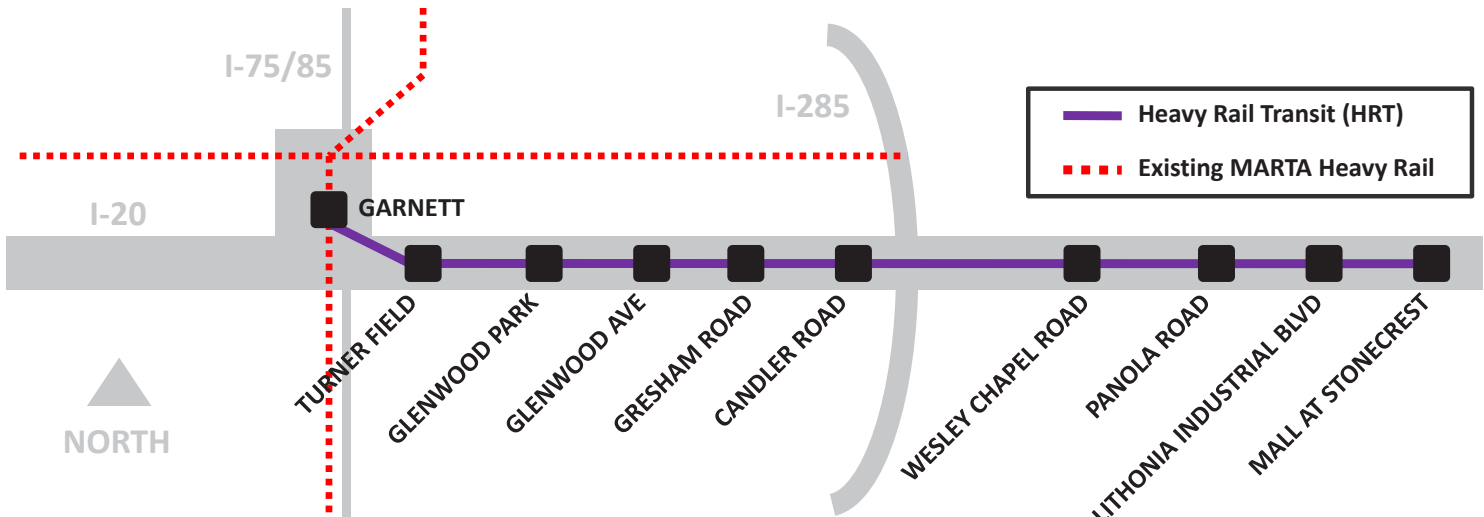




# HRT1



**Description of HRT1:** A new heavy rail transit (HRT) line would spur from the existing MARTA rail network just south of the Garnett station. From there, the alignment would extend south parallel to Windsor Street, then east along Glenwood Avenue/Fulton Street, before it would enter the I-20 right-of-way at Hill Street. From there, the alignment would extend east, on structure, in the center of the I-20 median. At Glenwood Avenue, the alignment would transition to the side of the interstate and run parallel to I-20 to the Mall at Stonecrest in eastern DeKalb County.

**Proposed Stations:** Turner Field, Glenwood Park/BeltLine, Glenwood Avenue, Gresham Road, Candler Road, Wesley Chapel Road, Panola Road, Lithonia Industrial Boulevard, and Mall at Stonecrest.

**Projected Travel Time between the Mall at Stonecrest and Five Points Station:** 36 minutes

**Projected Travel Time between the Mall at Stonecrest and Arts Center Station:** 42 minutes

**Projected Daily Boardings:** 41,900

**Projected New Transit Riders:** 12,300

**Projected Capital Costs:** \$3,227M (\$168M per mile)

**Projected Annual Operating and Maintenance Costs:** \$35.2M

**Project Length:** 19.2 miles

**Projected Commercial or Residential Displacements:** 40

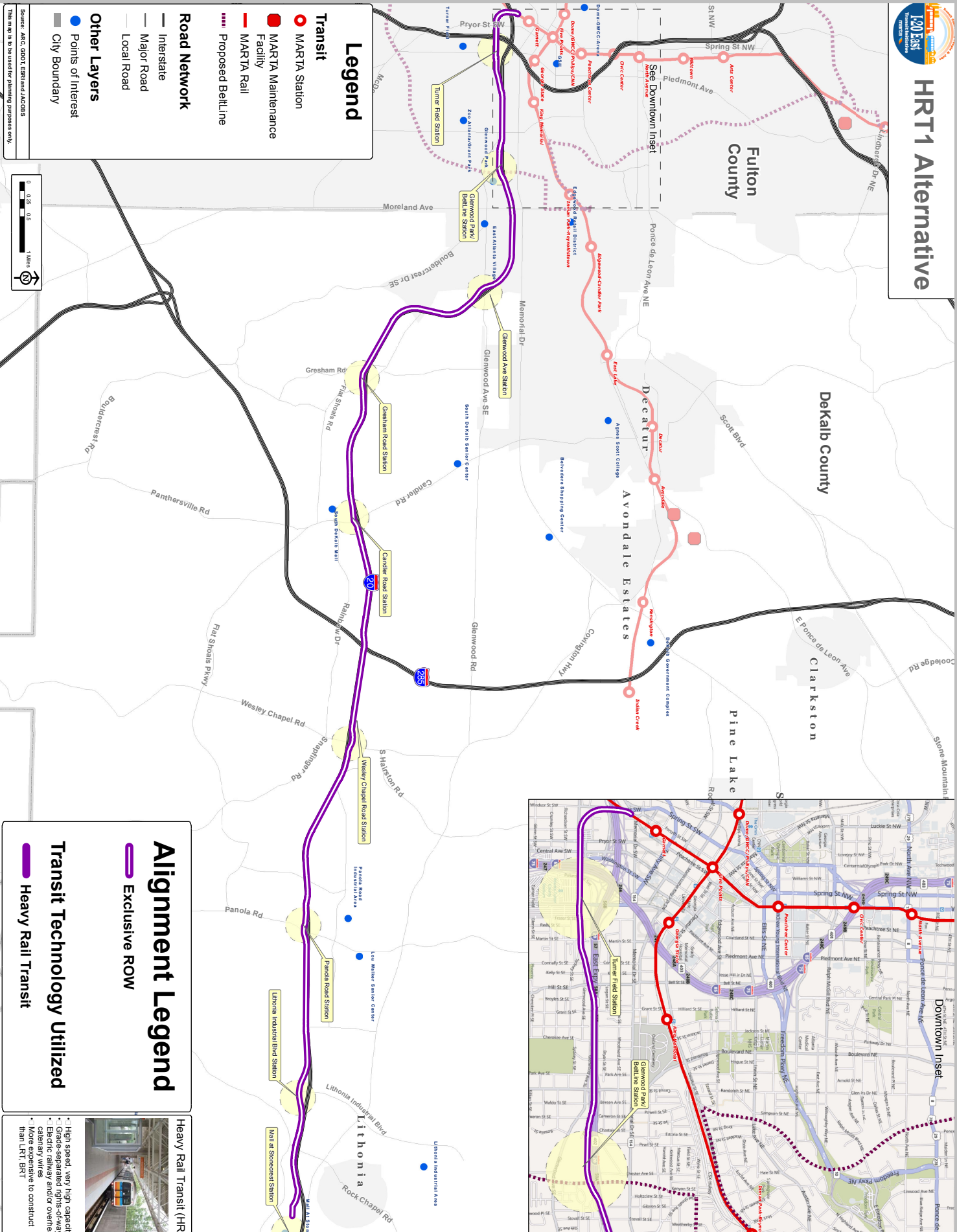
HRT operates on electric railway with high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated, exclusive rights-of-way.



