

**Application for Federal Assistance SF-424**

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
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* 3. Date Received: <input type="text" value="Completed by Grants.gov upon submission."/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
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**State Use Only:**

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
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**8. APPLICANT INFORMATION:**

* a. Legal Name: <input type="text" value="City of Powder Springs"/>	
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="58-6005266"/>	* c. UEI: <input type="text" value="UJC8XEWBNE1"/>

**d. Address:**

* Street1: <input type="text" value="4483 Pineview Drive"/>
Street2: <input type="text"/>
* City: <input type="text" value="Powder Springs"/>
County/Parish: <input type="text"/>
* State: <input type="text" value="GA: Georgia"/>
Province: <input type="text"/>
* Country: <input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code: <input type="text" value="30127-4803"/>

**e. Organizational Unit:**

Department Name: <input type="text"/>	Division Name: <input type="text"/>
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**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix: <input type="text" value="Ms ."/>	* First Name: <input type="text" value="Pam"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Conner"/>	
Suffix: <input type="text"/>	
Title: <input type="text" value="City Manager"/>	
Organizational Affiliation: <input type="text"/>	
* Telephone Number: <input type="text" value="770-943-1666"/>	Fax Number: <input type="text"/>
* Email: <input type="text" value="pconner@powderspringsga.gov"/>	

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

DOT - Federal Railroad Administration

**11. Assistance Listing Number:**

20.327

Assistance Listing Title:

Railroad Crossing Elimination

**\* 12. Funding Opportunity Number:**

FR-RCE-26-001

\* Title:

FY25-26 Railroad Crossing Elimination Grant Program

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Powder Springs Dallas Road Corridor Crossing Closure Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="35,025,850.00"/>
* b. Applicant	<input type="text" value="8,756,462.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="43,782,312.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

# ATTACHMENTS FORM

**Instructions:** On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

**Important:** Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	PS_RCE_FY26_Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	PS_RCE_FY26_Attachment Index	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	PS_RCE_FY26_1_Alternative 3 C	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	PS_RCE_FY26_2_COPS PE Cost Sp	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	PS_RCE_FY26_3_CST-ROW-UTL Cos	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	PS_RCE_FY26_4_Draft Environme	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	PS_RCE_FY26_5_Mitigation Cost	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	PS_RCE_FY26_6_Phase 1 Environ	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	PS_RCE_FY26_7_Draft 22905 Agr	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	PS_RCE_FY26_8_Phase 1 Grant A	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	PS_RCE_FY26_9_Project Managem	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12	PS_RCE_FY26_10_Letter of Supp	Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13	PS_RCE_FY26_11_Concept Report	Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14	PS_RCE_FY26_12_Draft Traffic	Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15	PS_RCE_FY26_13_Letter of Supp	Add Attachment	Delete Attachment	View Attachment

# Powder Springs Dallas Road Corridor Crossing Closure Project FY 2025-2026 Crossing Safety Program Application

City of Powder Springs, Georgia

Funding Opportunity Number: FR-RCE-26-001

## I. COVER PAGE

<b>Project Title</b>	Powder Springs Dallas Road Corridor Crossing Closure Project
<b>Applicant Name</b>	City of Powder Springs, Georgia
<b>Amount of Crossing Safety Program Funding Requested Under This NOFO</b>	<b>\$35,025,850</b>
<b>Total Amount of Proposed Non-Federal Cost Share</b>	<b>\$8,756,462</b>
<b>Amount of Non-Crossing Safety Program Federal Funding (if applicable)</b>	\$0 — No other federal funding sources are applied for or intended for use on this project
<b>Total Project Cost</b>	<b>\$43,782,312</b>
<b>Source(s) of Proposed Non-Federal Cost Share and Other Federal Funding</b>	Georgia Department of Transportation — 12.5% of total project cost (to be secured upon selection) City of Powder Springs — 2.5% of total project cost (to be secured upon selection) Cobb County, Georgia — 2.5% of total project cost (to be secured upon selection) Norfolk Southern Railway Company — 2.5% of total project cost (to be secured upon selection)
<b>Was a Federal Grant Application Previously Submitted for This Project?</b>	Yes — FY 2023-2024 Railroad Crossing Elimination Program. Project title: Powder Springs Dallas Road Corridor Crossing Closure Project. Award amount: \$800,000. This application advances the project to Capital Project lifecycle stages (Project Development, Final Design, Right-of-Way Acquisition, and Construction). The previous application funded Project Planning only. The preferred alternative (Alternative 3), preliminary cost estimates, and Phase 1 Environmental Site Assessment have been developed under the prior award.
<b>City(ies) Where the Project is Located</b>	Powder Springs, Georgia
<b>County(ies) Where the Project is Located</b>	Cobb County, Georgia
<b>State(s) Where the Project is Located</b>	Georgia
<b>Congressional District(s) Where the Project Will Take Place</b>	Georgia 6th Congressional District

<b>What Percent of Funding is Spent in a Rural Area?</b>	0% — The project is located entirely within the incorporated City of Powder Springs, within the Atlanta metropolitan statistical area. The project does not meet the FRA's definition of a Rural Area.
<b>Amount (if any) of Funding Request Eligible for Set-Aside Funds</b>	Amount: \$0 Set-Aside(s): None — The project is not located in a Rural Area or on Tribal Lands, and does not include Highway-Rail Grade Crossing safety information and education program activities as a primary project component.
<b>Lifecycle Stage(s) Proposed to Be Funded by This NOFO</b>	Project Development; Final Design; Right-of-Way Acquisition; Construction
<b>Current Lifecycle Stage and Its Anticipated Completion Date</b>	Current Stage: Project Planning Anticipated Completion Date: January 1, 2027 Note: The Phase 1 Project Planning grant (FY 2023-2024, \$800,000) is currently underway. The preferred alternative has been selected, preliminary cost estimates developed, and the draft Concept Report is completed. The Phase 1 grant performance period runs through January 1, 2027.
<b>Is the Project Located on Real Property Owned by Someone Other Than the Applicant?</b>	Yes — Norfolk Southern Railway Company owns the railroad right-of-way within the project corridor. The project will require crossing and working within the NS right-of-way to close all three at-grade crossings. A 22905 agreement consistent with 49 U.S.C. § 22905(c)(1) is in the process of being executed between the City of Powder Springs and Norfolk Southern.
<b>Has the Applicant Executed an Agreement with the Host Railroad Regarding Use of the Railroad Right-of-Way Consistent with 49 U.S.C. 22905(c)?</b>	Pending — A draft agreement consistent with 49 U.S.C. § 22905(c)(1) was developed and included in the Phase 1 planning application. The agreement is currently in the process of being finalized and executed between the City of Powder Springs and Norfolk Southern Railway Company. Norfolk Southern has been an active Project Oversight Committee partner throughout Phase 1 and has provided financial support to the project. A letter of support from Norfolk Southern is included as a supporting attachment.
<b>Is the Project Currently Programmed in Any Medium- or Long-Range Planning Document?</b>	Yes — Springs in Motion Comprehensive Plan Update, adopted 2021, City of Powder Springs. The project is also consistent with GDOT's state highway-rail grade crossing action plan, which identifies Angham Road as a top priority crossing for closure.
<b>Is the Project Located on a Potential Corridor Selected for the Corridor Identification and Development Program?</b>	No
<b>Host Railroad / Infrastructure Owner(s) of Project Assets</b>	Norfolk Southern Railway Company Atlanta North District — Atlanta Terminal Section Milepost 128 to Milepost 129
<b>Other Impacted Railroad(s) (Including Tenants)</b>	None
<b>If the Applicant is a Commuter Railroad: List the Intercity</b>	Not applicable — The City of Powder Springs is not a commuter railroad.

<b>Passenger and/or Freight Railroad Service(s) Utilizing the Proposed Project</b>	
<b>Is the Project Expected to Need a Waiver Under FRA's Domestic Preference Requirements?</b>	No — The City of Powder Springs does not anticipate the need for a waiver of FRA's Buy America requirements. All construction materials will be specified and procured consistent with 49 U.S.C. § 22905(a) and the Build America, Buy America Act.
<b>Application Priority Ranking</b>	Priority 1 of 2 — The City of Powder Springs is submitting two applications under this NOFO. This application (Powder Springs Dallas Road Corridor Crossing Closure Project — full corridor, all three crossings) is ranked first in priority. The second-priority application is the Powder Springs Huddleston Drive Crossing Closure Project (Alt 3 Lite — Huddleston Drive component only), requesting \$6,401,070 in Crossing Safety Program funding.

