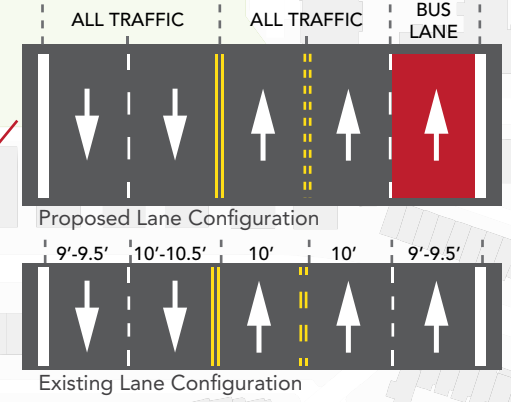
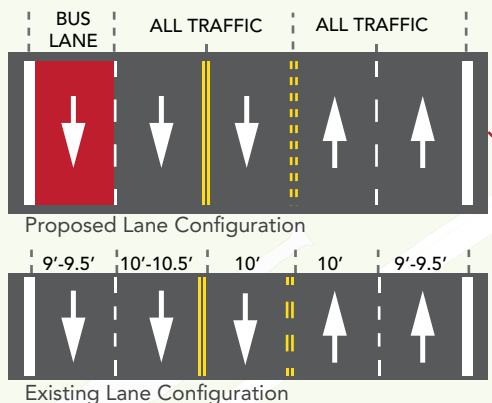
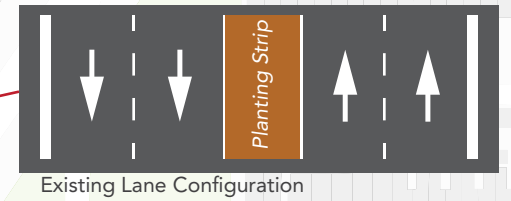
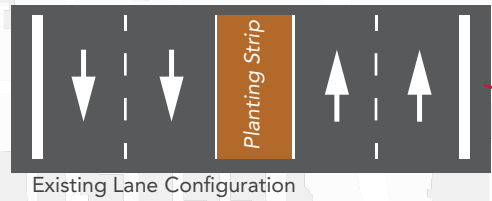


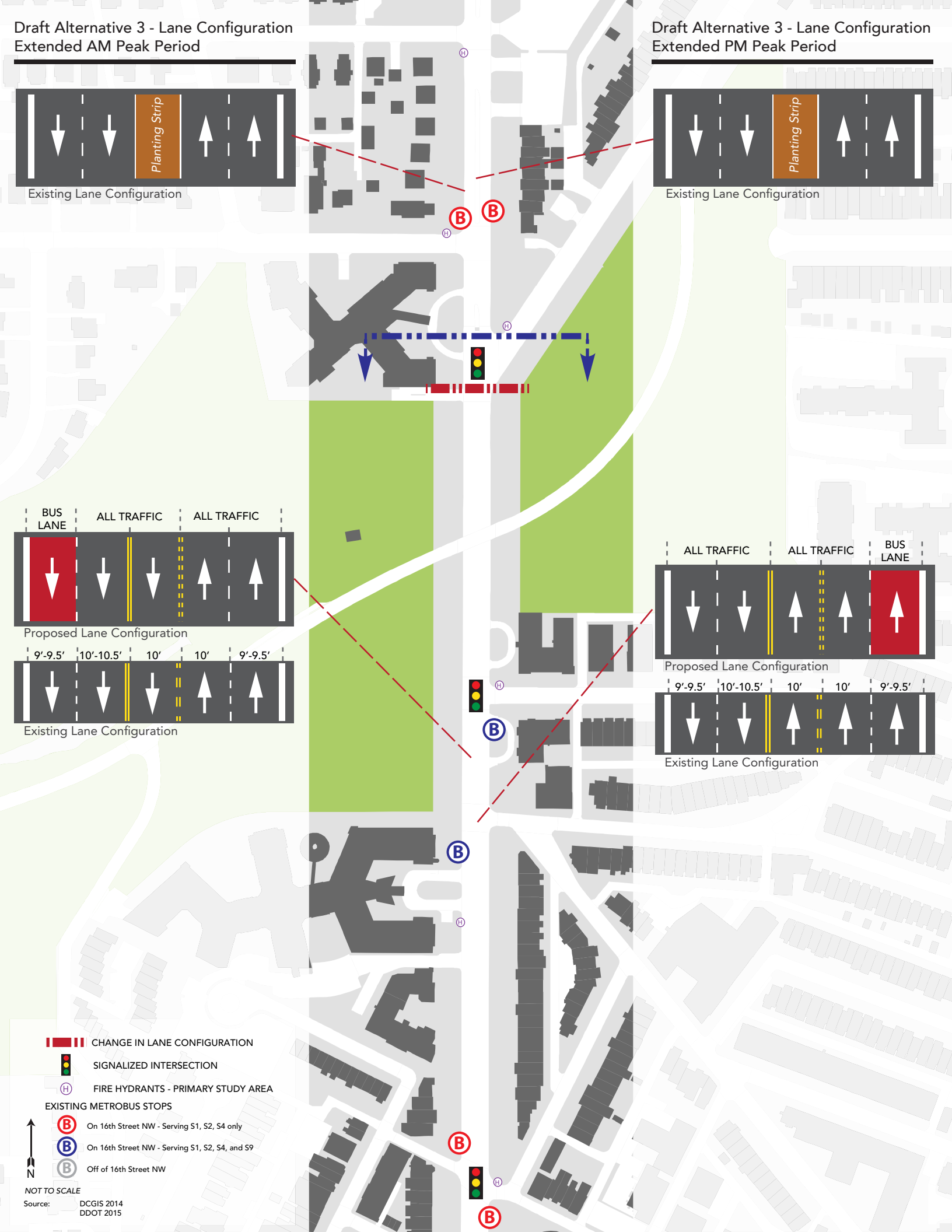
Draft Alternative 3 - Lane Configuration
Extended AM Peak Period

