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<th>RA-01</th>
<th>Refined Analysis Segments (Draft)</th>
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<td>Segment 1 West - Plan Sheet 01</td>
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<tr>
<td>8-PL-05</td>
<td>Segment 8 - Plan Sheet 05</td>
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</tbody>
</table>
**Typical Section - Segment 1**

CENTRAL OLYMPIC PARK DRIVE NW - ANDREW YOUNG INTERNATIONAL BOULEVARD TO BAKER STREET (890 FT)

**Typical Section - Segment 2A**

BAKER STREET - LUCKIE STREET TO CENTENNIAL OLYMPIC PARK DRIVE NORTHWEST (1050 FT)

10TH STREET - JUNIPER ST TO PIEDMONT AVE (630 FT)
TYPICAL SECTION - SEGMENT 1, SEGMENT 2A & SEGMENT 7

PARK STREET - JACKSON STREET TO RANDOLPH STREET (1050 FT)
Spring Street - Peres Street to Martin Luther King Jr. Boulevard (1270 FT)

WIDTHS SHALL NOT GO BELOW 6'-0".

REQUIRED MINIMUM LANE WIDTHS. REVISED SIDEWALK ROADWAY SHALL BE WIDENED 12" TO ACHIEVE

NOTE:

TYPICAL SECTIONS - SEGMENT 1, SEGMENT 2A & SEGMENT 7

PARK STREET - JACKSON STREET TO RANDOLPH STREET (1050 FT)
Spring Street - Peres Street to Martin Luther King Jr. Boulevard (1270 FT)
CONCEPTUAL DESIGN DRAWINGS
ATLANTA STREETCAR EXPANSION STRATEGY
JUNE 2013
SUBMITTAL DATE:
EDGEWOOD AVENUE - SPRUCE ST TO MEDIAN (360 FT)
EDGEWOOD AVENUE - AFTER MEDIAN TO DELTA PLACE (340 FT)
TYPICAL SECTIONS
SHEET 6 OF 27
TYPICAL SECTION - SEGMENT 1A
EDGEWOOD AVENUE - ELIZABETH STREET TO HURT STREET (420 FT)

TYPICAL SECTION - SEGMENT 1B
WM HOLMES BORDERS DRIVE - EDGEWOOD AVENUE TO TANNER STREET (ONE WAY) (240 FT)
TYPICAL SECTION - SEGMENT 1B
BELTLINE STREET - EDGEWOOD AVENUE TO BUTLER PARK (ONE WAY) (240 FT)

24.0'

TYPICAL SECTION - SEGMENT 1B, SEGMENT 7
BELTLINE STREET - EDGEWOOD AVENUE TO BUTLER PARK (ONE WAY) (240 FT)

NOTE:
PARKING TO BE ELIMINATED TO ACCOMMODATE STREETCAR CLEARANCE ENVELOPE.

CURB & SIDEWALK
9.00'
9.00'
4.17'
4.17'

ROADWAY
9.00'
9.00'
4.17'
4.17'

TYPICAL SECTIONS
SHEET 9 OF 27
ATLANTA STREETCAR EXPANSION STRATEGY
CONCEPTUAL DESIGN DRAWINGS

DESIGNED BY:
Atlanta, GA 30309-4503
Suite 400
1100 Peachtree Street NE
HDR Engineering, Inc.

REV
DESIGNED BY:
Atlanta, GA 30309-4503
Suite 400
1100 Peachtree Street NE
HDR Engineering, Inc.

NOTE:
PARKING TO BE ELIMINATED TO ACCOMMODATE STREETCAR CLEARANCE ENVELOPE.

CURB & SIDEWALK
9.00'
9.00'
4.17'
4.17'

ROADWAY
9.00'
9.00'
4.17'
4.17'

TYPICAL SECTIONS
SHEET 9 OF 27
ATLANTA STREETCAR EXPANSION STRATEGY
CONCEPTUAL DESIGN DRAWINGS

DESIGNED BY:
Atlanta, GA 30309-4503
Suite 400
1100 Peachtree Street NE
HDR Engineering, Inc.

