 and declined again to $529,083 in 2008. Over the four year period, home prices grew by 5.9%, but from the peak in 2006, they have declined by 18.2%. The City of Milton's average price in 2008, $529,083, was 11.4% higher than the average price in North Fulton County of $474,903 for the same year.

[1] North Fulton County is north of I-285.

Single Family Sales Trends

- In terms of single family detached sales, from 2005 to 2008, there were a total of 597 new single family units sold within the City of Milton, or an average of 149 units per year. Single family units represented 58.4% of all residential sales in the city. In comparison, in North Fulton County there were 2,046 units sold over the period, or an average of 512 per year. The City of Milton represented 29.2% of North Fulton County's single family sales over the 2005 to 2008 period. Single family sales declined dramatically in 2008, with 89 units sold which is only 69.8% of the 187 units sold in the peak year of 2006.

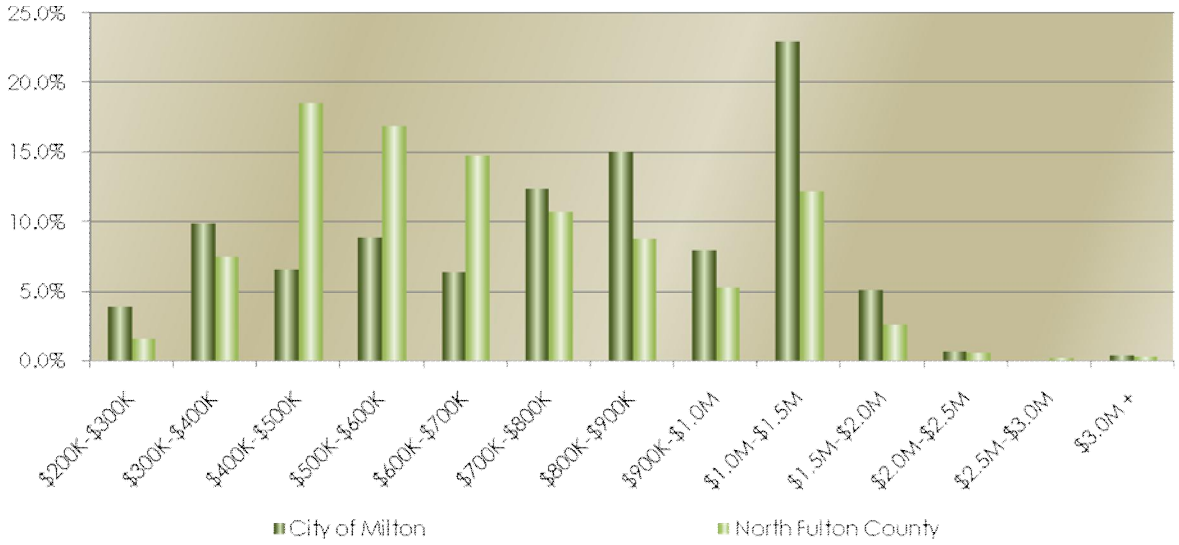
3-18: New Home Sales: Single Family Units

	2005	2006	2007	2008
City of Milton				
Units Sold	150	187	171	89
Avg Price	$ 861,752	$812,595	$ 752,942	$ 766,027
North Fulton County*				
Units Sold	632	492	536	386
Avg Price	$673,207	$718,608	$679,314	$633,832
City of Milton as a % of North Fulton County				
Units Sold	23.7%	38.0%	31.9%	23.1%
Avg Price	128.0%	113.1%	110.8%	120.9%

Source: SmartNumbers

- From 2005 to 2008, the average price for a new single family residential unit in the City of Milton declined from $861,752 in 2005 to $766,027 in 2008. The City of Milton's average price in 2008, $766,027 was 20.9% higher than the average price in North Fulton County of $633,832.
- The dominant price range for single family homes in Milton is $1.0-$1.5 million with 23.0%of sales followed by $800,000 to $900,000 with 15% of sales. This is significantly higher than in North Fulton where the $400,000-$700,000 price range predominates.

3-19: New Single Family Sales Price Distribution



- From 2005 to 2008, there were 28 active single family subdivisions in the City of Milton. (For a full list of these subdivisions, see **Appendix A**.) Absorption at these subdivisions ranged from less than one unit per year to a high of 24 units per year with the average typically 3 to 6 units per year. In aggregate, the total absorption for these 28 subdivisions averaged 149 units per year over from 2005 to 2008.

Townhome Sales Trends

- From 2005 to 2008, there were a total of 432 new townhome units sold within the City of Milton, or an average of 108 units per year. Townhome units represented 42.2% of all residential sales in the City over the period. In comparison, in North Fulton County there were 2,524 townhome units sold over the period, or an average of 631 per year. The City of Milton represented 17.1% of North Fulton County's townhome sales.

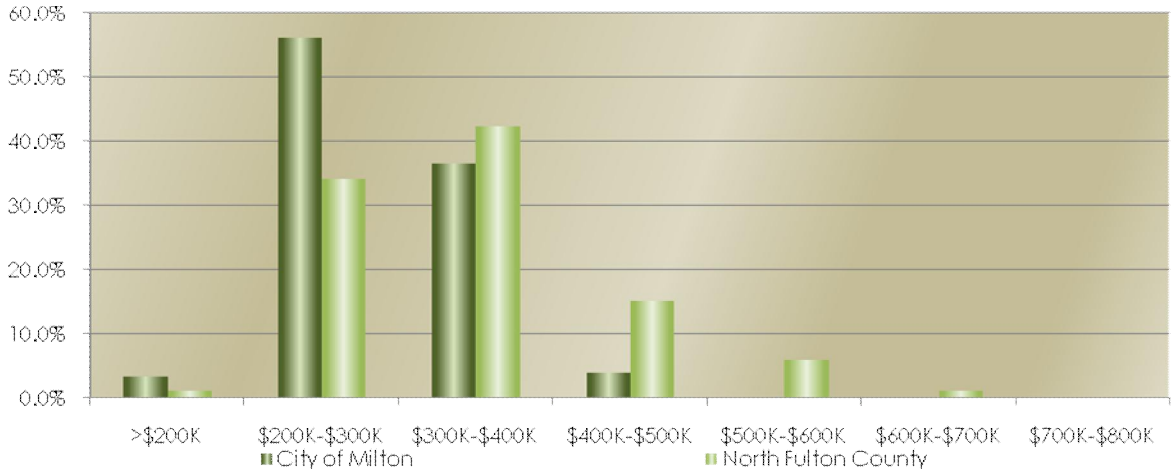
3-20: New Home Sales: Townhomes

	2005	2006	2007	2008
City of Milton				
Units Sold	192	78	82	80
Avg Price	$216,987	$262,431	$257,898	$265,483
North Fulton County*				
Units Sold	981	677	557	309
Avg Price	$256,699	$312,409	$327,408	$303,685
City of Milton as a % of North Fulton County				
Units Sold	19.6%	11.5%	14.7%	25.9%
Avg Price	84.5%	84.0%	78.8%	87.4%

Source: SmartNumbers

- The average price for a new townhome in Milton increased from $216,987 in 2005 to $265,483 in 2008. The City of Milton's average price in 2008, $265,483, was 12.6% lower than the average townhome price in North Fulton County of $303,685.
- In the City of Milton, the price for a typical new townhome was concentrated in the $200,000 to $300,000 range – 56.1% of townhome units sold in this price range in the City compared to 34.2% in North Fulton. A higher proportion of townhome units sold for more than $300,000 in North Fulton (64.7%) than in the City of Milton (40.5%).

3-21: New Townhome Sales Price Distribution

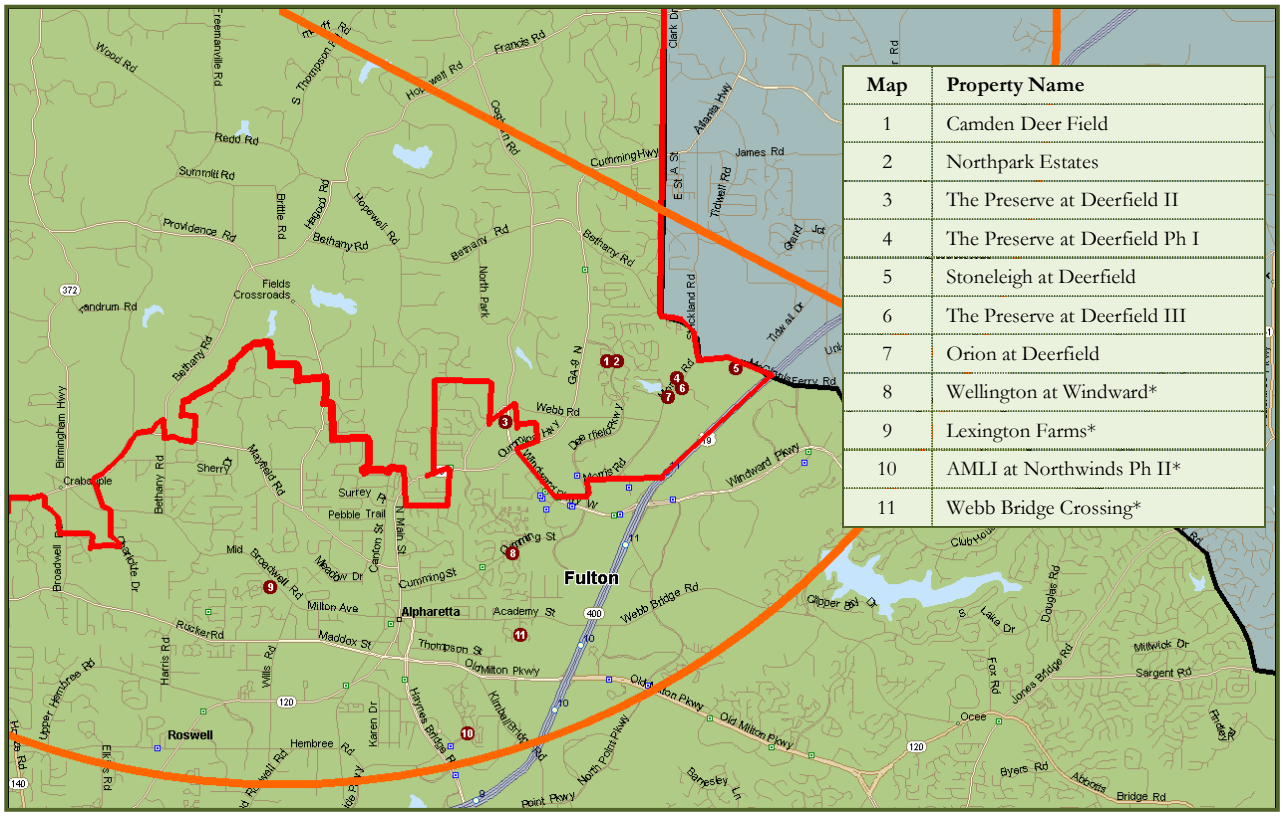


- From 2005 to 2008, there were 12 active townhome project developments in the City of Milton. (For a full list of these developments, see **Appendix A**.) Absorption at these subdivisions ranged from less than one unit per year to 30 units per year. On average, the total absorption for these 28 subdivisions was 108 units per year.

Rental Apartments

The City of Milton has a number of apartment complexes in the southeast quadrant of the City. The following section presents data on these complexes as well as four complexes just outside of the City boundary, all within a 6-mile radius of the center of Milton.

3-22: Rental Apartment Locations



Map	Property Name
1	Camden Deer Field
2	Northpark Estates
3	The Preserve at Deerfield II
4	The Preserve at Deerfield Ph I
5	Stoneleigh at Deerfield
6	The Preserve at Deerfield III
7	Orion at Deerfield
8	Wellington at Windward*
9	Lexington Farms*
10	AMLI at Northwinds Ph II*
11	Webb Bridge Crossing*

- There are over 3,300 apartment units in the 6-mile market area in 11 apartment complexes. The apartment complexes range in age from 6 to 23 years old with an average age of 11 years. The majority of the apartments, 91.1%, are classified as "Class A" while only 8.9% are classified as "Class B/C" in terms of quality with "Class A" being the newest, highest quality. A map of the properties is shown above.
- In terms of performance, the apartment complexes have an average asking rent of $944 per unit. Asking rents range from a minimum of $813 per unit to $1,214 per unit. Vacancies range from a low of 1.7% to a high of 12.0% with an average vacancy rate of 5.9%
- Most of the rental apartments were constructed since 1999.

3-23: City of Milton Apartment Data

Property Name	Street Address	Size (units)	Year built	Class	Rent/Unit	Vacancy Rate
Camden Deer Field	13200 Summit Blvd	292	2000	A	$946	1.7%
Northpark Estates	13201 Deerfield Pkwy	356	1997	A	$984	5.1%
The Preserve at Deerfield II	Windward Pkwy	186	2000	A	$1,106	10.2%
The Preserve at Deerfield Ph I	13125 Morris Rd	478	2000	A	$985	4.2%
Stoneleigh at Deerfield	1800 Deerfield Point	374	2003	A	$813	4.3%
The Preserve at Deerfield III	13125 Morris Rd	158	2002	A	$1,092	12.0%
Orion at Deerfield	13085 Morris Rd	554	2001	A	$877	8.1%
Wellington at Windward	905 Lake Union Hill Way	294	1987	A	$910	9.2%
Lexington Farms	1000 Lexington Farm Dr	352	1997	A	$883	2.8%
Amli at Northwinds Ph II	32000 Gardener Dr	148	1999	A	$1,214	2.0%
Webb Bridge Crossing	5000 Webb Bridge Ct	164	1986	B/C	$888	9.1%
Total/Average		3,356	1998		$ 944	5.9%

Source: Reis, Inc.

- There are no studio units in the city's apartment complexes. The average rent for a one-bedroom unit is $810 and the average size is 806 s.f., for an average rent of $1.01 per square foot. The average rent for a two-bedroom unit is $997 and the average size is 1,163 s.f., for an average rent of $0.86 per square foot. The average rent for a three-bedroom unit is $1,158 and the average size is 1,493 s.f., for an average rent of $0.78 per square foot.

3-24: City of Milton Apartment Data by Unit Type

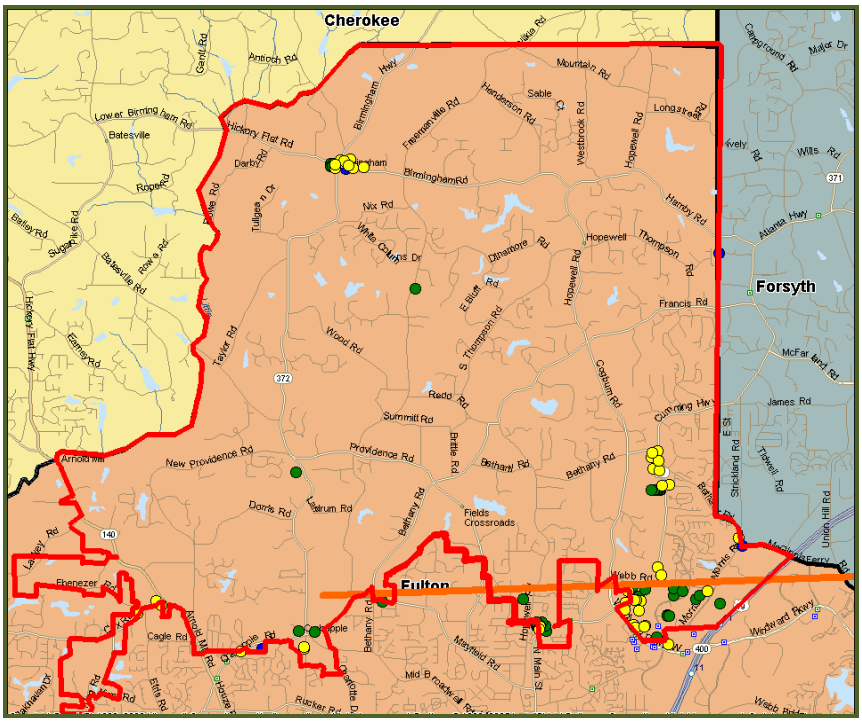
	Studio	1BR	2BR	3BR
Current Asking Rent/Unit	****	$810	$997	$1,158
Unit Size (sf)	****	806	1,163	1,493
Current Asking Rent/sf	****	$1.01	$0.86	$0.78

Source: Reis, Inc.

3.5 Commercial Market Trends

The majority of commercial real estate inventory is located along the southern border of the City or at the intersection of Birmingham Highway and Birmingham Road/Hickory Flat Road. The map below presents the location of these commercial centers. (Yellow-Retail, Green-Office and Blue-Industrial)

3-25: Commercial Space Location



3.5.1 Retail Market Trends

- Within the City of Milton, there is 1.7 million square feet of retail space, representing 5.6% of retail space in the 10 mile radius (30,525,890 s.f.) and 0.6% of the MSA's 285.9 million square feet of retail space. The represents 60 s.f. of retail space per resident which exceeds the Atlanta regional average of 54 s.f. per resident.
- Of the total retail inventory 89,409 s.f., or 5.2%, is vacant. This is a significantly lower vacancy rate than in the 10-mile radius (10.0%) or in the Atlanta MSA (9.2%).
- Rental rates for retail space in the City of Milton range from $12.00 to $32.00 per square foot, with an average rent of $24.5 per square foot. This average rental rate is higher than in either the 10-mile radius at $19.07 or the MSA at $15.87.
- The average age of retail centers in the City is 9.5 years old, 10 years younger than the market area and 15 years younger than Atlanta MSA.

3-26: Retail Space			
	City of Milton	**10-Mile Radius**	**Atlanta MSA**
# of Properties	47	1,438	14,135
Retail Space (S.F.)	1,726,504	30,525,890	285,972,371
Average S.F. per Property	36,734	21,228	20,232
Vacant S.F.	89,409	3,065,290	26,353,007
% Vacant	5.2%	10.0%	9.2%
Rent Min	$12.00	$ 9.75	$ 1.20
Rent Max	$32.00	$ 37.50	$ 78.46
Average Rent	$24.50	$ 19.07	$ 15.87
Average Age (years)	9.5	19.6	24.7

Source: CoStar Group

3.5.2 Office Market Trends

- Within the City of Milton, there is 1.7 million square feet of office space, representing only 4.7% of the office inventory in the 10 mile radius (35,743,143 s.f.) and 0.7% of the MSA's 262.0 million square feet of office space.
- Of this space, 349,477 s.f., or 20.5%, is vacant. This is a somewhat higher vacancy rate than in the 10-mile radius (14.6%) or in the Atlanta MSA (15.1%).
- Rental rates for office space in the City of Milton range from $10.43 to $22.00 per square foot, with an average rent of $19.36 per square foot. This average rental rate is higher than the 10-mile radius at $18.37 but significantly lower than the MSA at $19.96.
- The average age of office properties in the City is 17.4 years old, less than one year younger than the 10-mile radius and 9.2 years younger than Atlanta MSA.

3-27: Office Space			
	City of Milton	**10 Mile Radius**	**Atlanta MSA**
# of Properties	71	1741	10673
Office Space (S.F.)	1,704,500	35,743,143	262,013,629
Average S.F. per Property	24,007	20,530	24,549
Vacant S.F.	349,477	5,214,267	39,555,599
% Vacant	20.5%	14.6%	15.1%
Rent Min	$ 10.43	$ 6.07	$ 2.15
Rent Max	$ 22.00	$ 180.00	$ 180.00
Average Rent	$ 19.36	$ 18.37	$ 19.96
Average Age (years)	17.4	18.2	26.6

Source: CoStar Group

3.5.3 Industrial Market Trends

- Within the City of Milton, there is only 72,400 square feet of industrial space, representing 0.6% of industrial space in the 10 mile radius (13,096,301 s.f.) and less than 0.1% of the MSA's 394.7 million square feet of industrial space.
- There is no vacant space in the four industrial properties in the City of Milton.
- The average age of the industrial properties in the City is 15.8 years old, less than one year older than the 10-mile radius and 8.2 years younger than Atlanta MSA.

3-28: Industrial Space			
	City of Milton	**10-Mile Radius**	**Atlanta MSA**
# of Properties	4	331	6,666
Office Space (S.F.)	72,400	13,096,301	394,721,027
Average S.F. per Property	18,100	39,566	59,214
Vacant S.F.	0	1,250,415	58,857,574
% Vacant	0.0%	9.5%	14.9%
Rent Min	N/A	$ 4.85	$ 1.25
Rent Max	N/A	$ 12.00	$ 16.80
Average Rent	N/A	$ 6.28	$ 3.72
Average Age (years)	15.8	15.1	24.0

Source: CoStar Group

3.6 City of Milton Real Estate Market Trends Summary

- The City of Milton is primarily a residential community; however there is a concentration retail and office space in the southern portion of the City.
- From 2005 to 2008, there were a total of 1,023 new for-sale housing units sold within the City of Milton, or an average of 256 units per year.
- Over the same period, single family units represented 58.4% of all new residential sales in the City while townhomes represented 41.6%. There were no condominium sales in the City.
- The average price for a single family home in the City of Milton in 2008 was $766,027 while the average price for a townhome was $265,483.
- There are 3,356 apartment units in or near Milton. They are performing well with low vacancy (5.9%) and high rents ($944, on average).
- The City has a concentration of retail and office space on its southern edge. Retail space in the City has higher rents and lower vacancies than in the surrounding areas, while office space in the City has slightly higher vacancies and lower rents than in the surrounding areas.
- The City is not a significant location for industrial space.

4.0 COMPREHENSIVE PLAN SUMMARY

4.1 Introduction

The *Transportation Plan* is being created concurrently to the *Milton Comprehensive Plan*. In order to avoid duplication of effort and maximize the relevance and effectiveness of the *Transportation Plan*, a summary of the *Partial Update to the Milton Comprehensive Plan* has been included as part of the *Inventory of Existing Conditions Report*. This summary focuses on the key issues and opportunities identified in the partial update, which relate primarily to land use and community development. These issues will have a direct impact on the recommendations of the *Transportation Plan*, as they provide critical insight into the needs and hopes for the future of Milton.

4.2 Plan Overview

When the City of Milton was incorporated in 2006, it assumed Fulton County's *Focus Fulton 2025 Comprehensive Plan* that was developed in November 2005. In an effort to chart a unique and more localized plan for Milton, the City appointed the Comprehensive Plan Advisory Committee (CPAC) to oversee the development of an independent comprehensive plan for Milton. At the end of 2008, with consulting assistance, the City completed the *Partial Plan Update to the Milton Comprehensive Plan*. The City is currently completing the full comprehensive plan with a targeted completion date for the end of 2009. This review summarizes some of the key points from the partial update that are relevant to the *Transportation Plan*.

The *Milton Comprehensive Plan* highlights issues and opportunities in seven concept areas:

1. Development Patterns
2. Community & Sense of Place
3. Zoning Process & Government Regulations
4. Preservation, Protection, and Conservation
5. Mobility
6. Economic Development
7. Financing

4.3 Development Patterns

4.3.1 Development Patterns Issues

There are several different issues documented in the *Milton Comprehensive Plan* regarding recent development patterns in the City of Milton. The older, more rural and pastoral development patterns that once attracted many residents to Milton are now under pressure from more recent development patterns which typically consist of subdivisions, office parks, and strip-style retail developments. Some of the problems with recent development patterns cited in the report include increased traffic congestion, increased number and length of trips, consumption of attractive land for use as large residential or commercial development, visual clutter along roadways, no clear boundary between where town stops and the countryside begins, and the lack of buffers between large subdivisions and scenic roadways.

One issue mentioned that may not have reached a complete consensus among citizens is the desire for more mixed use in new developments. Blending some commercial buildings with residential

neighborhoods could cut down on numbers of trips generated and encourage more pedestrian activity, yet some residents feel that allowing mixed use development could spur neighborhoods to evolve into large undesirable commercial developments.

Another issue listed in the plan that has not reached a full consensus is the idea that neighbors residing in newer one-acre residential developments are more disconnected from each other. Denser developments do encourage interaction between neighbors, but many Milton residents feel that social interaction is adequately achieved in other ways such as having school-aged children, participating in golf and country club activities, and being involved in churches.

4.3.2 Development Patterns Opportunities

The Milton Comprehensive Plan outlines some significant opportunities with respect to development patterns. A little over one-third of Milton remains as rural/agricultural and equestrian land. There are plentiful scenic views of natural and agricultural resources. With careful planning, the picturesque mixture of pastures, barns, fencerows, woodlands, streams, and gravel roads cherished in Milton can be preserved to maintain the unique identity of the City.

4.4 Community & Sense of Place

4.4.1 Community

The *Milton Comprehensive Plan* identifies several issues regarding the concept of a community including a lack of mixture in housing types, housing sizes, and income levels within neighborhoods. This is partly due to the limitations of the sewer system. Because the city is primarily using septic systems, lot sizes are restricted to a 1 acre minimum, which is conducive to suburban-style neighborhoods. According to the plan, there is also a lack of affordable housing in Milton. Some statistics cited in the *Milton Comprehensive Plan* show that Milton's average household income was more than twice the national average in 1999 and the average sales price of residential real estate in Milton was $449,060 in 2007.

The plan also notes that there are limited community gathering facilities for holding public meetings and limited spaces for arts and performances. Some current places of assembly identified in the plan are community centers at Bethwell and Crabapple Crossroads, which are said to need renovating, and meeting spaces at Milton High School, two middle schools, three elementary schools, and several local churches.

4.4.2 Sense of Place

The *Milton Comprehensive Plan* expresses that there are many unique rural and agrarian settings that define Milton, but there are too few community and town centers that create a strong sense of place. According to the plan, no town center exists that tells visitors they have "arrived" in Milton. There are several local points of interest that exist such as Crabapple Crossroads or Birmingham Crossroads but no place is currently developed to act as a full town center. There are several commercial office and retail areas in the southeast portion of Milton but these areas do not currently function as primary town centers because of their dispersed nature and they also are not in keeping with the rural design concepts favored in the *Milton Comprehensive Plan*.

4.4.3 Public Green Space and Park Land

Another issue identified in this section of the *Milton Comprehensive Plan* is a lack of public green space and park land. Currently, there are four parks within the boundaries of the City of Milton:

- Providence Park – currently closed to the public due to environmental contamination
- Birmingham Park – new park still in the development phase
- Bell Memorial Park – open to the public; has baseball fields and picnic pavilions
- North Park - owned by the City of Alpharetta and open to the residents of Milton

There are some public green spaces in Milton but none of these spaces offers a great opportunity to become a community focal point or a "town green". The existing publicly owned green spaces are mostly buffers left to the City of Milton as part of master developments such as the 10 acres along stream corridors running through the John Wieland residential development. There are, however, proposed areas for public green space included in the *Crabapple Crossroads Community Plan*.

4.4.4 Crabapple Crossroads Community Plan

The *Crabapple Crossroads Community Plan* was approved by Fulton County in 2003 and was integrated into the *Focus Fulton 2025 Comprehensive Plan* and now has been included as part of the *Milton Comprehensive Plan*. The plan provides an overall vision for the area around Crabapple Crossroads with the intent of preserving this area as a historic and cultural center that will appropriately compliment the surrounding rural setting. The plan gives recommendations on the following topics:

- *Land Use* - The plan calls for rezoning parcels in the Crabapple Crossroads area to allow for mixed use development in order to allow for higher density and pedestrian-oriented environments.

- *Transportation* - The plan calls for the following:
  - create new road connections allowing commuters to find alternate routes around the Crabapple intersection
  - improve signal operations and add new signals where needed
  - re-route trucks around Crabapple Crossroads
  - create on-street parking and central shared parking locations
  - reduce speed limits in the Crabapple Crossroads area

- *Open* Space - The plan calls for a combination of parks, pocket parks, trails, and green space to be installed around the Crabapple area. An excerpt from the plan reads, "The goal of the plan is to have open space within a five minute walking distance from each resident and to preserve 20% of the study area as open space."

- *Design Guidelines* - The design guidelines outlined in the plan are intended to preserve the rural and agrarian character of the area. The guidelines make recommendations for design areas such as streetscapes and building façades that are appropriate to the cultural heritage of Crabapple Crossroads.

4.4.5 Opportunities

The *Milton Comprehensive Plan* lists many opportunities for strengthening community and creating a sense of place such as capitalizing on the city's interest in maintaining the rural and equestrian places in Milton. There is much public support for maintaining the rural character of the city amidst the strong pressure to rapidly develop. Also, there is a very attractive housing stock in the City of Milton. There are no pre-existing areas in decline, but rather, most of the houses are newer and of very high quality. Also, the *Milton Comprehensive Plan* notes that the *Crabapple Crossroads Community Plan* provides an opportunity to create a unique town center that reflects the overall vision and character of Milton.

4.5 Zoning Process

The current zoning standards for the City of Milton are those that were adopted from Fulton County at the time of Milton's incorporation. The City is now in the process of rewriting those zoning standards to be more specific to the new City. One of the ideas recommended by the *Milton Comprehensive Plan*, is to rethink those standards with cooperation with other local municipalities and agencies. As stressed in the plan, applying a multi-jurisdictional view to city zoning policies will help ensure that future growth is not only well integrated into the local community, but also into the region. Some of the nearby municipalities and agencies Milton should reach out to are the City of Alpharetta, the City of Roswell, Forsyth County, Cherokee Counties, MARTA, GRTA, GDOT, and ARC.

4.6 Preservation, Protection, and Conservation

The *Milton Comprehensive Plan* emphasizes the importance of protecting Milton's scenic, historic, and natural resources. Milton was largely created as a new city because of a strong desire by residents to conserve the rural character of the area. As detailed in the plan, the following are some ways to achieve conservation within Milton:

- Preserve green space and park lands.
- Protect against future contamination of land such as is found in Providence Park.
- Employ good land use policies to discourage growth in areas designated to remain rural.
- Protect historic landmarks even if they are not included in historic registries. Some of these places could include rural churches, cemeteries, and barns.
- Give priority to protecting trees, particularly in existing large wooded areas.
- Protect environmentally sensitive areas such as flood plains, steep slopes, natural habitat, and other natural areas.

4.7 Mobility

There are several issues mentioned in the *Milton Comprehensive Plan* with regards to mobility. The primary concern is regarding congestion now happening along many roadways in Milton, particularly at smaller intersections not designed to handle large volumes of traffic. In general, the local road network was developed to accommodate fewer vehicles, yet, Milton and surrounding areas will continue to grown, so congestion issues will need to be addressed. Also, as growth does occur, the plan suggests that proposed roadway improvements should be designed to fit into the rural context of Milton in order to preserve the local aesthetic.

Another topic stressed in the plan is the strong community support for providing barrier free access for pedestrians, cyclists, equestrians, and disabled residents. The *Milton Comprehensive Plan* places importance on implementing the *Milton Trails Plan* in order to connect neighborhoods with schools, churches, parks, and activity centers. This well-planned network of trails would provide significant recreational opportunities as well a transportation alternative for those residents looking to eliminate some of their vehicle trips.

Another mobility issue brought up in the *Milton Comprehensive Plan* is regarding access to public transit. According to the plan, Milton residents do have a strong desire to see buses come directly into housing developments but there may be support for having buses connect a few of the specific nodes and activity centers within the City.

5.0 ENVIRONMENTAL CONDITIONS

Impacts to environmentally sensitive areas and historic and cultural resources need to be considered when developing the recommendations for the *Transportation Plan*. To this end, this section identifies some of those locations.

5.1.1 Wetlands, Streams, and Lakes

Map 2 in **Appendix G** shows locations of currently identified wetlands within the City of Milton. These areas have been previously identified and registered as wetlands, however, this map does not preclude other areas from being classified as wetlands in the future.

Also shown on **Map 2** are several named and unnamed tributaries, lakes, and ponds. A list of the 16 named streams and lakes can be seen in the table below.

5-1 Named Streams and Lakes Within City of Milton

Little River	King Lake
Chicken Creek	Lake Providence
Copper Sandy Creek	Copeland Lake
Camp Creek	Eads Lake
Rocky Creek	Bell Lake
Starnes Lake	Vinson Lake
Seagraves Lake	Burtenfeld Lake
Sargent Lake	Tharp Lake

Source: Kimley-Horn and Associates, Inc. 2009

5.1.2 Cultural Resources

The City of Milton has identified ten sites of historic interest which can be seen in the table below.

5-2 City of Milton Identified Sites of Historic Interest

Birmingham Crossroads	Rowe House
Thomas B. Newton House	Boiling Springs Primitive Baptist Church & Cemetery
Birmingham Methodist Church	Double Branch Voting District Courthouse
Crabapple Crossroads	Hopewell House
Fields Crossroads	Providence Baptist Church
Union Primitive Baptist Church	The Castle

Source: Kimley-Horn and Associates, Inc. 2009

In addition, there is 1 location listed on the National Register of Historic Places which is the Rucker, Simeon, and Jane Log House located just south of Crabapple Crossroads and just beyond the boundary of the City of Milton. Also, an additional 143 locations that *appear* to meet the National Register criteria that are located in and around the City of Milton can be seen in **Appendix B**. These sites have not been officially included on the Registry, but they have been identified by historians as culturally significant.

Therefore, roadway projects involving federal funds that propose to impact sites with this classification are required to provide a study of the site before a project can gain approval for funding.

6.0 TRANSPORTATION SYSTEM INVENTORY

6.1 Functional Classifications

6.1.1 Definition of Roadway Functional Classification

To effectively meet a community's transportation needs, the local road network must exhibit a balanced response to two competing demands placed on the system: the network must provide access to granular destinations and it must simultaneously facilitate long-range mobility between centers. Because strategies to meet these two demands are inherently adverse to each other (i.e. increasing access on one facility will necessarily limit mobility along the same facility, and vice-versa), it is intuitively advantageous to create layered transportation networks, in which some facilities afford easy access and others provide long-range, higher-speed mobility.

In fact, roadway functional classifications are stratified by purpose and character between these two extremes. There are four distinct functional classifications (interstates and expressways fall into one of these classifications, but generally display characteristics removed from the other roadways in that classification), and each of these classifications exhibit certain traits and characteristics. It should be noted that the lines between these classifications are not clean; instead, roadways exist on a continuum between the two principles of access and mobility. The four classifications, in order of decreasing mobility, are: principal arterials, minor arterials, collectors, and local roads.

Principal Arterials

Principal arterials function as the foundation of the transportation system. They connect major centers, carry high volumes of traffic, and generally serve long-range trips. In rural or suburban areas, these facilities may be extremely limited in number and extent. Principal arterials maximize mobility, and only the smallest of these facilities will provide direct access to any particular destination.

Minor Arterials

Minor arterials can best be understood in terms of principal arterials, described above. These two networks behave similarly; the scale of operation is really the only differentiator. Where principal arterials connect the major centers, minor arterials may connect smaller and less defined areas. Traffic volumes and trip distances may be similarly decreased on minor arterials. In general, the minor arterial network connects and fills in the principal arterial network. The minor arterial network may also carry local bus routes through the area. As with principal arterials, minor arterials tend to discourage access to specific destinations.

Collectors

These versatile roadways exist to collect and distribute traffic between local roads and arterials. They attempt to balance the competing demands of access and mobility, not catering extensively to either extreme. In effect, they may act as funnels, building the level of traffic to a point suitable for transfer to the arterial system. Conversely, they may distribute traffic leaving the arterial system across a broad geographical area. Collectors may also carry local bus routes through the area.

Local Roads

Local roads maximize access, providing fine-grained connections to a variety of destinations. Primarily, these roadways facilitate short-range trips, but the classification encompasses all roadways not specifically categorized otherwise.

6.2 Comparison of Current GDOT and City of Milton Functional Classifications

Roadway functional classifications defined by the City of Milton were compared with the Fulton County Functional Classification Map provided by Georgia Department of Transportation (GDOT) in order to identify similarities and inconsistencies. Roadway characteristics such as length, speed limit, traffic volume, driveway density, adjacent land use and overall function in the transportation network were considered. For the majority of these roadways, the current classification was determined to be appropriate.

These GDOT functional classifications can be seen in **Map 3** in **Appendix G**, while the functional classifications provided by the City of Milton can be seen in **Map 4**. In general, where differences occur, the functional classification levels defined by the City of Milton are higher than those defined by GDOT. For example, the City of Milton classifies S.R. 140, S.R. 372 and Alpharetta Road as major arterials, while GDOT identifies these roads as minor arterials. Other notable differences include Freemanville Road, which is classified as a minor arterial by Milton and a collector by GDOT, and Taylor Road, Dinsmore Road, Henderson Road and Mountain Road, which are classified as major collectors by Milton and local roads by GDOT.

Functional classification is often used to define roadway design parameters such as lane width, maximum grades, shoulder widths and clear zones. Utilizing lower functional classifications allows for the use of less stringent design parameters when improving or reconstructing roads. While safety and mobility remain as paramount objectives for roadway improvement projects, narrower road widths and grades that more closely reflect the natural topography serve to maintain rural character.

The following roadways displayed enough inconsistencies with their current GDOT classifications to warrant further analysis. Seven recommendations for modifications to existing GDOT functional classification were developed and can be seen in **Map 5**. These recommendations are defined as follows:

1. Windward Parkway → Cogburn Road
This section of roadway extending from SR-400 to the intersection of Cogburn Road and Hopewell Road is currently classified as a collector. It provides a direct connection to the major employment centers surrounding the SR 400/Windward Parkway interchange, and also acts as a major north-south route through the City.
Because it serves to feed the Windward employment center from the majority of the eastern portion of the City, as well as from points north of the City, ***it is recommended that this section of roadway be reclassified as a minor arterial.***

2. Mayfield Road → Bethany Road → Hagood Road → Redd Road → Hopewell Road
This section of roadway extending from the Crabapple Crossroads intersection to the intersection of Hopewell Road and Cogburn Road is currently classified as a minor arterial.

