

GEORGIA TRANSPORTATION INFRASTRUCTURE BANK (GTIB)

APPLICATION FOR LOANS AND GRANTS

*****Please read *Instructions for Application Submittal* prior to filling out Application*****

1) TYPE OF GTIB ASSISTANCE REQUESTED

Check one of the following:

☐ Grant	Please check GTIB website for latest Grant program eligibility and restrictions.
☐ Loan	All loan Applicants are required to submit a completed Financial Documentation Form in addition to this GTIB Application. The form is available on the GTIB website.
☐ Both	Please check the GTIB website and ensure the Financial Documentation Form is submitted in addition to this GTIB Application. The grant and loan must be for the same project.

2) CONTACT INFORMATION

Date			
Project Applicant			
Classification of Applicant (State, County, City, CID, etc.)			
Department/Division of Applicant receiving GTIB proceeds			
Contact Person Name		Contact Person Title	
Street Address or P.O. Box			
City	, Georgia	Zip Code	
Telephone Number:	()	Fax Number:	()
E-mail Address			

Additional Contact Information:

Attorney	
Contact Name & Title	
Street Address	
City, State, Zip Code	
Telephone Number	()
Fax Number	()
E-Mail Address	

Independent Auditor	
Contact Name & Title	
Street Address	
City, State, Zip Code	
Telephone Number	()
Fax Number	()
E-Mail Address	

Finance Director	
Contact Name & Title	
Street Address	
City, State, Zip Code	
Telephone Number	()
Fax Number	()
E-Mail Address	

3) PROJECT OVERVIEW

Name of Project	
Project Type (road capacity, resurfacing, operations, etc.)	
Project Location (include county and specific location)	
Current Project Phase/Status* *(Preliminary Engineering, Right of Way Acquisition (ROW), Construction)	

Project Schedule Estimates (or actual dates)	Start Date	End Date
Project Preliminary Engineering		
Project Right-of-Way Acquisition (if applicable)		
Project Construction		

i List all state, regional or local plans that this project is officially a part of and include project numbers where applicable (e.g. GDOT PI#715858, MPO Plan 2040, County SPLOST 2022, City Comprehensive Plan 2019). If applicable, and in 300 words or less, identify how the project is consistent with state, regional and local plans and/or investment priorities. If the project is on or impacts a state route, please explain the status of coordination with GDOT.

i In 300 words or less, provide a physical description of the transportation project (e.g., new 2 lane road with sidewalks and streetscaping, 1500 feet in length, connecting Williams St. and Smith St.). Please ensure the submitted project map clearly shows the project. Please do not provide a justification for the project here, this may be provided in Section 4 below.



*If you are located within a TMA or MPO, please provide the following information:

Please list AADT for all streets impacted by this project (can be found using [GDOT's TADA system](#)).

Please list LOS for all streets immediately impacted by this project (existing LOS without project, if possible proposed LOS with project).

If this project includes a bridge (or bridges), please provide the bridge rating(s).

Please list relevant safety metrics regarding the road/sidewalk/bridge, etc. included in this project. Metrics may include frequency of crashes and any other pertinent safety metrics related to existing and future safety.

4) PROJECT BENEFITS

A. Degree of transportation problem that the proposed project seeks to address:

i In 300 words or less, describe the scope of the current transportation problem and how the project is expected to improve the situation. The explanation should include how the project will advance a strong transportation need and derive a strong public benefit as a result.

B. Impact of the proposed project on public mobility, reliability, connectivity, congestion, safety:

i In 300 words or less, describe how the project would improve any or all of the following areas: mobility, reliability/system efficiency, border-to-border and interregional connectivity, local connectivity to the statewide transportation network, inter-modalism, congestion, and/or safety.

C. Acceleration of high priority transportation projects:

i In 300 words or less, describe how potential assistance from the GTIB will expedite the project. Please include the anticipated number of months or years saved, if relevant.

D. Coordination with Development Patterns:

i In 300 words or less, explain how the project would coordinate transportation investment with development patterns and/or manage market driven travel demand (e.g., reduce SOV travel), if applicable.

