

ORIGINAL TO GENERAL FILE
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-021-1(25) Carroll County OFFICE Preconstruction
 P.I. No. 631310 DATE June 1, 1995
CWHutto
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Bob Mustin
David Studstill
Herman Griffin
Toni Dunagan
James Kennerly
Darrell Elwell
Marion Waters
Charles Law
Paul Liles

Wayne Shackelford
Page 2
April 20, 1995

STP-021-1(25) Carroll County

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$12,595,000	\$7,544,000	LR
Rights-of-way	\$9,848,000	\$714,000	LR
Utilities*	---	---	

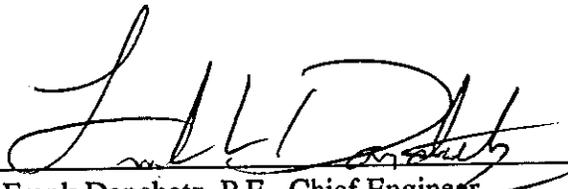
* LGPA anticipated

This project will enhance the safety of SR 166 and remove the heavy truck traffic from the downtown area of Bowdon. This project is in the STIP. I recommend this project concept be approved.

HJL/JDQ/se

Attachment

CONCUR:


Frank Danchetz, P.E., Chief Engineer

APPROVED:


Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
APR 20 1995
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-021-1(25) CARROLL OFFICE Atlanta, Georgia
P.I. NO. 631310 DATE APRIL 19, 1995

FROM Bob Mustin, P.E., Project Review Engineer *JTW*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted April 3, 1995 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

Construction	\$ 10,409,000
Inflation	\$ 1,041,000
E & C	\$ 1,145,000
Right of Way	\$ 9,848,000
Reimbursable Utilities	\$? (LGPA)

DTM

c: David Studstill

D.O.T. 61

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-021-1(25), Carroll County OFFICE Environment/Location
P.I. No. 631310 DATE March 31, 1995

FROM *DES* David E. Studstill, P.E., State Environment/Location Engineer

TO Bobby Mustin, Project Review Engineer

SUBJECT Concept Report - South Bowdon Bypass and S.R. 166 Improvements

In accordance with the Plan Development Process, the concept report for the above project is attached for your review and processing.

DES/KET

Attachment

cc: C. Wayne Hutto
James Kennerly
Marion Waters
Paul Liles
Charles Law/Cartersville



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

**STP-021-1(25)
CARROLL COUNTY
P.I. NO. 631310**

Federal Route No.: F 21-1

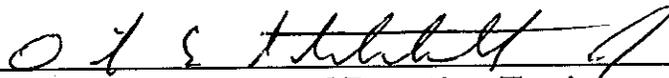
Date of Report: March 31, 1995

State Route No.: S.R. 166

RECOMMENDATION FOR APPROVAL

3/30/95

Date



State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Cartersville

Date

State Bridge & Structural Engineer

BEGIN PROJECT

END PROJECT

BOWDON

SCALE IN MILES

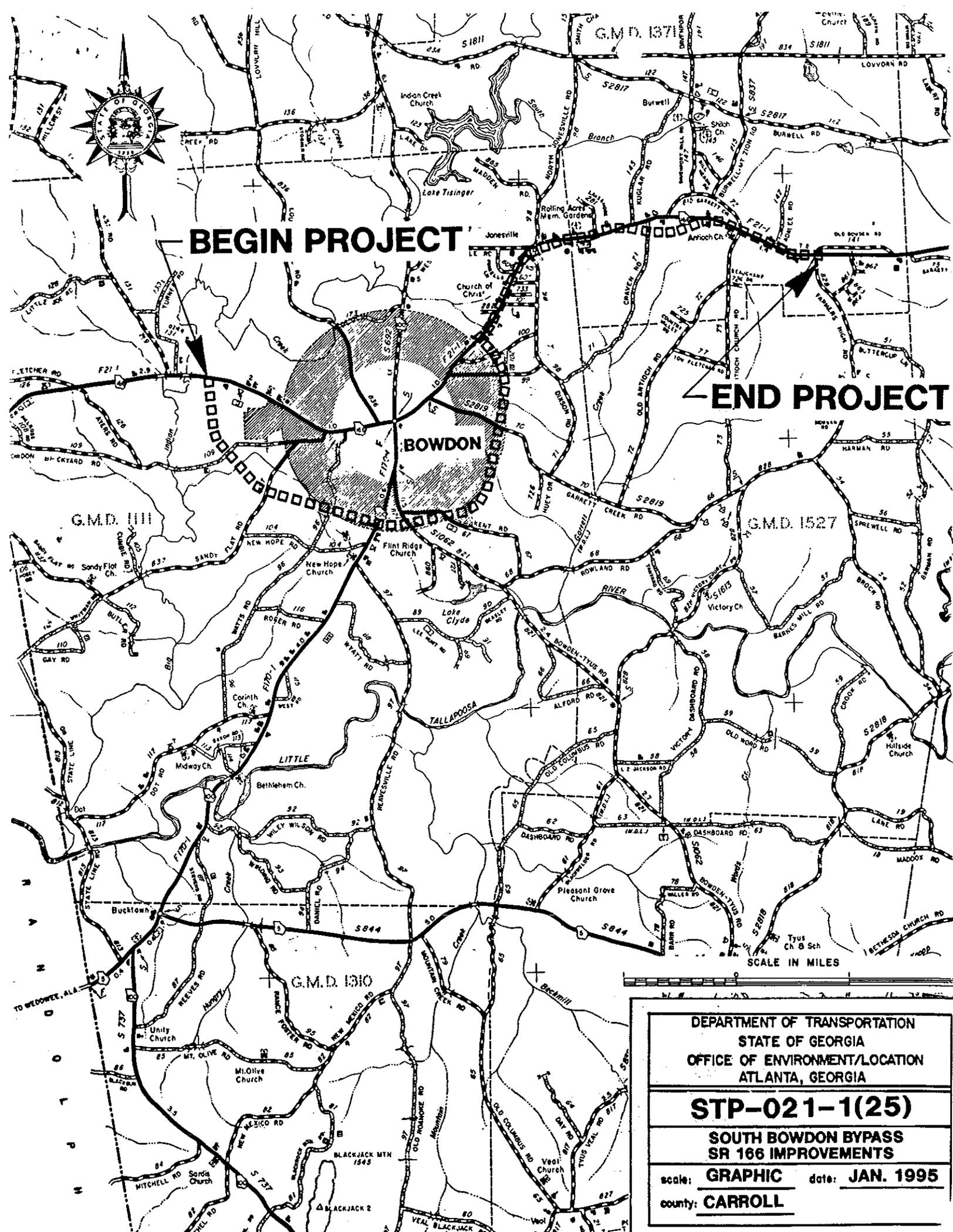
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION
ATLANTA, GEORGIA

