

Technical Memorandum Update

Appendix 11

General Plans

Technical Memorandum Update

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Crystal City/Potomac Yard Transit Improvements Project – Section B

Appendix 11

GENERAL PLANS:

Alignment Layout & Typical Sections

(for Documented Categorical Exclusion)

March 2011

SHEET INDEX & KEY MAP

Alignment Layout:

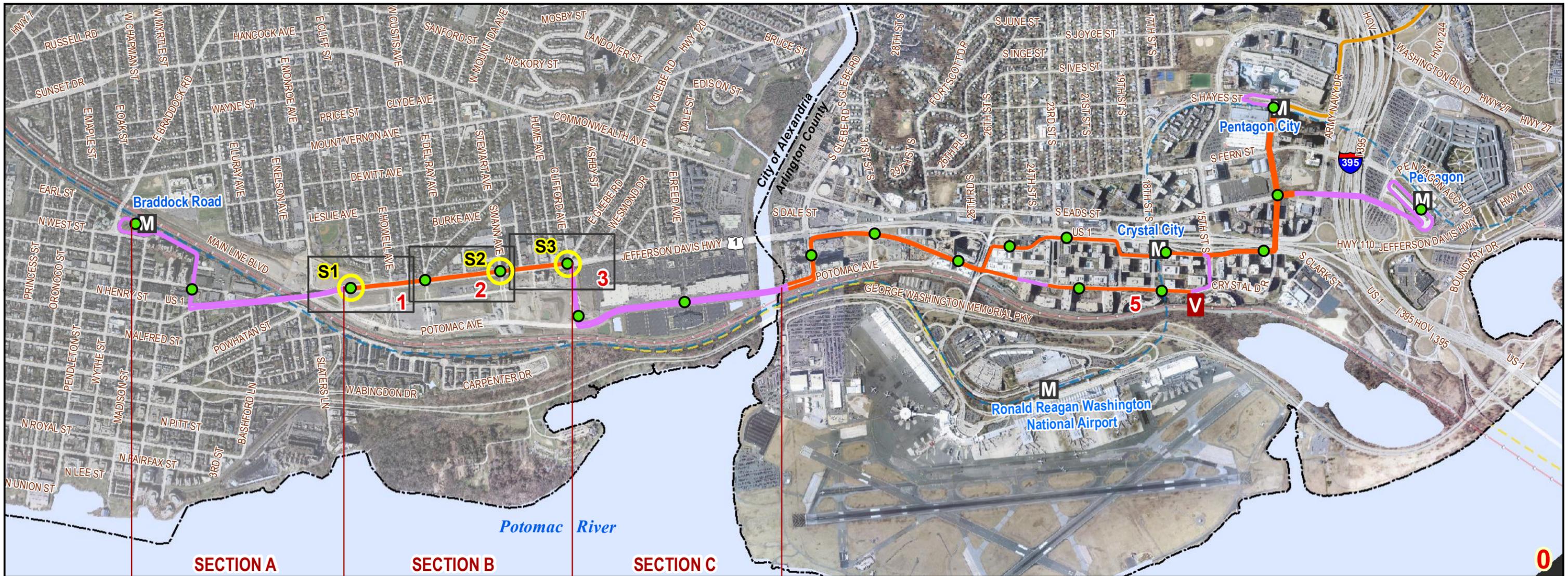
0. Sheet Index & Key Map
1. Section B (Route 1 at Potomac Avenue and Howell Avenue)
2. Section B (Route 1 at E Custis Avenue and Swann Avenue)
3. Section B (Route 1 at Calvert Avenue and E Glebe Road)

Intersection Plans and Typical Sections:

- S1. Route 1 and Potomac Avenue: Section B
- S2. Route 1 and Swann Avenue: Section B
- S3. Route 1 and E Glebe Road: Section B
- S4. Typical Station Stop Plan: Section B
- S5. Typical Station Stop Perspective View: Section B