### Authorized Representative / Point of Contact

<b>Name and Title</b>	Pam Conner, City Manager
<b>Organization</b>	City of Powder Springs, Georgia
<b>Address</b>	4483 Pineview Drive, Powder Springs, Georgia 30127
<b>Phone</b>	[REDACTED]
<b>Email</b>	pconner@powderspringsga.gov
<b>Grant Administrator</b>	Christopher Brewer, Fund It Forward [REDACTED]   [REDACTED]

## **II. PROJECT SUMMARY**

The City of Powder Springs, Georgia seeks Capital Project funding through the Federal Railroad Administration's Crossing Safety Program to advance the Powder Springs Dallas Road Corridor Crossing Closure Project from Project Planning to Project Development, Final Design, Right-of-Way Acquisition, and Construction. The proposed project will permanently eliminate three at-grade highway-rail crossings — Angham Road (719820N), Finch Road (719821V), and Huddleston Drive (719822C) — along the Norfolk Southern Atlanta North District in Cobb County, Georgia, a half-mile stretch of corridor that has recorded 19 total incidents, including 15 at Angham Road alone, which holds the second-highest incident count of any at-grade crossing in Georgia and is designated by the Federal Railroad Administration as one of the nation's Top 100 at-grade crossings for closure. The preferred alternative, Alternative 3, will close all three crossings and construct a new signalized alternate access road connecting affected businesses directly to C.H. James Parkway (US 278/SR 6), replacing dangerous, unsignalized railroad crossings with a safe, grade-separated connection to the regional road network. The City of Powder Springs is an existing Crossing Safety Program grantee, having been awarded \$800,000 in FY 2023-2024 funding for the Phase 1 planning study, which is currently in its final stages and has produced a preferred alternative, preliminary cost estimates, and a completed Phase 1 Environmental Site Assessment, positioning this project for efficient and timely advancement through all remaining lifecycle stages. This investment will deliver transformative safety, mobility, economic, and community benefits for the citizens of Powder Springs, Cobb County, and the freight network served by the Norfolk Southern Atlanta North District, in partnership with the Georgia Department of Transportation, Cobb County Department of Transportation, and Norfolk Southern Railway.

## **III. GRANT FUNDS, SOURCES, AND USE OF PROJECT FUNDS**

The City of Powder Springs is requesting Crossing Safety Program Capital Project funding to advance the Powder Springs Dallas Road Corridor Crossing Closure Project through all remaining lifecycle stages: Project Development, Final Design, Right-of-Way Acquisition, and Construction. The project will be funded through an 80% federal / 20% non-federal cost share structure, consistent with the requirements of 49 U.S.C. § 22909(g). The non-federal share will be provided by four partners — the Georgia Department of Transportation (GDOT), the City of Powder Springs, Cobb County, and Norfolk Southern Railway — in proportions consistent with the cost-sharing structure established during the Phase 1 planning grant.

All non-federal match funds are to be secured upon selection. The existing Phase 1 grant partnership between the City of Powder Springs, GDOT, Cobb County, and Norfolk Southern — in which all four parties contributed non-federal match — provides strong confidence that the required match commitments will be secured.

## Project Funding Table

Lifecycle Stage	Project Component / Task	FRA Crossing Safety (Federal 80%)	GDOT (12.5%)	City of Powder Springs (2.5%)	Cobb County (2.5%)	Norfolk Southern (2.5%)	Total Cost
<b>Project Administration &amp; Management</b>	Grant administration, reporting, project oversight	\$0	\$0	\$0	\$0	\$0	\$0
<b>Project Development</b>	NEPA documentation; preliminary engineering; environmental permits;	\$2,792,000	\$436,250	\$87,250	\$87,250	\$87,250	\$3,490,000
<b>Final Design</b>	100% construction plans & specs; utility coordination; ROW plans	\$1,840,000	\$287,500	\$57,500	\$57,500	\$57,500	\$2,300,000
<b>Right-of-Way Acquisition</b>	Property appraisals, offers, and closings; easements; NS coordination	\$12,378,400	\$1,934,125	\$386,825	\$386,825	\$386,825	\$15,473,000
<b>Utilities</b>	Utility relocation (lump sum); railroad utility coordination	\$1,600,000	\$250,000	\$50,000	\$50,000	\$50,000	\$2,000,000
<b>Construction</b>	Roadway, drainage, signalization, site restoration; crossing closures	\$14,912,890	\$2,330,139	\$466,028	\$466,028	\$466,028	\$18,641,112
<b>Mitigation</b>	ILF stream and wetland mitigation credits	\$1,502,560	\$234,775	\$46,955	\$46,955	\$46,955	\$1,878,200
<b>TOTAL PROJECT COST</b>		<b>\$35,025,850</b>	<b>\$5,472,789</b>	<b>\$1,094,558</b>	<b>\$1,094,558</b>	<b>\$1,094,558</b>	<b>\$43,782,312</b>

## Cost Estimate Basis

The cost estimates presented in this application are derived from the Alfred Benesch & Co. preliminary cost estimate prepared in May 2026 as part of the ongoing Phase 1 planning study. The estimate uses GDOT's standard Cost Estimate Worksheet methodology and includes the following components:

- Construction: \$14,533,233 base estimate + 5% E&I (\$726,662) + 20% contingency (\$3,051,979) + asphalt fuel price adjustment (\$329,239) = \$18,641,112
- Right-of-Way: \$15,473,000 (includes acquisition of parcels required for alternate access road alignment and crossing closures)
- Utilities: \$2,000,000 (includes \$1,800,000 lump sum utility relocation and \$200,000 railroad utility coordination)
- PE/Final Design: \$5,790,000 (includes Project Development: concept development \$140,000 + database preparation \$1,130,000 + environmental document \$540,000 + preliminary plans \$1,525,000 + special studies \$50,000 + public involvement \$105,000 = \$3,490,000; and Final Design: right-of-way plans \$500,000 + final plans \$1,725,000 + construction services \$75,000 = \$2,300,000). PE cost estimate prepared by Alfred Benesch & Co., May 22, 2026. • Mitigation: \$1,878,200 (ILF stream credits required due to no available bank stream credits; cost credits in the Upper Chattahoochee watershed due to no available wetland credits in the primary service area).

The right-of-way cost reflects the scope and nature of the Alternative 3 alignment, which requires acquisition along the new alternate access road corridor connecting Angham Road and Huddleston Drive to Powder Springs Dallas Road. The final ROW cost will be refined through the Right-of-Way plans developed during Final Design.

## Non-Federal Match Sources

The 20% non-federal match will be provided by four project partners in the following proportions, consistent with the cost-sharing structure established for the Phase 1 planning grant:

Funding Partner	Match %	Estimated Match Amount	Availability
Georgia Department of Transportation	12.5%	\$5,472,789	To be secured upon selection
City of Powder Springs	2.5%	\$1,094,558	To be secured upon selection
Cobb County	2.5%	\$1,094,558	To be secured upon selection
Norfolk Southern Railway	2.5%	\$1,094,558	To be secured upon selection
<b>TOTAL NON-FEDERAL MATCH</b>	<b>20%</b>	<b>\$8,756,462</b>	<b>—</b>

All non-federal match funds are to be secured upon selection of this application for award. The four-partner structure established during the Phase 1 planning grant — in which GDOT, Cobb County, and Norfolk Southern each provided financial contributions alongside the City of Powder Springs — demonstrates the commitment from all project partners and provides confidence that match commitments will be secured without undue delay following an award announcement.

The City of Powder Springs does not anticipate seeking financing for this project and does not have other federal funding sources currently applied for or intended for use on this project.

The City understands that FRA will not award more funding than requested in this application, and that the SF-424 will serve as the official funding request amount. All costs are consistent with the requirements of 2 CFR Part 200 and FRA's Standard Terms and Conditions.

#### **IV. APPLICANT ELIGIBILITY**

The City of Powder Springs, Georgia, is an eligible applicant for the Federal Railroad Administration's Crossing Safety Program under 49 U.S.C. § 22909 as a political subdivision of the State of Georgia, consistent with Section 3(a) of the FY 2025-2026 Crossing Safety Program Notice of Funding Opportunity. The City of Powder Springs is a municipal corporation duly authorized and created under Georgia House Bill 1500, "A Bill to be entitled an Act to amend an Act creating a new charter for the City of Powder Springs, approved March 13, 1970 (Ga. L. 1970, p. 2760)." As a duly incorporated municipality operating under the laws of the State of Georgia, the City of Powder Springs is fully authorized to apply for, receive, and administer federal grant funds.

The City of Powder Springs is a Local Administered Projects (LAP) certified agency under the Georgia Department of Transportation, qualifying it to directly administer federal-aid transportation projects in compliance with all applicable federal requirements, including procurement, environmental review, right-of-way acquisition, and financial management. The City maintains its Qualified Local Government (QLG) status in accordance with the Georgia Department of Community Affairs.

The City of Powder Springs is an existing Crossing Safety Program grantee, having been awarded \$800,000 in FY 2023-2024 Railroad Crossing Elimination Program funding for the Phase 1 Project Planning study of the Powder Springs Dallas Road Corridor Crossing Closure Project. The Grant Agreement was executed on June 2, 2025. The City has demonstrated its capacity to manage this grant by establishing a Project Oversight Committee, procuring a qualified engineering consultant (Alfred Benesch & Co.) through a competitive selection process, maintaining compliance with all FRA reporting and grant management requirements, and advancing the project to the point where a preferred alternative has been selected and preliminary cost estimates have been developed. The City's successful administration of the Phase 1

grant is direct evidence of its preparedness and capacity to manage a Capital Project grant of this scale.