Draft Alternative 3 - Lane Configuration
Extended PM Peak Period

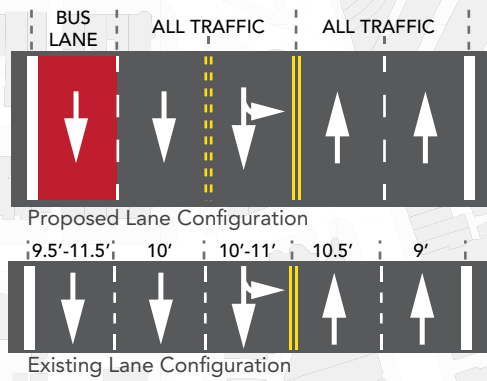
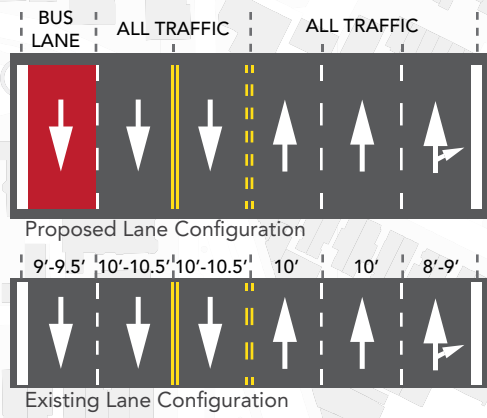
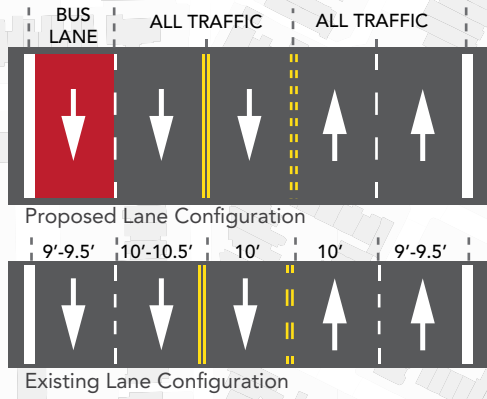


- CHANGE IN LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- FIRE HYDRANTS - PRIMARY STUDY AREA
- EXISTING METROBUS STOPS**
- On 16th Street NW - Serving S1, S2, S4 only
- On 16th Street NW - Serving S1, S2, S4, and S9
- Off of 16th Street NW

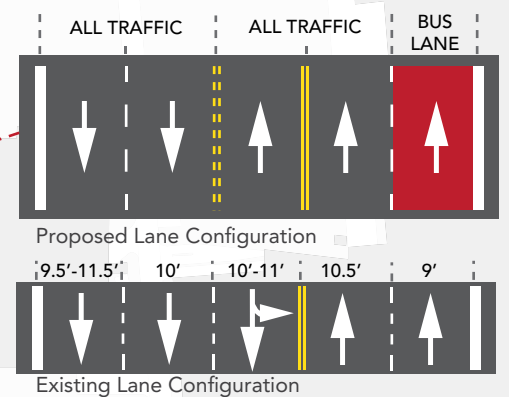
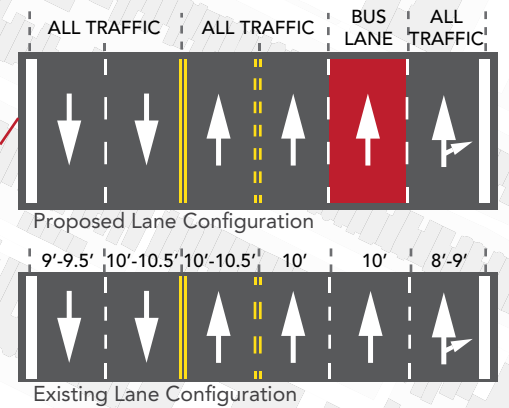
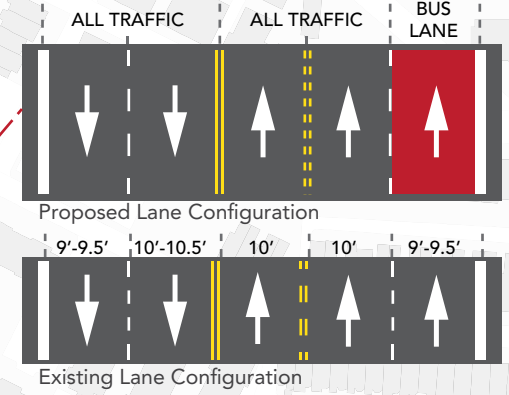
NOT TO SCALE
Source: DCGIS 2014
DDOT 2015