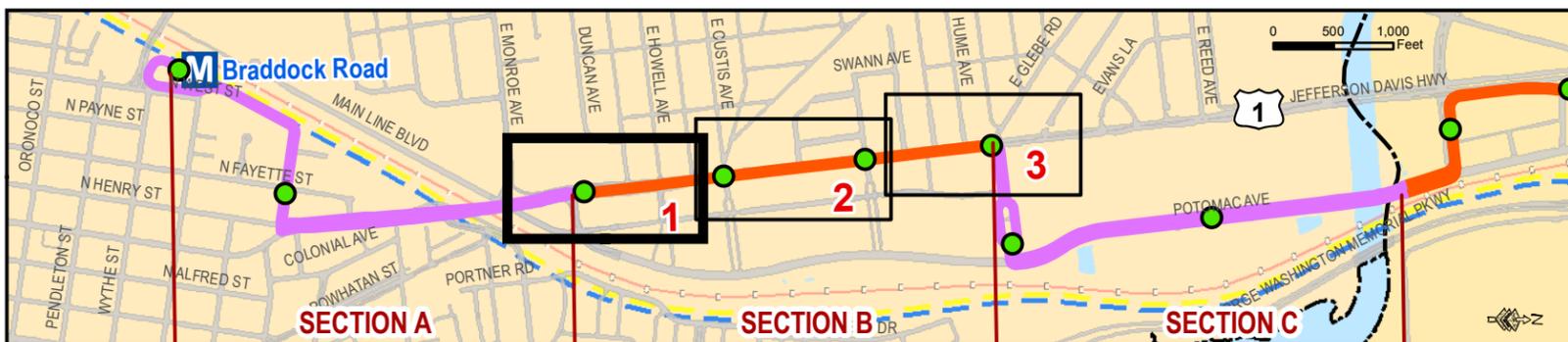
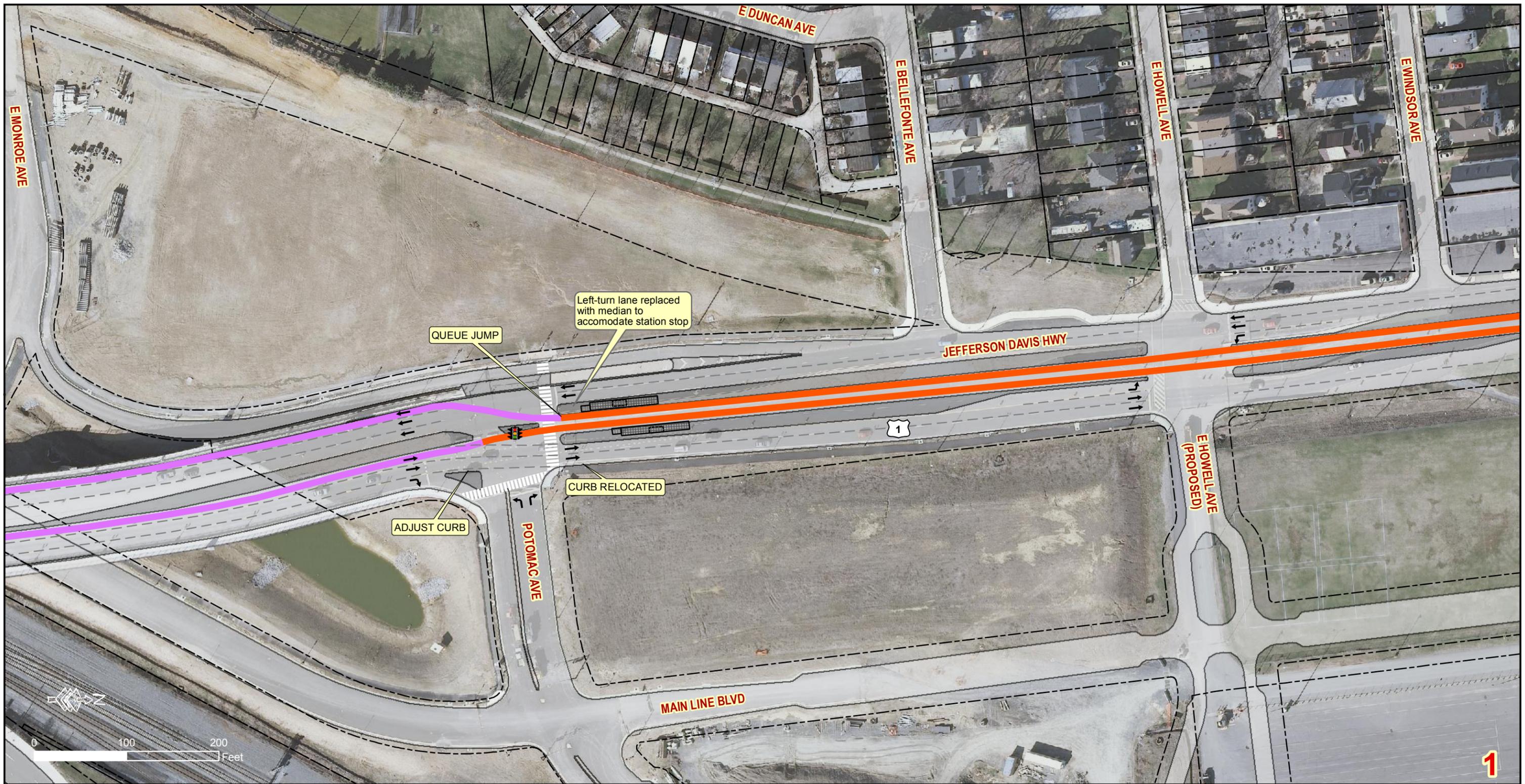
LEGEND

- Proposed Station Stop
- Metro Station
- Proposed Alignment
- Metrorail Blue Line
- Metrorail Yellow Line
- Exclusive Bus Lanes
- Transit Vehicles in Mixed Traffic
- VRE Station
- Columbia Pike Transit (Proposed)
- CSX Railroad
- 2 Alignment Layout Sheet Index
- S1 Intersection Plans & Typical Sections Sheet Index