The City's point of contact for this application is:

**Pam Conner, City Manager**, City of Powder Springs 4483 Pineview Drive, Powder Springs, Georgia 30127 Phone: [REDACTED] | Email: [pconner@powderspringsga.gov](mailto:pconner@powderspringsga.gov)

## **V. PROJECT ELIGIBILITY**

The Powder Springs Dallas Road Corridor Crossing Closure Project is eligible for funding under the Crossing Safety Program as established by 49 U.S.C. § 22909, meeting multiple eligible project categories defined in Section 3(d) of the FY 2025-2026 Crossing Safety Program Notice of Funding Opportunity.

### **Primary Eligibility — Grade Crossing Closure**

The project is primarily eligible under 49 U.S.C. § 22909(d)(1) — grade separation or closure. Alternative 3 proposes the permanent closure of all three at-grade highway-rail crossings within the project corridor: Angham Road (719820N), Finch Road (719821V), and Huddleston Drive (719822C). The closures will permanently eliminate vehicle-train interactions at all three locations, removing the physical at-grade crossing infrastructure from the Norfolk Southern right-of-way. This is the most direct and impactful form of grade crossing improvement available under the statute, and the one that most completely addresses the documented safety record on this corridor.

### **Secondary Eligibility — Roadway Improvements Directly Related to Crossing Closure**

The project also includes roadway improvements that are directly and necessarily related to the crossing closures, as permitted under 49 U.S.C. § 22909(d)(3) and consistent with FRA's guidance that roadwork elements must be justified by their direct relationship to improving safety at the grade crossing. The construction of the alternate access road connecting Angham Road and Huddleston Drive to Powder Springs Dallas Road is not an independent roadway project; it is the access mitigation required to make the crossing closures feasible. Without the alternate access road, the closure of Huddleston Drive would strand the businesses and properties served by that road with no viable access to the public road network, and the closure of Angham Road would eliminate connectivity between Powder Springs Dallas Road and Bill Carruth Parkway for surrounding residents. The roadway construction is therefore inseparable from and directly required by the crossing closure scope.

## **Eligibility as a Group of Related Projects**

The three crossing closures and associated alternate access roads collectively constitute a group of related projects under 49 U.S.C. § 22909(d)(5), as they are physically and operationally linked consecutive grade crossings on the same Norfolk Southern line within a half-mile stretch. FRA's NOFO explicitly recognizes corridor-wide grade crossing improvements as a selection preference, and the Powder Springs Dallas Road corridor — three crossings, half a mile apart, on the same railroad line, with a unified two-road access solution — is a textbook example of this type of project.

## **Eligibility by Lifecycle Stage**

This application seeks funding for Capital Project lifecycle stages as defined in FRA's Railroad Capital Project Guidance. The project has completed the Project Planning lifecycle stage through the Phase 1 FY 2023-2024 Crossing Safety Program grant and advances through the following eligible stages: Project Development, Final Design, Right-of-Way Acquisition, and Construction. This application does not include Systems Planning or Operation activities; all requested funding is for Capital Project activities consistent with FRA's Railroad Capital Project Guidance. As an existing Crossing Safety Program grantee advancing to the next lifecycle stage, the project also qualifies for the explicit selection preference under Section 6(c)(v) of the NOFO.

## **VI. DETAILED PROJECT DESCRIPTION**

### **Background and Problem Statement**

The Powder Springs Dallas Road Corridor Crossing Closure Project proposes to eliminate three at-grade highway-rail crossings — Angham Road (719820N), Finch Road (719821V), and Huddleston Drive (719822C) — along the Norfolk Southern (NS) Atlanta North District in Powder Springs, Cobb County, Georgia. These three crossings are located within a half-mile stretch of Powder Springs Dallas Road and collectively represent one of the most dangerous highway-rail grade crossing corridors in the State of Georgia.

Powder Springs is one of the fastest-growing municipalities in Cobb County, which is the third most populous county in Georgia. According to the Atlanta Regional Commission (ARC), Cobb County has ranked among the top counties in the Atlanta metropolitan region for residential building permits issued in recent years. As the community grows, more residents, freight operators, emergency responders, and school buses interface with the Norfolk Southern tracks that bisect the Powder Springs Dallas Road corridor daily.

The three at-grade crossings connect local roads to Powder Springs Dallas Road, which serves as a primary north-south connector between US Highway 278 (C.H. James Parkway/SR 6) and the downtown Powder Springs area. The crossings are located within close proximity to one another, separated by approximately half a mile, along a section of NS track with a large grade and limited sightlines due to surrounding tree cover. The

Georgia Department of Transportation (GDOT) has identified these crossings as one of its top highway-rail safety concerns in the state.

The corridor sits at milepost 128 of the NS Atlanta North District, a Supercore route that connects key markets across the NS system and serves as a major freight artery for the region. Approximately 22 daily train movements traverse this section of track, creating frequent and prolonged blockages at all three crossings.

### Safety Record and Existing Risk

According to the Federal Railroad Administration's (FRA) Grade Crossing Inventory, there have been a total of 19 documented incidents across the three at-grade crossings. The safety record at each crossing is described below.

Crossing	DOT ID	Incidents	Avg. Annual Accident Rate	Notable Designations
<b>Angham Road</b>	719820N	15 (since 1976) 3 in 2024	32.1%	GDOT Top Concern; FRA Top 100 At-Grade Crossings; 2nd most incidents of any crossing in Georgia
<b>Huddleston Drive</b>	719822C	3 (since 2021)	21.5%	Trucks observed idling on NS tracks; incident on 9/17/2024 not yet reflected in FRA inventory
<b>Finch Road</b>	719821V	2 (since 2018)	10.7%	Serves four traditional neighborhood developments and multiple single-family residences
<b>TOTAL</b>	—	19	21.4% average	Corridor-wide designation as GDOT priority safety corridor

Angham Road (719820N) presents the most severe safety challenges of the three crossings. The crossing is approached from Powder Springs Dallas Road via a two-lane road with no dedicated turn lane and no traffic signal. A significant grade change and dense tree cover create blind spots for motorists approaching the at-grade crossing. In the past, motorists have driven onto the tracks, mistaking them for the roadway itself. GDOT previously installed delineators to address this issue, but the delineators have

been repeatedly knocked down by vehicles. With 15 documented incidents since 1976 and 3 incidents in 2024 alone, Angham Road holds the second-highest incident count of any at-grade crossing in the State of Georgia, and the Federal Railroad Administration has designated it as one of its Top 100 at-grade crossings nationally for closure, with FRA representatives having visited the site directly.

Finch Road (719821V) is similarly approached without a dedicated turn lane and is obstructed by a tree line and steep grade when turning from Powder Springs Dallas Road. The crossing serves four traditional neighborhood developments and numerous single-family residences, meaning a significant residential population regularly crosses NS tracks simply to access the broader road network.

Huddleston Drive (719822C) presents a unique and acute safety risk. It is a dead-end road with a single access point that crosses directly over NS tracks, meaning every motorist entering or exiting Huddleston Drive must cross the at-grade railroad crossing. The road primarily serves industrial and commercial users, including large freight trucks. Trucks exiting Huddleston Drive have been observed idling directly on NS tracks due to the inability to make a left turn onto Powder Springs Dallas Road. An incident on September 17, 2024, in which a train struck an unoccupied car, has not yet been added to the FRA's Grade Crossing Inventory and Accident Reports, meaning the actual incident count is higher than official records currently reflect.

### Traffic Growth Projections

The Powder Springs Dallas Road corridor is projected to experience continued traffic growth through 2050 as the Atlanta metropolitan area expands westward. Based on the Atlanta Regional Commission Activity Based Model (ABM), annual average traffic growth rates for the corridor are as follows:

Road	2020–2030	2030–2040	2040–2050	2020–2050 Total
Angham Road	-0.01%	1.06%	0.62%	0.56%
US Hwy 278 / SR 6	1.02%	0.70%	0.74%	0.82%
Powder Springs Dallas Road	0.57%	0.91%	0.79%	0.75%
<b>Corridor Total</b>	0.58%	0.87%	0.74%	0.73%

Source: Atlanta Regional Commission Activity Based Model (ABM)

Without intervention, increasing traffic volumes will compound the existing safety risks at all three crossings, raising both the frequency of interactions between vehicles and trains and the probability of incidents. The elimination of all three at-grade crossings, combined with the construction of two new alternate access roads with signalized connections to the public road network, is the only solution that fundamentally and permanently addresses the corridor's safety challenges.

## **Phase 1 Planning Study — Status and Findings**

The City of Powder Springs was awarded \$800,000 in FY 2023-2024 Railroad Crossing Elimination Program funding on January 10, 2025, for a Track 1 – Project Planning study of the Powder Springs Dallas Road Corridor Crossing Closure Project. The Grant Agreement was executed on June 2, 2025, with a performance period of May 1, 2025 through January 1, 2027. The study is being conducted by Alfred Benesch & Co. under contract with the City, with active participation from a Project Oversight Committee comprising the City of Powder Springs, the Georgia Department of Transportation (GDOT), the Cobb County Department of Transportation, and Norfolk Southern.