Draft Alternative 3 - Lane Configuration Extended AM Peak Period



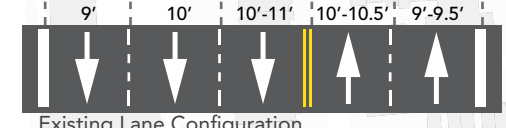
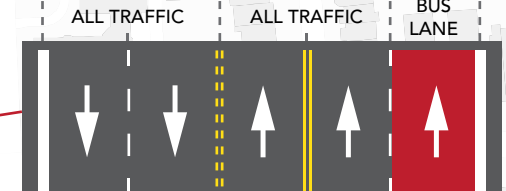
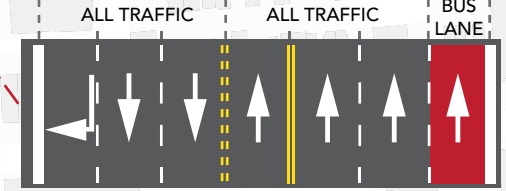
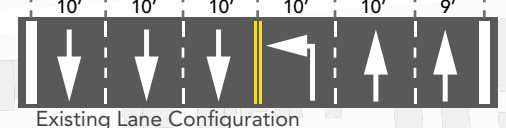
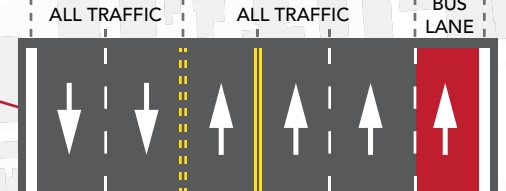
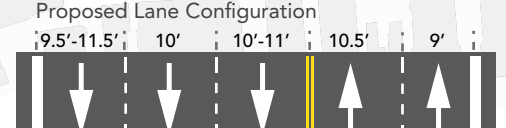
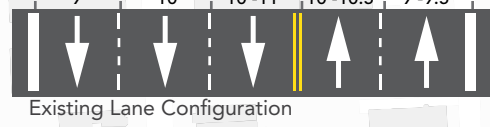
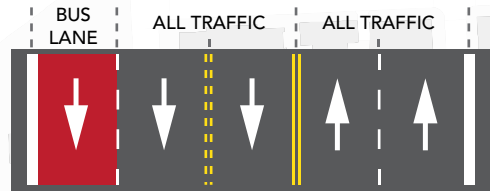
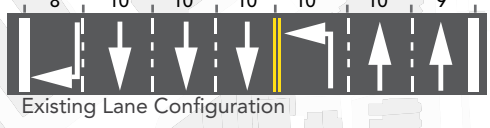
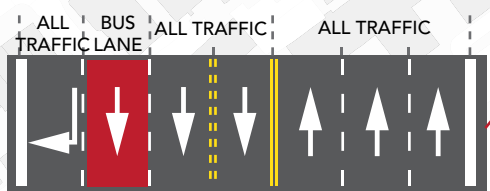
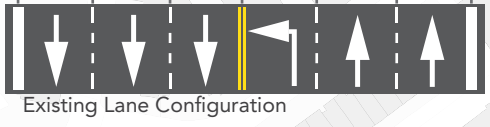
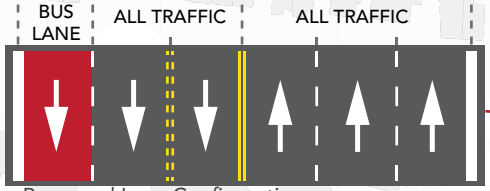
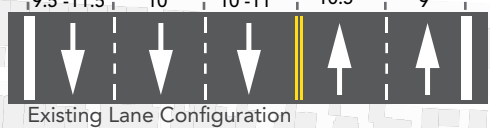
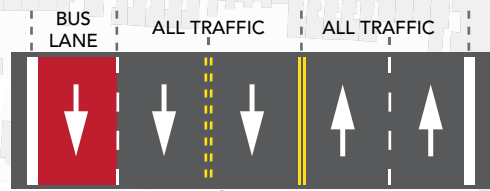
Draft Alternative 3 - Lane Configuration Extended PM Peak Period



