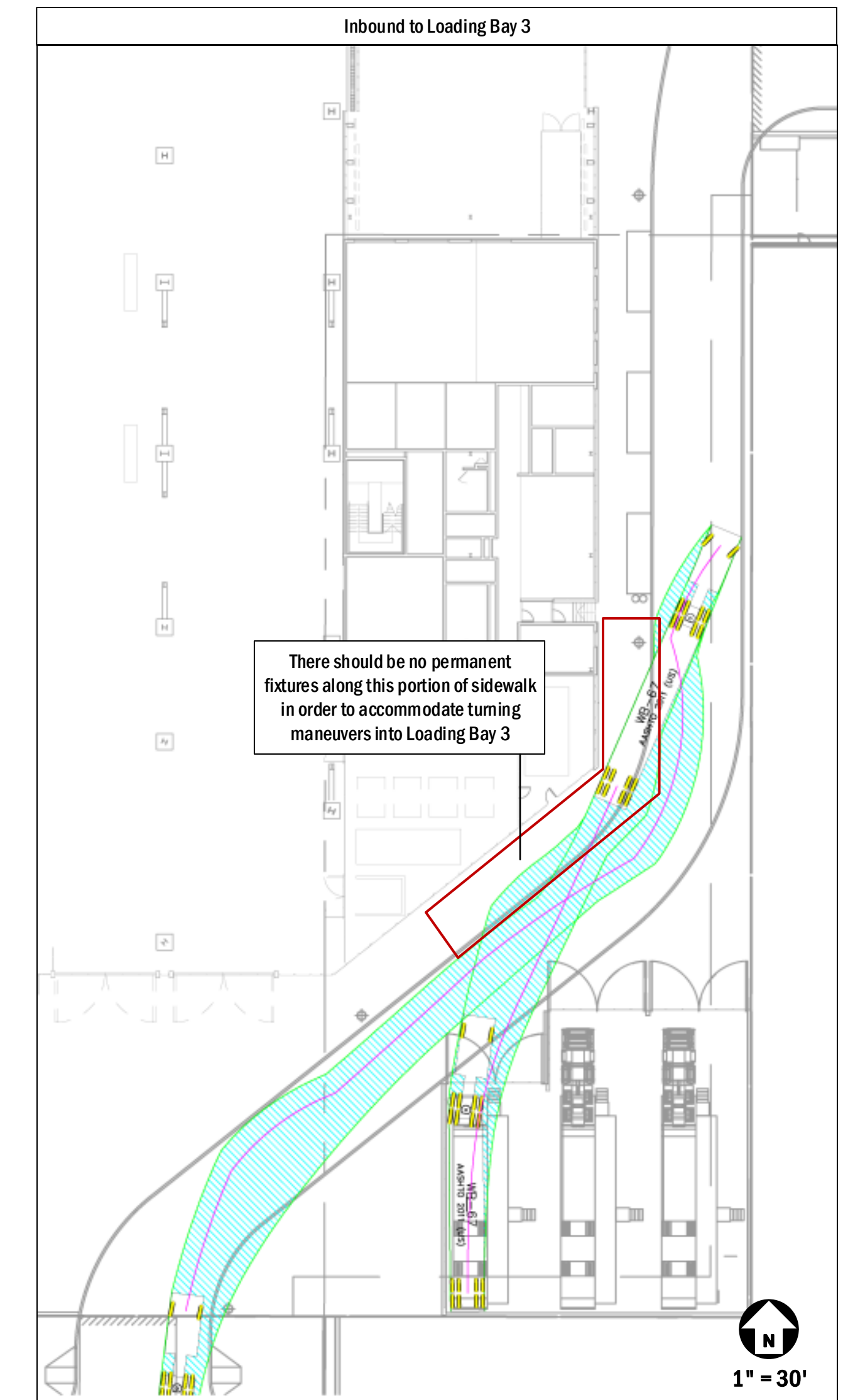
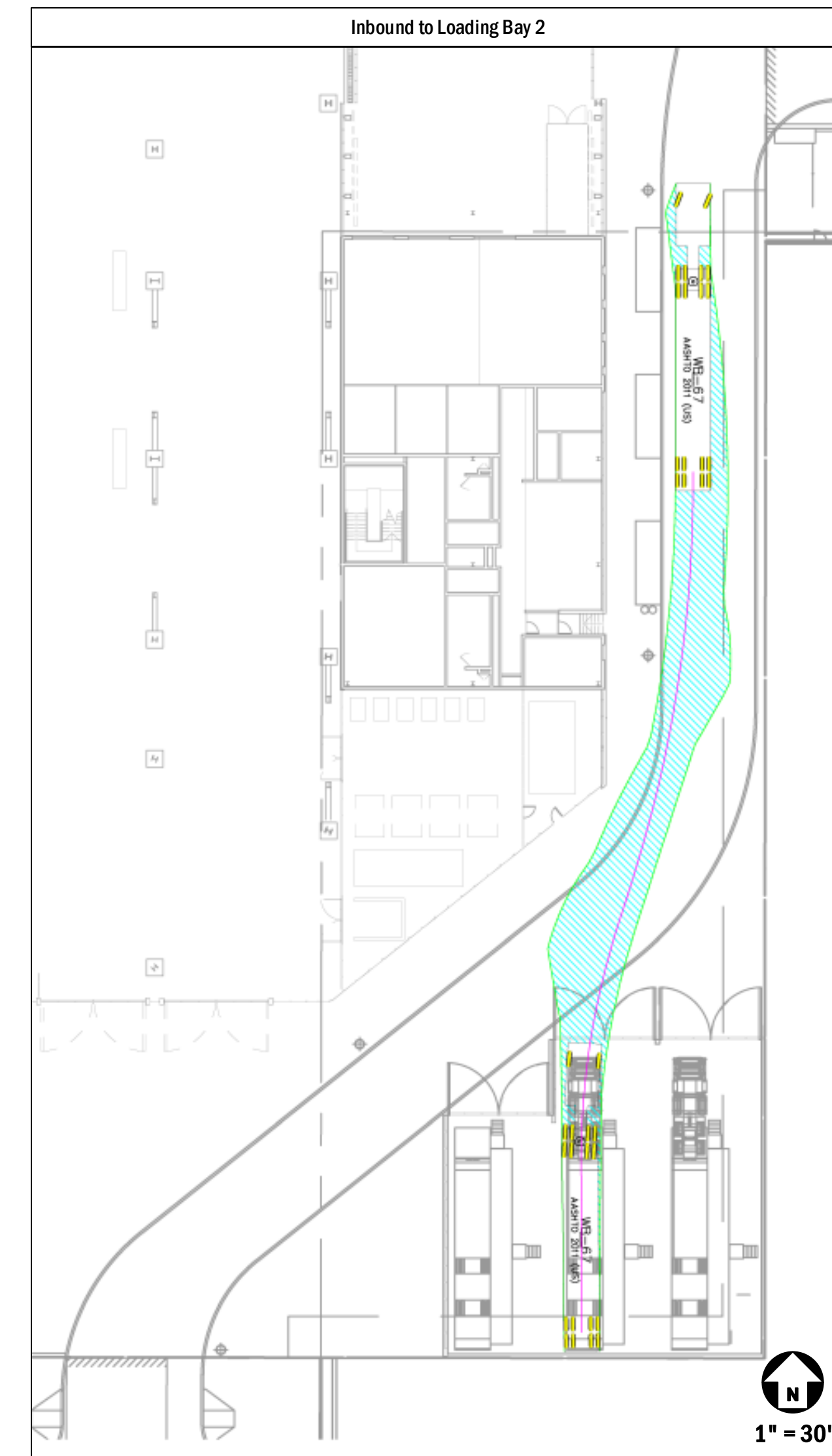
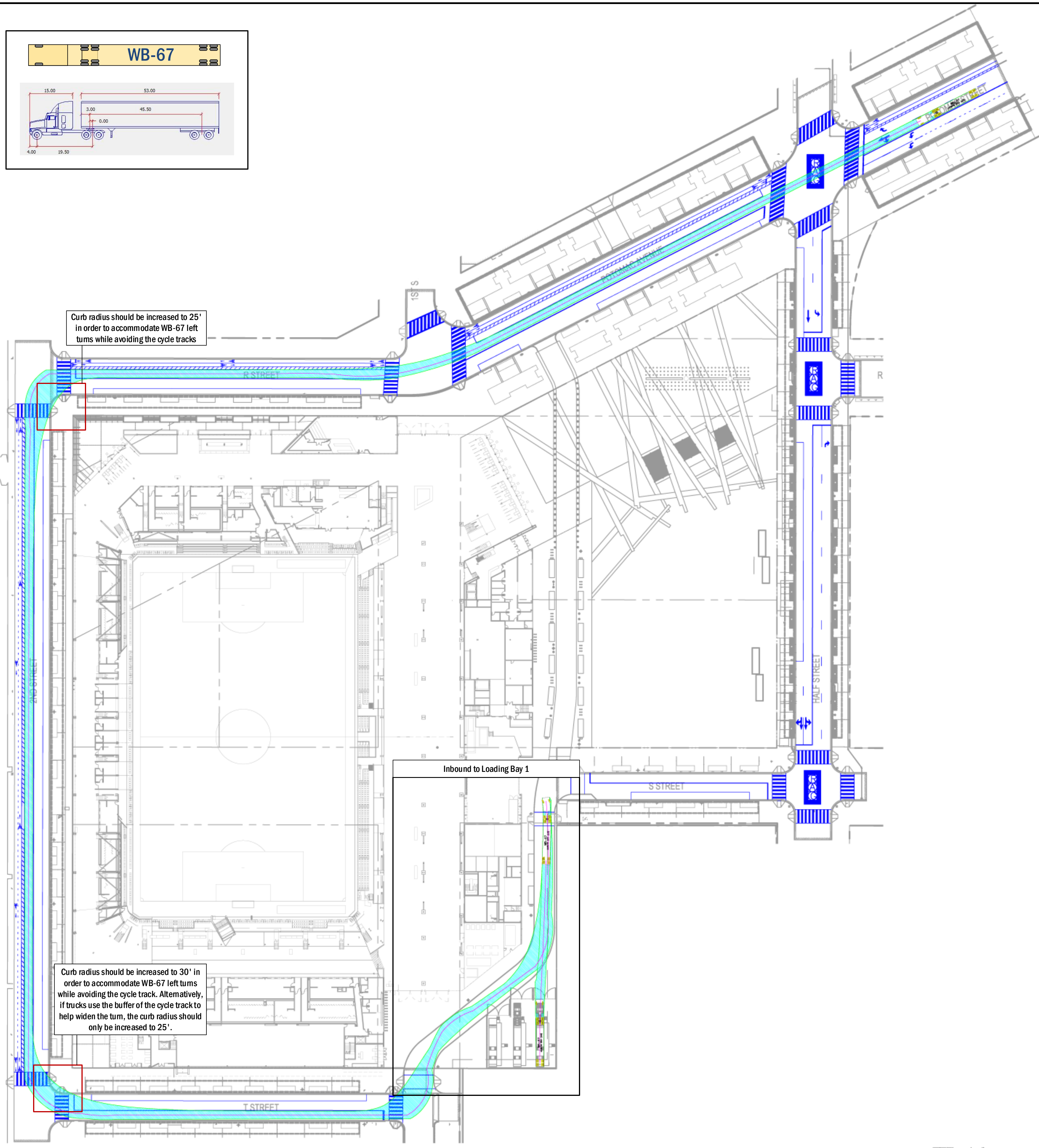
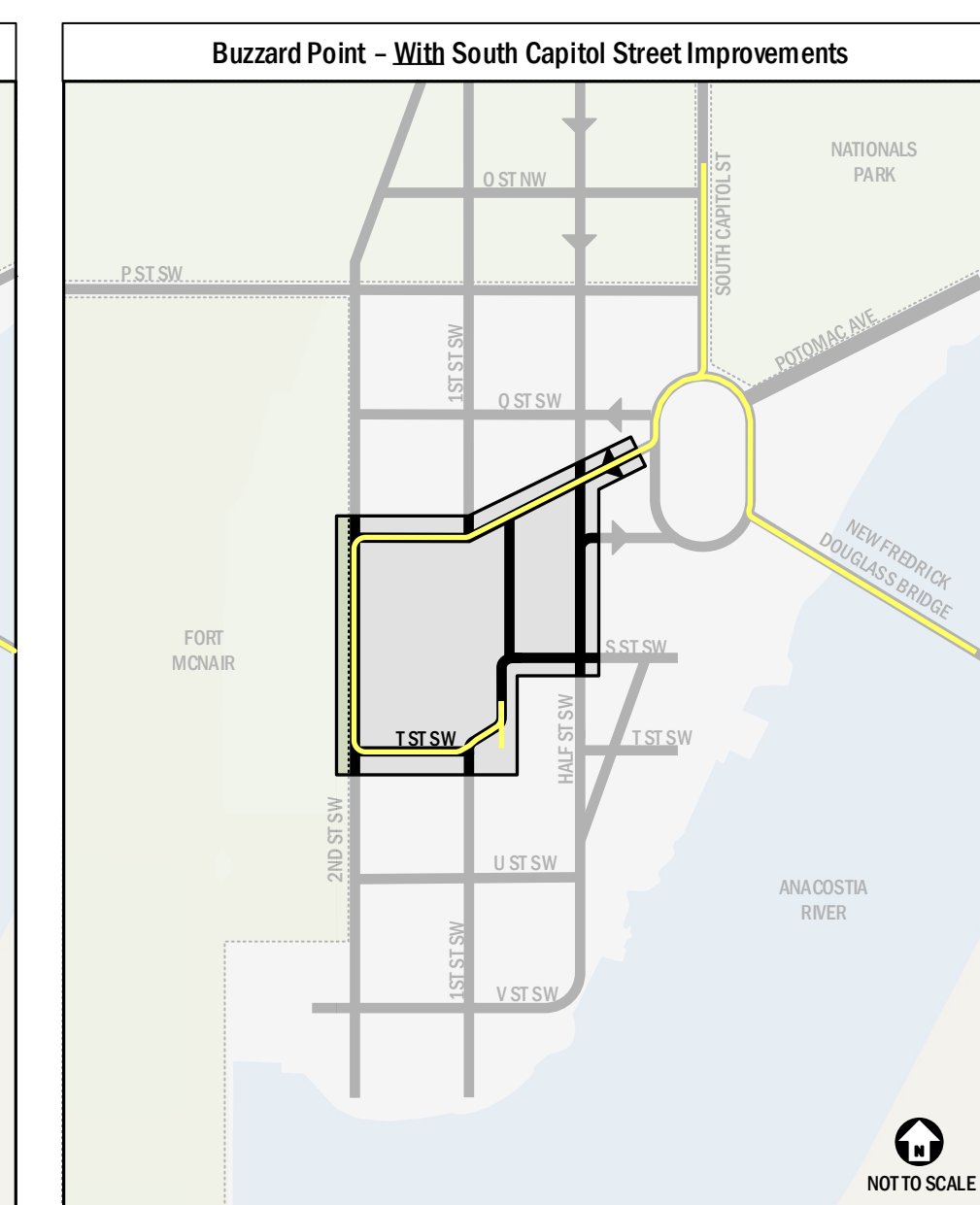
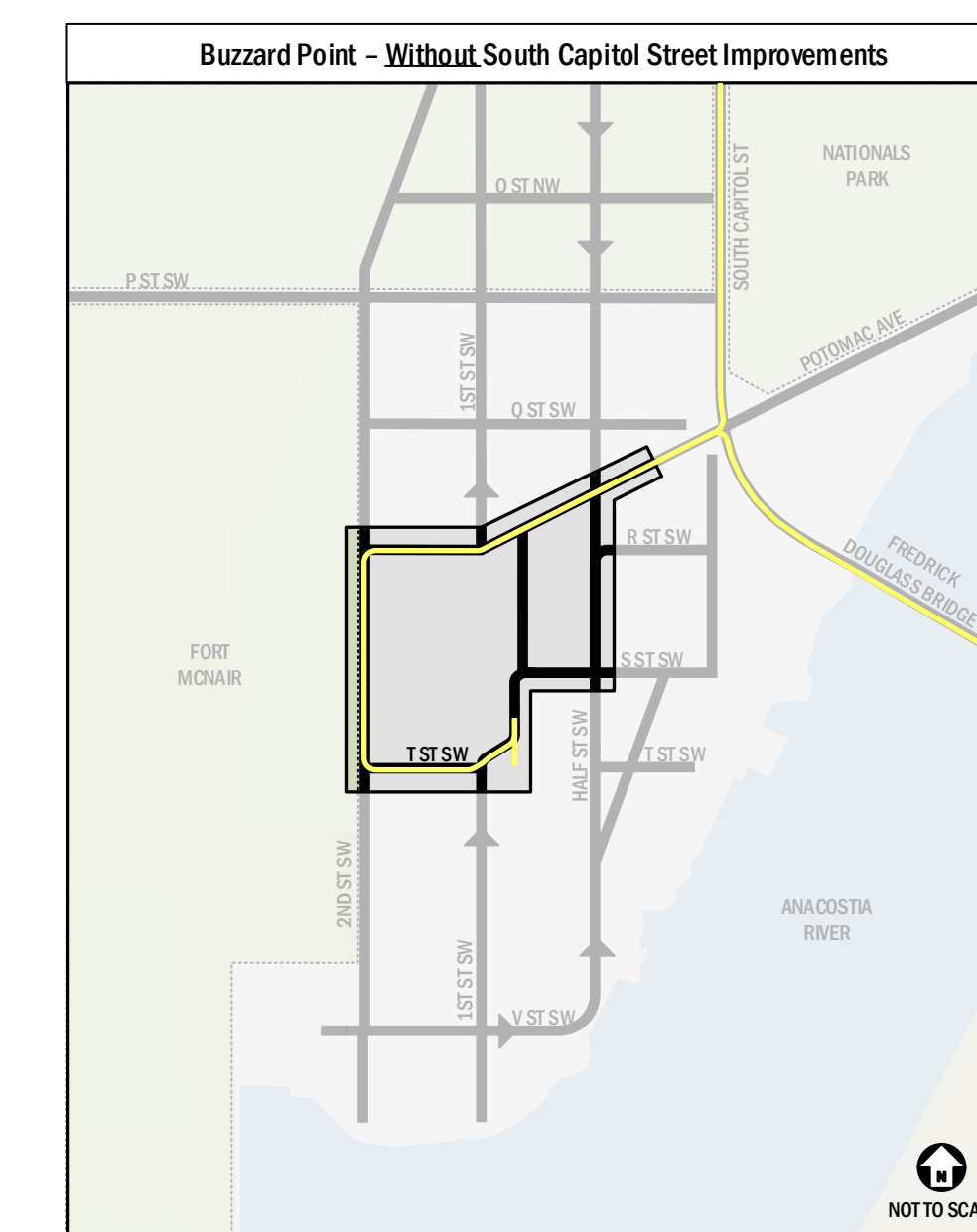