NOTE:
PARKING TO BE ELIMINATED TO ACCOMMODATE STREETCAR CLEARANCE ENVELOPE.
TYPICAL SECTION - SEGMENT 2
INTERSECTION OF NORTHSIDE DRIVE AND DONALD LEE HOLLOWELL PKWY (WESTBOUND) (150 FT)

TYPICAL SECTION - SEGMENT 2
NORTHSIDE DRIVE - DONALD LEE HOLLOWELL PKWY TO NORTH AVENUE (1580 FT)
Typical Section - Segment 2

Intersection of Northside Drive and North Avenue (Eastbound) (140 ft)

Typical Section - Segment 2
North Avenue - Northside Drive to State Street (1550 ft)
TYPICAL SECTION - SEGMENT 2
NORTH AVENUE BRIDGE OF I-75/I-85 (550 FT)

TYPICAL SECTION - SEGMENT 2
NORTH AVENUE - WEST PEACHTREE STREET TO PIEDMONT AVENUE (1600 FT)
TYPICAL SECTION - SEGMENT 2 OPTION A
NORTH AVENUE - PIEDMONT AVENUE TO SOMERSET TERRACE CONNECTION TO ATLANTA BELTLINE (5900 FT)

TYPICAL SECTION - SEGMENT 2 OPTION B
NORTH AVENUE - PIEDMONT AVENUE TO SOMERSET TERRACE CONNECTION TO ATLANTA BELTLINE (5900 FT)
TYPICAL SECTIONS

TYPICAL SECTION - SEGMENT 2A
10TH STREET - MIDTOWN STATION TO CRESCENT AVENUE (560 FT)

TYPICAL SECTION - SEGMENT 2A
10TH STREET - CRESCENT AVENUE TO PEACHTREE STREET (200 FT)
**TYPICAL SECTION - SEGMENT 2A**

10TH STREET - PIEDMONT AVE TO BELTLINE CONNECTION AT MONROE AVE (3800 FT)

Note:
- Roadway shall be narrowed 6'-0" to achieve.
- The inclusion of a cycle track. Revised sidewalk roadway shall be narrowed 6'-0" to achieve.

**TYPICAL SECTION - SEGMENT 7**

ATLANTA STUDENT MOVEMENT BOULEVARD - JOSEPH E LOWERY BOULEVARD TO CHESTNUT STREET (630 FT)
ATLANTA STUDENT MOVEMENT BOULEVARD - ELM STREET TO WALKER STREET (3200 FT)

- Left turn lane

- Two way cycle track

10TH STREET - PIEDMONT AVE TO BELTLINE CONNECTION AT MONROE AVE (3800 FT)

- TYPICAL SECTIONS
- SHEET 20 OF 27
TYPICAL SECTION - SEGMENT 7
ATLANTA STUDENT MOVEMENT BOULEVARD - LAWshe STREET TO LAWShe STREET (460 FT)

TYPICAL SECTION - SEGMENT 7
ATLANTA STUDENT MOVEMENT BOULEVARD - LAWShe STREET TO ELM STREET (600 FT)
TYPICAL SECTION - SEGMENT 7
SPRING STREET - MARTIN LUTHER KING JR. TO LUCKIE STREET (ATLANTA STREETCAR CONNECTION) (2210 FT)
(TWO WAY EXCEPT FOR STREETCAR DEDICATED LANE)

TYPICAL SECTION - SEGMENT 8
PEACHTREE STREET - LUCKIE STREET TO MARTIN LUTHER KING JR. TO LUCKIE STREET (2770 FT)
CONCEPTUAL DESIGN DRAWINGS
ATLANTA STREETCAR EXPANSION STRATEGY
JUNE 2013

TYPICAL SECTION - SEGMENT 8
TRINITY AVENUE - PEACHTREE STREET TO MEMORIAL DRIVE (1840 FT)

TYPICAL SECTION - SEGMENT 8
CAPITOL AVENUE - MEMORIAL DRIVE TO BRIDGE OVER I-20 (420 FT)

NOTE:
ROADWAY SHALL BE WIDENED 2'-0" TO ACHIEVE REQUIRED MINIMUM LANE WIDTHS. REVISED SIDEWALK WIDTHS SHALL NOT GO BELOW 6'-0".

REQUIRED MINIMUM LANE WIDTHS.

NOTE:
ROADWAY SHALL BE WIDENED 2'-0" TO ACHIEVE REQUIRED MINIMUM LANE WIDTHS. REVISED SIDEWALK WIDTHS SHALL NOT GO BELOW 6'-0".