- 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

Draft Alternative 3 - Lane Configuration Extended AM Peak Period

Draft Alternative 3 - Lane Configuration Extended PM Peak Period

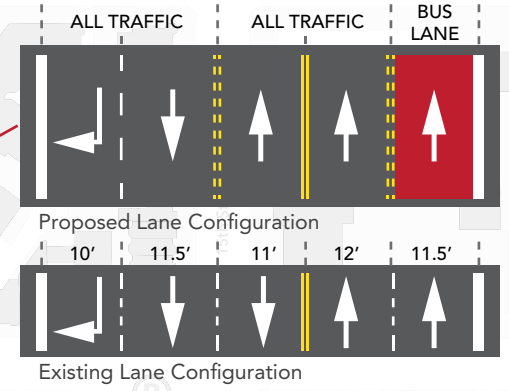
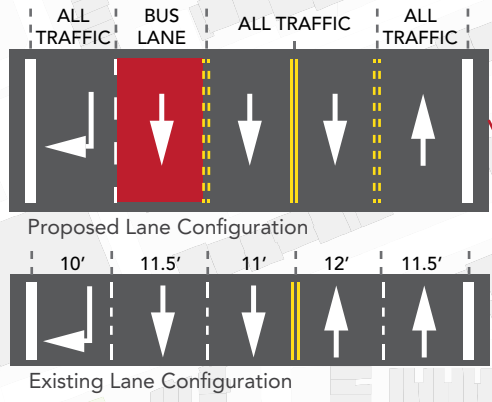
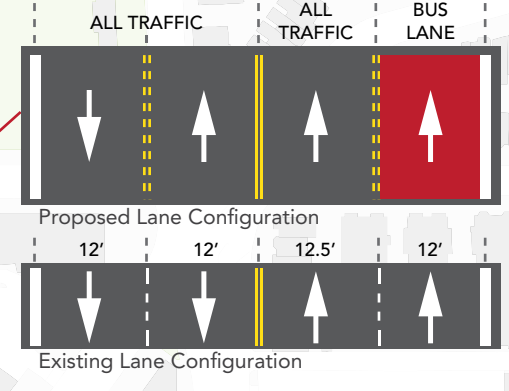
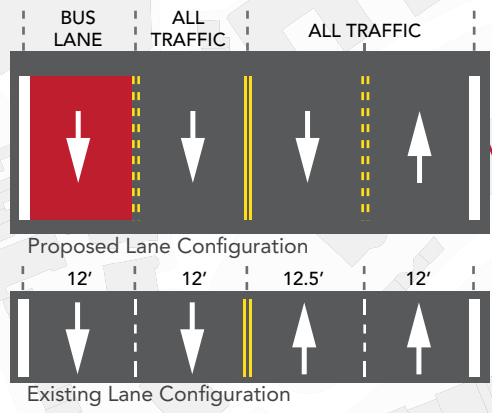
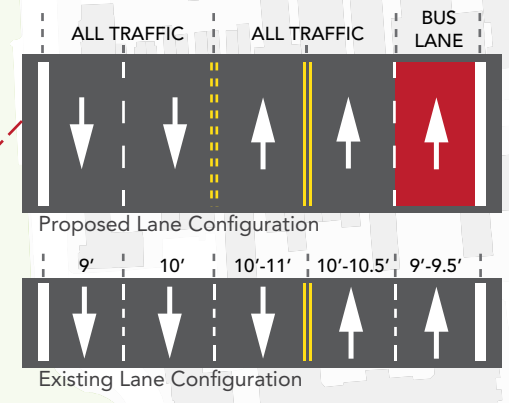
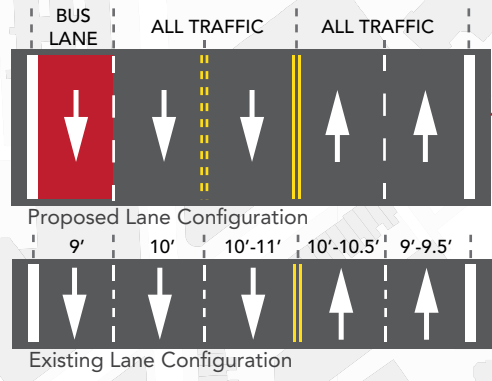


- CHANGE IN LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- FIRE HYDRANTS - PRIMARY STUDY AREA
- EXISTING METROBUS STOPS**
- On 16th Street NW - Serving S1, S2, S4 only
- On 16th Street NW - Serving S1, S2, S4, and S9
- Off of 16th Street NW