E. Innovation:

i In 300 words or less, describe any unique/innovative characteristics, methods or approaches (e.g. new technology, innovative design, etc.) that are a part of the project.

F. Ability to enhance and/or create economic benefits for the local community, region or State:

i In 300 words or less, explain how the local community, region or state would benefit economically from the project. Answers may include, but not be limited to, a description of the estimated reduction in state or local unemployment, land development/redevelopment, growth in private-sector employment, improved access to jobs, and/or improved efficiencies of freight, cargo, and goods movement. Please cite all sources used to determine benefits (i.e. cost-benefit analyses, economic impact reviews, etc.)

G. Project Feasibility

i In 300 words or less, explain all critical factors necessary for the project's success, including a list of all federal, state, and local permits and approvals required for the project. Please provide the status of each necessary approval including anticipated approval dates if approvals are outstanding. If not already secured, the steps that will be taken to obtain necessary environmental and construction approvals.

5) PROJECT FINANCE PLAN SUMMARY

Federal Funding Sources	
Is the project programmed for federal or state funding in TIP or STIP? If so, which one?	☐ TIP ☐ STIP ☐ N/A
Have you previously applied to the MPO or GDOT for federal or state funding for this project?	☐ Yes ☐ No
If the project is in the TIP/STIP, does the funding proposal submitted align with what is in TIP/STIP (e.g., do funding amounts align, schedules, descriptions, etc.)? Please explain any differences.	

i In 300 words or less, provide a summary of the proposed finance plan that fully details the entire funding of the project, including contingencies as applicable. The summary should include a detailed written description of the status of all project funding sources, back-up project funding sources (if applicable), and the completion of the below fields.

If bonds or other non-GTIB indebtedness have already been issued to finance a portion of the project's costs, the financial plan should provide details of the issuance (terms, sources & uses, credit ratings, debt service requirements, etc.). If the issuance received a credit rating below investment grade "BBB," explain in detail any deficiency that led to that rating. If applicable, please provide copies of any bond documents related to the issuance, such as an Official Statement (OS).

If bonds or other non-GTIB indebtedness are contemplated for funding a portion of the project's costs in the future, provide an explanation of the issuance. Explanations should include the proposed bond's structure, timing, and status of resolutions/approvals.

SOURCES AND USES

List all funding sources in the Project Funding Sources table below (e.g. Federal, State (GDOT), Local, CID, Private, etc). If LMIG is a source of funding it must be listed as a separate funding source. In-kind funding is given less preference than a hard match.

Project Funding Sources (Committed and Contributed)				
Funding Source	Portion Spent to Date* (A)	Portion Remaining to be Spent (B)	Funding Source Total (A+B)	Percentage of Total Project Funding
GTIB Requested Loan Amount	\$	\$	\$	%
GTIB Requested Grant Amount	\$	\$	\$	%
	\$	\$	\$	%
	\$	\$	\$	%
	\$	\$	\$	%
Total Project Funding:	\$	\$	\$	100.0%

List all project costs in the Project Costs table below:

Project Costs (Future Project Costs <u>and</u> Funds Spent to Date)				
Activity	Portion Spent to Date* (A)	Portion Remaining to be Spent (B)	Line Item Cost Total (A+B)	Percentage of Total Project Costs
Concept/Feasibility	\$	\$	\$	%
Preliminary Engineering	\$	\$	\$	%
Right of Way (ROW)	\$	\$	\$	%
ROW Contingency (%)	\$	\$	\$	%
Construction	\$	\$	\$	%
Construction Contingency (%)	\$	\$	\$	%
Total Project Costs:	\$	\$	\$	100.0%

NOTE FOR ABOVE TABLES: AMOUNT OF TOTAL PROJECT FUNDING SOURCES MUST EQUAL TOTAL PROJECT COSTS.

Proposed Use of GTIB Funding Request		
Activity (i.e. PE, ROW, CST)	GTIB Amount	Percent of GTIB Request
	\$	%
	\$	%
	\$	%
Total:**	\$	100.0%

* Subject to verification during application review.