While Windward Parkway and Cogburn Road function as a minor north-south arterial, providing mobility between the Windward employment center and points north of the City, this road segment serves to provide an east-west connection between the Cogburn Road/Hopewell Road intersection and SR 372 at Crabapple Crossroads. It is fed by local roads between the two major arterials, collecting traffic destined for the parallel north-south arterials of SR 372 and Windward Parkway/Cogburn Road. ***It is recommended that this section of roadway be reclassified as a collector.***

3. Deerfield Parkway

Deerfield Parkway is currently classified as a local road. It is a four-lane divided parkway that is fed by numerous residential and commercial developments. While it provides direct access to adjacent office and apartment developments, ***it is recommended that Deerfield Parkway be reclassified as a collector*** because of its ability to funnel traffic from the internal roadways within each development to the nearby Windward Parkway arterial.

4. Morris Road

Morris Road is currently classified as a local road. Similar to Deerfield Parkway, it is a four-lane divided roadway that collects traffic from the internal roadways of various commercial and residential developments. Morris Road also carries MARTA bus route 143, which provide service to the Windward Park and Ride lot from the developments along Morris Road, McGinnis Ferry Road, Windward Concourse and Windward Parkway. ***It is recommended that Morris Road be reclassified as a collector.***

5. Thompson Road

Thompson Road is currently classified as a local road. It collects traffic from subdivisions and minor local streets and provides access to Hopewell Road, which severs as a minor arterial and significant north-south corridor. Thompson Road also connects to two other roadways that also function as collectors: Redd Road to the west and Francis Road to the east. Due to its ability to deliver local traffic to the Hopewell Road arterial and other collectors in the area, ***it is recommended that Thompson Road be classified as a collector.***

6. Redd Road

Redd Road between Freemanville Road and Hopewell Road is currently classified as a local road. Freemanville Road and Hopewell Road between Redd Road and Cogburn Road currently function as collectors. Redd Road provides a direct connection between these two facilities and also provides access from subdivisions and local streets along Thompson Road to the greater collector network in the area. ***It is recommended that Redd Road be reclassified as a collector.***

7. Cox Road

Cox Road is currently classified as a local road. It serves to collect traffic from subdivisions and local streets in the southwestern portion of the City and provides direct access to the S.R. 140 arterial. ***It is recommended that Cox Road be reclassified as a collector.***

7.0 NETWORK INVENTORY

A transportation system is comprised of networks of roads, sidewalks, bikeways, transit routes and other corridors that convey people and goods. This section of the report focuses describing Milton's existing transportation system by looking at as many unique characteristics as possible. The following profiles present a snapshot of the physical characteristics of major corridors in and near the study area. Listed below are the maps in **Appendix G** that will be referenced throughout this section of the report:

- Map 1 - Location Map
- Map 6 - Number of Lanes and Turning Movements
- Map 7 - Median Types
- Map 8 - Bridges
- Map 9 - Speed Limits
- Map 10 - Transit Inventory
- Map 11 - Sidewalk Inventory
- Map 12 - Bicycle Lane Inventory
- Map 13 - Driveway Density
- Map 14 - On-Street Parking Inventory

7.1 Freeways and Expressways

7.1.1 State Route 400 / US 19

As seen in **Map 1**, State Route 400 / US 19 (SR 400) is not actually located within the City of Milton, however, its proximity to the study area ensures that the roadway plays a very important role in the local transportation network. As the only freeway or expressway serving the study area, SR 400 carries a high volume of traffic relative to other roads.

Similarly, four interchanges located outside the study network play an important role in the local transportation network. Spaced roughly one to two miles apart, the following interchanges (listed from south to north) provide good interconnectivity between SR 400 and the study area:

- Haynes Bridge Road - A three-quadrant interchange (no ramps in the northeast quad) with a 6-lane bridge over SR 400 and signalized intersections at the ramps
- Old Milton Parkway - A four-quadrant diamond-type interchange with a 4-lane bridge over SR 400 and signalized intersections at the ramps
- Windward Parkway - A four-quadrant interchange with a 4-lane bridge over SR 400 and signalized intersections at the ramps
- McFarland Road - A four-quadrant interchange with a 5-lane bridge over SR 400 and signalized intersections at all ramps, except for the northbound exit ramps. At these ramps, vehicles have a dedicated lane to merge with traffic

There are two strategically-located bridges over SR 400 that do not have interchange ramps. They are:

- Webb Bridge Road - A parallel route to the north of Old Milton Parkway
- McGinnis Ferry Road – A parallel route to the north of Windward Parkway

These bridges provide circulation unencumbered by freeway-oriented traffic. In particular, these two-lane crossings are conducive to bicycle and local bus circulation where safety and travel time are enhanced without the conflicts created by freeway ramp traffic. With sidewalk improvements, these secondary corridors could also provide strategic pedestrian circulation for the study area.

7.2 Principal Arterials

Principal arterials are major thoroughfares that are vital for moving people and products by connecting and relieving freeways, accessing intensely developed areas, and traversing intraregional routes. Following are the principal arterials in the study area:

7.2.1 State Route 9 / North Main Street / Alpharetta Highway / Cumming Highway

Though State Route 9 is actually classified as a minor arterial within the bounds of the study area, it changes classification to a principal arterial just below the study area's southern boundary. As such, it functions similarly to a principal arterial within the confines of the study area. Under several road names, this route parallels SR 400 for over 25 miles from Buckhead to just south of Cumming. In the study area, State Route 9 is a two-lane roadway connecting to Windward Parkway and providing access to Alpharetta and Cumming.

7.3 Minor Arterials

Minor arterials are thoroughfares that support and connect the Principal Arterial network. Following are minor arterials in the study area:

7.3.1 Bethany Road / Bethany Way / Bethany Bend

Bethany Road is a two-lane, undivided roadway that runs north-south from a point just south of Mayfield Road up to Hagood Road. At Hagood Road, Bethany Way turns and continues eastward to Hopewell Road. Bethany Way ends at a T-intersection with Hopewell Road. Offset about 500 feet south of that intersection, Bethany Bend continues eastward through the study area, ending at McGinnis Ferry Road. Note that the portion of this roadway between Hagood Road and State Route 9 / Alpharetta Highway is actually designated as a collector. Finally, the portion of roadway south of Mayfield Road is designated as a local street.

7.3.2 Broadwell Road / Mid Broadwell Road / Milton Avenue

Broadwell Road, Mid Broadwell Road and Milton Avenue are two-lane, undivided roadways in the southwest portion of the study area. Broadwell Road is a short north-south connecting road between Mayfield Road and Rucker Road. Mid Broadwell Road is an east-west connecting road that runs from the Mayfield/Broadwell intersection to Wills Road, where it changes names to Milton Avenue. Milton Avenue then changes names to Academy Street at Alpharetta Highway.

7.3.3 Crabapple Road / Mayfield Road

Crabapple Road is a two-lane, undivided roadway that enters the study area through the western boundary of the study area, near the intersection of Crabapple Road and Arnold Mill Road. At Birmingham Highway, the roadway changes to Mayfield Road, and continues all the way to State Route 9 / North Main Street. Note that the section of Mayfield Road between Bethany Road and State Route 9 is classified as a collector.

7.3.4 Hagood Road
Hagood Road is a two-lane, undivided roadway located between Bethany Road and Redd Road.

7.3.5 Hopewell Road
Hopewell Road is a two-lane, undivided roadway that starts at Mayfield Road and continues through the northern boundary of the study area. Note that the section of Hopewell Road between Mayfield Road and Redd Road is classified as a collector.

7.3.6 McGinnis Ferry Road
McGinnis Ferry Road is a two-lane, undivided roadway that starts at Bethany Bend, just west of SR-400, and continues through the eastern boundary of the study area.

7.3.7 State Route 140 / Arnold Mill Road
Arnold Mill Road is a two-lane, undivided roadway extending from Crabapple Road in the south to Hickory Flat Highway in the north. At Hickory Flat Highway, Arnold Mill Road turns west, and continues through the western boundary of the study area.

7.3.8 State Route 372 / Birmingham Highway / Broadwell Road
Broadwell Road is a two-lane, undivided roadway extending from Rucker Road in the south to Crabapple Road in the north. At Crabapple road, State Route 372 becomes Birmingham Highway and continues past the northern study area boundary.

7.4 Collector Streets
Collector streets provide interconnectivity of many aspects of the transportation system including balancing access and mobility (i.e. some but not too much of either), pedestrian networks, bikeway systems, transit routes, and street grids. Collectors connect traffic on arterials to local streets and adjacent land. Following are collector streets serving the study area:

7.4.1 Batesville Road
Batesville Road is a two-lane, undivided roadway beginning at State Route 372 / Birmingham Highway and continuing northwest through the western boundary of the study area.

7.4.2 Birmingham Road
Birmingham Road is a two-lane, undivided roadway located between State Route 372 / Birmingham Highway and Hopewell Road.

7.4.3 Cogburn Road
Cogburn Road is a two-lane, undivided roadway, extending from State Route 9 in the south to Hopewell Road in the north. The roadway intersects with Windward Parkway near the road's origin. At this intersection, Cogburn Road is the eastbound approach, but departs on the northern leg.

7.4.4 Francis Road
Francis Road is a two-lane, undivided roadway that extends from Hopewell Road in the west to State Route 9 in the east.

7.4.5 Freemanville Road

This two-lane, undivided roadway connects Mayfield Road in the south to Mountain Road, near the northern boundary of the study area. Note that the section of roadway north of Birmingham Road is classified as a local street.

7.4.6 Hickory Flat Road

Hickory Flat Road is a two-lane, undivided roadway that enters the study area through the western boundary of the study area. The roadway continues east until it intersects with Birmingham Highway. At this intersection, the roadway becomes Birmingham Road.

7.4.7 New Bullpen Road

This two-lane, undivided roadway begins at Birmingham Highway and continues northwest through the western boundary of the study area.

7.4.8 New Providence Road

New Providence Road is a two-lane, undivided roadway that begins at Arnold Mill Road and continues to Birmingham Highway. At the intersection with Birmingham Highway, the roadway changes to Providence Road.

7.4.9 Providence Road

This two-lane, undivided roadway begins at Birmingham Highway and ends at Mayfield Road.

7.4.10 Windward Parkway

Windward Parkway is a four-lane roadway with a landscaped median. Although the roadway is not technically in the City of Milton, it does directly serve the southeastern portion of the study area, including an interchange with SR 400. The roadway serves a fairly dense grouping of both office and retail uses, clustered on both sides of SR 400.

7.5 Local Streets

Local streets typically maximize access, providing the fine-grained connections needed to access various work, home, and leisure destinations. These streets are often characterized by pedestrian networks, bikeway systems, and street grids. For this study, local streets were only examined if they displayed some similarities, specifically increased mobility, to the collectors above. Following are select local streets serving the study area:

7.5.1 Deerfield Parkway (from Windward Parkway to State Route 9)

Deerfield Parkway is a four-lane roadway extending from Windward Parkway to State Route 9. The roadway is separated by a landscaped median for its entire length. Office and industrial uses occupy frontage along the road almost exclusively.

7.5.2 Lackey Road (from Cox Road to Arnold Mill Road)

Lackey Road is a two-lane, undivided roadway extending from Cox Road to Arnold Mill Road. One segment, from Bucksport Drive to Overlook Pass, is new residential construction with paved and striped roadways, while the remaining sections of the Lackey Road are gravel.

7.5.3 Morris Road (from Deerfield Parkway to Bethany Bend Road)

Morris Road extends from Deerfield Parkway in the south to Bethany Bend Road in the north. The segment from Deerfield Parkway to Webb Road is a four-lane roadway with a landscaped median. At

Webb Road, the cross-section narrows to a two-lane roadway with a striped median and stays constant until the roadway becomes McGinnis Ferry Road at Bethany Bend Road.

7.6 Local Streets, Undivided Roads

- **Cox Road** (from Arnold Mill Road to the western study area boundary)
- **Creek Club Drive** (from State Route 9 to Francis Road)
- **Dinsmore Road** (from Freemanville Road to South Thompson Road)
- **Dorris Road** (from New Providence Road to Birmingham Highway)
- **East Bluff Road** (from North Valleyfield Road to South Thompson Road)
- **Hamby Road** (from Hopewell Road to State Route 9)
- **Henderson Road** (from Freemanville Road to Birmingham Highway)
- **Mountain Road** (from Freemanville Road to Hopewell Road)
- **North Valleyfield Road** (from East Bluff Road to Dinsmore Road)
- **Rachette Road** (from Arnold Mill Road to New Providence Road)
- **Redd Road** (from Freemanville Road to Hopewell Road)
- **South Thompson Road** (from Redd Road to Hopewell Road)
- **Taylor Road** (from Batesville Road to Birmingham Highway)
- **Thompson Road** (from Francis Road to Hopewell Road)
- **Webb Road** (from Cogburn Road to Morris Road)
- **Wilkie Road** (from Mountain Road to Holbrook Campground Road / Hopewell Road)

7.7 Local Gravel Roads

- **Brittle Road** (from Bethany Road to Redd Road)
- **Cowart Road** (from Summit Road to an existing barricade, paved from barricade to Providence Road)
- **Nix Road** (from Birmingham Highway to Freemanville Road)
- **Phillips Circle** (from Freemanville Road to Freemanville Road)
- **Westbrook Road** (from Hopewell Road to Mountain Road)
- **Wood Road (**from Birmingham Highway to Phillips Circle)
- **Summit Road** (from Freemanville Road to Brittle Rd)

7.8 Bridges

The table on the following page shows bridges in the City of Milton as currently identified by GDOT. There are also several bridges listed that are not large enough to warrant inspection by GDOT, but are scheduled to be inspected by the City of Milton later in 2009. The bridges inspected by GDOT are checked for sufficiency every two years as required by the FHWA. The locations of these bridges can be seen in the accompanying **Map 8**, which identifies locations by federal bridge ID number.

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 February 1, 2006, and can be found in **Appendix C**. In May 2009, a new letter to Fulton County will be published, and an excerpt of the draft recommendations from this unpublished letter can also be found in Part 2 of **Appendix C**.

7-1: Bridges in Milton

Bridge ID	Feature Type	Road Name	Feature	Sufficiency Rating
057-0029-0	Over Stream	Arnold Mill Rd	Little River	39.45
121-0281-0	Over Stream	Bethany Rd	Cooper Sandy Creek	27.70
121-0282-0	Over Stream	Hopewell Rd	Chicken Creek Tributary	99.07
121-0283-0	Over Stream	Hopewell Rd	Chicken Creek	59.75
121-0284-0	Over Stream	McGinnis Ferry Rd	Camp Creek Tributary	77.22
121-0285-0	Over Road	McGinnis Ferry Rd	SR 400	80.30
121-0697-0	Over Stream	Birmingham Hwy	Cooper Sandy Creek	98.75
121-0698-0	Over Stream	Birmingham Hwy	Chicken Creek	74.82
121-5002-0	Over Stream	Clarity Rd	Little River	27.78
121-5003-0	Over Stream	Birmingham Rd	Chicken Creek Tributary	36.95
121-5004-0	Over Stream	Hamby Rd	Chicken Creek Tributary	61.25
121-5005-0	Over Stream	Hamby Rd	Chicken Creek Tributary	61.25
121-5006-0	Over Stream	Longstreet Rd	Chicken Creek Tributary	62.81
121-5007-0	Over Stream	Westbrook Rd	Chicken Creek Tributary	63.28
121-5008-0	Over Stream	Westbrook Rd	Chicken Creek Tributary	53.81
121-5009-0	Over Stream	S Thompson Rd	Chicken Creek Tributary	65.23
121-5010-0	Over Stream	Dinsmore Rd	Chicken Creek	82.13
121-5011-0	Over Stream	Batesville Rd	Chicken Creek	63.03
121-5012-0	Over Stream	Batesville Rd	Little River	60.25
121-5013-0	Over Stream	Wood Rd	Chicken Creek	52.09
121-5014-0	Over Stream	Wood Rd	Chicken Creek Tributary	63.28
121-5015-0	Over Stream	New Providence Rd	Cooper Sandy Creek	18.71
121-5016-0	Over Stream	Providence Rd	Cooper Sandy Creek	52.63
121-5106-0	Over Stream	New Bullpen Rd / Union Hill Rd	Little River	49.50
121-5107-0	Over Stream	Hopewell Rd	Cooper Sandy Creek	91.07
121-5151-0	Over Stream	Hickory Flat Rd	Little River	40.83
121-5153-0	Over Stream	Freemanville Rd	Cooper Sandy Creek	56.24
121-5202-0	Over Stream	Cogburn Rd	Chicken Creek Tributary	58.95
121-5303-0	Over Stream	Freemanville Rd	Chicken Creek	99.78
Local	Over Stream	Mountain Rd	Chicken Creek Tributary	-
Local	Over Stream	Birmingham Rd	Chicken Creek Tributary	-
Local	Over Stream	Birmingham Rd	Chicken Creek Tributary	-
Local	Over Stream	Manor Club Dr	Chicken Creek Tributary	-
Local	Over Stream	Landrum Rd	Cooper Sandy Creek Tributary	-
Local	Over Stream	Hopewell Rd	Cooper Sandy Creek	-
Local	Over Stream	Cogburn Rd	Cooper Sandy Creek	-

Source: GDOT

7.9 Transit Accessibility

Access to transit in Milton is limited to bus service along the southeast edge of the study area as shown in **Map 10**. These bus routes provide connections to the North Springs MARTA Station where riders can transfer to MARTA rail lines. The three local MARTA bus routes within the study area run as follows:

Route 140: Windward Parkway Park & Ride Lot to North Springs MARTA station

- Runs along North Point Parkway, Haynes Bridge Road, and SR 400
- 15- to 30-minute headways (weekday), How do you have 15 to 30 minute headways? Are you referring to peak and off-peak times? 40 minute headways (weekend)

Route 143: Windward Parkway Park & Ride Lot to North Springs MARTA station

- Runs along Windward Parkway, McGinnis Ferry Road, Deerfield Parkway, Morris Road, and SR 400
- 20-minute headways (weekday)

Route 185: Windward Parkway Park & Ride Lot to North Springs MARTA station

- Runs along Windward Parkway, Main Street / Alpharetta Highway, Holcomb Bridge Road, Deerfield Parkway, Webb Road, Morris Road, and SR 400
- 30-minute headways (weekday), 40-minute headways (weekend)

There are also two GRTA Xpress bus routes that come within the vicinity of Milton. However, one is a direct connection between Cumming and the North Springs MARTA station and the other is a direct connection between Cumming and downtown Atlanta (both listed as GRTA Route 400). Because these routes contain no stops between their starting and final destinations, GRTA Xpress busses are not currently useful for Milton residents.

7.10 Sidewalks

The existing network of sidewalks in the City of Milton can be seen in **Map 11** in **Appendix G**, which also gives an indication of the quality of the sidewalks based on their appearance and how continuous they are over their length. Most of the sidewalks are concentrated in the south and southwest portions of the study area. The sections of sidewalk in the southwest are located along the following roadways:

- Windward Parkway between Webb Road and Deerfield Parkway
- Deerfield Parkway from Alpharetta Highway to Windward Parkway
- State Highway 9 / North Main Street / Alpharetta Highway along the entire length within the study area
- Webb Road from Cogburn Road to Morris Road
- Morris Road from Deerfield Parkway to McGinnis Ferry Road

In the southern portion of the study area, around Crabapple Crossroads, there is the beginning of a sidewalk and crosswalk network, however, this network is continued only sporadically as the roadways move away from the Crabapple intersection. These roadways with sidewalks include:

- Birmingham Highway from the southern edge of the study area to 0.75 miles north of Crabapple Crossroads
- Mayfield Road from Crabapple Crossroads going west to the boundary of the study area

Several other roadways throughout the City of Milton have very disconnected lengths of sidewalks. The gaps between these sidewalk sections exist because newer developments are typically required to install sidewalks while older adjacent developments were not required to install sidewalks at the time they were built. Some of these roadways with disconnected lengths of sidewalk include:

- Sections of New Providence Road between Freemanville Road and Mayfield Road
- South Thompson Road between Redd Road and Hopewell Road
- Francis Road between Hopewell Road and the east boundary of the study area

7.11 Bicycle Lanes

As seen in **Map 12** in **Appendix G**, there are currently no bicycle lanes in the City of Milton. Bicycles would, however, be able to travel on the multi-use trails proposed in the *Milton Trail Plan*. In the Milton Trail Development Standards Ordinance adopted in August 2008, several corridors are planned to include dedicated bike lanes including SR 9, SR 140, and sections of Bethany Bend, Webb Road, Morris Road, Crabapple Road, and Mayfield Road. A copy of this ordinance, including a map of these trail sections, is included in **Appendix F**.

Installing a network of bicycle lanes or wide outside lanes to accommodate bicycles will create connections for people living in Milton who may want to travel to and from destinations within or outside the City. Many of the roadways traversing the pastoral sections of Milton could be ideal for bicycle lanes because of their scenic character and few driveways. Adding bicycle lanes along a few of these rural roadways could create a unique recreational and transportation opportunity and would highlight the rural countryside as one of Milton's most valuable assets.

7.12 Driveways

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 will include residential driveways, private streets, and entrances to commercial developments.

As discussed in the Functional Classification section of this report, driveway connections (also called destinations) directly impact roadway function because they slow the passing of vehicles through the system. As the occurrence of driveways increases, vehicles travelling along the roadway are inhibited by other vehicles accessing and exiting the system. Larger driveways, such as for commercial developments, often require traffic signals and further encumber the flow of traffic. **Map 13** shows a comparison of driveway density along inventoried roadways in Milton. Most of the roadways studied have similar numbers of driveway connections with a mixture of residential driveways and scattered commercial entrances.

Roadways with Many Driveways

Creek Club Drive (between Alpharetta Highway and Francis Road) passes through a suburban development with residences along each side of the street. There are driveways occurring approximately every 100 ft.

Freemanville Road (between Mayfield Road and Providence Road) has a consistent occurrence of single family homes, which generate many private residential driveways.

Roadways with Fewer Driveways

Alpharetta Highway (between Webb Road and the east boundary of the study area) is a roadway that travels between large office and residential parks. These larger developments typically have a single main entrance with long inaccessible street frontages, leaving greater distances between driveways.

Morris Road (between Deerfield Parkway and McGinnis Ferry Road) passes large office and residential parks, undeveloped wooded land, and one large lake, so there are very few driveways.

Redd Road, Summit Road, Taylor Road, and Lackey Road are all mostly rural in character passing many farms, pastures, and very large residential lots, so driveways are more infrequent.

7.13 Public Parking

As seen in **Map 14**, there is currently very little public parking in the City of Milton. The only existing striped on-street parking is located along Birmingham Highway close to Crabapple Crossroads. Parallel parking is also technically permitted along roadways with speed limits of 25 mph or less.

As Milton develops areas designated to become activity centers, there will be additional opportunities to create on-street parking, (e.g. Crabapple Crossroads or Birmingham Crossroads). On-street parking spaces work well in pedestrian oriented centers because parked cars act as an effective traffic calming measure while also creating a safe buffer between the flow of vehicular traffic and pedestrians using the sidewalk.

8.0 INCIDENT DATA

Map 15 in **Appendix G** shows the number of vehicle incidents at different intersections around the City of Milton. In general, the numbers along a given roadway correspond with the road's functional classification and traffic volume. By looking at the map, one can see that the incidents appear to be more heavily concentrated in the southern portion of Milton, while the northern more rural sections have relatively few incidents. The figure also shows that the greatest number of incidents occurred at the intersection of Windward Parkway and Alpharetta Road. This area is commercially developed and is utilized by high volumes of traffic. Similarly developed areas have high numbers of incidents as well. Indeed, the four roads with the highest numbers of incidents per mile within the study area are Alpharetta Road, Arnold Mill Road, Morris Road, and Webb Road.

9.0 PREVIOUS STUDIES & PLANNED PROJECTS

9.1 Inventory of Traffic Studies

Traffic studies submitted within the last few years to the City of Milton have been provided for review and inclusion in the *Inventory of Existing Conditions*. Key intersections, proposed improvements to intersections and roadways, and new proposed access points were all noted when reviewing these studies. The following traffic studies were provided by the City for this review:

- Bethany Summit (07/03/2008)
- Union Hills Township DRI #1165 (08/2006)
- Deerfield Place DRI #1470 Additional Analysis (09/13/2007)
- Southwest Corner of State Road 9 and Webb Road Office (11/02/2007)
- Birmingham Elementary School (11/06/2007)
- Deerfield Parkway Outparcel (11/13/2007)
- Windward Way Development (11/19/2007)
- Hopewell Academy (01/10/2008)
- Jesus Christ of Latter Day Saints Church (04/05/2008)
- Home Fashion Center, 633 Main Street (10/28/2008)

A little more than half of these projects are to be built-out in 2009, as well as one in 2010, one in 2013 and one in 2014. Deerfield Parkway Outparcel was scheduled to be built-out in 2008. However, current economic conditions could impact the scheduled completion dates for these projects. Additionally, the Jesus Christ of Latter Day Saints Church and Hopewell Academy projects were withdrawn during the zoning process.

Each study analyzed traffic capacity and impact at intersections at the proposed build-out year with and without the proposed development in place. Six studies also analyzed traffic conditions five years past the build-out year, again with and without the development in place. Improvements were recommended in many of the studies at key intersections studied and along roadways within the area of each development, including new or modified driveways accessing the developments. General descriptions of these improvements are summarized below, while a more detailed summary can be found in **Appendix D**.

Signalized Intersections

A number of intersections that are currently unsignalized are recommended to be signalized at build-out or within the five-year period after build-out. Of the fourteen intersections proposed to be signalized by 2015, five locations were recommended to be operational in 2009. Additionally, all five intersections will need to be signalized this year based only on background growth calculations without the traffic impacts of the proposed projects in the area, according to the studies. The proposed intersections for the fourteen signalizations are:

- Bethany Bend and Morris Road /McGinnis Ferry Road
- Morris Road and Deerfield Parkway
- Strickland Road and Bethany Bend

- McGinnis Ferry Road and Tidwell Road
- McGinnis Ferry Road and Union Hill Road
- Birmingham Highway and Birmingham Road
- Birmingham Road and Freemanville Road
- SR 9 and Webb Road
- Proposed Driveway along SR 9 (near Webb Road)
- Mayfield Road and Canton Street
- Hopewell Road and Bethany Bend
- Hopewell Road and Redd Road
- Deerfield Parkway and SR 9
- SR 9 and Windward Way Development (near Webb Road)

Outside of these studies, there is also a signal that has been applied for at the intersection of SR 9 and Deerfield Parkway.

Additional Turn Lanes
A significant number of intersections (17) were recommended to construct additional turn lanes, nine of which were recommended for the 2009-2010 time period. In particular, intersections located along SR 9 (Cumming Highway) account for four of these, with another two intersections along SR 9 most likely requiring new turn lanes by 2013. These intersections are located at Webb Road, Windward Parkway, Deerfield Parkway, Windward Way East, Strickland Road (2013), and Bethany Bend (2013).

Additional Through Lanes
Additional through lanes were recommended at five intersections between 2009 and 2013. These recommendations are as follows:

- Restripe the northbound right-turn lane at Deerfield Parkway & Windward Parkway as a through lane and fit a short right-turn lane within existing right-of-way in 2009
- Add northbound and southbound through lanes for 2013 at Morris Road & Webb Road
- Add through lane at each approach for 2013 at Bethany Bend & SR 9
- Add eastbound and westbound through lanes were along McGinnis Ferry Road at Bethany Bend and at Tidwell Drive for 2013.

Sufficient right-of-way would be needed for each of these additional through lanes to accommodate additional receiving lanes on the other side of each approach. In particular, McGinnis Ferry Road between Bethany Bend and Union Hill Road may need additional right-of-way for the entire length of the roadway segment for additional lanes. Lastly, a northbound through lane was recommended along Bethany Bend between Morris Road/McGinnis Ferry Road and Strickland Road, which would become a northbound right-turn lane at Strickland Road, for 2013.

Laneage and Intersection Control
Site driveways proposed or currently existing for the developments were also analyzed, and improvements to laneage and intersection control were recommended in each study. The majority of the driveways were recommended to have two-way stop-control along the driveways or maintain current control at any existing driveways. The exceptions are at the existing site access/intersection of Windward Way East & SR 9 and at Site Driveway #1 along SR 9 for Deerfield Place DRI, where signals have recently been installed. There is also an application in progress for a signal at the intersection of SR 9

and Deerfield Parkway. Left-turn lanes were recommended along many roadways in the area at site driveways in order to accommodate inbound traffic to these developments, and may require additional right-of-way to construct. The locations of these left-turn lanes are listed below:

- Along **Main Street** for the Home Fashion Center driveways
- Along **McGinnis Ferry Road**, **Bethany Bend**, and at 3 driveways along **Strickland Road** for the Union Hill Township DRI driveways
- Along **SR 372 (Birmingham Highway)** for the Birmingham Elementary School (south driveway)
- Along **Hopewell Road** for the Hopewell Academy driveway
- Along **Webb Road** and **SR 9** for the SR9 and Webb Road Office driveways
- Along **SR 9** for the Deerfield Place DRI driveways

For the studies reviewed, inbound right-turn lanes along the roadways are to be constructed for most of the proposed site driveways. Presumably, right-of-way for these turn lanes would come from the proposed development site unless the storage lengths would require lanes longer than the length of the development site.

9.2 Envision6 Regional Transportation Plan

A Regional Transportation Plan (RTP) is a long-range transportation plan required by federal law to be developed by each Metropolitan Planning Organization (MPO). These plans should cover a minimum 20 year span and include transportation improvement projects necessary to meet the identified transportation needs of the region. ARC's current RTP, called Envision6, was adopted in 2007 and extends to the year 2030. MPO's that do not meet current federal clean air standards, such as ARC, are required to update their RTP's every 4 years.

MPO's are also required to create a Transportation Improvement Program (TIP) that specifically identifies the short-term more immediate needs within the RTP. A TIP should be in line with transportation goals identified in the RTP and is required to be financially balanced over a minimum four year span. The TIP should only include projects listed in the larger RTP. ARC's current TIP is a six year plan that extends to the year 2013.

Below is a list of projects taken from ARC's Envision6 that are located in the Milton area. The projects are summarized here, but more detailed information regarding each transportation project is given in the project fact sheets included in **Appendix E**. Additionally, the mapped locations of these projects can be seen in **Map 16** in **Appendix G**.

1. AR-936 GDOT #0008444 (Included in the TIP)	Upgrade shoulders of SR 400 from Spalding Drive to McFarland Road to permit their use as general purpose travel lanes during peak periods. Lanes will be striped, marked and signed, and their use is not to exceed eight hours per day. Only for use by automobiles, light trucks and motorcycles. *Expected completion: 2009*
2. FN-242 GDOT #0008580 (Included in the TIP)	Traffic signal upgrades along SR 140/Houze Road at Crabapple Road, Rucker Road, Hembree Road and Houze Way. *Expected completion: 2009*
3. FT-063A GDOT #0007097 (Included in the TIP)	Widening Union Hill Road from McGinnis Ferry Road to McFarland Road from 2 to 4 lanes and adding a 20 foot raised median. *Expected completion: 2009*
4. FT-307 GDOT #0000810 (Included in the TIP)	Intersection improvements along SR 9 at Hamby Road, Post Road/Mullinax Road, Catleberry Road, Majors Road/Shiloh Road, Spot Road and A.C. Smith Road, including signalization and turn lanes. Also includes SR 20 and Post Road/Tribble Road. *Expected completion: 2009*
5. FN-201 GDOT #0006818 (Included in the TIP)	Install fiber optic interconnect to the traffic signal system along Windward Parkway from SR 9/Alpharetta Road to McGinnis Ferry Road. *Expected completion: 2010*
6. FN-199 GDOT #0006727 (Included in the TIP)	Provide upgrades and install fiber optic interconnect to the traffic signal system along SR 9 from Abernathy Road to Forsyth County Line. *Expected completion: 2011*

7. FN-232B GDOT #721308 (Included in the TIP)	Upgrades to the bridge at Little River along SR 140/Arnold Mill Road. *Expected completion: 2011*
8. FN-206 GDOT #0000533 (Included in the TIP)	Intersection improvements at SR 140/Arnold Mill Road and New Providence Road, including southbound left-turn lane, northbound right-turn lane, and separating westbound left- and right-turn movements. Additionally, a right-turn lane will be installed along Arnold Mill Road at Cagle Road. *Expected completion: 2013*
9. FN-209 GDOT #0005448 (Included in the TIP)	Intersection improvements at SR 372/Birmingham Highway and Providence Road/New Providence Road, including signalization and turn lanes. *Expected completion: 2013*
10. FN-237 GDOT #0007313 (Included in the TIP)	Realignment of Mayfield Road at Mid-Broadwell Road and other non-capacity improvements. *Expected completion: 2013*
11. FT-063B GDOT #0006917 (Included in the TIP)	Widening Union Hill Road from McFarland Road to SR 9 (Atlanta Highway) from 2 to 4 lanes and adding a 20 foot raised median. A multi-use trail and sidewalks are also included. *Expected completion: 2015*
12. AR-H-400 GDOT #0001757	Addition of two managed lanes along SR 400 from I-285 to McFarland Road. *Long Range Project 2020*
13. FN-126 GDOT #721300	Widening of SR 140/Houze Road/Arnold Mill Road from 2 to 4 lanes from Mansell Road to Ranchette Road. *Long Range Project 2020*
14. FN-232A GDOT #721305	Widening of SR 140/Arnold Mill Road from Ranchette Road to Mountain Road. The widening of this road from 2 to 4 lanes will improve congestion along this corridor. *Long Range Project 2020*
15. FN-233A GDOT #0004634	Widening of McGinnis Ferry Road from Union Hill Road to Sargent Road. The widening of this road from 2 to 4 lanes will improve congestion along this corridor. *Long Range Project 2020*
16. FN-067A GDOT #721780	Widening of SR 9/North Main Street/Cumming Highway from 2 to 4 lanes from Academy Street to Windward Parkway. *Long Range Project 2030*
17. FN-067B GDOT #721790	Widening of SR 9/North Main Street/Cumming Highway from 2 to 4 lanes from Upper Hembree Road to Academy Street. *Long Range Project 2030*
18. FN-222 GDOT #0007838	Widening of SR9/Cumming Highway from 2 to 4 lanes from Windward Parkway to the Forsyth County Line. *Long Range Project 2030*
19. FT-001A GDOT #0007843	Widening of SR 9/Atlanta Highway from Fulton County Line to McFarland Road by adding one lane in each direction. *Long Range Project 2030*

20. FT-001B **GDOT #0007844**	Widening of SR 9/Atlanta Highway from SR 371/Post Road to McFarland Road by adding one lane in each direction. *Long Range Project 2030*

9.3 Average Annual Daily Traffic Counts

The Average Annual Daily Traffic (AADT) values shown in **Map 17** were provided by Georgia Department of Transportation State Traffic And Report Statistics (GDOT STARS). The data for these values are typically collected by using permanently installed sensors, mobile sensor devices (pneumatic tubes), and hired observers. Permanently installed sensors are capable of collecting data for very long periods of time, so AADT values can be calculated by simply dividing the number of vehicles counted for the year by 365. Mobile counting devices and hired observers, however, will only collect data for short periods of time with mobile counting devices collecting data over the span of a few days while hired observers only sample the peak hours. The AADT values for these locations are calculated by multiplying the data by a series of adjustment factors to account for hourly, weekday, and seasonal fluctuations.

For the City of Milton, most of the count locations and higher AADT values are concentrated in the southeast portion of the City where development is denser. However, two roads in particular convey high volumes of traffic through relatively rural areas. These roads are Birmingham Highway / SR 372 and Arnold Mill Road / SR 140.

Map 17 also shows a relationship between AADT values and functional classification. Typically roads with a higher functional classification also have higher AADT values. SR 400, a freeway, has an AADT of 75,260 vehicles, while Bethany Bend, a collector, only has an AADT of 6,570 vehicles. In looking at these relationships, there are some roads that stand out as having AADT values disproportionate to their functional classification. These roads, which are also discussed in the functional classification section of this report, are:

- Windward Parkway / Cogburn Road
  - collector
  - average AADT value is approximately 17,000
- Mayfield Road / Bethany Road / Hagood Road / Redd Road / Hopewell Road
  - minor arterial
  - average AADT value is approximately 7,000
- Morris Road
  - local road
  - AADT value is 7,270

9.4 Livable Centers Initiative

9.4.1 Program Overview

One of the programs offered by the Atlanta Regional Commission is the Livable Centers Initiative (LCI). This program supports and funds studies of town centers, activity centers, and corridors to make them healthier and more sustainable parts of their community. The LCI program can best be described by an excerpt from ARC's website:

> *"The Livable Centers Initiative (LCI) is a program offered by the Atlanta Regional Commission that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies."*

The LCI program helps communities provide more options for transportation and housing by looking for ways to thoughtfully integrate homes, stores, offices, streetscapes, pedestrians, transit, bicycles, and cars.

There are currently no areas in the City of Milton selected for the LCI program. However, as seen in **Map 18**, there are two areas just outside the boundaries of Milton that are worth noting. These areas are close enough to Milton to impact transportation needs within the City's borders.

9.4.2 Downtown Alpharetta

The goal of the Downtown Alpharetta LCI was to develop a downtown area that would become a destination and vibrant community center within the city and the greater area. In order to achieve this goal, the study looked at implementing mixed uses of commercial and non-commercial buildings, preserving historic buildings, creating green space, and focusing on greater connectivity and multi-modal transportation. The study resulted in an overall master plan for downtown Alpharetta which included multiple parks, fountains, tree-lined streets, and pedestrian oriented streetscape that divided the area into multiple downtown districts, each with its own unique character and features.