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

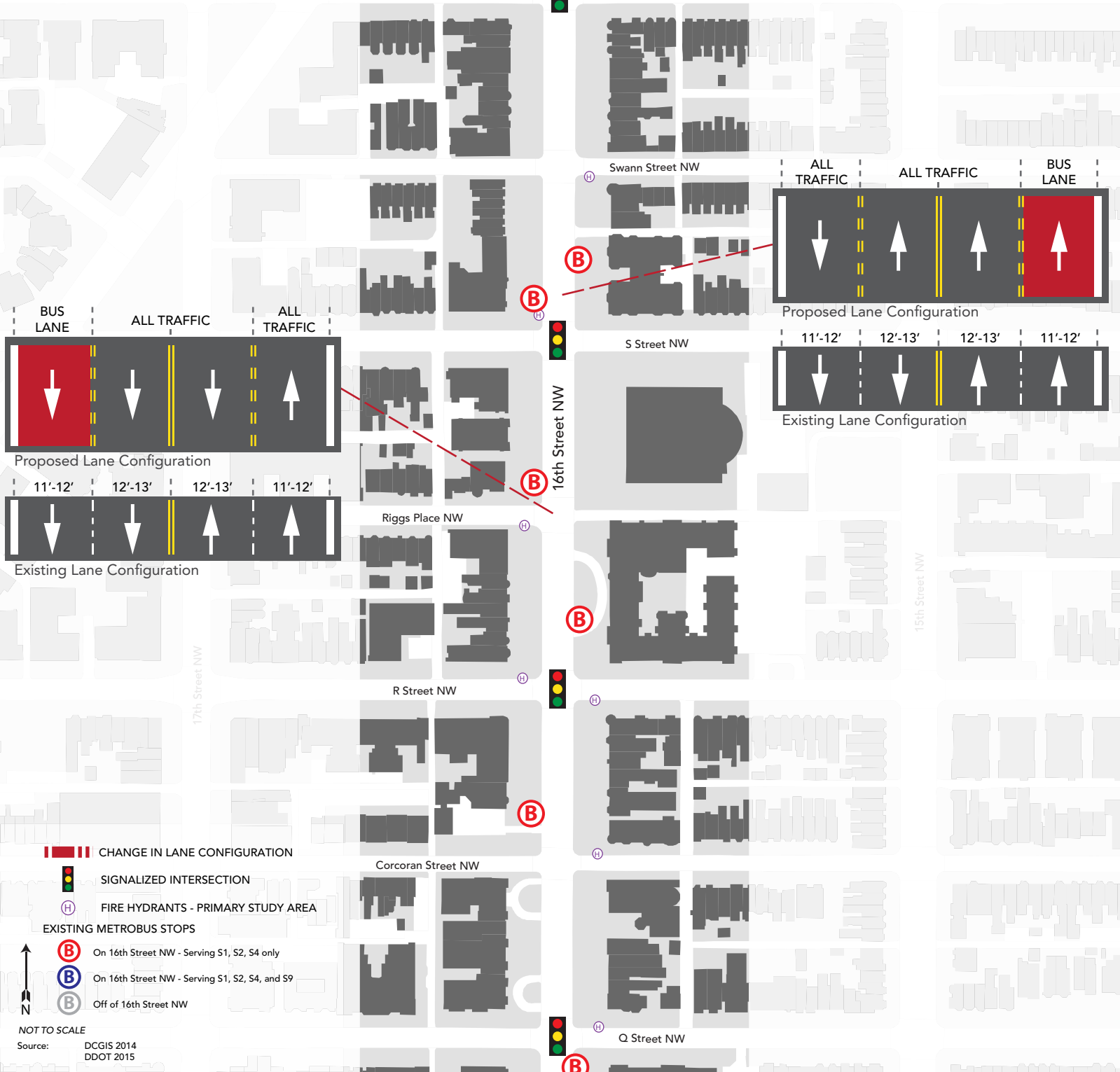
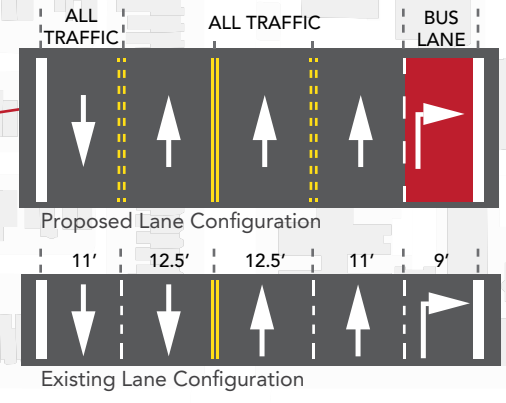
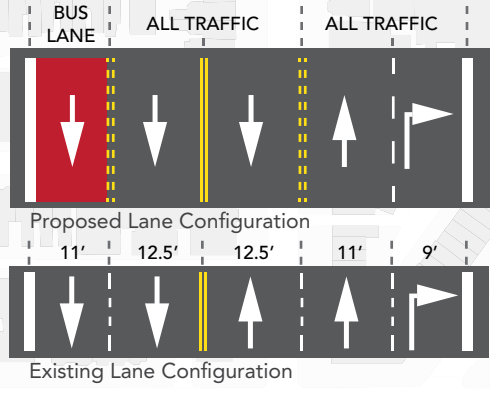


- CHANGE IN LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- FIRE HYDRANTS - PRIMARY STUDY AREA
- EXISTING METROBUS STOPS**
- On 16th Street NW - Serving S1, S2, S4 only
- On 16th Street NW - Serving S1, S2, S4, and S9
- Off of 16th Street NW