The Phase 1 study is currently underway and has produced the following completed and near-completed deliverables:

### **Completed:**

- Phase 1 Environmental Site Assessment (ESA) — completed, no significant contamination concerns identified
- Public Information Open House #1 (PIOH #1) — completed, community engagement summary prepared
- Preferred Alternative Selection — Alternative 3 selected following PIOH feedback and technical analysis
- Preliminary cost estimates for all project components developed by Alfred Benesch & Co. (May 2026), including Construction (\$18,641,112), Right-of-Way (\$15,473,000), Utilities (\$2,000,000), PE/Final Design (\$5,790,000), and Mitigation (\$1,878,200)
- Draft Environmental Screening Report — completed May 2026 by Kimley-Horn and Associates for Alfred Benesch & Co., identifying key environmental resources including protected species habitat, jurisdictional waters, and cultural resources within the project corridor
- Mitigation Cost Estimate for Alternative 3 Corridor — completed May 2026; GDOT Office of Environmental Services confirmed mitigation cost estimate of \$1,878,200 for the full Alternative 3 corridor, based on ILF stream credits required due to no available bank stream credits, and cost credits in the Upper Chattahoochee watershed due to no available wetland credits in the primary service area. The final cost will depend on credit availability and per credit cost at the time of acquisition.

### **Also Completed:**

- Draft Traffic Alternatives Memo — completed May 2026 by Alfred Benesch & Co.
- Draft Concept Report — completed May 29, 2026 by Alfred Benesch & Co.; included as a supporting attachment to this application

Note: This application is being submitted while the Phase 1 planning study is in its final stages. Consistent with guidance provided by FRA representatives, completion of the

Phase 1 grant is not a prerequisite for applying for the next lifecycle stage. The Draft Concept Report and Draft Traffic Alternatives Memo have been completed and are included as supporting attachments. FRA's expressed selection preference for existing RCE grantees advancing to subsequent lifecycle stages further supports this approach.

### **Preferred Alternative — Alternative 3**

Following community engagement, technical analysis, and Project Oversight Committee review, Alternative 3 has been selected as the preferred alternative for the Powder Springs Dallas Road Corridor Crossing Closure Project. Alternative 3 proposes the closure of all three at-grade crossings — Angham Road (719820N), Finch Road (719821V), and Huddleston Drive (719822C) — and the construction of two new alternate access roads providing safe, signalized connections to the public road network.

The key elements of Alternative 3 are as follows:

- Closure of Angham Road (719820N) at-grade crossing and elimination of its intersection with Powder Springs Dallas Road
- Closure of Finch Road (719821V) at-grade crossing
- Closure of Huddleston Drive (719822C) at-grade crossing and elimination of its dead-end connection to Powder Springs Dallas Road
- Construction of a new alternate access road extending Huddleston Drive eastward approximately 0.32 miles to intersect C.H. James Parkway (US 278/SR 6) opposite Sweetwater Avenue, creating a new four-way signalized intersection to serve industrial and commercial properties on Huddleston Drive
- Realignment of Angham Road to connect with Powder Springs Dallas Road via a new signalized intersection, replacing the existing at-grade crossing approach and linking Angham Road and Finch Road to the public road network via a grade-separated connection
- Construction of a bridge carrying the realigned Hiram Lithia Springs Road over the NS rail line, with a new signalized intersection at Powder Springs Dallas Road
- Construction of a roundabout at the intersection of Angham Road and Hiram Lithia Springs Road to manage traffic at the western terminus of the Angham Road realignment
- Together, the two alternate access roads provide residents and businesses currently served by the three at-grade crossings with safe, grade-separated connections to the public road network: the Huddleston Drive extension serving industrial and commercial operators via C.H. James Parkway (US 278/SR 6), and the Angham Road realignment serving residential neighborhoods via a new signalized connection to Powder Springs Dallas Road

Together, these improvements permanently eliminate all three at-grade crossings and replace them with two purpose-built alternate access roads tailored to the distinct needs of each user group. Industrial and freight operators on Huddleston Drive gain a direct, signalized connection to C.H. James Parkway (US 278/SR 6), a major regional corridor. Residential neighborhoods on Angham Road gain a safe, signalized connection to

Powder Springs Dallas Road via the realigned corridor. All three closed crossings are replaced by grade-separated alternatives that eliminate vehicle-train interactions entirely, delivering a permanent and irreversible safety transformation for the corridor.

The concept layout for Alternative 3, prepared by Alfred Benesch & Co. and updated following PIOH #1 community feedback, is included as a supporting attachment to this application. The full Draft Concept Report, completed May 29, 2026, is also included as a supporting attachment.

## **A. Statement of Work**

### **Project Development**

Upon award of the Crossing Safety Program Capital Project grant, the City of Powder Springs will initiate the Project Development phase. Activities will include advancement of the preferred alternative through the National Environmental Policy Act (NEPA) review process, continuation of public involvement in accordance with GDOT's Plan Development Process (PDP), and development of preliminary engineering sufficient to support NEPA documentation and environmental permitting. The City will engage engineering design services consistent with GDOT LAP requirements and 2 CFR Part 200, leveraging the substantial technical work already completed during Phase 1 by Alfred Benesch & Co.

Key Project Development deliverables include:

- NEPA documentation (anticipated Categorical Exclusion)
- Preliminary engineering plans
- Environmental permits and clearances

### **Final Design**

Following completion of Project Development and NEPA clearance, the project will advance to Final Design. The City will procure final design engineering services consistent with GDOT's Local Administered Projects (LAP) requirements. The City of Powder Springs is LAP-certified by GDOT, enabling it to administer federal-aid projects directly. Final Design will produce construction-ready plans, specifications, and cost estimates.

Key Final Design deliverables include:

- 100% construction plans and specifications
- Final cost estimate
- Utility coordination plans
- Right-of-Way plans and parcel maps

## **Right-of-Way Acquisition**

Right-of-Way acquisition will be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and its implementing regulations at 49 CFR Part 24. The City of Powder Springs will engage a qualified right-of-way consultant experienced in federal-aid project acquisition. All property acquisition will be conducted at fair market value. One potential residential displacement has been identified based on the current Alternative 3 concept layout. The City will conduct Uniform Act-compliant acquisition and relocation assistance for any affected property owner consistent with 49 CFR Part 24. The City will coordinate closely with Norfolk Southern regarding any necessary easements or agreements related to railroad right-of-way.

## **Construction**

Construction will be procured through a competitive bidding process consistent with GDOT LAP requirements and federal procurement standards. The City of Powder Springs, as the LAP-certified project sponsor, will serve as the project owner and contract administrator. Construction will include all roadway, drainage, utility relocation, signalization, and site restoration work necessary to close the three at-grade crossings, construct both alternate access roads, and establish the new signalized intersections at C.H. James Parkway/Sweetwater Avenue and at Powder Springs Dallas Road/realigned Hiram Lithia Springs Road. Norfolk Southern will be engaged throughout construction for the coordination of work within or adjacent to the railroad right-of-way.

## **Proposed Project Schedule**

<b>Lifecycle Stage</b>	<b>Key Milestones</b>	<b>Anticipated Timeline</b>
<b>Project Development</b>	NEPA initiation; preliminary engineering; environmental permits	Award + 6 months through Award + 18 months
<b>Final Design</b>	100% plans and specs; utility coordination; ROW plans	Award + 18 months through Award + 30 months
<b>Right-of-Way Acquisition</b>	Appraisals; offers; closings; NS coordination	Award + 24 months through Award + 36 months
<b>Construction</b>	Procurement; construction; crossing closures; open to traffic	Award + 36 months through Award + 54 months

Note: The schedule above reflects anticipated timelines based on current project status. Specific dates will be refined following grant award and in coordination with FRA, GDOT, and Norfolk Southern.

## B. Environmental Information

The Powder Springs Dallas Road Corridor Crossing Closure Project has not yet completed the National Environmental Policy Act (NEPA) review process. However, the Phase 1 planning study has produced substantial environmental analysis that will directly inform and accelerate NEPA documentation during Project Development, including a completed Draft Environmental Screening Report (Kimley-Horn and Associates for Alfred Benesch & Co., May 2026) and a completed Phase 1 Environmental Site Assessment.

Based on the nature and scale of the project, the City of Powder Springs, in coordination with GDOT's Office of Environmental Services and NEPA Section, anticipates that the project will qualify for a Categorical Exclusion (CE) under NEPA. David Borchardt of GDOT's Office of Environmental Services, NEPA Section has been identified as a key technical resource and is already engaged with the project team.

The Phase 1 Environmental Site Assessment (ESA), completed by Alfred Benesch & Co., identified no significant contamination concerns within the project area. Portions of the project area are located in or adjacent to FEMA-designated Special Flood Hazard Areas (Zones A, AE, and X), and the project will be designed to minimize encroachment on these areas consistent with applicable floodplain management requirements.