*The information presented here is preliminary and undergoing revision based on the results of Screen 2 analysis.*



# HRT1 Alternative



### Legend

**Transit**

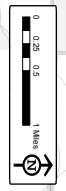
- MARTA Station
- MARTA Maintenance Facility
- MARTA Rail
- Proposed Beltline

**Road Network**

- Interstate
- Major Road
- Local Road

**Other Layers**

- Points of Interest
- City Boundary



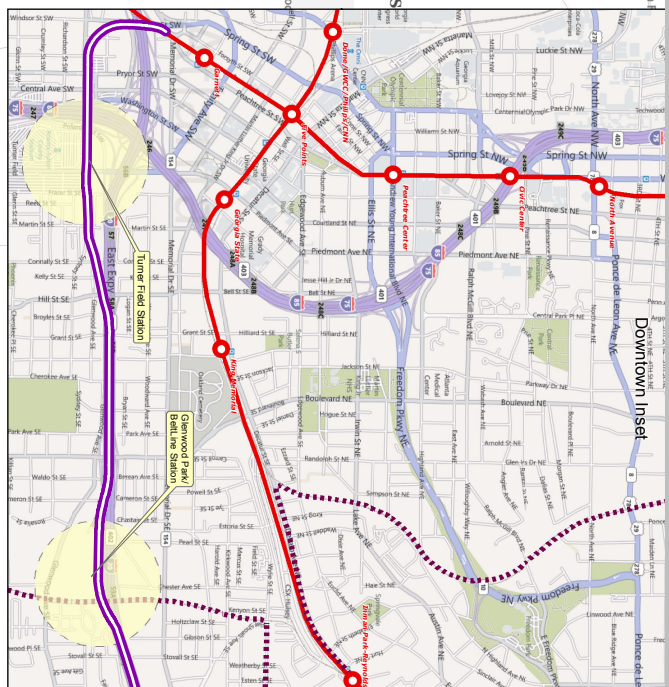
### Alignment Legend

- Exclusive ROW
- Transit Technology Utilized
- Heavy Rail Transit



Heavy Rail Transit (HRT)

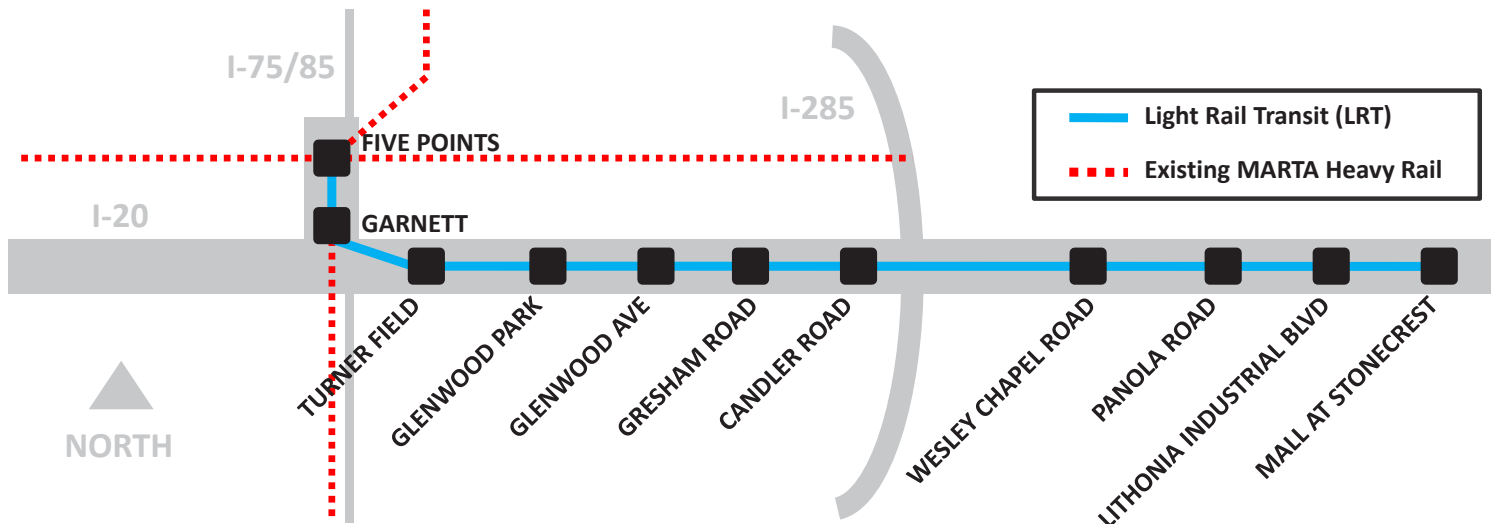
- High speed, very high capacity
- Grade-separated right-of-way
- Electric railway and/or overhead
- Stations with platforms more than 100 feet from track
- More expensive to construct than LRT, BRT



Downtown Inset



# LRT 1



**Description of LRT1:** A new light rail transit (LRT) line would operate in-street along Broad Street from Five Points Station to Garnett Station. It would then operate in an exclusive guideway south of Garnett Station and extend south parallel to Windsor Street, then east along Glenwood Avenue/Fulton Street, before it would enter the I-20 right-of-way at Hill Street. From there, the alignment would extend east, on structure, in the center of the I-20 median. At Glenwood Avenue, the alignment would transition to the side of the interstate and run parallel to I-20 to the Mall at Stonecrest in eastern DeKalb County.

**Proposed Stations:** Turner Field, Glenwood Park/BeltLine, Glenwood Avenue, Gresham Road, Candler Road, Wesley Chapel Road, Panola Road, Lithonia Industrial Boulevard, and Mall at Stonecrest.

**Projected Travel Time between the Mall at Stonecrest and Five Points Station** 36 minutes

**Projected Travel Time between the Mall at Stonecrest and Arts Center Station:** 44 minutes

**Projected Daily Boardings:** 33,300

**Projected New Transit Riders:** 8,200

**Projected Capital Expenditure and Right of Way Costs:** \$2,700M (\$138M per mile)

**Projected Annual Operating and Maintenance Costs:** \$10.4M

**Project Length:** 19.6 miles

**Projected Commercial or Residential Displacements:** 40

LRT is powered by overhead catenaries. It operates individually or in short trains, usually on fixed rails in exclusive right-of-way, but occasionally in shared traffic.