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

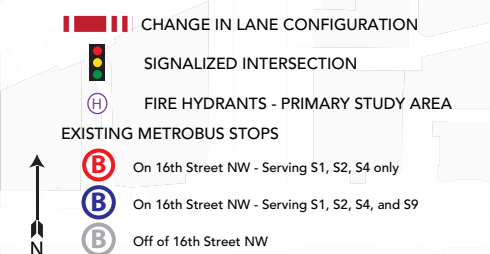
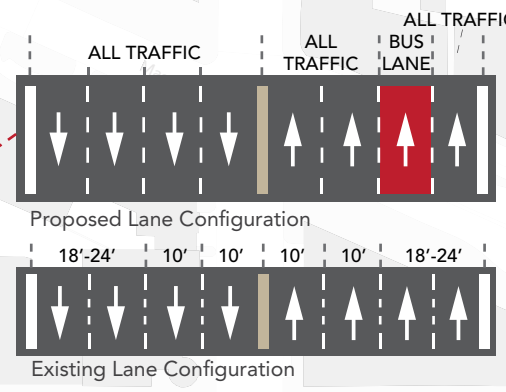
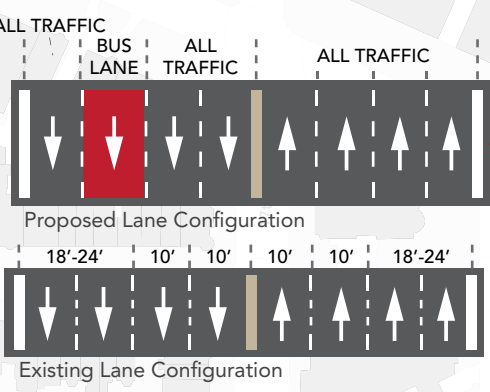
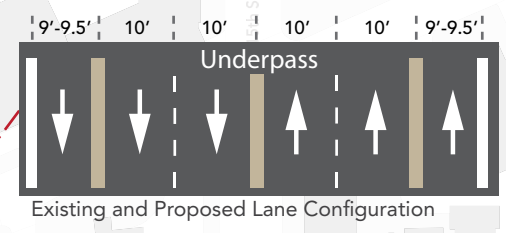
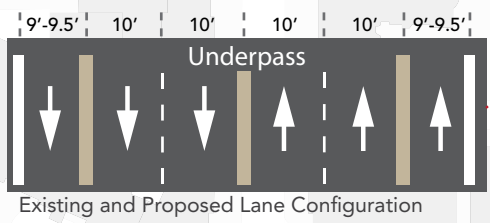
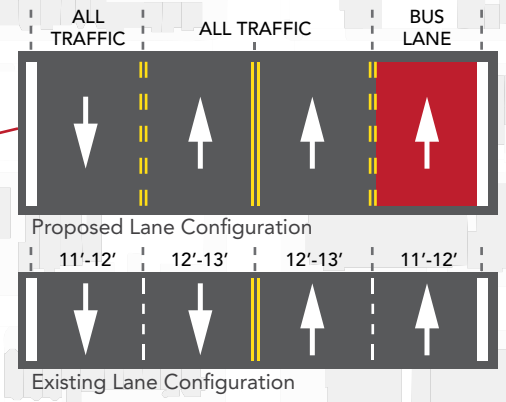
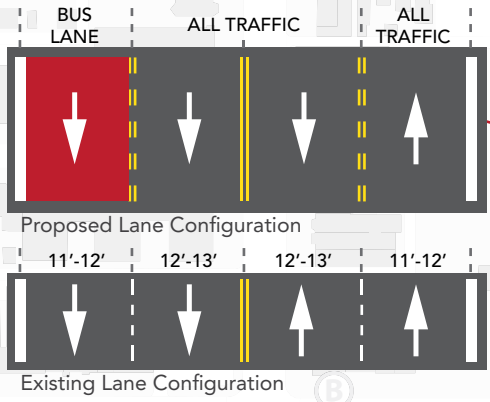
Off of 16th Street NW