STP-021-1(25)

**SOUTH BOWDON BYPASS
SR 166 IMPROVEMENTS**

scale: **GRAPHIC** date: **JAN. 1995**

county: **CARROLL**



PROJECT CONCEPT REPORT

PROJECT NUMBER: STP-021-1(25), Carroll

PROJECT LOCATION AND DESCRIPTION

This project is proposed to construct a southern bypass of the town of Bowdon and improve SR 166 from the eastern terminus of the bypass eastward to CR 828/Farmers High Rd. The bypass portion of the project would begin at SR 166, approximately 0.4 KM east of Big Indian Creek, where two lanes with open ditch drainage would be constructed. The alignment would extend southward, on new location, then turn southeastward and intersect CR 109/Bowdon Brickyard Rd. and CR 837/Sandy Flat Rd. The proposed roadway would then turn eastward and intersect CR 96/Watts Rd. and SR 100 at the south city limits of Bowdon. Continuing eastward, the alignment would follow the Bowdon city limits and intersect CR 821/Bowdon-Tyus Rd. and Kent Rd. before turning northward to intersect CR 70/Garrett Creek Rd. The proposed roadway would then turn northwestward and intersect CR 99/Smith Ave., CR 100/Barrett Rd., and tie into SR 166 approximately 0.2 KM outside the city's limits of Bowdon. The length of the proposed bypass is 7.8 KM. From the eastern terminus of the bypass to approximately 0.13 KM east of CR 606/Pinkella Ln., SR 166 is proposed to be widened on the south side to four lanes with a 6M raised median. At that point, the proposed alignment would extend on new location, south of the existing roadway, for a short distance to avoid a historic resource and improve the horizontal alignment. The proposed alignment would rejoin the existing alignment approximately 0.24 KM east of CR 98/North Jonesville Road, and SR 166 would be widened on the north side to approximately 0.2 KM east of CR 281/Lakeshore Dr. At that point the median would taper out to 13.6M and the proposed alignment would extend on new location to avoid impacting three historic resources located along SR 166. Four lanes with a 13.6M grassed median would be constructed just south of, and parallel to SR 166, then rejoin the existing roadway approximately 1.0 KM east of CR 71/Craven Rd. From there, SR 166 would be widened on the north side up to 0.3 KM west of CR 828/Farmers High Rd and then shift to the south side and end at CR 828/Farmers High Rd. The length of the proposed SR 166 improvement portion of the project is 6.3 KM. The total length of the project is 14.1 KM.

TRAFFIC

CURRENT		PROJECTED		
	YEAR	AADT	YEAR	AADT
BYPASS	1997	2550-3550	2017	4100-5700
SR 166	1997	8000-12,950	2017	12,800-20,600

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR / NEW CONST & CONST ALONG EXIST RDWY

RURAL ARTERIAL

NON-CA ()

CA ()

EXEMPT (X)

N/A ()

NEED AND PURPOSE

State Route 166 is a major east-west corridor through Carroll County. West of Carrollton, SR 166 provides access to Bowdon, a bedroom community for Carrollton. While the peak travel period occurs during the PM work-to-home transition, traffic flow on SR 166 remains constant throughout the day and passing is difficult due to the horizontal and vertical alignment. Improvements are needed to improve the capacity and safety of this facility. The proposed project will enhance the safety and the mobility for the users of SR 166 and remove the heavy truck traffic from the downtown area of Bowdon.. It is a part of local plans and objectives.

EXISTING ROADWAY		
TYPICAL SECTION:	2 to 4 Lane Rural	R/W WIDTH 24.4M- 30.5M
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
90 KPH	349 M	6.2%

MAJOR STRUCTURES				
FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
N/A				

PROPOSED ROADWAY				
TYPICAL SECTION:	2 LANES WITH OPEN DITCH DRAINAGE			
DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX GRADE	
90 KPH	ALLOWABLE	291M RADIUS	ALLOWABLE	4.50%
	PROPOSED	776M RADIUS	PROPOSED	4.00%
TYPICAL SECTION:	4 LANES WITH 6M RAISED MEDIAN AND OPEN DITCH DRAINAGE			
DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX GRADE	
90 KPH	ALLOWABLE	291M RADIUS	ALLOWABLE	4.50%
	PROPOSED	582M RADIUS	PROPOSED	3.84%
TYPICAL SECTION:	4 LANES WITH 13.6M GRASSED MEDIAN AND OPEN DITCH DRAINAGE			
DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX GRADE	
90 KPH	ALLOWABLE	291 M RADIUS	ALLOWABLE	4.50%
	PROPOSED	873M RADIUS	PROPOSED	4.50%

PROPOSED MAJOR STRUCTURES		
FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
BIG INDIAN CRK. TRIBUTARY - CONSTRUCT NEW DBL. 7X6 BOX CULVERT	172 FT	-----

PROPOSED RIGHT-OF-WAY				
RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
VARIES 31M TO 76M	APPROX. 165	RES.:	35	BUS.: 10 D/W.:

TYPE OF ACCESS CONTROL: BY DRIVEWAY PERMIT ALONG EXISTING ROADWAY AND PARTIAL LIMITED ON NEW LOCATION.

COORDINATION

CONCEPT TEAM MEETING DATE: DECEMBER 16, 1994

LOCATION INSPECTION DATE: N/A

PERMITS REQUIRED: C.O.E. 404; LESS THAN 2 HA OF HYDRIC SOILS WOULD BE IMPACTED.

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECTS IN THE AREA: STP-021-1(24) CARROLL COUNTY

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: TRAFFIC WOULD BE MAINTAINED ON EXISTING ROADS.