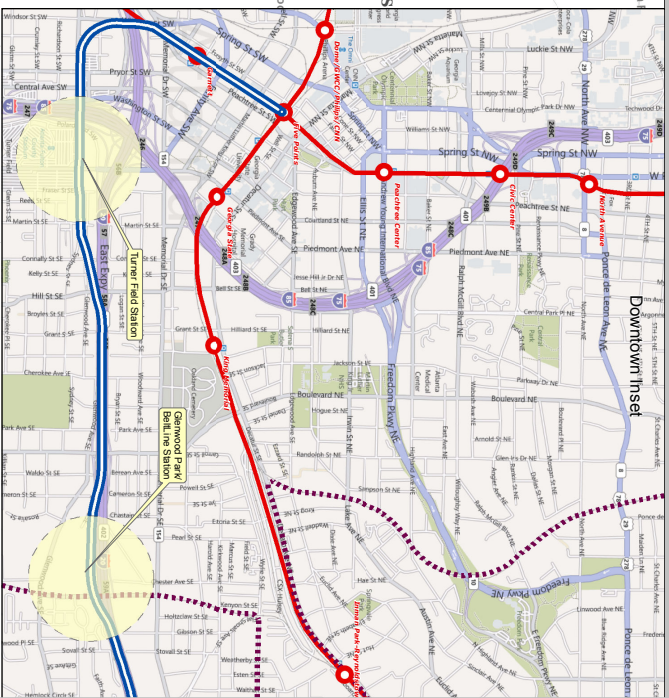
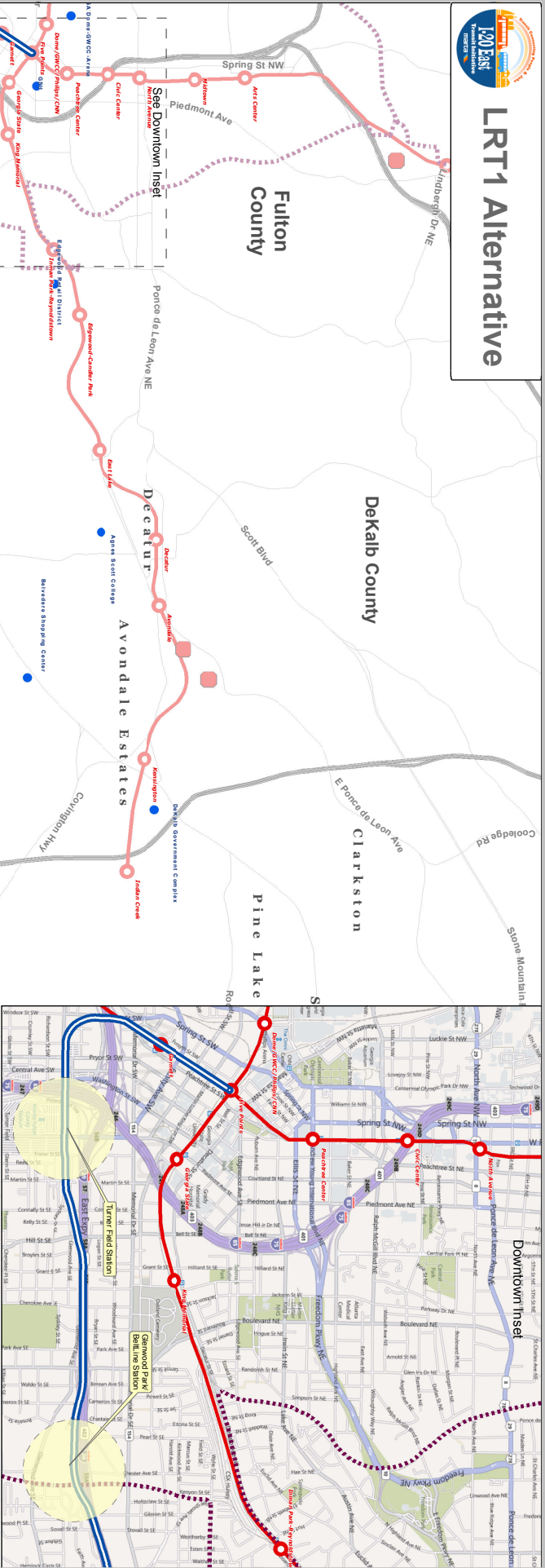


*The information presented here is preliminary and undergoing revision based on the results of Screen 2 analysis.*



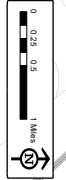


# LRT1 Alternative



## Legend

- MARTA Station
- MARTA Rail
- Proposed Beltline
- MARTA Maintenance Facility
- Road Network**
- Interstate
- Major Road
- Local Road
- Other Layers**
- Points of Interest
- City Boundary



## Alignment Legend

- ▬▬▬ Exclusive ROW
- ▬▬▬ Shared ROW
- ▬▬▬ Transit Technology Utilized
- ▬▬▬ Light Rail Transit



Light Rail Transit (LRT)

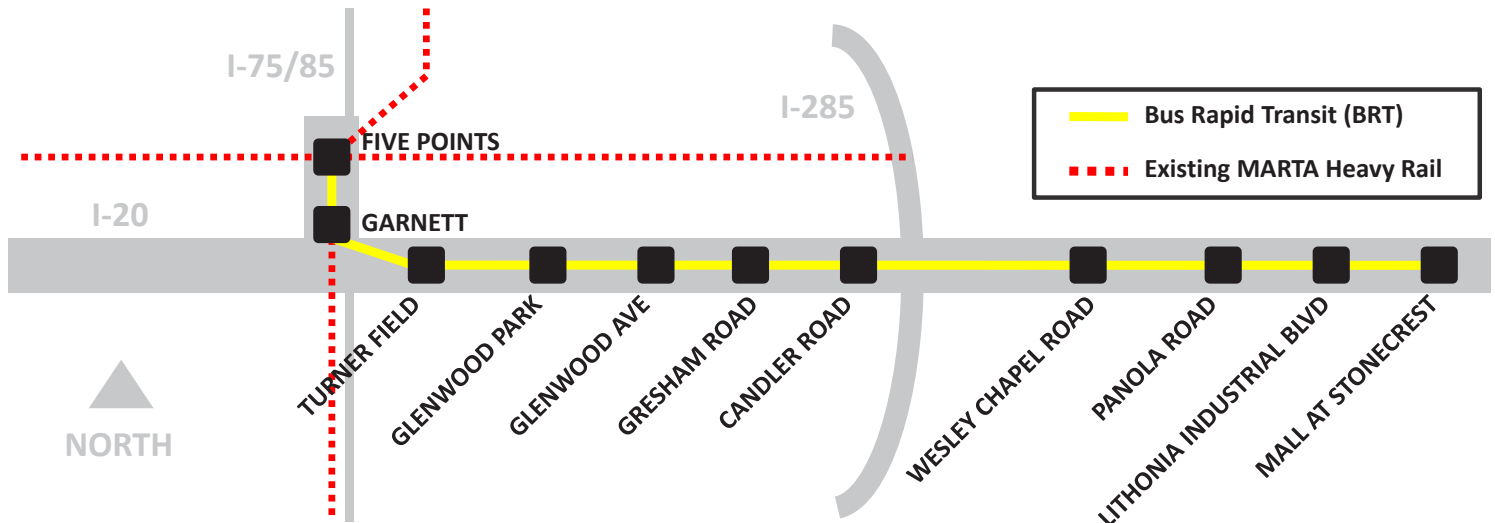
- Powered by overhead catenary wires
- Usually in exclusive rights-of-way, but can operate in mixed traffic
- Lower capacity than RTD, but less expensive to construct and operate
- Higher capacity than BRT, but more expensive to construct and operate

Source: AEC, GDOT, ESRI and AECOM  
This map is to be used for planning purposes only.