The Draft Environmental Screening Report, completed in May 2026 by Kimley-Horn and Associates, identified the following key environmental resources and considerations within the project corridor:

**Protected Species:** Seven federal and state protected species were identified as having potentially suitable habitat within the survey area, including two federally listed bat species — the gray bat (Endangered) and tricolored bat (Proposed Endangered) — whose presence would likely be assumed given the forested areas and transportation structures within the corridor. Additional species identified include the monarch butterfly (Proposed Threatened), white fringeless orchid (Threatened), Michaux's sumac (Endangered), highscale shiner (State Rare), and Chattahoochee crayfish (State Threatened). Field surveys will be required to confirm presence or absence of suitable habitat, and targeted surveys may be required if suitable habitat is confirmed. Impact avoidance measures, including seasonal tree clearing restrictions and implementation of GDOT Special Provisions 107.23H and 165.3.05, may be required for listed species protection. No federally designated critical habitat was identified within the survey area.

**Jurisdictional Waters:** Desktop analysis identified up to 24 aquatic resources within the survey area, including five streams (including Powder Springs Creek), four freshwater ponds, three retention ponds, three ditches, and nine wetlands. For Alternative 3, the preferred alternative, anticipated impacts include four streams, three wetlands, and zero ponds. Anticipated impacts are expected to be within USACE Regional General Permit thresholds, which are routinely used for roadway projects of this type. GDOT's Office of Environmental Services confirmed in May 2026 that the mitigation cost estimate for the full Alternative 3 corridor is \$1,878,200, based on ILF stream credits required due to no available bank stream credits, and cost credits in the Upper Chattahoochee watershed due to no available wetland credits in the primary

service area. The final cost will depend on credit availability and per credit cost at the time of acquisition. This mitigation cost is included in the project budget. Field surveys will be required to confirm jurisdictional resources, and further analysis of avoidance and minimization measures will be conducted during Project Development.

**Cultural Resources:** The screening identified 22 historic resources 50 years or older within the survey area, including one NRHP-eligible resource, a segment of the East Tennessee, Virginia, and Georgia Railway. Four additional resources were previously identified in the GNAHRGIS database from a 2005-2006 Cobb County Historic Resources Survey. One previously recorded archaeological site (9CO716, a prehistoric lithic scatter) was identified and recommended ineligible for the NRHP. Formal NRHP eligibility evaluation will be conducted during Project Development as required by Section 106 of the National Historic Preservation Act.

**Environmental Justice:** Analysis of U.S. Census Bureau American Community Survey data identified one census tract (315.11) within the survey area with a minority population of 45%, compared to 38.2% countywide in Cobb County. The project's benefits, including permanent elimination of train blockages, improved emergency access, reduced vehicle idling and associated emissions, and new signalized access to C.H. James Parkway, will directly and disproportionately benefit this community, which is currently among those most impacted by the safety and mobility deficiencies of the corridor.

The following environmental permits and approvals are anticipated to be required for the project based on the current alternative concept and environmental screening findings:

- GDOT environmental clearance (Categorical Exclusion)
- USFWS Section 7 consultation for federally listed species (gray bat, tricolored bat, and others as applicable)
- FEMA floodplain development coordination (if applicable based on final design)
- USACE Section 404 Regional General Permit (for anticipated stream and wetland impacts)
- Section 401 Water Quality Certification (if applicable)
- GDOT Section 106 cultural resources consultation under the National Historic Preservation Act
- Norfolk Southern right-of-way agreements and flagging requirements for construction near active railroad

The City of Powder Springs has not previously encountered significant environmental obstacles on federally funded projects and has demonstrated capacity to navigate environmental review requirements through its experience as a GDOT LAP-certified agency. The mitigation cost estimate of \$1,878,200 for the full Alternative 3 corridor has been confirmed by GDOT's Office of Environmental Services (Lisa Westberry, May 2026) and is included in the project budget. This estimate is based on ILF stream credits due to no available bank stream credits in the area, and cost credits in the Upper

Chattahoochee watershed. The final cost will depend on credit availability and per credit cost at the time of acquisition, and will be refined during Project Development.

### C. Grade Crossing Information

USDOT Crossing ID	Proposed Improvement	Rail Operator(s)	Railroad Owner	Latitude (decimal degrees)	Longitude (decimal degrees)
719820N	Closure	NS	NS	33.86990	-84.71144
719821V	Closure	NS	NS	33.86900	-84.70880
719822C	Closure	NS	NS	33.86723	-84.70361

Overall project coordinates: 33.86939, -84.70992. Project located on NS Atlanta North District, milepost 128 to 129. Congressional District: Georgia 6th.

## VII. PROJECT LOCATION

The Powder Springs Dallas Road Corridor Crossing Closure Project is located in the City of Powder Springs, Cobb County, Georgia, within the Atlanta metropolitan area. The project is situated on the Norfolk Southern Atlanta North District, Atlanta Terminal section, between milepost 128 and milepost 129, within Georgia's 6th Congressional District. The project is not located in a Rural Area as defined by FRA's Key Terms; the City is not seeking consideration under the Rural or Tribal set-aside funding.

The project corridor encompasses three at-grade highway-rail crossings — Angham Road (719820N), Finch Road (719821V), and Huddleston Drive (719822C) — within a half-mile stretch along Powder Springs Dallas Road. The project includes two alternate access roads: the Huddleston Drive extension connecting eastward to C.H. James Parkway (US 278/SR 6) at a new four-way signalized intersection opposite Sweetwater Avenue, and the Angham Road realignment connecting to Powder Springs Dallas Road via a new signalized intersection, including a bridge carrying the realigned Hiram Lithia Springs Road over the NS rail line.

Geospatial coordinates for each crossing are provided in the Grade Crossing Table in Section VI-C, expressed in decimal degrees with five decimal places of precision. The overall project center coordinates are 33.86939, -84.70992.

### Geospatial Data Submission

A project map depicting the full project area — including the locations of the three at-grade crossings, both alternate access road alignments, and the new signalized intersections at C.H. James Parkway/Sweetwater Avenue and at Powder Springs Dallas

Road/realigned Hiram Lithia Springs Road — is included as a supporting attachment (Alternative 3 Concept Layout, Alfred Benesch & Co., May 2026). Additional geospatial data will be made available to FRA in a mutually agreed-upon format following award, consistent with 2 CFR 200.315.

## **VIII. EVALUATION AND SELECTION CRITERIA**

The Powder Springs Dallas Road Corridor Crossing Closure Project meets and exceeds the evaluation criteria established in Section 6(b) of the FY 2025-2026 Crossing Safety Program NOFO across all three merit criteria: Project Readiness, Technical Merit, and Project Benefits. Each criterion is addressed in detail below.

### **i. Project Readiness**

FRA will evaluate project and applicant risk based on the applicant's preparedness and capacity to implement the proposed project, including whether the applicant is reasonably equipped to begin the Capital Project in a timely manner to meet its proposed schedule, including coordination with impacted railroads. The Powder Springs Dallas Road Corridor Crossing Closure Project demonstrates strong project readiness across all dimensions evaluated by FRA.

#### **A. Existing Grantee Status and Phase 1 Progress**

The City of Powder Springs is an existing Crossing Safety Program grantee, having been awarded \$800,000 in FY 2023-2024 funding for the Project Planning lifecycle stage. The Grant Agreement was executed on June 2, 2025, and the Phase 1 planning study is currently in its final stages. The study has produced a preferred alternative (Alternative 3), preliminary cost estimates for construction, right-of-way, utilities, and mitigation, a completed Phase 1 Environmental Site Assessment, a community engagement summary from Public Information Open House #1, a completed Draft Concept Report (May 29, 2026), and a completed Draft Traffic Alternatives Memo. The City has administered the Phase 1 grant in full compliance with all FRA reporting requirements, conducted regular partner meetings, and procured a qualified engineering consultant through a competitive selection process. This track record directly demonstrates the City's capacity to manage a Capital Project grant of significantly greater scale.

#### **B. Status of NEPA Actions**

The National Environmental Policy Act (NEPA) review process has not yet been initiated for the Capital Project, as NEPA is a Project Development lifecycle activity. However, the Phase 1 planning study has produced substantial environmental analysis that will expedite and inform the NEPA process, including:

- A completed Phase 1 Environmental Site Assessment (ESA) identifying no significant contamination concerns within the project area
- A completed Draft Environmental Screening Report (Kimley-Horn and Associates for Alfred Benesch & Co., May 2026) identifying key environmental resources, potential impacts, and preliminary permit requirements

- Identification of FEMA Special Flood Hazard Areas (Zones A, AE, and X) within and adjacent to the project area, with project design to be developed to minimize encroachment
- Engagement of David Borchardt, GDOT Office of Environmental Services — NEPA Section, as a technical resource already embedded in the Project Oversight Committee

Based on the nature, scale, and location of the project, the City of Powder Springs and GDOT anticipate that the project will qualify for a Categorical Exclusion (CE) under NEPA, consistent with the type of roadway improvement and grade crossing closure work proposed under Alternative 3. NEPA initiation will be among the first activities undertaken following grant award, with GDOT’s NEPA Section engaged from the outset.

