

2026 TIP Project Call Application - Infrastructure & Capital Investments Application

Reference #	21410926
Status	Complete
Login Username	tneaves
Login Email	tneaves@powderspringsga.gov
1-0) Which of the following scenarios below most accurately describes your federal funding request for this proposal? See the tooltip to the right or the previous page of this application for more information:	New federal funding request
1-1) Enter a unique identification number for this application. (e.g. AT-01, CO-01, CO-02, etc.). If existing TIP project, enter "N/A", and proceed to Question 1-1a.	CO-494
1-1a) If a project is an existing TIP project or was a previous TIP project, enter existing ARC ID:	CO-494
1-1b) Did you submit an application for this project under GDOT's TA or CMAQ project call?	Yes
1-2) How will you share project GIS data with ARC?	ARC mapping page
1-4) Project title:	Austell-Powder Springs Road and Marietta Street/Powder Springs Road Intersection Improvements
1-5) Project termini:	Austell-Powder Springs Road/Marietta Street/ Powder Springs Road Intersection
1-6) Provide a detailed description of the project:	The City of Powder Springs in 2018 charged the Georgia Tech School of City and Regional Planning studio to prepare a corridor and connectivity plan for the city with a focus on two of the major access corridors into the city, Powder Springs Road from the east and Austell-

Powder Springs Road from the southeast. Austell-PowderSprings Road and Powder Springs Road/Marietta Street is asignificant node in the city connectivity network. The intersection is acollocation of thriving businesses and provides an opportunity topromote and increase connectivity of corridor study area to the city'sprime assets – the Silver Comet Trail and the Historic Downtown.With a primary objective to promote multimodal mobility andconnectivity to the Silver Comet Trail, the preferred alternativefocuses on realignment of the intersection and construction of aroundabout to allow safe traffic flow for all approaches through theintersection via the roundabout. The goal of the traffic roundabout isto reduce vehicular conflicts thereby decreasing the severity andoccurrence of crashes and improve pedestrian and bicycle safetywith crosswalks and refuge islands. The proposed concept alsoincludes a 12-foot multi-use path on the west side of Austell-PowderSprings Road to promote alternative transportation to downtown andthe Silver Comet Trail. Sufficient right-of-way is available to constructthe roundabout without the need for additional property acquisition.

1-7) Describe the underlying problem which this project is intended to address:

Each of the approaches of the Austell-Powder Springs Road/MariettaStreet/Powder Springs Road, at the intersection is at a skewed angle.This misalignment can make certain turning maneuvers difficult. Also,as a signalized intersection, unnecessary delay, and congestionresults when very few or no vehicles are on the approaches as thesignal progresses through its phases. In addition, the alignment of thelegs of the intersection can make it difficult for pedestrians andbicyclists to cross the streets.

With the construction of the roundabout as the operational control, vehicles will be able to traverse the with less delay, reduce the chance of a crash and its severity, and facilitate pedestrian and bicycle maneuvers through the intersection.

1-8) Select a priority level for this particular application relative to any other applications that are to be submitted by your organization:	First priority
1-9) Select LAP certified project sponsor:	Other/Not Listed
1-10) Enter sponsor:	City of Powder Springs
1-11) Sponsor project manager name and title:	Thomas Neaves, City Planner
1-12) Phone number	770-943-1666
1-13) Email address	tneaves@powderspringsga.gov
1-14) Is the project sponsor Local Administered Project (LAP) certified by GDOT?	Yes
1-16) If required, has the applicant submitting this project either maintained its Qualified Local Government (QLG) status in accordance with the Georgia Department of Community Affairs or is actively working towards reinstatement of QLG status?	Yes
1-17) Is a Community Improvement District (CID) or similar organization that is not eligible to administer federal aid projects partnering with a LAP certified local sponsor as the implementation agent for this project?	No
1-22) Have consultant services already been procured for this project?	Yes
1-23) Name of consulting firm:	Croy Engineering, LLC
1-24) Consultant project manager name and title:	Chris Rideout, P.E.; Vice President, Transportation
1-25) Phone number	