# BRT 1



**Description of BRT1:** A new bus rapid transit (BRT) line would operate in-street along Broad Street from Five Points Station to Garnett Station. It would then operate in an exclusive guideway south of Garnett Station and extend south parallel to Windsor Street, then east along Glenwood Avenue/Fulton Street, before it would enter the I-20 right-of-way at Hill Street. From there, the alignment would extend east, on structure, in the center of the I-20 median. At Glenwood Avenue, the alignment would transition to the side of the interstate and run parallel to I-20 to the Mall at Stonecrest in eastern DeKalb County.

**Proposed Stations:** Turner Field, Glenwood Park/BeltLine, Glenwood Avenue, Gresham Road, Candler Road, Wesley Chapel Road, Panola Road, Lithonia Industrial Boulevard, and Mall at Stonecrest.

**Projected Travel Time between the Mall at Stonecrest and Five Points Station** 37 minutes

**Projected Travel Time between the Mall at Stonecrest and Arts Center Station:** 46 minutes

**Projected Daily Boardings:** 27,700

**Projected New Transit Riders:** 5,200

**Projected Capital Costs:** \$2,111M (\$108M per mile)

**Projected Annual Operating and Maintenance Costs:** \$6.4M

**Project Length:** 19.6 miles

**Projected Commercial or Residential Displacements:** 40

**BRT offers limited-stop service in shared or exclusive right-of-way with dedicated stations, and pre-boarding fare payment.**



*The information presented here is preliminary and undergoing revision based on the results of Screen 2 analysis.*

## Legend

**Transit**

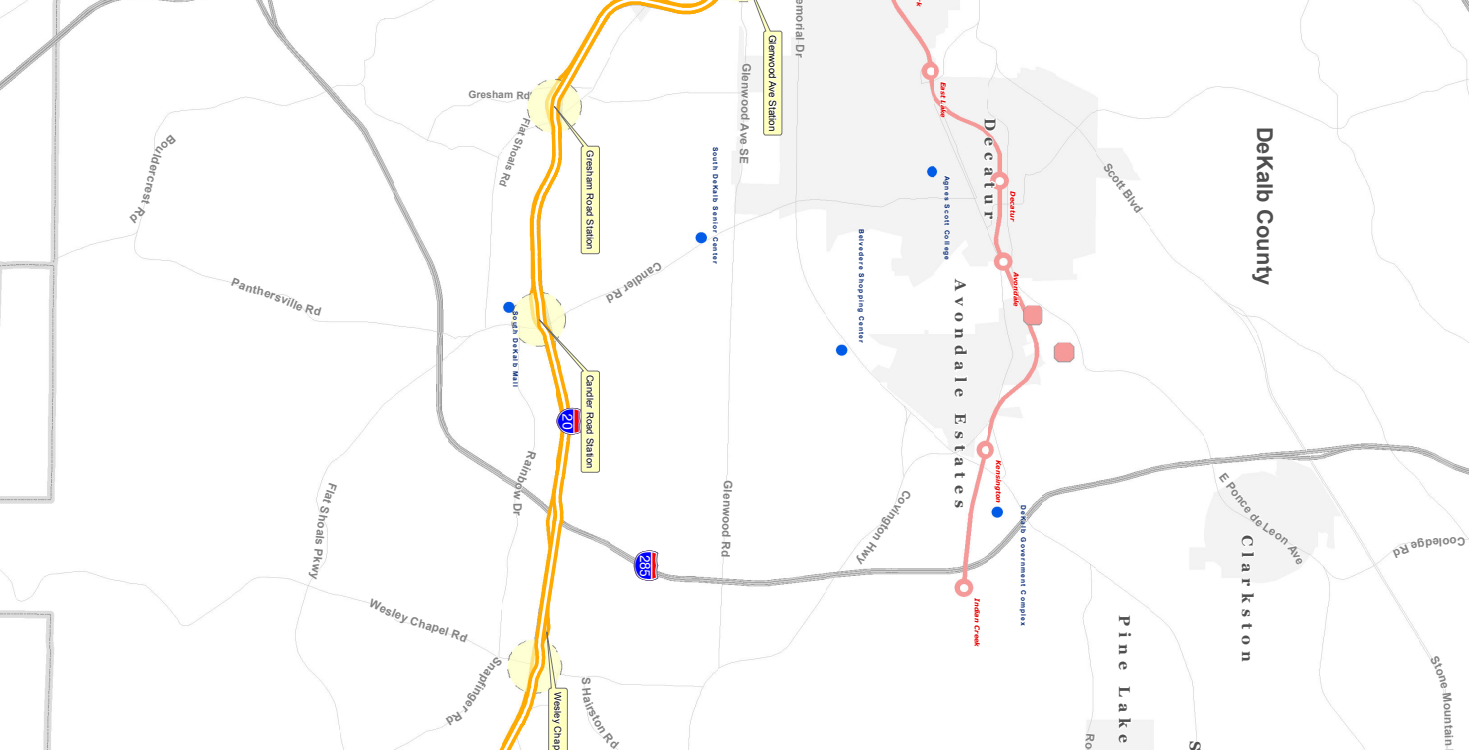
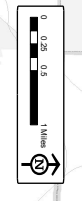
- MARTA Station
- MARTA Maintenance Facility
- MARTA Rail
- Proposed Bell Line