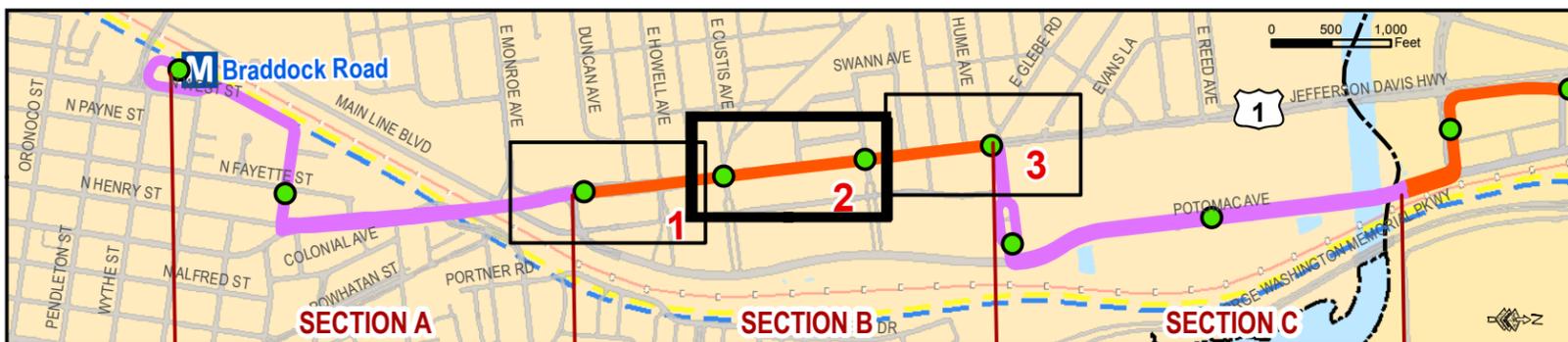
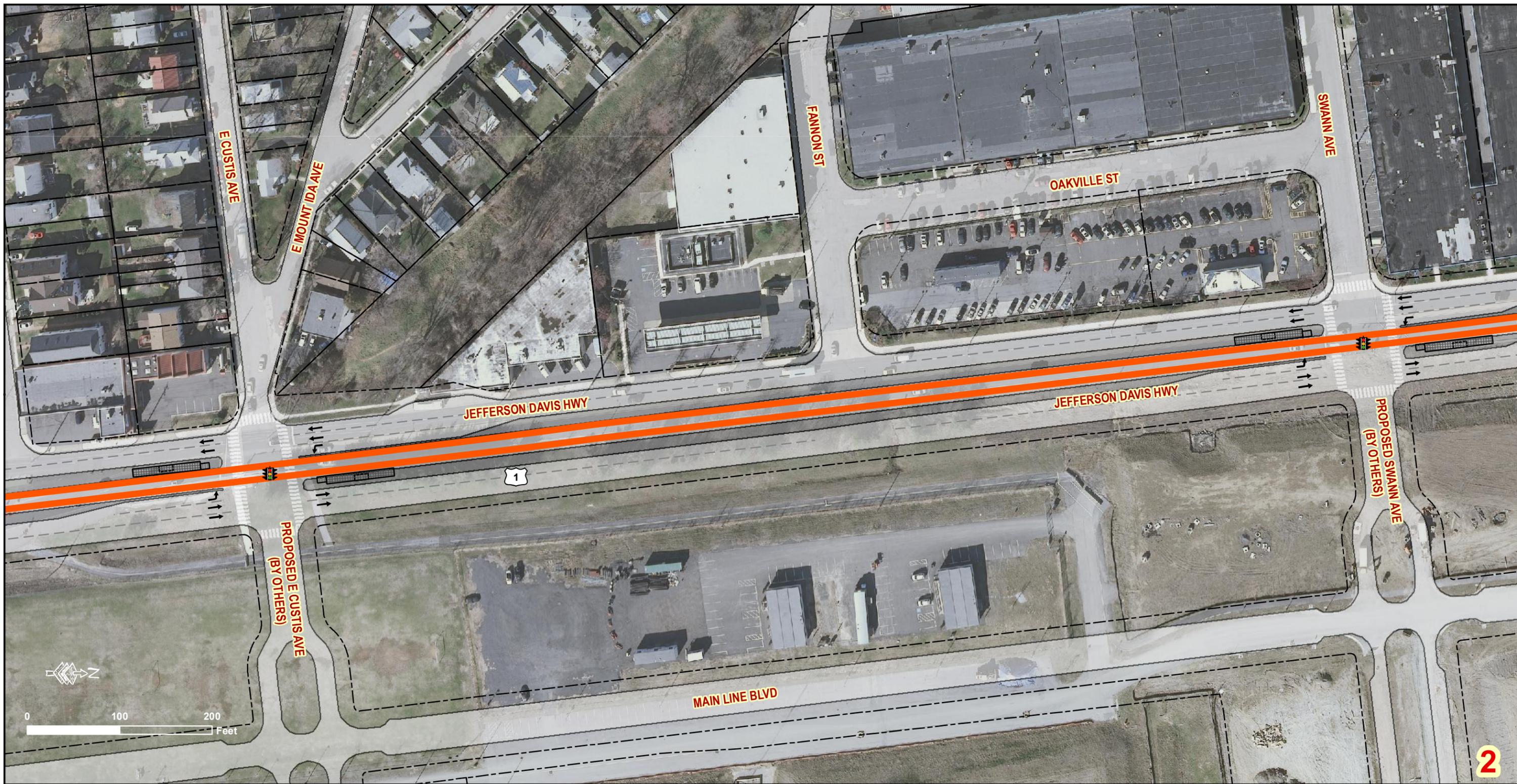