1-26) Email address	
2-1) Since 2017, has the sponsor submitted this proposal during a previous ARC TIP solicitation?	Yes
2-2) Select which solicitation(s) below:	<ul style="list-style-type: none"> • 2022 • 2024
2-3) Is the project listed in an approved existing plan, study, capital improvement program or maintenance program?	Yes
2-4) Please list the name, adoption year and adoption body of the planning effort in question:	Powder Springs Corridor and Connectivity Plan, 2018, City of Powder Springs
2-5) Select the primary project type of this proposal:	Roadway - Transportation System Management & Operations
2-7) Does this roadway transportation systems management & operations project proposal include any of the following secondary project elements? Select all which apply or 'None' to continue:	Bicycle/Pedestrian
3-9) Are you able to provide a typical section diagram or engineering report?	Yes
Please upload the typical section diagram and/or engineering report. To upload multiple files, package them into a .ZIP archive and then upload. Be sure to match the file name to the unique project identification number selected earlier for this proposal (e.g. CO-01.pdf)	Austell-Powder_Springs_Roundabout_Visuals_and_Plans.pdf (914 KB)
3-14) If this project incorporates design elements which mitigate or adapt to flood risks, please provide details and link to any relevant planning documentation below:	N/A
3-32) Has the proposed project undergone a detailed analysis of potential bicycle or pedestrian demand through a previous study?	No
3-36) Provide the posted speed limit on the	35

parallel street (miles per hour):

3-37) What is the Annual Average Daily Traffic (AADT) on the parallel roadway facility?	18115
3-38) What is the hourly volume (in both directions) for both the AM and PM peak periods on the parallel roadway facility?	AM - Eastbound: 830; Westbound: 230; Northbound: 415; PM -Eastbound: 520; Westbound: 730; Northbound: 460
3-39) Provide the year in which the above quoted AADT estimate originates from:	2019
3-40) What is the length (in centerline miles) of the proposed project route?	0
3-41) Does the zoning code which covers the applicant's project area require or provide incentives for affordable housing or workforce housing?	No
3-43) Please provide details on any HUD-subsidized, low-income housing or households served or connected by this project:	N/A
3-44) Describe how the local communities have been or will be engaged in project planning and prioritization. Note: broader engagement information may be gathered in Section 4.	To ensure a holistic representation of interests and values, the stakeholder group interviewed consisted of representatives from the residential neighborhoods, business owners, religious and leaders. To ensure equity in engagement, presentations were made at multiple city council and town hall meetings to obtain community insight, one meeting had approximately 80 city residents in attendance. The roundabout design and construction will follow all IGDOT PDP guidelines and public involvement opportunities will be made available to the residents at each appropriate stage of the process, encouraging and soliciting public input while providing an opportunity for the public to become informed about project development.
3-45) Describe specific project benefits to the	The proposed roundabout concept intends to

local communities:

transform the intersection into a gateway with a particular focus on improving safety and operations and creating a sense of place for both vehicles and pedestrians to travel. The concept shows the multi-use path to be separated from the vehicular travel lanes. Barrier separation of the modes of travel creates a traffic calming buffer that fosters a pedestrian and bicycle friendly environment. The project aims to improve safety, walkability and accessibility, thereby addressing equity challenges. While the roundabout aims at improving operational safety, the multi-use path connecting to the regional trail network focuses on fostering active lifestyles and improving residents' health.

3-46) Describe any negative externalities that would place any burdens on these communities created by the project (EG. minority-owned business disruption due to construction, lower air quality, or increased speeds near a school zone) along with measures that will be taken to mitigate them:

Not applicable

3-49) Under existing conditions, how many general purpose travel lanes does the corridor typical section incorporate? Enter N/A if not applicable.

2

3-50) Upon completion, how many general purpose travel lanes will the facility incorporate, in both directions, within a typical section? Enter N/A if not applicable.

2

4-0) Is a completed or draft GDOT concept report available for this project?

No

4-2) Please list the alternatives considered for this project:

Signal modification and intersection realignment were analyzed as alternatives for the project

4-3) What other existing projects will require

Cobb County's Austell-Powder Springs Road

coordination with this proposal?	Trail project will end at the beginning of this project on the southern side of the roundabout.
4-4) Is railroad involvement expected?	No
4-6) Are multiple jurisdictions involved in this project?	No
4-8) What level of NEPA analysis is this project expected to require?	Programatic Categorical Exclusion (PCE)
4-9) Does the project require Right-of-Way acquisition, including construction easements, from a potential historic or National Register listed property?	No
4-11) Is the project located in a National Register Historic District?	No
4-13) Do you anticipate disturbance of any archaeological resources?	No
4-15) Does the project require Right-of-Way acquisition, including construction easements, from a cemetery, park or recreation area?	No
4-17) Does the project require ROW acquisition or construction easement from a property containing underground storage tanks or other hazardous waste site?	No
4-19) Do you anticipate needing a Nationwide, Section 404, and/or other permits from the United States Army Corps of Engineers for this project?	No
4-20) Do you anticipate needing a Section 401 Water Quality Certification from the state for this project?	No
4-21) Will a stream buffer variance be required for this project?	No
4-22) Does this project require wetlands and/or stream mitigation?	No