Please fill out the following if bonds or debt will be used to finance any portion of the project:

Anticipated date of Bond sale:	
Type of bond (General Obligation/Revenue):	
Tax exempt status:	
Issuer:	
Expected Credit rating:	

6) LOAN TERMS (TO BE COMPLETED ONLY BY LOAN APPLICANTS)

Requested term of loan in years:	
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(Minimum 5 years; maximum is the lesser of 20 years or the useful life of the project)

Estimated draw-down schedule of funds: (All funds may be spent-down in first year; the maximum spend-down period is 5 years)	
Year 1:	\$
Year 2:	\$
Year 3:	\$
Year 4:	\$
Year 5:	\$

Repayment source(s) that will be used to service the loan:*	
Is repayment source(s) currently being used to secure other debt?	☐ Yes ☐ No
Will repayment source(s) be used to secure other debt in the future?	☐ Yes ☐ No
Additional backup repayment source:	

**If LMIG funds are used to repay loans applicant must provide required local matching dollars as required by law.*

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7) ATTESTATION

Under penalty of perjury, I declare and affirm that:

The Applicant has the authority to request and incur the liabilities and obligations described in this Application and, upon approval, will enter into a closing contract.

The Applicant has held any locally required public hearings or notices and will comply with all applicable state and federal regulations and requirements.

To the best of my knowledge all information contained in this Application is valid and accurate.

The governing body of the undersigned jurisdiction at its _____ (date) meeting authorized the submission of this Application.

The undersigned official has the authority to sign this Application and bind the Applicant.

Signature _____
(Authorized Official)

Title _____

Jurisdiction _____

Name _____
(type or print)

Date _____

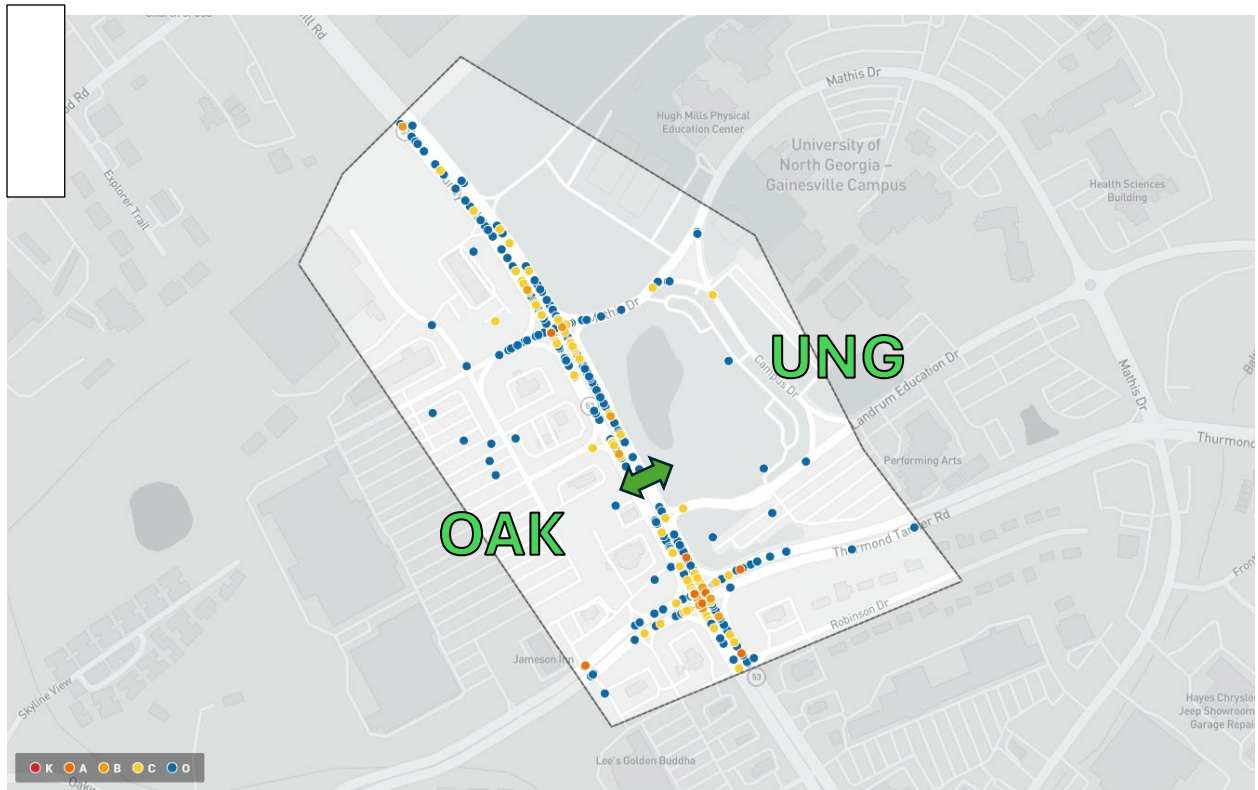
Sworn to and subscribed before me this _____ day of _____, 20__.