0 1,000 2,000 Feet

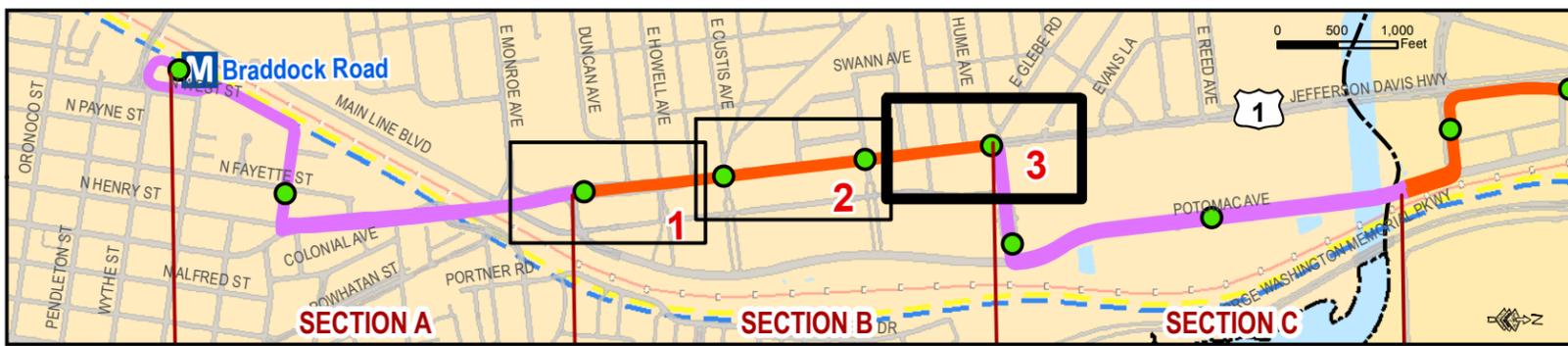




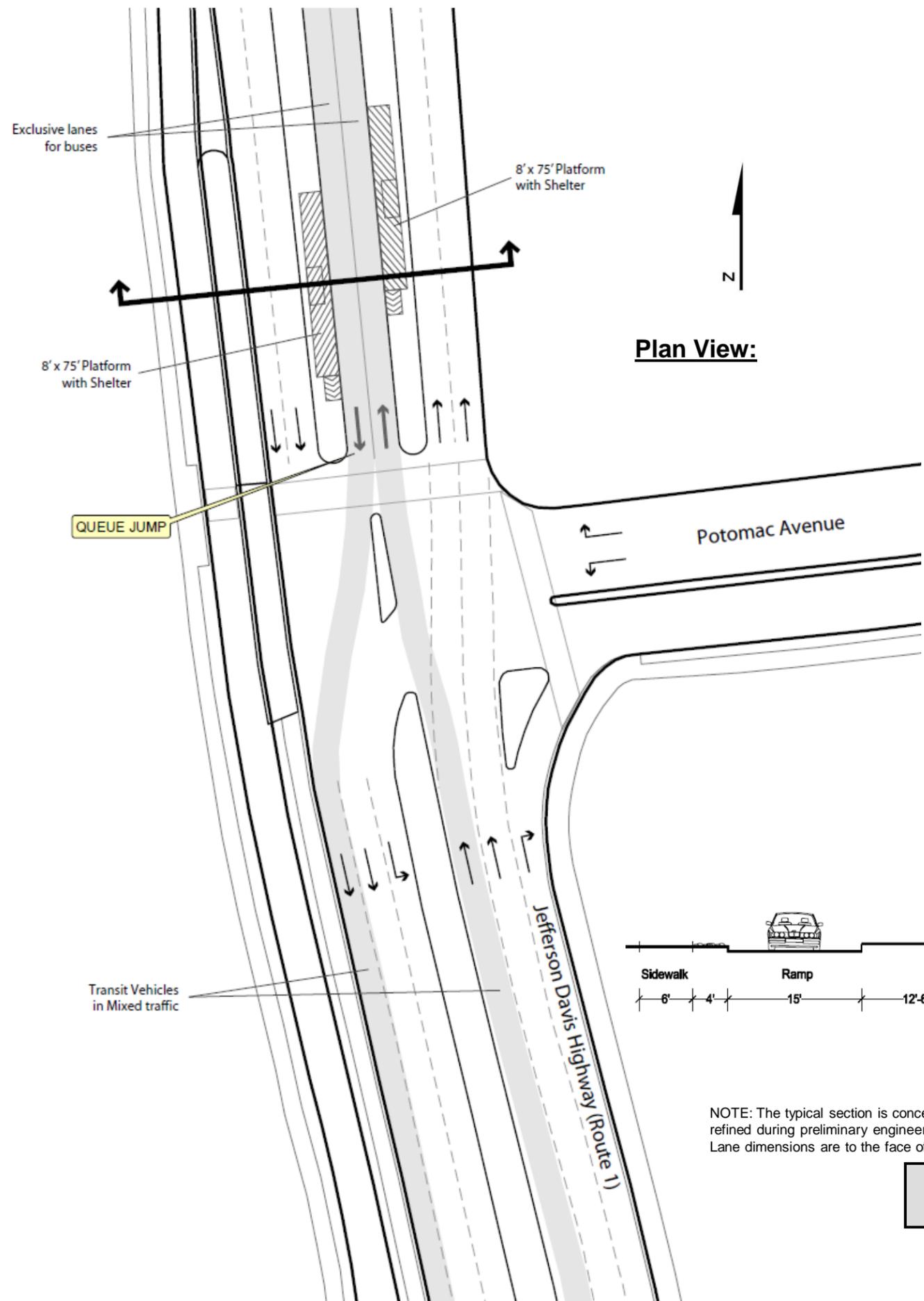
Metro Station	Parcel	Proposed Station Stop
Metrorail Blue Line		Proposed Alignment
Metrorail Yellow Line		Dedicated Lanes for Transit
CSX Railroad		Transit Vehicles in Mixed Traffic
Signalized Intersection		



Metro Station	Parcel	Proposed Station Stop
Metrorail Blue Line		Proposed Alignment
Metrorail Yellow Line		Dedicated Lanes for Transit
CSX Railroad		Transit Vehicles in Mixed Traffic
Signalized Intersection		