9.4.3 McFarland-Stoney Point

The McFarland-Stoney Point LCI was a study that focused on a mostly undeveloped tract of land in Forsyth County that borders SR 400. In a cooperation between planners and local residents, a master plan for the study area that included protecting green space and flood plains, providing a landscape and sound buffer along the length of SR 400, protecting existing historic buildings and certain subdivisions, providing mixed use development and single family residences, creating a central boulevard, and providing greater connectivity for pedestrians, motorists, and cyclists.

10.0 MILTON TRAIL PLAN

The Milton Trail Plan was developed in a partnership between Georgia Tech and a Citizens Advisory Committee composed of selected citizens from the City of Milton. The plan proposes a network of shared use trails to be installed throughout the city along key roadways and using existing gravel roads where possible as seen in the map on the following page.

The list of proposed users includes pedestrians, cyclists, and horses with motorized vehicles being prohibited. A typical trail section will have the following design characteristics:

- Covered with gravel, asphalt, or concrete
- 5' to 10' wide
- 4' wide or larger buffer between trail and roadway

The first phase of development would involve creating a core network of prioritized trail segments which would produce an East-West corridor and a North-South corridor as well as connect as many significant destinations as possible including all public schools, most private schools, and all major parks within the city. The core network would include the use of 9.5 miles of existing gravel roads and the construction of 12.9 miles of new trail.

The plan proposes in the second phase of development to expand the trail system to create a more comprehensive city-wide network of trails. This part of the plans calls for approximately 48.6 miles of additional trail along city and state roadways.

Included in the plan are the following key recommendations relevant to transportation:

- Use gravel surfacing wherever possible to maintain the rural character of Milton
- Allow the gravel roads in the network to remain unpaved
- Limit the speed limit along gravel roads in the network to a maximum of 15 miles per hour
- Locate trails beside roads with low and moderate levels of traffic as much as possible
- City should review all development proposals in the context of the Milton Trail Plan
- Require developers to install trail segments whenever their development takes place along designated trail corridors
- Require developers to install inter-parcel non-motorized connectivity when adjacent to the Milton trail and as required by the Milton Transportation Engineer.
- Provide accommodations for pedestrians and cyclists in all types of development and redevelopment
- Avoid lighting of the trails to maintain the rural character of the city
- Accommodate persons with disabilities where reasonable
- Prohibit motorized vehicles from using the trails

In August of 2008, as a major step in implementing the Milton Trail Plan, the Milton Trail Development Standards Ordinance went into effect. This ordinance requires new developments to be developed in accordance with the Milton Trail Plan, by allowing for right-of-ways and also requiring a developer to

construct the trail section along the affected street frontage. A copy of this ordinance, including a map of the trail plan, can be seen in **Appendix F**.

11.0 SCHOOLS

Schools can significantly impact peak hour and seasonal traffic patterns in a given area. In addition to thousands of students traveling as pedestrians, by bus, or by car, there are also hundreds of staff members that travel daily to and from school locations. These school facilities can also function as gathering places for sports events, performances, and public meetings.

Map 19 shows the locations of existing and planned schools in the City of Milton. There are currently 10 public and private schools open in Milton, all located in the southern half of the city. The 6 existing public schools all operate as part of the Fulton County School System. There are 4 existing private schools.

There are also 3 planned public schools: 1 elementary school, 1 middle school, and 1 high school. These school locations are in the middle and northern thirds of Milton where development is currently less dense. Their impact on existing infrastructure should be heavily considered during the development of the recommendations for the completed *Transportation Plan*.

12.0 MODEL ANALYSIS

The ARC's 2010 travel demand model was used to determine the baseline condition of roadways within the City of Milton. The initial model run serves as a basis for comparison for all model runs that will occur in the Needs Assessment section of the project.

The model was first compared with roadway inventory data that was collected in the field to ensure the accuracy of the Milton roads within the model. The configuration of roads including Providence Road, Bethany Road, and Mayfield Road was not completely correct, and edits to those roadways were made accordingly. Additionally, laneage on SR 9 between Mid Broadwell Road and Mayfield Road was increased from one lane in each direction to two lanes in each direction. Following these minor edits, the model was re-run to determine existing Levels-of-Service (LOS) along the major roadways. The LOS results for the AM and PM peak periods can be seen in **Map 20** and **Map 21**, respectively.

During the AM peak period, roads that provide access to GA-400 can be seen to be the most congested. Arnold Mill Road and the segment of Birmingham Highway between Batesville Road and Providence Road are currently shown to have an LOS F during the AM peak period. Significant portions of Birmingham Road to Cogburn Road, Batesville Road, and Hardscrabble Road/Crabapple Road are LOS D or LOS E.

The PM peak period map shows that the trends reverse in the PM peak period in addition to becoming more severe. The northbound direction on Arnold Mill Road and portions of northbound Birmingham Highway and Cogburn Road are reported to be LOS F in the PM peak. Additionally, westbound segments of Bethany Road, Birmingham Road, and Crabapple Road are also noted to be LOS F during that time. Other strained roadways (LOS E) include large segments of Cogburn Road, Birmingham Road, Batesville Road, Hardscrabble / Crabapple Road, and Windward Parkway. More roads are LOS D during the PM period than in the AM period including most of northbound Birmingham Highway, the westbound direction of Hamby Road, the westbound direction of Mid Broadwell Road, and the southbound direction of Arnold Mill Road. Other road segments within the City limits are also strained; however, these roadways are the most significant.

In general, commute traffic to and from GA-400 is observed to tax the existing roadway network during the respective commute periods. The lack of formalized east-west facilities also results in poor Levels-of-Service on the facilities that exist, including Bethany Road, Providence Road, and Birmingham Road.

13.0 NEXT STEPS

Following the issuance of the *Inventory of Existing Conditions Report,* the Needs Assessment Phase of developing the *Comprehensive Transportation Plan* will begin. In this phase, the Atlanta Regional Commission's travel demand model, population forecasts, and employment forecasts will be the primary tools for the analysis.

Using the data uncovered in the *Inventory of Existing Conditions Report,* the regional model data will be reviewed and updated. Also, this phase will involve significant coordination with the *Milton Comprehensive Plan* and the City's Public Works and Community Development staff in the creation of various land use models. A number of model scenarios will be created as part of the Needs Assessment Phase that will include combinations of the 2030 ARC land use plan, Milton's own 2030 land use plan, and possible transportation networks.

The findings from the Needs Assessment phase will then be compiled and communicated back to the City of Milton in the form a *Needs Assessment Report*, which will include maps, Measures-of-Effectiveness (MOEs), and a technical memorandum. This will create the framework needed to move forward into the Recommendations Phase of the *Transportation Plan* in which creative solutions will be developed for challenges that have been identified in the transportation network.

APPENDIX A

Market Analysis Tables

A-1 City of Milton Single Family Sales by Subdivision

	Annual Absorption					Average Price			
Subdivision	2005	2006	2007	2008	Average	2005	2006	2007	2008
BREAM RIDGE	2	8	10	1	5.3	$769,954	$725,883	$706,299	$775,000
CANTERBURY ON THE LAKE	9	4	3	0	4.0	$815,555	$1,044,475	$1,153,845	$ -
CLEARBROOKE AT FRANCIS	0	17	13	8	9.5	$ -	$708,355	$720,972	$706,869
CRABAPPLE BROOK	0	1	4	3	2.0	$ -	$1,422,500	$1,199,616	$1,163,932
CRABAPPLE CROSSING SFD	0	6	8	2	4.0	$ -	$524,359	$513,508	$394,125
CRABAPPLE CROSSROADS	0	0	16	5	5.3	$ -	$ -	$519,882	$395,536
CRABAPPLE STATION	0	0	3	7	2.5	$ -	$ -	$576,082	$481,749
CREEK CROSSING	6	3	1	5	3.8	$643,900	$746,933	$955,555	$877,980
CROOKED CREEK	1	0	1	0	0.5	$367,500	$ -	$777,957	$ -
EVERGRACE	0	13	10	5	7.0	$ -	$824,402	$791,546	$780,272
GREENS AT CROOKED CREEK	24	31	0	0	13.8	$440,259	$490,290	$ -	$ -
GREYSTONE FARMS	3	2	1	1	1.8	$1,579,098	$1,925,638	$1,775,000	$3,900,000
HAMPSHIRES	1	10	10	2	5.8	$656,674	$697,826	$764,156	$753,338
HAMPTON MANOR	0	1	3	7	2.8	$ -	$810,000	$971,344	$855,838
HICKORY CREST	0	0	1	2	0.8	$ -	$ -	$1,347,000	$958,139
HIGHLAND MANOR	8	0	0	0	2.0	$648,881	$ -	$ -	$ -
KENNEWICK PLACE	0	24	35	19	19.5	$ -	$286,843	$269,680	$229,348
KINGSLEY ESTATES	0	0	0	1	0.3	$ -	$ -	$ -	$1,100,000
MANOR GOLF AND COUNTRY C	34	27	22	13	24.0	$987,871	$1,293,481	$1,339,297	$1,399,684
PROVIDENCE AT ATLANTA NATIONAL	1	0	0	0	0.3	$700,000	$ -	$ -	$ -
ROXBURY ESTATES	1	1	0	1	0.8	$799,510	$799,900	$ -	$840,000
SIX HILLS	14	4	2	0	5.0	$1,156,712	$1,301,050	$1,277,226	$ -
STONEHEDGE	2	1	0	0	0.8	$699,750	$881,507	$ -	$ -
TAYLOR GLEN	1	0	0	0	0.3	$595,000	$ -	$ -	$ -
TRAMORE	4	7	0	1	3.0	$1,035,760	$1,074,485	$ -	$1,080,000
TRIPLE CROWN	25	20	25	6	19.0	$816,407	$995,407	$889,377	$822,985
WATERSIDE	0	0	1	0	0.3	$ -	$ -	$442,500	$ -
WHITE COLUMNS	14	7	2	0	5.8	$1,226,569	$1,290,078	$1,220,850	$ -
Total/Average	150	187	171	89	149.25	$861,752	$812,595	$752,942	$766,027

A-2 City of Milton Townhome Sales by Subdivision

	Annual Absorption					Average Price			
Subdivision	2005	2006	2007	2008	Average	2005	2006	2007	2008
CRABAPPLE CROSSING	0	0	8	8	4.0	$ -	$ -	$413,748	$336,014
CRABAPPLE STATION TOWNHOMES	0	0	2	3	1.3	$ -	$ -	$393,412	$384,000
DEERFIELD GREEN	0	0	22	26	12.0	$ -	$ -	$275,592	$266,353
DEERFIELD LANDING	0	6	11	21	9.5	$ -	$174,950	$161,918	$ -
GATES AT STEEPLECHASE	0	4	8	1	3.3	$ -	$311,766	$228,578	$153,000
HAYWOOD COMMONS	0	0	22	8	7.5	$ -	$ -	$267,527	$231,617
HIDDEN FOREST	0	0	0	8	2.0	$ -	$ -	$ -	$278,550
LAKE DEERFIELD	38	46	9	2	23.8	$285,995	$292,898	$165,833	$245,440
REGENCY AT WINDWARD SQUA	45	0	0	0	11.3	$184,314	$ -	$ -	$ -
VILLAGES OF DEVINSHIRE	6	7	0	3	4.0	$152,301	$163,614	$ -	$150,267
WYNDHAM	103	15	0	0	29.5	$209,570	$218,707	$ -	$ -
Total/Average	192	78	82	80	108.0	$216,987	$262,431	$257,898	$265,483

APPENDIX B

Historic Registry

B-1 Listed Resources and Resources that Appear to Meet National Register Criteria

NAHRGIS I.D.	Site Name	Address
Resources Listed on the National Register of Historic Places		
81283, 32299, 32820	Rucker, Simeon, and Jane Log House / Simeon Blueford and Jane Rucker House	755 Old Rucker Road
Resources Listed in NAHRGIS that Appear to Meet or May Meet National Register Criteria		
32254	Kelley Place	13365 Hopewell Road
32264	Reece-Krough-Lightsey House	1750 Mayfield Road
32336	Washer Woods House	14880 Freemanville Road
32344		15710 Birmingham Highway
32426	Dinsmore House	14390 Freemanville Road
32408	Arnold-Chamblee-Chadwick House	East side of Arnold Mill Road, 1,200 ft south of the Little River
32836		525 Cox Road
32375		2535 Hopewell Road
32364		16700 Birmingham Highway
32355	Cobb-Statham House	240 Hickory Flat Road
32439		Arnold Mill Road
32313	Gardner House	825 Mayfield Road
32360	Newton House	855 Hickory Flat Road
32385	Bob Day House	15755 Day Road
32407		15690 Hopewell Road
32231	Dodd-Bagwell House	On gravel road, end of the road, west of 13360 Cumming Hwy
32246	V.D. Pitman House	2730 Bethany Road
32247	James R. Burriss House	2690 Bethany Road
32260		1675 Bethany Road
32248		2470 Bethany Road
32243		13500 Cogburn Road
32236		Morris Road, east side, southeast of the intersection with Webb Road
32234		Webb Road, south side, 1/5 mile east of intersection with Cumming Hwy
32230	William-Madison-Dodd House	13360 Hwy 9 North
32398	Will Hardeman Homeplace	16475 Hopewell Road
32397		16530 Hopewell Road
32395		16540 Westbrook Road
32368		1350 Birmingham Road
32357		15580 Rowe Road
32356		15685 Rowe Road
32350		East side of Birmingham Hwy at intersection of Taylor Road
32341	Phillips-Mickler House	15790 Birmingham Highway
32340		151260 Freemanville Road
32331	Rufus-Spence House	13340 Birmingham Highway
32330		13210 Birmingham Highway
32309	Broadwell-Rainwater House	765 Mid-Broadwell Road
32268		13805 Cowart Road

B-1 Listed Resources and Resources that Appear to Meet National Register Criteria

NAHRGIS I.D.	Site Name	Address
32262		13220 Providence Road
32258		Bethany Road, north side, 2/5 mile east of the intersection with Haygood Road
32257		2035 Bethany Road
32244		13560 Cogburn Road
32228		12830 Hopewell Road
32378	Bill Day House	15070 Hopewell Road
32437, 32409	Chadwick's Store/Wash-Chadwick Store	West side of Arnold Mill Road/GA 140, 1,000 ft south of the Little River
32865	Ebenezer Cemetery	Corner of Cox Road and Arnold Mill Road
32404	Old Land House	16054 Hopewell Road
32399	Doctor Walter Phillips (Phillips-Wright) House	16410 Hopewell Road
32384	Wright-Cagle House	2340 Birmingham Road
32382	Thompson House	16200 Thompson Road
32376	Wood House	14495 Hopewell Road
32371		15905 Freemanville Road
32367	Cicero-Nix House (Nix-Bell House0	1150 Birmingham Road
32359		845 Hickory Flats Road
32343		15720 Birmingham Highway
32261		13485 Bethany Road
32338		14985 Freemanville Road
32321		800 Mid-Broadwell Road
32320		525 Crabapple Circle
32312		815 Mayfield Road
32296, 32769		1080 Rucker Road
32339		15055 Freemanville Road
32859		12560 Arnold Mill Road
32377	Perkins House	2980 Francis Road
32301	Cox-Copeland House	12560 Arnold Mill Road
32308	Broadwell Building/Crabapple Building/Murf's Apple Cart	735 Mayfield Road
32300, 32819	Joel Jackson Rucker Home	760 Old Rucker Road
32413		13555 Arnold Mill Road
32310	Rucker Warehouse	South side of Mayfield Road, directly east of Mid-Broadwell intersection
32841		North side of Sweet Apple Road and halfway between Arnold Mill Road and Ebenezer Road, 3 miles from Ebenezer
32453		East side of Arnold Mill Road, south of Lackey Road
32451, 32415	Full Bloom Farm / Lackey House	895 Lackey Road
32440		780 Cox Road
32438		13700 Arnold Mill Road
32414		13455 Arnold Mill Road
32353		14415 Birmingham Hwy
32351	Mountain Oak Farm	15125 Birmingham Highway
32346		15405 Birmingham Highway
32337		14770 Wood Road
32333		14670 Freemanville Road
32332		West side of Birmingham Hwy, 1,000 feet south of Providence Road

B-1 Listed Resources and Resources that Appear to Meet National Register Criteria

NAHRGIS I.D.	Site Name	Address
32323	Newport-Broadwell House	12590 Broadwell Road
32315		855 Mayfield Road
32314	Major House	835 Mayfield Road
32285	Smith-Blaizer-Haigler House	1825 Mayfield Road
32280		12205 Hardscrabble Road
32425		Hopewell Road, southwest corner of the intersection with Thompson Road
32307	Crabapple Corners	790 Mayfield Road
32306	Cantrell and Nallie Reese House/Crabapple Homeplace	North side of Crabapple Road, 30 yards west of Birmingham Road
32273	Ebenezer United Methodist Church	North side of Cox Road, northwest corner of the intersection with Arnold Mill Road
32342	Birmingham Community House/School	15770 Birmingham Highway
32287	Birmingham Road Bridge	North side of Birmingham Road at Chicken Creek, 4/10 mile west of the intersection with Henderson Road
32862		12664 Arnold Mill Road
32393		2000 Mountain Road
32380	John Bell House	2500 Thompson Road
32354		14650 Birmingham Highway
32345	Albertson-Pilcher House	15590 Birmingham Highway
32326		12330 Broadwell Road
32324		12595 Broadwell Road
32297	Rucker-Wright House	1045 Rucker Road
32279	Cox-Segars House	12345 Etris Road
32267	Holcombe-Tucker House	13801 Providence Road
32241		West side of Cogburn Road, west of the intersection with Webb Road
32365		16215 Birmingham Highway
32362		15840 Birmingham Highway
32325		12520 Broadwell Road
32374		East side of Cogburn Road, approximately 1,000 ft south of Hopewell Road intersection
32276	L.G. Rucker House	12664 Arnold Mill Road
32304	Dorris House	12608 Crabapple Street
32271	J.C. Ellington House	13365 New Providence Road
32311	Rucker Cotton Gin/Raven's Nest	780 Mayfield Road
32861		12650 Arnold Mill Road
32858		First house on the west side of Arnold Mill Road, south of 12500 Arnold Mill Road
32410	Aubrey-Chadwick House	13700 Arnold Mill Road
32386	Newport-Lucine Day House	300 feet west of Day Road, approximately 700 ft north of Birmingham Road
32274		406 Ebenezer Road
32265		1240 Mayfield Road
32263		12989 Providence Road
32243	Mize House	13400 Cogburn Road
32305		12595 Crabapple Road
32361	Buice Country Store	850 Hickory Flats Road
32327	Northwestern Consolidated School	West side of Birmingham Hwy, 900 yards north of Mayfield

B-1 Listed Resources and Resources that Appear to Meet National Register Criteria

NAHRGIS I.D.	Site Name	Address
		Road
32381		15225 Thompson Road
32303	Harry Rucker Sr. (Heart Pine) House	12585 Crabapple Road
32379	Hopewell School	East side of Hopewell Road, 750 ft south of Thompson Road
32369	Will Wright House	1425 Birmingham Road
32363	William H. Gazaway House	15780 Birmingham Highway
32237	Webb, GA General Feeds	East side of Morris Road, northeast of intersection with Webb Road
32358	Phillips House	795 Hickory Flats Road
32335	Collett House	West side of Freemanville Road, 30 yards north of Louis Road
32213	Union Primitive Baptist Church	335 Cox Road
32863		12265 Crabapple Road
32842		822 Ebenezer Road
32366		16170 Birmingham Highway
32349		15300 Birmingham Highway
32328		12780 Birmingham Highway
32272		12987 New Providence Road
32269	Providence Road Baptist Church	South side of Providence Road, 3/10 mile east of intersection with Birmingham Highway
32396		16670 Hopewell Road
32383		West of Hopewell Road, 25 yards north of Thompson Road
32387	Newport-Day House	15765 Day Road
32316		875 Mayfield Road
32370		South side of Birmingham Road, immediately west of the intersection with Freemanville Road. In the vicinity of 1335 Birmingham Road
32229	Jules and Daisy Waters House	631 N. Main Street

Source: NAHRGIS, Kimley-Horn

APPENDIX C

Part 1: 2006 Bridge Status Letter to Fulton County

HAROLD E. LINNENKOHL
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TREASURER
(404) 656-5224

February 1, 2006

Honorable Karen C. Handel, Chair
Fulton County Board of Commissioners
Fulton County Government Center
14 Pryor Street SW
Atlanta, GA 30303

Dear Commissioner Handel:

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,

David Crim
State Maintenance Engineer

DCC/BFR/ss
Enclosures

cc: Angela Parker, Director, Fulton County Public Works
James Wilson, Superintendent, Fulton County Schools
Dave Toth, MARTA
Bryant Poole, District Engineer
Jeff Woodward, Area Engineer-Marietta; Michael Lankford, Area Engineer-Hapeville
David Huff, State Aid
David Simmons, Bridge Inspector; Jerry Cooper, Bridge Inspector
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	121-01324F-00640N	121-0274-0	CLOSED					
B	121-02365F-00428N	121-0283-0	POSTED	20	19	28		
B	121-02564F-00153E	121-0284-0	POSTED	19	19	24		
+B	121-02564F-003.10E	121-0286-0	POST FOR	14	14	18	15	23
B	121-02564F-00547E	121-0287-0	POSTED	15	15	20	17	
+B	121-02564F-007.12E	121-0288-0	POST FOR	10	12	15		18
+B	121-09054M-008.74N	121-0345-0	POST FOR	10	13	17	16	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	POSTED	19	19	24		
B	121-09248M-001.88N	121-0453-0	POSTED	17	18	26		
B	121-09381M-001.68W	121-5063-0	POSTED	10	12	15		18
+B	121-09407M-001.38E	121-0305-0	POST FOR	13	13	18	16	20
B	121-09407M-001.66E	121-0306-0	POSTED	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	10	12	15	15	17
+B	121-09479M-004.54E	121-0291-0	POST FOR	15	14	19	16	
+B	121-09479M-005.33E	121-0292-0	POST FOR	15	15	20		
	121-00003X-000.38N	121-5002-0	POSTED	06				
	121-00004X-000.01E	121-5151-0	POSTED	10	12	15		18
+B	121-00004X-003.99E	121-5003-0	POST FOR	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	121-00072X-001.44E	121-5019-0	POSTED	10	12	15		18
B	121-00072X-002.29E	121-5020-0	POSTED	18	17	22		

	LOCATION ID	STRUCTURE ID	ACTION	H TRUCK	TYPE-3 TRUCK	TIMBER TRUCK	HS TRUCK	3S2 TRUCK
B	121-00079X-001.52N	121-5022-0	POSTED	10	12	15		17
B	121-00103X-000.53S	121-5024-0	POSTED	19	18	23		
B	121-00111X-000.75N	121-5026-0	POSTED	19	18	23		
	121-00126X-000.14W	121-5027-0	POSTED	10	12	15		18
B	121-00188X-001.07W	121-5032-0	POSTED	11	14	20		
B	121-00219X-000.59S	121-5034-0	POSTED	18	18	22		
B	121-00331X-000.57S	121-5176-0	POSTED	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
B	121-00421X-001.04E	121-5041-0	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	POST FOR	11	14	18		20
B	121-00539X-000.22S	121-5067-0	POSTED	03				
B	121-00614X-001.02N	121-5077-0	POSTED	10	12	15		18
B	121-00618X-000.59S	121-5078-0	POSTED	10	12	15		18
+B	121-00621X-000.28E	121-5079-0	POST FOR	10	12	15		18
B	121-00629X-000.01W	121-5081-0	POSTED	09	10	14	16	18
#	121-00629X-001.32W	121-5082-0	REPOST FOR	12	14	19		25
B	121-00629X-003.11W	121-5083-0	POSTED	09	10	14	16	18
B	121-00647X-000.81W	121-5089-0	POSTED	12	16	21		24
#B	121-00650X-001.10N	121-5274-0	REPOST FOR	10	12	15		18
+	121-00898X-000.87N	121-5097-0	NEED TO CLOSE					
+B	121-01390X-002.95E	121-5109-0	POST FOR	10	12	15		18
	121-01392X-005.28N	121-5288-0	POSTED	06				

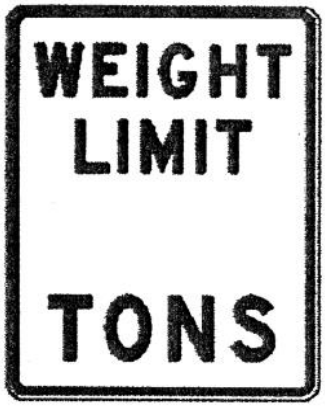
	LOCATION ID	STRUCTURE ID	ACTION	H TRUCK	TYPE-3 TRUCK	TIMBER TRUCK	HS TRUCK	3S2 TRUCK
#	121-01392X-006.02N	121-5114-0	REPOST FOR	06	13	15	11	19
	121-01527X-000.14E	121-5118-0	POSTED	05				
+	121-01529X-002.14N	121-5119-0	POST FOR	07				
	121-01529X-002.96N	121-5120-0	POSTED	09	10	15	12	15
B	121-01638X-000.25E	121-5210-0	POSTED	20	19	24		
B	121-02233X-003.73E	121-5286-0	POSTED	13	17	24		
B	121-03079X-000.55E	121-5134-0	POSTED	19	19	24		
#B	121-03101X-001.30S	121-5129-0	REPOST FOR	10	12	16		18
B	121-03337X-000.09E	121-5133-0	POSTED	11	12	18		19
+	121-05016X-000.44S	121-5197-0	POST FOR	10	12	15		17
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.

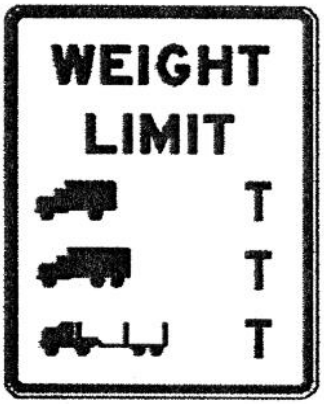
Please indicate which alternate closing method the county uses to close a structure.

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

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

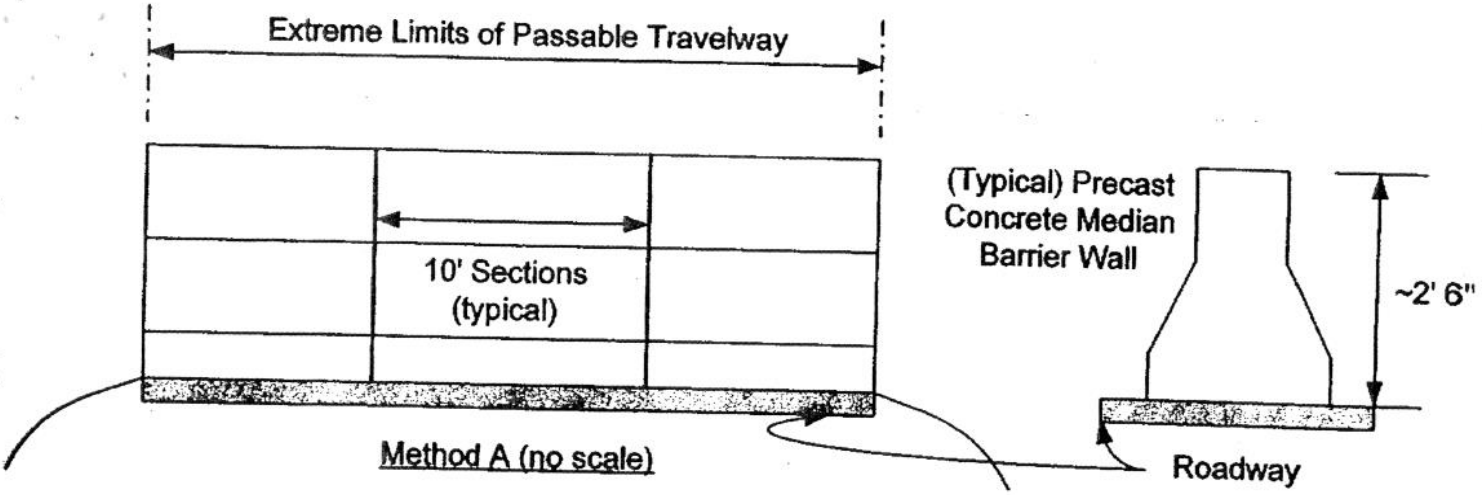
TIMBER

HS-TRUCK (Add as required)

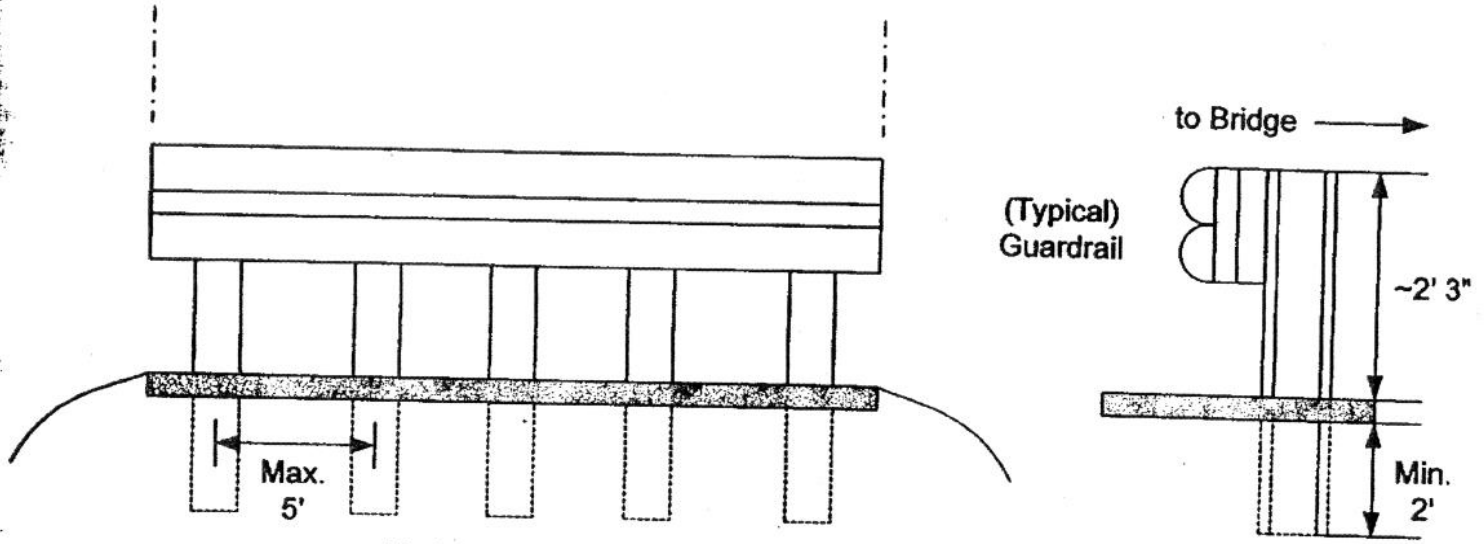
3S2 (Add as required)

PIGGYBACK (Add as required)

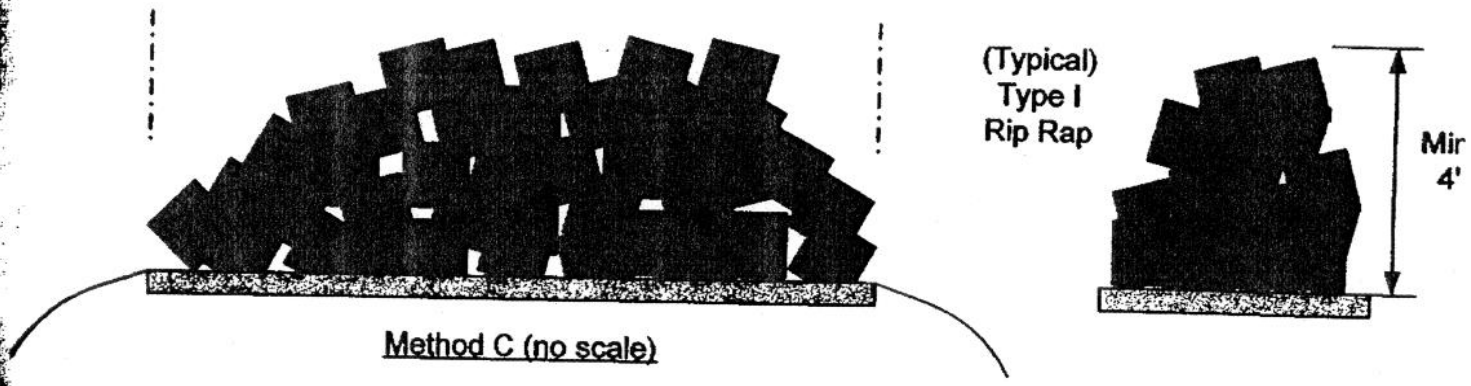
Revised 1-25-99



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.

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 spalls on the bottom of concrete superstructure panels. These spalls have exposed portions of the reinforcement steel and should be repaired to protect the reinforcement from corrosion. The steel substructure piles are corroded and should be cleaned and painted. Scour has undermined the encasements of the piles at the eastern abutment. These encasements should be extended downward to 2 feet below the existing mud line.

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 the exception of the steel substructure units. The concrete encasements at bents #2 and #3 are undermined from 2 to 3 feet and should be extended downward to a point 2 feet below the existing mud line. The bents should be protected with rip rap to prevent further degradation of the stream bed. The intermediate deck joints have failed and should be thoroughly cleaned and sealed. The bridge railing has incurred collision damage and should be repaired.

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 10 Tons H-Truck; 12 Tons Type 3 Truck; 15 Tons Timber Truck; 15 Tons HS-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. This bridge structure is in fair condition with the exception of the concrete deck slabs. Panel #5 is acting independently of the other panels. ***If this panel was properly repaired, the structure could be significantly upgraded.***

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 with no serious reported structural defects. However, extensive drift accumulated against the upstream side of the structure should be removed to to allow proper stream flow through the structure and reduce the potential for scour.

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. The following maintenance recommendation is provided to maintain this structure at the current rating. The bridge railing along the right side of the structure has collision damage and should be repaired. ***If the timber runners were re-positioned directly above the beams, this bridge could be upgraded to a 9 Ton capacity.***

***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 fair condition with the exception of the substructure units. The concrete encasement at pile #2 bent #2 has undermined. This encasement should be extended to a point 2 feet below the existing mud line. The joints throughout the deck 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 121-5003-0 / 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 fair 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. The following maintenance recommendation is provided to maintain this structure at the current rating. The deck joint at bent #2 has failed and should be cleaned and sealed.

***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 good condition with the exception of the substructure which is in fair condition. One of the foundation piles beneath both abutments is exposed and should be covered to protect them from corrosion. ***Any upgrade of the load carrying capacity would require removal of this overlay.***

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 should be removed.***

will be reinspected in Dec per Kerry Wood

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 should 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 should 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 minor cracks and spalls on the bottom of several panels which have exposed the reinforcement steel. These spalls should be repaired to protect the reinforcement from corrosion.

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

This bridge structure is in good condition with the exception of the substructure units. The steel piling throughout the structure are corroded and should be cleaned and painted. ***At the time of inspection, this structure was posted with a restrictive load limit sign. This sign is not required and should 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 fair condition with corrosion of the steel substructure. The accumulated drift at bent #2 should be removed to reduce further accumulation and the possibility of scour.

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

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 should 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 waffle 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 should 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 fair condition with no serious reported structural defects. The old timber pile cut-offs left in the stream channel should be removed to reduce the potential for drift accumulation.

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

Due to the completion of extensive substructure rehabilitation, this bridge structure is now in fair condition with no serious reported structural defects.

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 deficiencies reported.

***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 serious reported structural defects.

STRUCTURE ID 121-5017-0 / LOCATION ID 121-00064X-000.94N
CR 64, Douglas Road over Caney Creek

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

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 serious reported structural defects. Drift located at the culvert inlet and silt within barrel #3 should be removed to prevent further accumulation and reduce the potential for scour.

***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 bolted together. The following maintenance recommendations are provided to maintain this structure at the current rating. The connecting bolts for the precast concrete superstructure units are missing between panels #2, #7 and #8 in span #2 and panel #8 and #9 in span #3. Drift accumulated around bent #2 should be removed. The spalls on the bottom of the slabs should be sealed to protect the reinforcing steel within. The accumulated drift at bent #2 should be removed to reduce further accumulation and the possibility of scour. ***If the panels were properly repaired, the structure could be significantly upgraded.***

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.

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. The piles at bents #2, #3, and #4 should be protected with heavily 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. Swaybracing should be added to the piling at bent #2 to provide for lateral stability. The deck joints have failed and should be cleaned and sealed.

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 serious reported structural defects.

***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. The following maintenance recommendation is provided to maintain this structure at the current rating. The deck joint at bent #2 has failed and should be cleaned and sealed.

***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 good condition with the exception of the substructure which is in fair condition. One of the foundation piles beneath both abutments is exposed and should be covered to protect them from corrosion. ***Any upgrade of the load carrying capacity would require removal of this overlay.***

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 should 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 should 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 should be removed.***

Part 2: Excerpt Draft Recommendations from 2009 Bridge Status Letter to Fulton County

Final Full Letter to be published in May 2009

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 121-0282-0 / 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 deterioration.

***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. Spalling of the asphalt overlay should be repaired. 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 121-5002-0 / 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 121-5003-0 / 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 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 this overlay.***

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 should 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 should 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 should 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.

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 the 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 should 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 should 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 waffle 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 should 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 serious reported 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 121-5016-0 / 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. The following maintenance recommendations are provided to maintain this structure at the current rating. 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 121-5107-0 / 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 121-5151-0 / 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 bent #2 has undermined. This encasement should be extended to a point 2 feet below the existing mud line. ***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 121-5153-0 / 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 serious reported structural defects.

