

Round 2 Competitive Funding Proposal (2026) for CMAQ

Section 1: Applicant Info

1.1. Project Name and Title*

Hall County Gateway Pedestrian Bridge

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.

The Hall County Gateway Pedestrian Bridge project consists of design of a key pedestrian/bicycle bridge with ADA accessible ramps to span six lanes of Georgia State Route 53 adjacent to the University of North Georgia Gainesville campus. The proposed pedestrian bridge would span the entirety of Mundy Mill Rd. (SR 53) minimizing construction impacts to the existing roadway while maximizing long-term durability. Potential use of prefabricated/modular bridge components can reduce construction duration, traffic impacts, and on site disruption.

The proposed bridge would include community gateway branding including energy-efficient LED lighting as approved by the Georgia Department of Transportation. Architectural elements can reflect the surrounding communities identity, history, and character. Decorative elements, landscaping, and gateway treatments can create a recognizable community landmark without compromising transportation functionality.

43

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.

Saved

–

1.5. Applicant Email Address*

Email address for individual submitting the application

 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

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

1.11.a. Upload documentation of support from other jurisdictions (upto 10 MB).

Drop file here or select file (pdf, doc, docx, xls, xlsx, pptx, ppt, txt)

Back

Next

Page 4 of 9

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*

Bike/Ped Infrastructure ▼

2.3. Choose a Secondary Project Type (if applicable)

Regional Trail Connection ▼

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:*

GA SR 53/Mundy Mill north of its intersection with Thurmond Tanner Parkway. (34.232144,

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

Saved

system to connect many of the communities in Hall County with bike/pedestrian improvements. Because of its overall scope, this multi-year/multi-government effort can only be completed by sequential design and construction of phased improvements.

In May 2026 the GHMPO concluded the most recent update to the H2I Master Plan for the southwesterly extension of the trail from the UNG Gainesville campus to McEver Road and the cities of Oakwood and Flowery Branch. The safe separation of cyclists and pedestrians from heavy vehicle traffic by bridge is the single most important (and expensive) phase identified by the UNG/McEver Master Plan. Additionally, the 2025 UNG Gainesville Campus Master Plan considers only the campus itself and anticipates construction of an additional 1,000 student residence hall units over the next ten years.

75

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

Preliminary Engineering

977

2.8. Describe the anticipated outcomes of this project.*

separated crossing for pedestrians and bicyclists, improving safety and continuity. The overarching goal of this project is to connect pedestrians to the trail corridor as part of the regional Highlands to Islands Trail system strengthening multimodal connections between key destinations, expand access to active transportation options, and contribute to a cohesive trail network that benefits residents, students, and visitors throughout Hall County. The proposed pedestrian bridge would tie into existing sidewalks along Mundy Mill Rd. (State Route 53). The trail plan has been developed to support that vision by completing a thorough analysis of existing conditions, community facilities, and community needs. The study focuses on identifying a safe, accessible, and context sensitive route that enhances regional connectivity while supporting recreation, mobility, and community vitality.

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

Existing six (6) lanes of Georgia State Route (SR) 53/Mundy Mill Road with pedestrian sidewalks to the east and west. One signalized intersection north of the proposed project area at Mathis Drive and Georgia State Route (SR) 53/Mundy Mill Road.

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

The proposed project provides a grade-separated pedestrian bridge for pedestrians and cyclists spanning the existing six (6) lanes of Georgia State Route (SR) 53/Mundy Mill Road which will tie into the proposed Highlands to Islands 12' multi-use trail.

