

TECHNICAL MEMORANDUM 04 · REVISION A

Alignment Revisions Following the 2024 Open Houses

Overline Phase 1, Monroe Drive to Memorial Drive

ISSUED	7 October 2025
PREPARED BY	A. Peña, Director of Engineering
REVIEWED BY	D. Whitfield, Executive Director
SUPERSEDES	Alignment as shown in Technical Memorandum 01, 16 January 2025
STATUS	Issued for review

1. Purpose

This memorandum records three revisions to the Phase 1 alignment arising from comment received at the four public open houses held in autumn 2024, and from title work carried out in the intervening period. It supersedes the alignment shown in Technical Memorandum 01. Where a figure published elsewhere by the Coalition conflicts with this document, this document governs.

2. Background

Phase 1 covers 2.9 miles of the Eastside between Monroe Drive and Memorial Drive, with six stations, entirely within the existing right-of-way. The alignment issued in January 2025 was developed from the 1926–27 corridor survey and from contemporary LiDAR, and was presented to the corridor working group on 15 January 2025.

Approximately two hundred people attended the open houses. Two themes recurred at all four sessions: proximity of structures to residential frontage, and the visibility of towers from adjacent properties. The revisions below respond to the first. The second is addressed by the visual simulation set, issued separately.

3. Revisions

3.1 Freedom Parkway station relocated

The Freedom Parkway station moves approximately 90 meters north of the location shown in Memorandum 01. The revised position places the boarding platform on the park side of the crossing, increasing the distance to the nearest residential frontage from 34 meters to 118 meters. Walking distance from the crossing is unchanged.

3.2 DeKalb Avenue station relocated

The DeKalb Avenue station moves to the far side of the crossing. This removes the queuing area from the narrower approach and places the stair and lift core against an existing blank elevation rather than a residential facade.

3.3 Northern span lengthened

One span in the northern segment has been lengthened from 246 to 302 meters, eliminating an intermediate tower. The parcel formerly carrying that tower is one whose ownership the Coalition was unable to establish within the study period; it appears in county records under two descriptions which we could not reconcile. Rather than delay, the alignment was revised to clear the parcel entirely.

Note. The lengthened span is within the manufacturer’s stated range for the specified system but sits in the upper quartile. It should be re-examined at detailed design, and would be reverted to the shorter configuration if title to the parcel is subsequently established.

4. Station schedule as revised

STATION	CHAINAGE	STATUS
Virginia Avenue	0.00	Unchanged from TM 01
Ponce de Leon	0.58	Unchanged from TM 01
Freedom Parkway	1.16	Relocated, see 3.1
Krog Street	1.75	Unchanged from TM 01
DeKalb Avenue	2.33	Relocated, see 3.2
Memorial Drive	2.90	Unchanged from TM 01

5. Effect on cost and program

The net effect of the three revisions is an increase of approximately \$1.4 million against the Phase 1 capital estimate, principally in foundation work at the two relocated stations. This is within the contingency carried in the September 2025 costings and the headline figure of \$86 million is unchanged. There is no effect on the construction program.

6. Status of Memoranda 02 and 03

Technical Memoranda 02 and 03 cover geotechnical investigation and are not being released while survey work remains open. They will be issued on completion.

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