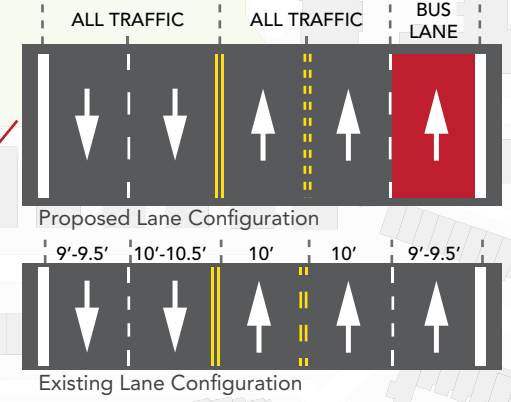
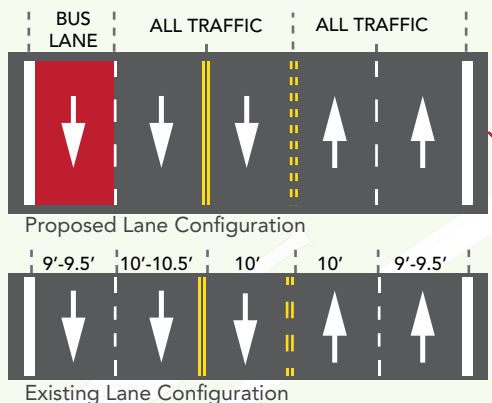
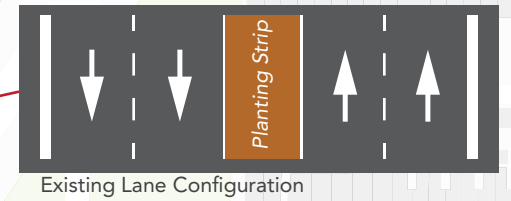
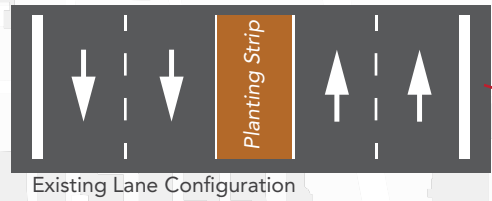


Draft Alternative 3 - Lane Configuration
Extended AM Peak Period

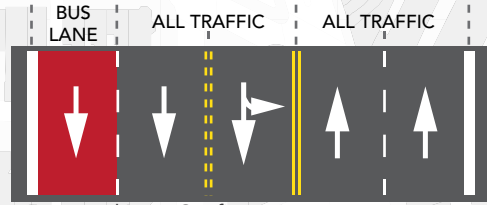
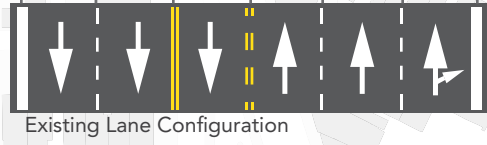
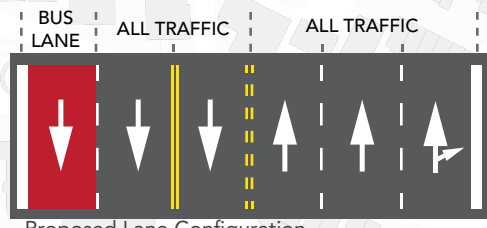
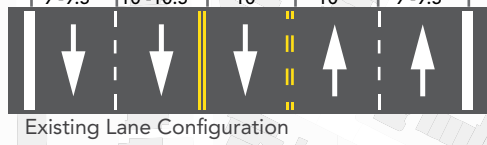
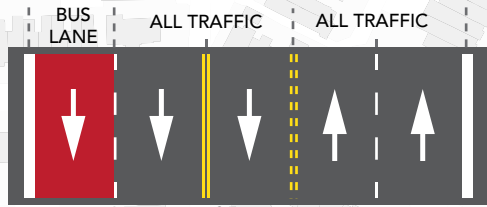
Draft Alternative 3 - Lane Configuration
Extended PM Peak Period