(Notary Public)

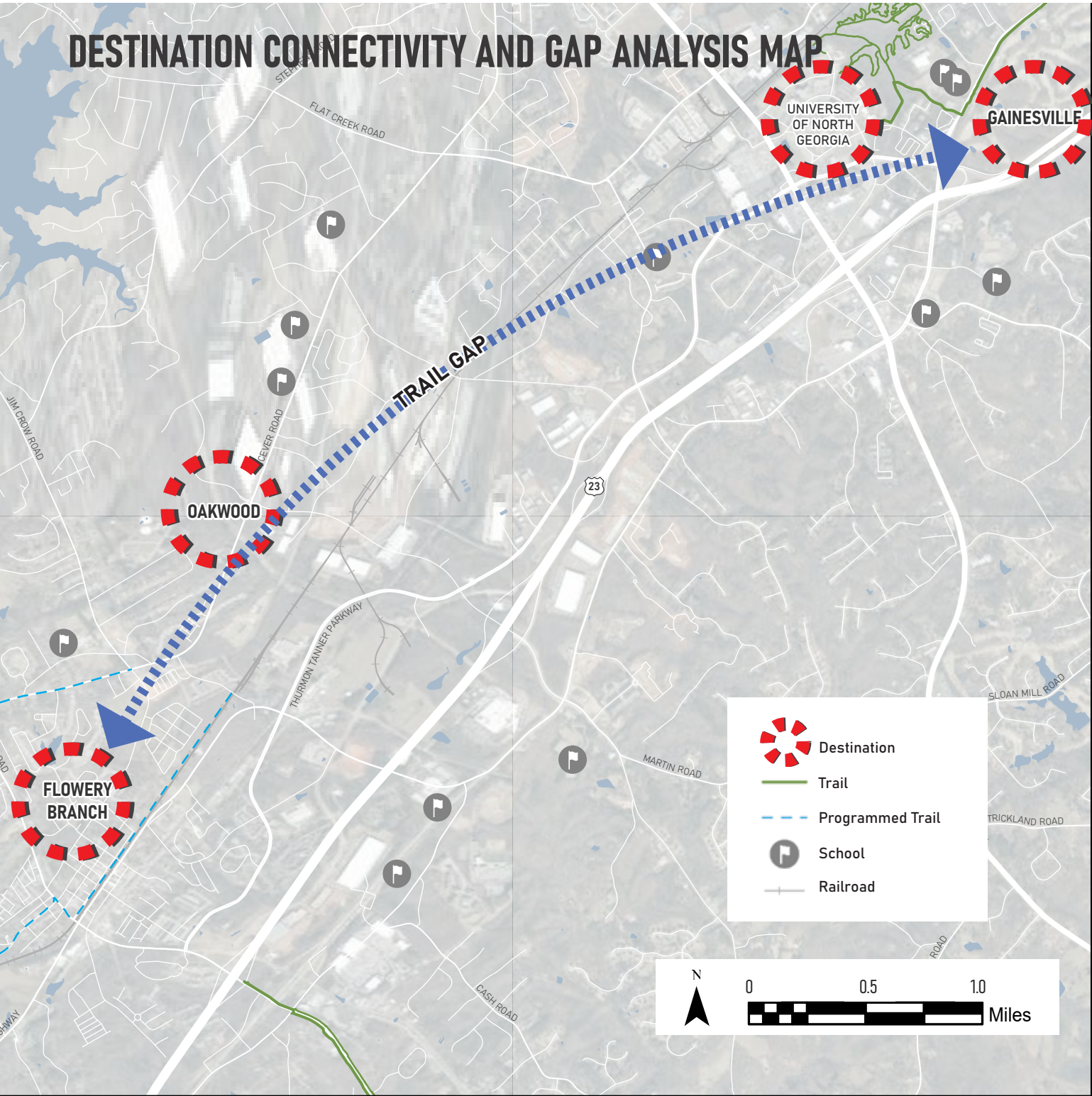
My commission expires: _____







DESTINATION CONNECTIVITY AND GAP ANALYSIS MAP



PREFERRED ALIGNMENT

CAMPUS SIDEPATH

The preferred alignment reflects planned improvements identified in the UNG Gainesville Campus Master Plan. The route originates at the existing Highlands to Islands UNG Connector and proceeds as a sidepath along Landrum Education Drive, incorporating segments of existing sidewalk within the public right of way. This portion of the alignment enhances connectivity for adjacent multi-family residential developments.

From Landrum Education Drive, the trail crosses Campus Drive in a northwesterly direction to the west side of the roadway, then traverses university-owned property between Mills Pond and the soccer field complex. The alignment includes a raised pedestrian bridge over Mundy Mill Road, with the abutment located between the Wendy's and New Lucky Crab House properties. South of Mundy Mill Road, the trail continues to Thurmon Tanner Parkway, where it resumes as a sidepath utilizing existing sidewalks and available right of way, ultimately terminating at Oakwood Road.

This alignment provides a grade-separated crossing for pedestrians and bicyclists, improving safety and continuity. In addition, the UNG Campus Vision Plan identifies the opportunity for a prominent gateway feature; the proposed pedestrian bridge could serve as a distinctive and visually significant entrance to the university.



UNG Campus Pond

CAMPUS SIDEPATH - UNG CAMPUS TO OAKWOOD ROAD



This segment extends from the existing Highlands to Islands Trail on the UNG campus, following a sidepath along Landrum Education Drive. It crosses Campus Drive and continues briefly along its alignment before traversing UNG property adjacent to the fountain. The route proceeds across SR 53 via an elevated pedestrian bridge, then turns toward Thurmon Tanner Parkway. From there, it shifts southwest, turning onto Oakwood Road and terminating at Main Street.

