

FACT SHEET

P.I. No.: 0017399

Project Location: DeKalb County

Project Description: The proposed project is an intersection improvement project along Mountain Industrial Boulevard in Stone Mountain, GA. The project involves the installation of a narrow median along Mountain Industrial Boulevard between Greer Circle and Elmdale Drive/Roger Marten Way, with the exception of the bridge deck spanning over US 78/State Route (SR) 410/Stone Mountain Freeway. The project also includes the realignment of the eastbound and westbound exit ramps from US 78/SR 410/Stone Mountain Freeway and the installation of an additional turn lane on both ramps. Traffic signal modifications are also included at both ramp intersections which involve converting the left turn phasing from Mountain Industrial Boulevard onto the US 78 ramps to protected-only and implementing No Right Turn on red conditions from the US 78 ramps onto Mountain Industrial Boulevard. Lastly, the intersection of Mountain Industrial Boulevard and Sarr Parkway will be permanently closed. The total project length is approximately 0.8 miles.

Brief Need & Purpose: This project was initiated by the Stone Mountain CID (now Tucker Summit CID) due to high crash rates that were observed along the corridor. Tucker Summit CID submitted this potential project to GDOT's Office of Traffic Operations for potential funding support for the proposed improvements. Collision data for the study area was obtained for the period of 2017 to 2021. A total of 761 collisions were reported during this period, with 2 crashes resulting in fatality, 292 crashes resulting in injury, and 467 crashes resulting in property damage only. The predominate collision types along the corridor were rear end crashes, which account for 46% of the total crashes, and angle crashes, which account for 37% of the collisions.

A Traffic Engineering (TE) Study was completed in 2019 which determined that the installation of a narrow median along this segment of Mountain Industrial Boulevard could reduce the number of fatal and injury crashes by 33% and property damage crashes by 47%. In addition to the median installation, the TE Study recommended improvements at the US 78/SR 410/Stone Mountain Freeway ramp intersections with Mountain Industrial Boulevard. The improvements include changing the left turn phasing to protected-only, prohibiting right turns on red, extending the deceleration lanes, and realigning the exit ramps to reduce the skew at the intersections. The realignments also include the addition of a turn lane on both ramps to mitigate some of the operational impacts anticipated as a result of the proposed improvements. The recommended improvements yielded an overall benefit-to-cost ratio of 33.48.

An ICE analysis was completed for each of the intersections along the corridor. Due to changes required as a result of the median installation, all driveway intersections were included in a batch right-in-right-out (RIRO) ICE waiver. The signalized intersections impacted by this project were evaluated through the ICE process with the results being weighted for safety due to the project's funding source.

Schedule:

- **MGMT Right of Way:** January 2024
- **MGMT Let Date:** January 2025
- **Construction Time:** 18 months

Cost Estimates:

Phase	Amount (\$)	Fiscal Year
Preliminary Engineering (including ENV Mitigation if known)	\$927,000	2020
Right-of-Way	\$280,000	2024

Construction	\$8,140,000	2025
Utilities	\$175,000	2025
Total	\$9,522,000	

Mountain Industrial Boulevard:

Road Classifications: Principal Arterial

Existing Typical Section: Through Lanes -- four 12' lanes, 5' sidewalks, 10-12' border area

Proposed Typical Section: Through Lanes – four 11' lanes/1.5' raised medians, 5' sidewalks, 10-12' border area

Existing Right of Way: 90-125'

Proposed Right of Way: 90-143'

Posted Speed: 45 mph **Design Speed:** 45 mph

Project Length: 0.8 mile

Existing Major Structures: 089-0132-0 -- The bridge is 326' long and 80' wide. Consists of four 12' wide travel lanes, two 12' wide turn lanes. Shoulder includes 2' gutter and then barrier.

Proposed Major Structures: None

US 78 East Bound Exit Ramp:

Road Classifications: Freeways & Expressways

Existing Typical Section: Lanes -- three 12' lanes, 6' (2' paved) outside shoulders, 6' (2' paved) inside shoulders

Proposed Typical Section: Lanes – four 12' lanes, 12' (10' paved) outside shoulders, 8' (4' paved) inside shoulders

Posted Speed: Not posted **Design Speed:** 45 mph

Existing Major Structures: None

Proposed Major Structures: Proposed wall to run along the north side of the off ramp for 330 feet.

US 78 West Bound Exit Ramp:

Road Classifications: Freeways & Expressways

Existing Typical Section: Lanes – two 12' lanes, 6' (2' paved) outside shoulders, 4' (0' paved) inside shoulders

Proposed Typical Section: Lanes – three 12' lanes, 12' (10' paved) outside shoulders, 8' (4' paved) inside shoulders

Posted Speed: Not posted **Design Speed:** 45 mph

Existing Major Structures: None

Proposed Major Structures: Proposed wall to run along the south side of the off ramp for 1,121 feet.

No. of Parcels: 2

Potential Displacements: 0

Total Impacted Parcels: 2

Environmental Considered:

- **Environmental Document Type:** Categorical Exclusion (CE)
- **Ecology:** The Ecology Resource Survey Report (ERSR) was approved by GDOT on July 22, 2022. Field surveys identified a Perennial Stream and two Buffered State Waters. A 404 Permit is not anticipated for the project. A stream buffer variance from the Georgia Environmental Protection Division may be required for non-exempt impacts to buffered state waters. Suitable habitat was identified for two state protected aquatic species. Avoidance and/or minimization measures will be evaluated in the forthcoming assessment of effects report.
- **Archaeology:** Field surveys conducted in February 2022 did not identify any archaeological sites within the Environmental Survey Boundary (ESB). An Archaeological Short Report (ASR) was completed for the project on May 5, 2022. No SHPO concurrence was required.
- **History:** A Historic Resource Survey Report (HRSR) was completed for the project on September 26, 2022. Findings from the report note that there are seven historic resources within the proposed project area. All of the resources have been recommended as ineligible for listing in the National Register of Historic Places (NRHP). Concurrence from the State Historic Preservation Officer (SHPO) was received October 14, 2022. A No Historic Properties Affected (NHPA) is forthcoming.
- **Air/Noise:** A Type III noise impact assessment will be completed during preliminary engineering. No noise modeling is required for the project type. An Air Impact Assessment will be completed during preliminary engineering.