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL CONCERNS: NONE

UNDERGROUND STORAGE TANKS: REQUESTED FROM DISTRICT OFFICE ON 12/22/94

HAZARDOUS WASTE SITES: REQUESTED FROM DISTRICT OFFICE ON 12/22/94

DESIGN VARIATIONS REQUESTED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERTICAL GRADES	()	(X)	()
SUBST CROSS SLOPES	()	(X)	()
SUBST STOPPING SIGHT DIST	()	(X)	()
SUBST SUPERELEV RATES	()	(X)	()
SUBST HORIZONTAL CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

ALTERNATIVES CONSIDERED

1. No Build

ESTIMATED COST

CONSTRUCTION:	\$ 10,409,000	RIGHT-OF-WAY:	\$ 9,848,000
E & C (10%):	\$ 1,041,000	ACQUIRED BY:	D.O.T.
INFLATION:	<u>\$ 1,171,000</u>	UTILITIES:	LGPA To Be Requested
(2 yrs at 5% per yr):		ADJUSTED BY:	Not Known At This Time
TOTAL CONS'T COST:	\$ 12,621,000		

COMMENTS

THIS PROJECT HAS NOT BEEN REVIEWED BY THE FEDERAL RESOURCE AGENCIES AS PART OF THE 404-b(1) PROCESS. THIS ALIGNMENT COULD SHIFT.

**ATTACHMENTS: COST ESTIMATE, TYPICAL SECTIONS, TEAM MEETING MINUTES
PREPARED BY: KEN THOMPSON, T.E. III**

PRELIMINARY COST ESTIMATE

1 OF 2

DATE MARCH 21, 1995

PROJECT NO. STP-021-1(25) CARROLL

P.I. NO. 631310

PROJECT DESCRIPTION SOUTHERN BYPASS OF BOWDON FROM SR 166 NEAR BIG INDIAN CREEK TO SR 166 NEAR THE EASTERN CITY LIMITS OF BOWDON. TOTAL LENGTH - 4.83 MILES

PROPOSED CONCEPT 2 LANES W/OPEN DITCH DRAINAGE ON 100 FT. OF R/W

EXISTING ROADWAY (IF APPLICABLE) N/A

TRAFFIC: EXISTING 3550 ADT @ YR. 1997 DESIGN 5700 ADT @ YR. 2017

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEVELOPMENT

PROJECT COSTS

A. RIGHT OF WAY

1. PROPERTY (LAND AND EASEMENTS)	\$	<u>300,000</u>
2. DISPLACEMENTS	\$	<u>411,000</u>
3 - RESIDENCES; 1 - BUSINESS		
3. OTHER COSTS	\$	<u>429,000</u>
	SUBTOTAL	\$ <u>1,140,000</u>

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$	<u></u>
2. TRANSMISSION LINES	\$	<u></u>
3. SERVICES	\$	<u></u>
	SUBTOTAL	\$ <u>LGPA TO BE REQUESTED</u>

C. MAJOR STRUCTURES

1. WALLS	\$	<u></u>
2. BRIDGE STREAM CROSSINGS	\$	<u></u>
3. BRIDGE OVER/UNDERPASS	\$	<u></u>
4. BOX CULVERTS	\$	<u>280,000</u>
DBL 7*6 @ BIG INDIAN CRK TRIBUTARY & VARIOUS SMALLER CULVERTS		
	SUBTOTAL	\$ <u>280,000</u>

D. GRADING AND DRAINAGE		
1. EARTHWORK		\$ 1,009,000
456,665 CY U.E.; 24,035 CY ROCK		
2. DRAINAGE		
a. CROSS DRAIN PIPES (EXCL. BOX CULVERTS)		\$
THIS ITEM IS INCLUDED IN LONGITUDINAL SYSTEM		
b. CURB AND GUTTER		\$
c. LONGITUDINAL SYSTEM (INCL. CATCH BASINS)		\$ 130,000
	SUBTOTAL	\$ 1,139,000
E. BASE AND PAVING		
1. AGGREGATE BASE		\$ 654,000
75,525 T - 12.00 IN.		
2. ASPHALT PAVING		\$ 1,034,000
33,890 T-1.50 IN. "E"; 2.00 IN. "B"; 4.00 IN. ASPHALTIC CONCRETE BASE		
3. CONCRETE PAVING		\$
4. OTHER		\$ 175,000
	SUBTOTAL	\$ 1,863,000
F. LUMP ITEMS		
1. TRAFFIC CONTROL		\$ 60,000
2. CLEARING AND GRUBBING		\$ 275,000
59 ACRES		
3. LANDSCAPING		\$ 58,000
4. EROSION CONTROL		\$ 72,000
5. DETOURS (INCL. TEMP. BRIDGES)		\$
	SUBTOTAL	\$ 465,000
G. MISCELLANEOUS		
1. LIGHTING		\$
2. SIGNING - STRIPING		\$ 48,000
3. GUARDRAIL		\$ 208,000
12,650 LF + 64 ANCHORS		
4. OTHER		\$ 314,000
	SUBTOTAL	\$ 570,000
H. SPECIAL FEATURES		\$

PRELIMINARY COST ESTIMATE

2 OF 2

DATE MARCH 21, 1995

PROJECT NO. STP-021-1(25) CARROLL

P.I. NO. 631310

PROJECT DESCRIPTION S.R. 166 IMPROVEMENTS FROM THE EASTERN TERMINUS OF THE SOUTH BOWDON BYPASS TO
CR 828/FARMERS HIGH ROAD. TOTAL LENGTH - 3.9 MILES

2 TO 4 LN 20 M RURAL-1.03 MI; 2 TO 4 LN 20 M RURAL/WIDEN & REC-0.46 MI; 4 LN 20 MED NEW LOC-0.37 MI

2 TO 4 LN 44 M - 0.11 MI; 2 TO 4 LN 44 M/W&R - 0.98 MI; 4 LN 44 M NEW LOC.-0.95 MI.

PROPOSED CONCEPT 4 LANES W/20 FT. RAISED MEDIAN; 4 LANES W/44 FT. GRASSED MEDIAN

EXISTING ROADWAY (IF APPLICABLE) 2 AND 3 LANES WITH OPEN DITCHES

TRAFFIC: EXISTING 12,950 ADT @ YR. 1997 DESIGN 20,600 ADT @ YR. 2017

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEVELOPMENT

PROJECT COSTS

A. RIGHT OF WAY

1. PROPERTY (LAND AND EASEMENTS)	\$ <u>1,351,000</u>
2. DISPLACEMENTS	\$ <u>4,108,000</u>
32 - RESIDENCES; 9 - BUSINESSES;	
3. OTHER COSTS	\$ <u>3,249,000</u>
	SUBTOTAL
	\$ <u>8,708,000</u>