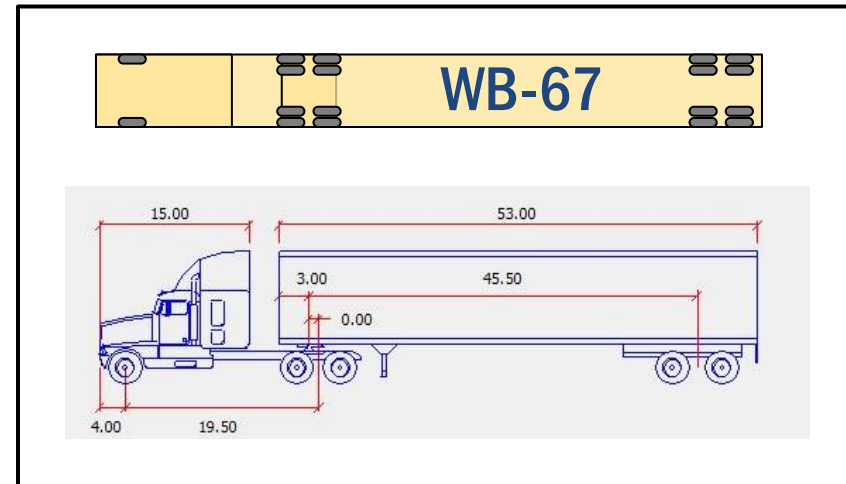
Curb radius should be increased to 25' in order to accommodate WB-67 left turns while avoiding the cycle tracks



Curb radius should be increased to 30' in order to accommodate WB-67 left turns while avoiding the cycle track. Alternatively, if trucks use the buffer of the cycle track to help widen the turn, the curb radius should only be increased to 25'.