### **C. Agreements with Infrastructure Owners and Project Partners**

Norfolk Southern Railway is an active and committed partner in the Powder Springs Dallas Road Corridor Crossing Closure Project. NS has participated in the Project Oversight Committee throughout the Phase 1 planning study, provided \$25,000 in non-federal match funding for the Phase 1 grant, and assigned named representatives — Joshua Logelin, Public Private Partnership Manager, and William Miller — as project contacts. A draft agreement consistent with the requirements of 49 U.S.C. § 22905(c)(1) was developed and included in the Phase 1 grant application. The 22905 agreement is currently in the process of being finalized and executed between the City of Powder Springs and Norfolk Southern, consistent with the advancement of the project into the Capital Project lifecycle stages. A letter of support from Norfolk Southern is included as a supporting attachment to this application confirming NS's continued commitment to the project.

In addition to the 22905 agreement, the existing Memorandum of Understanding between the City of Powder Springs, GDOT, Cobb County, and Norfolk Southern, established as part of the Phase 1 grant, provides the legal and financial framework governing partner coordination, technical responsibilities, and local match contributions. This agreement will be updated to reflect the Capital Project scope and match commitments upon award.

### **D. Project Partner Coordination and Commitments**

The Powder Springs Dallas Road Corridor Crossing Closure Project benefits from an established, multi-agency project partnership that has been actively coordinating since the inception of the Phase 1 planning study. The Project Oversight Committee includes:

- City of Powder Springs — Lead agency and grant manager (Pam Conner, City Manager; Thomas Neaves, Community Planning & Programs Specialist)
- Georgia Department of Transportation — Technical lead and NEPA support (Jason Mobley, State Railroad Crossing Engineer; David Borchardt, NEPA Section)
- Cobb County Department of Transportation — County coordination and technical support (Drew Raessler, Director; Ligia Forim)

- Norfolk Southern Railway — Railroad owner and operator coordination (Joshua Logelin, Public Private Partnership Manager; William Miller)
- Alfred Benesch & Co. — Engineering consultant for Phase 1 study; engineering design services for Capital Project phases will be procured consistent with GDOT LAP requirements

**E. Corridor-Wide Approach and Operational Independence**

The three crossings proposed for closure — Angham Road, Finch Road, and Huddleston Drive — constitute a corridor-wide improvement as defined by FRA, representing a series of linked, consecutive grade crossings on the same Norfolk Southern line within a half-mile stretch. The project has operational independence: the closure of all three crossings and construction of both alternate access roads can be completed and placed into service as a standalone investment without dependency on any other project, and will deliver immediate, measurable safety and mobility benefits upon completion.

**ii. Technical Merit**

FRA will evaluate the degree to which the application describes a reasonable and appropriate approach to achieve the expected outcomes, and whether the necessary resources and workforce are committed to deliver the project. The Powder Springs Dallas Road Corridor Crossing Closure Project demonstrates strong technical merit through its experienced project team, well-developed preferred alternative, and established project management framework.

**A. Technical Qualifications of Key Personnel**

The project team assembled for the Powder Springs Dallas Road Corridor Crossing Closure Project brings exceptional technical depth and directly relevant experience to each aspect of the Capital Project:

Name / Organization	Role	Relevant Qualifications
<b>Pam Conner, City of Powder Springs</b>	Grant Manager / City Manager	27 years with the City of Powder Springs; Chief Administrative Officer; responsible for daily operations of local government and oversight of all federal grant compliance
<b>Thomas Neaves, City of Powder Springs</b>	Community Planning & Programs Specialist	Day-to-day project management; primary point of contact for grant coordination; experienced in managing ARC TIP and federal transportation applications
<b>Jason Mobley, GDOT</b>	State Railroad Crossing Engineer	21 years with GDOT; 3 years as State Railroad Crossing Engineer; Section 130 Program Manager; direct subject matter expertise in highway-rail grade crossing safety and elimination projects statewide

Name / Organization	Role	Relevant Qualifications
David Borchardt, GDOT OES-NEPA	NEPA Technical Lead	GDOT Office of Environmental Services; NEPA Section; engaged with project team throughout Phase 1; will lead NEPA documentation during Project Development
Molly Turner, PE Alfred Benesch & Co.	Project Manager / Engineering Consultant	Licensed Professional Engineer; Project Manager for Phase 1 planning study; led development of Alternative 3 concept engineering, cost estimates, and community engagement; positioned to continue through Capital Project phases
Marc Simmons, PE, PMP Alfred Benesch & Co.	Engineering Lead	Licensed Professional Engineer and Project Management Professional; engineering lead for Phase 1 study; experienced in GDOT LAP project delivery and federal-aid transportation project management
Joshua Logelin, Norfolk Southern	NS Project Lead	Public Private Partnership Manager; NS primary point of contact for project coordination; active participant in Project Oversight Committee throughout Phase 1
Christopher Brewer, Fund It Forward	Grant Administrator	Grant administration and compliance consultant; responsible for FRA reporting, documentation, and grant management support; supported Phase 1 grant administration

**B. Appropriate Project Elements and Approach**

The project elements proposed under Alternative 3 are technically sound, well-supported by engineering analysis, and appropriate for the scope and scale of the funding request. The preferred alternative was developed through the Phase 1 planning study by Alfred Benesch & Co., a firm with extensive experience in GDOT LAP project delivery and federal-aid transportation projects. Alternative 3 was selected following evaluation of multiple alternatives, community engagement through Public Information Open House #1, and technical review by the Project Oversight Committee.

The construction cost estimate was prepared using GDOT's standard Cost Estimate Worksheet methodology and is based on current material prices, including updated asphalt fuel price adjustments. The estimate includes a 20% contingency consistent with GDOT's Policy 3A-9 Cost Estimating guidance for projects at the conceptual engineering stage, and a 5% engineering and inspection allowance. The right-of-way cost estimate reflects the parcel acquisition requirements identified in the Alternative 3 concept layout. These estimates will be refined through Project Development and Final Design as engineering advances.

**C. Legal, Financial, and Technical Capacity**

The City of Powder Springs has demonstrated legal, financial, and technical capacity to carry out this project through multiple avenues:

- **LAP Certification:** The City is a GDOT-certified Local Administered Projects agency, qualifying it to directly administer federal-aid transportation projects and demonstrating compliance with federal procurement, financial management, and project delivery requirements
- **Qualified Local Government Status:** The City maintains its QLG status in accordance with the Georgia Department of Community Affairs
- **Existing Grantee Track Record:** The City has successfully administered the Phase 1 Crossing Safety Program grant in compliance with all FRA requirements, including procurement, reporting, and financial management
- **Established Partner Network:** The multi-agency Project Oversight Committee provides additional technical, legal, and financial resources beyond City staff alone
- **GDOT LAP Oversight:** As a LAP-certified project, the City will benefit from GDOT's oversight and technical assistance throughout project delivery, consistent with GDOT's established federal-aid project management processes

#### **D. Innovative Approach and Use of Financial Support from Impacted Rail Carriers**

The Powder Springs Dallas Road Corridor Crossing Closure Project incorporates several elements that align with FRA's interest in innovative approaches and railroad financial participation:

- **Norfolk Southern Financial Participation:** Norfolk Southern has committed financial support to the project, contributing \$25,000 in non-federal match to the Phase 1 planning grant and committing to continued financial participation as a 2.5% match contributor for the Capital Project. NS's financial stake in the project reflects the direct benefit the crossing closures will deliver to NS's freight operations by eliminating frequent vehicle-train interactions on a Supercore route carrying 22 daily train movements
- **Phased Grant Strategy:** The City's approach of completing Project Planning through a Phase 1 grant before advancing to Capital Project funding reflects a disciplined, risk-managed delivery strategy that minimizes the likelihood of cost overruns or scope changes during construction

### **iii. Project Benefits**

FRA will evaluate whether the project as designed is likely to achieve the intended safety and rail service benefits. The Powder Springs Dallas Road Corridor Crossing Closure Project delivers compelling, well-documented benefits across every dimension of FRA's evaluation framework.

#### **A. Safety Improvements at Highway-Rail Grade Crossings**

The safety case for the Powder Springs Dallas Road Corridor Crossing Closure Project is among the strongest available for any grade crossing project in the State of Georgia. The documented incident history, FRA designations, and predictive accident modeling all point to the same conclusion: these crossings pose an unacceptable and growing risk to the public.

The three crossings have recorded 19 total incidents since data collection began. Angham Road alone accounts for 15 of those incidents — including 3 in 2024 alone — and has been designated by GDOT as one of its top at-grade crossing concerns in the state. The Federal Railroad Administration has designated Angham Road as one of its Top 100 at-grade crossings nationally for closure and has sent representatives to visit the site directly. In the State of Georgia, Angham Road holds the second-highest incident count of any at-grade crossing in the state. The U.S. DOT's Highway-Rail Grade Crossing Accident Prediction System (GXAPS) calculates an average annual accident rate of 32.1% at Angham Road — meaning there is approximately a one-in-three chance of an accident occurring there in any given year. The average accident rate across all three crossings is 21.4%.