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ _____
2. TRANSMISSION LINES	\$ _____
3. SERVICES	\$ _____
	SUBTOTAL
	\$ <u>LGPA TO BE REQUESTED</u>

C. MAJOR STRUCTURES

1. WALLS	\$ _____
2. BRIDGE STREAM CROSSINGS	\$ _____
3. BRIDGE OVER/UNDERPASS	\$ _____
4. BOX CULVERTS	\$ _____
	SUBTOTAL
	\$ <u>0</u>

D. GRADING AND DRAINAGE

1. EARTHWORK	\$ 700,000
316,279 CY U.E.; 16,646 CY ROCK	
<hr/>	
2. DRAINAGE	
a. CROSS DRAIN PIPES (EXCL. BOX CULVERTS)	\$
THIS ITEM IS INCLUDED IN LONGITUDINAL SYSTEM	
<hr/>	
b. CURB AND GUTTER	\$ 175,000
21,576 LF	
<hr/>	
c. LONGITUDINAL SYSTEM (INCL. CATCH BASINS)	\$ 271,000
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	SUBTOTAL
	\$ 1,885,000

E. BASE AND PAVING

1. AGGREGATE BASE	\$ 865,000
75,525 T - 12.00 IN.	
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2. ASPHALT PAVING	\$ 1,985,000
65,281 T-1.50 IN. "E"; 2.00 IN. "B"; 7.00 IN. ASPHALTIC CONCRETE BASE	
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3. CONCRETE PAVING	\$
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4. OTHER	\$ 296,000
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	SUBTOTAL
	\$ 3,146,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$ 174,000
<hr/>	
2. CLEARING AND GRUBBING	\$ 479,000
102 ACRES	
<hr/>	
3. LANDSCAPING	\$ 196,000
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4. EROSION CONTROL	\$ 163,000
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5. DETOURS (INCL. TEMP. BRIDGES)	\$
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	SUBTOTAL
	\$ 1,012,000

G. MISCELLANEOUS

1. LIGHTING	\$
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2. SIGNING - STRIPING	\$ 143,000
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3. GUARDRAIL	\$ 78,000
5057 LF + 20 ANCHORS	
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4. OTHER	\$ 471,000
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	SUBTOTAL
	\$ 692,000

H. SPECIAL FEATURES

600' OF X-ROAD RELOCATIONS	\$ 96,000
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ESTIMATE SUMMARY

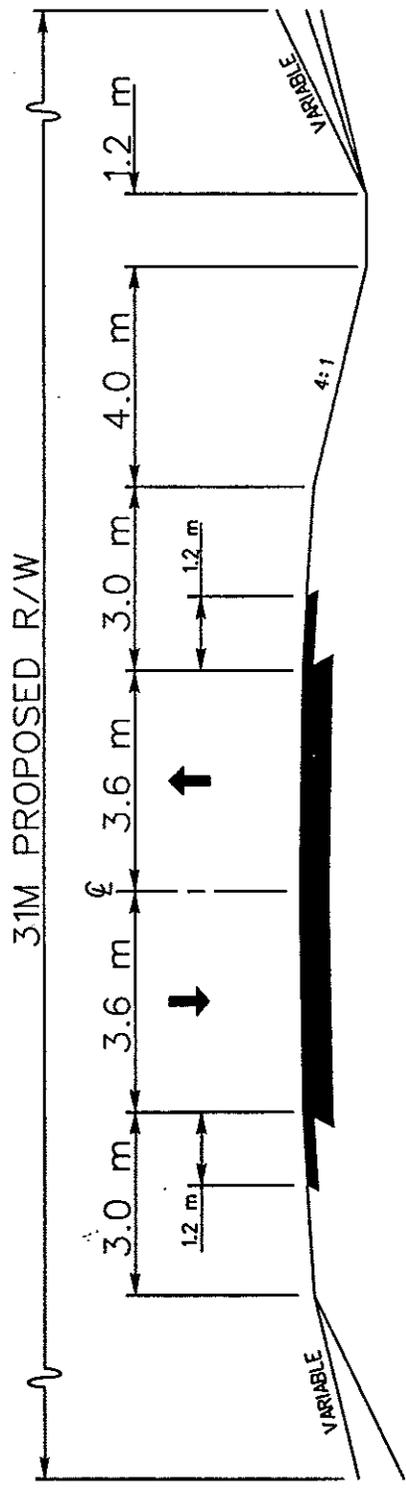
A. RIGHT OF WAY	\$ <u>8,708,000</u>
B. REIMBURSABLE UTILITIES	\$ <u>LGPA TO BE REQU.</u>

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$ <u>0</u>
D. GRADING AND DRAINAGE	\$ <u>1,146,000</u>
E. BASE AND PAVING	\$ <u>3,146,000</u>
F. LUMP ITEMS	\$ <u>1,012,000</u>
G. MISCELLANEOUS	\$ <u>692,000</u>
H. SPECIAL FEATURES	\$ <u>96,000</u>

SUBTOTAL CONSTRUCTION COST	\$ <u>6,092,000</u>	
E & C (10%)	\$ <u>609,000</u>	
INFLATION (5% PER YEAR)	\$ <u>685,000</u>	(2 YEARS)
TOTAL CONSTRUCTION COST	\$ <u>7,386,000</u>	