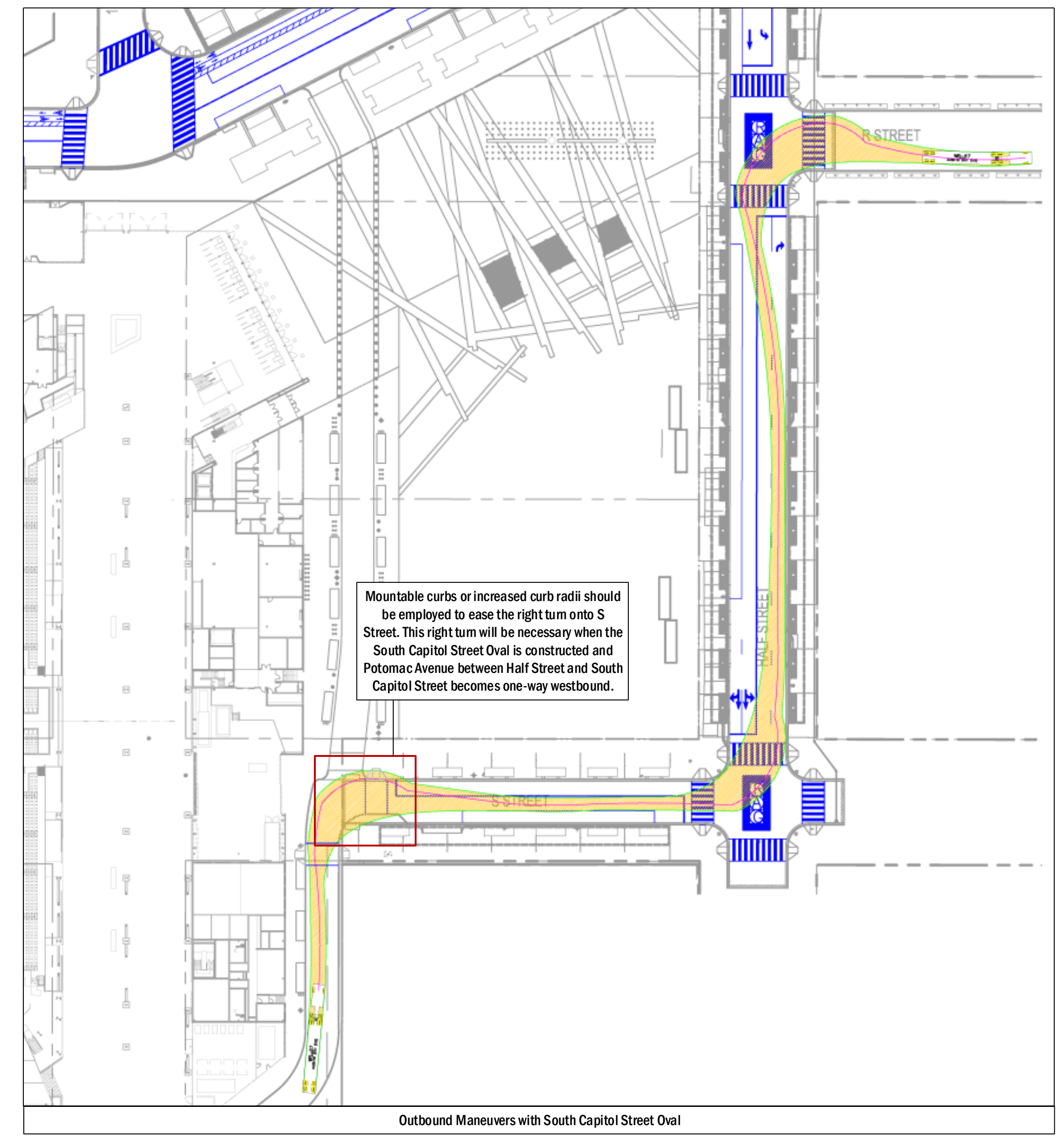
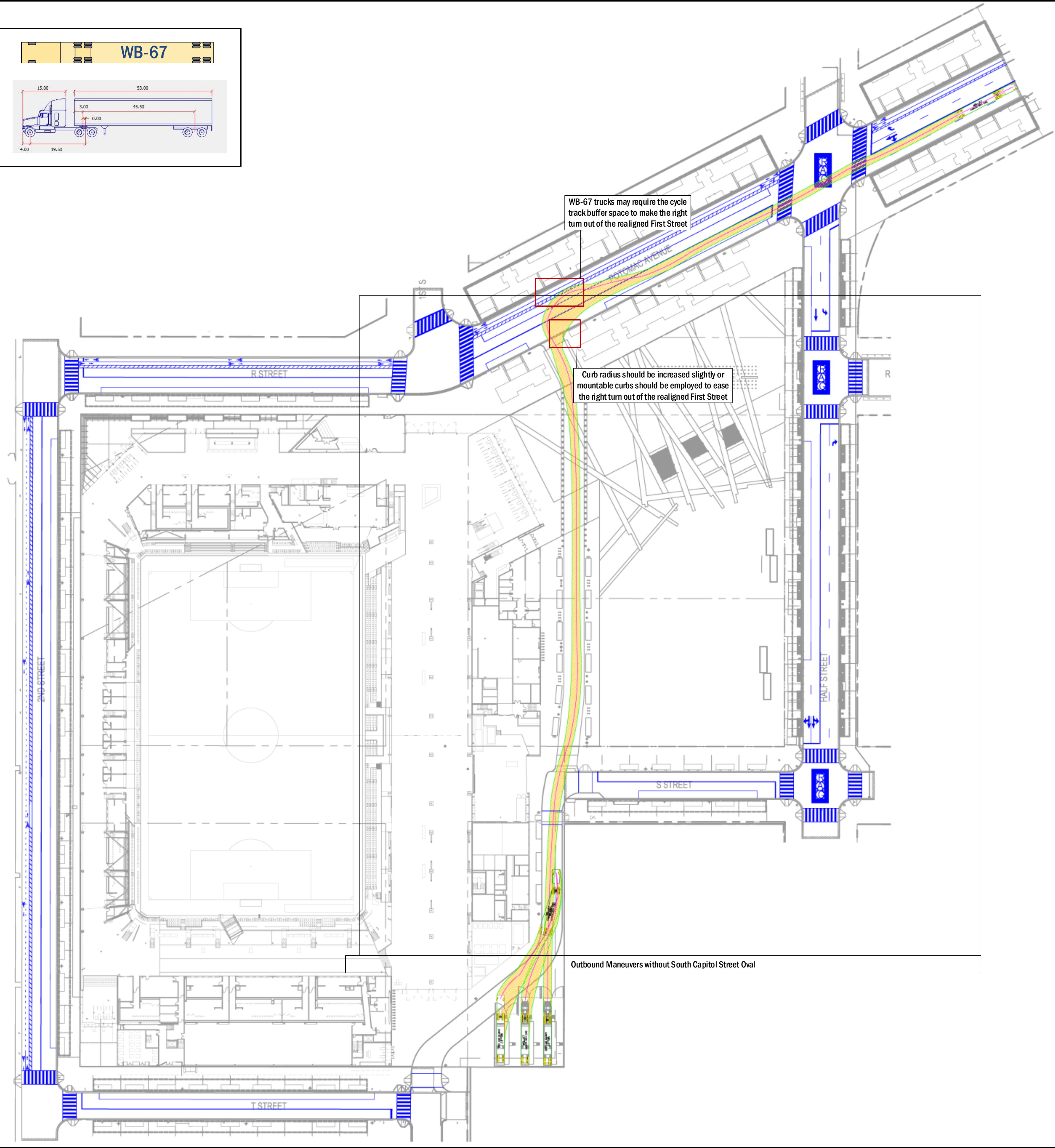




WB-67 trucks may require the cycle track buffer space to make the right turn out of the realigned First Street

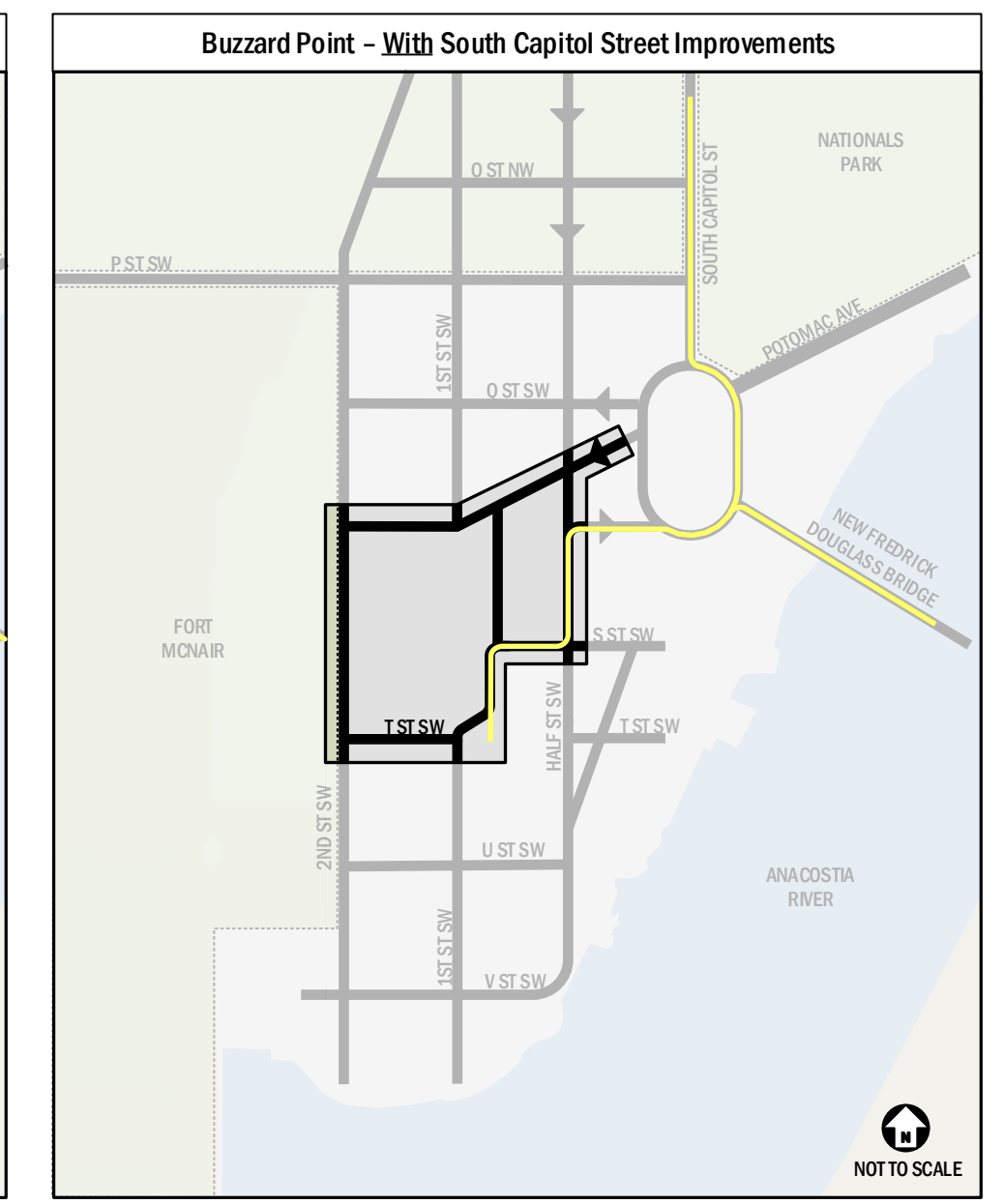