4-23) Is this project adjacent to or otherwise hydrologically connected to an impaired waterbody?	No
4-24) Has any Endangered Species Act desktop analysis been conducted for this project?	No
4-26) Will project reduce or increase number of traffic lanes, requiring more advanced air quality and noise impact modeling?	No
4-28) List known utilities in the project area (e.g. communications, electricity, natural gas, water, petroleum product pipelines, etc.)	Following utilities exist in the project area: AT&T, Cobb Co Water System (Water & Sewer), Cobb EMC, Comcast, Georgia Power Company – Distribution, Greystone Power, SyncGlobal Telecom
4-29) Describe any utility coordination conducted to date.	None at this time
4-30) Does the proposed project require the relocation of any utility poles?	Yes
4-31) Does the proposed project require burying any above-ground utilities?	No
4-32) Do you plan to use federal funds for utility relocation?	Yes
4-33) Do you understand that federal funds do not permit sole sourcing for purchase and installation of lighting? In other words, you can't just hire GA Power, you must bid the work.	Yes
4-34) Describe any public outreach held to date for this project. This may include public meetings, meetings or discussions with stakeholders or affected property/business owners, social media and websites, open houses, outreach held during LCI planning process, or any other public outreach activities:	Community participation and stakeholder engagement was a vital component of the Powder Springs Corridor and Connectivity Plan. The engagement process provided citizens the opportunity to identify challenges and opportunities and provide comments and feedback in the formulation of the plan that addressed the concerns. Stakeholder interviews were conducted with a wide cross section of local

leadership, including representatives from the residential neighborhoods, business owners, religious leaders, Cobb County, and Atlanta Regional Commission. Presentations were made at multiple city council and town hall meetings to obtain community insight, one meeting had approximately 80 city residents in attendance.

4-35) Identify major stakeholders:

Identified stakeholders include elected officials, representatives from the residential neighborhoods, business owners, religious leaders, and community activists. Additional stakeholder members included representation from the City of Powder Springs, Cobb County, Atlanta Regional Commission, Path Foundation and Georgia Conservancy. Attempts were made early in the project development phase to interview all those identified to ascertain their viewpoints and aspirations regarding a broad range of issues. Issues discussed included but were not limited to safety and connectivity, transportation and multimodal improvements, land use, community cohesiveness, and aesthetics.

4-36) Describe any organized opposition to the project (if any):

None at this time

4-37) List additional public outreach anticipated for the project:

Public involvement is an integral part of the GDOT's Plan Development Process (PDP). It encourages and solicits public input while providing an opportunity for the public to become informed about project development. The project will follow all GDOT PDP guidelines and public involvement opportunities will be made available to the residents at each appropriate stage of the process.

4-38) If constructed, would this project have any impact within the right of way of a GDOT-

No

designated state route or interstate highway?

4-40) Describe the current typical section or existing condition for the project corridor or project site:

The three-way study intersection is a signalized intersection. Traveling eastbound, Marietta Street has 1 12 ft wide travel lane with a right-turn lane approaching the intersection. Westbound, the roadway has 2 12 ft travel lanes. 5 ft sidewalks exist on both sides. Continuing eastbound, Marietta Street forms Powder Springs Road with 1 12-ft travel lane on the south side and 1 12-ft travel lane with a center left-turn lane approaching the intersection. Sidewalk only exists on the north side of Powder Springs Road. Northbound Austell-Powder Springs Road has 2 12-ft travel lanes which evolves into 2 12-ft left turn lanes and 1 12-ft right turn lane. Southbound 1 12-ft travel lane is observed. 5 ft sidewalks are on both sides of the roadway. Siniard Street is a two-way local street with 12-ft travel lanes.

4-41) Provide the width of the current Right-of-Way in feet:

135 - 170 ft

4-42) Describe the proposed typical section for the project corridor.

The proposed project includes a 1 lane roundabout. A 12-ft multi-use path is proposed on the south side of the roadway.

4-43) Provide the width of the proposed Right-of-Way in feet:

135 - 170 ft

4-44) What are the easement requirements for this project? Select all which apply:

Temporary

4-45) Number of temporary easements:

5

4-49) List the number of parcels within the project corridor/limits:

5

4-50) List the number of driveways to be removed within the project corridor/limits:

1

4-51) Will any private, off-street parking spaces require removal as a result of Right-of-Way

No

acquisition?

4-53) Will this proposal require any displacements? Select all which apply or "no displacements anticipated":

No displacements anticipated

4-55) Do you understand that the federal Uniform Relocation Act requires that fair market value must be offered for all property acquisition, even for temporary easements?

Yes

4-56) Does the jurisdiction have a policy or practice against using condemnation as a last resort ROW acquisition tool?