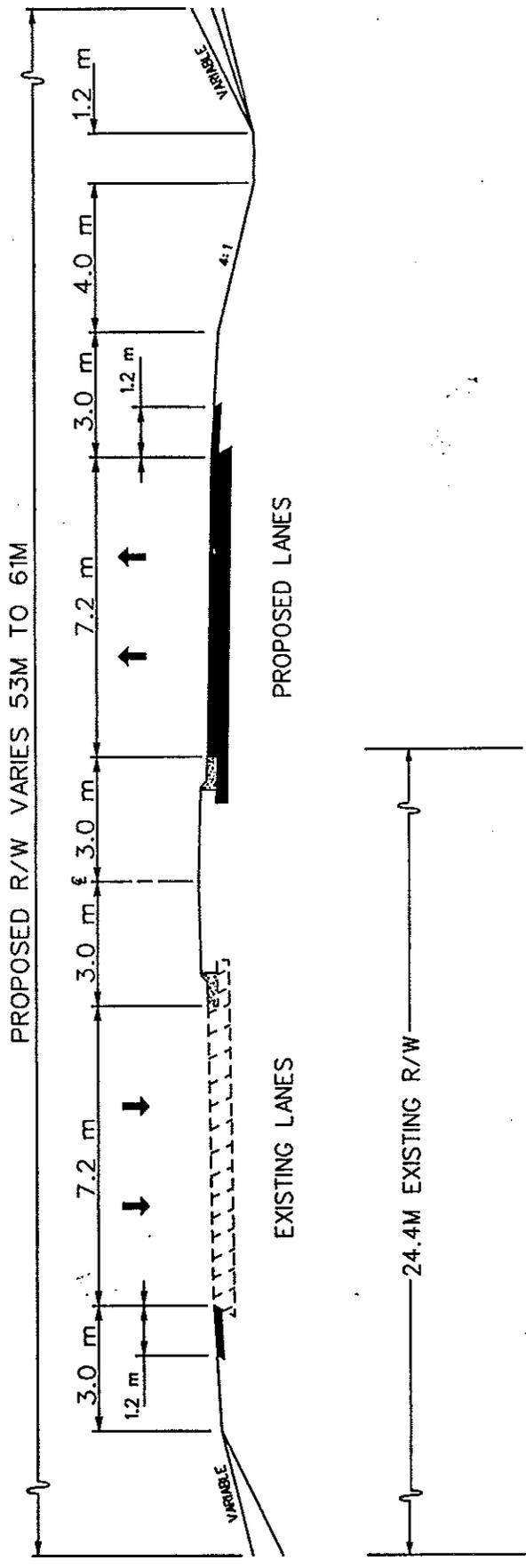
GRAND TOTAL PROJECT COST \$ 16,094,000



TYPICAL CROSS SECTION

S. BOWDON BYPASS & SR 166 IMPROVEMENTS
 STP-021-1(25) CARROLL COUNTY
 FROM SR 166 NEAR BIG INDIAN CREEK
 TO SR 166 NEAR THE EASTERN CITY LIMITS OF BOWDON

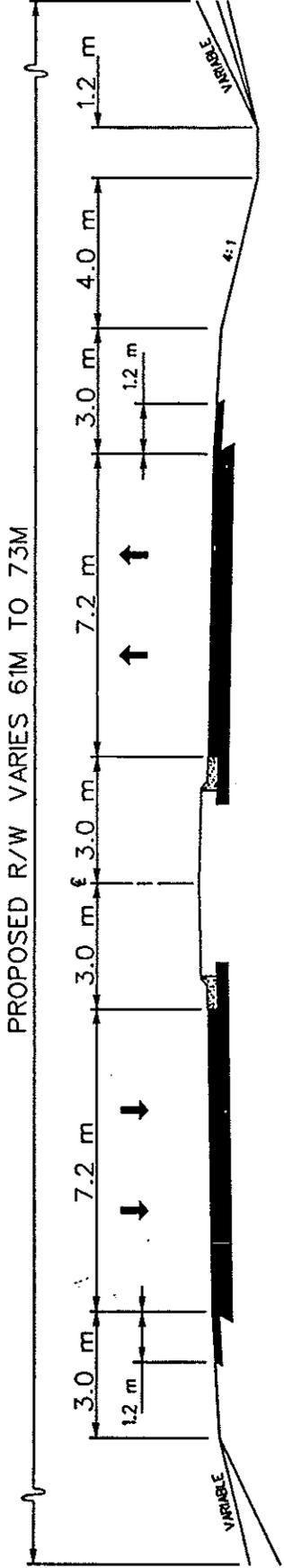
NOT TO SCALE



TYPICAL CROSS SECTION

S. BOWDON BYPASS & SR 166 IMPROVEMENTS
 STP-021-1(25) CARROLL COUNTY
 FROM THE EASTERN TERMINUS OF THE S. BOWDON BYPASS
 TO JUST EAST OF CR 606/PINKELLA LN.

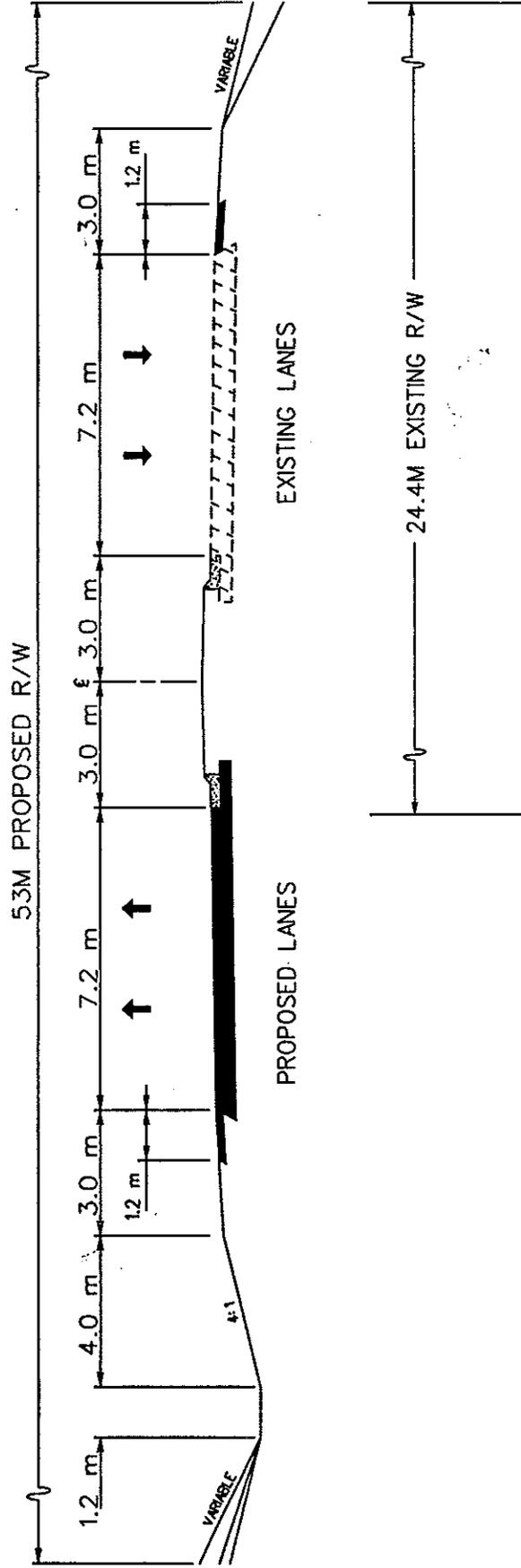
NOT TO SCALE



TYPICAL CROSS SECTION

S. BOWDON BYPASS & SR 166 IMPROVEMENTS
 STP-021-1(25) CARROLL COUNTY
 FROM JUST EAST OF CR 606/PINKELLA LN.
 TO JUST EAST OF CR 98/NORTH JONESVILLE RD.