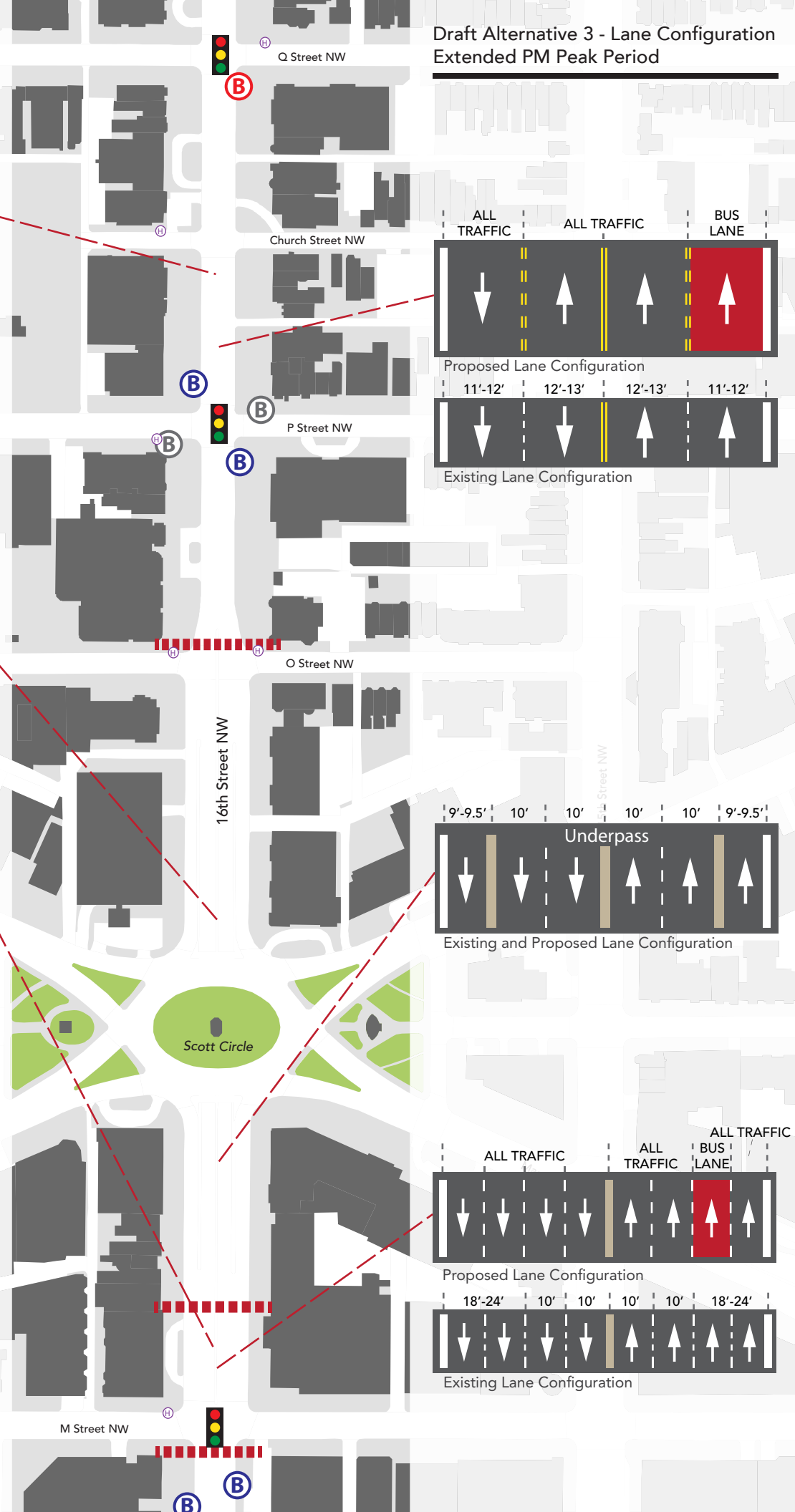
NOT TO SCALE
Source: DCGIS 2014
DDOT 2015