UNPAVED TRAILS
SEWER EASEMENT
FLOODWAY

STREET CROSSING
BRIDGE/CULVERT



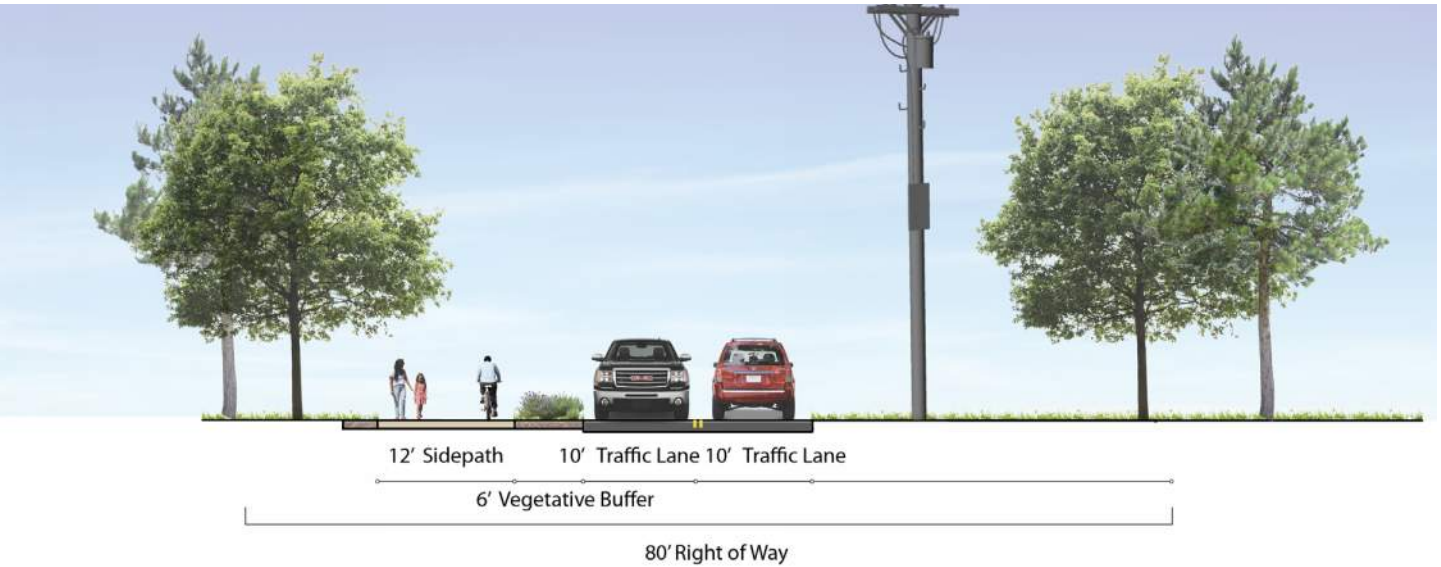
0 0.15 0.3 Miles

CAMPUS SIDEPATH - UNG CAMPUS TO OAKWOOD ROAD

SEGMENT SUMMARY

	LENGTH	PROPERTY OWNERSHIP	OOPC*	LINEAR FEET OF BOARDWALK	LINEAR FEET OF RETAINING WALL	NUMBER OF STREET CROSSINGS	NUMBER OF RAILROAD CROSSINGS
UNG CAMPUS TO OAKWOOD RD	8000'	CITY OF GAINESVILLE, PRIVATE OWNERS	\$26,062,878	135'	0	1	0

* Opinion of Probable Cost includes Project Management and Contingency costs. More detailed cost data can be found on Page 97.



SIDEPATH CROSS SECTION: 80' RIGHT OF WAY. 12' WIDE TRAIL WITH 6' VEGETATIVE BUFFER FROM ROAD TRAFFIC



PROPOSED BIKE AND PEDESTRIAN BRIDGE ACROSS MUNDY MILL ROAD

CAMPUS SIDEPATH ALIGNMENT COST ESTIMATE

ITEM	NUMBER	UNIT	COST/UNIT	TOTAL
CAMPUS SIDEPATH - UNG CAMPUS TO OAKWOOD ROAD				
Concrete Sidewalk	80,000	SF	\$16.00	\$1,280,000.00
Concrete Boardwalk Superstructure and Pavement	1,260	SF	\$105.00	\$132,300.00
Multi-Use Bridge over Roadway	8,400	SF	\$1,500.00	\$12,600,000.00
20% Clearing, Grading, Erosion Control, Stormwater, Utilities				\$2,802,460.00
			Subtotal	\$16,814,760.00
			O&P/Proj Mgmt/Mobilization/Bonding & Insurance	\$4,203,690.00
			30 % Contingency	\$5,044,428.00
			Total	\$26,062,878.00
TOTAL TRAIL COST				\$26,062,878.00