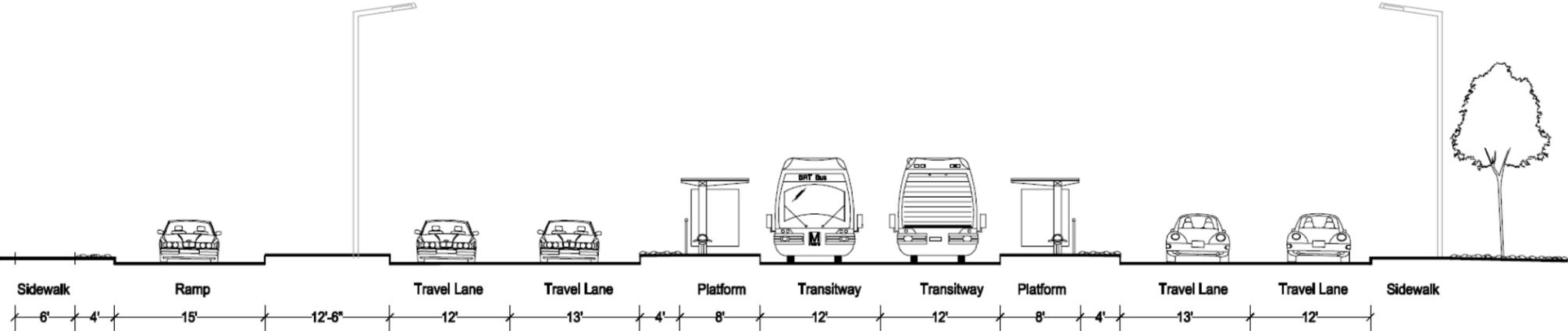
Metro Station	Parcel	Proposed Station Stop (Key Map)
Metrorail Blue Line		Proposed Station Stop
Metrorail Yellow Line		Proposed Alignment
VRE Railroad		Dedicated Lanes for Transit
Signalized Intersection		Transit Vehicles in Mixed Traffic



Plan View:

Notes:

1. A median busway along Route 1 (Jefferson Davis Hwy) would include two lanes dedicated for bus use and separated from vehicular traffic by landscaped median areas.
2. Passenger boarding areas would be located along the landscaped median, which would also provide pedestrian refuge areas at street crossings.



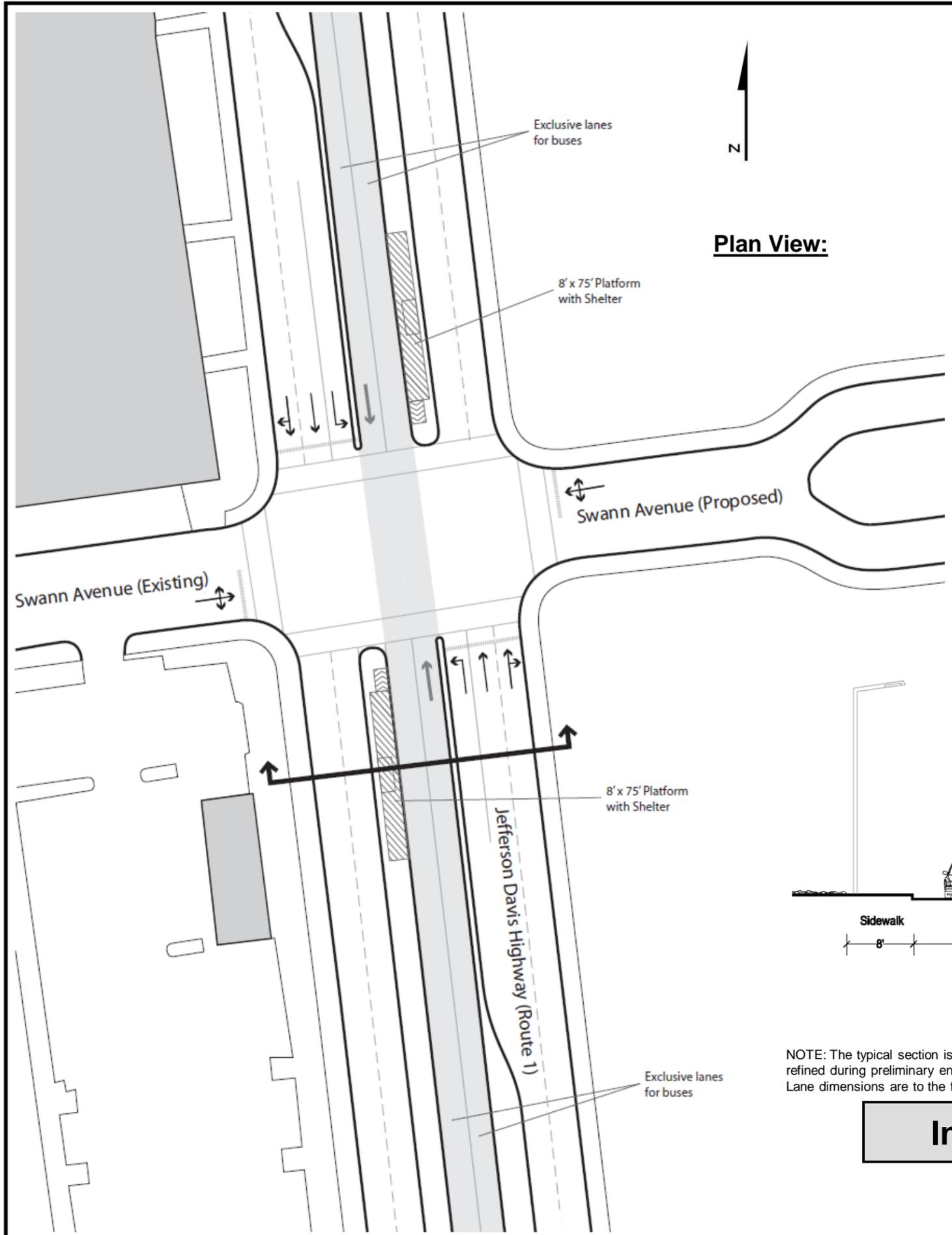
Section: Route 1 (Jefferson Davis Highway) at Potomac Avenue
(Not to Scale)

NOTE: The typical section is conceptual and will be refined during preliminary engineering and final design; Lane dimensions are to the face of curb .

