

2026 TIP Project Call Application - Infrastructure & Capital Investments Application

Reference #	21410922
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-482
1-1a) If a project is an existing TIP project or was a previous TIP project, enter existing ARC ID:	CO-482
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:	Powder Springs Silver Comet Trail Connector - Old Lost Mountain Road
1-5) Project termini:	Silver Comet Trail and Old Lost Mountain Road to Jackson Way and Pineview Drive
1-6) Provide a detailed description of the project:	The Powder Springs Silver Comet Trail Connector Project will offer safe and direct access to the city's central core from the multi-use Silver Comet Trail. The proposed connector will establish a direct bicycle/pedestrian path from the Silver Comet Trail to Downtown Powder Springs, where the city is working to create a

livable and vibrant community center for residents and visitors to enjoy.

The total length of the project corridor is 2,400 feet.

The portion of the connector trail along Old Lost Mountain Road will consist of a 10-foot-wide bicycle/pedestrian path along the eastern side of the travel lane. The travel lane will consist of two 12-foot travel lanes in both directions, with a 5-foot buffer between the connector and the travel lane. The Jackson Way portion will consist of a 10-foot-wide bicycle/pedestrian path along the northern side of the travel lane. The travel lane will consist of two 12-foot travel lanes in both directions, with a 5-foot buffer between the connector and the travel lane.

By providing safe and direct access from the Silver Comet Trail to Downtown Powder Springs, the connector will catalyze increased foot and bicycle traffic, injecting new energy into the city's heart. Residents will benefit from enhanced recreational opportunities, as the connector will integrate existing amenities such as Thurman Springs Park, the new city hall, and the forthcoming Powder Springs Park adjacent to downtown. This interconnected network of green spaces and local amenities will offer residents many options for leisure and recreation, reinforcing Powder Springs' reputation as a desirable destination city. The project prioritizes alternative transportation...

... methods and fosters pedestrian-friendly infrastructure, promoting a healthier and more environmentally conscious lifestyle for residents.

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

The recent growth of Powder Springs requires forward-looking planning and investment to ensure the continued development of a livable and walkable community. Connectivity and walkability are fundamental to fostering a safe and vibrant environment for residents and visitors in the region. Downtown Powder Springs currently lacks adequate access to the Silver Comet Trail, and this project aims to address this gap by establishing a trail connection to the historic downtown. The connector would offer residents convenient access to the trail for recreational activities and everyday commuting, thereby reducing reliance on vehicular traffic.

Improving walkability not only improves physical health but also positively affects the economic health of a community. The Powder Springs Silver Comet Trail Connector project will provide businesses in downtown Powder Springs with direct access to users on the Silver Comet Trail. Approximately 1.9 million individuals utilize the Silver Comet Trail annually. In recent years, the city has made significant investments towards the livability and development of its downtown core. This includes the construction of the centrally located Thurman Springs Park, which officially opened in May of 2021, the new City Hall Building, and higher density housing units around the downtown square. The City of Powder Springs hopes to improve the overall connectivity of the city's core by establishing a direct connection between the Silver Comet Trail and downtown Powder Springs via Old Lost Mountain Road.

The 2016 Springs in Motion Livable Centers Initiative (LCI) Plan facilitated extensive public

engagement, including stakeholder interviews, public meetings, visioning workshops, and surveys....

... The public strongly desired more outdoor recreational opportunities. With the surge in housing projects and the growing role of downtown Powder Springs as a cultural and recreational hub, the city is committed to prioritizing walkability and bike access in the downtown core.