By permanently closing all three at-grade crossings, the project eliminates 100% of the vehicle-train interaction risk at these locations. No engineering countermeasure short of crossing closure can achieve this outcome. The installation of gates, lights, and signals — which have already been tried at Angham Road through GDOT's delineator project — cannot fully mitigate the risks posed by the physical and geometric deficiencies of these crossings. Permanent closure is the only solution that definitively and irreversibly eliminates the safety hazard.

## **B. Grade Separation and Elimination of Highway-Rail Grade Crossings**

Alternative 3 proposes the permanent closure of all three at-grade crossings within the project corridor — Angham Road (719820N), Finch Road (719821V), and Huddleston Drive (719822C). This represents a corridor-wide elimination of highway-rail grade crossings, which FRA has identified as a selection preference under Section 6(c)(iii) of the NOFO. The closures remove three of Georgia's most dangerous at-grade crossings from the national inventory simultaneously, delivering a corridor-level safety transformation rather than incremental improvement at a single location.

## **C. Improvement of Mobility of People and Goods**

The project delivers significant mobility improvements for both people and goods:

- **Motorist Mobility:** Residents of Angham Road, Finch Road, and Huddleston Drive currently must cross active NS tracks — with no dedicated turn lane, no traffic signal, and limited sightlines — simply to access Powder Springs Dallas Road and the broader road network. Upon completion, industrial and commercial operators on Huddleston Drive will gain a direct, signalized connection to C.H. James Parkway (US 278/SR 6), a major regional corridor providing connections to Richard D. Sailors Parkway to the north and US 278 and Interstate 20 to the south. Residential neighborhoods on Angham Road will gain a safe, signalized connection to Powder Springs Dallas Road via the realigned corridor. Both connections represent a transformative improvement in the quality and safety of everyday travel for affected users.
- **Freight Mobility:** The 22 daily NS train movements on the Atlanta North District Supercore route are currently subject to vehicle-train conflicts at three at-grade crossings within a half-mile stretch. Closure of all three crossings eliminates these conflict points, improving freight rail fluidity and reducing the risk of train delays

caused by vehicle incursions on the tracks. The Huddleston Drive crossing in particular — where trucks have been observed idling directly on NS tracks — represents a significant operational risk to NS's freight operations that will be eliminated by the project.

- **Business Access:** The industrial and commercial properties served by Huddleston Drive — including logistics and manufacturing operations — will gain a direct, signalized connection to C.H. James Parkway (US 278/SR 6) in place of the current at-grade crossing. This improved access will enhance operational efficiency, reduce freight truck travel times, and open the corridor to additional economic investment.

#### **D. Reduction of Emissions and Environmental Benefits**

The project will deliver measurable emissions reduction benefits through two primary mechanisms. First, the elimination of the three at-grade crossings will reduce vehicle idling at blocked crossings. Currently, the 22 daily NS train movements on the corridor create frequent and extended blockages at all three crossings, requiring motorists to idle their vehicles while waiting for trains to clear. The elimination of these crossings removes this idling entirely. Second, the closure of Huddleston Drive — where trucks have been observed idling directly on NS tracks — eliminates a chronic source of heavy vehicle emissions in a residential and industrial corridor. The construction of the new alternate access road with a signalized intersection further improves traffic flow efficiency, reducing stop-and-go emissions for all users of the corridor.

#### **E. Improvement of Access to Emergency Services**

The three at-grade crossings on Powder Springs Dallas Road pose a documented and significant barrier to emergency service delivery. Angham Road, Finch Road, and Huddleston Drive are all accessed via Powder Springs Dallas Road, and the frequent train blockages on the NS line can delay emergency response vehicles, fire, police, and ambulance, attempting to reach properties on these roads or using them as through routes. The City of Powder Springs identified emergency service access as a key project benefit during community engagement, with Cobb Fire identified as a stakeholder directly impacted by train blockages on the corridor. The elimination of all three crossings and the construction of a new signalized access road to C.H. James Parkway (US 278/SR 6) will ensure that emergency responders can reach affected properties via a grade-separated, unobstructed route at all times, regardless of train activity on the NS line.

#### **F. Economic Benefits**

The Powder Springs Dallas Road Corridor Crossing Closure Project will deliver significant economic benefits to the City of Powder Springs and the surrounding region:

- **Business Investment:** The new signalized connection at C.H. James Parkway (US 278/SR 6) will open the Huddleston Drive corridor to increased economic activity by providing businesses with direct, reliable access to a major regional highway. Industrial and logistics operators currently constrained by the at-grade crossing will benefit from improved freight access, and the corridor will become more attractive to new business investment as a result of the improved infrastructure.

- **Corridor Transformation:** The Powder Springs Dallas Road corridor has been identified as a priority investment area for the City. The elimination of the three at-grade crossings removes one of the most significant barriers to economic development along the corridor, creating conditions for additional private investment in an area that has historically been constrained by railroad safety concerns.
- **Property Values:** The elimination of at-grade crossings and the construction of improved roadway infrastructure is consistent with documented economic benefits from similar projects nationally, including increased property values and business activity along improved corridors.
- **Regional Freight Competitiveness:** Improved freight rail fluidity on the NS Atlanta North District Supercore route — achieved by eliminating three vehicle-train conflict points — contributes to the competitiveness of the regional freight network and supports the economic vitality of the businesses served by NS in the Atlanta metropolitan area.

### **G. Improvement of Access to Communities Separated by Rail Crossings**

The Norfolk Southern line effectively bisects the Powder Springs Dallas Road corridor, with Angham Road, Finch Road, and Huddleston Drive providing the only connections across the NS right-of-way for the residential neighborhoods, businesses, and industrial properties located on the western side of Powder Springs Dallas Road. The frequent train blockages on the NS line — generated by 22 daily train movements — periodically isolate these communities from the broader road network, creating connectivity gaps that affect daily travel, emergency response, school bus routing, and business operations. The project directly addresses this community separation by replacing the at-grade crossings with two grade-separated alternate access roads that provide uninterrupted connectivity regardless of train activity, permanently resolving the isolation issue for affected residents and businesses.

### **H. Additional Selection Preferences**

The Powder Springs Dallas Road Corridor Crossing Closure Project meets multiple additional selection preferences identified in Section 6(c) of the NOFO:

- **Corridor-Wide Grade Crossing Improvements:** The project directly improves three linked, consecutive grade crossings on the same NS line within a half-mile stretch, meeting FRA's definition of a corridor-wide improvement and qualifying for the associated selection preference under Section 6(c)(iii)
- **Final Design and Construction Included:** This application includes Final Design and Construction lifecycle stages, qualifying for the selection preference under Section 6(c)(iv)
- **Existing Crossing Safety Program Project:** The City of Powder Springs is an existing Crossing Safety Program grantee completing the Project Planning lifecycle stage, qualifying for the selection preference under Section 6(c)(v)
- **Railroad Financial Support:** Norfolk Southern is a contributing financial partner in the project, committing 2.5% of total project cost as non-federal match, consistent with FRA's interest in projects that use financial support from impacted rail carriers

- **State Highway-Rail Grade Crossing Action Plan Alignment:** The project is aligned with GDOT's state highway-rail grade crossing action plan, with Angham Road specifically identified as a top GDOT priority crossing for closure
- **Freight Mobility Improvement:** The project improves intermodal and multimodal freight mobility by eliminating vehicle-train conflict points on a NS Supercore freight route serving key markets across the NS system
- **Blocked Crossing Reduction:** The 22 daily NS train movements currently create frequent blockages at all three crossings. Closure of all three crossings permanently eliminates these blockages, directly improving community mobility and safety for residents whose daily travel, emergency access, and school bus routing are impacted

## IX. PROJECT IMPLEMENTATION AND MANAGEMENT

The City of Powder Springs has the organizational capacity, established partnerships, and proven grant management experience necessary to deliver the Powder Springs Dallas Road Corridor Crossing Closure Project on time, within budget, and in full compliance with all federal requirements. The implementation and management framework described below builds directly on the structure established and tested during the Phase 1 planning grant.

### A. Organizational Structure and Roles

The City of Powder Springs will serve as the lead agency and grant recipient, responsible for overall project management, grant compliance, financial management, and coordination with FRA throughout the period of performance. The City's project management structure mirrors the framework successfully established for the Phase 1 grant and will be maintained and expanded as the project advances through Capital Project lifecycle stages.