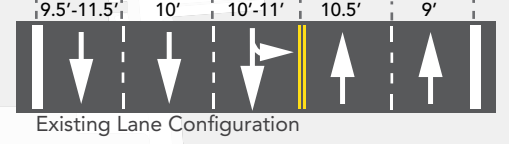
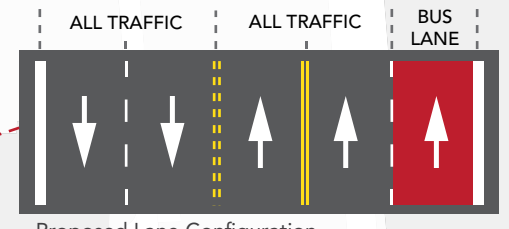
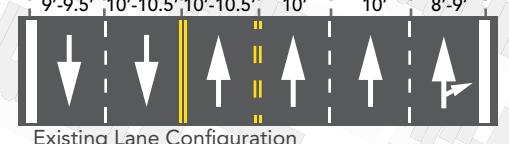
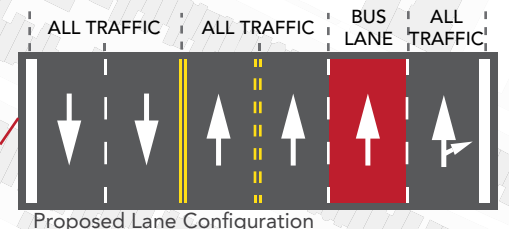
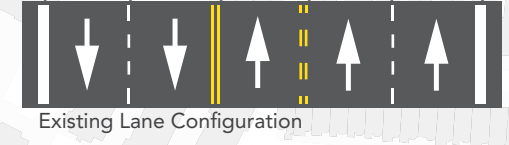
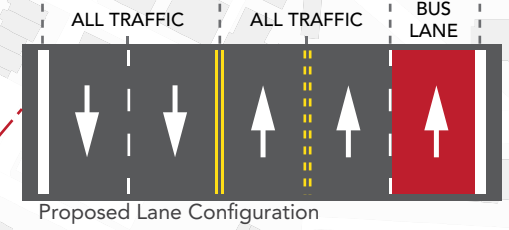
- CHANGE IN LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- FIRE HYDRANTS - PRIMARY STUDY AREA
- EXISTING METROBUS STOPS**
- On 16th Street NW - Serving S1, S2, S4 only
- On 16th Street NW - Serving S1, S2, S4, and S9
- Off of 16th Street NW