S1

Intersection Plan and Typical Section: Route 1 at Potomac Avenue

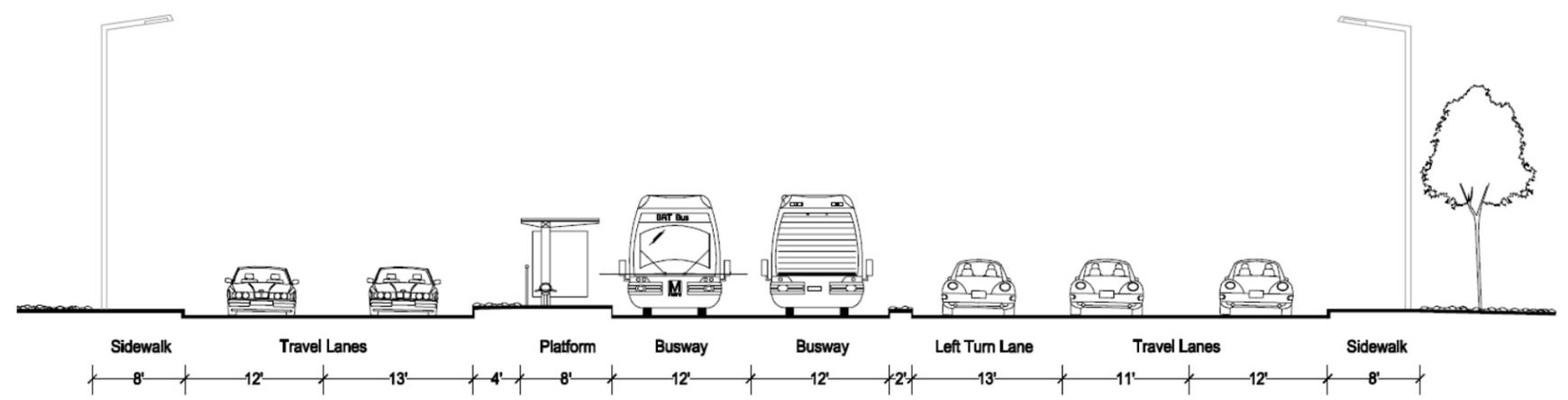




Plan View:

Notes:

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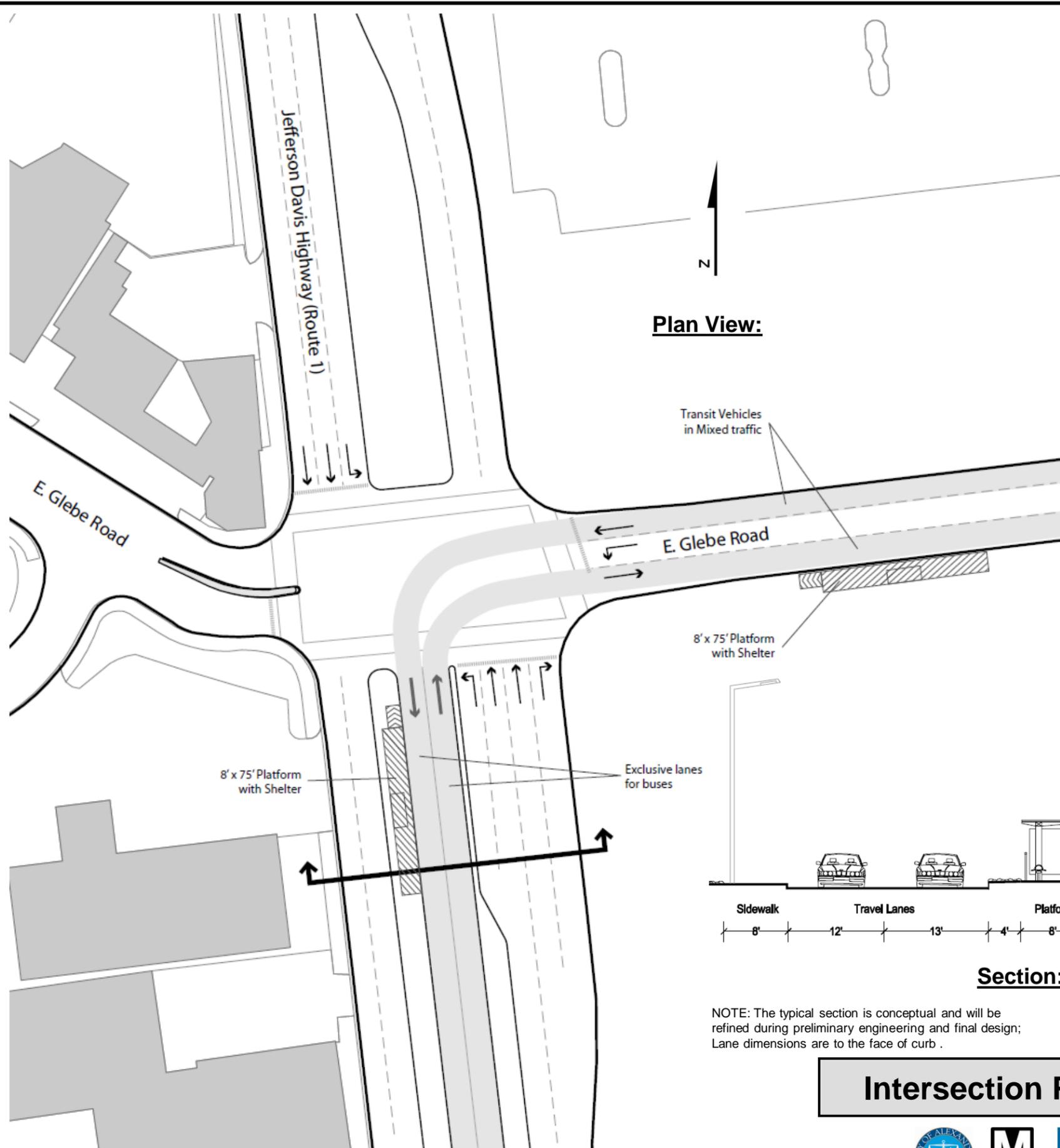
Section: Route 1 (Jefferson Davis Highway) at Swann Avenue
(Not to Scale)

NOTE: The typical section is conceptual and will be refined during preliminary engineering and final design; Lane dimensions are to the face of curb .