Entity	Role	Key Responsibilities
<b>City of Powder Springs</b>	Lead Agency / Grant Manager	Execute grant agreement with FRA; overall project management and compliance; financial management; FRA reporting; procure and oversee consultants and contractors; coordinate Project Oversight Committee
<b>Project Oversight Committee</b>	Governance and Technical Oversight	Review and approve project deliverables; oversee local match fund management; assess compliance and progress; coordinate between partner agencies; advise on risk and change management
<b>Georgia Department of Transportation</b>	Technical Lead / NEPA Support / LAP Oversight	Lead NEPA documentation; provide technical assistance on engineering and environmental review; oversee LAP project delivery compliance; Section 130 program coordination
<b>Cobb County DOT</b>	County Coordination	Coordinate on right-of-way acquisition and access management; provide local knowledge and

Entity	Role	Key Responsibilities
		stakeholder coordination for Cobb County properties and residents
<b>Norfolk Southern Railway</b>	Railroad Owner / Operator Coordination	Coordinate all work within or adjacent to NS right-of-way; flagging and safety requirements during construction; execute 22905 agreement; review and approve crossing closure plans
<b>Alfred Benesch &amp; Co.</b>	Engineering Consultant	Lead Project Development and Final Design; prepare NEPA documentation with GDOT; develop construction plans and specifications; support ROW plan preparation; provide construction phase engineering support
<b>Fund It Forward (Chris Brewer)</b>	Grant Administrator	Grant compliance and reporting support; FRA documentation management; progress report preparation; coordination between City and FRA on grant requirements

**B. Project Contracting Approach**

Engineering and Design Services: The City will procure engineering design services for Project Development and Final Design consistent with GDOT LAP requirements and 2 CFR Part 200. Alfred Benesch & Co., currently under contract for the Phase 1 planning study, has developed substantial project-specific knowledge that will inform the Capital Project phases. The procurement approach and contract structure will be determined in coordination with GDOT following award.

Right-of-Way Services: The City will procure a qualified right-of-way consultant experienced in federal-aid project acquisition consistent with the Uniform Relocation Act and 49 CFR Part 24. All property acquisition will be conducted at fair market value in coordination with GDOT's right-of-way office.

Construction Contracting: Construction will be procured through a competitive sealed bid process consistent with GDOT LAP requirements and federal procurement standards. The City will award to the lowest responsive and responsible bidder and administer the construction contract with GDOT LAP oversight and a qualified CE&I firm providing day-to-day construction oversight.

**C. Contract Oversight and Control**

The City will maintain active oversight of all project contracts through the following mechanisms: bi-weekly Project Oversight Committee meetings reviewing progress, budget, and schedule; deliverable review and approval by City staff and the POC prior to payment; invoice review ensuring billed work is consistent with approved scope and budget; quarterly progress and financial reports to FRA; and prompt notification to FRA of any changes requiring grant agreement modification.

## D. Change Order Management

The City will manage project changes through a structured change control process consistent with the Phase 1 Project Management Plan. Any proposed change must be initiated in writing with a description, justification, and scope/schedule/budget impact analysis. The Project Oversight Committee will evaluate proposed changes for risk and grant compliance. Changes affecting FRA-approved scope or budget will be submitted to FRA for approval prior to implementation. The 20% construction contingency provides a financial buffer for unforeseen conditions and will be refined as engineering advances through Final Design.

## E. Risk Management

The City of Powder Springs has identified the following key project risks and mitigation strategies:

Risk	Likelihood / Impact	Mitigation Strategy
<b>ROW acquisition delays</b>	Medium likelihood / High impact — ROW at \$15.47M is the largest single cost component and largest schedule risk	Early engagement of ROW consultant; proactive property owner outreach during Final Design; maintain contingency in schedule for negotiation and condemnation if necessary
<b>NEPA complexity</b>	Low likelihood / Medium impact — PCE anticipated but environmental screening may identify issues requiring additional review	GDOT NEPA Section engaged from project outset; draft environmental screening underway during Phase 1; early identification of potential permit requirements
<b>Norfolk Southern coordination delays</b>	Low likelihood / High impact — NS approval required for all work within railroad right-of-way	NS is an active Project Oversight Committee partner with financial stake in project; 22905 agreement in process; regular NS coordination meetings established during Ph 1
<b>Construction cost escalation</b>	Medium likelihood / Medium impact — material and labor costs subject to market fluctuation	20% construction contingency included in estimate; cost estimate will be updated at Final Design with current pricing; phased contracting approach if necessary
<b>Match funding commitment delays</b>	Low likelihood / Medium impact — non-federal match to be secured upon selection	Existing four-partner structure from Phase 1 provides foundation;
<b>Utility conflicts</b>	Medium likelihood / Medium impact — known utilities in project area include AT&T, Cobb Water, Cobb EMC, Comcast, Georgia Power, Greystone Power	Utility identification initiated during Phase 1; utility coordination to be formalized during Project Development; \$2M utility cost included in project budget

## **F. Federal Requirements and Post-Award Responsibilities**

The City of Powder Springs is committed to full compliance with all applicable federal requirements, including 2 CFR Part 200, 49 U.S.C. § 22905, the Uniform Relocation Act, NEPA, Title VI, ADA, Davis-Bacon, and the Build America, Buy America Act. As a GDOT LAP-certified agency with demonstrated Phase 1 grant compliance, the City has the systems and experience to meet all FRA requirements. All materials will be procured consistent with FRA Buy America and BABA requirements; no waiver is anticipated.

Upon completion of construction, the City of Powder Springs will assume ownership and maintenance responsibility for all new roadway infrastructure, incorporating it into the City's established public works maintenance program. Norfolk Southern will retain ownership of the railroad right-of-way and will be responsible for physical removal of the at-grade crossing infrastructure at all three closed crossings. The City will maintain all required project records for the period specified in the grant agreement and comply with all post-closeout requirements consistent with 2 CFR 200.345.

## **G. Project Progress Reporting**

The City will comply with all FRA reporting requirements, including quarterly progress reports (project status by task, budget vs. actual, milestone achievement, unanticipated problems), quarterly federal financial reports, milestone notifications, and data sharing consistent with 2 CFR 200.315. The City's demonstrated track record of timely and complete reporting under the Phase 1 grant positions it to meet Capital Project reporting requirements without delay.

# Powder Springs Dallas Road Corridor Crossing Closure Project

## FY 2025-2026 Crossing Safety Program Application

City of Powder Springs, Georgia

### SUPPORTING ATTACHMENTS

The following supporting documents are submitted as attachments to the Project Narrative in accordance with Section 4(b) of the FY 2025-2026 Crossing Safety Program Notice of Funding Opportunity (FR-RCE-26-001). Supporting documentation does not count against the 25-page Project Narrative limit. Required federal forms (SF-424, SF-424C, SF-424D, FRA F30, FRA F251) are submitted separately through Grants.gov.

#	Attachment Title	Description	Narrative Section	Prepared By
1	<b>Alternative 3 Concept Layout</b>	Preferred alternative concept drawing; serves as project map (Benesch Engineering, May 2026)	VI, VII	Alfred Benesch & Co.
2	<b>COPS PE Cost Spreadsheet — Full Project</b>	Preliminary engineering cost estimate by phase and discipline (May 22, 2026)	III, VI	Alfred Benesch & Co.
3	<b>CST/ROW/UTL Cost Estimate</b>	Construction, right-of-way, and utility cost estimates (May 2026)	III, VI	Alfred Benesch & Co.
4	<b>Draft Environmental Screening Report</b>	Environmental screening identifying protected species, jurisdictional waters, cultural resources, and EJ considerations (Kimley-Horn for Benesch, May 2026)	VI-B, VIII-i	Kimley-Horn & Associates
5	<b>Mitigation Cost Confirmation</b>	GDOT OES confirmation that mitigation cost for Alternative 3 is \$0 (Lisa Westberry, May 22, 2026)	VI-B, VIII-i	GDOT Office of Environmental Services
6	<b>Phase 1 Environmental Site Assessment</b>	Phase 1 ESA — no significant contamination identified (Benesch Engineering)	VI-B	Alfred Benesch & Co.
7	<b>Draft 22905 Agreement</b>	Draft agreement consistent with 49 U.S.C. § 22905(c)(1) between City of Powder Springs and Norfolk Southern	VIII-i	City of Powder Springs / NS
8	<b>Phase 1 Grant Agreement</b>	FY 2023-2024 Crossing Safety Program Grant Agreement demonstrating existing grantee status	IV, VIII-i	FRA / City of Powder Springs

#	Attachment Title	Description	Narrative Section	Prepared By
9	<b>Project Management Plan</b>	Phase 1 Project Management Plan establishing project oversight structure (August 2025)	IX	Alfred Benesch & Co.
10	<b>Letter of Support — Norfolk Southern</b>	Letter confirming NS partnership and support for Capital Project advancement (Joshua Logelin)	VIII-i, VIII-ii	Norfolk Southern Railway
11	<b>Draft Concept Report</b>	Phase 1 Draft Project Concept Report for PI #0021302, Powder Springs Dallas Road Corridor Crossing Closure Study (Benesch Engineering, May 29, 2026)	VI	Alfred Benesch & Co.
12	<b>Draft Traffic Alternatives Memo</b>	Draft traffic analysis memorandum evaluating traffic impacts and alternatives for the Powder Springs Dallas Road Corridor Crossing Closure Project, including projected volumes for the preferred alternative access road alignments	VI	Alfred Benesch & Co.
13	<b>Letter of Support — Cobb DOT</b>	Letter confirming Cobb DOT partnership and support for Capital Project advancement	VIII-i, VIII-ii	Cobb DOT