NOT TO SCALE
Source: DCGIS 2014
DDOT 2015

Draft Alternative 3 - Lane Configuration Extended AM Peak Period



Draft Alternative 3 - Lane Configuration Extended PM Peak Period



CHANGE IN LANE CONFIGURATION

SIGNALIZED INTERSECTION

FIRE HYDRANTS - PRIMARY STUDY AREA

EXISTING METROBUS STOPS

On 16th Street NW - Serving S1, S2, S4 only

On 16th Street NW - Serving S1, S2, S4, and S9

Off of 16th Street NW



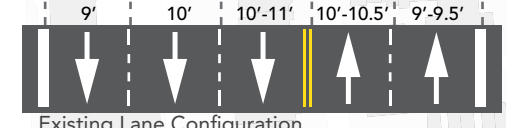
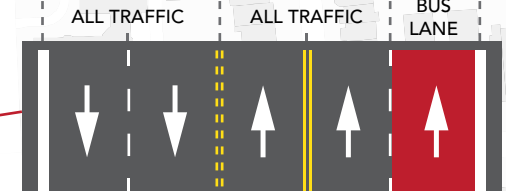
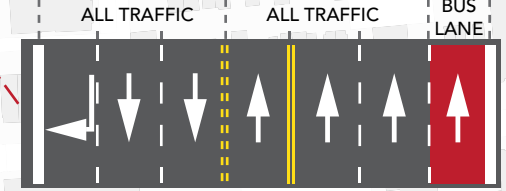
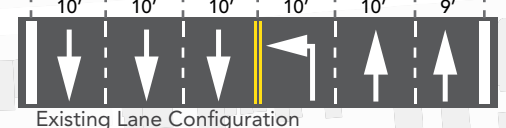
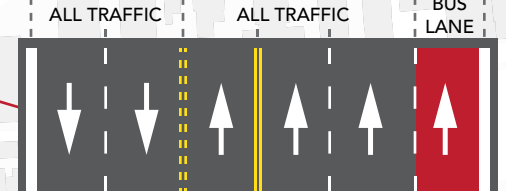
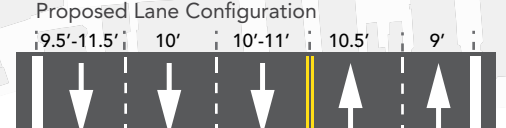
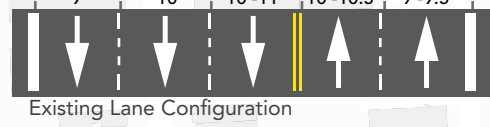
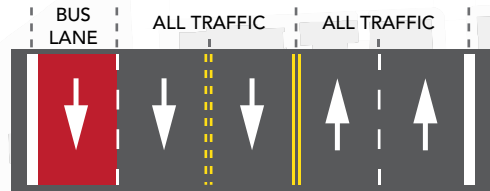
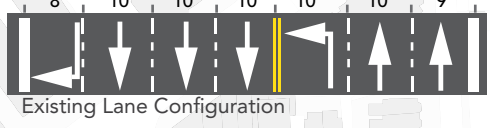
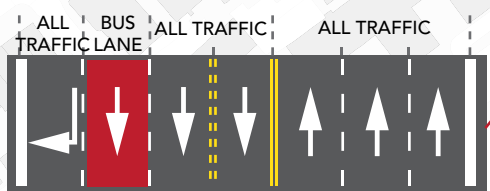
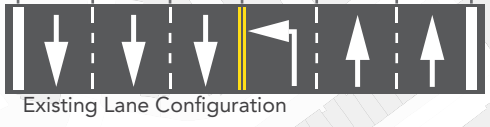
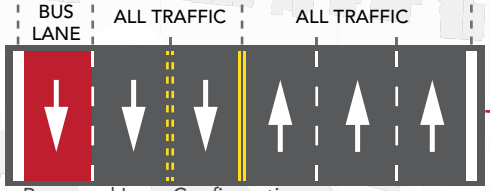
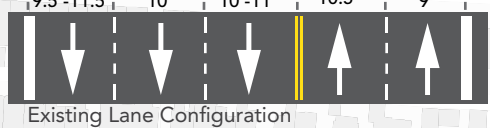
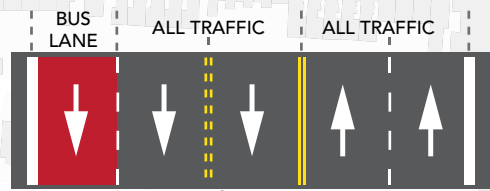
NOT TO SCALE

Source:

DCGIS 14th
DDOT 2015

Draft Alternative 3 - Lane Configuration Extended AM Peak Period

Draft Alternative 3 - Lane Configuration Extended PM Peak Period

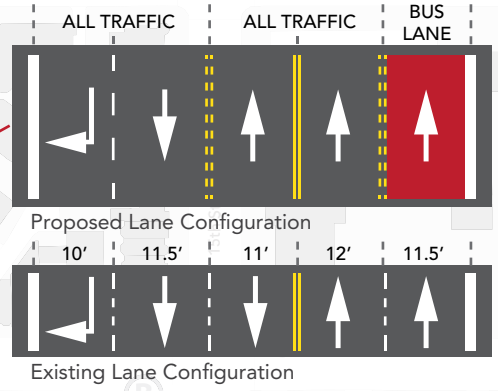
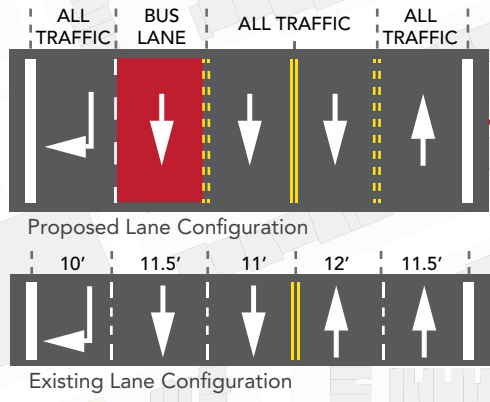
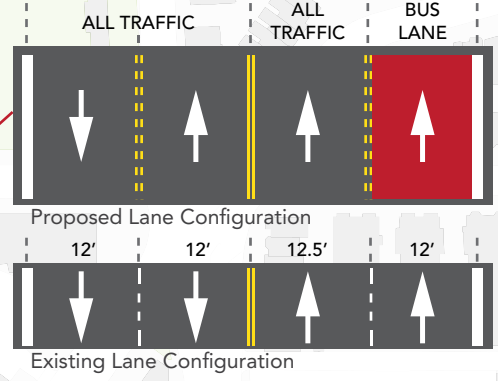
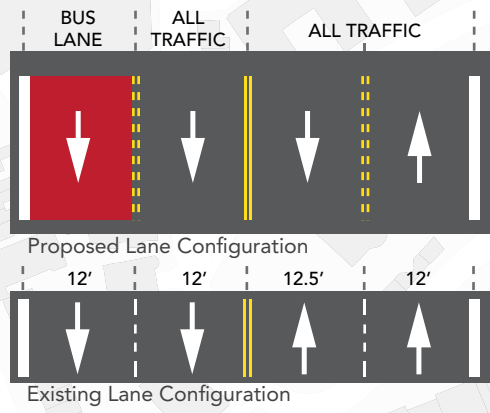
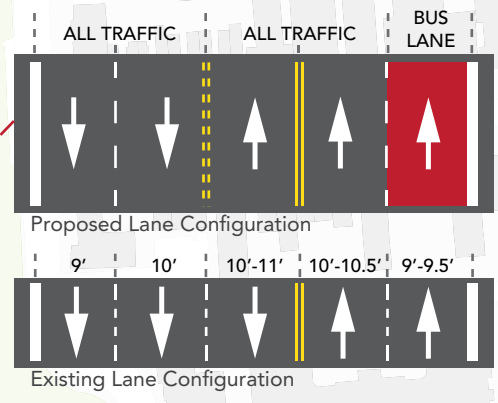
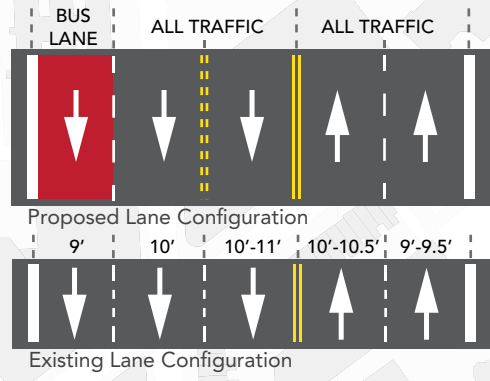


- CHANGE IN LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- FIRE HYDRANTS - PRIMARY STUDY AREA
- EXISTING METROBUS STOPS**
- On 16th Street NW - Serving S1, S2, S4 only
- On 16th Street NW - Serving S1, S2, S4, and S9
- Off of 16th Street NW