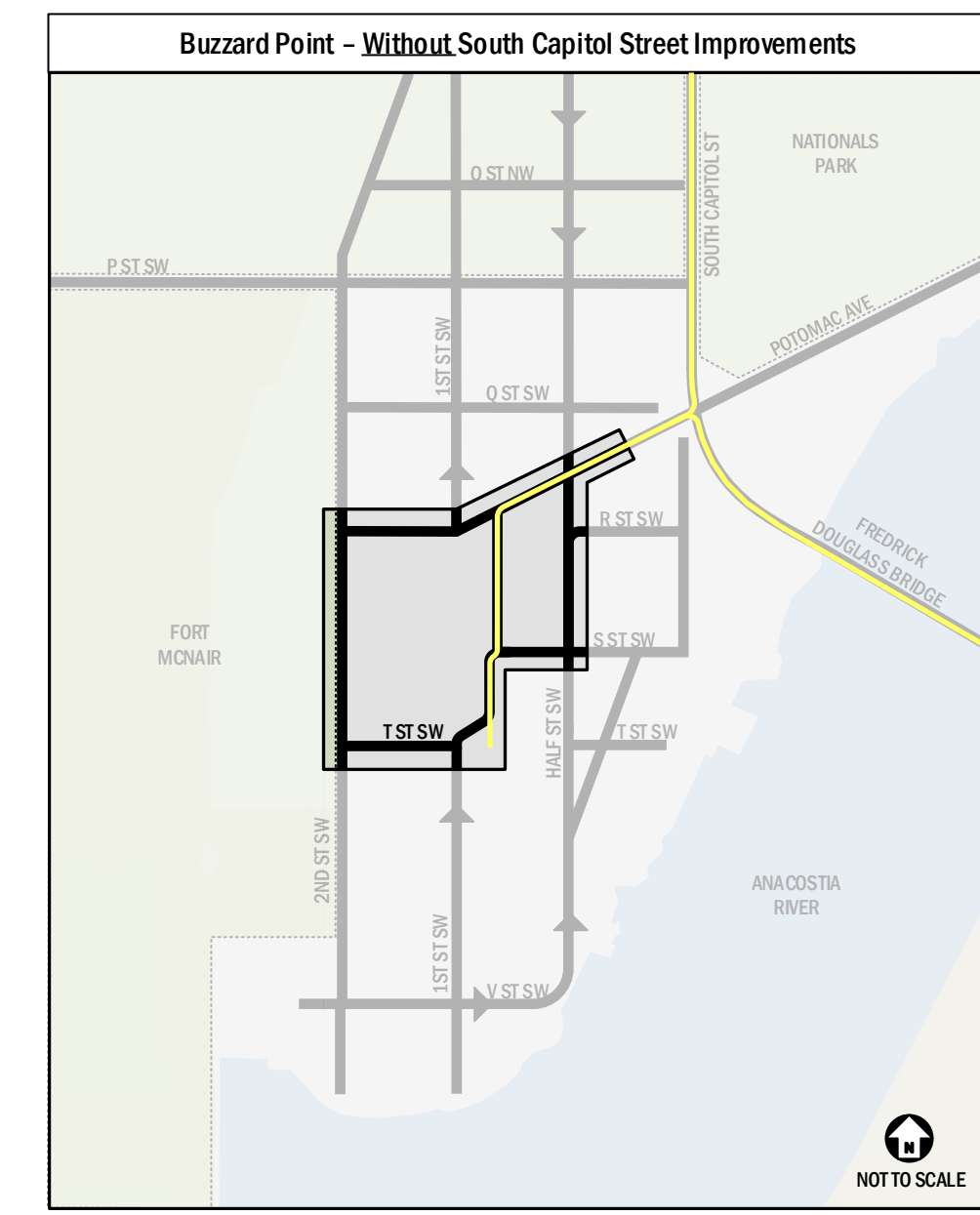
Curb radius should be increased slightly or mountable curbs should be employed to ease the right turn out of the realigned First Street

Outbound Maneuvers without South Capitol Street Oval

