

Round 2 Competitive Funding Proposal (2026) for CMAQ

Section 1: Applicant Info

1.1. Project Name and Title*

Intersection Improvements at McEver Road at Chamblee Road and McEver Road at Radford

1.2. Brief 1-2 sentence description of project*

Example: We are requesting funds to convert a four-leg intersection at SR72 and Georgia Drive into a roundabout. We also intend to construct 1500 linear feet of 6' wide sidewalk along the SW side of SR72 from Columbus Drive to Augusta Rd.

Hall County is requesting funding to convert two intersections to roundabouts at the following locations: (1) McEver Road at Chamblee Road and (2) McEver Road at Radford Road.

The existing signalized four-leg intersection at McEver Road at Chamblee Road would be converted to a single-lane roundabout with proposed lighting in the corridor.

The existing "T" intersection at McEver Road at Radford Road would be converted to a single-lane roundabout with proposed lighting in the corridor.

508

1.3. Project Applicant Name*

Name (first and last) of individual submitting the application

Hall County, Georgia

1.4. Applicant Phone Number*

Phone number for individual submitting the application. Use ten digit number with no dashes or spaces.

7702975503

1.5. Applicant Email Address*

Saved

✉ sgreen@hallcounty.org

1.6. Name of City, County, or Organization*

Hall County Government

1.7. Will you as the applicant also be the project sponsor?*

☒ Yes

☐ No

1.8. Is the project sponsor in compliance with DOAA reporting requirements?*

The Georgia Department of Audits and Accounts (DOAA) compliance dashboard can be found [here](#)

☒ Yes

☐ No

1.9. Are the project sponsor and project manager Local Administered Project (LAP) certified by GDOT?*

GDOT's list of LAP certified Local Public Agencies can be found [here](#)

☐ Yes

☒ No

Saved

1.10. Does the project sponsor intend to deliver the project, or would they like GDOT to deliver the project?*

Yes; Hall County's GDOT LAP Re-Certification Application is currently under GDOT review

1.11. Does any part of the project fall outside of the jurisdiction you are applying on behalf of?*

If yes, you will be asked to provide documentation of support from impacted jurisdictions

☐ Yes

☒ No

Back

Next

Page 4 of 9

Powered by ArcGIS Survey123

Round 2 Competitive Funding Proposal (2026) for CMAQ

Section 2: Project info

2.1. Did you apply for funding for this project in the 2025 TA and CMAQ Competitive Funding Proposal?*

☐ Yes

☒ No

2.2. Choose a Primary Project Type*

Traffic Flow Improvements ▼

2.3. Choose a Secondary Project Type (if applicable)

Intersection Improvements ▼

2.4. Roadway Description (check all that apply)*

Reference [GDOT's roadway functional classification map](#) for help identifying the proper description. If you choose "other" you will be asked to provide a description of the corridor characteristics.

☐ Principal Arterial

☒ Minor Arterial

☐ Major Collector

Saved



Local Road



State Route



Designated Evacuation Route



National Highway System (NHS)



None/Unknown



Other

2.5. Project Termini/Limits:*

Location 1: Intersection of McEver Road at Chamblee Road (34.225094, -83.905740); Local

2.6. Describe the underlying challenges which this project is intended to address.*

Location 1 (McEver Rd & Chamblee Rd): This signalized intersection lacks dedicated turn lanes on Chamblee Road and Allen Circle. This causes traffic queues, delays, and an increased risk of rear-end crashes and risky turning maneuvers as vehicles wait for gaps in McEver Road traffic. Queued and turning vehicles can also create conflicts with peds and cyclists crossing the arterial. As traffic volumes increase along the minor arterial, these operational deficiencies are expected to become more pronounced.

Location 2 (McEver Rd & Radford Road): The existing T intersection of McEver Road at Radford Road has no dedicated turn lanes traffic flow, queuing, safety, and limited capacity challenges. Left and right turning vehicles must utilize shared travel lanes resulting in recurring queues, increase delays, and contribute to rear-end and turning related crashes. Operational deficiencies are problematic will become more pronounced as traffic volumes increase.

