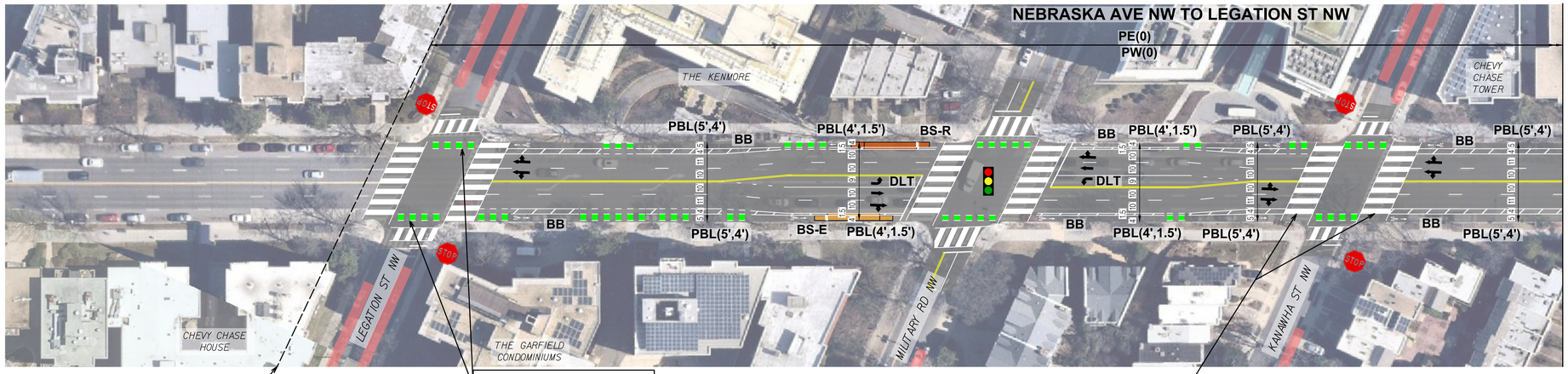
11 - JOCELYN ST TO LEGATION ST

STUDY AREA LIMITS (NORTH)



STUDY AREA LIMITS (NORTH)

TERMINATION OF BIKE LANES TO BE DEVELOPED DURING DESIGN

CROSSWALKS TO BE EVALUATED FOR REMOVAL

LEGEND

- SIGNALIZED INTERSECTION
- PEDESTRIAN CROSSING WITH EXISTING HAWK BEACON
- (CC) EXISTING BUS STOP LOCATION (CANDIDATE FOR CONSOLIDATION)
- BS–E PROPOSED BUS STOP – EXISTING LOCATION
- BS–R PROPOSED BUS STOP – RELOCATED LOCATION
- RM RAISED MEDIAN FOR PEDESTRIAN REFUGE
- GREEN BIKE LANE HATCH MARKS ACROSS INTERSECTIONS & DRIVEWAYS
- X NON–METER OR RESIDENTIAL PERMIT PARKING SPACES – NUMBER OF EXISTING SPACES WHERE INDICATED
- X METER PARKING SPACES – NUMBER OF EXISTING SPACES WHERE INDICATED
- (XX) PICK UP & DROP OFF (PUDO)/LOADING AREA (LENGTH IN FEET)
- AM AND/OR PM PEAK RESTRICTED PARKING

BB	BICYCLE BUFFER TO INCLUDE REFLECTORS AND RAISED BLOCKS WITH 15' SPACING
NTOR	IMPLEMENT NO TURN ON RED
DLT	ADD DEDICATED LEFT TURN LANE
DRT	ADD DEDICATED RIGHT TURN LANE
HAWK	EVALUATE PEDESTRIAN CROSSING FOR HAWK INSTALLATION
IB	ADD INTERSECTION BICYCLE BOX
QB	ADD TWO–STAGE TURN QUEUE BOX
RIRO	DRIVEWAY CANDIDATE FOR RIGHT IN–RIGHT OUT
GE–1	PROPOSED INTERSECTION REALIGNMENT AT CONNECTICUT AVE AND 24TH ST (SHORTENS PEDESTRIAN CROSSING)
GE–2	PROPOSED CURB BUMP OUT (SHORTENS PEDESTRIAN CROSSING AND PREVENTS VEHICLES FROM PARKING IN CROSSWALK)
GE–3	PROPOSED INTERSECTION REALIGNMENT AT CONNECTICUT AVE AND NEBRASKA AVE (REMOVES SLIP LANE)

PX(#)
- PARKING
- E – EAST SIDE; W – WEST SIDE
- TOTAL NUMBER OF SPACES

PBL(#',#')
- PROTECTED BICYCLE LANE
- WIDTH (IN FEET) OF BIKE LANE
- WIDTH (IN FEET) OF BUFFER

CONCEPT FOR PUBLIC REVIEW

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NOTES:
1. EXISTING REVERSIBLE LANE SIGNS TO BE REMOVED IN PROPOSED CONDITION
2. CURBSIDE PARKING AND LOADING LOCATIONS ON CONNECTICUT AVE AND ADJACENT SIDE STREETS WILL BE MODIFIED AND REFINED BASED ON A DETAILED PARKING ANAYLSIS TO OCCUR IN COORDINATION WITH THE COMMUNITY AND ADJACENT PROPERTY OWNERS.
3. ON–STREET PARKING SPACES FOR PEOPLE WITH DISABILITIES WILL BE DESIGNATED IN ACCORDANCE WITH DDOT REQUIREMENTS DURING THE NEXT PHASE OF DESIGN
4. RECOMMEND SPEED LIMIT REDUCTION TO 25 MPH
5. PROHIBITING RIGHT TURNS ON RED WILL BE INVESTIGATED FOR ALL INTERSECTIONS
6. FINAL BUS STOP LOCATIONS WILL BE COORDINATED WITH WMATA, AND WILL BE EVALUATED FOR MODULAR DESIGN

A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

CONCEPTUAL ENGINEERING PLAN
CONNECTICUT AVENUE
CONCEPT C

40' 0 40' 80'
SCALE: 1"=40'

SHEET 11 OF 11
SCALE: 1" = 40'