**Road Network**

- Interstate
- Major Road
- Local Road

**Other Layers**

- Points of Interest
- City Boundary

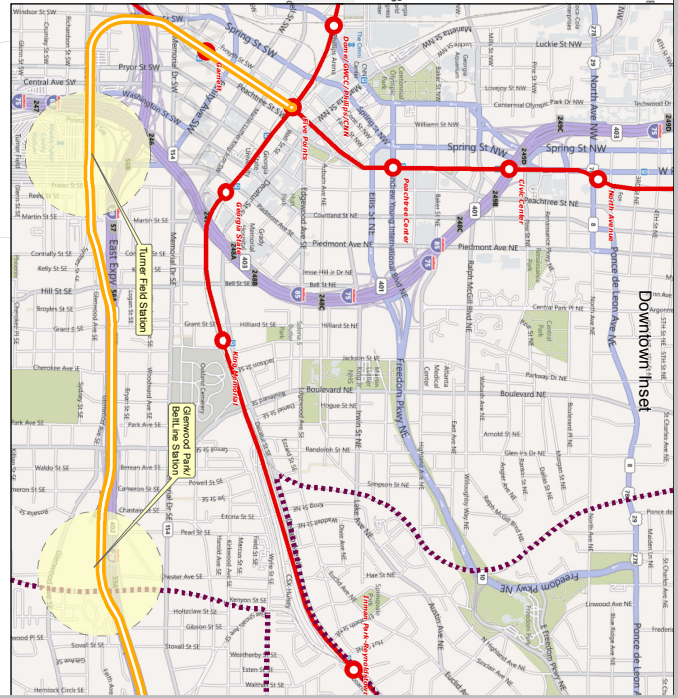


## Alignment Legend

- Exclusive ROW
- Shared ROW
- Transit Technology Utilized
- Bus Rapid Transit

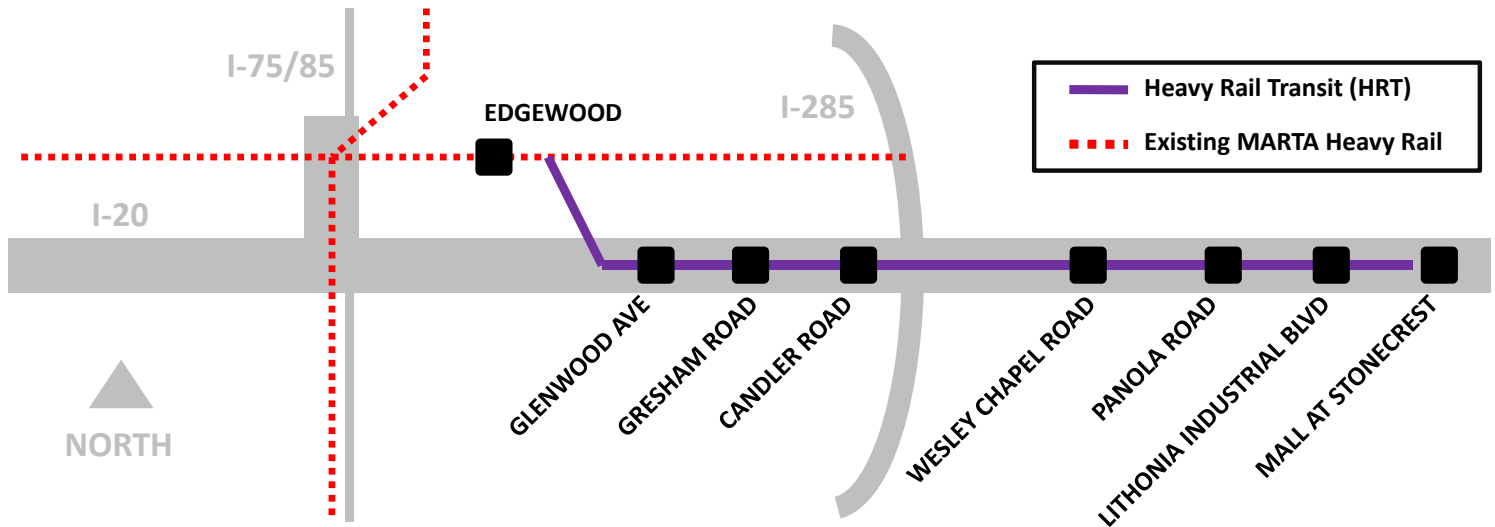
### Bus Rapid Transit (BRT)

- Rivals rail speeds
- Operates in exclusive or shared rights-of-way
- Less expensive to construct and operate than rail, but lower capacity





# HRT2



**Description of HRT2:** A new heavy rail transit (HRT) line would spur from the existing MARTA rail network just west of the East Lake Station. The alignment would enter a tunnel within existing MARTA right-of-way and extend south to I-20. The alignment would then surface and run parallel to I-20 to the Mall at Stonecrest in eastern DeKalb County.

**Proposed Stations:** Glenwood Avenue, Gresham Road, Candler Road, Wesley Chapel Road, Panola Road, Lithonia Industrial Boulevard, Mall at Stonecrest

**Projected Travel Time between the Mall at Stonecrest and Five Points Station:** 39 minutes

**Projected Travel Time between the Mall at Stonecrest and Arts Center Station:** 47 minutes

**Projected Daily Boardings:** 32,200

**Projected New Transit Riders:** 8,200

**Projected Capital Costs:** \$2,675M (\$147M per mile)

**Projected Annual Operating and Maintenance Costs:** \$23.8M

**Project Length:** 18.2 miles

**Projected Commercial or Residential Displacements:** 28

HRT operates on electric railway with high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated, exclusive rights-of-way



*The information presented here is preliminary and undergoing revision based on the results of Screen 2 analysis.*





# HRT2 Alternative

### Legend

**Transit**

- MARTA Station
- MARTA Maintenance Facility
- MARTA Rail

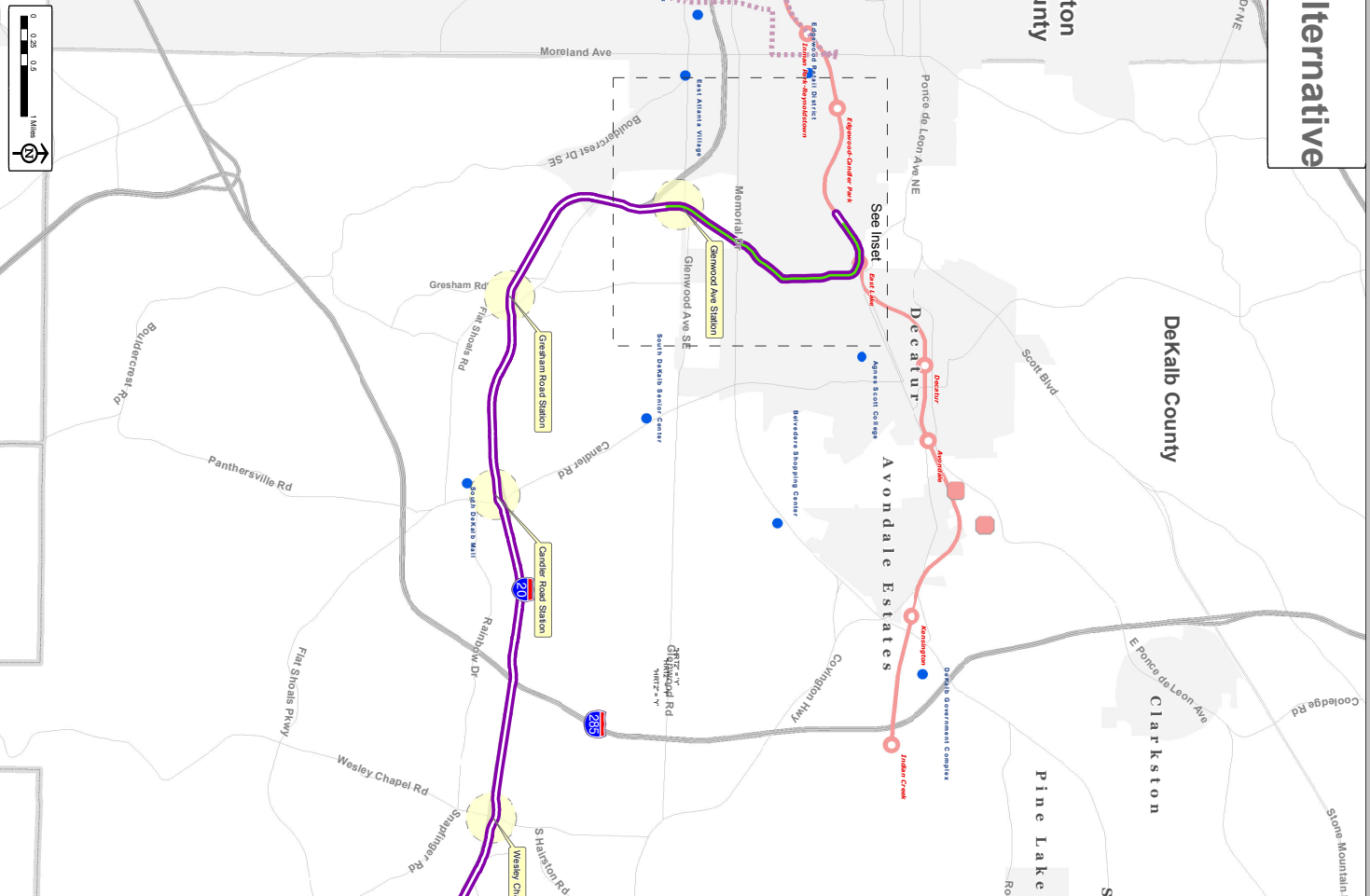
**Road Network**

- Proposed Beltline
- Interstate
- Major Road
- Local Road

**Other Layers**

- Points of Interest
- City Boundary

Source: ARC, GOOT, ESRB and JACOBS  
This map is to be used for planning purposes only.