2.7. List all project components that you are requesting CIVAA funding for.*

Concept Development/Preliminary Engineering

957

2.8. Describe the anticipated outcomes of this project.*

Both intersection improvement project locations have been proposed as roundabouts to address the safety, traffic volume and storage, sight-distance, and enhance overall safety and mobility of each intersection. Proposed roundabouts can address many safety and operational concerns by separating and reducing conflicting traffic movements, reducing stopping and queuing, and providing continuous opportunities for traffic to enter and circulate through the intersection. This also can provide continuous movement of emergency vehicles move quickly and efficiently through these intersections resulting in increased emergency response time.

360

2.9. Describe the current typical section or existing condition for the project corridor or project site.*

Saved

Road and Allen Circle is currently signalized with north and south bound turn lanes along McEver Road. Chamblee Rd. enters McEver Rd. to the east with Allen Circle to the west. McEver Rd. has 12' travel lanes with approximately 130' left turn lanes and an approximately 220' taper. The intersection contains pedestrian crosswalks and pedestrian signals and no sidewalks and no curb and gutter.

Location 2 (McEver Rd & Radford Road): The unsignalized "T" intersection of McEver Road at Radford Road has 12' travel lanes with no pedestrian signals or sidewalks. Radford Road enters McEver Road from the east and no curb and gutter.

286

2.10. Describe the proposed typical section for the project corridor.*

The proposed single lane roundabout design for each location would include 12' to 14' travel lanes, splitter islands, a truck apron, a landscaped or grassed central island, and curb and gutter. Lighting is anticipated to be included in the scope of work. No sidewalks are anticipated at these locations as current sidewalks are not present within the corridors. Roundabout design will follow the full GDOT PDP process.

580

2.11. Include GDOT project identification number (if applicable)

Enter the 8-character ID

Not applicable.

2.12. Include TIP project identification number (if applicable)

Not applicable.

2.13. Have you previously coordinated with a GDOT office on this project?*

☐

District

☐

Bridge

Saved

☐

Capital maintenance

☐

Safety

☒

No coordination

☐

Other

Back

Next

Page 5 of 9

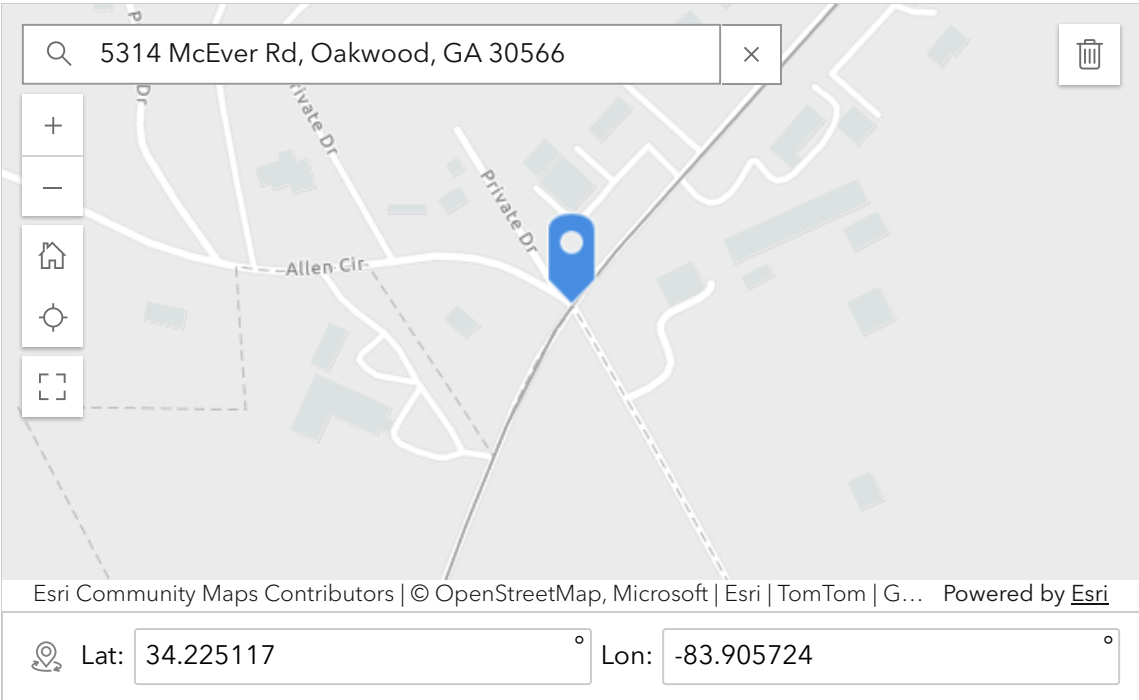
Powered by ArcGIS Survey123

Round 2 Competitive Funding Proposal (2026) for CMAQ

Section 3: Project Location

3.1. Please identify the project location as a pin on the map below. For projects extending the length of a corridor, identify the approximate center of the project area.*