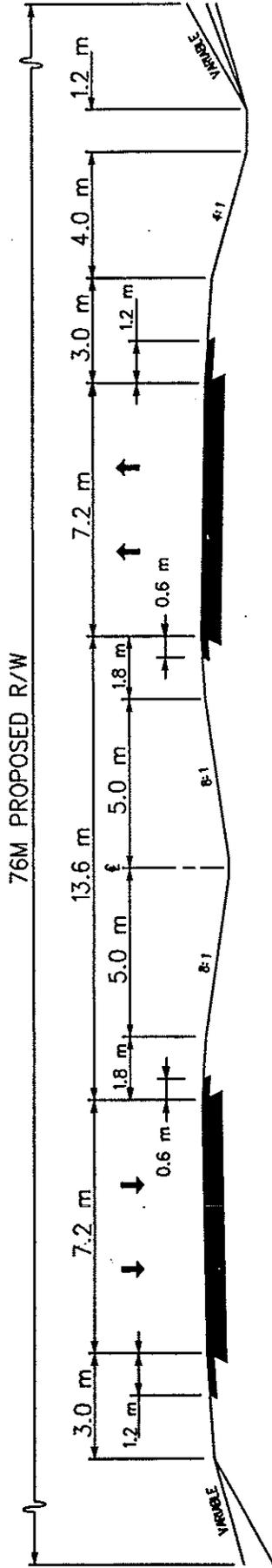
NOT TO SCALE



TYPICAL CROSS SECTION

S. BOWDON BYPASS & SR 166 IMPROVEMENTS
 STP-021-1(25) CARROLL COUNTY
 FROM JUST EAST OF CR 98/NORTH JONESVILLE RD.
 TO APPROX. 0.2KM EAST OF CR 281/LAKESHORE DR.

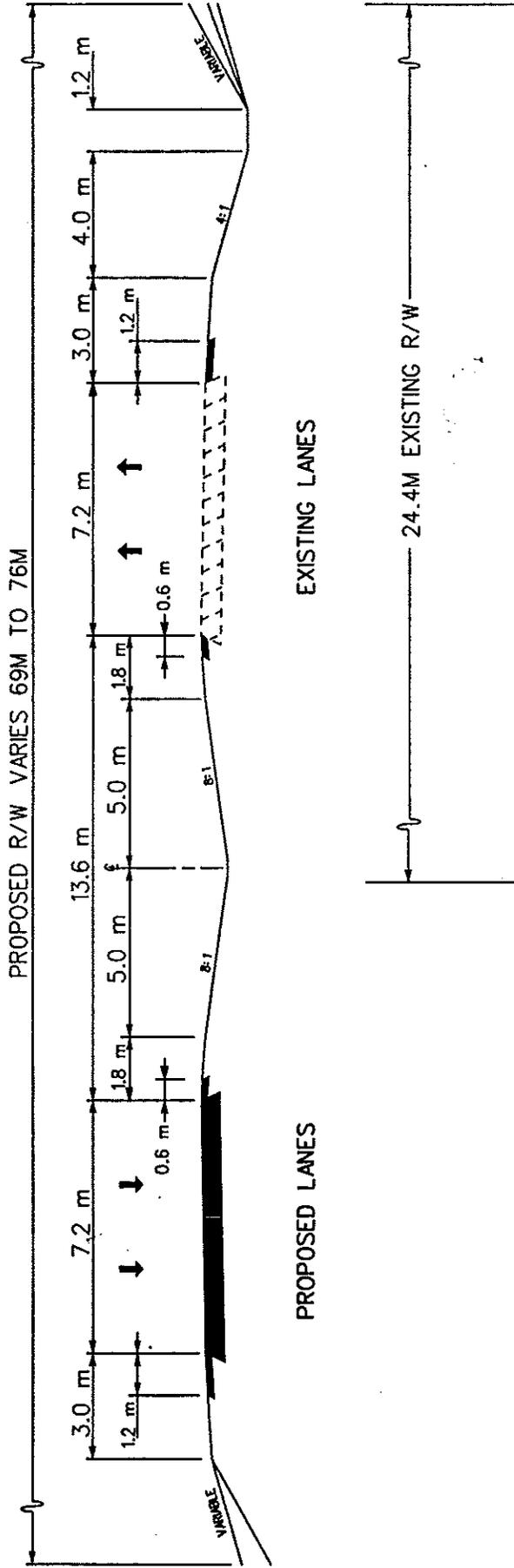
NOT TO SCALE



TYPICAL CROSS SECTION

S. BOWDON BYPASS & SR 166 IMPROVEMENTS
 STP-021-1(25) CARROLL COUNTY
 FROM APPROX. 0.2KM EAST OF CR 281/LAKESHORE DR.
 TO APPROX. 1.0KM EAST OF CR 71/CRAVEN RD.