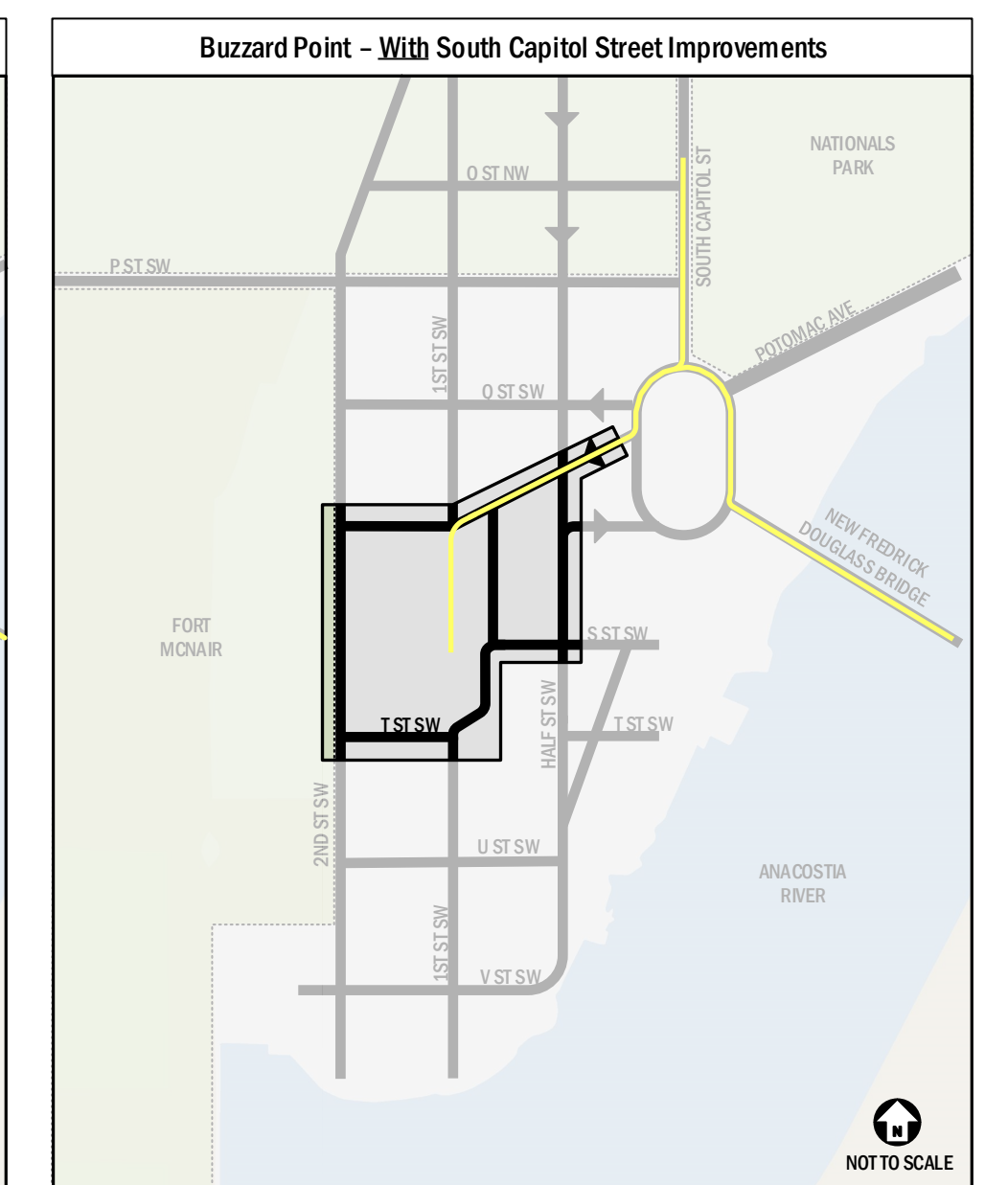
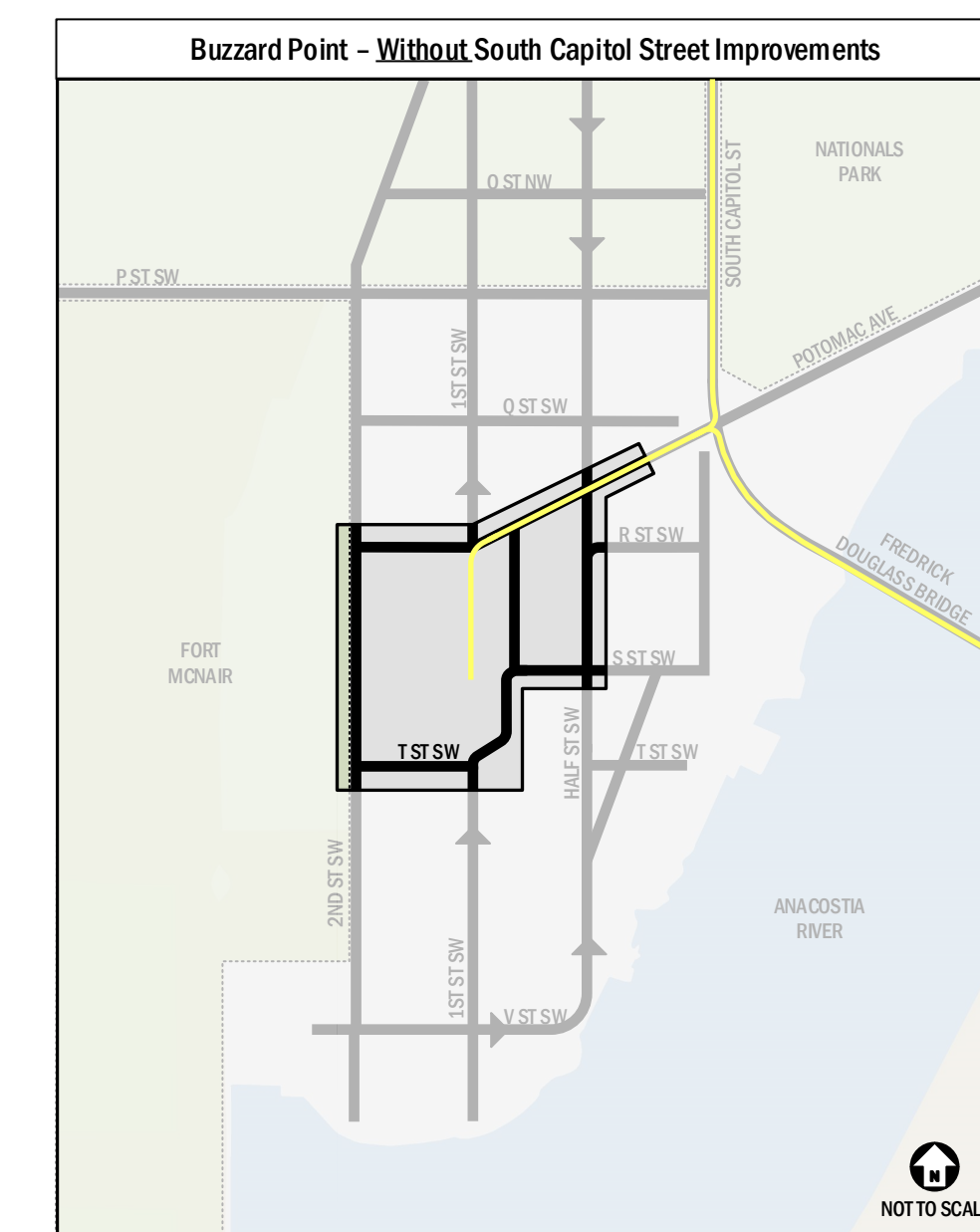
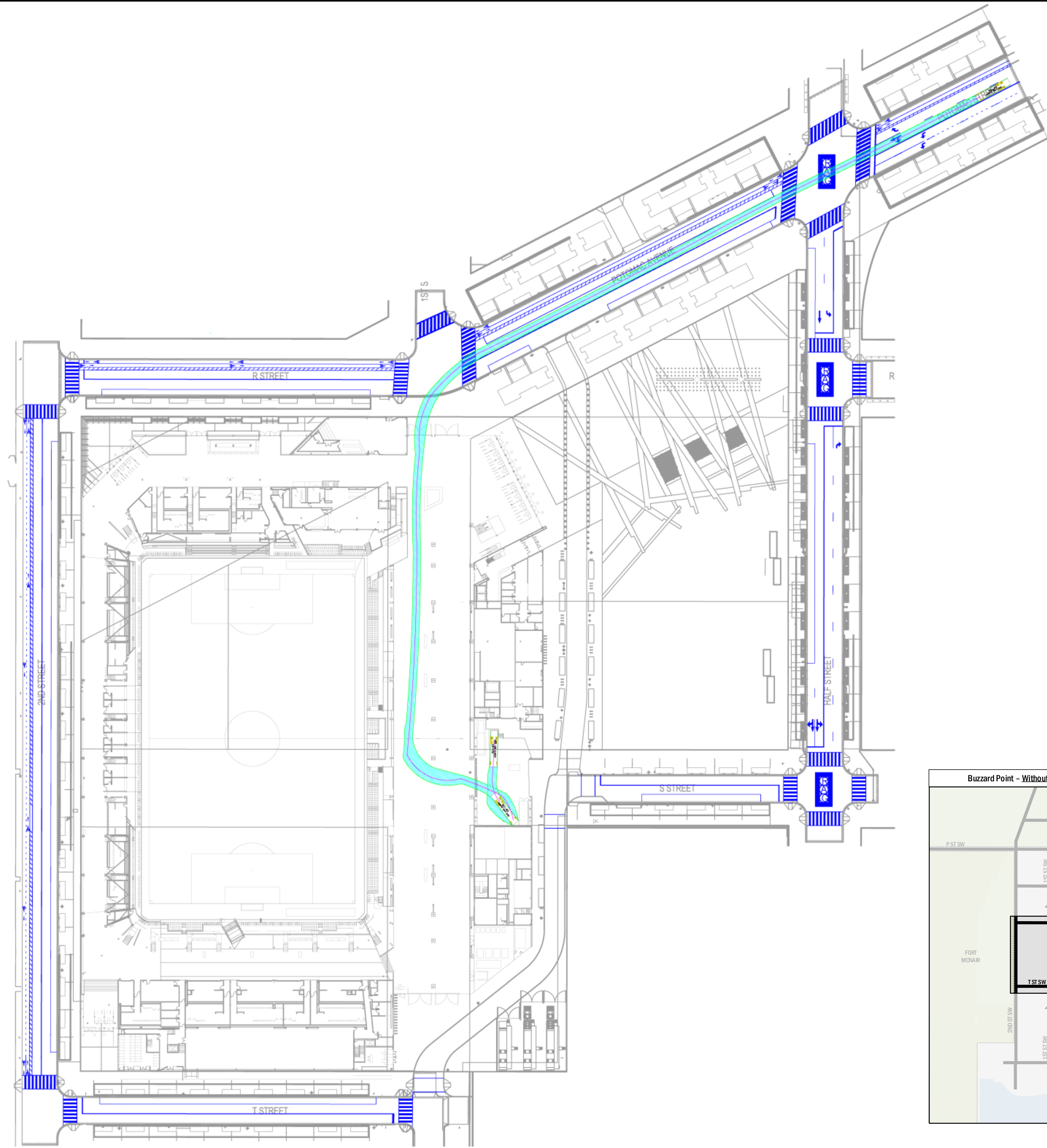
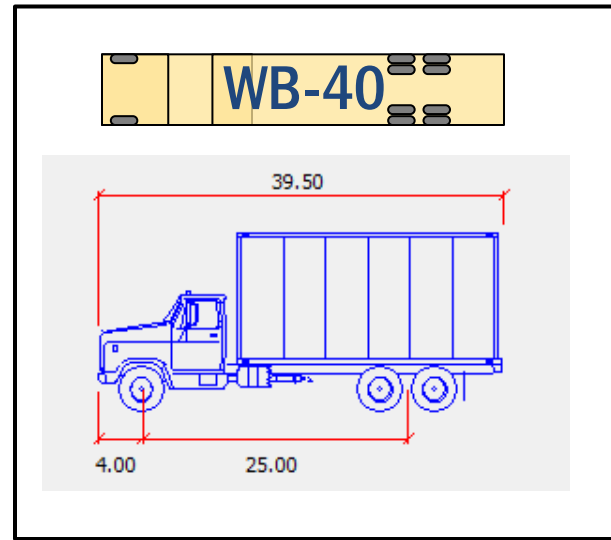


Mountable curbs or increased curb radii should be employed to ease the right turn onto S Street. This right turn will be necessary when the South Capitol Street Oval is constructed and Potomac Avenue between Half Street and South Capitol Street becomes one-way westbound.