APPENDIX D

Recommended Improvements from Traffic Impact Analysis Reports

D-1 Recommended Improvements from Traffic Impact Analysis Reports

Traffic Impact Analysis	Intersection	Recommended Improvements
Home Fashion Center 633 North Main Street	2 proposed driveways on Main Street	Stop controlled side streets East bound left turn lane at east driveway West bound left turn lane at west driveway
Bethany Summit between Strickland Rd and McGinnis Ferry Rd	Bethany Bend and Morris Rd/McGinnis Ferry Road	Signalize intersection East bound left turn lane on Morris Rd South bound left turn lane on Bethany Bend
Union Hill Township Bounded roughly by Strickland Road, McGinnis Ferry Road, Tidwell Road, and Tidwell Drive	Morris Road and Deerfield Parkway	Signalize intersection Restripe to remove east bound left turn lane and create east bound right turn lane
	Morris Road and Webb Road	Add north and south bound through lanes Add south bound left and right turn lanes Add east bound right turn lane
	Bethany Bend and SR 9	Add north bound and south bound through lanes Add east and west bound through lanes Add north and south bound right turn lanes Add west bound right turn lanes
	Strickland Road and SR 9	Add north bound right turn lane Add west bound left turn lane
	Strickland Road and Bethany Bend	Signalize intersection Add north bound right turn lane Add south bound left turn lane Add west bound right turn lane
	McGinnis Ferry Road and Bethany Bend	Signalize intersection Add south bound left and right turn lanes Add east and west bound through lanes Add east bound left turn lane

		Add west bound right turn lane
	McGinnis Ferry Road and Tidwell Road	Signalize intersection
		Add south bound right turn lane
		Add east bound left turn lane
		Add west bound right turn lane
		Add east and west bound through lanes
	McGinnis Ferry Road and Union Hill Road	Signalize intersection
		Add north bound left turn lane
		Add south bound right turn lane
		Add east bound right turn lane
	Tidwell Road and Union Hill Road	Add north bound left turn lane
		Add south bound right turn lane
		Add east bound right turn lane
	At proposed driveways for new development	Add North bound through lane between Morris Road and Strickland Road
		Add ingress left and right turn lanes on Bethany Bend, McGinnis Ferry Road, and Strickland Road
Birmingham Elementary Intersection of Birmingham Highway and Wood Road	Birmingham Highway and Birmingham Road	Signalize intersection
		Add west and east bound left turn lanes
		Add south bound left turn lane
	Birmingham Road and Freemanville Road	Signalize intersection
	Southern project driveway	Add south bound left turn lane
		Add north bound right turn lane
	Northern project driveway	Add north bound right turn lane
Deerfield Place Intersection of SR9 and Webb Road	SR 9 and Deerfield Parkway	Phasing change
	SR9 and Webb Road	Signalize intersection

	SR9 and Windward Parkway	Add south bound right turn lane Add west bound left turn lane
	Windward Parkway and Deerfield Parkway	Restripe north bound right turn lane as north bound through lane and fit in short north bound right turn lane
	Project driveways along SR9	Add north bound right turn lane Add south bound left turn lane
	Site driveway #1along SR9	Signalize intersection
	Site driveway #3 along SR9	Add west bound right turn lane
Hopewell Academy Along Deerfield Parkway between Windward Parkway and Webb Road	Mayfield Road and Canton Street	Signalize intersection Add left turn lanes at each approach Add east bound right turn lane
	Hopwell Road and Bethany Bend	Two-way stop Signalize intersection Add west and south bound left turn lanes
	Hopewell Road and Redd Road	Two-way stop Signalize intersection (2014) Add east bound right turn lane Add north bound left turn lane
	Hopewell Road and Hopewell Plantation	Two-way stop
Jesus Christ of Latter Day Saints Church Intersection of Cogburn Road and Bethany Bend Intersection of SR 9 and Webb Road	Project driveways along Cogburn Road and Bethany Bend	Add right turn lanes
	Deerfield Parkway and SR 9	Signalize intersection Add west bound right turn lane
	SR 9 and Webb Road	Signalize intersection Add south bound left turn lane Add east and west bound left turn lane
	Windward Village at Webb Road	Add east bound right turn lane Add west bound left turn lane
	West driveway	Add right and left turn lanes
Windward Way Development Along west side of SR 9 just south of Webb Road	Webb Road and SR 9	Signalize intersection Add west bound left and right turn

		lanes
		Add east bound left turn lane
		Add south bound right turn lane
	SR 9 and Windward Parkway	Add west bound left turn lane
	SR 9 and Windward Way Development	Signalize intersection
		Add south bound right turn lane
		Add north bound left turn lane

APPENDIX E

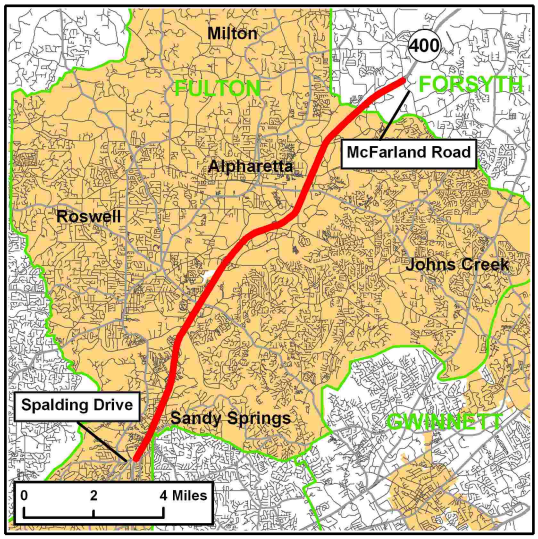
Atlanta Regional Commission Project Fact Sheets

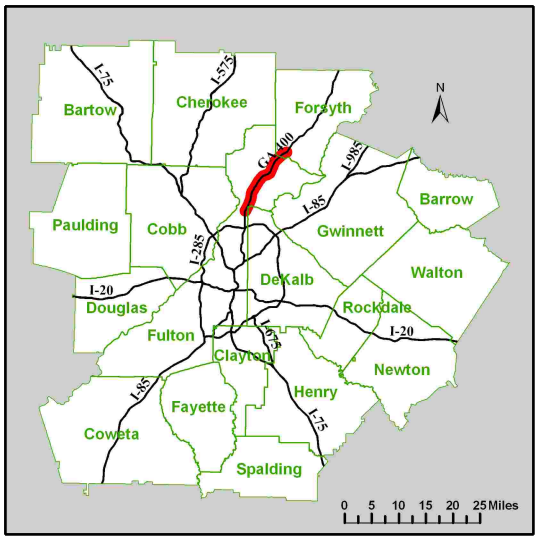
AR-936

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 400 FLEXIBLE SHOULDER LANES FROM SPALDING DRIVE IN NORTH FULTON COUNTY TO MCFARLAND ROAD IN FORSYTH COUNTY
GDOT Project No.	0008444
Federal ID No.	
Status	Programmed
Detailed Description and Justification	This project will upgrade the shoulders of SR 400 to permit their use as general purpose travel lanes during peak periods. HB273 directed GDOT to identify 20 areas around the state for potential implementation of this type of project. The lanes will be striped, marked and signed and their use is to not exceed eight hours per day. Only automobiles, light trucks and motorcycles will be eligible to use the lanes.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Multi-County
Existing Thru Lane	0 (applicable for road projects only)
Planned Thru Lane	2 (applicable for road projects only)
Corridor Length	13.7 miles (not applicable for all project types)
Network Year	2010 (required if modeled for conformity)
Completion Date	2009
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	National Highway System	2009	$200,000	$160,000	$40,000	$0,000	$0,000
CST	National Highway System	2009	$5,000,000	$4,000,000	$1,000,000	$0,000	$0,000
				$4,160,000	$1,040,000	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

ARC

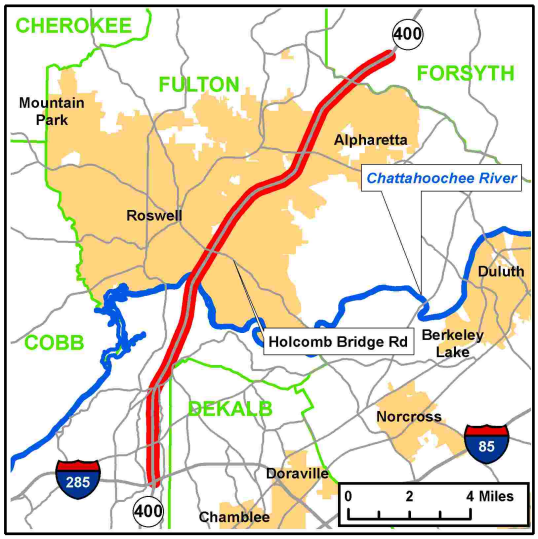
Report Generated: 12/18/2008

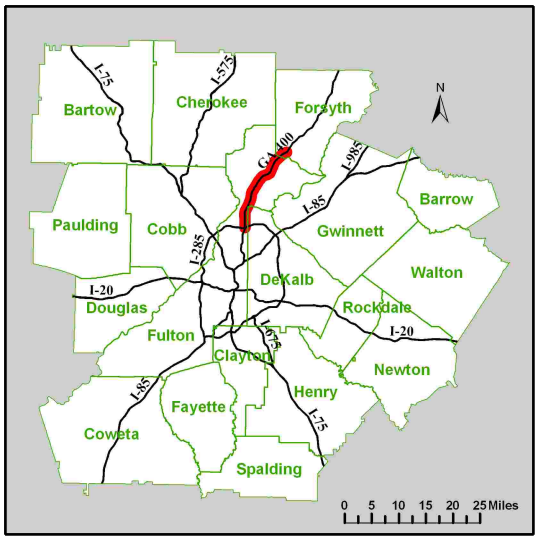
AR-H-400

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 400 MANAGED LANES FROM I-285 TO MCFARLAND ROAD IN FORSYTH COUNTY
GDOT Project No.	0001757
Federal ID No.	MSL-0001-00(757)
Status	Long Range
Detailed Description and Justification	Addition of two managed lanes in both directions for 8.1 miles between I-285 North and McFarland Road. Dedicated ramps serving these lanes will be provided but locations have not been determined at this time. It is anticipated that all future managed lanes constructed in the Atlanta region will be barrier separated, but engineering and design will determine the most appropriate configuration. Operating characteristics such as occupany restrictions and tolling levels will also be established during concept development in accordance with regional and state managed lane policies.
Service Type	Managed Lanes - Auto / Bus
Sponsor	GDOT
Jurisdiction	Multi-County
Existing Thru Lane	0 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	16.9 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2020
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	National Highway System	2005	$0,000	$0,000	$0,000	$0,000	$0,000
PE	Interstate Maintenance	2009	$11,619,000	$10,457,100	$1,161,900	$0,000	$0,000
PE	SAFETEA-LU Earmark	2009	$1,000,000	$800,000	$200,000	$0,000	$0,000
ROW	Toll Revenue Bonds	LR 2014-2020	$60,000,000	$0,000	$0,000	$60,000,000	$0,000
CST	Toll Revenue Bonds	LR 2014-2020	$205,000,000	$0,000	$0,000	$205,000,000	$0,000
				$11,257,100	$1,361,900	$265,000,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

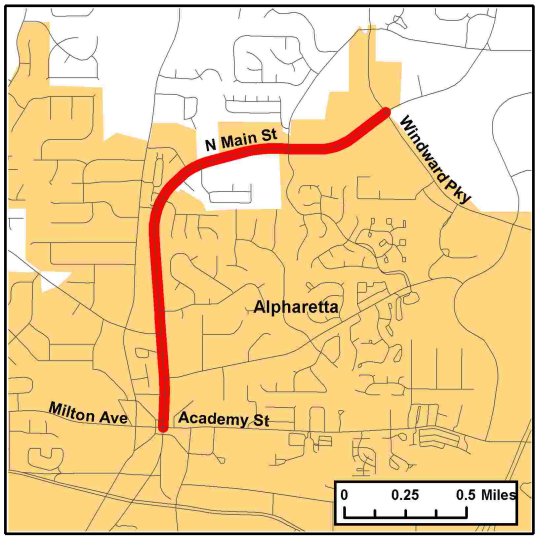
Report Generated: 12/18/2008

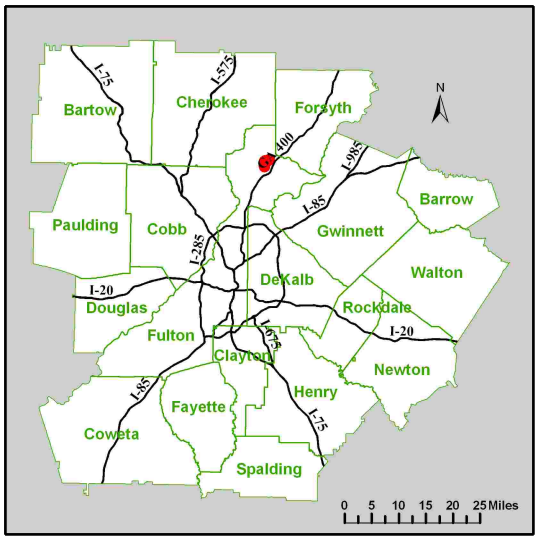
FN-067A

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) FROM ACADEMY STREET TO WINDWARD PARKWAY
GDOT Project No.	721780-
Federal ID No.	STP-114-1(84)
Status	Long Range
Detailed Description and Justification	FN-067A is a roadway capacity project on SR 9/North Main Street/Cumming Highway from Academy Street to Windward Parkway. The roadway will be widened from 2 to 4 lanes along this 1.97 mile stretch.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	2.0 miles (not applicable for all project types)
Network Year	2030 (required if modeled for conformity)
Completion Date	2030
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	2007	$0,000	$0,000	$0,000	$0,000	$0,000
PE	STP - Statewide Flexible (GDOT)	AUTH	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	General Federal Aid - 2014-2030	LR 2021-2030	$5,622,000	$4,497,600	$1,124,400	$0,000	$0,000
CST	General Federal Aid - 2014-2030	LR 2021-2030	$10,401,600	$8,321,280	$2,080,320	$0,000	$0,000
				$12,818,880	$3,204,720	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

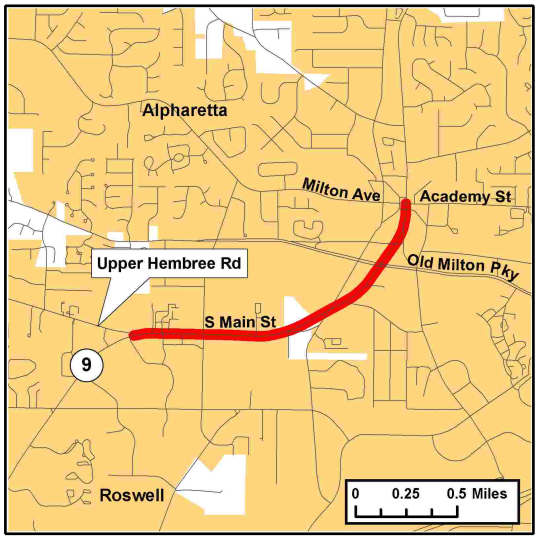
Report Generated: 12/18/2008

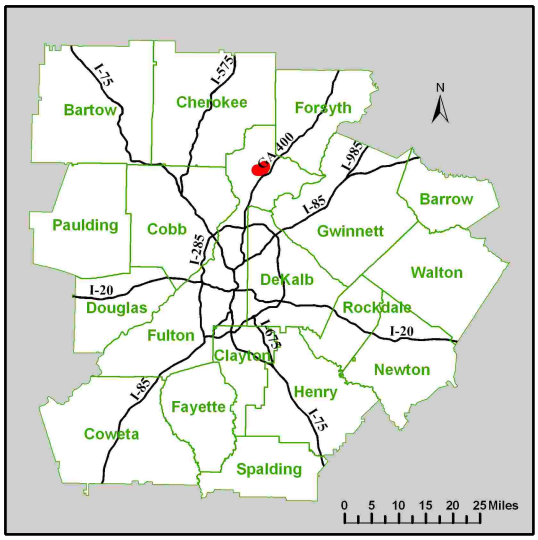
FN-067B

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 9 (SOUTH MAIN STREET) FROM UPPER HEMBREE ROAD TO ACADEMY STREET
GDOT Project No.	721790-
Federal ID No.	STP-114-1(85)
Status	Long Range
Detailed Description and Justification	This project is the widening of SR 9/South Main Street from Upper Hembree Road to Academy Street. The project will be 1.7 miles in length.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	1.7 miles (not applicable for all project types)
Network Year	2030 (required if modeled for conformity)
Completion Date	2030
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	2007	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	General Federal Aid - 2014-2030	LR 2021-2030	$3,342,000	$2,673,600	$668,400	$0,000	$0,000
CST	General Federal Aid - 2014-2030	LR 2021-2030	$8,976,000	$7,180,800	$1,795,200	$0,000	$0,000
				$9,854,400	$2,463,600	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

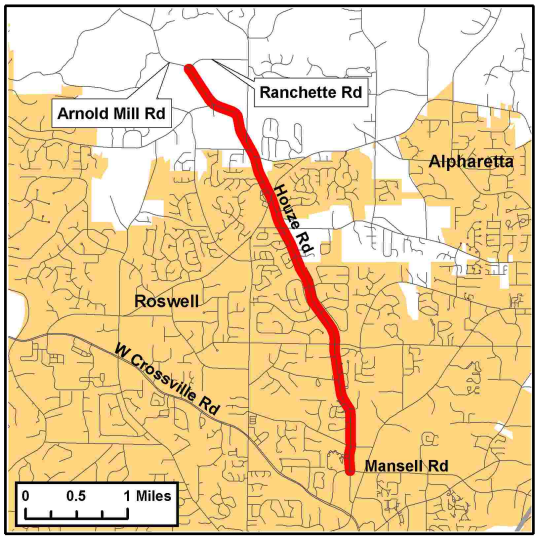
Report Generated: 12/18/2008

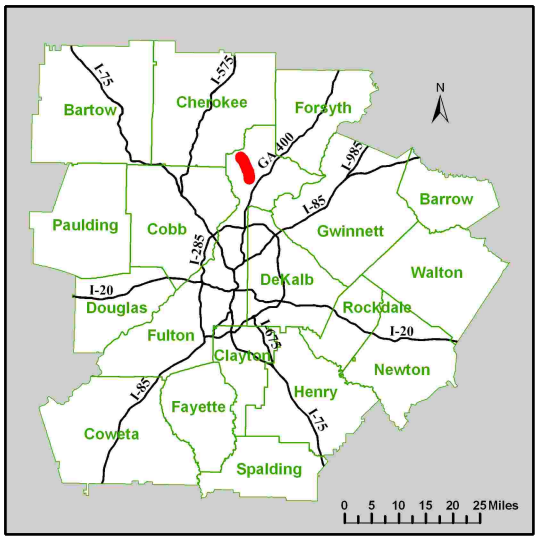
FN-126

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 140 (HOUZE ROAD / ARNOLD MILL ROAD) FROM MANSELL ROAD TO RANCHETTE ROAD
GDOT Project No.	721300-
Federal ID No.	STP-187-1(14)
Status	Long Range
Detailed Description and Justification	FN 126 includes the widening of SR 140 from Mansell Road to Ranchette Road. The existing traffic conditions along this corridor cause this road to operate beyond its design capacity. The widening of this road from 2 to 4 lanes will help relieve congestion along this corridor.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	4.4 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2020
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	AUTH	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	General Federal Aid - 2014-2030	LR 2014-2020	$24,780,000	$19,824,000	$4,956,000	$0,000	$0,000
CST	General Federal Aid - 2014-2030	LR 2014-2020	$42,012,000	$33,609,600	$8,402,400	$0,000	$0,000
				$53,433,600	$13,358,400	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

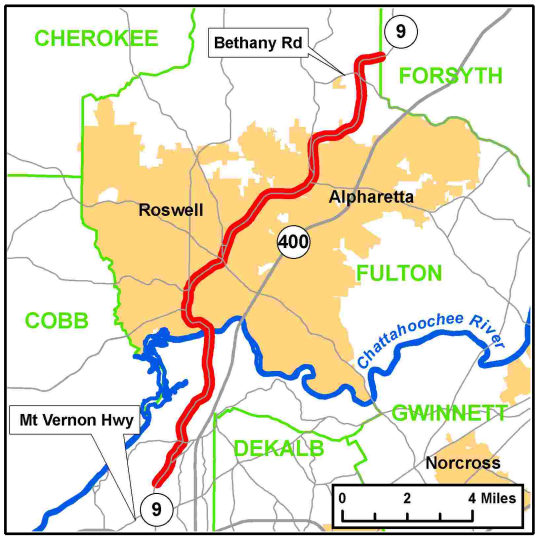
Report Generated: 12/18/2008

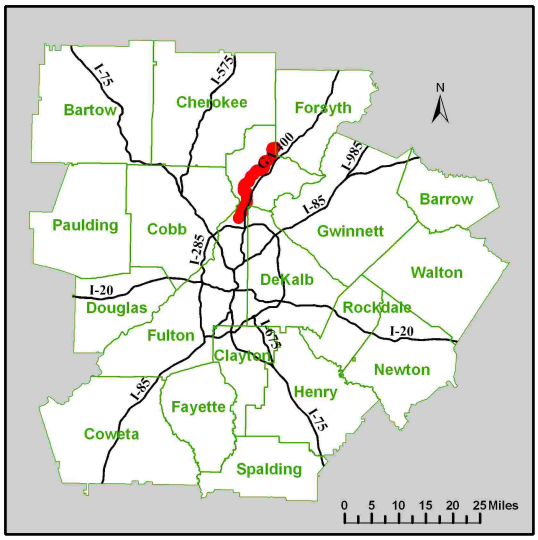
FN-199

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 9 ATMS FROM ABERNATHY ROAD TO FORSYTH COUNTY LINE
GDOT Project No.	0006727
Federal ID No.	CSSTP-0006-00(727)
Status	Programmed
Detailed Description and Justification	FN-199 is ATMS project on SR 9 from Abernathy Road to the Forsyth County Line. The proposed scope of work includes installing fiber optic interconnect and upgrades to the traffic signal system along SR 9 from Abernathy Road to Forsyth County line through parts of unincorporated Fulton County, the City of Roswell and the City of Alpharetta. These signals would be connected to the Fulton County Traffic Control Center. Design and matching funding are to be provided jointly by the 3 jurisdictions.
Service Type	ITS-Smart Corridor
Sponsor	City of Sandy Springs
Jurisdiction	Fulton (North)
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	17.8 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2011
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2007	$0,000	$0,000	$0,000	$0,000	$0,000
CST	Congestion Mitigation and Air Quality	2010	$5,142,648	$2,800,000	$0,000	$0,000	$2,342,648
				$2,800,000	$0,000	$0,000	$2,342,648

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

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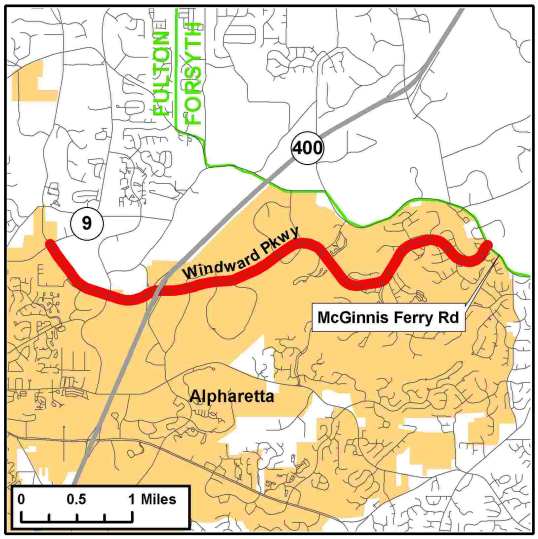
Report Generated: 12/18/2008

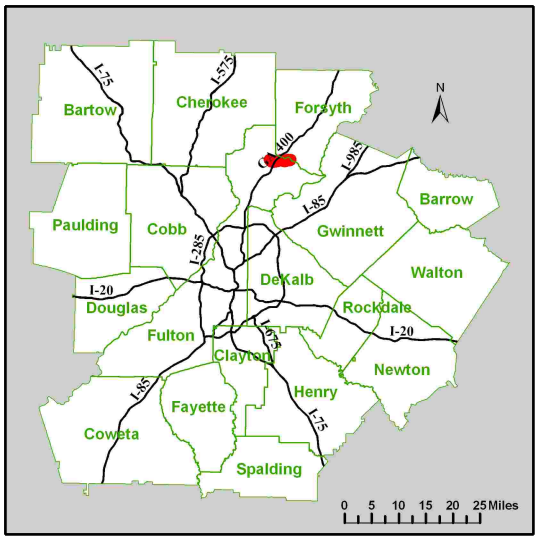
FN-201

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	WINDWARD PARKWAY TRAFFIC SIGNAL INTERCONNECTIONS FROM SR 9 (ALPHARETTA ROAD) TO MCGINNIS FERRY ROAD
GDOT Project No.	0006818
Federal ID No.	CSCMQ-0006-00(818)
Status	Programmed
Detailed Description and Justification	FN-201 is an ATMS project on Windward Parkway from SR 9/Alpharetta Road to McGinnis Ferry Road.
Service Type	ITS-Other
Sponsor	City of Alpharetta
Jurisdiction	Fulton (North)
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	4.8 miles (not applicable for all project types)
Network Year	2010 (required if modeled for conformity)
Completion Date	2010
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2007	$0,000	$0,000	$0,000	$0,000	$0,000
CST	Congestion Mitigation and Air Quality	2009	$1,150,000	$920,000	$0,000	$0,000	$230,000
				$920,000	$0,000	$0,000	$230,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

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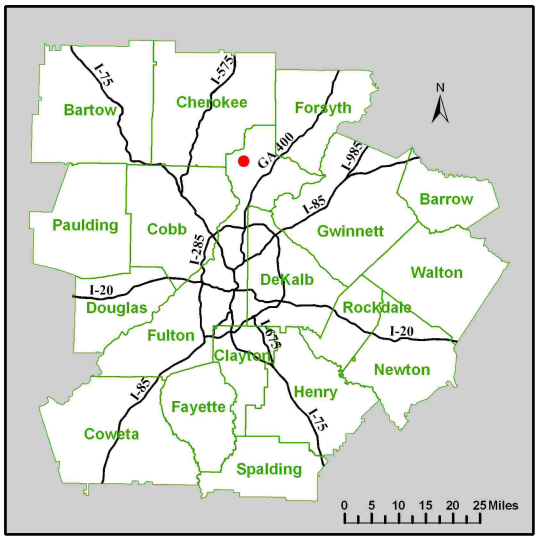
Report Generated: 12/18/2008

FN-206

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 140 (ARNOLD MILL ROAD) AT NEW PROVIDENCE ROAD
GDOT Project No.	0000533
Federal ID No.	HPP-0000-00(533)
Status	Programmed
Detailed Description and Justification	The construction proposes to add a left turn lane on southbound Arnold Mill Road, a right turn lane on northbound Arnold Mill Road, and the separation of left turn and right turn movements on westbound New Providence Road. The existing intersection skew will be improved to 90 degress and the intersection will be shifted 140' west. Cagle Road intersects Arnold Mill Road 300' south of Providence Road. A right turn lane will be installed at Cagle Road. Further improvements will add curb and gutter, sidewalks, and pedestrian crossings.
Service Type	Roadway Operational Upgrades
Sponsor	City of Milton
Jurisdiction	Fulton (North)
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	N/A miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2013
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	High Priority Projects from TEA-21	2009	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	High Priority Projects from TEA-21	2011	$1,089,000	$871,200	$217,800	$0,000	$0,000
CST	High Priority Projects from TEA-21	2012	$1,571,000	$1,256,800	$0,000	$0,000	$314,200
				$2,128,000	$217,800	$0,000	$314,200

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

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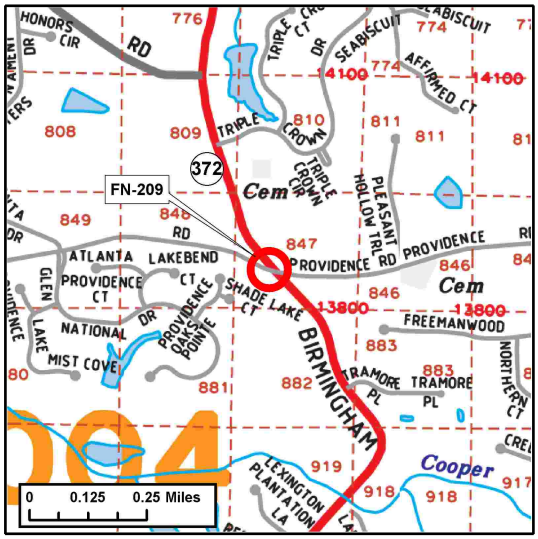
Report Generated: 12/18/2008

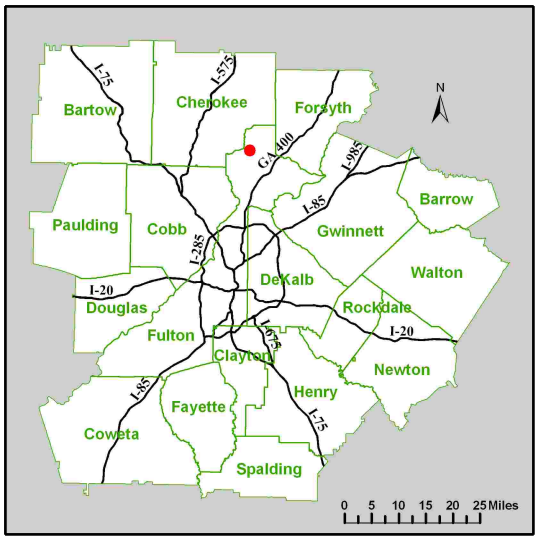
FN-209

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 372 (BIRMINGHAM HIGHWAY) AT PROVIDENCE ROAD / NEW PROVIDENCE ROAD
GDOT Project No.	0005448
Federal ID No.	HPP-0005-00(448)
Status	Programmed
Detailed Description and Justification	This project is an intersection improvement on SR 372 at Providence/New Providence Road. The current intersection is non-signalized and the lack of turning lanes and increased traffic volumes contribue to congestions along the corridor. The project consists of realigning the intersection, improving the sign distance along SR 372. It will also signalize the intersection with dedicated turning for each leg. Further improvements include curb and gutter, sidewalks, and pedestrian crossings.
Service Type	Roadway Operational Upgrades
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	0.4 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2013
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	High Priority Projects from TEA-21	2009	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	High Priority Projects from TEA-21	2009	$1,648,000	$1,318,400	$0,000	$0,000	$329,600
CST	High Priority Projects from TEA-21	2012	$3,530,000	$2,824,000	$0,000	$0,000	$706,000
				$4,142,400	$0,000	$0,000	$1,035,600

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

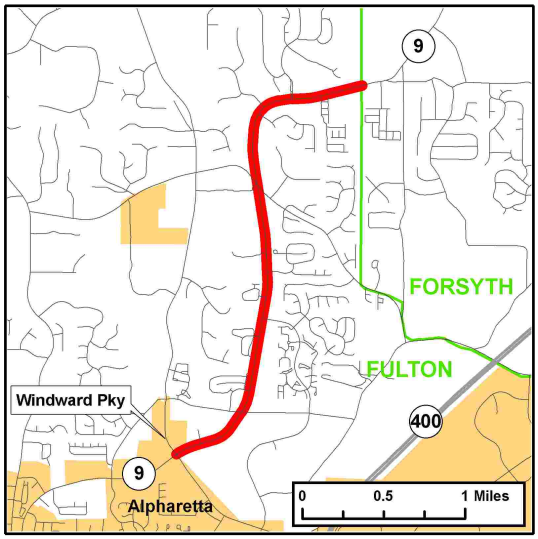
Report Generated: 12/18/2008

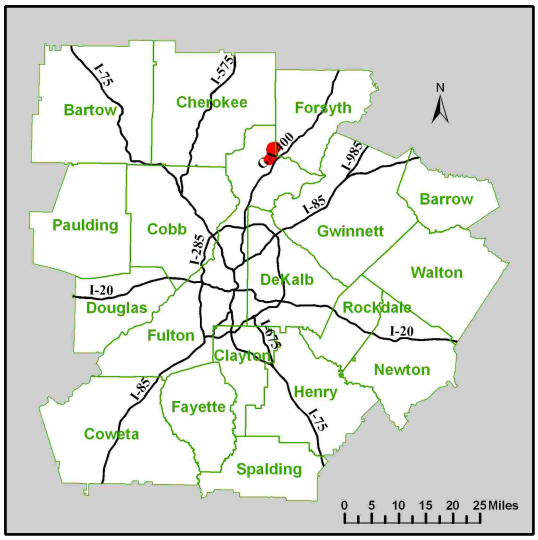
FN-222

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 9 (CUMMING HIGHWAY) FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE
GDOT Project No.	0007838
Federal ID No.	CSSTP-0007-00(838)
Status	Long Range
Detailed Description and Justification	This project involves adding one general purpose lane in each direction along SR 9 (Cumming Highway) between Windward Parkway and the Forsyth County line.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	3.0 miles (not applicable for all project types)
Network Year	2030 (required if modeled for conformity)
Completion Date	2030
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	General Federal Aid - 2014-2030	LR 2021-2030	$1,124,000	$899,200	$224,800	$0,000	$0,000
ROW	General Federal Aid - 2014-2030	LR 2021-2030	$2,156,000	$1,724,800	$431,200	$0,000	$0,000
CST	General Federal Aid - 2014-2030	LR 2021-2030	$16,051,200	$12,840,960	$3,210,240	$0,000	$0,000
				$15,464,960	$3,866,240	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

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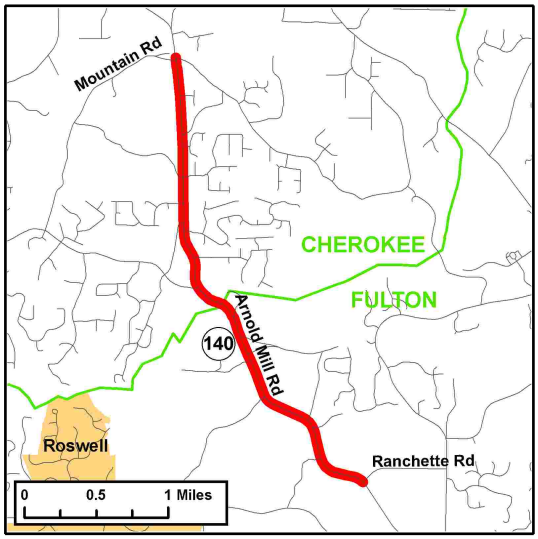
Report Generated: 12/18/2008

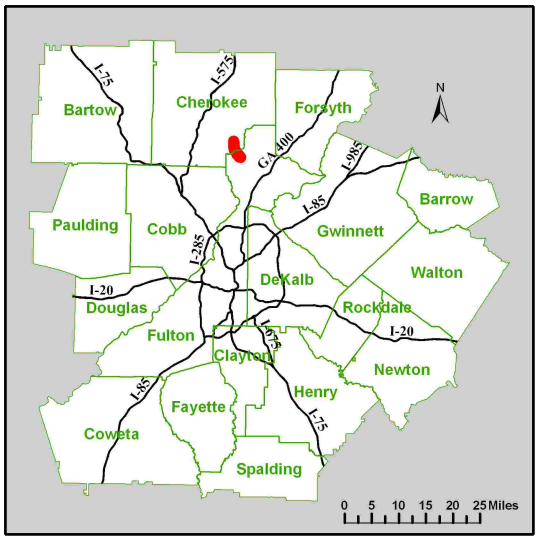
FN-232A

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 140 (ARNOLD MILL ROAD) FROM MOUNTAIN ROAD IN CHEROKEE COUNTY TO RANCHETTE ROAD IN FULTON COUNTY
GDOT Project No.	721305-
Federal ID No.	STP-187-1(15)
Status	Long Range
Detailed Description and Justification	FN 232A includes the widening of SR 140 from Ranchette Road to Mountain Road (in Cherokee County). The widening of this road from 2 to 4 lanes will reduce congestion by providing lanes that are consistent with other improvements on SR 140. See also FN-232B.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	3.5 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2020
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	General Federal Aid - 2014-2030	AUTH	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	General Federal Aid - 2014-2030	LR 2014-2020	$8,886,000	$7,108,800	$1,777,200	$0,000	$0,000
CST	General Federal Aid - 2014-2030	LR 2014-2020	$30,459,000	$24,367,200	$6,091,800	$0,000	$0,000
				$31,476,000	$7,869,000	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