Use your mouse to pan to the correct area, then click once to drop a pin at the project location. To delete pin, click the trash can in the top right corner of the map.



Esri Community Maps Contributors | © OpenStreetMap, Microsoft | Esri | TomTom | G... Powered by Esri

Lat: 34.225117° Lon: -83.905724°

3.2. Do you have a shapefile?*

☐ Yes

☒ No

3.3. Do you have another map that identifies the project location or area impacted by your project?*

Saved

☐ No

3.4. Please upload the map files*

PDF

Project Location Map_Roundabouts.pdf

17.1MB



Back

Next

Page 6 of 9

Powered by ArcGIS Survey123

Round 2 Competitive Funding Proposal (2026) for CMAQ

Section 4: Project Funding

4.1. Do you anticipate flexing FHWA funding awarded through this CMAQ CFP to the Federal Transit Administration (FTA) for the purposes of project delivery?*

☐ Yes

☒ No

4.2. What is the estimated cost to complete the project?*

Include the total cost - both locally committed funding as well as the funding support you are requesting for all remaining phases

 13500000

4.3. When was the above estimate created?*

 2026

Previously Completed Work ▾

4.4. Has any work been completed for your proposed project?*

☐ Yes

☒ No

Current Project Phase ▾**4.6. What is the current phase of your project?***

Preliminary Engineering



Right-of-Way



Utilities



Construction



Other

Preliminary Engineering ▾**4.6.a. Total estimated phase cost:*** 10^3 2500000**4.6.b. Non-Federal local match for this phase:*** 10^3 500000**4.6.c. Other funding (amount and source) for this phase:***

0

4.6.d. Requested CMAQ federal funding for this phase:*

Saved

-

4.6.e. If awarded, year you anticipate initiating work on this phase.*



2027

4.7. Do you have another current phase that you'd like to apply for CMAQ funding support?*



Yes



No

Future Project Phases ▾

4.8. Please select future phases not detailed in previous or current phases above (select all that apply).*



Preliminary Engineering



Right-of-Way



Utilities



Construction



None



Other

Right-of-Way ▾

Are you seeking CMAQ funding to support this phase?*

☐ Yes

☒ No

Total estimated phase cost:*

Non-Federal local match for this phase:*

Other funding (amount and source) for this phase:*

Requested CMAQ federal funding for this phase:*

If awarded, year you anticipate initiating work on this phase.*

Construction ▾

Saved

Are you seeking CMAQ funding to support this phase?*

☐ Yes

☒ No

Total estimated phase cost:*

Non-Federal local match for this phase:*

Other funding (amount and source) for this phase:*

Requested CMAQ federal funding for this phase:*

If awarded, year you anticipate initiating work on this phase.*

Saved

4.7. Did you apply for a Georgia Transportation Infrastructure Bank grant or low interest loan in the recent SRTA call for projects?*

[Georgia Transportation Infrastructure Bank Loan - website](#)

☐ Yes

☒ No

4.10. Are you actively pursuing or have you recently pursued other discretionary funding for this project?*

☐ Yes

☒ No

Back

Next

Page 7 of 9

Round 2 Competitive Funding Proposal (2026) for CMAQ

Section 5: Supporting Plan, Studies, and Documentation

5.1. Is there a completed or draft GDOT concept report available for this project?*

☐ Yes

☒ No

5.2. Is this project included in a local, regional and/or statewide plan? (select all that apply)*

☒ Local

☐ Regional

☐ Statewide

☐ Other

☐ NA / unknown

5.2.a1. Name of local plan supporting the project*

The McEver Rd. at Radford Rd. intersection improvement is part of the approved Gainesville

5.2.a2. Date local plan was completed*

Saved

5.2.a3. Upload the local plan if available

PDF

2055-mtp-project-sheets-june-12-2026.pdf

5.0MB



5.3. Outside of a planning document, have you received formal support from local, regional or state partners for this project?*

(Letters of support, signed resolutions, etc.)