REQUIRED MINIMUM LANE WIDTHS.

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REQUIRED MINIMUM LANE WIDTHS.

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REQUIRED MINIMUM LANE WIDTHS.

NOTE:
ROADWAY SHALL BE WIDENED 2'-0" TO ACHIEVE REQUIRED MINIMUM LANE WIDTHS. REVISED SIDEWALK WIDTHS SHALL NOT GO BELOW 6'-0".

REQUIRED MINIMUM LANE WIDTHS.

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REQUIRED MINIMUM LANE WIDTHS.

NOTE:
ROADWAY SHALL BE WIDENED 2'-0" TO ACHIEVE REQUIRED MINIMUM LANE WIDTHS. REVISED SIDEWALK WIDTHS SHALL NOT GO BELOW 6'-0".

REQUIRED MINIMUM LANE WIDTHS.

NOTE:
ROADWAY SHALL BE WIDENED 2'-0" TO ACHIEVE REQUIRED MINIMUM LANE WIDTHS. REVISED SIDEWALK WIDTHS SHALL NOT GO BELOW 6'-0".

REQUIRED MINIMUM LANE WIDTHS.
TYPICAL SECTION - SEGMENT 8
CAPITOL AVENUE - BRIDGE OVER I-20 (600 FT)

TYPICAL SECTION - SEGMENT 8
CAPITOL AVENUE - I-20 BRIDGE TO GEORGIA AVENUE (2280 FT)

NOTE:
ROADWAY SHALL BE WIDENED 5'-0" TO ACHIEVE REQUIRED MINIMUM LANE WIDTHS. PROPOSED SIDEWALK ROADWAY SHALL NOT GO BELOW 6'-0".

CAPITOL AVENUE - BRIDGE OVER I-20 (600 FT)
- 11.00' TRAVEL LANE
- 5.83' STREETCAR LANE
- 4.17' STREETCAR LANE

CAPITOL AVENUE - I-20 BRIDGE TO GEORGIA AVENUE (2280 FT)
- 11.00' TRAVEL LANE
- 5.17' STREETCAR LANE
- 4.17' STREETCAR LANE

TYPICAL SECTIONS
SHEET 25 OF 27

 atlanta beltline
 atlanta streetcar expansion strategy
 conceptual design drawings

Atlanta, GA 30309-4503
Suite 400
1100 Peachtree Street NE
HDR Engineering, Inc.
Typical Section - Segment 8

Geography Avenue - Grant Terrace to Cherokee Avenue (1830 ft)

TYPICAL SECTION - SEGMENT 8

Cherokee Avenue - Georgia Avenue to Zoo (900 ft)

Note:
Further study required for removal of parking lane in lieu of bike lane.

Further information is available in the full document.
CONCEPTUAL DESIGN DRAWINGS
ATLANTA STREETCAR EXPANSION STRATEGY
SEGMENT 1 WEST - PLAN SHEET 1

LEGEND
- PROPOSED STREETCAR
- PROPOSED STREETCAR ALIGNMENT
- FUTURE STREETCAR ALIGMENT
- STREETCAR ALIGMENT ALTERNATIVE
- PROPOSED ATLANTA BELTLINE
- MARTA GOLD LINE*
- MARTA BLUE LINE*
- MARTA GREEN LINE*
- EXISTING BUS ROUTE
- PROPOSED STATION STOP
- STREETCAR DIRECTION
- SEWER MAIN
- WATER MAIN
- STORM PIPES
*DASH LINES MIGRATE UNDERGROUND

IN-Street STREETCAR ALIGMENTS
100' SCALE

EXIS TING BUS ROUTE
S E W E R  M A I N
W A T E R  M A I N
S T O R M  P I P E S
P R O P O S E D  S T A T I O N  S T O P
S T R E E T  C A R  D I R E C T I O N
D O W N T O W N  S T R E E T  C A R  P R O J E C T
F U T U R E  S T R E E T  C A R  A L I G N M E N T
P R O P O S E D  A T L A N T A  B E L T L I N E
M A R T A  G R E E N  L I N E  *
M A R T A  B L U E  L I N E  *
M A R T A  R E D  L I N E  *
M A R T A  G O L D  L I N E  *
E X I S T I N G  B U S  R O U T E