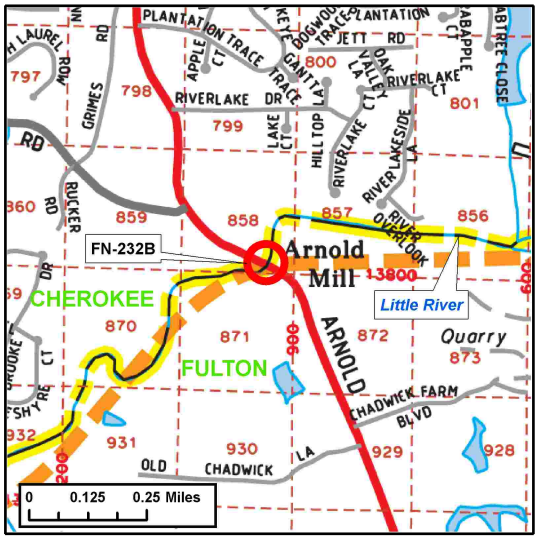
Report Generated: 12/18/2008

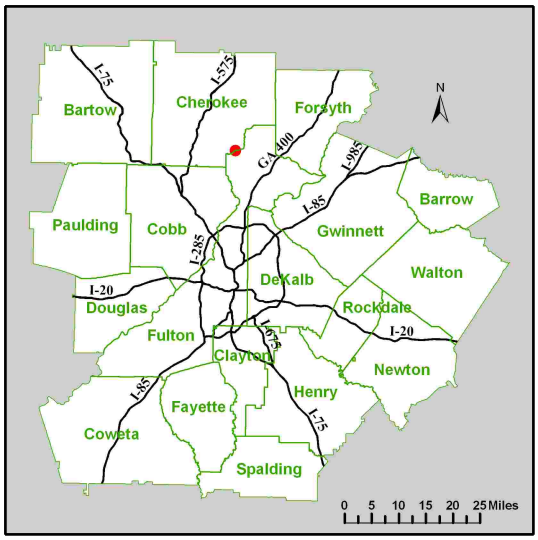
FN-232B

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 140 (ARNOLD MILL ROAD) AT LITTLE RIVER AT FULTON / CHEROKEE COUNTY LINE
GDOT Project No.	721308-
Federal ID No.	BRF-187-1(16)
Status	Programmed
Detailed Description and Justification	FN 232B includes the reconstruction of the bridge on SR 140 over Little River. This is an upgrade to the bridge, but will not add capacity. See also FN-232A.
Service Type	Bridge Upgrade
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	2 (applicable for road projects only)
Corridor Length	0.4 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2011
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Bridge (On-System)	AUTH	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	Bridge (On-System)	2009	$528,253	$422,602	$105,651	$0,000	$0,000
CST	Bridge (On-System)	2010	$2,740,000	$2,192,000	$548,000	$0,000	$0,000
				$2,614,602	$653,651	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

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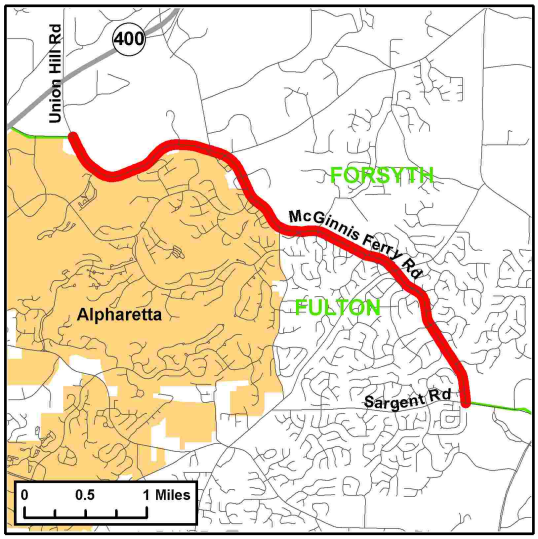
Report Generated: 12/18/2008

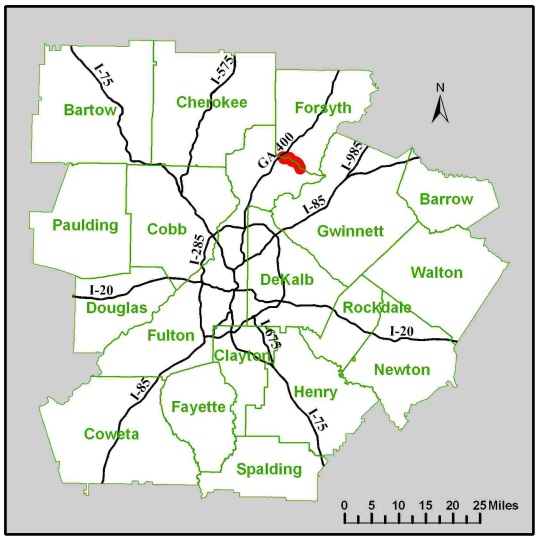
FN-233A

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	McGINNIS FERRY ROAD: SEGMENT 1 FROM UNION HILL ROAD TO SARGENT ROAD
GDOT Project No.	0004634
Federal ID No.	STP-0004-00(634)
Status	Programmed
Detailed Description and Justification	This project includes the widening of McGinnis Ferry Road from Union Hill Road to Sargent Road from 2 to 4 lanes. The project will improve congestion along this corridor. See also FN-233C.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	4.6 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2020
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2009	$2,500,000	$0,000	$0,000	$0,000	$2,500,000
ROW	Local Jurisdiction/Municipality Funds	2010	$5,000,000	$0,000	$0,000	$0,000	$5,000,000
CST	General Federal Aid - 2014-2030	LR 2014-2020	$41,184,000	$32,947,200	$8,236,800	$0,000	$0,000
				$32,947,200	$8,236,800	$0,000	$7,500,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

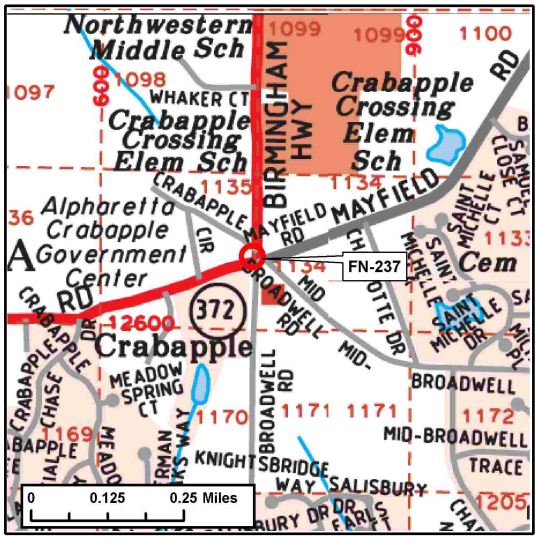
Report Generated: 12/18/2008

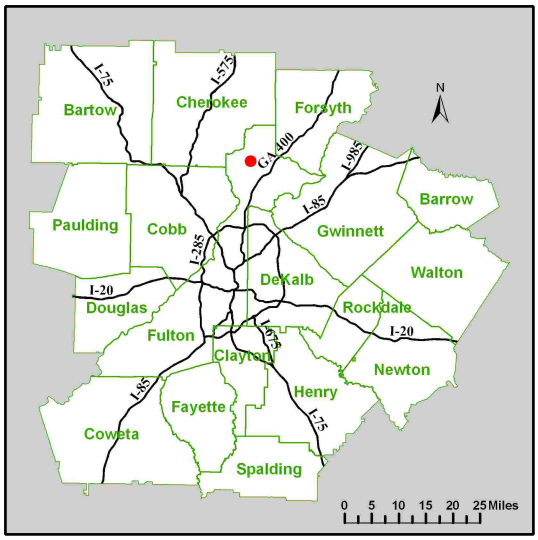
FN-237

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	MAYFIELD ROAD AT MID-BROADWELL ROAD
GDOT Project No.	0007313
Federal ID No.	CSHPP-0007-00(313)
Status	Programmed
Detailed Description and Justification	This project consists realignment Mid-Broadwell Road at Mayfield Road. The typical section will include curb and gutter, and sidewalks. Drainage improvements will also be made.
Service Type	Roadway Operational Upgrades
Sponsor	City of Milton
Jurisdiction	Fulton (North)
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	N/A miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2013
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	High Priority Projects from TEA-21	2009	$300,000	$240,000	$0,000	$0,000	$60,000
ROW	High Priority Projects from TEA-21	2011	$550,000	$440,000	$0,000	$0,000	$110,000
CST	High Priority Projects from TEA-21	2012	$1,350,000	$1,080,000	$0,000	$0,000	$270,000
				$1,760,000	$0,000	$0,000	$440,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

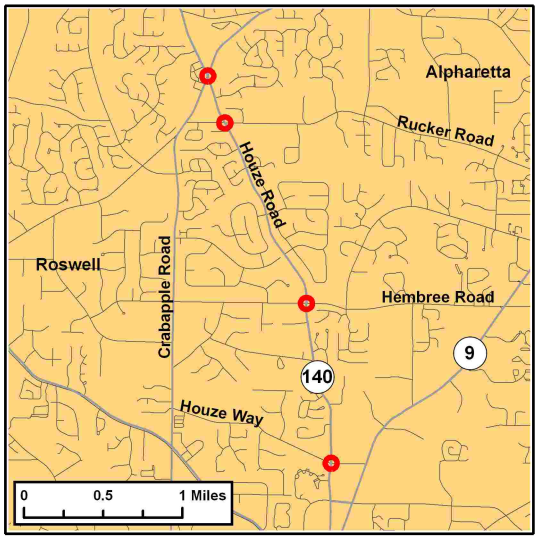
Report Generated: 12/18/2008

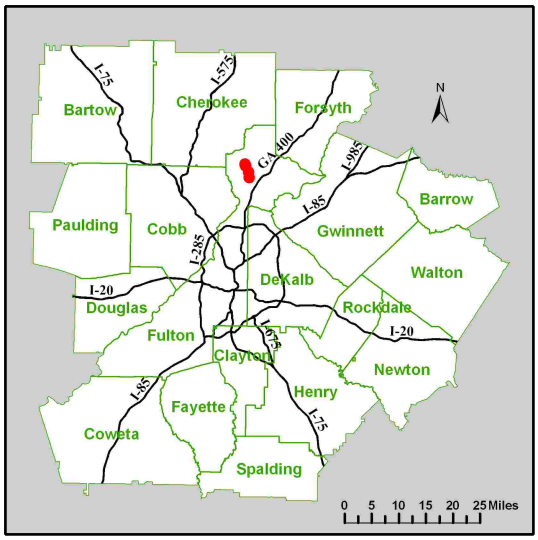
FN-242

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 140 (HOUZE ROAD) TRAFFIC SIGNAL UPGRADES AT 4 LOCATIONS
GDOT Project No.	0008580
Federal ID No.	
Status	Programmed
Detailed Description and Justification	This project provides for traffic signal upgrades on SR 140 (Houze Road) at Crabapple Road, Rucker Road, Hembree Road, and Houze Way.
Service Type	Roadway Operational Upgrades
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	N/A miles (not applicable for all project types)
Network Year	2010 (required if modeled for conformity)
Completion Date	2009
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
CST	GRV BONDS (GARVEE Bond Program)	2008	$0,000	$0,000	$0,000	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

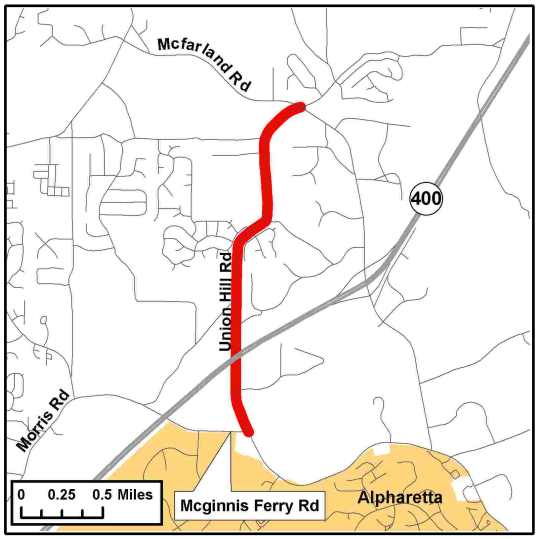
Report Generated: 12/18/2008

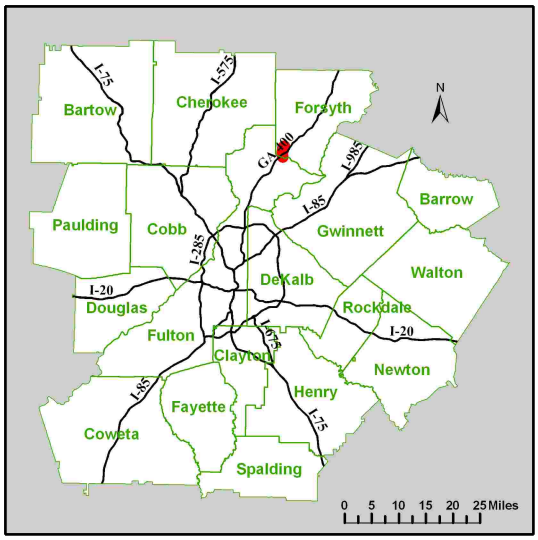
FT-063A

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	UNION HILL ROAD: SEGMENT 1 FROM MCGINNIS FERRY ROAD TO MCFARLAND ROAD
GDOT Project No.	0007097
Federal ID No.	CSSTP-0007-00(097)
Status	Programmed
Detailed Description and Justification	Widening the road from 2 to 4 lanes and adding a 20 foot raised median.
Service Type	General Purpose Roadway Capacity
Sponsor	Forsyth County
Jurisdiction	Forsyth County
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	2.2 miles (not applicable for all project types)
Network Year	2010 (required if modeled for conformity)
Completion Date	2009
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2005	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	Local Jurisdiction/Municipality Funds	2006	$0,000	$0,000	$0,000	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds	2009	$12,491,600	$0,000	$0,000	$0,000	$12,491,600
				$0,000	$0,000	$0,000	$12,491,600

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

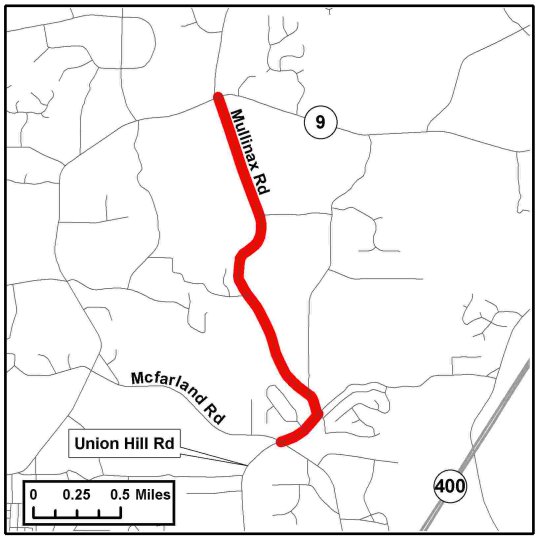
Report Generated: 12/18/2008

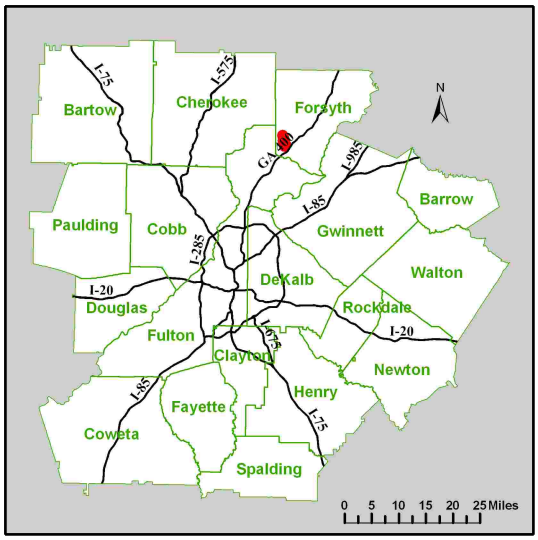
FT-063B

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	UNION HILL ROAD / MULLINAX ROAD: SEGMENT 2 FROM MCFARLAND ROAD TO SR 9 (ATLANTA HIGHWAY)
GDOT Project No.	0006917
Federal ID No.	CSSTP-0006-00(917)
Status	Programmed
Detailed Description and Justification	Road widening from 2 to 4 lanes with a 20 foot raised median. Sidewalk and multi-use trail.
Service Type	General Purpose Roadway Capacity
Sponsor	Forsyth County
Jurisdiction	Forsyth County
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	2.3 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2015
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2009	$1,175,000	$0,000	$0,000	$0,000	$1,175,000
ROW	Local Jurisdiction/Municipality Funds	2010	$4,180,857	$0,000	$0,000	$0,000	$4,180,857
CST	Local Jurisdiction/Municipality Funds	LR 2014-2020	$16,450,000	$0,000	$0,000	$0,000	$16,450,000
				$0,000	$0,000	$0,000	$21,805,857

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

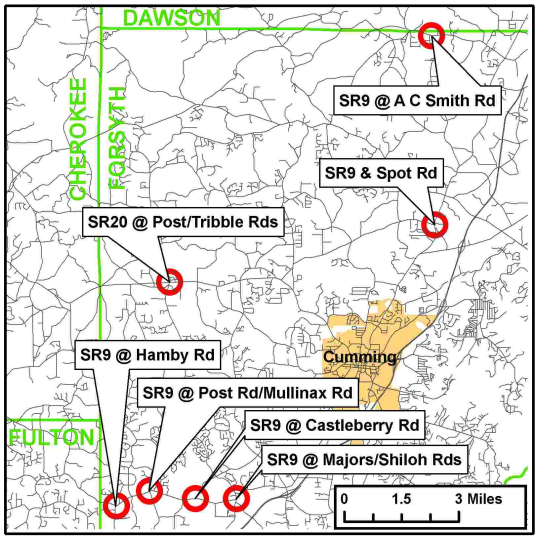
Report Generated: 12/18/2008

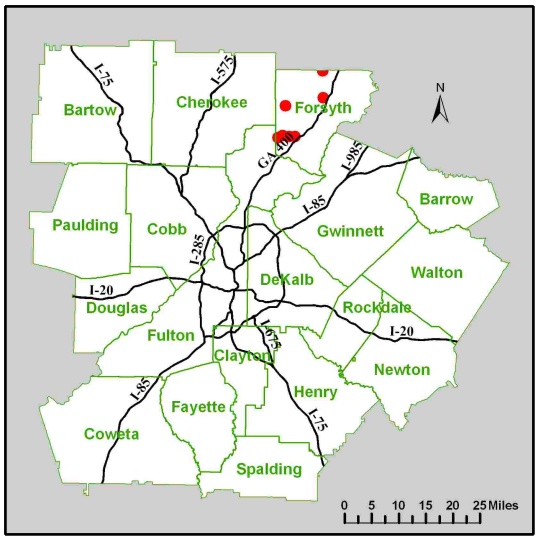
FT-307

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 9 INTERSECTIONS AT HAMBY ROAD, POST/MULLINAX ROADS, CASTLEBERRY ROAD, MAJORS/SHILOH ROADS, SPOT ROAD, AND A.C. SMITH ROAD. SR 20 INTERSECTION WITH TRIBBLE ROAD
GDOT Project No.	0000810
Federal ID No.	STP-0000-00(810)
Status	Programmed
Detailed Description and Justification	Intersection improvements include turn lanes, realignments, and some new signals along SR 9 and Hamby Road, Post Road/Mullinax Road, Castleberry Road, Majors Road/Shiloh Road, Spot Road, and A.C. Smith Road. Includes SR 20 and Post Road/Tribble Road.
Service Type	Roadway Operational Upgrades
Sponsor	Forsyth County
Jurisdiction	Forsyth County
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	N/A miles (not applicable for all project types)
Network Year	2010 (required if modeled for conformity)
Completion Date	2009
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	2000	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	STP - Statewide Flexible (GDOT)	2005	$0,000	$0,000	$0,000	$0,000	$0,000
CST	STP - Statewide Flexible (GDOT)	2008	$0,000	$0,000	$0,000	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

ARC

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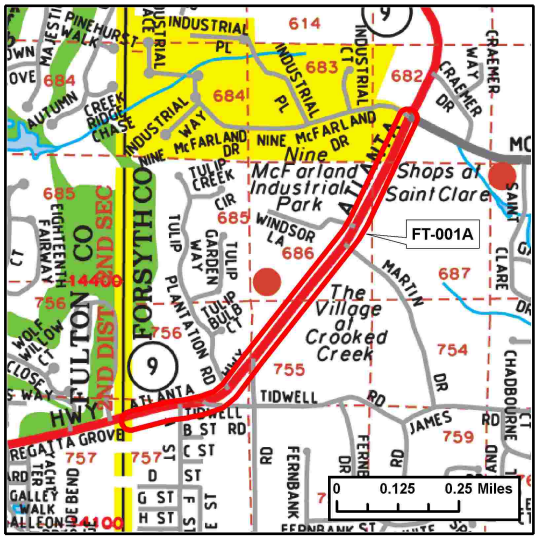
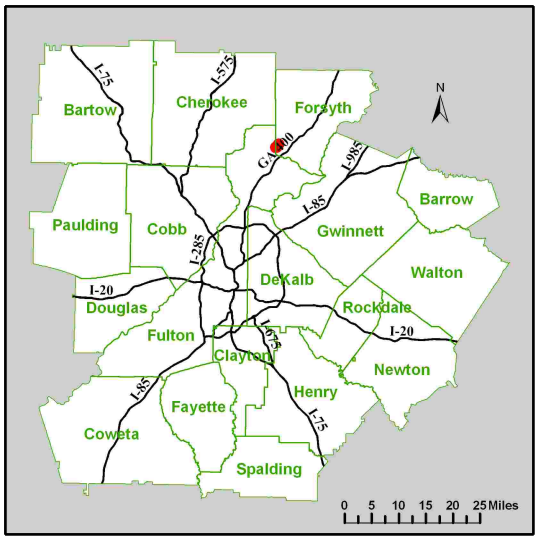
FT-001A

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 9 (ATLANTA HIGHWAY): SEGMENT 1 FROM FULTON COUNTY LINE TO MCFARLAND ROAD
GDOT Project No.	0007843
Federal ID No.	CSSTP-0007-00(843)
Status	Programmed
Detailed Description and Justification	This project involves adding one general purpose lane in each direction along SR 9 (Atlanta Highway) between the Fulton County line and McFarland Road.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Forsyth County
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	0.9 miles (not applicable for all project types)
Network Year	2030 (required if modeled for conformity)
Completion Date	2030
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	2009	$416,406	$327,525	$88,881	$0,000	$0,000
ROW	General Federal Aid - 2014-2030	LR 2021-2030	$623,000	$498,400	$124,600	$0,000	$0,000
CST	General Federal Aid - 2014-2030	LR 2021-2030	$4,699,200	$3,759,360	$939,840	$0,000	$0,000
				$4,585,285	$1,153,321	$0,000	$0,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

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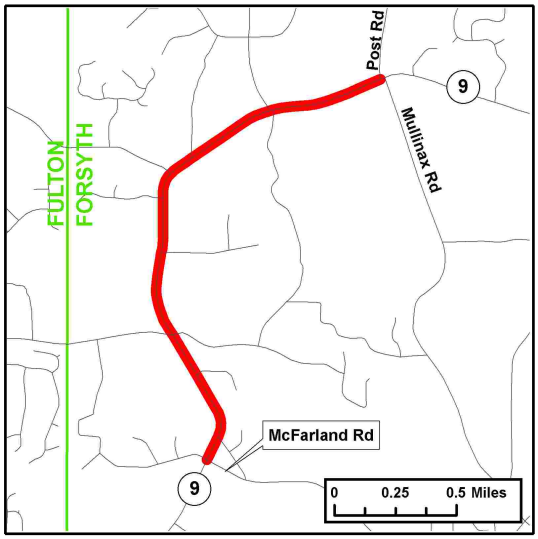
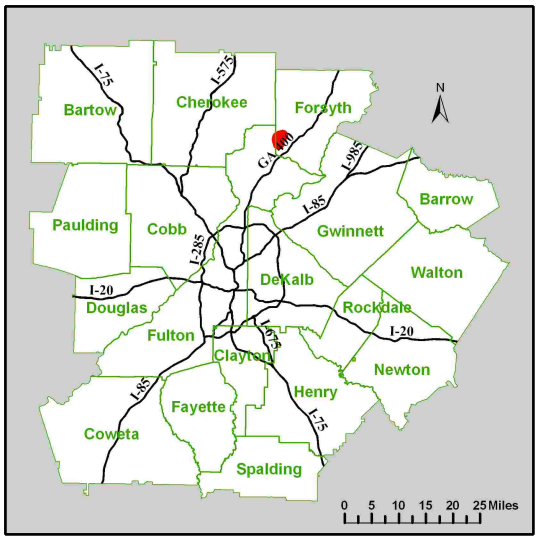
FT-001B

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	SR 9 (ATLANTA HIGHWAY): SEGMENT 2 FROM MCFARLAND ROAD TO SR 371 (POST ROAD)
GDOT Project No.	0007844
Federal ID No.	CSSTP-0007-00(844)
Status	Long Range
Detailed Description and Justification	This project involves adding one general purpose lane in each direction along SR 9 (Atlanta Highway) between McFarland Road and SR 371 (Post Road).
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Forsyth County
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	2.2 miles (not applicable for all project types)
Network Year	2030 (required if modeled for conformity)
Completion Date	2030
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	2007	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	General Federal Aid - 2014-2030	LR 2021-2030	$2,220,000	$1,776,000	$0,000	$0,000	$444,000
CST	General Federal Aid - 2014-2030	LR 2021-2030	$11,774,400	$9,419,520	$0,000	$0,000	$2,354,880
				$11,195,520	$0,000	$0,000	$2,798,880

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

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APPENDIX F

Milton Trail Development Standards Ordinance

STATE OF GEORGIA

COUNTY OF FULTON **ORDINANCE NO. 08-08-21**

AN ORDINANCE TO ADOPT THE CITY OF MILTON TRAIL DEVELOPMENT STANDARDS AS ATTACHED HERETO AND INCORPORATED HEREIN

BE IT ORDAINED by the City Council of the City of Milton, GA while in a council meeting on August 18, 2008 at 6 p.m. as follows:

SECTION 1. That the Milton Trail Development Standards attached hereto as Exhibit "A" and incorporated herein by reference are hereby adopted, being needed to promote trail construction with new development and to research grants and costs;

SECTION 2. This Ordinance is effective upon its adoption;

SECTION 3. All other ordinances in conflict are repealed.

ORDAINED this the 18th day of August, 2008

Attest:

Joe Lockwood, Mayor

Jeanette Marchiafava, City Clerk
(Seal)

EXHIBIT "A"

Milton Trail Development Standards

Public Works Department
August 18, 2008

Table of Contents

Article 1: Definitions of Terms

Building Permit: A building permit is for a principal structure not including minor repairs or additions to the principal building or structure in existence. Such determination will be made by the Director of Community Development.

Principal Structure: A structure in which the principal use or purpose on a property occurs, and to which all other structures on the property are subordinate. Principal shall be synonymous with main and primary.

Accessory Structure: A subordinate structure, customarily incidental to a primary structure or use located on the same lot.

Single Family Residential Building Permit: A single family residential building permit is for building a single family dwelling unit. The dwelling unit including accessory structures is on a separate lot of record.

Development Permit: A development permit is for alteration or development of a given tract of land or the commencement of any land disturbing activity. This permit may include Land Disturbance Permits and Minor Subdivision Plats. This excludes Right-of-Way encroachment permits. Such determination will be made by the Director of Community Development.

Development: Any man-made change to improved or unimproved real estate.

Director of Community Development: City of Milton Director of the Department of Community Development, or his or her designee

Director of Public Works: City of Milton Director of the Department of Public Works, or his or her designee

Owner: A person, other than a lienholder or security interest holder, having the property in or title to a parcel of land. The term includes a person entitled to the use and possession of a parcel of land subject to a security interest in or lien by another person or entity, but excludes a lessee under a lease not intended as security except as otherwise specifically provided in this Ordinance.

Right-of-Way: The entire width and length of a public road, street or highway, including the traveled portions, berms, shoulders and medians of a roadway not privately owned. Also, publicly dedicated portions of the Milton Trail as contemplated herein.

Roadway: That portion of a Right-of-Way improved, designed, or ordinarily used for vehicular travel, exclusive of berms, medians, and shoulders.

Sidewalk, Path, or Trail: That portion of a Right-of-Way between the curb lines and the adjacent private property lines, intended for use by pedestrians.

Article 2: Background Documents on Sidewalks, Paths, and Trails

The City of Milton has adopted documents that contain information relating to sidewalk, path, and trail requirements in the City of Milton. Where differences appear between this Ordinance and the documents listed below, this Ordinance shall take precedence.

Zoning Ordinance
Adopted on December 21, 2006

Subdivision Regulations
Adopted on December 21, 2006

Right of Way Ordinance
Adopted on June 7, 2007

Resolution accepting recommendations of Milton Trail Plan
Adopted on July 12, 2007

Article 3: Trail Development Requirements

Section 1: Creation of the Milton Trail

The "Milton Trail" (as described in the City of Milton trail plan adopted by the City Council on July 12, 2007, hereinafter the "Milton Trail Plan") shall be installed as follows:

(a) All owners, developers, or occupiers of parcels of land where a development permit or building permit, as defined in Article 1, is applied for shall be required to provide a public trail consistent with the Milton Trail Plan and this Ordinance.

(b) All owners, developers, or occupiers of parcels of land where a development permit or building permit, as defined in Article 1, is applied for shall dedicate the Right-of-Way necessary to construct the Milton Trail according to the cross sections in Article 4 Section 3 and Appendix B.

(c) All owners, developers, or occupiers of parcels of land where a development permit or building permit, as defined in Article 1, is applied for shall construct the required Milton Trail according to this Ordinance. If a special hardship exists, as determined by the Director of Community Development, the Director, in his/her sole discretion, may authorize payment to the City of Milton for the costs of such construction in lieu of the required installation of the Milton Trail in an amount determined by the Director of Public Works.

(d) In cases where a development permit or building permit, as defined in Article 1, is sought on a tract(s) of land proposed for development:

1. The plans shall indicate proposed construction of the Milton Trail along all required streets per Article 4 Section 1 and Figure A.1. The location of the Milton Trail may use alternate routes to connect adjacent destinations in coordination with the Milton Trail Plan and this Ordinance.

2. The installation and City acceptance of the Milton Trail shall be completed within six (6) months of issuance of the Land Disturbance Permit or prior to a Certificate of Occupancy being issued for the building or structure on the affected parcel, whichever comes first. The Director of Public Works has the authority to extend this time frame, but for no more than an additional six (6) months.

3. The Director of Public Works may require the owner, developer, or occupier of the parcel of land where a permit is applied for, to construct a bridge as a part of the Milton Trail.

(e) In cases where one single family residential building permit, as defined in Article 1, is sought outside of a subdivision, the construction of the Milton Trail is not required. The necessary Right-of-Way to construct the trail is required.

(f) Where trees exist or other conditions exist, the City may require the Milton Trail to meander in the Right-of-Way. Should the trail be proposed to meander out of the proposed Right-of-Way, additional Right-of-Way is required. The trail may divide at times into two (2) sections to save a tree.

(g) In cases where the Milton Trail is required, per Figure A.1 and there is not development permit adjacent to the trail, the City's goal is to provide a trail consistent with the Milton Trail Plan and this Ordinance Article 4 and Appendix B.

Section 2: Existing Sidewalks, paths, or trails

Where the Milton Trail is required, per Article 3 Section 1, and there is an existing sidewalk, path, or trail along the road or street frontage:

(a) An inspection of the sidewalk, path, or trail shall be made by the City.

(b) If the inspection shows a deficiency in an existing sidewalk, path, or trail, or that a sidewalk, path, or trail does not exist along the entire frontage of the lot at issue, the owner must construct or repair the sidewalk, path, or trail in accordance with the Milton Trail Plan and this Ordinance, including material revisions as required by the City.

Section 3: Provisions for Trail Easements

If it is not possible to dedicate the necessary Right-of-Way for the Milton Trail, as determined by the Director of Public Works, a trail easement on the form provided by the City will be required. The City prefers Right-of-Way dedication rather than easements.

Article 4: Trail Details

Section 1: Side of the Road Location

The side of the road location where the Milton Trail shall be required shall be according Figure A.1.

Section 2: Material Type

The required materials for the Milton Trail segments shall be according to Figure A.1. The materials for the Milton Trail include: Gravel, Asphalt, and Concrete.

(a) Materials shall be organic natural colors as approved by the Director of Public Works in consultation with the Milton Design Review Board.

(b) Concrete may be required to be stamped at intersections and transition segments using the Milton Horse logo and as approved by the Director of Public Works.

(c) Asphalt may be required where slopes are too steep for gravel material.

(d) Additional gravel reinforcement may be required.

(e) Trail to provide a firm and stable surface.

Section 3: Cross Section or Edge of Pavement Type

Milton Trail cross sections are based upon edge of pavement type. The cross section required for each segment of the Milton Trail shall be according to Figure A.1 except where approved by the Director of Public Works. The cross section details shall be according to the details in Appendix B except where approved by the Director of Public Works. The cross section types include:

(a) Figure B.1 Rural EOP, Gravel

(b) Figure B.2 Rural EOP, Asphalt

(c) Figure B.3 Modified Rural EOP, Gravel

(d) Figure B.4 Modified Rural EOP, Asphalt

(e) Figure B.5 Urban EOP, Concrete

(f) Figure B.6 Urban Residential EOP, Concrete

(g) Figure B.7 Urban Bike EOP, Concrete

(h) Figure B.8 Gravel Roads, Gravel

(i) Figure B.9 Off Road, Gravel

(j) Figure B.10 Off Road, Asphalt

Section 4: Fence Standards

Four board equestrian style fences shall be required along the Milton Trail according to Figure A.1. The fence shall be located outside of the Right-of-Way or Trail Easement on private property. A fence may be required between the roadway and the trail for safety of the trail users. The fence within the Right-of-Way shall be outside of the minimum clear zone distance as determined by the Director of Public Works.

Decorative fence features at intersections may be required if approved by the Director of Public Works.

Section 5: Signage Standards

Trail signs shall have a rustic appearance of earthy wood-like materials. Trail signs shall feature City's horse logo and may use hitching post beside the sign if approved by the Director of Public Works. Directional signs may be provided at major trail branch points. Trail signage may be used at the ends of all gravel roads included in the trail network.

Section 6: Gravel Roads

Milton's existing gravel roads provide an established network of bicycle, pedestrian, and equestrian trails. The gravel roads that are part of the Milton Trail according to Figure A.1 shall remain gravel surfaces and may include trail signs at each end.

Section 7: Updates

Appendix A and B may be updated if deemed necessary as determined by the Director of Public Works.