S2

Intersection Plan and Typical Section: Route 1 at Swann Ave

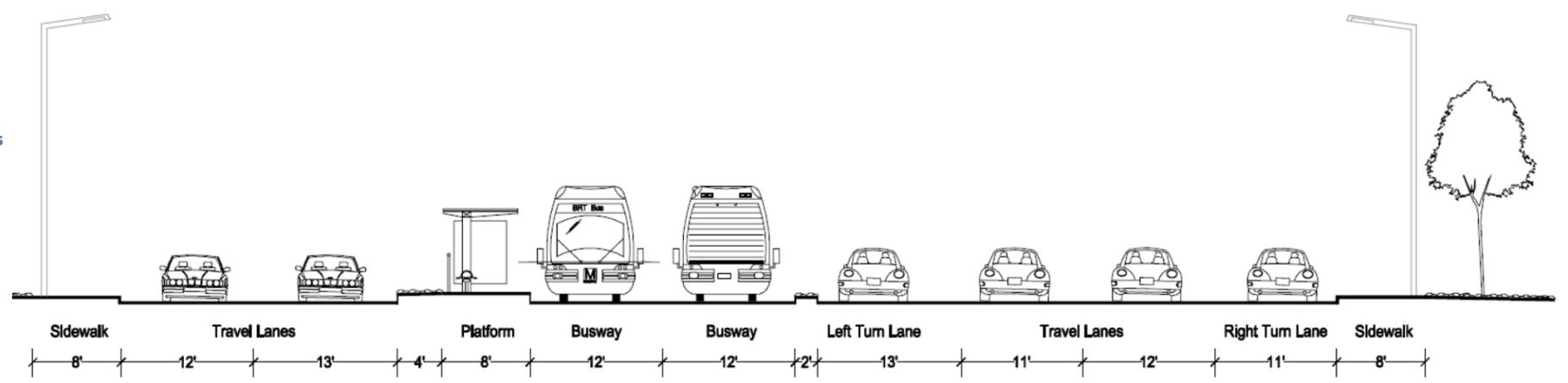




Notes:

1. A median busway along Route 1 (Jefferson Davis Hwy) would include two lanes dedicated for bus use and separated from vehicular traffic by landscaped median areas.
2. Passenger boarding areas would be located along the landscaped median, which would also provide pedestrian refuge areas at street crossings.

Plan View:



Section: Route 1 (Jefferson Davis Highway) at E Glebe Road

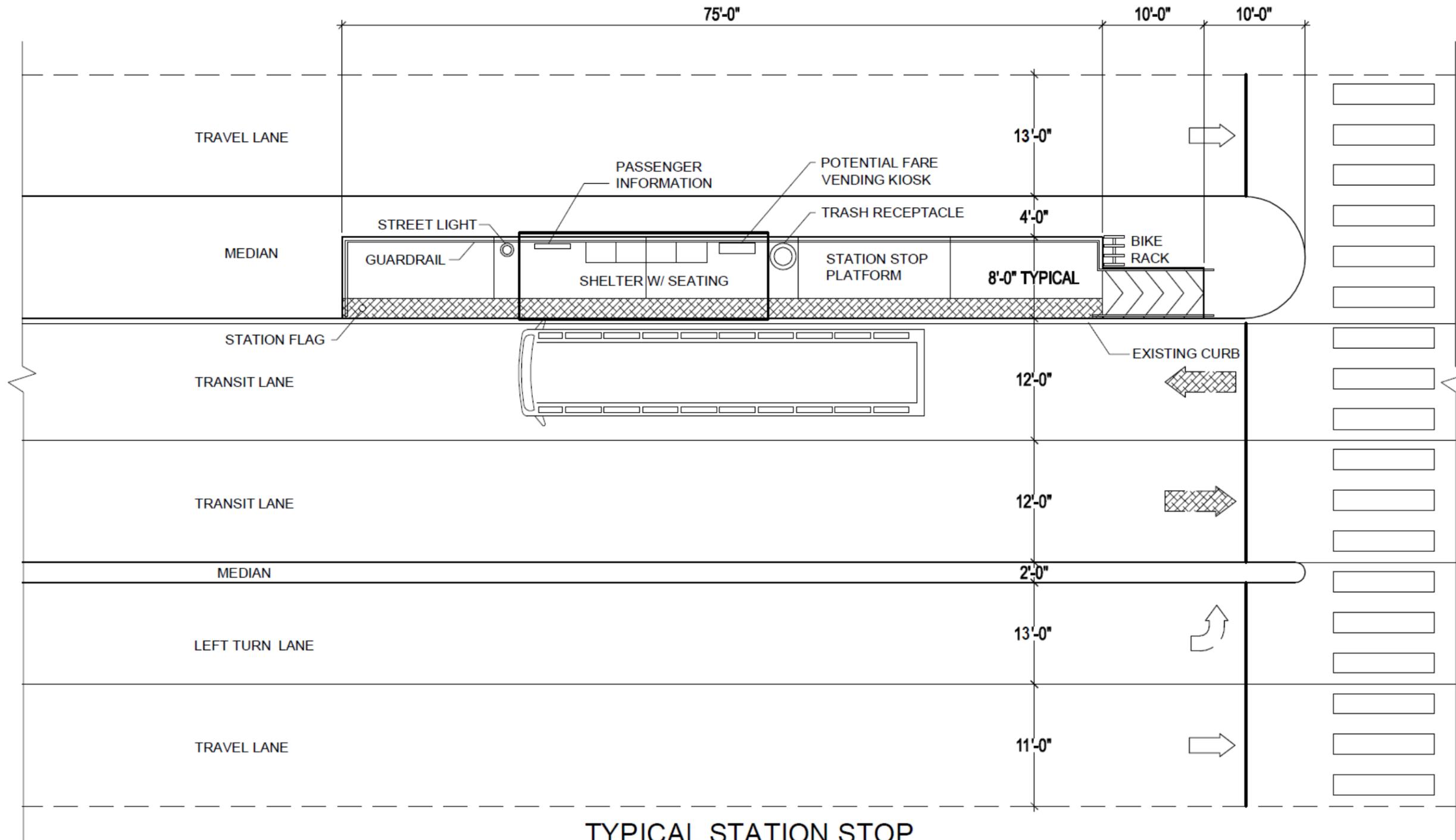
(Not to Scale)