Saved

2.11. Include GDOT project identification number (if applicable)

Enter the 8-character ID

N/A

2.12. Include TIP project identification number (if applicable)

N/A

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

☐ District

☐ Bridge

☐ Capital Maintenance

☐ Safety

☒ No coordination

☐ Other

Back

Next

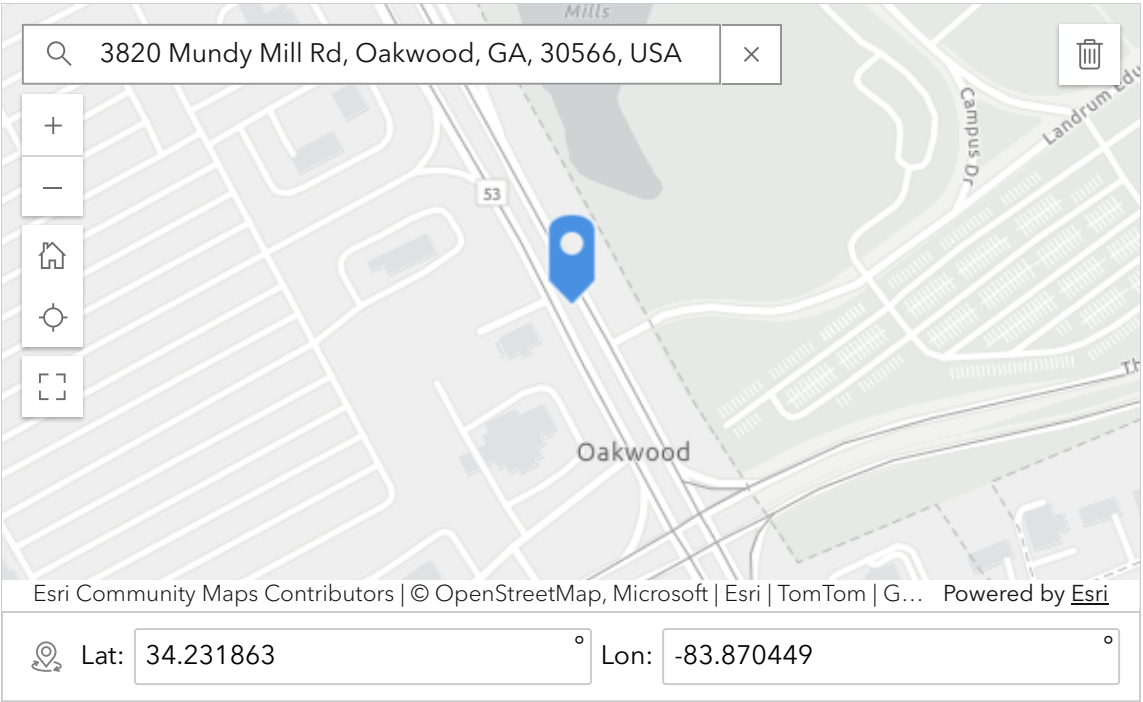
Page 5 of 9

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: 34.231863 ° Lon: -83.870449 °

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 Location_Map_Highlands_to_Islands_Trail_Study_UNG_t...pdf 971.5KB ...

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

 12870000

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:*****4.6.b. Non-Federal local match for this phase:*****4.6.c. Other funding (amount and source) for this phase:*****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 May 2026 Highlands to Islands Study: UNG to McEver Road and 2026 Hall County Corr

5.2.a2. Date local plan was completed*

Saved

5.2.a3. Upload the local plan if available

PDF Highlands_to_Islands_Trail_Study_UNG_to_McEver_portion.pdf 1.8MB ...

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

5.3.a. Upload documentation of support

Drop file here or select file (pdf, doc, docx, xls, xlsx, pptx, ppt, txt)

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 done to date.

962

6.4. Will this project require any displacements?*

☐ Yes

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

AADT Data: Site 139-0283 CSX128515 on SR53/Mundy Mill at UNG: 2026 AADT 35,400, Single Unit 1,401 and Combo Units 947 with Truck volume of 7%.
From data provided by GDOT's Crash Summary Report, a total of 856 crashes were reported from January 2016 to December 31, 2025. Approximately 79.44% of total crashes were intersection related and 48.36% were suspected distracted drivers. The grade-separated pedestrian crossing eliminates conflicts between pedestrians/bicyclists and vehicular traffic. The project does not change truck/car volumes but will reduce pedestrian/bicycle conflicts on a large high-volume roadway. The project is supported by 2025 Hall County SS4A Safety Action Plan and 2018 City of Oakwood Traffic Improvement Study. Multi-modal connectivity is a key component of creating safer streets for all users through engineering, public awareness, and safety enforcement.

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

LOS without & with the project: 2020: Mundy Mill/SR 53 - LOS D - 2055: Mundy Mill/SR 53 - LOS E. The project does not change truck/car volumes but will reduce pedestrian/bicycle conflicts on a large high-volume roadway. By eliminating stops for pedestrians crossing the six lane roadway in the project area, the project would help mitigate congestion in the area. The Highlands to Islands trail also provides transportation alternatives while providing multimodal connectivity and accessibility. This corridor will strengthen multimodal connections between key destinations, expand access to active transportation options, and contribute to a cohesive trail network that benefits residents, students, and visitors throughout Hall County. The project could replace short vehicle trips, for nearby and future development, with alternative transportation methods further reducing travel time and congestion.

96

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, NOx, other pollutant reductions, alternative fuel use, or other qualitative emission benefits.

By providing multi-modal transportation alternatives, the project could reduce the amount of local vehicular traffic by encouraging bike/ped. travel therefore reducing emissions. Moving walkers and cyclists over busy roads keeps traffic flowing smoothly and replaces car trips with zero-emission travel. By eliminating pedestrian roadway crossing in the project area, reducing stop and go traffic to allow for pedestrian crossings lowers idle times and reduces overall vehicle emissions.

513

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

Saved

which is a Federally recognized Area of Persistent Poverty. Direct economic benefits of improved public health are hard to quantify, particularly because the trail system is still being developed, but avoidance of pedestrian/cyclist injuries and deaths clearly benefit the communities of Gainesville and Oakwood and the greater region. UNG Gainesville has historically been a small community commuter campus. As the University's regional programs grow, more students will live in 1,000 or more on-campus residence hall units. The campus will change to a 24/7 center of activity as a generator and destination for active and passive recreation and leisure cycling, jogging and walking activities. 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.

3

Back

Submit

Page 9 of 9

Powered by ArcGIS Survey123

Round 2 Competitive Funding Proposal (2026) for CMAQ



Thank You

Your application was submitted successfully. You will receive a confirmation email in 24 to 48 business hours.

Powered by ArcGIS Survey123