1-8) Select a priority level for this particular application relative to any other applications that are to be submitted by your organization:

Second 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:	Wayne McGary, VP of Program Management, CEI, and Land Acquisition
1-25) Phone number	[REDACTED]
1-26) Email address	[REDACTED]
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:	Springs in Motion LCI Plan Update, 2016, City of Powder Springs (https://www.cityofpowdersprings.org/DocumentCenter/View/5627/Springs- in-Motion-Downtown-Plan-LCI-2016)
2-5) Select the primary project type of this proposal:	Multiuse Trails
2-6) If implemented, would this proposal best be described as an upgrade or reconstruction of an EXISTING bicycle, pedestrian or multiuse trail facility or construction of a NEW one?	New construction
3-8) Describe any sidewalks, side paths, or multiuse trails that exist in the project area or that directly connect to the project area. Include the current width and general condition of these facilities:	Old Lost Mountain Road currently contains a 5-foot wide sidewalk along the eastern side of the travel lanes. Between the sidewalk and the road lives a 3-foot wide landscape buffer. The travel lanes, or road, contain two (2) twelve-foot lanes for vehicular traffic in both directions. Old Lost Mountain Road is considered a busy road connecting Powder Springs Dallas Road at the north end to Buford Road Southwest at the

north end. Jackson Way current contains a 5-foot wide sidewalk along the travel lanes with minimal buffer space in-between. The travel lanes measure a total of 22-feet wide, with 11-feet available for traveling in both directions. Jackson Way connects Lost Mountain Road to the new Thurman Springs Park in Downtown Powder Springs.

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)

[Powder_Springs_-_SCT_-_Concept_Visual_Reduced.pdf \(6.44 MB\)](#)

3-11) What is the proposed typical width of the multiuse trail facility?

10 Feet

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 parallel street (miles per hour):

25

3-37) What is the Annual Average Daily Traffic (AADT) on the parallel roadway facility?

12000

3-38) What is the hourly volume (in both directions) for both the AM and PM peak periods on the parallel roadway facility?

700

3-39) Provide the year in which the above quoted AADT estimate originates from:	2018
3-40) What is the length (in centerline miles) of the proposed project route?	.45
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.	<p>The 2016 Springs in Motion Livable Centers Initiative (LCI) Plan utilized various avenues of public engagement to gather public information to be used in the planning process. The methods included stakeholder interviews, public meetings, visioning workshops, informational booths at city events, surveys, and an open house to present the draft plan prior to adoption (Reference pages 29-39 in 2016 Springs in Motion LCI).</p> <p>Once the current conceptual plan was developed for the projects involving the Silver Comet Trail connectors, the City of Powder Springs invited residents who were to be affected by the development to attend an informational open house in October of 2019. Residents who were not able to attend were still welcomed to submit their comments. The City also presented the conceptual plan at a Town Hall Meeting in November 2019, available for public viewing and comment.</p>
3-45) Describe specific project benefits to the local communities:	The Powder Springs Silver Comet Trail Connector project would provide easier access between downtown Powder Springs and the Silver Comet Trail for senior residents residing in

and around the city's core. The Silver Comet Village independent living facility and the Silver Springs Village are complexes providing housing for seniors and adults aged 55 and up near downtown Powder Springs. Construction of a bicycle/pedestrian connection trail along Old Lost Mountain Road would offer direct access to one of the city's recreational assets, as well as alternative transportation options. The project would also benefit individuals with physical disabilities by creating more ADA-accessible points of access to the Silver Comet Trail from Powder Springs.

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:

Only minor inconveniences may be faced during construction, but the city will provide adequate notification and wayfinding to navigate the area during construction.

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:

Alternative 1: No Action. This alternative provides no significant benefit to the city's residents and would ignore the economic development potential that trail connections would provide. Downtown Powder Springs would continue to see retail and residential development, but would

not provide alternate transportation options to residents and visitors other than driving. The city would see no increased tourism from the Silver Comet Trail, and nearby residents wishing to bike to the Silver Comet Trail would first have to find somewhere to park.

Alternative 2: Silver Comet Trail Connector Trail alignment option B: Trail from Silver Comet bridge south to Lynn Drive to flood plain (outlined as an option in the 2016 LCI Plan Update). This alternative option to developing a trail connection from downtown to the Silver Comet Trail would increase project costs and expand the project timeline. This option would have the trail constructed through privately owned properties. The city would need to acquire land, which would be expensive and time consuming. This would also likely upset residents who would be against having a public trail so close to their backyards. Furthermore, this trail construction would require numerous state and local stream buffer variances, which would be highly time consuming.