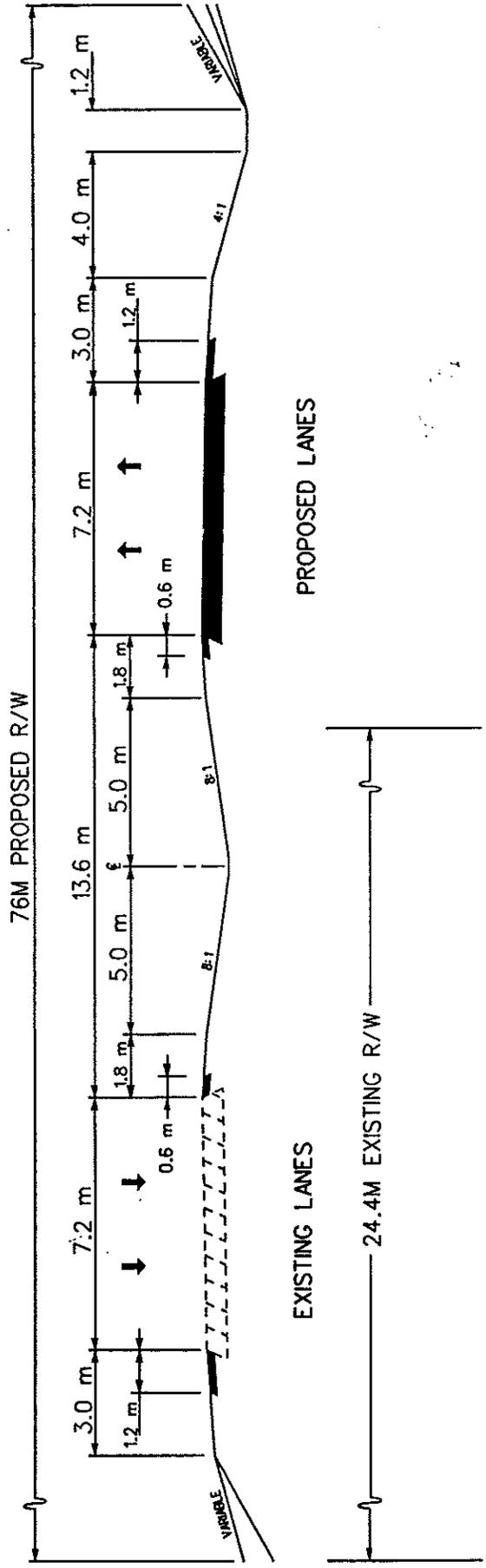
NOT TO SCALE



TYPICAL CROSS SECTION

S. BOWDON BYPASS & SR 166 IMPROVEMENTS
 STP-021-1(25) CARROLL COUNTY
 FROM APPROX. 1.0KM EAST OF CR 71/CRAVEN RD.
 TO APPROX. 0.3KM WEST OF CR 828/FARMERS HIGH RD.

NOT TO SCALE



TYPICAL CROSS SECTION

S. BOWDON BYPASS & SR 166 IMPROVEMENTS
 STP-021-1(25) CARROLL COUNTY
 FROM APPROX. 0.3KM WEST OF CR 828/FARMERS
 HIGH RD. TO CR 828/FARMERS HIGH RD.

NOT TO SCALE

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-021-1(25) Carroll County
P.I. No. 631310

OFFICE Environment/Location

DATE December 20, 1994

FROM *KEY*
Kenneth E. Thompson, T.E. III

TO Distribution Below

SUBJECT Concept Team Meeting - South Bowdon Bypass and S.R. 166 Improvements

Date/Time: Friday, December 16, 1994 / 10:00 A.M.
Place: Conference Room of the Office of Environment/Location
Attending: David Studstill, Warren Beverly, Ken Thompson, Jim Fuerst, Tom Queen and Laurie Cotton of the Office of Environment/Location; Mayor Jim Watts and Jerry Langley from the city of Bowdon; Joe Garland from DOT Road Design; Reba Scott of DOT Programming; Del Clippard, DOT Traffic Operations; Andy Rikard, DOT Cartersville (District 6) Preconstruction; Kerry Bonner, District 6 Utilities; Allen Hendrix, District 6 R/W; Dan Everitt of Georgia Power; Debbie Chambers of Bell South; Keith Brook, Terry Bonner and Tony Baker from Atlanta Gas Light; Heather North and Donna Lackey from Chattahoochee-Flint Regional Development Center; and Jim Baxley of the Carroll County Water Authority.

The meeting was opened by Ken Thompson who gave a brief description of the project. The project was then described in detail.

Project STP-021-1(25) in Carroll County is proposed to construct a southern bypass of the town of Bowdon and improve S.R. 166 from the eastern terminus of the bypass eastward to C.R. 828/Farmers High Road in Carroll County. The proposed concept would begin at S.R. 166, approximately 0.25 east of Big Indian Creek, where two lanes with open ditch drainage would be constructed on 100 ft. of right-of-way. The alignment would extend southward, on new location, then turn southeastward and intersect C.R. 109/Bowdon Brickyard Rd. and C.R. 837/Sandy Flat Rd. The proposed roadway would then turn eastward and intersect C.R. 96/Watts Rd. and S.R. 100 at the south city limits of Bowdon. Continuing eastward, the alignment would follow the Bowdon city limits and intersect C.R. 821/Bowdon-Tyus Rd. and Kent Rd. before turning northward to intersect C.R. 70/Garrett Creek Rd. The proposed roadway would then turn northwestward and intersect C.R. 99/Smith Ave., C.R. 100/Barrett Rd., and tie into S.R. 166 approximately one-eighth mile outside the city limits of Bowdon. The length of the proposed bypass is 4.9 miles, and the speed design is 55 MPH. Access would be partial controlled. Traffic projections vary in 1997 from 2550 ADT - 3550 ADT, and in 2017 from 4100 ADT - 5700 ADT. Approximately 3 acres of hydric soils would be impacted by the bypass, and 3 houses would be displaced.

(Cont'd)

Concept Team Meeting Minutes
S. Bowdon Bypass & U.S. 1 Improvements
December 20, 1994
Page 2

From the eastern terminus of the bypass to approximately 0.2 mile east of C.R. 281/Lakeshore Dr., S.R. 166 is proposed to be improved to 4 lanes with a 20 ft. raised median and open ditch drainage on right-of-way that would vary from 175 ft. - 240 ft. S.R. 166 would be widened on the south side from the bypass to C.R. 98/North Jonesville Rd. and then shift to the north side up to 0.2 mile east of C.R. 281. At that point the median would taper out to 44 ft. and the proposed alignment would extend on new location to avoid impacting 3 historic resources located along S.R. 166. 4 lanes with a 44 ft. grassed median on 250 ft. of right-of-way would be constructed just south of, and parallel to S.R. 166, then rejoin the existing roadway approximately 0.3 mile west of C.R. 73/Antioch Church Rd. From there to C.R. 828, S.R. 166 would be improved to 4 lanes with a 44 ft. median on right-of-way that would vary from 225 ft. to 250 ft. S.R. 166 would be widened on the north side up to 0.1 mile east of C.R. 142/Adalee Rd. and then shift to the south side and end at C.R. 828/Farmers High Rd. The length of the proposed S.R. 166 improvement portion of the project is 3.9 miles, and the speed design is 55 MPH. Access would be by permit along S.R. 166, and partial controlled on new location. Traffic projections vary in 1997 from 8000 ADT - 12,950 ADT, and in 2017 from 12,800 ADT - 20,611 ADT. Less than 1 acre of hydric soils would be impacted by the improvements, and 27 houses and 6 businesses (4 vacant) would be displaced. The total length of the project is 8.8 miles.