NOT TO SCALE
Source: DCGIS 2014
DDOT 2015

Draft Alternative 3 - Lane Configuration
Extended AM Peak Period

Draft Alternative 3 - Lane Configuration
Extended PM Peak Period

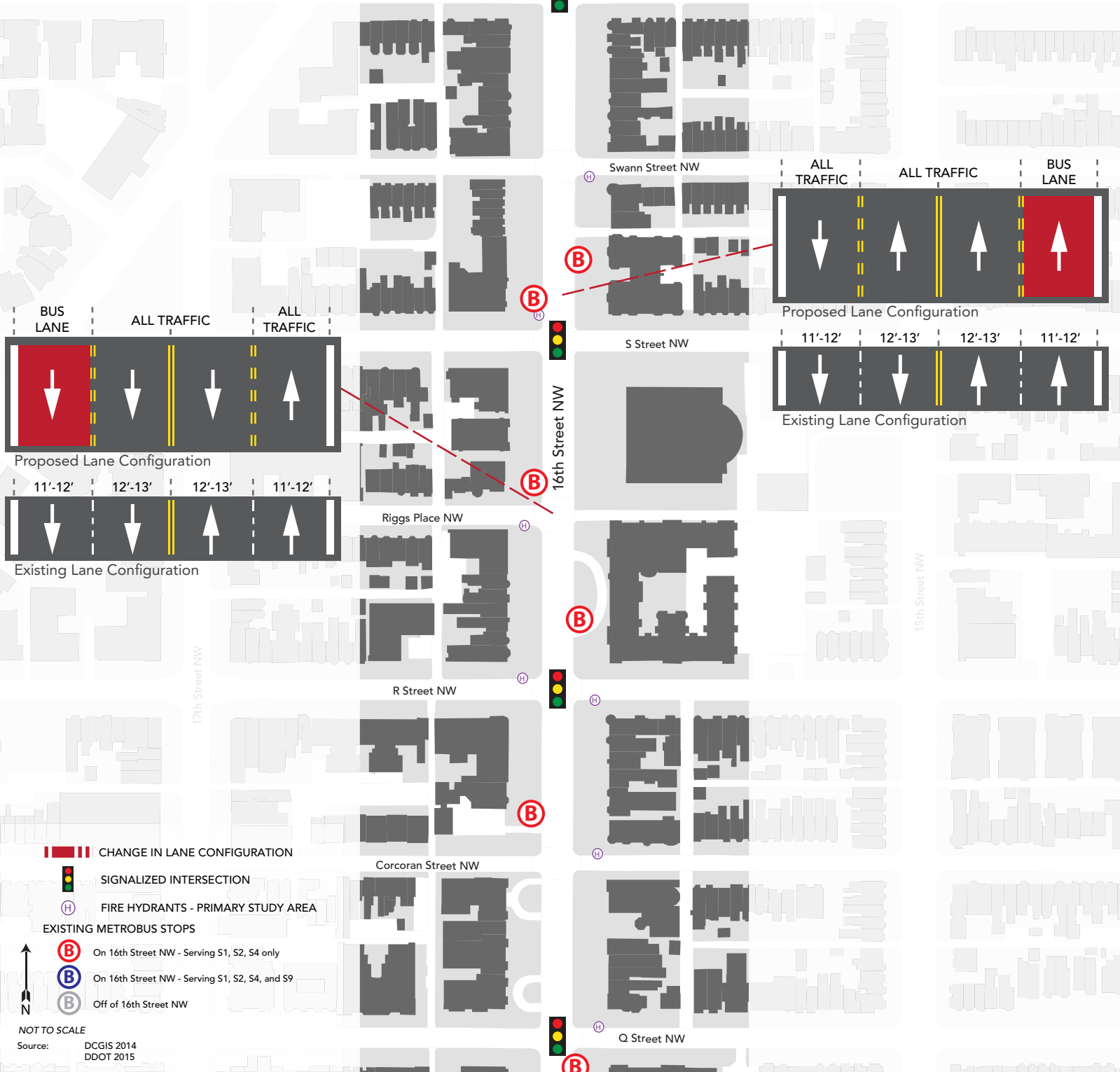
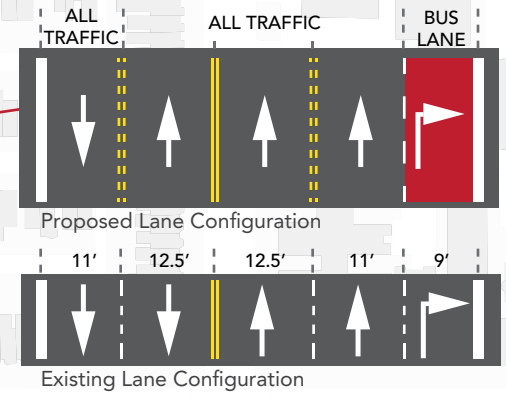
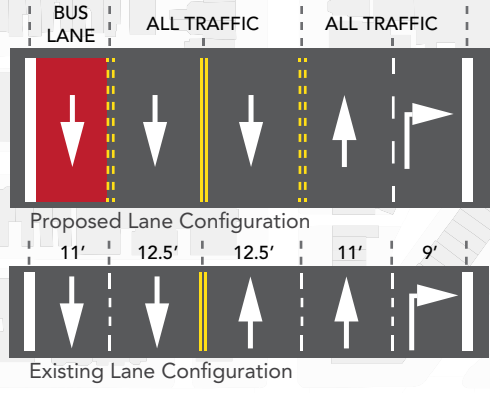


- CHANGE IN LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- FIRE HYDRANTS - PRIMARY STUDY AREA
- EXISTING METROBUS STOPS**
- On 16th Street NW - Serving S1, S2, S4 only
- On 16th Street NW - Serving S1, S2, S4, and S9
- Off of 16th Street NW