### Alignment Legend

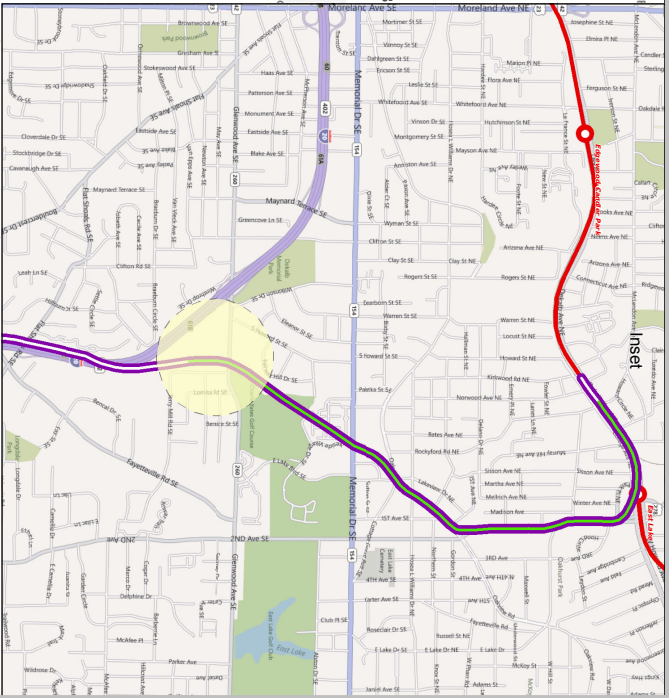
- Exclusive ROW
- Tunnel Segment
- Heavy Rail Transit

### Transit Technology Utilized

- Heavy Rail Transit

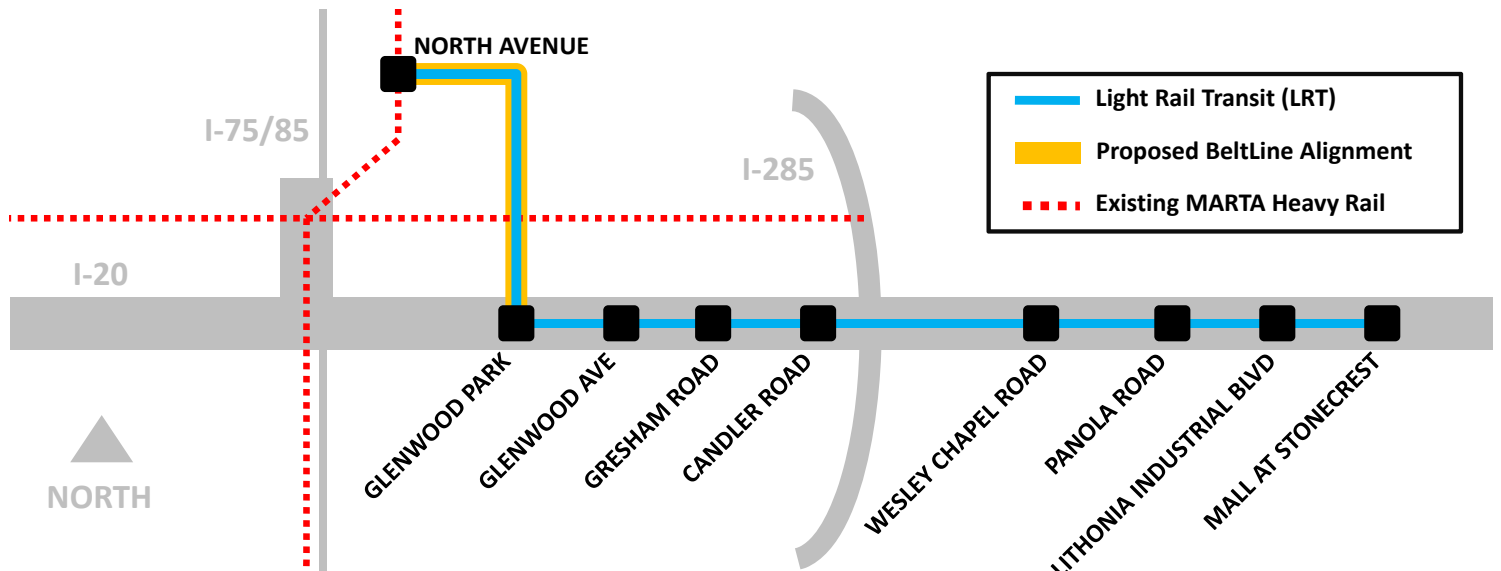
### Heavy Rail Transit (HRT)

- High speed, very high capacity
- Grade-separated rights-of-way
- Electric railway and/or overhead catenary wires
- Not dependent on existing infrastructure
- More expensive to construct than LRT, BRT





# LRT2



**Description of LRT2:** A new light rail transit (LRT) line would originate at the North Avenue Station and operate in-street along North Avenue east to the proposed BeltLine alignment. It would follow the Beltline alignment south to I-20. It would then extend east in an exclusive guideway, on structure, in the center of the I-20 median. At Glenwood Avenue, the alignment would transition to the side of the interstate and run parallel to I-20 to the Mall at Stonecrest in eastern DeKalb County.