The project concept was reviewed and the following comments and recommendations were made:

LOCAL OFFICIALS

Comments from Mayor: Most of the displacements occur in an area that is very dense and poses a traffic hazard. By eliminating the houses that are very close to the road would help with traffic flow and safety. There have been a number of accidents along S.R. 166 near Lakeshore Dr. and in the curve near C.R. 98 in Jonesville. It is good that the bypass would displace only 3 houses, and it would probably only impact 2 or 3 property owners on the western end. Can the curve in the proposed bypass, between S.R. 100 and C.R. 821/Bowdon-Tyus Rd, be flattened to possibly not leave a property remnant when R/W is acquired?

Response: If flattening the curve does not adversely affect the alignment of the bypass or its intersections with S.R. 100 and C.R. 821.

Comment: What would happen to existing S.R. 166 in the area where the proposed alignment would be on new location to avoid the historic resources?

Response: S.R. 166 would be tied into the proposed alignment, and it would probably revert back to the county for maintenance.

(Cont'd)

Concept Team Meeting Minutes
S. Bowdon Bypass & U.S. 1 Improvements
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Comment: Where would the median crossovers be located?

Response: Median crossovers would be located at major county roads no closer than 1320 ft. In the more densely populated areas they could possibly be spaced as close as 660 ft.

Comment: What are the limits of the medians?

Response: A 20 ft. raised median would be utilized from the end of the bypass to 0.2 mile east of C.R. 281/Lakeshore Drive. The median would then widen to 44 ft. and continue to the end of the project.

Comment: The businesses along S.R. 166 would like greater access.

Response: As the project continues to develop, and when it moves into the design phase, additional median crossovers could possibly be put in if minimum spacing requirements are met.

Comment: What is the schedule for this project?

Response: Public Hearing possibly in late '95; R/W acquisition in FY 97; Construction in FY 99.

Comment: We really need the project sooner, since we have businesses moving into the industrial park at C.R. 67/Kent Rd. Our main concern is with the bypass. It will bring more businesses to the industrial park and the city of Bowdon.

REGIONAL DEVELOPMENT CENTER

Comment: The Jonesville community would prefer grass in the raised median. Is there any flexibility in whether grass or concrete would be used in the median?

Response: The department uses what is most feasible. On new location or one-side widening, grass is most feasible. On symmetrical widening, concrete is most feasible.

ROAD DESIGN

Comment: Will the bypass and the S.R. 166 improvements be under one project number?

Response: Yes.

Comment: Are there any major structures proposed for this project?

Response: There would be culverts on the bypass; nothing on the S.R. 166 improvement portion of the project.

TRAFFIC OPERATIONS

Comment: It is recommended that C.R. 815/Garrett Cir. be extended, from S.R. 166, to intersect with the proposed new location alignment because of traffic that is generated from the associated subdivision.

(Cont'd)

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Comment: If there is more traffic along S.R. 100, the bypass would have stop conditions at that intersection.

PROGRAMMING

Comment: The project is currently scheduled for "Long Range", although Datatrieve has it ready to let in FY '99. There needs to be a push to get the project put in the next STIP if it is to be let in FY '99.

ENVIRONMENTAL ANALYSIS BUREAU

Comment: An environmental assessment will be prepared for this project since there would be no historic resources impacted.

ATLANTA GAS LIGHT

Comment: We have one easement that would be impacted by the bypass between S.R. 100 and C.R. 821/Bowdon-Tyus Rd.

SOUTHERN BELL

Comment: We have a Fiber Optic cable line, in a 10 ft., easement located on the north side of S.R. 166 that would be impacted by this project.

GEORGIA POWER

Comment: No major facilities would be impacted by this project.

KET

Distribution: Wayne Hutto
Ronald Collins/ Attn: Warren Bailey
Herman Griffin/ Attn: Terry Rogers
Jim Kennerly
Toni Dunagan
Paul Liles
Marion Waters
Bobby Mustin
Dudley Ellis
Don Welch
Harvey Keepler
Bascombe Hughes
Charles Law/Cartersville District

D.O.T.66

DEPARTMENT OF TRANSPORTATION RECEIVED
STATE OF GEORGIA

APR - 7 1995

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-021-1(25) Carroll County OFFICE Traffic Operations
P.I. No. 631310 Atlanta, Georgia
DATE April 5, 1995

FROM *ABR* Marigh G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report

We have reviewed the concept report on the above project for proposed construction of the "South Bowden Bypass" and "SR 166 Improvements" from the eastern terminus of the Bypass eastbound to CR 828 / Farmers High Road.

The Bypass typical section is a two lane facility, one 12 ft. (3.6 m) lane in each direction with 10 ft. (3.0 m) shoulders, 4 ft. (1.2 m) paved.

The typical section for SR 166 consists of a four lane facility, two 12 ft. (3.6 m) lanes in each direction with 10 ft. (3.0 m) shoulders and a 20 ft. (6.0 m) raised median from the eastern terminus of the South Bowden Bypass to CR 281 / Lakeshore Drive. From CR 281 / Lakeshore Drive the typical section transitions to a four lane facility, two 12 ft. (3.6 m) lanes in each direction with 10 ft. (3.0 m) shoulders with a 44 ft. (13.6 m) depressed median ending at CR 828 / Farmers High Road.

As noted the proposed project will enhance the safety and the mobility for users of SR 166 and remove heavy truck traffic from the downtown area of Bowden.

Approval is recommended.

MGW:LEO

Attachment (signature page)

cc: David Studstill
Bob Mustin, w / Attachment
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

STP-021-1(25)
CARROLL COUNTY
P.I. NO. 631310

Federal Route No.: F 21-1

Date of Report: March 31, 1995

State Route No.: S.R. 166

RECOMMENDATION FOR APPROVAL

3/30/95
Date

[Signature]
State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

4/6/95
Date

M. G. Waters, PE
State Traffic Operations Engineer

Date

District Engineer/Cartersville

Date

State Bridge & Structural Engineer