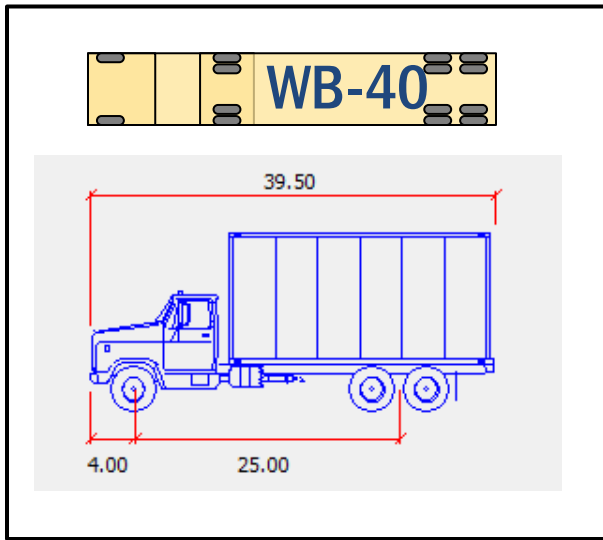
Outbound Maneuvers with South Capitol Street Oval



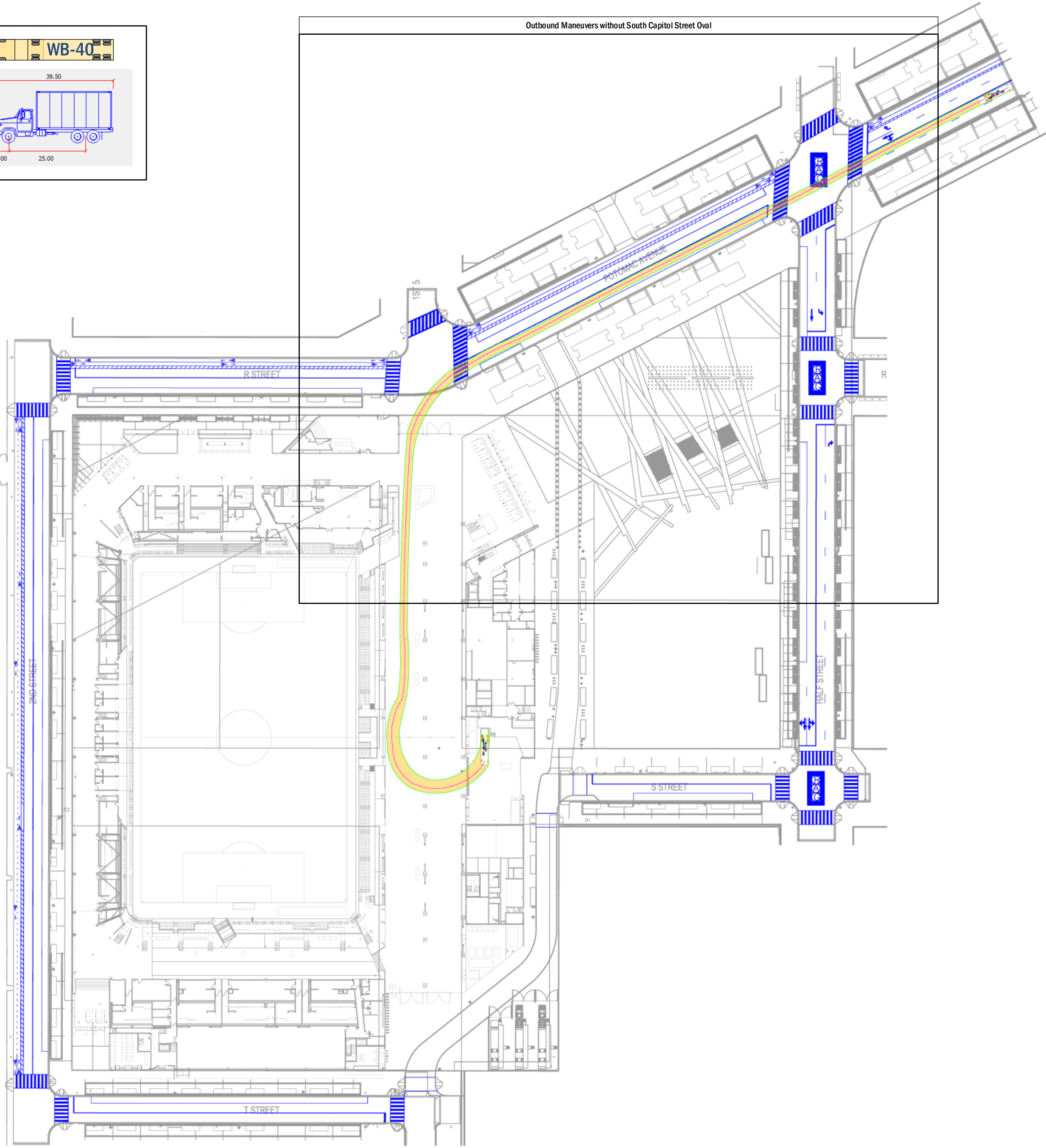








Outbound Maneuvers without South Capitol Street Oval



Outbound Maneuvers with South Capitol Street Oval