Alternative 3: Old Lost Mountain Rd to Pineview Drive trail connections with on-street parking on Pineview Drive. This alternative was drafted into a version of the conceptual plan and presented to residents as one of two options for this project proposal. Feedback showed that this alternative would not be favorable to residents along Pineview Drive. Residents expressed concerns with public...

... on-street parking becoming a safety issue and would require monitoring because of its proximity to private residences. Staff also determined that on- street parking would provide no additional

benefit related to the complete streets policy.

Alternative 4: Old Lost Mountain Rd to Pineview Drive trail connections without on-street parking near residences. This alternative was the second version of the conceptual plan presented to residents for feedback. Overall, resident feedback showed that this option was more favorable. Resident comments included support of connecting to the Silver Comet Trail through this option. Staff determined that this alternative would be the best option to implement the project with the least impact to residents, lowest

4-3) What other existing projects will require coordination with this proposal?	None
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	No

hazardous waste site?

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.)	Residential overhead electrical and cable on wooden poles; Buried residential telecommunications, water, and natural gas.
4-29) Describe any utility coordination conducted to date.	Preliminary analysis of which wooden poles will require relocation has been conducted. Most buried utilities will only require structures to be adjusted to the finished grade.
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?	No

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:

The 2016 Springs in Motion LCI Plan update planning process included various methods of engaging the public to develop project priorities, including stakeholder interviews, meetings, visioning workshops, information booths at city events, surveys, and an open house to present the draft plan prior to adoption (pages 29-39). The planning process for the 2017 City of Powder Springs Comprehensive Plan had similar public outreach efforts including an online survey, stakeholder meetings, and planning workshops (pages 50-63).

Once the proposed conceptual plan was developed, the city invited residents who would be directly affected by trail construction along Pineview Drive and Old Lost Mountain Road to a Conceptual Plan Open House on October 3, 2019. Staff contact information was also left with residents who would not be able to attend but wanted to provide feedback. Attached on 3-62) is the comments received. Additionally, the city will present the conceptual plan at the November 21, 2019 Town Hall Meeting for public viewing and feedback. The meeting will be after the application due date, but will provide staff with comments prior to trail construction if awarded. The city is also open to hosting additional project Both the Downtown Development Authority and the Development Authority of Powder Springs have been made aware of the proposed project plans and are in support of construction if awarded. The Downtown Development Authority held a joint workshop on August 2, 2019 with the

City Council to brainstorm land use planning in the downtown. A priority list was compiled from the workshop which included biking and trail connectivity to the Silver Comet Trail as a high importance.

4-35) Identify major stakeholders:

Major stakeholders for this project include: Powder Springs residents, Powder Springs City Council, Downtown Development Authority, Development Authority of Powder Springs, Planning and Zoning Commission, city staff, business owners in downtown, property owners in downtown, local bicyclists and advocates, bicycle tourists from the Silver Comet Trail, bicycle friendly businesses, downtown residents, developers interested in investing in downtown projects.

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

None

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

The city will present the conceptual plan at the November 21, 2019 Town Hall Meeting for public viewing and feedback. The city is open to hosting additional project open houses as needed prior to beginning construction in order to reach as many residents as possible. The city will make final project information available via social media, the city website, newsletters, and paper flyers. City staff will make themselves available for residents interested in setting up meetings to discuss their questions and provide feedback on the project.

4-38) If constructed, would this project have any impact within the right of way of a GDOT-designated state route or interstate highway?

No

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

Pineview Drive: 5-foot sidewalk, 3-foot landscape buffer, 20-foot road traveling in both directions
Jackson Way: 5-foot sidewalk, 22-foot road