NOT TO SCALE
Source: DGGIS 2014
DDOT 2015

Draft Alternative 3 - Lane Configuration
Extended AM Peak Period

Draft Alternative 3 - Lane Configuration
Extended PM Peak Period



CHANGE IN LANE CONFIGURATION

SIGNALIZED INTERSECTION

FIRE HYDRANTS - PRIMARY STUDY AREA

EXISTING METROBUS STOPS

On 16th Street NW - Serving S1, S2, S4 only

On 16th Street NW - Serving S1, S2, S4, and S9

Off of 16th Street NW

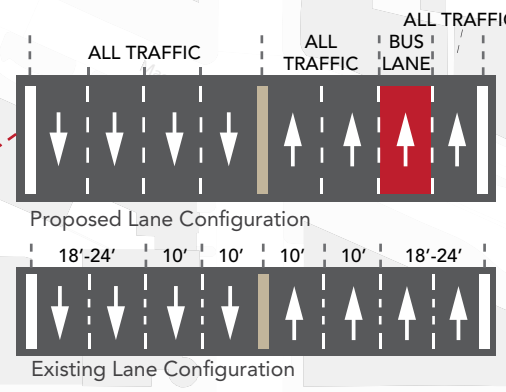
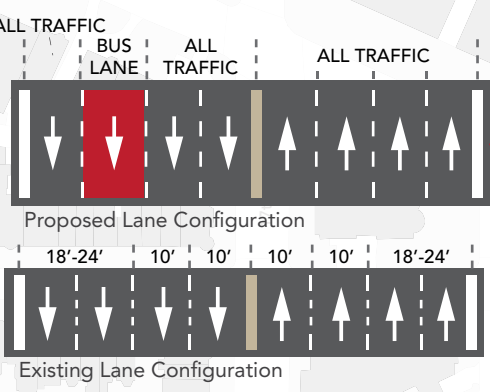
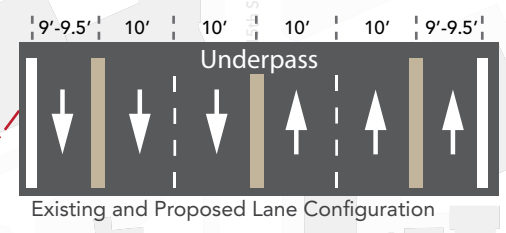
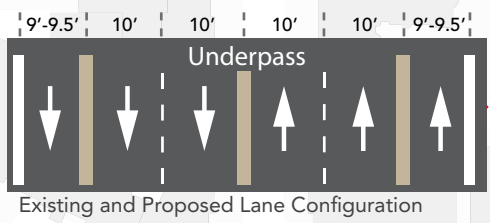
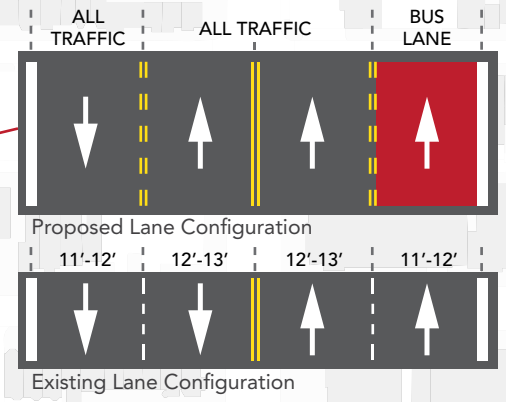
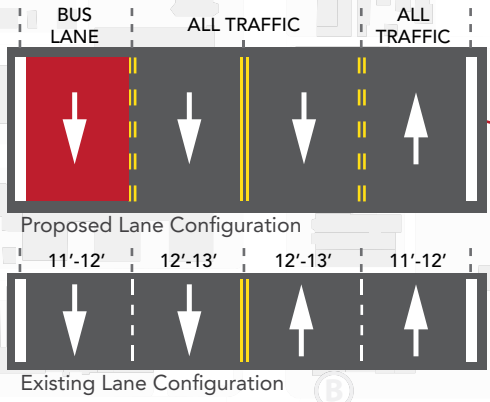