Appendix A

Milton Trail Edge of Pavement (EOP) Type and Material Type Map

City of Milton

MILTON TRAIL

Edge of Pavement (EOP) Type And Material Type

Trails

- Figure B.1 — RURAL EOP, ASPHALT
- Figure B.2 — RURAL EOP, GRAVEL
- Figure B.3 — MODIFIED RURAL EOP, ASPHALT
- Figure B.4 — MODIFIED RURAL EOP, GRAVEL
- Figures B.5 & B.6 — URBAN EOP, CONCRETE
- Figure B.7 — URBAN BIKE EOP, CONCRETE
- Figure B.8 — GRAVEL ROAD, GRAVEL
- Figure B.9 — OFF ROAD, GRAVEL
- Figure B.10 — OFF ROAD, ASPHALT
- PARKS

N W E S

0 0.3 0.6 0.9

Miles

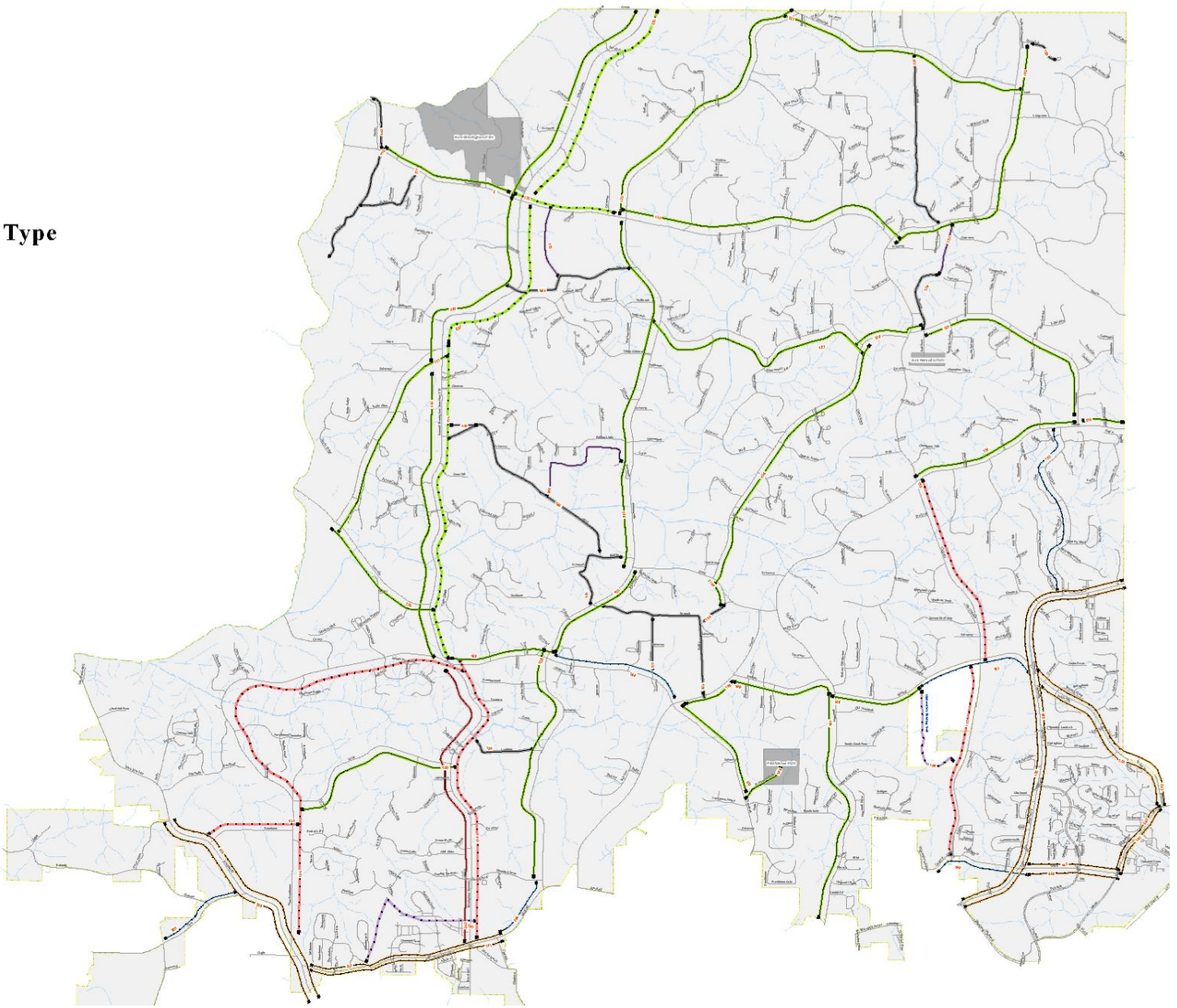


Figure A.1: Milton Trail Edge of Pavement (EOP) Type and Material Type

Appendix B

Milton Trail Cross Sections

Figure B.1 Rural EOP, Asphalt

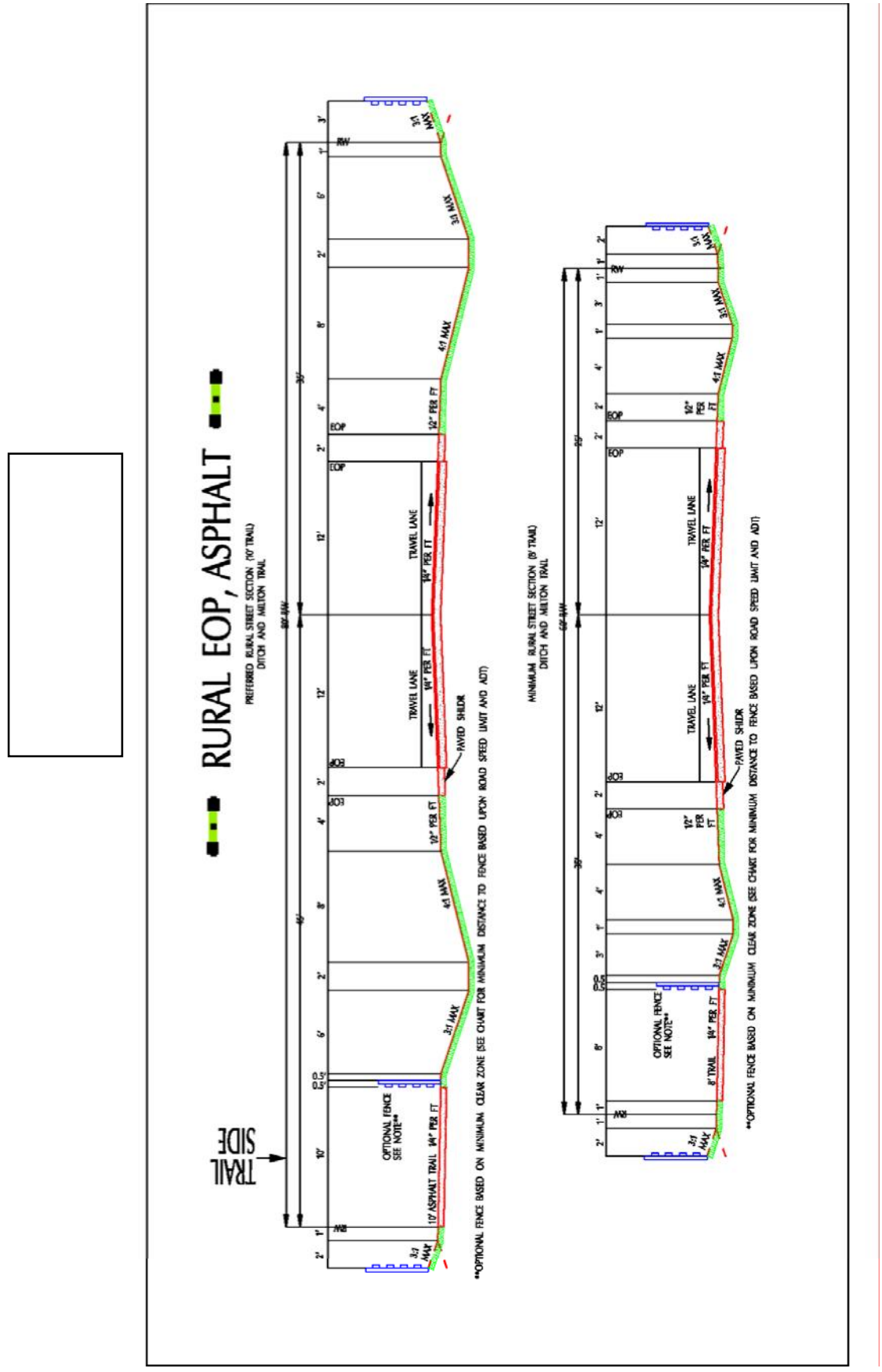


Figure B.2 Rural EOP, Gravel

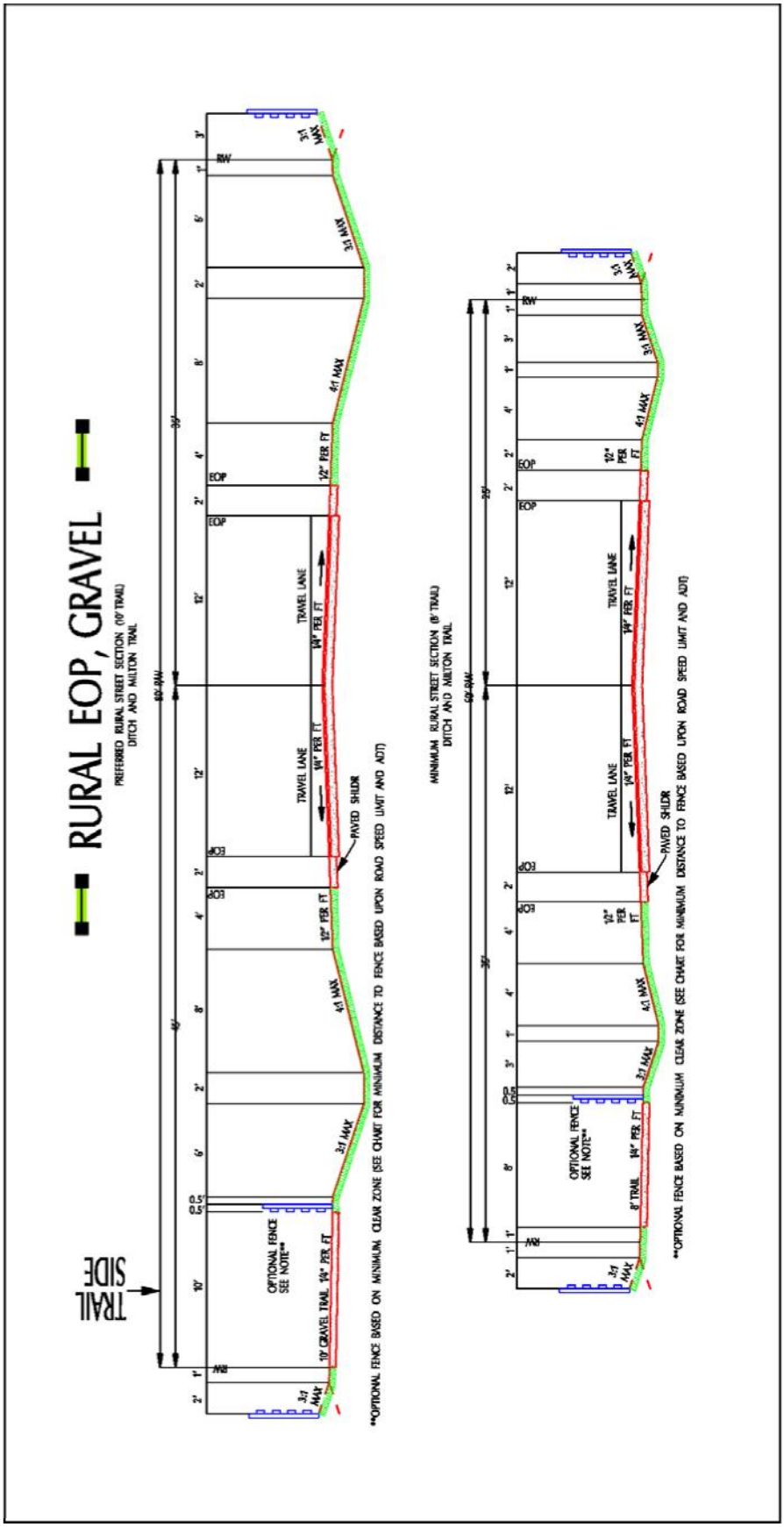


Figure B.3 Modified Rural EOP, Asphalt

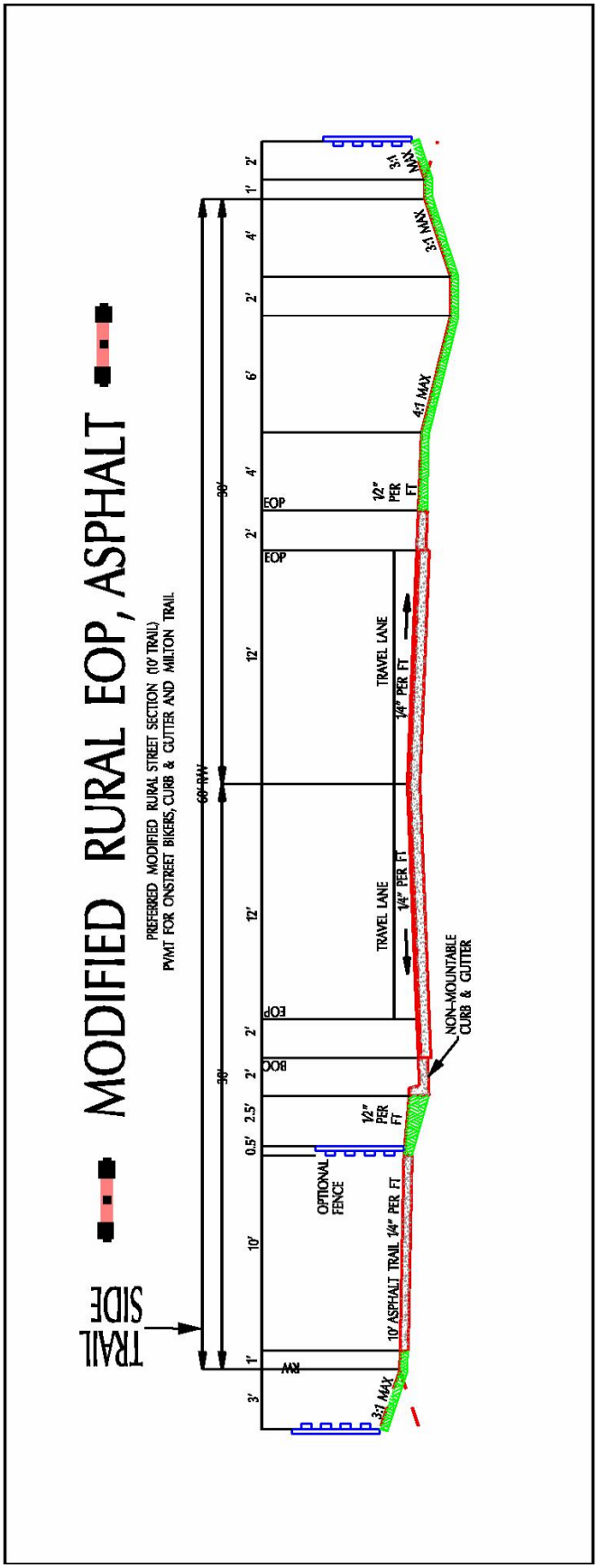


Figure B.4 Modified Rural EOP, Gravel

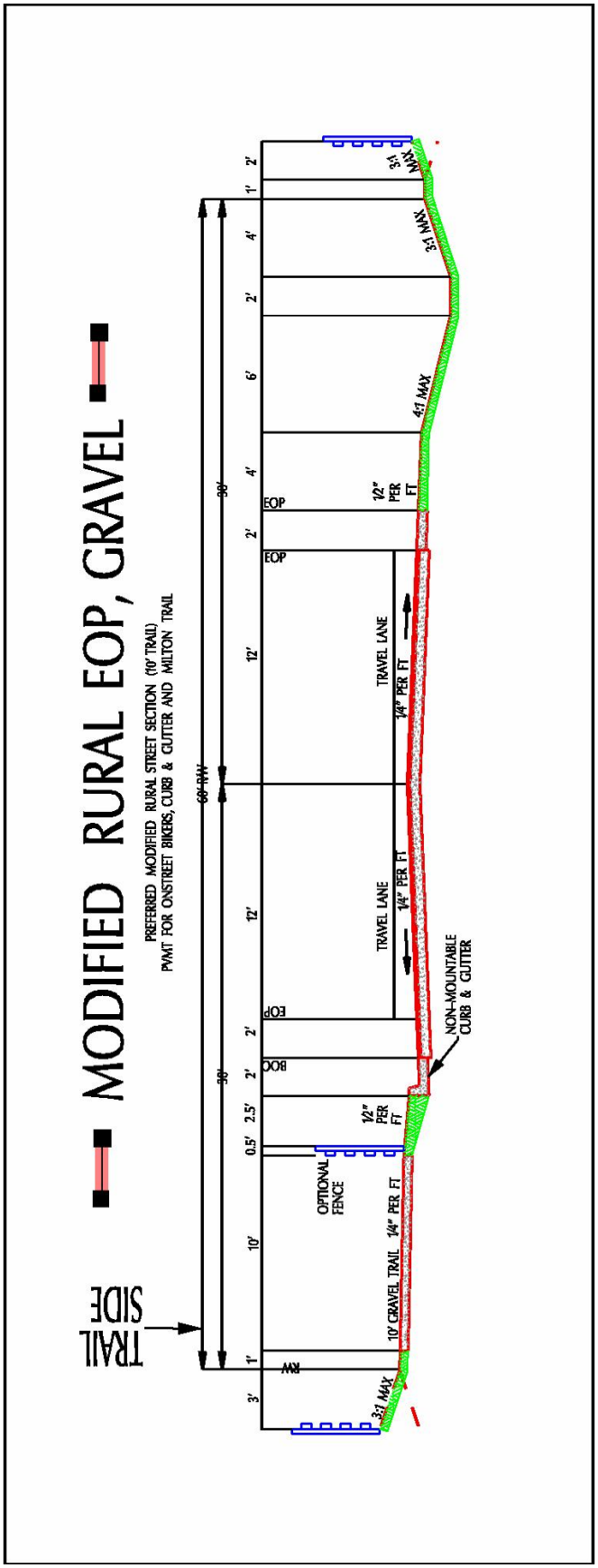


Figure B.5 Urban EOP, Concrete

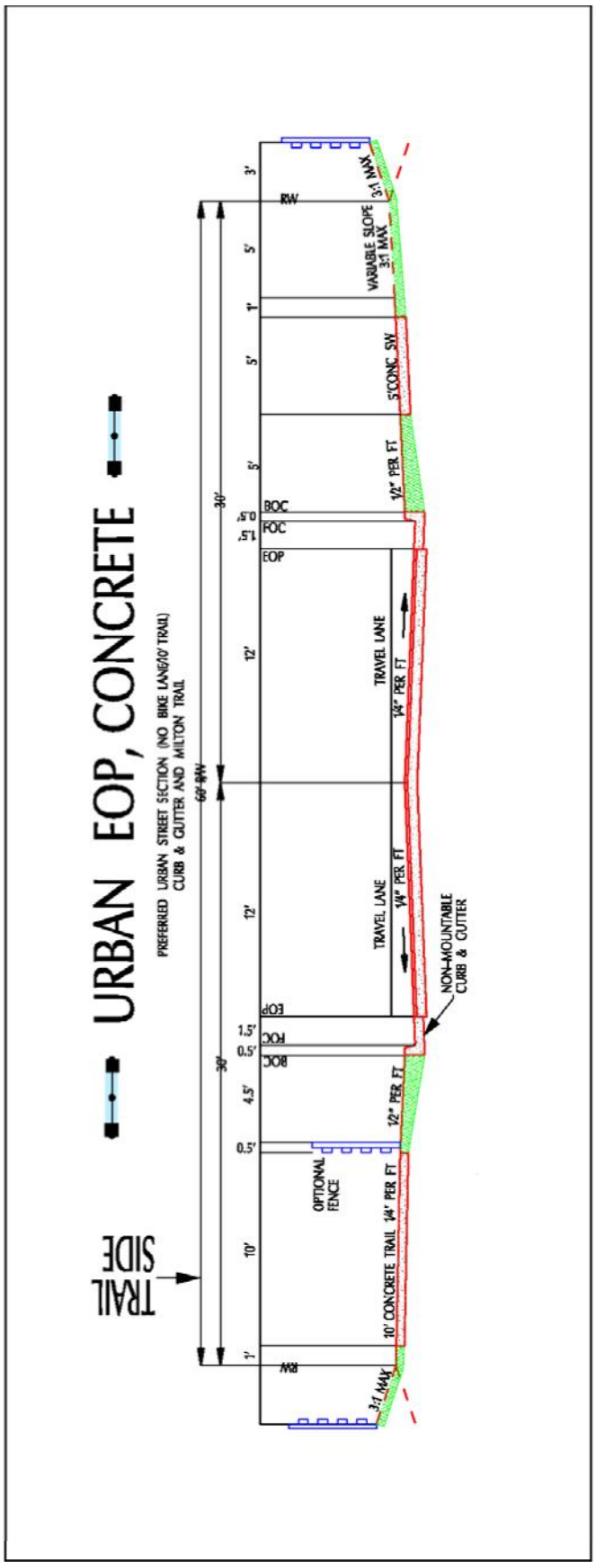


Figure B.6 Urban Residential EOP, Concrete

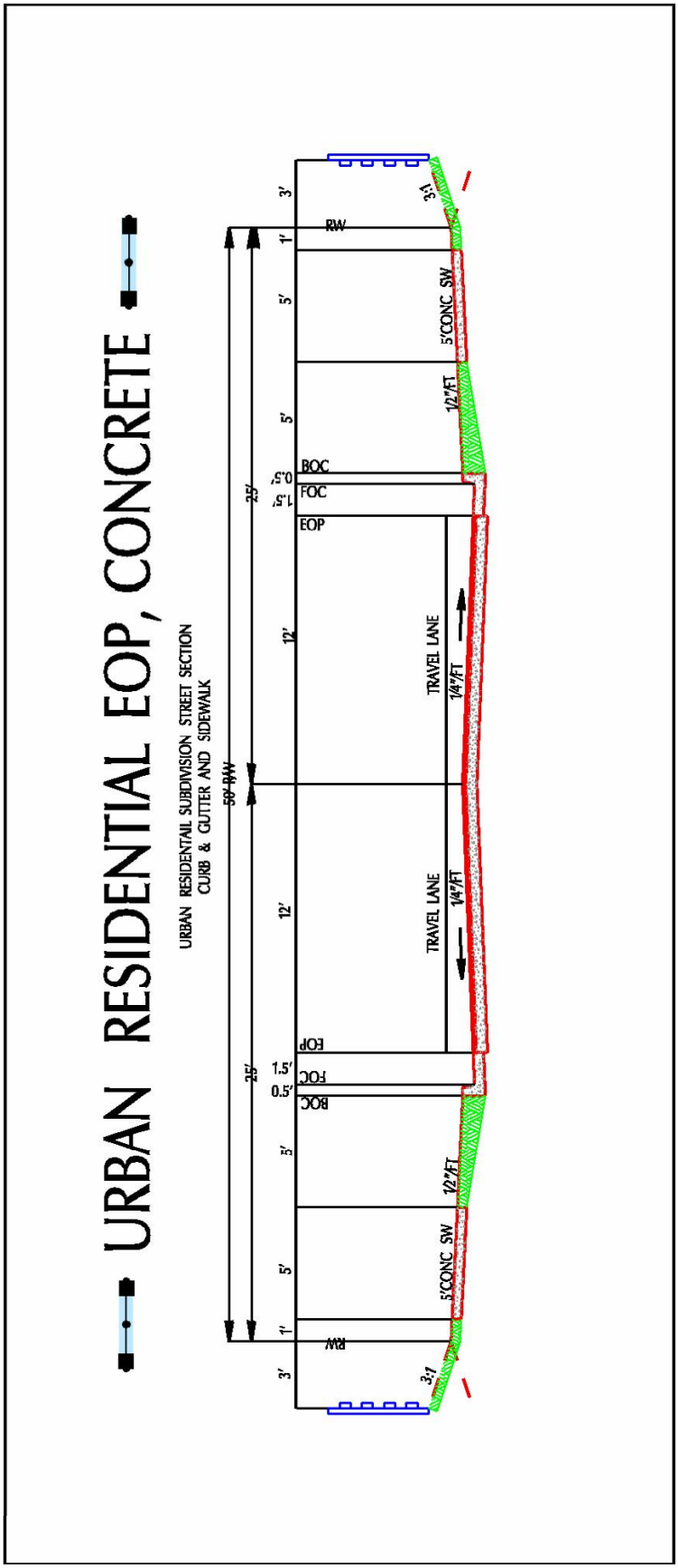


Figure B.7 Urban Bike EOP, Concrete

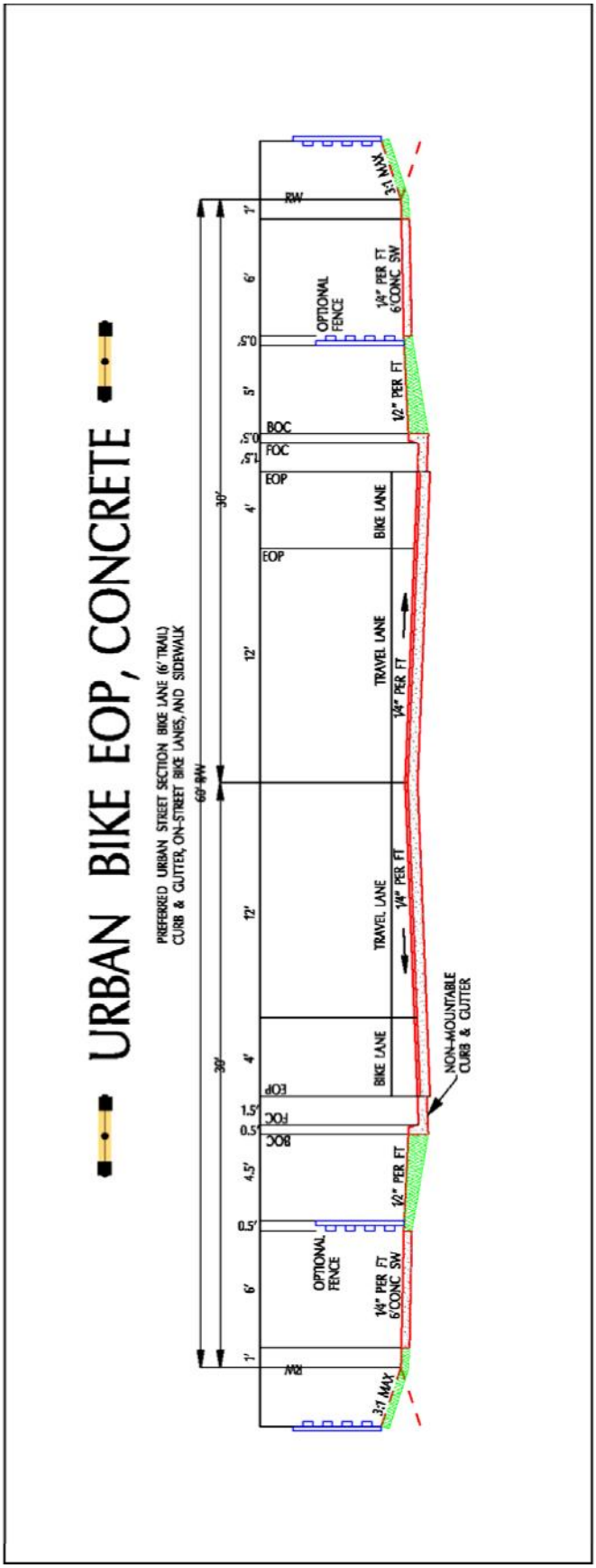


Figure B.8 Gravel Road, Gravel

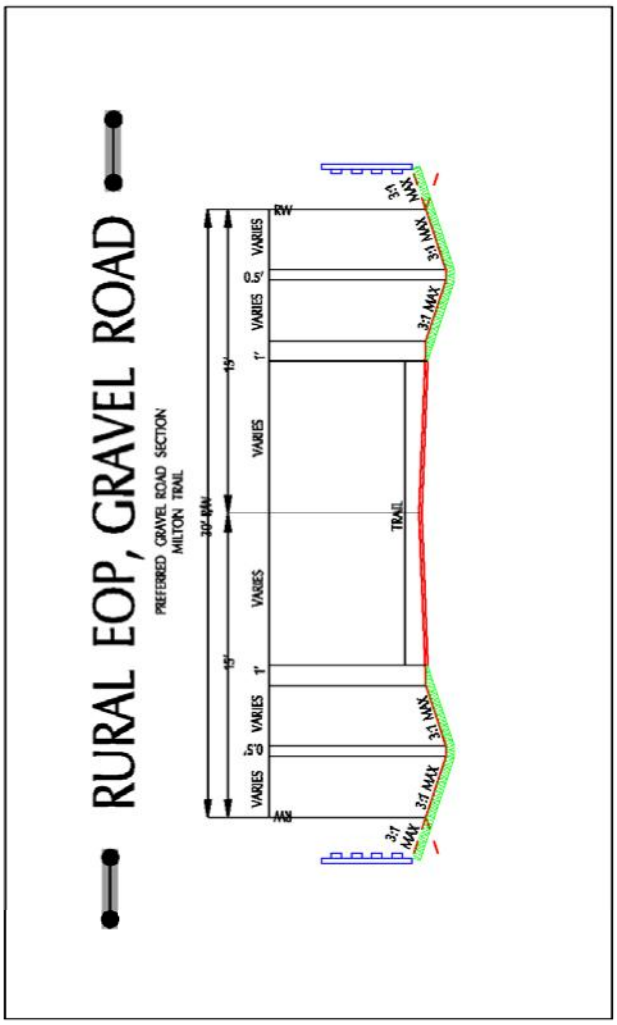


Figure B.9 Off Road, Gravel

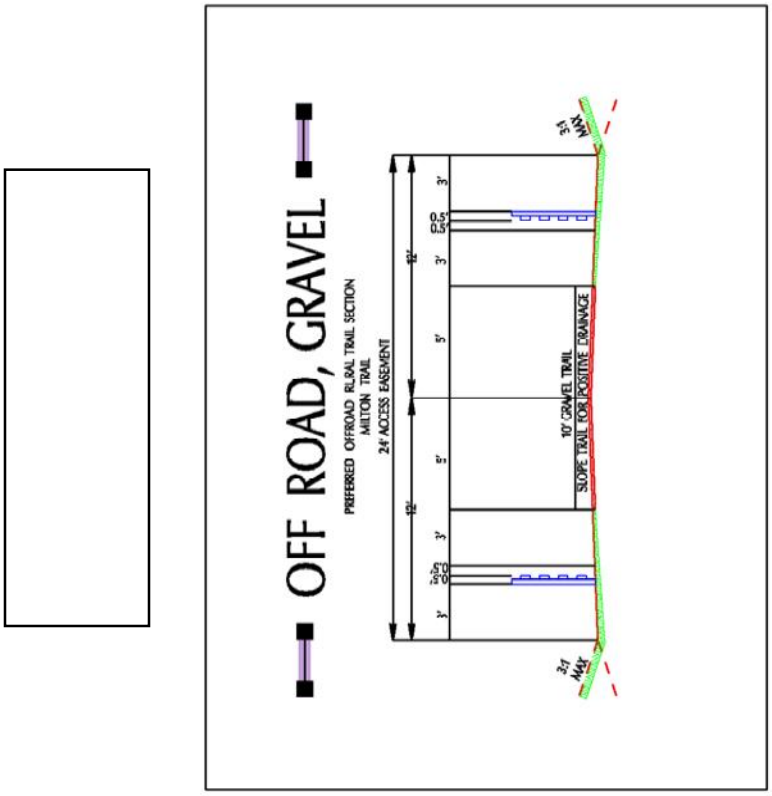
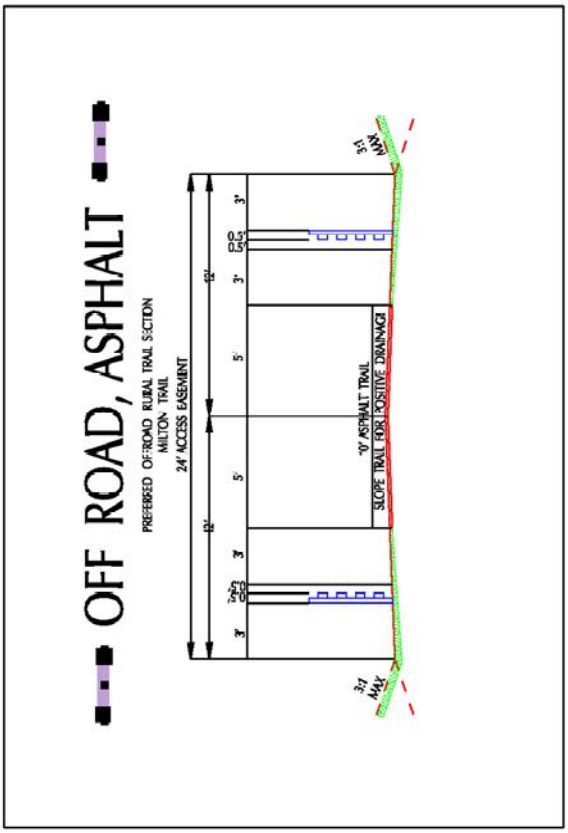


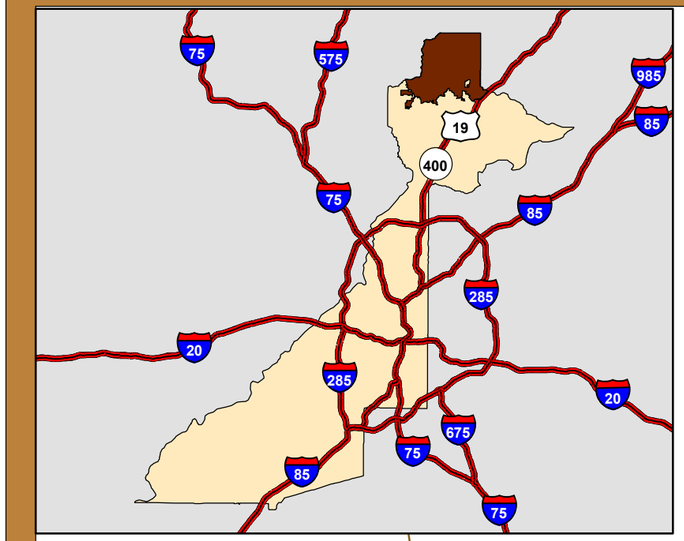
Figure B.10 Off Road, Asphalt



APPENDIX G

Maps

City of Milton Transportation Plan



CHEROKEE COUNTY

FULTON COUNTY

FORSYTH COUNTY

CHEROKEE COUNTY

Mountain Rd
Union Hill Rd
Freemanville Rd
Henderson Rd
Westbrook Rd
Hopewell Rd
Hickory Flat Rd
Birmingham Rd
Nix Rd
Hamby Rd
Dinsmore Rd
Thompson Rd
Taylor Rd
State Hwy 372
E Bluff Rd
S Thompson Rd
Francis Rd
Creek Club Dr
Wood Rd
Freemanville Rd
Batesville Rd
Redd Rd
Summit Rd
Brittle Rd
Bethany Way
Bethany Bnd
Coggburn Rd
Alpharetta Hwy
New Providence Rd
Arnold Mill Rd
Dorris Rd
Bethany Rd
Providence Rd
Hopewell Rd
McGinnis Ferry Rd
Ranchette Rd
Lackey Rd
Cox Rd
Birmingham Hwy
Mayfield Rd
Bethany Rd
Webb Rd
Morris Rd
US Hwy 19
State Hwy 140
Main St
Mayfield Rd
State Hwy 9
Deerfield Pkwy
MOUNTAIN PARK
ROSWELL
ALPHARETTA

*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 1
Location Map

Legend

- Inventoried Roads
- Major Roads
- Expressways
- City of Milton
- Other Fulton County Cities

N
W E
S

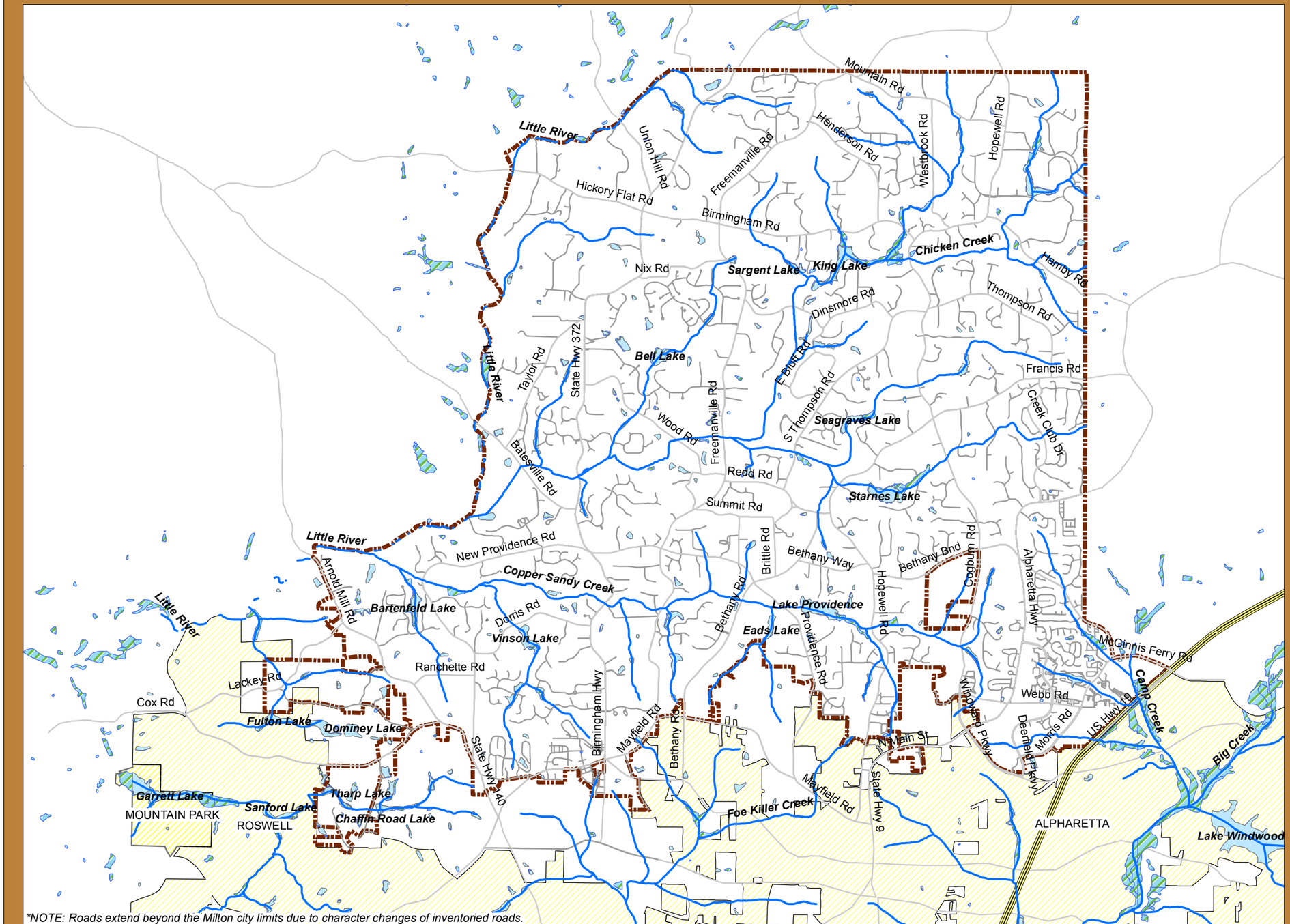
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



Map 2
Rivers, Lakes, and Wetlands

Legend

- Rivers
- Lakes
- Wetlands
- Inventoried Roadways
- Expressways
- City of Milton
- Other Streets
- Other Fulton County Cities