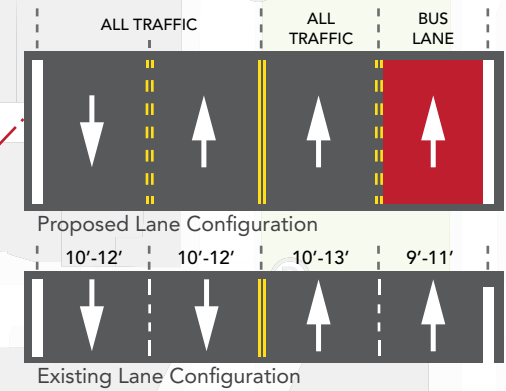
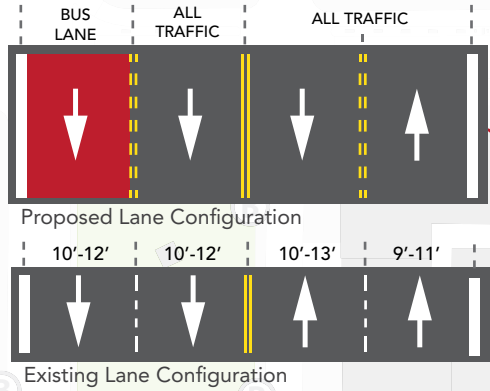
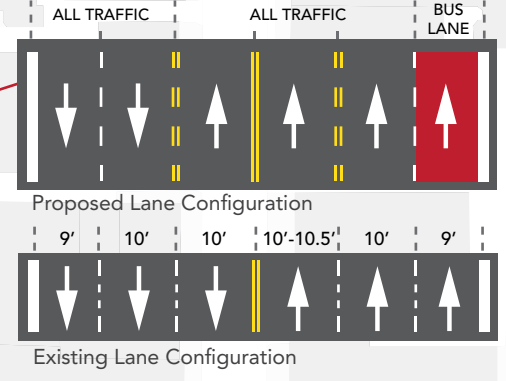
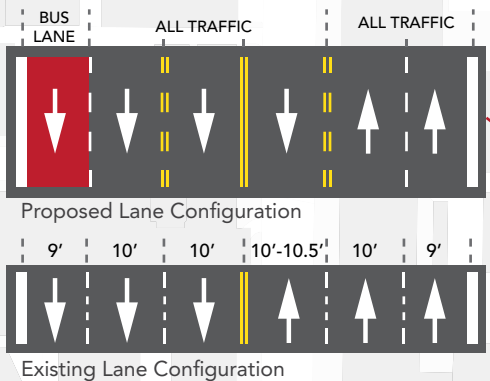
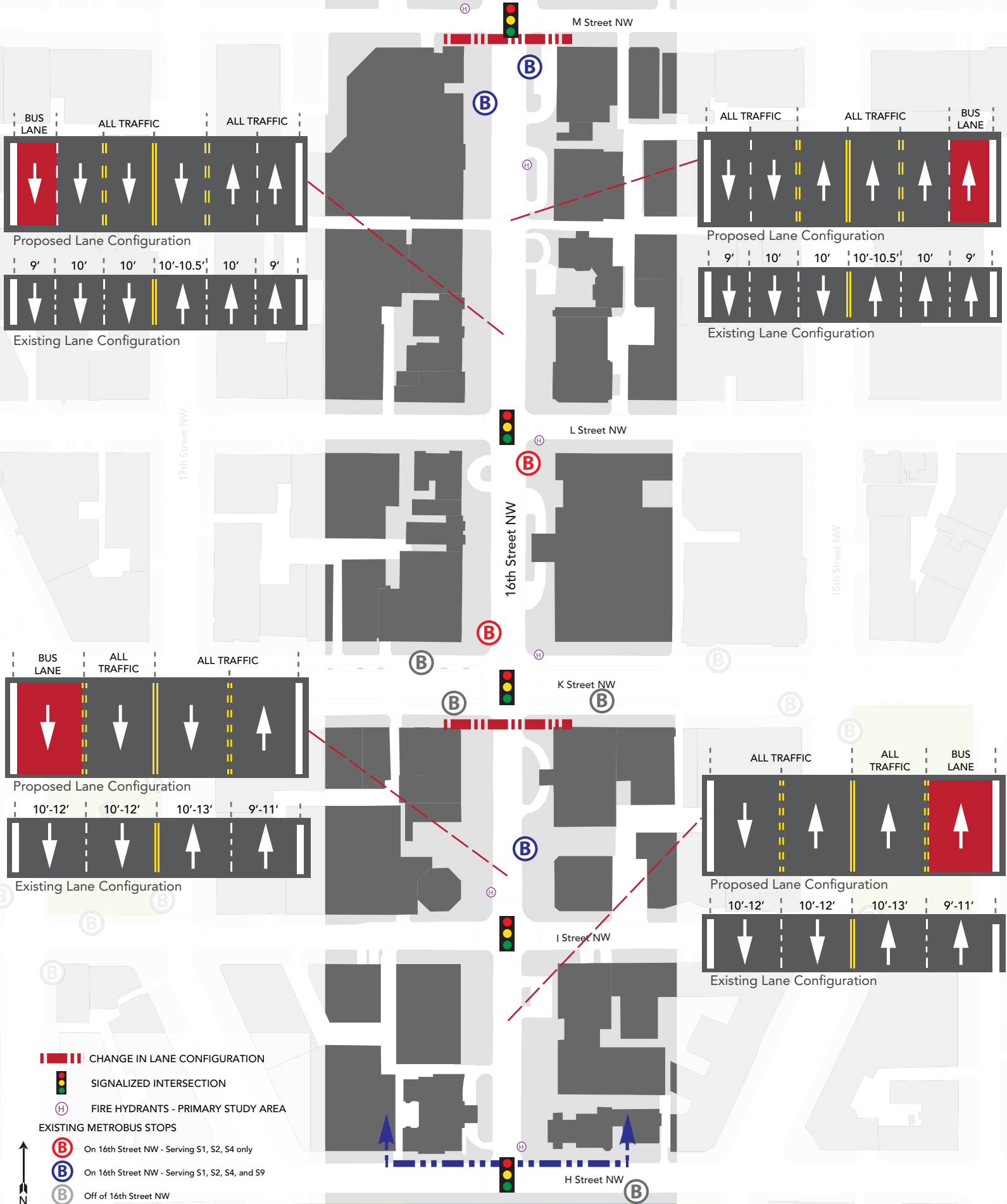
Draft Alternative 3 - Lane Configuration
Extended AM Peak Period

Draft Alternative 3 - Lane Configuration
Extended PM Peak Period



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
- Off of 16th Street NW