CRASH SUMMARY REPORT

Mundy Mill Bridge

Created on August 19, 2026

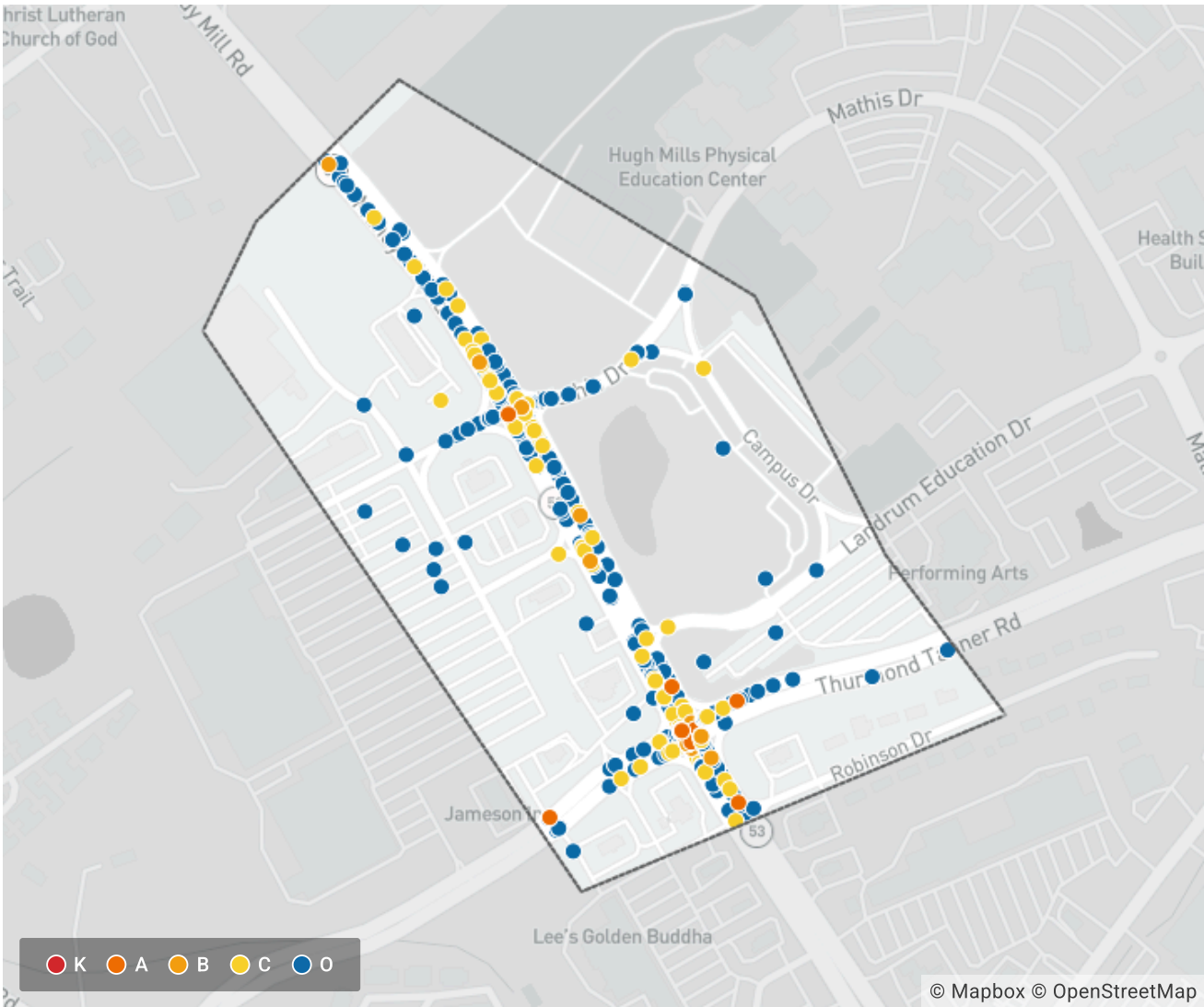
Created by Joseph Boyd

Data extents: January 1, 2016 to December 31, 2025



Applied Filters

Shape: Polygon 1



Total Crashes	856	Fatal Crashes	0
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GDOT Summary	Collisions Dataset	
Intersection Related	680	79.44%
Distracted Driver (Suspected)	414	48.36%
Large Truck Related	57	6.66%

Single Motor Vehicle Involved	32	3.74%
Distracted Driver (Confirmed)	11	1.29%
Motorcycle Related	7	0.82%
Impaired Driving (Confirmed)	5	0.58%
Bicycle Related	1	0.12%
+ 2 more	1	0.12%

KABCO Severity	Collisions Dataset	
(O) No Injury	661	77.22%
(C) Possible Injury / Complaint	154	17.99%
(B) Suspected Minor/Visible Injury	27	3.15%
(A) Suspected Serious Injury	10	1.17%
Unknown	4	0.47%
(K) Fatal Injury	0	0.00%

Date and Time (Year)	Collisions Dataset	
2025	92	10.75%
2024	96	11.21%
2023	115	13.43%
2022	110	12.85%
2021	84	9.81%
2020	84	9.81%
2019	135	15.77%
2018	93	10.86%
+ 5 more	47	5.49%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	5	0.58%
2 am - 4 am	5	0.58%
4 am - 6 am	10	1.17%
6 am - 8 am	33	3.86%
8 am - 10 am	66	7.71%
10 am - 12 pm	107	12.50%
12 pm - 2 pm	140	16.36%
2 pm - 4 pm	150	17.52%
+ 4 more	340	39.71%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	435	50.82%