N
W E
S

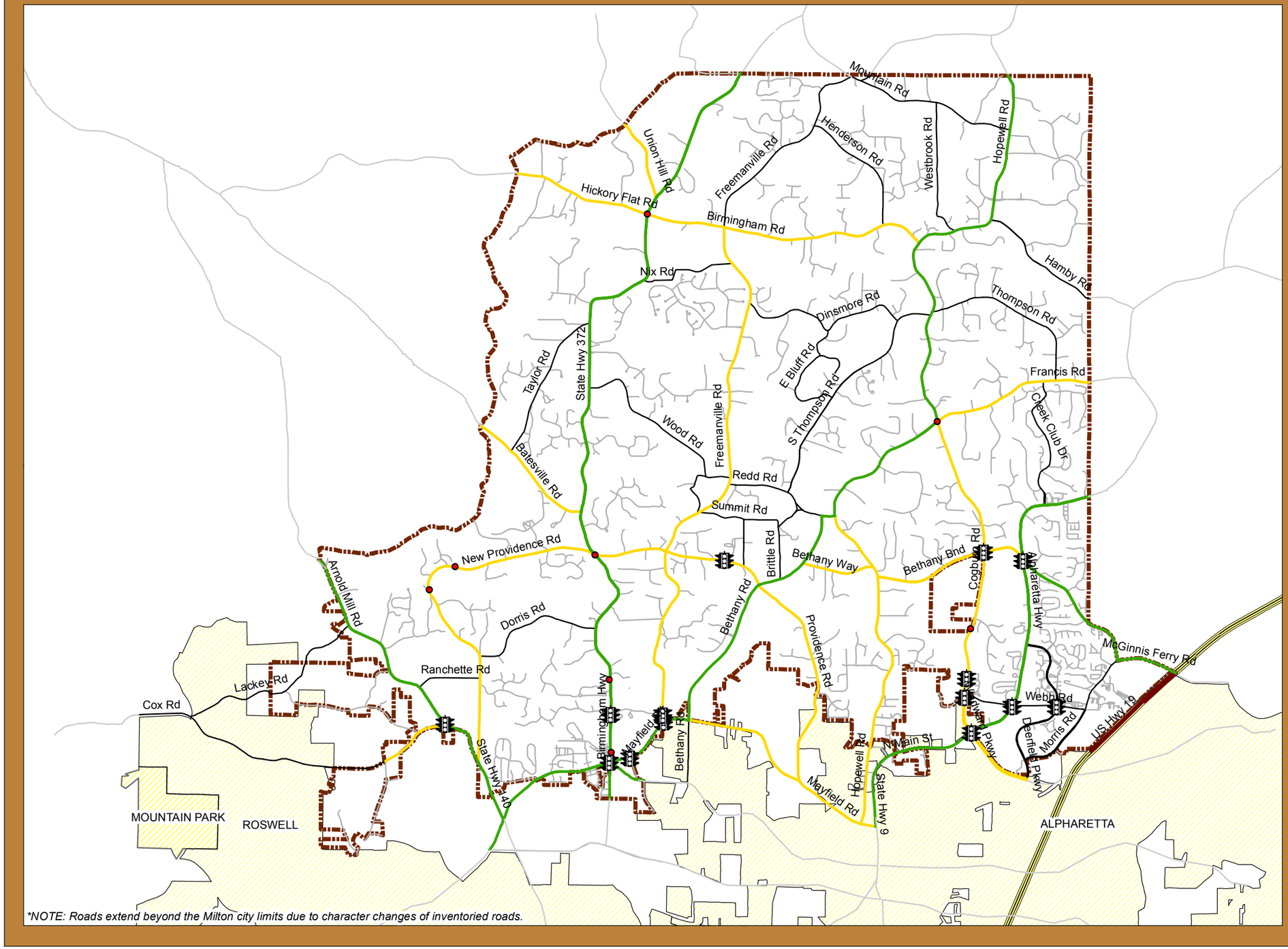
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, ARC, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 3
GDOT Roadway Functional Classification and Traffic Control

Legend

- Traffic Signal Flasher
- Traffic Signal
- Other Streets
- Urban Freeway
- Minor Arterial
- Collector
- Local Road
- Not Inventoried
- Expressways
- City of Milton
- Other Fulton County Cities

N
W E
S

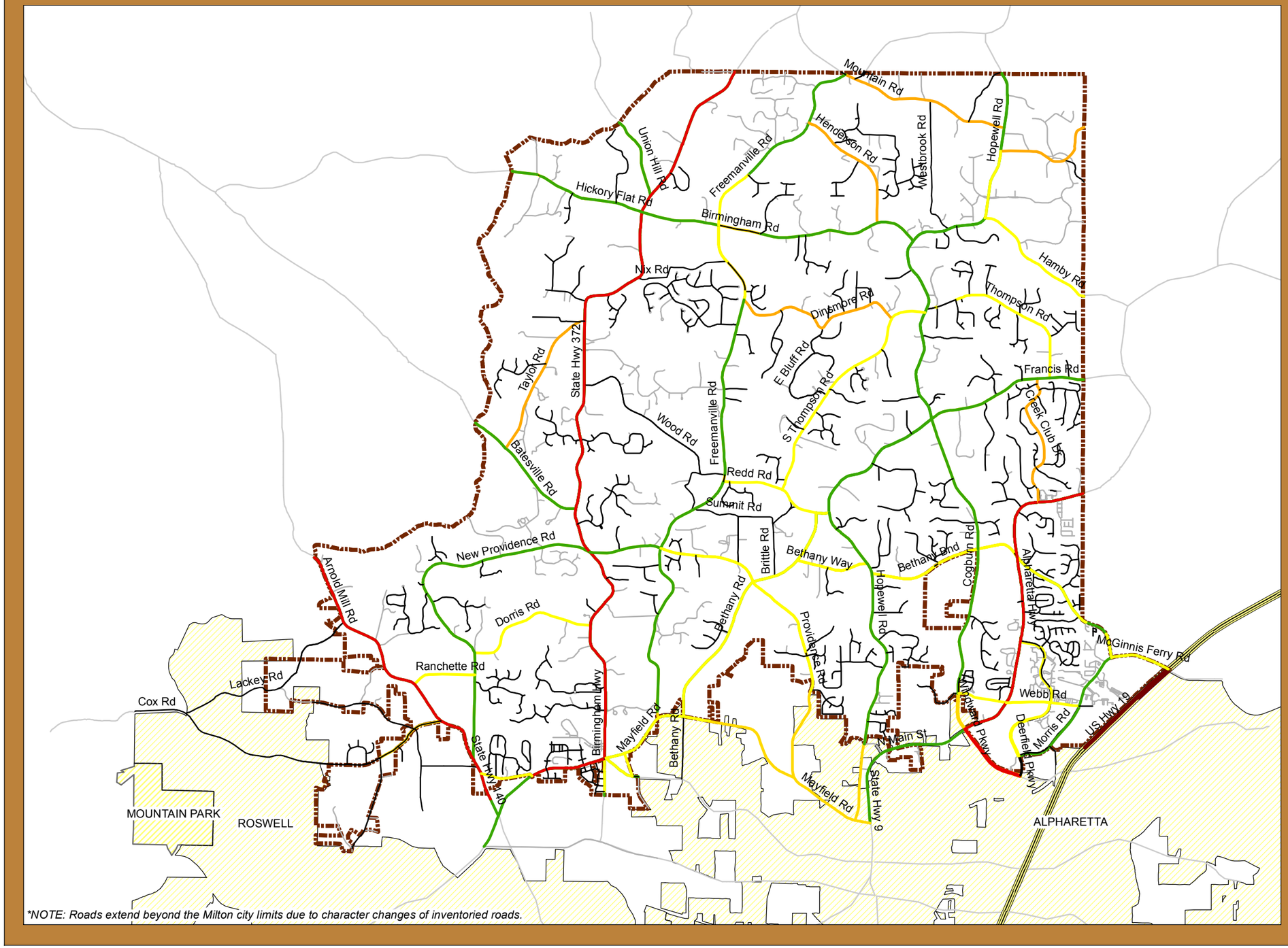
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, GDOT

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 4
City of Milton
Roadway Functional Classification

Legend

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Not Inventoried
- Expressways
- City of Milton
- Other Streets
- Other Fulton County Cities

N
W E
S

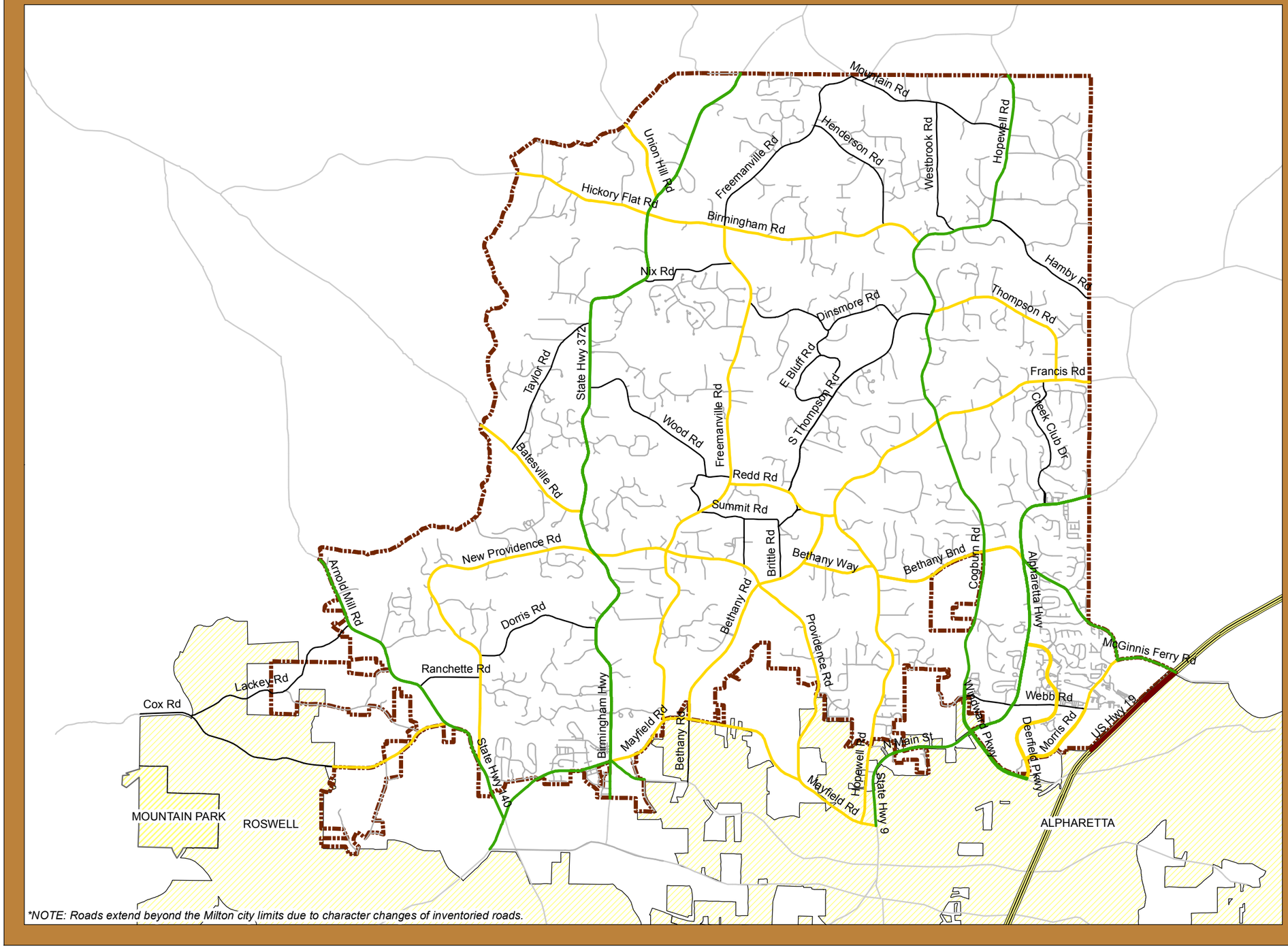
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 5
Recommended
Roadway Functional
Classification

Legend

- Urban Freeway
- Minor Arterial
- Collector
- Local Road
- Not Inventoried
- Expressways
- City of Milton
- Other Streets
- Other Fulton County Cities

N
W E
S

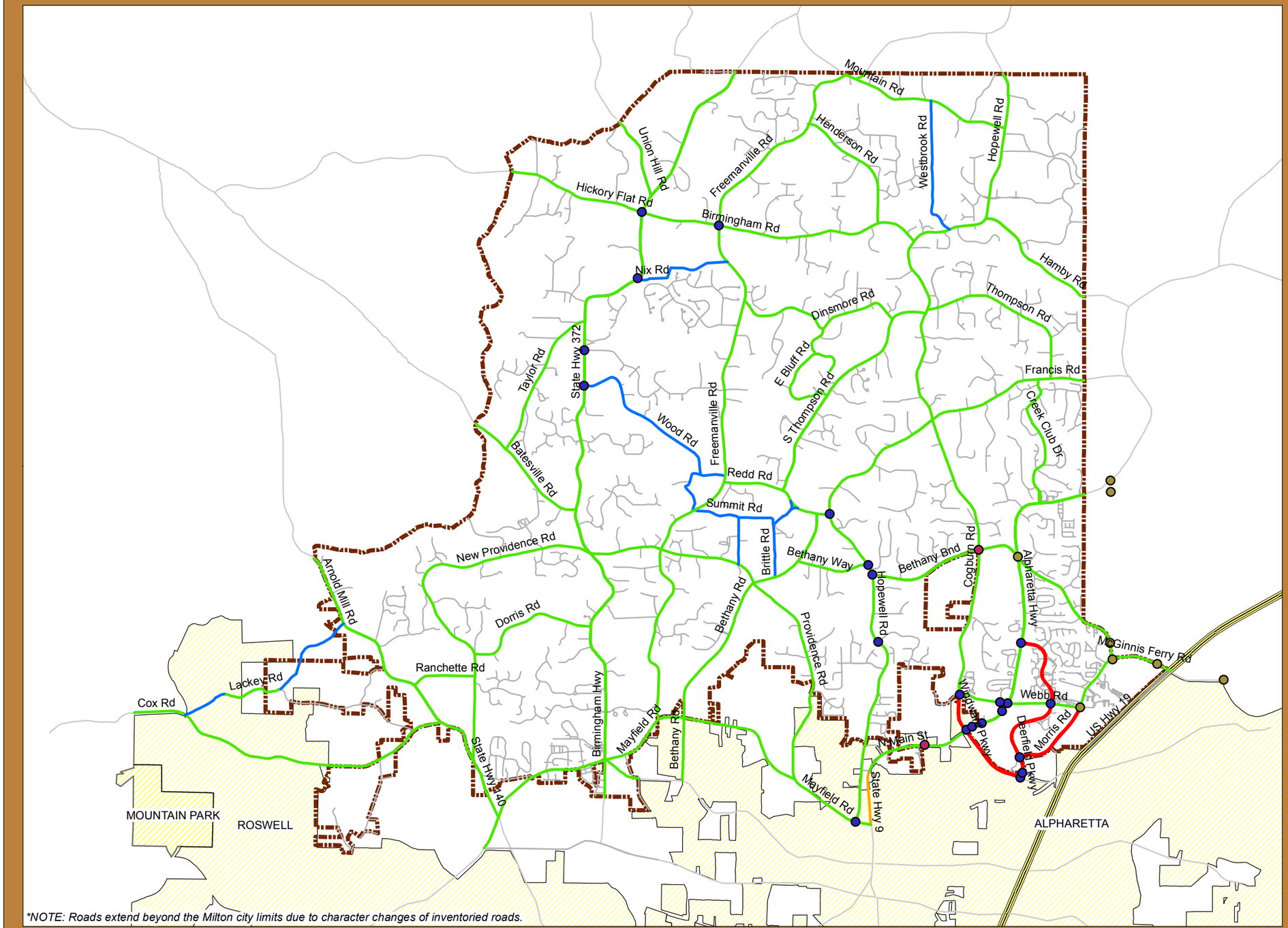
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, GDOT, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 6
Number of Lanes and Turning Movement Counts

Legend

Turning Movement Counts

Year
- 2008
- 2007
- 2006

- 4
- 3
- 2
- dirt; gravel
- Not Inventoried
- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

N
W E
S

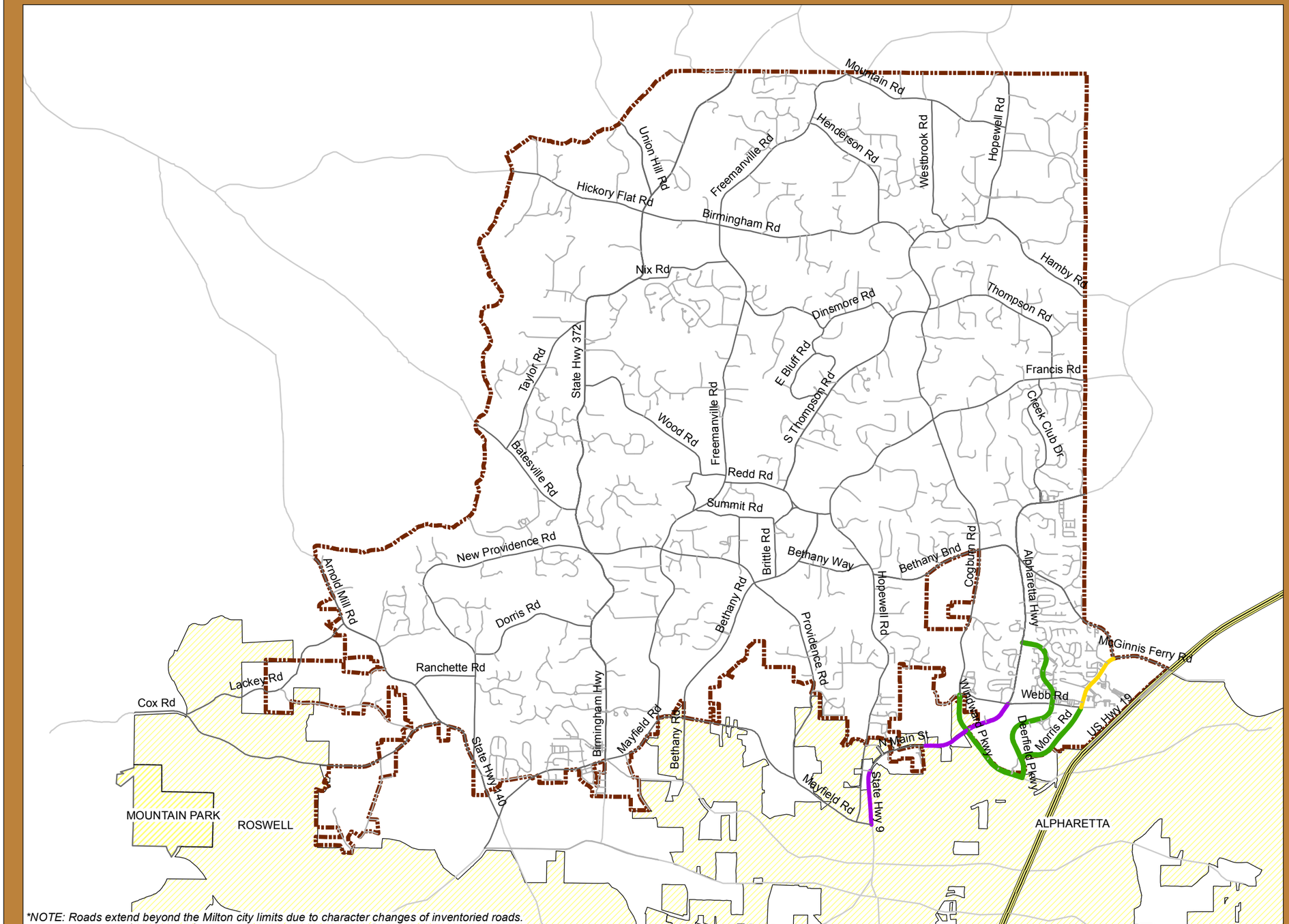
Miles
0 0.25 0.5 1 1.5

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 7
Median Types

Legend

Median Types
- Striped
- Two-Way Left Turn Lane
- Landscaped
- None
- Not Inventoried

- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

N
W E
S

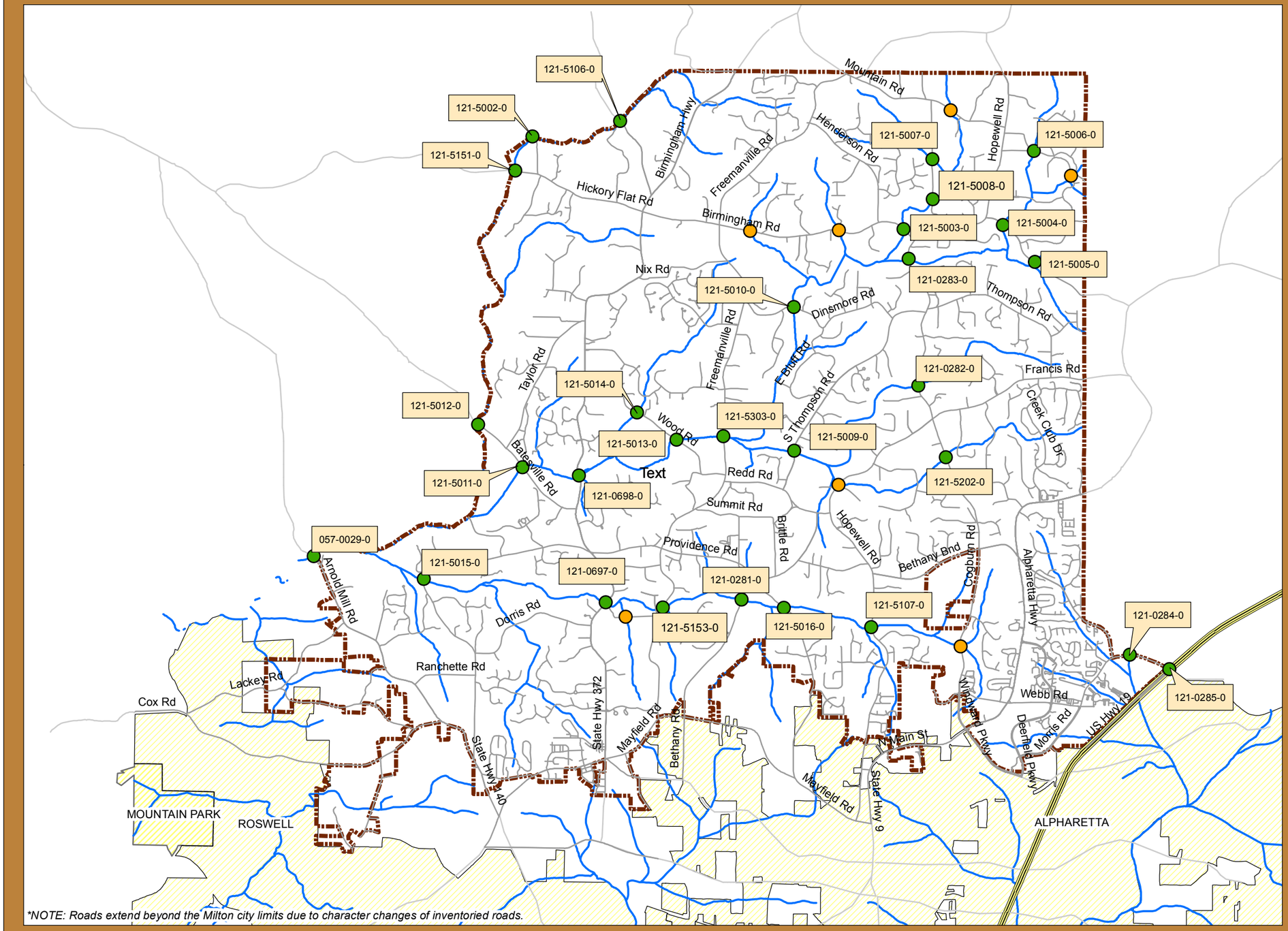
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 8
Bridge Inventory

Legend

Bridge Location
- Bridges Inspected by GDOT
- Bridges to be Inspected by Milton*

Expressways
Other Streets
City of Milton
Rivers
Other Fulton County Cities

**Some bridges do not meet minimum size requirements needed for GDOT inspection. These bridges are scheduled to be inspected by City of Milton staff in 2009.*

N
W E
S

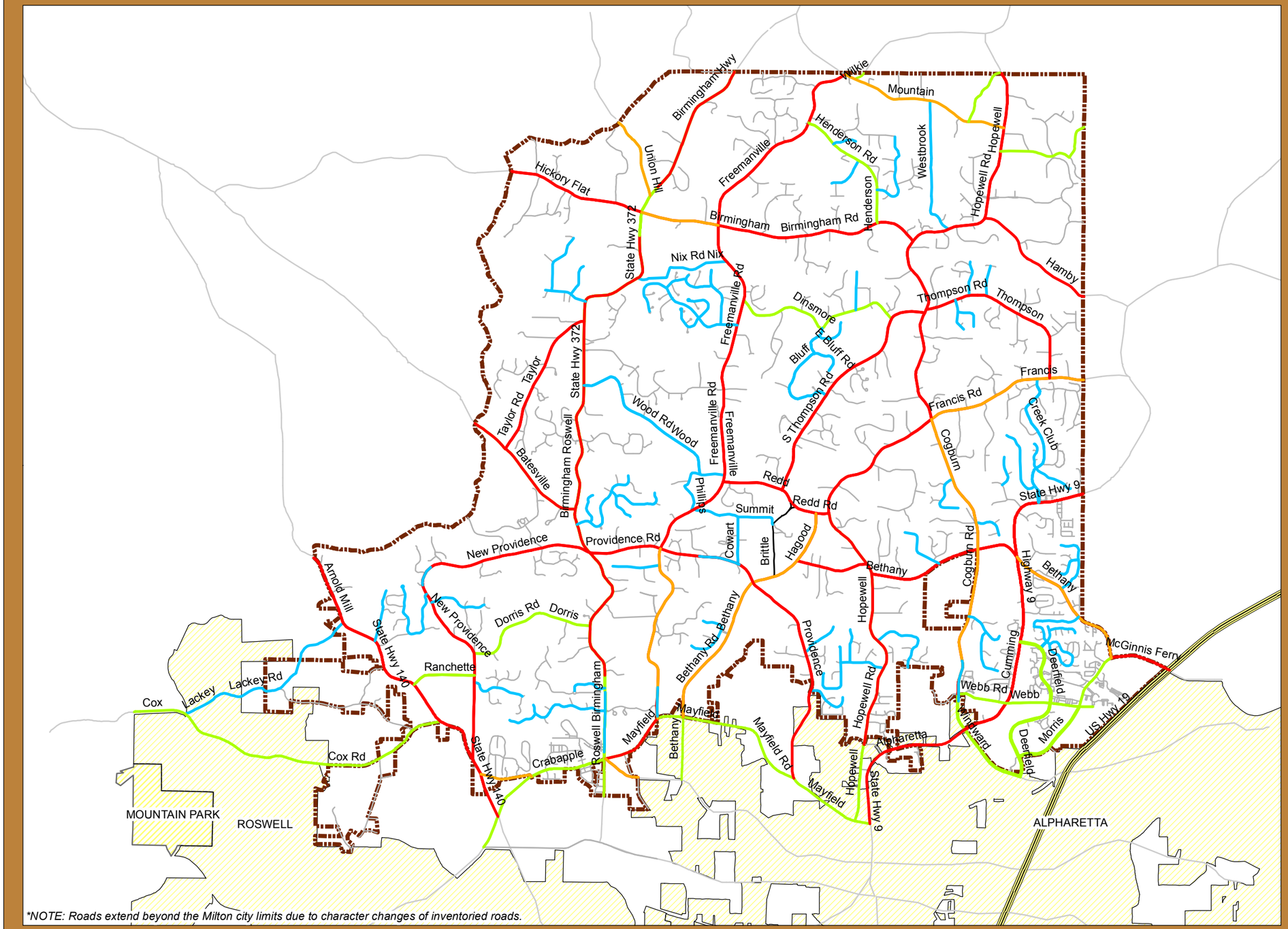
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, GDOT

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 9
Speed Limit Inventory

Legend

- 45 MPH
- 40 MPH
- 35 MPH
- 25 MPH
- Not Posted
- Expressways
- City of Milton
- Other Streets
- Other Fulton County Cities

N
W E
S

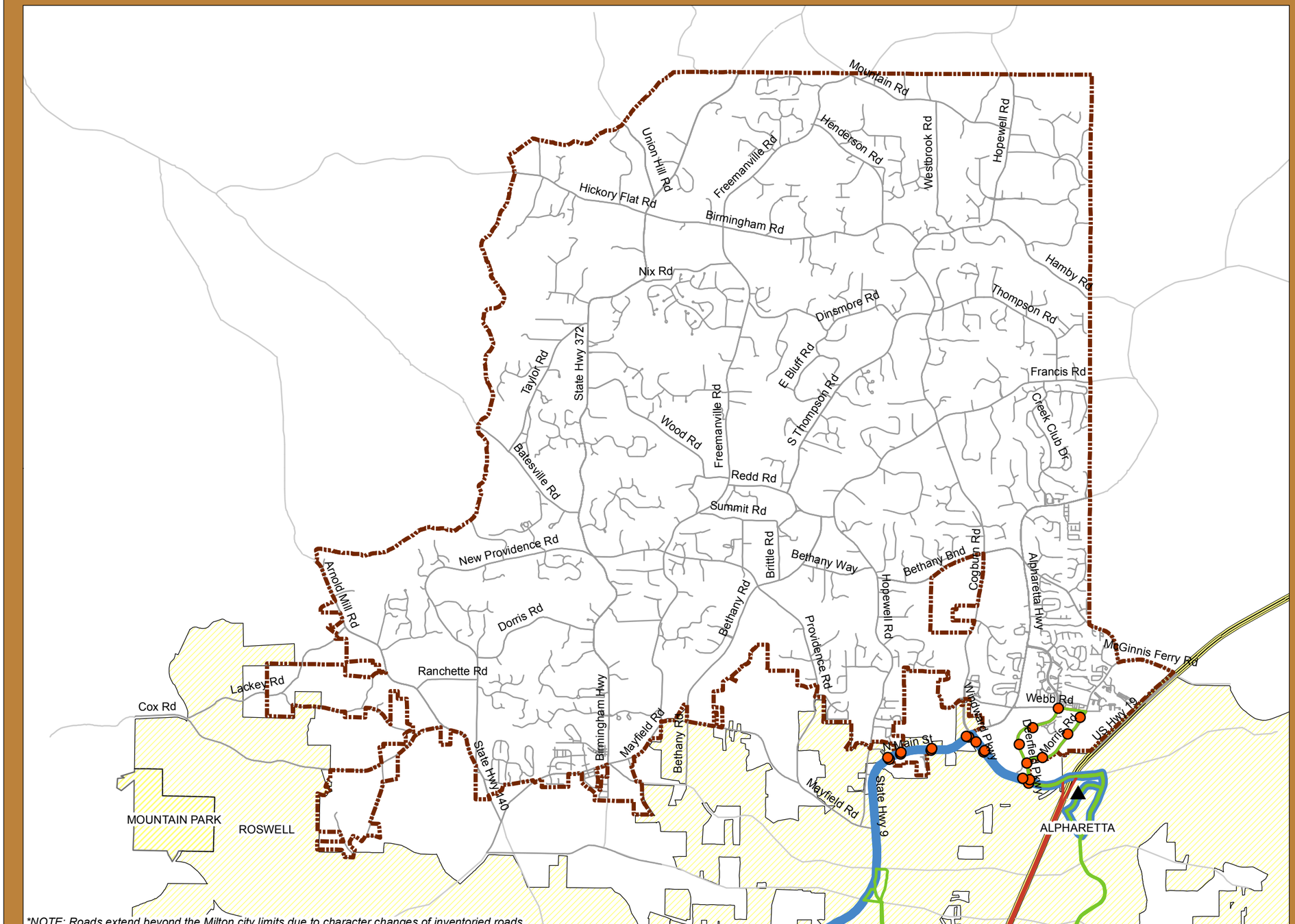
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 10
Transit Inventory

Legend

- Windward Parkway Park & Ride
- MARTA Bus Stop

MARTA
- Bus Route 185
- Bus Route 140
- Bus Route 143
- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

N
W E
S

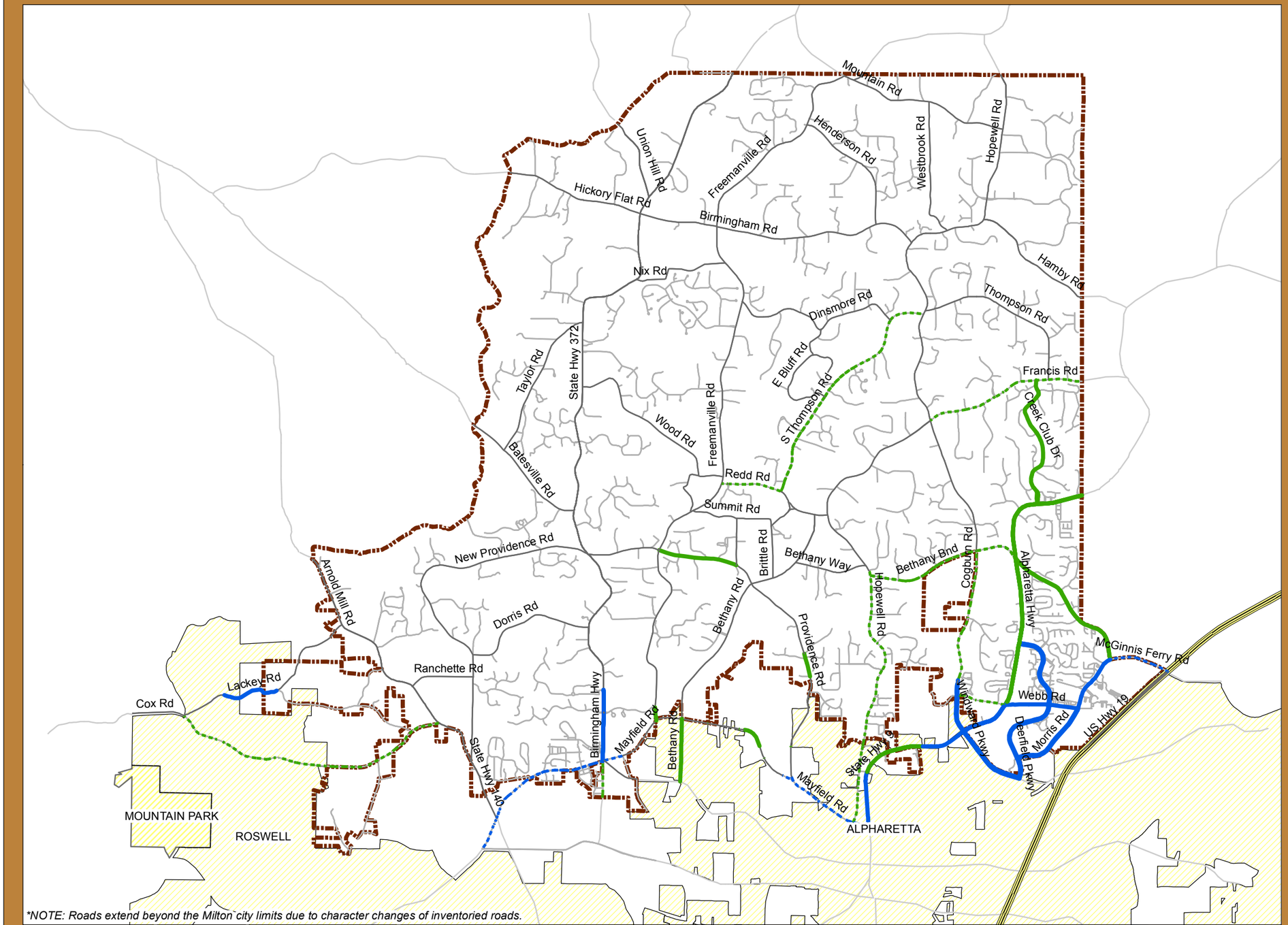
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, MARTA

City of Milton Transportation Plan



Map 11
Sidewalk Inventory

Legend

- Both Sides, Fair to Good Condition
- Both Sides, Poor Condition
- One Side, Fair to Good Condition
- One Side, Poor Condition
- No Sidewalks
- Not Inventoried
- Expressways
- City of Milton
- Other Streets
- Other Fulton County Cities

N
W E
S

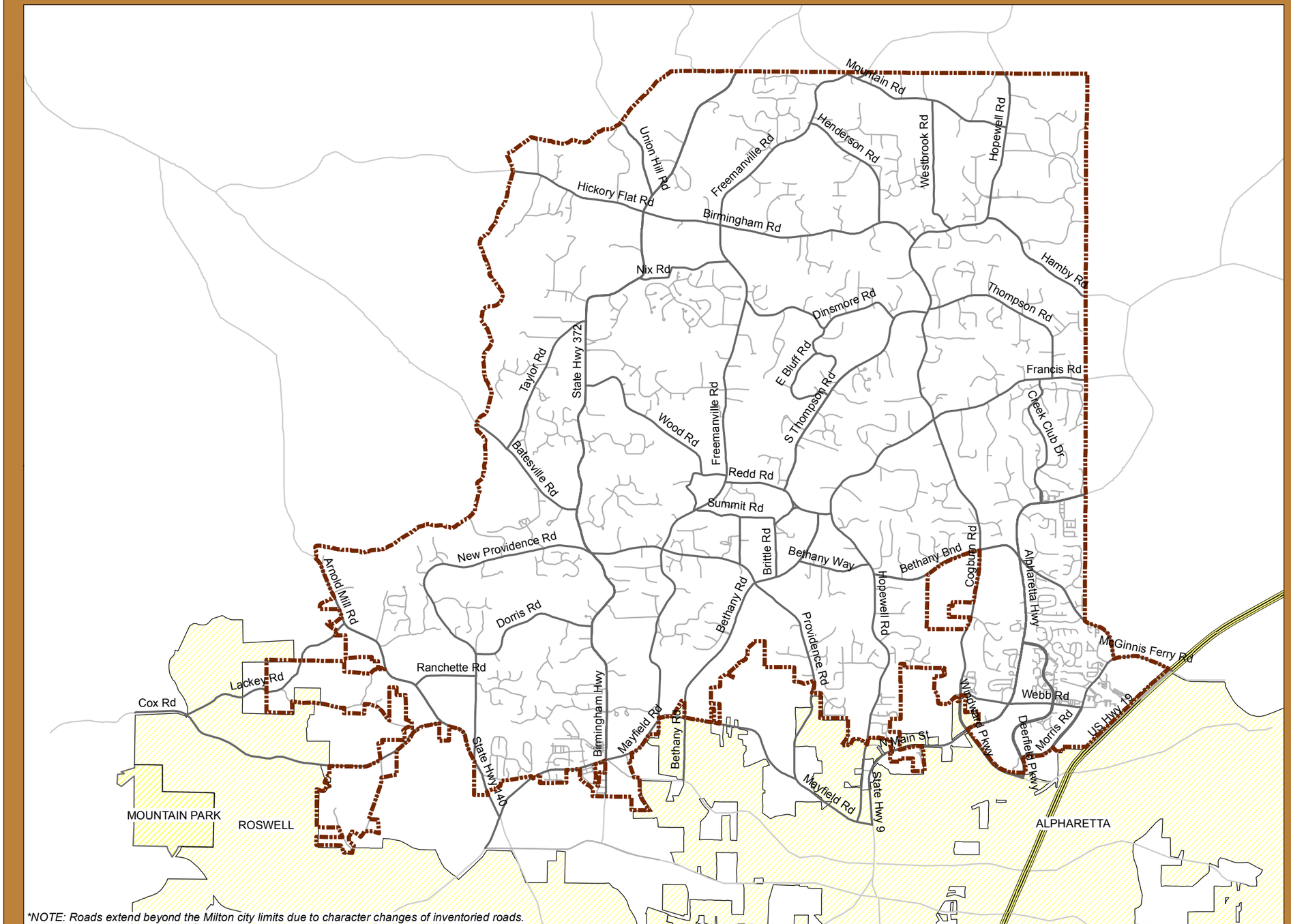
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 12
Bike Lane Inventory