**Proposed Stations:** Glenwood Park, Glenwood Avenue, Gresham Road, Candler Road, Wesley Chapel Road, Panola Road, Lithonia Industrial Boulevard, Mall at Stonecrest

**Projected Travel Time between the Mall at Stonecrest and Five Points Station:** 54 minutes

**Projected Travel Time between the Mall at Stonecrest and Arts Center Station:** 54 minutes

**Projected Daily Boardings:** 18,400

**Projected New Transit Riders:** 5,300

**Projected Capital Costs:** \$2,115M (\$104M per mile)

**Projected Annual Operating and Maintenance Costs:** \$10.4M

**Project Length:** 20.3 miles

**Projected Commercial or Residential Displacements:** 34

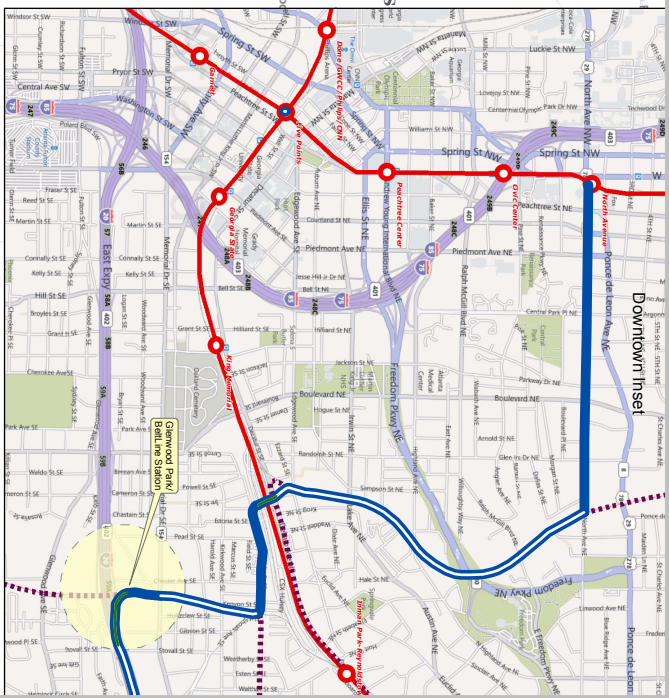
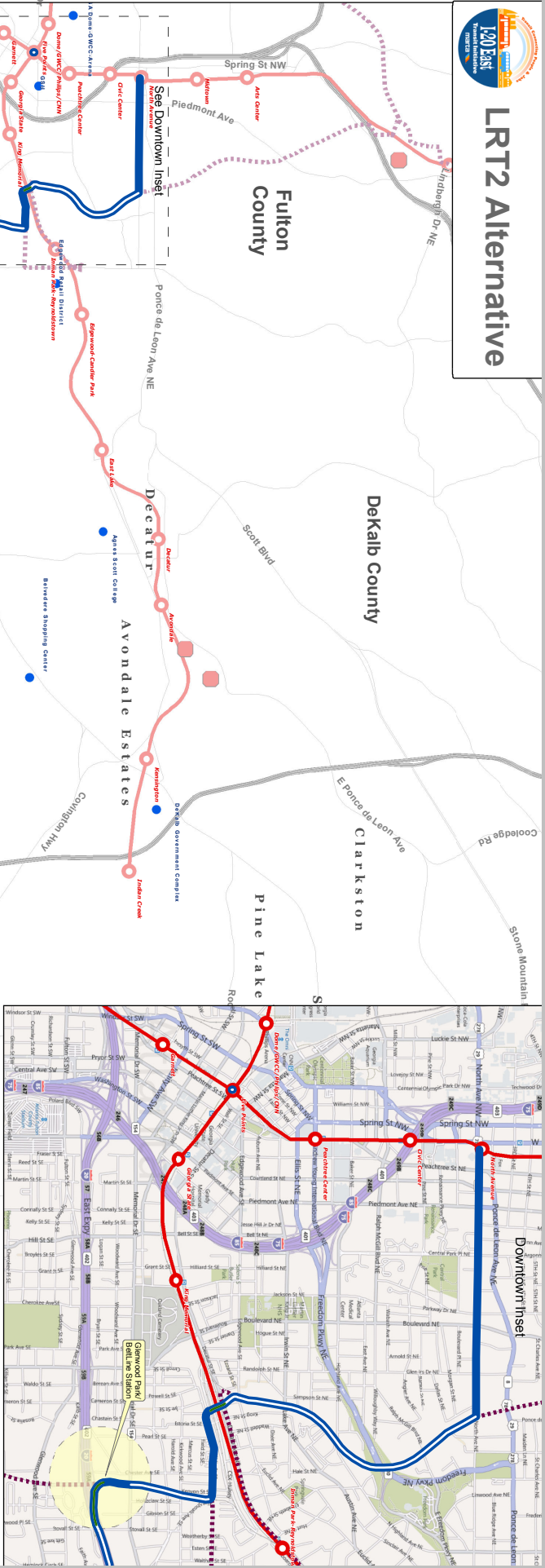
LRT is powered by overhead catenaries. It operates individually or in short trains, usually on fixed rails in exclusive right-of-way, but occasionally in shared traffic.



*The information presented here is preliminary and undergoing revision based on the results of Screen 2 analysis.*



# LRT2 Alternative



### Legend

**Transit**

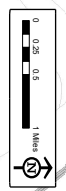
- MARTA Station
- MARTA Rail
- Proposed Beltline
- MARTA Maintenance Facility

**Road Network**

- Interstate
- Major Road
- Local Road

**Other Layers**

- Points of Interest
- City Boundary



### Alignment Legend

- Exclusive ROW
- Shared ROW
- Tunnel

**Transit Technology Utilized**

- Light Rail Transit

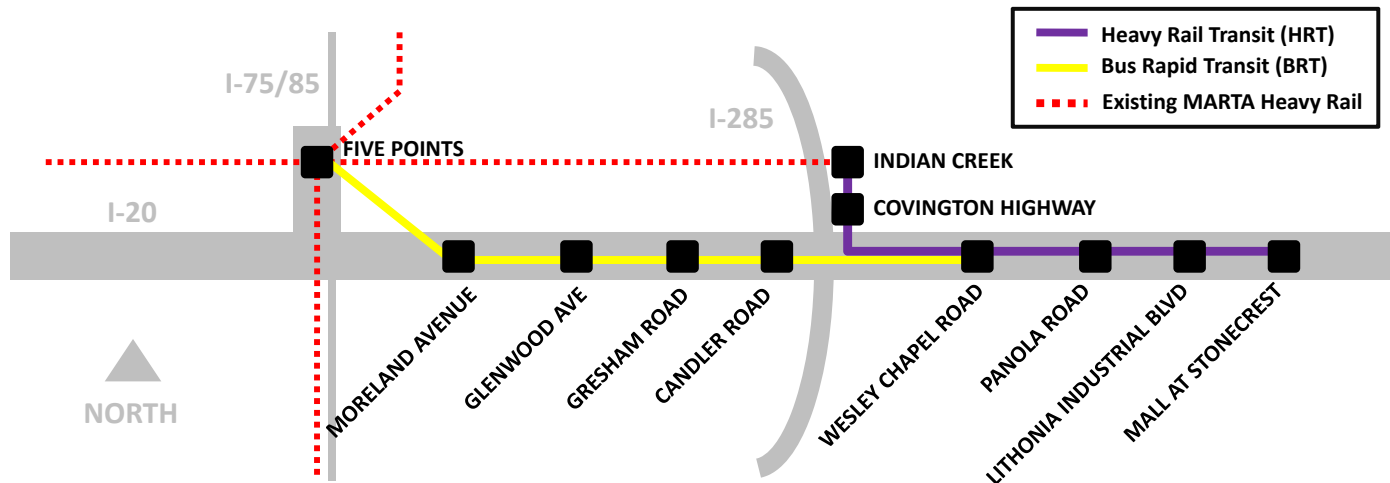
### Light Rail Transit (LRT)

- Powered by overhead catenary wires
- Usually in exclusive rights-of-way, but can operate in mixed traffic
- Less expensive to construct, but less capacity than BRT, but more expensive to construct and operate





# HRT3



**Description of HRT3:** The existing heavy rail transit (HRT) Blue Line would be extended from the Indian Creek Station, south parallel to I-285, then east parallel to I-20 to the Mall at Stonecrest in eastern DeKalb County. This alternative would also include bus rapid transit (BRT) service inside the Perimeter, originating at the Five Points Station, traveling south along surface streets to I-20, then operating in I-20 serving stations eastward to Wesley Chapel Road.