	traveling in both directions Old Lost Mountain Road: 5-foot sidewalk on the east side of the travel lanes, 3-foot landscape buffer, two 12-foot travel lanes in both directions
4-41) Provide the width of the current Right-of-Way in feet:	Pineview approximates: Ex 40' Jackson Way approximates: Ex 35' Old Lost Mountain approximates: Ex 50'
4-42) Describe the proposed typical section for the project corridor.	<p>Pineview Drive running east to west: 10-foot shared use path, 5-foot landscape buffer, One 12-foot one-way street heading west.</p> <p>Pineview Drive running north to south: 10-foot shared use path, 5-foot landscape buffer, on-street parking, One 12-foot one-way street heading south.</p> <p>Jackson Way: 10-foot shared use path, 5-foot landscape buffer, two 12-foot travel lanes in both directions Old Lost Mountain Road: 10-foot shared use path on the east side of the travel lanes, 5-foot landscape buffer, two 12-foot travel lanes in both directions</p>
4-43) Provide the width of the proposed Right-of-Way in feet:	Pineview approximates: Prop 45' Jackson Way approximates: Prop 45' Old Lost Mountain approximates: Prop 60'
4-44) What are the easement requirements for this project? Select all which apply:	<ul style="list-style-type: none"> • Temporary • Permanent
4-45) Number of temporary easements:	17
4-46) Number of permanent easements:	1
4-49) List the number of parcels within the project corridor/limits:	50
4-50) List the number of driveways to be removed within the project corridor/limits:	0
4-51) Will any private, off-street parking spaces require removal as a result of Right-of-Way acquisition?	No

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:

1. The project termini is of sufficient length to address environmental matters on a broad scope. The construction of multi-use trails along the aforementioned roadways are not expected to have an environmental impact. If anything, the trails would reduce vehicular traffic by providing more opportunities for bicycle and pedestrian traffic. The trails would not disturb any environmental aspects such as streams and air quality.
2. The project has independent utility. If no other transportation improvements in the area were made, the construction of trails would still be a benefit to the area by connecting a downtown destination to the widely-used Silver Comet Trail with safe and accessible 10-foot, multi-use trails.
3. This project does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. This project could easily coincide with future road projects since the construction mainly occurs away from the road. In addition, if further expansion of the city's trail system were considered, this project could easily connect to future multi-use trail connections.

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

The project will expand an existing culvert on Jackson Way by 15 feet to accommodate the

structures:

new trail. No other changes to existing or new bridges, culverts, retaining walls or other major structures are anticipated.

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

This project complies with GDOT and ARC's Complete Streets policy by supporting the advancement of accessibility for pedestrian and bicycle modes of transportation. The project will construct safe and accessible 10-foot paved multi-use trails along Old Lost Mountain Road, Jackson Way, and Pineview Drive and include a 5-foot landscape buffer between the trail and the road. The project will encourage increased safe bicycle and pedestrian traffic alongside vehicle traffic.

The trails connect to the current 6.3 mile trail system throughout the city, allowing bicycle and pedestrian traffic to access the east and west sides of the city.

The project, by encouraging more bicycle and pedestrian traffic, also intends to decrease traffic congestion and improve air quality. Residents will have expanded transportation options that will not require usage of a vehicle to get around town. Additionally, bicycle and pedestrian access will help improve quality of life for residents through enhanced economic activity in the downtown and health benefits from choosing to walk or bike instead of driving. As the planning and design process progresses, the city will ensure that all modes of transportation are considered and improved. The city will also ensure the safety of all users (automobile, bicycle, pedestrian) is at the forefront of the design and implementation process.

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	0
Federal Share (80% max)	0
Non-Federal Share (20% min)	0
Total Cost	0
ROW	
Proposed Fiscal Year	2027
Federal Share (80% max)	338,400
Non-Federal Share (20% min)	84,600
Total Cost	423,000
UTL	
Proposed Fiscal Year	2028
Federal Share (80% max)	486,528
Non-Federal Share (20% min)	121,632
Total Cost	608,160
CST	
Proposed Fiscal Year	2028
Federal Share (80% max)	3,210,835
Non-Federal Share (20% min)	802,709
Total Cost	4,013,544

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):

[Powder_Springs_-_SCT_-_Concept_Visual_Reduced.pdf \(6.44 MB\)](#)

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-482_SCT_Connector_Schedule.pdf \(65 KB\)](#)

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 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:

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

Last Update

2026-01-23 12:52:23

Start Time

2026-01-23 12:35:26

Finish Time	2026-01-23 12:52:23
IP	185.215.181.138
Browser	Chrome
Device	Desktop
Referrer	https://fs19.formsite.com/res/formLoginReturn