☐ Yes

☒ No

Back

Next

Page 8 of 9

Round 2 Competitive Funding Proposal (2026) for CMAQ

Section 6: Additional Project Info

6.1. Does the project increase or reduce the number of traffic lanes in any portion of project?*

☐ Yes

☒ No

6.2. Does the project require ROW acquisition, including construction easements, from a potential historic or National Register listed property?*

☐ Yes

☒ No

6.3. List known utilities in the project area and describe any utility coordination done to date.

No utility coordination has been done at this time.

Location 1 (McEver @ Chamblee): 8" & 12" City of Gainesville waterline, 10" City of Gainesville Sewer Force Main, existing overhead utilities

Location 2 (McEver @ Radford): 8" & 12" City of Gainesville waterline, 8" City of Flowery Branch gravity sewer line

689

6.4. Will this project require any displacements?*

Saved

☒ No

6.5. Does your project provide safety improvements?*

☒ Yes

☐ No

6.5.a. Please describe the benefits*

If available, please provide any relevant historical crash data, anticipated reductions and qualitative description of safety benefits

Saved

through August 31, 2026 per GDOT GEARS.

Location 1 (McEver @ Chamblee):

2024: 1 - side swipe

2025: 3 - angle crashes; 2 - rear-end crashes; 5 injuries

2026: none reported to date

Location 2 (McEver @ Radford):

2024: 1 - angle crash; 2 - rear-end crashes

2025: 2 - angle crashes; 4 - rear-end crashes; 1 - lane departure; 8 injuries

2026: 1 angle crash; 2 - rear-end crashes; 1 injury

Traffic Data from GDOT TADA nearest to each location.

Location 1 (McEver @ Chamblee): Site ID:139-0474

2023: 12,800 AADT

2024: 12,900 AADT

2025: 13,600 AADT

Single Unit AADT: 719

Combo Unit AADT: 158

Truck %: 6%

Location 2 (McEver @ Radford): Site ID:139-0471

2023: 11,900 AADT

2024: 12,000 AADT

2025: 13,000 AADT

Single Unit AADT: 569

Combo Unit AADT: 140

Truck %: 5%

According to FHWA data, compared to a signalized intersection, a roundabout reduces fatal and injury crashes by 78%.

42

6.6. Does your project provide congestion relief?*

☒ Yes

☐ No

6.6.a. Please describe the benefits*

Provide any anticipated LOS improvements, reduced delay, travel time reliability and qualitative description of congestion reduction benefits

delays. These increase travel time reliability because drivers maintain a slow, steady speed through the intersection, avoiding long queues, and making travel times more predictable. Congestion relief is achieved by reducing conflict points within the intersection and eliminating left turn phases. At lower speeds in the intersection, drivers can safely accept smaller gaps between vehicles, which maximizes the actual throughput capacity of the intersection.

459

6.7. Are there emission reduction benefits associated with your project?

*

☒ Yes☐ No

6.7.a. Please describe the benefits*

Provide specific benefits such as reduced VOC, NO_x, other pollutant reductions, alternative fuel use, or other qualitative emission benefits.

Studies show a reduction in VOC, NO_x, other pollutant reductions and roundabout intersections due to the reduced idling times, traffic delays, and reduced acceleration cycles. Removing queuing delays and conflicts will further reduce emissions at each proposed roundabout.

727

6.8. Are there any additional anticipated project justifications and benefits not outlined previously?*

Location 1 (McEver @ Chamblee): McEver Rd. serves as a minor arterial in this area connecting citizens to nearby residences, businesses, places of worship (approximately 230 feet from project location) and school facilities (approximately 0.28 miles from project location).

Location 2 (McEver @ Radford): McEver Rd. serves as a minor arterial in this area connecting citizens to nearby parks, residences and businesses. The area to the north of Radford Rd. is currently vacant land that is zoned to support light industrial development.

461

Saved

Back

Submit

Page 9 of 9

Powered by ArcGIS Survey123