**Proposed Stations:** HRT: Covington Highway, Wesley Chapel Road, Panola Road, Lithonia Industrial Boulevard, Mall at Stonecrest. BRT: Moreland Avenue, Glenwood Avenue, Gresham Road, and Candler Road.

**Projected Travel Time between the Mall at Stonecrest and Five Points Station** 40 minutes

**Projected Travel Time between the Mall at Stonecrest and Arts Center Station:** 48 minutes

**Projected Daily Boardings:** 28,700

**Projected New Transit Riders:** 6,400

**Projected Capital Costs:** \$1,780M (\$148M per rail mile)

**Projected Annual Operating and Maintenance Costs:** \$18.0M

**Project Length:** 12.0 miles HRT, 12.8 miles BRT

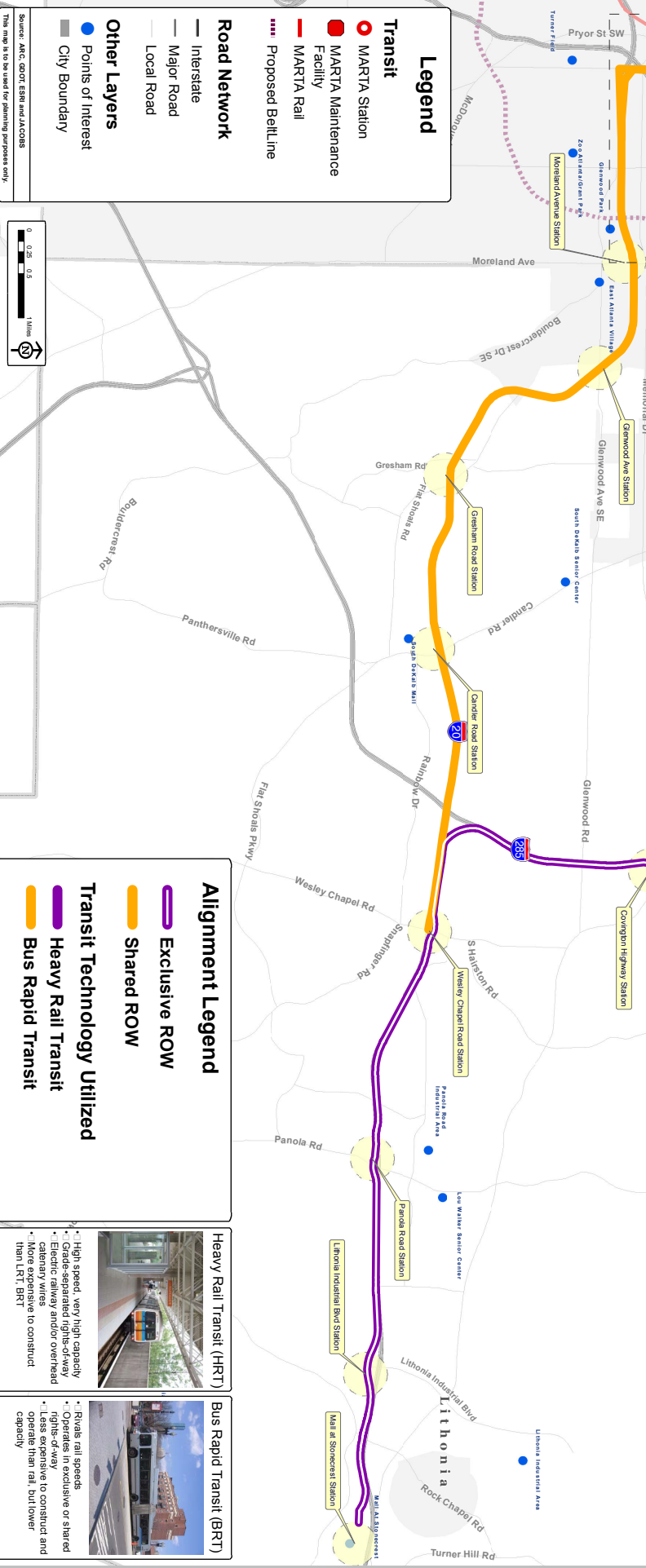
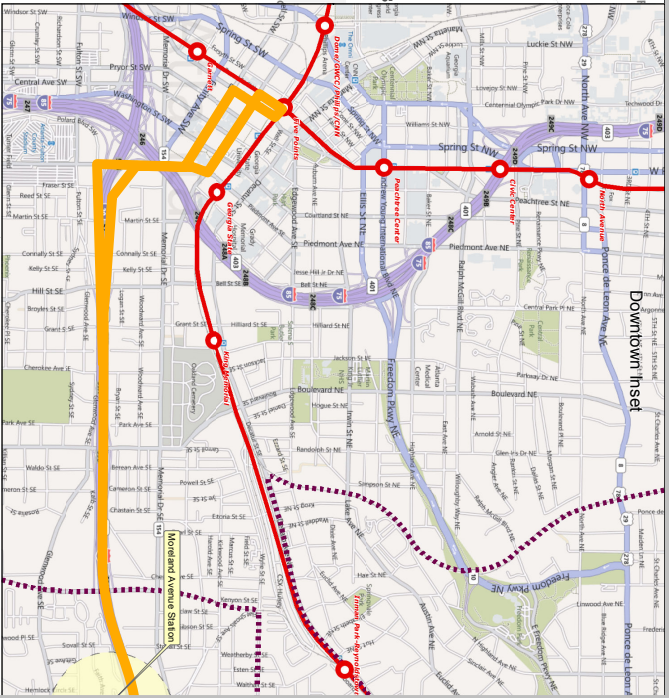
**Projected Commercial or Residential Displacements:** 10

HRT operates on electric railway with high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated, exclusive rights-of-way



BRT offers limited-stop service in shared or exclusive right-of-way, usually with dedicated stations, and pre-boarding fare payment..

*The information presented here is preliminary and undergoing revision based on the results of Screen 2 analysis.*



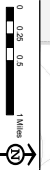
### Legend

- Transit**
- MARTA Station
  - MARTA Maintenance Facility
  - MARTA Rail
  - Proposed Bell Line

- Road Network**
- Interstate
  - Major Road
  - Local Road

- Other Layers**
- Points of Interest
  - City Boundary

Source: ARC, GDOT, ESRB and AJACOBIS  
 This map is to be used for planning purposes only.



### Alignment Legend

- Exclusive ROW
- Shared ROW

### Transit Technology Utilized

- Heavy Rail Transit
- Bus Rapid Transit



**Heavy Rail Transit (HRT)**

- High speed, very high capacity
- Grade-separated rights-of-way
- Electric railway and/or overhead catenary wires
- More expensive to construct than LRT, BRT



**Bus Rapid Transit (BRT)**

- Rivals rail speeds
- Operates in exclusive or shared rights-of-way
- Less expensive to construct and operate than rail, but lower capacity