Angle Crash	220	25.70%
Sideswipe-Same Direction	115	13.43%
Head On	37	4.32%
Not a Collision with Motor Vehicle	29	3.39%
Sideswipe-Opposite Direction	12	1.40%
(None)	8	0.93%
Angle	0	0.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	453	52.92%
On Roadway - Non-Intersection	357	41.71%
Off Roadway	14	1.64%
On Roadway - Driveway Intersection	13	1.52%
(None)	9	1.05%
Median	5	0.58%
Entrance/Exit Ramp	3	0.35%
On Shoulder	2	0.23%
+ 9 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	796	92.99%
Impact Attenuate	21	2.45%
Median Barrier	6	0.70%
Other Post / Pole Support	5	0.58%
Parked Motor Vehicle	5	0.58%
Animal	4	0.47%
Curb	3	0.35%
Other Non-Collision	3	0.35%
+ 30 more	13	1.53%

Operator/Pedestrian Contributing Factors - Array	Collisions Dataset	
Other Unit Contributed to Crash	164	19.16%
Following Too Close	78	9.11%
Under the Influence (U.I.)	35	4.09%
Other	34	3.97%
Changed Lanes Improperly	32	3.74%
Failure to Yield	30	3.50%
Unknown	25	2.92%

(None)	8	0.93%
+ 39 more	52	6.08%

Area: County	Collisions Dataset	
Hall	411	48.01%
HALL	390	45.56%
None	52	6.07%
+ 316 more	0	0%

Area: GDOT District (Crash Level)	Collisions Dataset	
D1	801	93.57%
D0	52	6.07%
+ 6 more	0	0%

SHSP Emphasis Area+	Collisions Dataset	
Intersection Related	680	79.44%
Distracted Driver (Suspected)	414	48.36%
Young Adult Driver (Age 20-24)	250	29.21%
Older Driver Related (65+)	190	22.20%
Older Driver Related (55-64)	181	21.14%
Young Driver (Age 15-19)	177	20.68%
Large Truck Related	57	6.66%
Hit & Run	47	5.49%
+ 10 more	87	10.17%

First Harmful Event (Unit Order)	Collisions Dataset	
Motor Vehicle in Motion	825	96.38%
Other/Unknown	13	1.52%
Curb	6	0.70%
Median Barrier	6	0.70%
Parked Motor Vehicle	6	0.70%
Other Non-Collision	3	0.35%
Other Post/ Pole Support	3	0.35%
Animal	2	0.23%
+ 32 more	12	1.42%

Vehicle Type	Collisions Dataset	
Passenger Car	584	68.22%
Sports Utility Vehicle (SUV)	341	39.84%

Pickup Truck	253	29.56%
Van	99	11.57%
Tractor/Trailer	30	3.50%
Single Unit Truck	12	1.40%
Motorcycle	7	0.82%
Other	7	0.82%
+ 15 more	21	2.46%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	805	94.04%
Road Surface Condition (wet, icy, snow, slush, etc.)	29	3.39%
Visual Obstruction(s) - Vegetation Along Roadway	4	0.47%
Water Standing	4	0.47%
Traffic Congestion	3	0.35%
Backup Due to Prior Crash/Secondary Crash	2	0.23%
Running Water	2	0.23%
Obstruction in Roadway	1	0.12%
+ 6 more	1	0.12%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	345	40.30%
Countermeasure: Lighting Improvements (Intersection)	35	4.09%
Countermeasure: Roadway and Lane Departure Crashes	12	1.40%
Countermeasure: Lighting Improvements (Non-Intersection)	10	1.17%
Countermeasure: Road Diet	8	0.93%
Countermeasure: Clear Roadside	5	0.58%
Countermeasure: Centerline Crash Related (Vehicle)	4	0.47%
Countermeasure: Wildlife Warning	3	0.35%
+ 3 more	1	0.12%