NOT TO SCALE

Source: DCGIS 2014
DDOT 2015

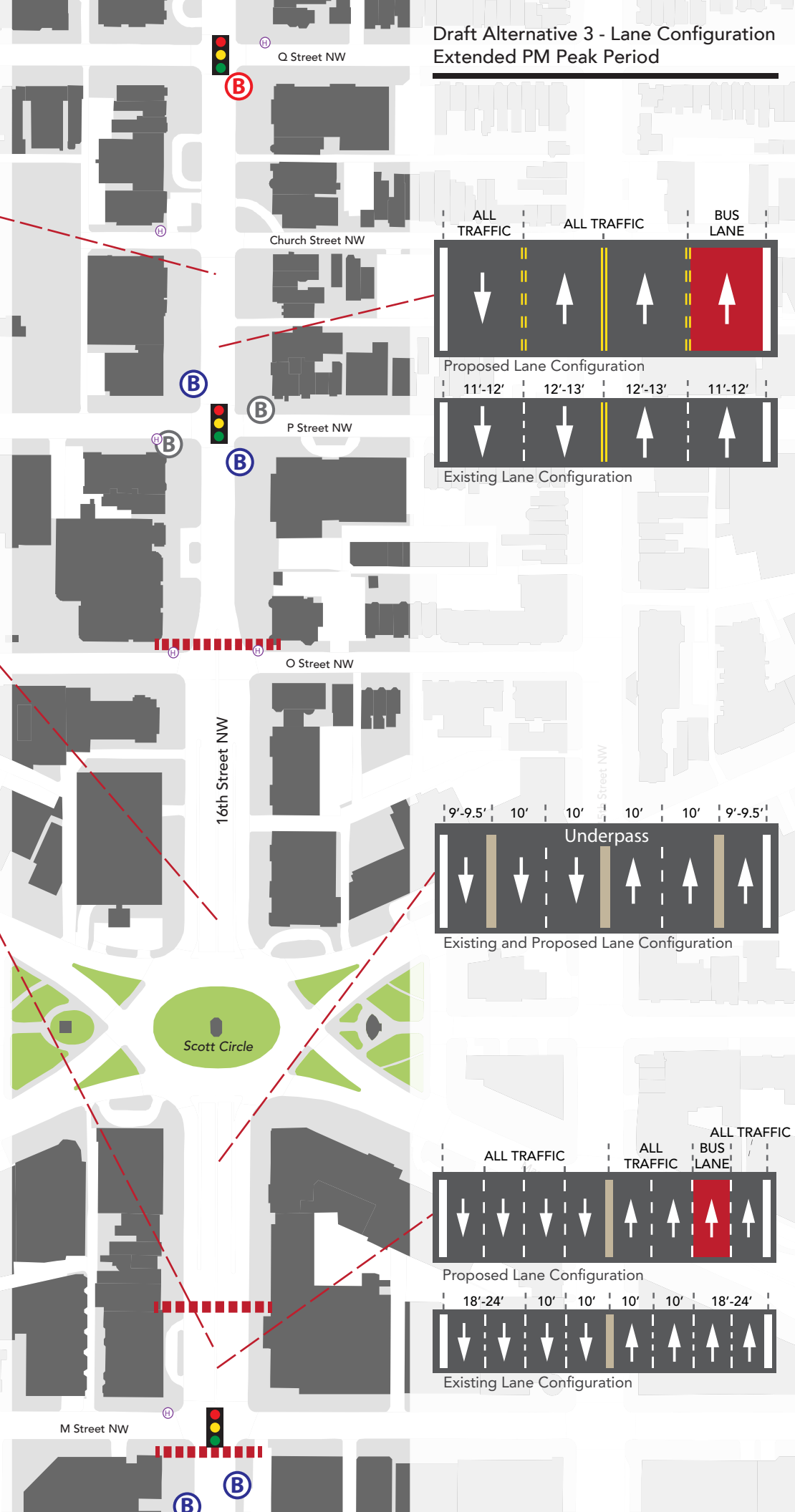
Draft Alternative 3 - Lane Configuration
Extended AM Peak Period