Legend

- No Bike Lanes
- Not Inventoried
- Expressways
- Other Streets
- City of Milton
- Other Cities

N
W E
S

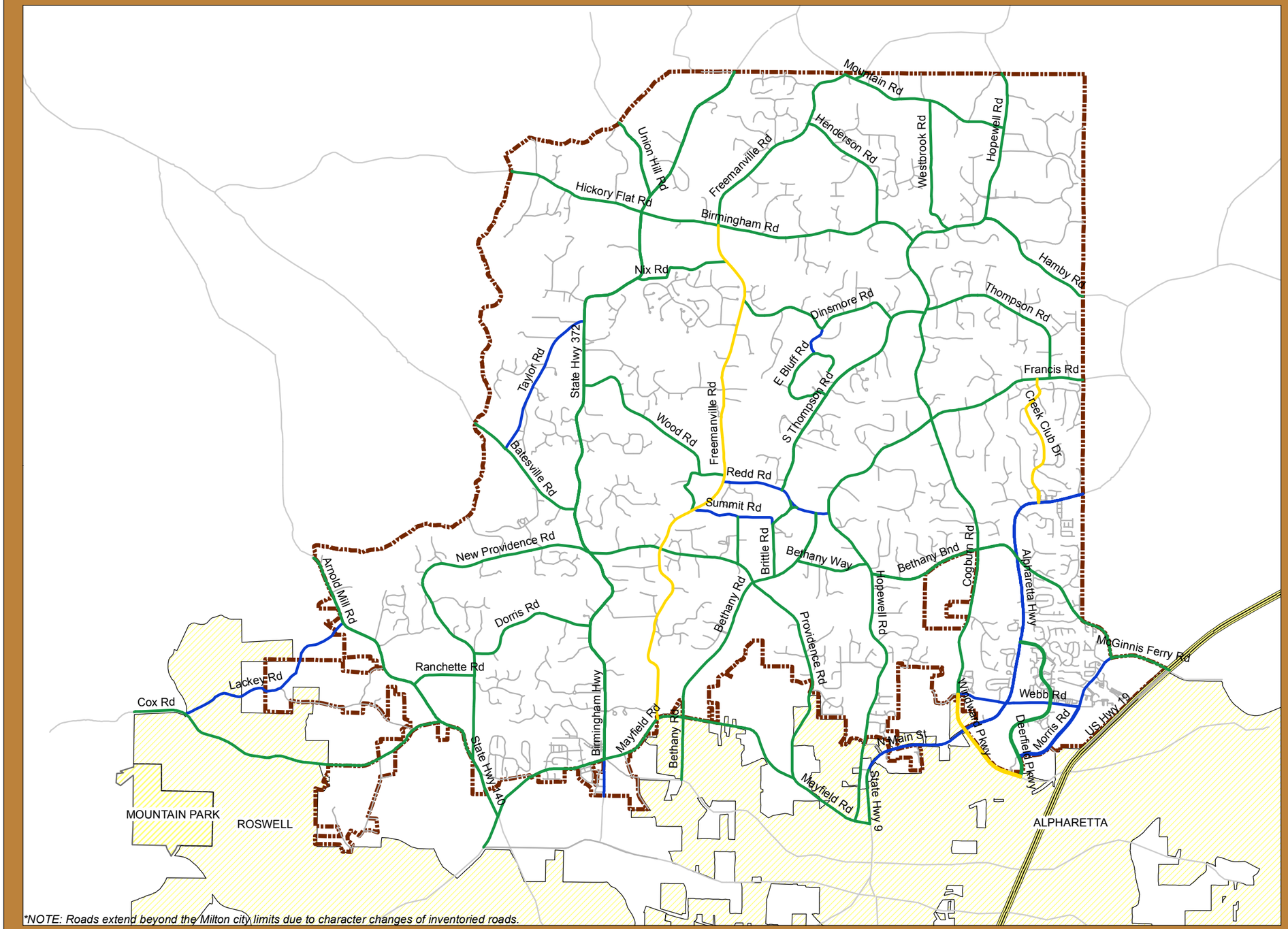
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 13
Driveway Inventory

Legend

Driveways
- Many
- Some
- Few
- Not Inventoried

- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

N
W E
S

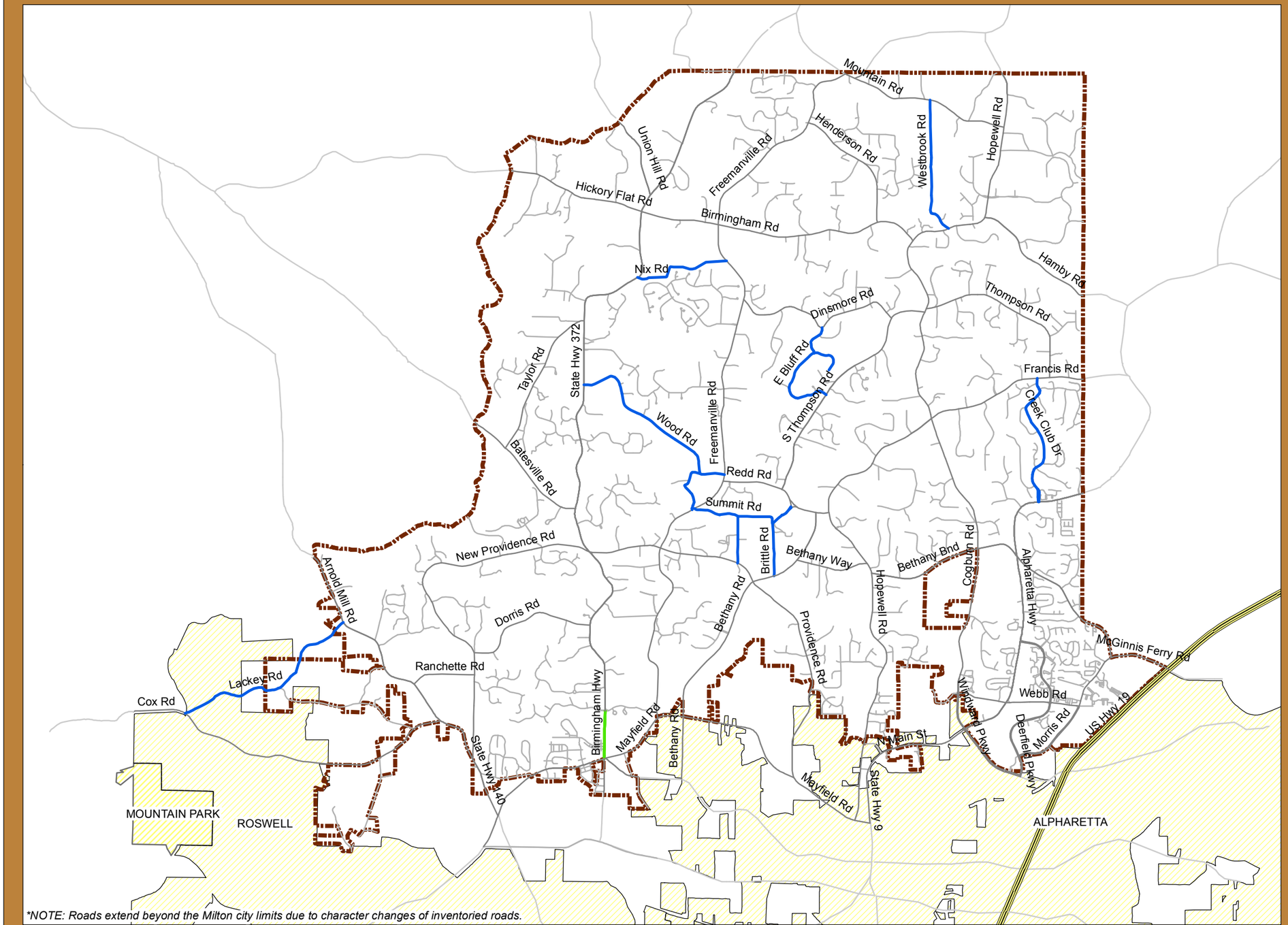
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 14
Parking Inventory

Legend

Parking
- On-Street Parking
- Allowable Parking*
- No Parking

- Not Inventoried
- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

**Parallel parking is currently allowed on local roads with speed limits of 25 mph or less*

N
W E
S

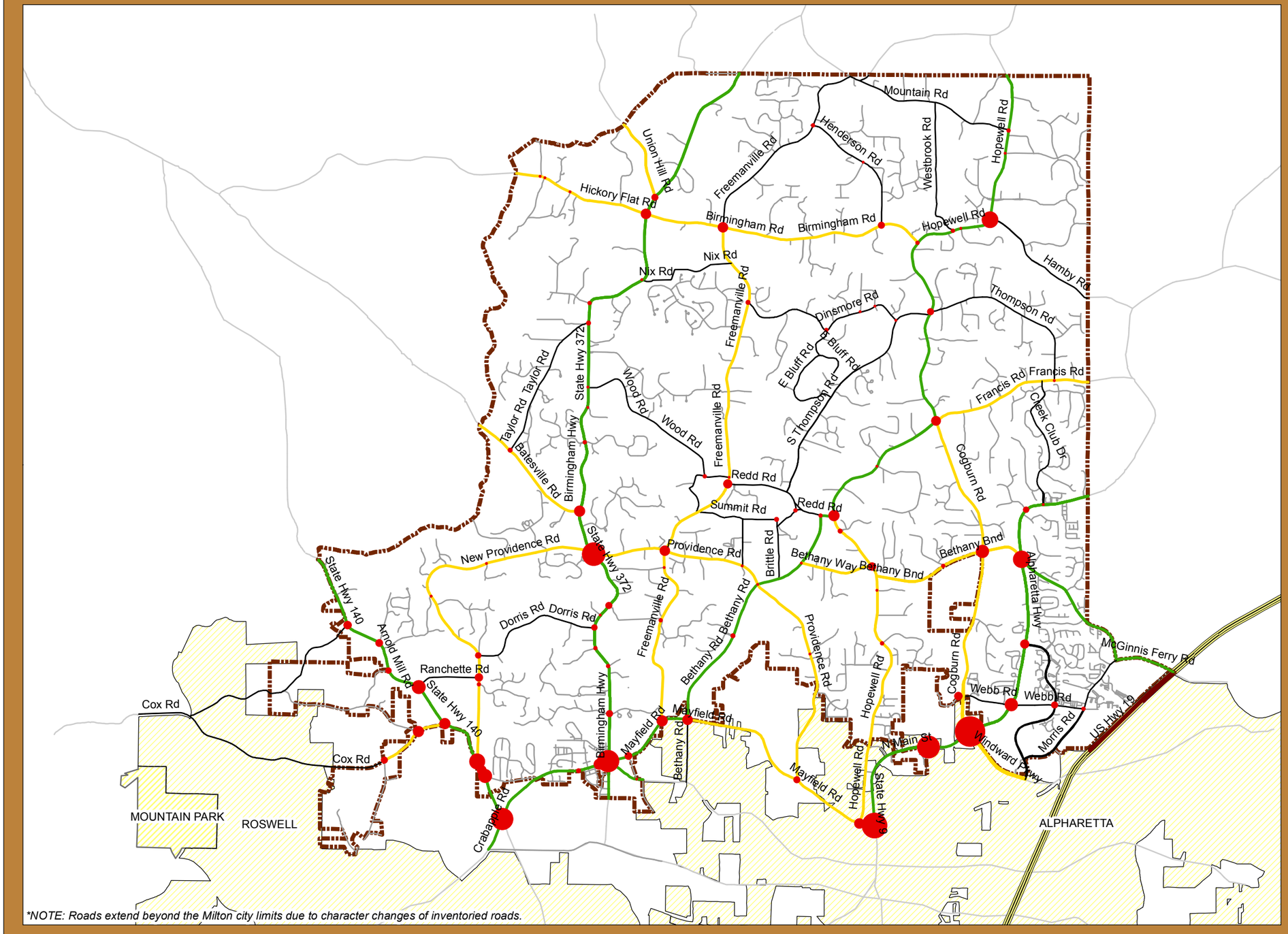
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 15
Incidents at
Local Intersections
(2005 - 2007)

Legend

Incidents
- 1
- 10
- 100

Roadway Functional Classification
- UrbanFreeway
- Minor Arterial
- Collector
- Local Road
- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

N
W E
S

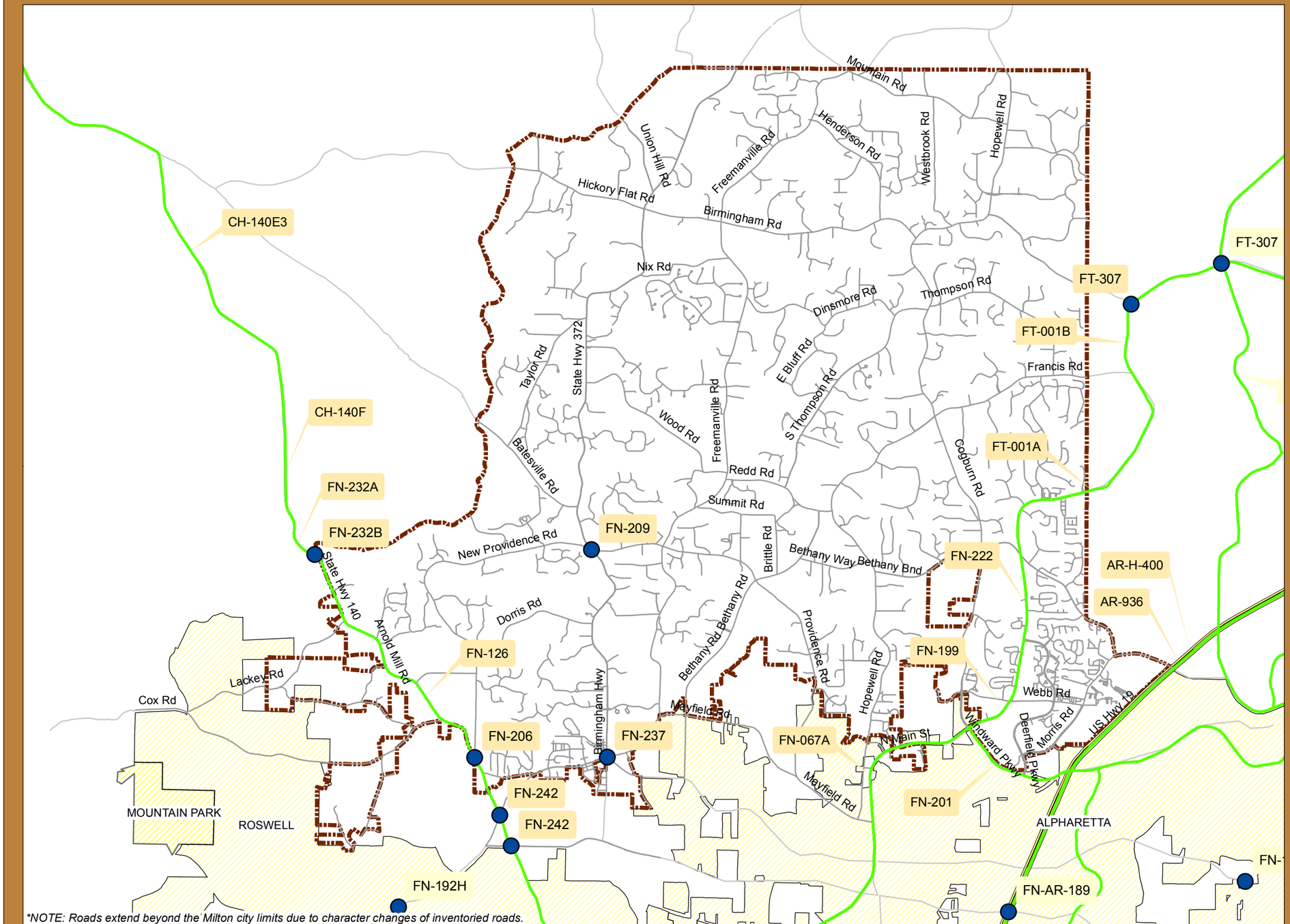
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, GDOT

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 16
Regional Transportation Plan
Proposed Improvements

Legend

- Point Improvements
- Corridor Improvements
- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

N
W E
S

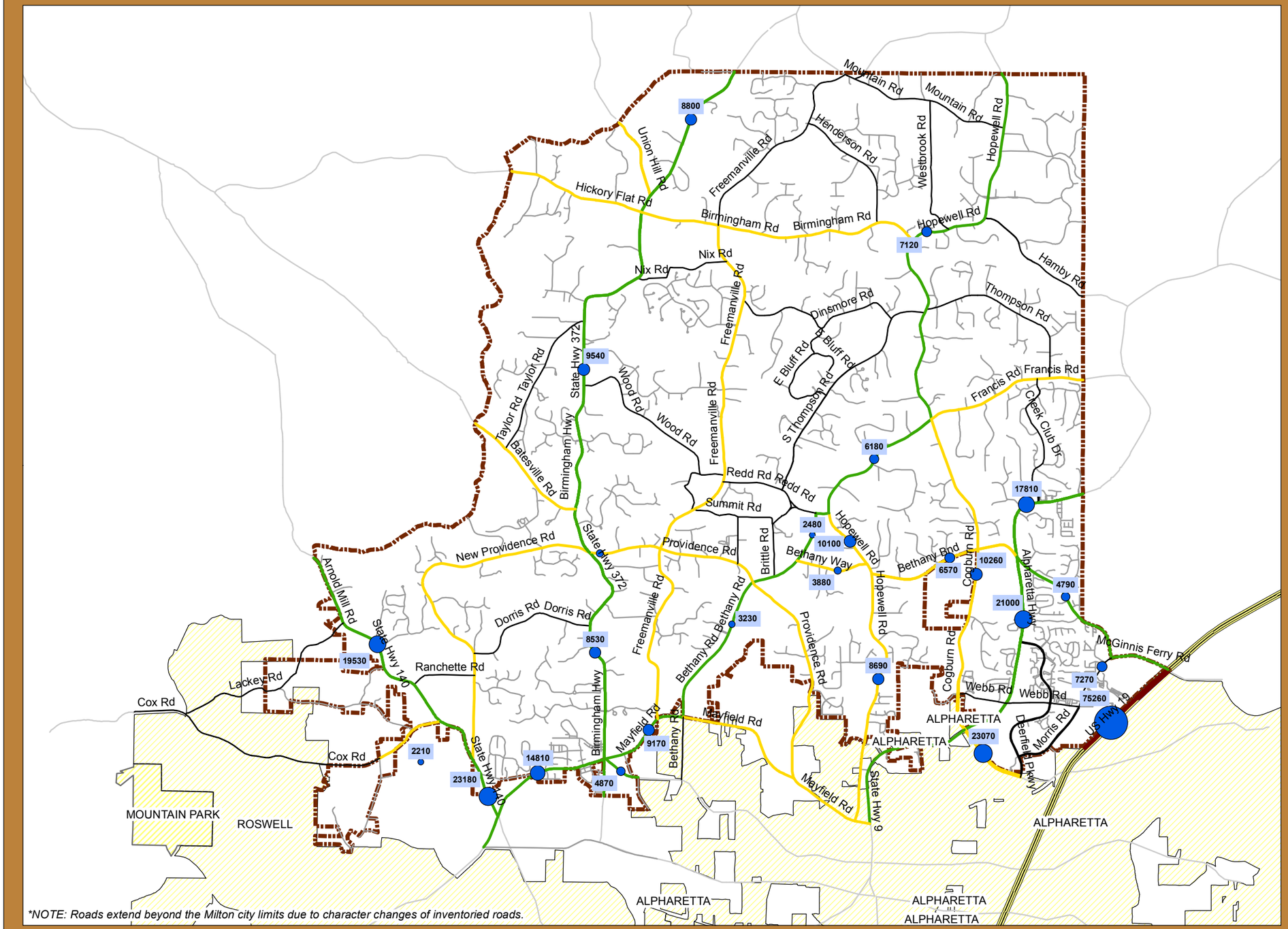
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, ARC

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 17
Average Annual Daily Traffic Count Locations

Legend

2007 AADT
- 1,000
- 10,000
- 100,000

Roadway Functional Classification
- Urban Freeway
- Minor Arterial
- Collector
- Local Road
- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

N
W E
S

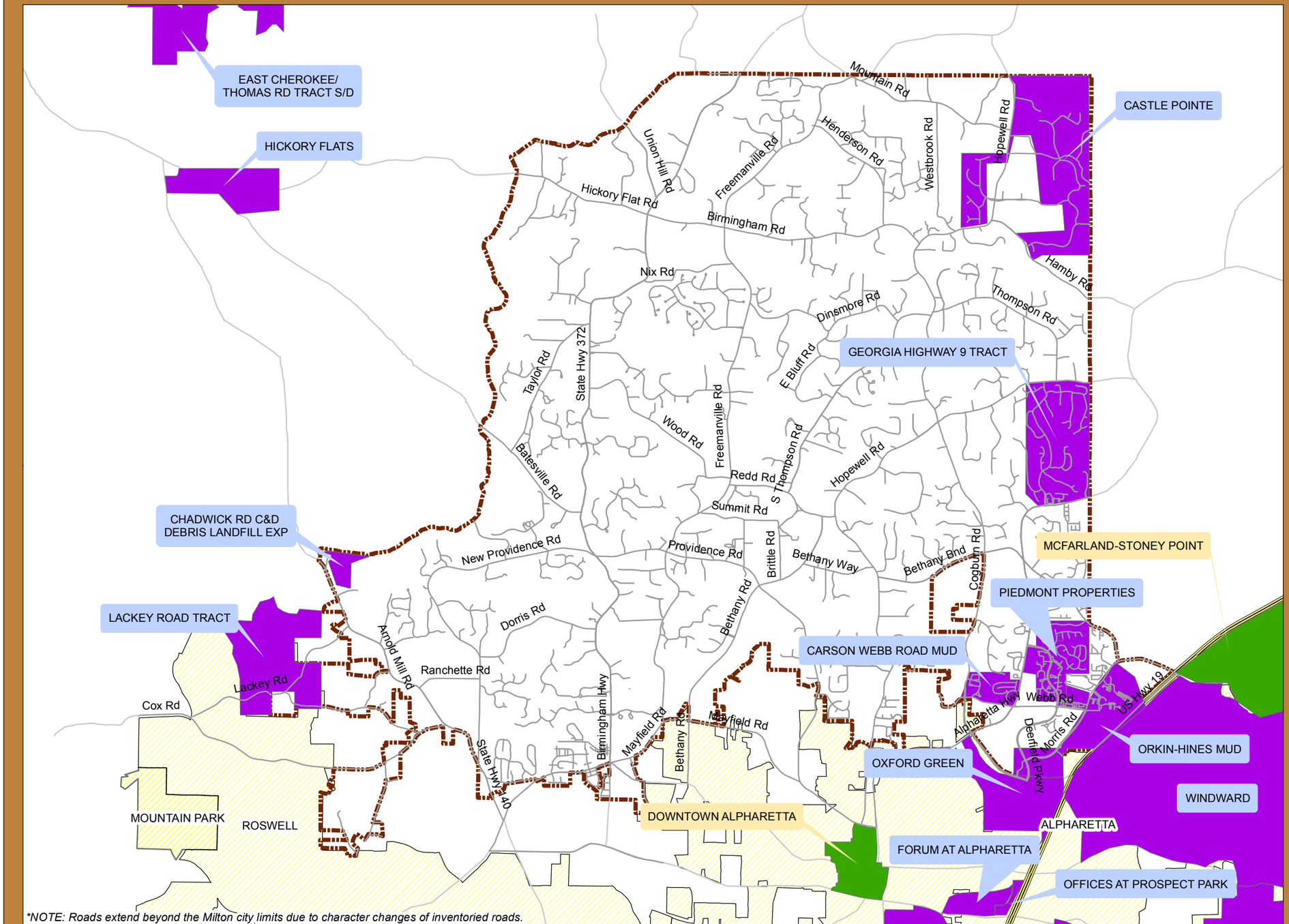
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, GDOT STARS

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 18
Livable Centers Initiative (LCI) Studies & Development of Regional Impact (DRI) Locations

Legend

- LCI Study
- DRI Locations
- Expressways
- City of Milton
- Other Streets
- Other Fulton County Cities

N
W E
S

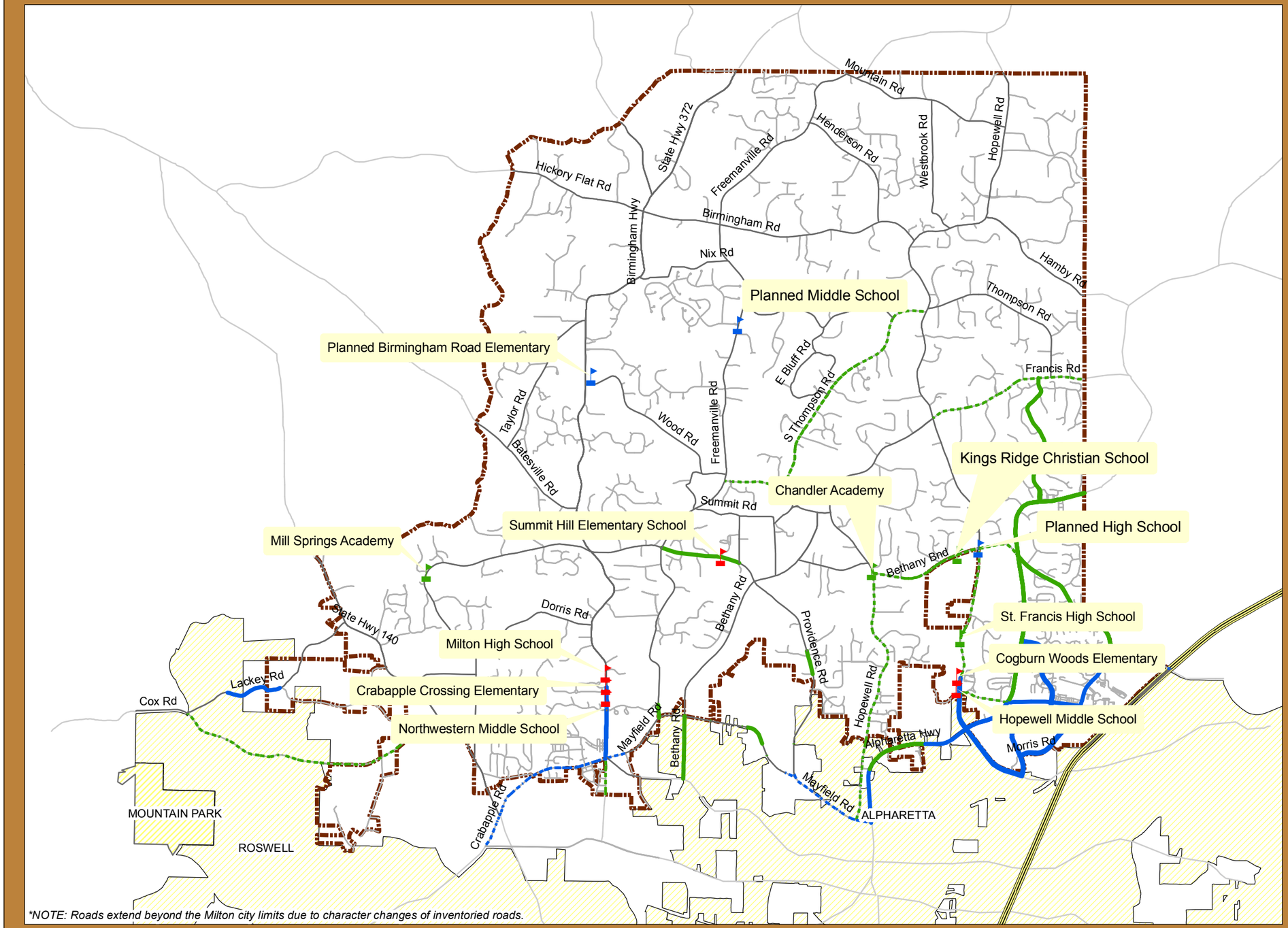
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, ARC

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 19
School Locations and Sidewalks

Legend

Schools
- Existing Public School
- Planned Public School
- Existing Private School

- Both Sides, Fair to Good Condition
- Both Sides, Poor Condition
- One Side, Fair to Good Condition
- One Side, Poor Condition
- No Sidewalks

- Not Inventoried
- Expressways
- Other Streets
- City of Milton
- Other Fulton County Cities

N
W E
S

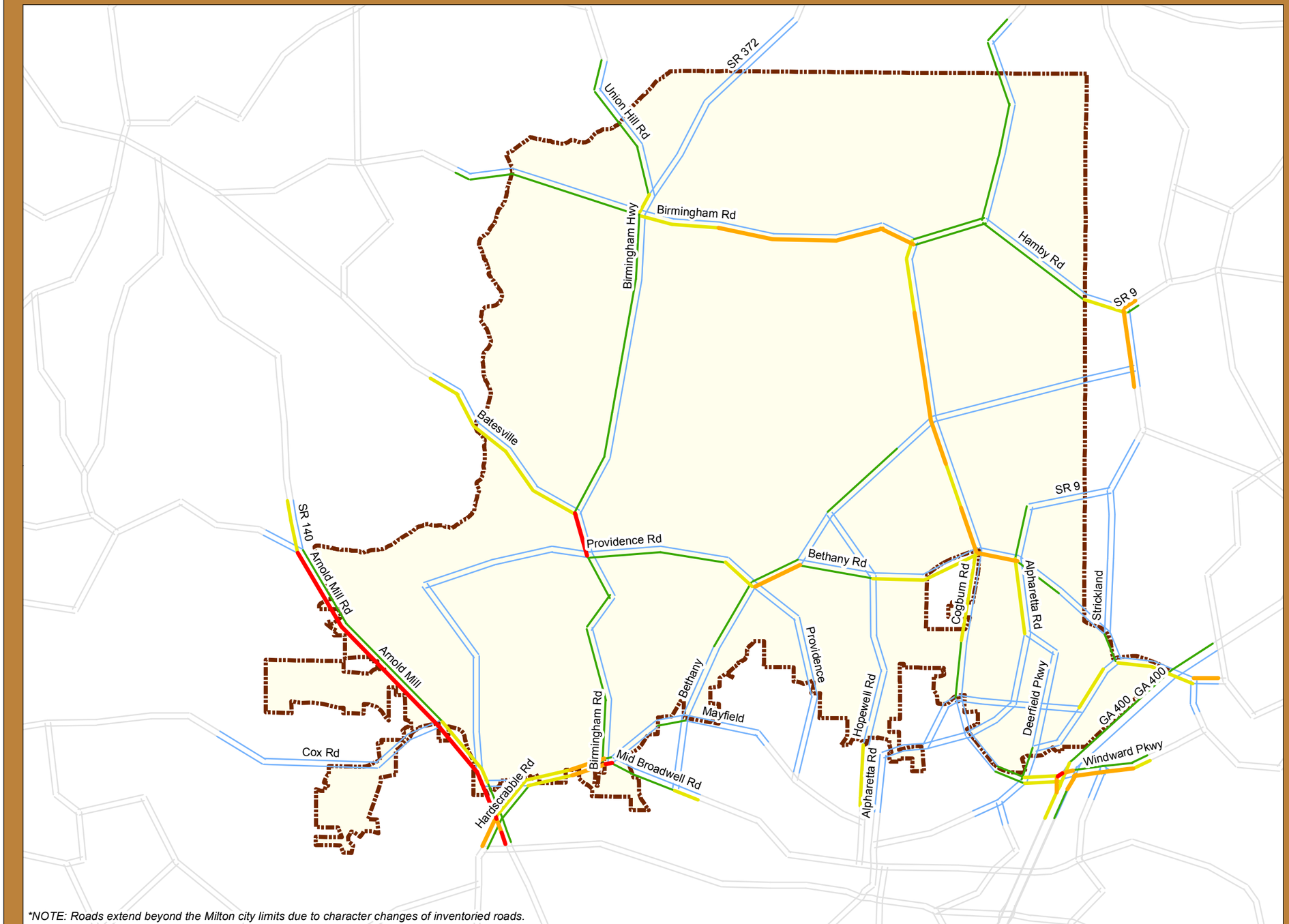
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: City of Milton, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 20

2010 ARC
Travel Demand Model
Link Level-of-Service

Legend

AM LOS

- A/B (V/C < 0.5)
- C (V/C = 0.5 - 0.7)
- D (V/C = 0.7 - 0.84)
- E (V/C = 0.84 - 1.0)
- F (V/C > 1.0)
- City of Milton

N
W E
S

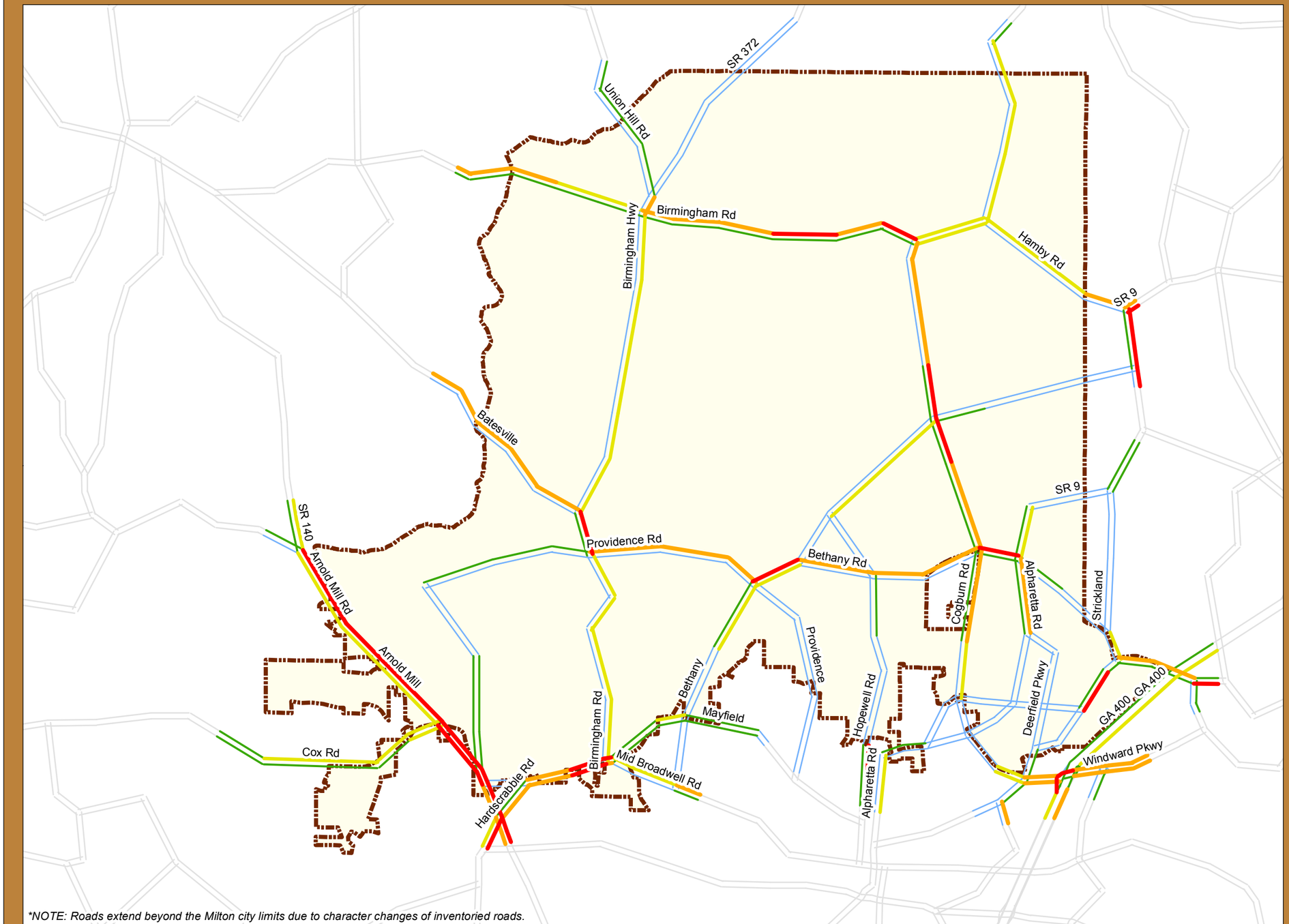
0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

Date: April 30, 2009

Source: ARC, Kimley-Horn

City of Milton Transportation Plan



*NOTE: Roads extend beyond the Milton city limits due to character changes of inventoried roads.

Map 21

2010 ARC
Travel Demand Model
Link Level-of-Service

Legend

PM LOS

- A/B (V/C < 0.5)
- C (V/C = 0.5 - 0.7)
- D (V/C = 0.7 - 0.84)
- E (V/C = 0.84 - 1.0)
- F (V/C > 1.0)
- City of Milton

N
W E
S

0 0.25 0.5 1 1.5 Miles

Prepared by: Kimley-Horn and Associates, Inc.

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Source: ARC, Kimley-Horn