AC COM MO D AT E TURN O UT
STREETCAR ALIGNMENT TO
LUCKIE STREET OPTION
ALLOW LEFT TURN MOVEMENT
LANE BECOMES STREETCAR ONLY TO
NORTHBOUND STREETCAR LANE

LEGEND
- PROPOSED STREETCAR
- PROPOSED STREETCAR ALIGNMENT
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*DASH LINES MIGRATE UNDERGROUND

IN-Street STREETCAR ALIGMENTS
100' SCALE

EXIS TING BUS ROUTE
S E W E R  M A I N
W A T E R  M A I N
S T O R M  P I P E S
P R O P O S E D  S T A T I O N  S T O P
S T R E E T  C A R  D I R E C T I O N
D O W N T O W N  S T R E E T  C A R  P R O J E C T
F U T U R E  S T R E E T  C A R  A L I G N M E N T
P R O P O S E D  A T L A N T A  B E L T L I N E
M A R T A  G R E E N  L I N E  *
M A R T A  B L U E  L I N E  *
M A R T A  R E D  L I N E  *
M A R T A  G O L D  L I N E  *
E X I S T I N G  B U S  R O U T E

AC COM MO D AT E TURN O UT
STREETCAR ALIGNMENT TO
LUCKIE STREET OPTION
ALLOW LEFT TURN MOVEMENT
LANE BECOMES STREETCAR ONLY TO
NORTHBOUND STREETCAR LANE
EDGEWOOD AVENUE S T R E E T C A R FOR BELTLINE CONNECTION TO PROPOSED BRIDGE RECONSTRUCTION

E D G E W O O D  A V E N U E  N E

K ROGDSTREER

ADD L E E S T R E E T

WYLI E S T R E E T  S E

C S X  H U L S E Y  R A IL  Y A R D

4/24/2013

Atlanta, GA 30309-4503
Suite 400
1100 Peachtree Street NE
HDR Engineering, Inc.

BELTLINE
Atlanta

CONCEPTUAL DESIGN DRAWINGS
JUNE 2013
SUBMITTAL DATE:

ALIGNMENTS
IN-STREET STREETCAR SEGMENT 1A - PLAN SHEET 2

LEGEND
- PROPOSED STREETCAR
- FUTURE STREETCAR ALIGNMENT
- STREETCAR ALIGNMENT ALTERNATIVE
- DOWNTOWN STREETCAR PROJECT
- PROPOSED ATLANTA BELTLINE
- MARTA RED LINE
- MARTA BLUE LINE
- MARTA GREEN LINE
- EXISTING BUS ROUTE
- PROPOSED STATION STOP
- STREETCAR DIRECTION
- SEWER MAIN
- WATER MAIN
- STORM PIPES
*DASH LINES INDICATE UNDERGROUND

REV
DESIGNED BY:
CHECKED BY:
APPROVED BY:

SCALE: 50' = 1'-0"

CONTRACT NO.
DRAWING NO.
SHEET NO.

DRAWN BY:
CHECKED BY:
APPROVED BY:

REVISION
REVISIONS
DESCRIPTION
BY
DATE

1A-PL-02
LEGEND
- PROPOSED STREETCAR
- PROPOSED MARTA FUTURE STREETCAR ALIGNMENT
- PROPOSED MARTA ALTERNATIVE STREETCAR ALIGNMENT
- PROPOSED DOWNTOWN STREETCAR PROJECT
- PROPOSED ATLANTA BELTLINE
- MARTA RED LINE *
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- MARTA BLUE LINE *
- MARTA GREEN LINE *
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- STREETCAR DIRECTION
- SEWER MAIN
- WATER MAIN
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- *DASH LINES INDICATE UNDERGROUND
LEGEND
- PROPOSED STREETCAR
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- STREETCAR ALIGNMENT ALTERNATIVE
- DOWNTOWN STREETCAR PROJECT
- PROPOSED ATLANTA BELTLINE
- MARTA RED LINE*
- MARTA GOLD LINE*
- MARTA BLUE LINE*
- MARTA GREEN LINE*
- EXISTING BUS ROUTES
- PROPOSED STATION STOP
- STREETCAR DIRECTION
- BIKE/WALK PATH
- WATER MAIN
- STORM PIPES
*DASH LINES INDICATE UNDERGROUND