No

4-57) Describe how the project meets logical termini criteria:

The reconstruction of the intersection with a roundabout will maintain existing lane approaches and departures while focusing on increased safety and operations. The individual vehicular maneuvers will be able to traverse the intersection with less delay and reduced opportunity for a crash and its severity. In addition, pedestrians and bicyclist will be to cross the intersection with less opportunity for conflicts with the vehicles enhancing the safety of all users.

4-58) Describe any changes to existing or new bridges, culverts, retaining walls or other major structures:

No major structures will be impacted.

4-59) Explain how this project complies with GDOT and ARC's Complete Streets policy

The complete streets policy identifies streets for everyone, irrespective of the mode of transportation. Designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. Modeled on this approach, the roundabout will use the evidence-based countermeasures identified by ARC and GDOT to eliminate risks.

With the deployment of separated 12-foot multi use path, the project focuses on pedestrian safety and multi-modal mobility by decelerating traffic. Barrier separation of the modes of travel creates a traffic calming buffer that fosters a pedestrian and bicycle friendly environment. Moreover, the project area has sufficient right-ofway without the need for additional property acquisition.

4-60) Select which exceptions to FHWA/AASHTO controlling criteria anticipated for this project:

Design Speed	No
Lane Width	No
Shoulder Width	No
Horizontal Alignment	No
Superelevation	No
Vertical Alignment	No
Grade	No
Stopping Sight Distance	No
Cross Slope	No
Vertical Clearance	No
Lateral Offset to Obstruction	No
Bridge Structural Capacity	No

4-61) Select which design variances to GDOT standard design criteria are anticipated for this project:

Access Control/Median Openings	No
Intersection Sight Distance	No
Intersection Skew Angle	No
Lateral Offset to Obstruction	No
Rumble Strips	No

Safety Edge	No
Median Usage	No
Roundabout Illumination Levels	No
Complete Streets	No
ADA & PROWAG	No
GDOT Construction Standards	No
GDOT Drainage Manual	No
GDOT Bridge and Structural Manual	No
4-62) Do you plan on "flexing" potential FHWA funding awarded through this TIP solicitation to the Federal Transit Administration (FTA) for the purposes of project delivery?	No
4-65) What is the federal funding request? Please only enter the requested amount and not include existing programming information. Please remember that a 20% match is required. If not requesting funds for certain phases, enter "0".	
PE	
Proposed Fiscal Year	2026
Federal Share (80% max)	160,000
Non-Federal Share (20% min)	40,000
Total Cost	200,000
ROW	
Proposed Fiscal Year	2027
Federal Share (80% max)	260,000
Non-Federal Share (20% min)	65,000
Total Cost	325,000
UTL	
Proposed Fiscal Year	2027
Federal Share (80% max)	0

Non-Federal Share (20% min)	0
Total Cost	0
CST	
Proposed Fiscal Year	2028
Federal Share (80% max)	2,920,000
Non-Federal Share (20% min)	730,000
Total Cost	3,650,000

4-66) Please attach available design documents, including, but not limited to, typical section, concept layout, concept report. To upload multiple files, package them into a .ZIP archive and then upload. Be sure to match the file name to the unique project identification number selected earlier for this proposal (e.g. CO-01-Concept Visual.pdf):

[CO-494_Visual.pdf \(193 KB\)](#)

4-67) Attach a proposed GDOT PDP milestone project schedule. To upload multiple files, package them into a .ZIP archive and then upload. Be sure to match the file name to the unique project identification number selected earlier for this proposal (e.g. CO-01-PDP Milestones.pdf):

[CO-494_-_APS_Road_Roundabout_Schedule.pdf \(63 KB\)](#)

4-68) Attach funding match commitment AND project sponsor support resolution documentation from the local governing body or bodies. This documentation provides assurances to the ARC Board that the proposed sponsor of the project is willing to fulfill all applicable financial and administrative requirements associated with delivering a federal aid transportation project. All project sponsor support documentation must be on official letterhead and signed by the chief elected official of the local government that is serving as the

[Powder_Springs_Resolution.pdf \(35 KB\)](#)

project sponsor. Be sure to match the file name to the unique project identification number selected earlier for this proposal (e.g. CO-01-Match Commitment.pdf). Documentation may be covered by one or multiple files. If sending multiple documents, package them into a single .ZIP archive file:

4-69) If available, attach letters of support from any agencies or entities impacted by this project. Be sure to match the file name to the unique project identification number selected earlier for this proposal (e.g. CO-01-Support Letter.pdf). If sending multiple documents, package them into a single .ZIP archive file:

[CO-494_Support.pdf \(66 KB\)](#)

Last Update	2026-01-23 13:38:43
Start Time	2026-01-23 12:59:47
Finish Time	2026-01-23 13:38:43
IP	185.215.181.138
Browser	Chrome
Device	Desktop
Referrer	https://fs19.formsite.com/res/formLoginReturn