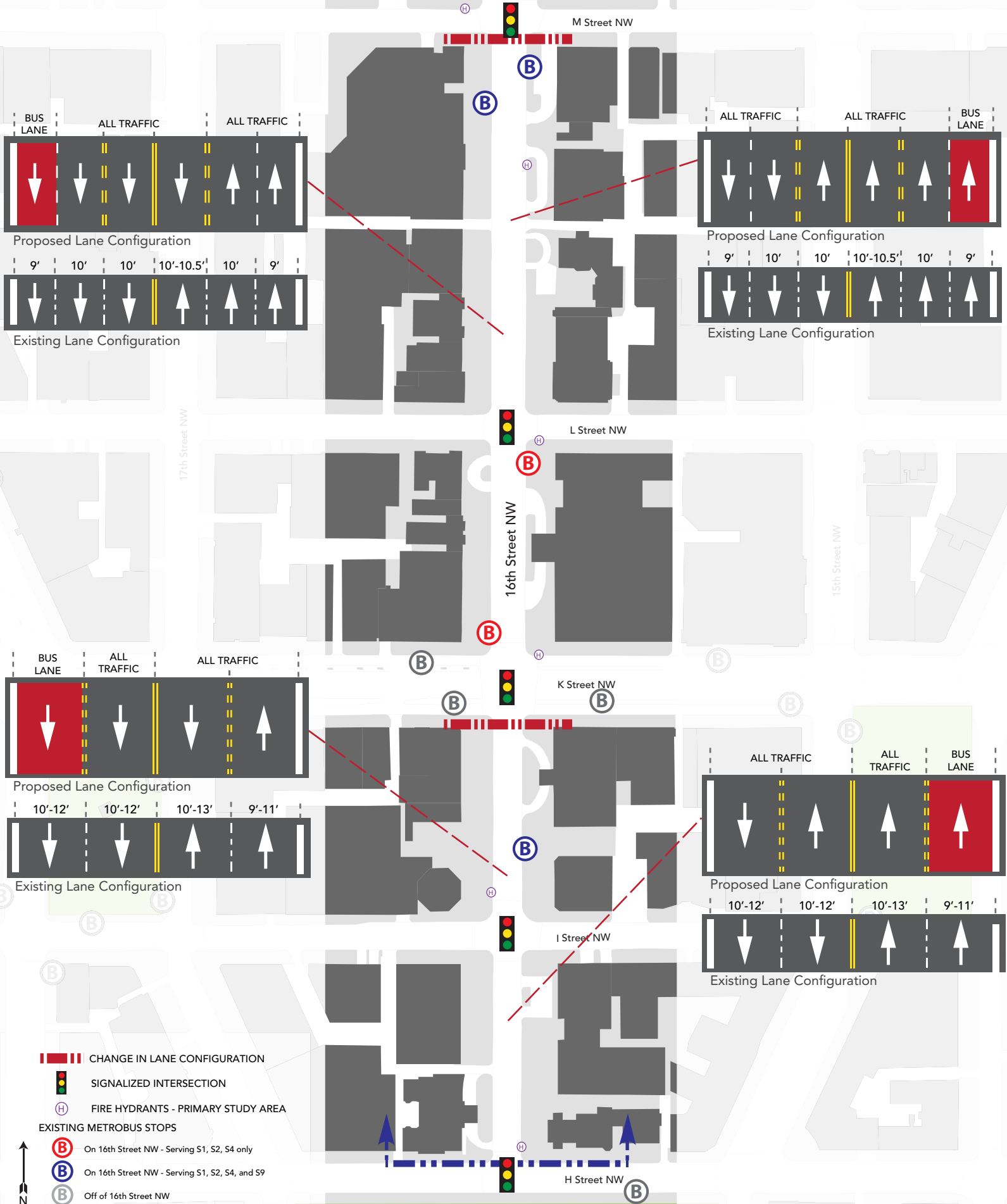
Draft Alternative 3 - Lane Configuration
Extended PM Peak Period



- CHANGE IN LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- FIRE HYDRANTS - PRIMARY STUDY AREA
- EXISTING METROBUS STOPS
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 - On 16th Street NW - Serving S1, S2, S4, and S9
 - Off of 16th Street NW

NOT TO SCALE
Source: DCGIS 2014
DDOT 2015





- CHANGE IN LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- FIRE HYDRANTS - PRIMARY STUDY AREA
- EXISTING METROBUS STOPS**
- On 16th Street NW - Serving S1, S2, S4 only
- On 16th Street NW - Serving S1, S2, S4, and S9
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