NOTE: The typical section is conceptual and will be refined during preliminary engineering and final design; Lane dimensions are to the face of curb .

S3

Intersection Plan and Typical Section: Route 1 at E Glebe Road





TYPICAL STATION STOP CONFIGURATION

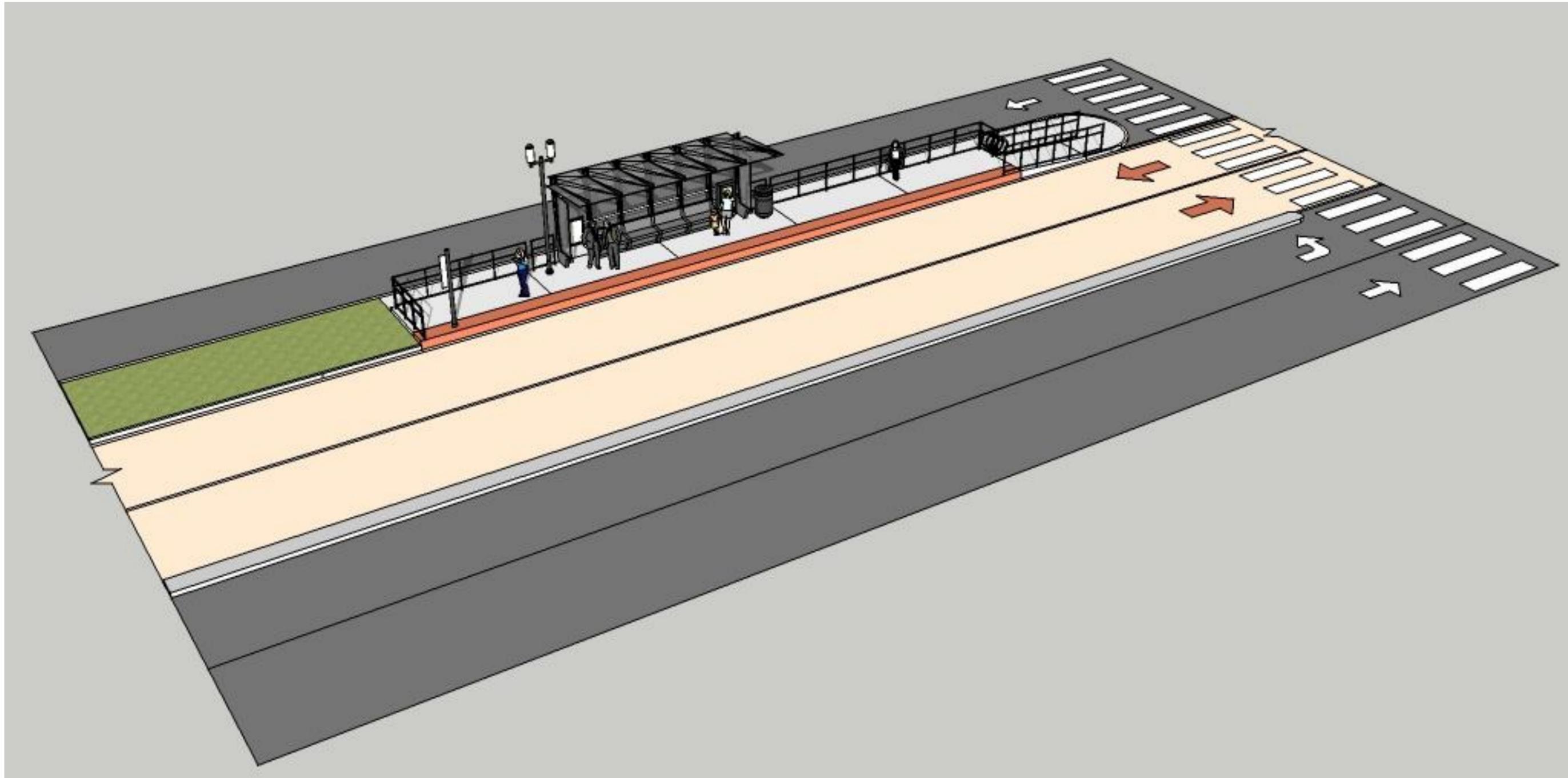
Not to Scale

S4

NOTE: The station stop site plan is conceptual and will be refined during preliminary engineering and final design ; Lane dimensions are to the face of curb .

Typical Station Stop: PLAN





NOTE: The perspective view is conceptual and will be refined during preliminary engineering and final design

S5

Typical Station Stop: PERSPECTIVE VIEW

