

TECHNICAL MEMORANDUM

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From: Jim Watson, PTP
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Date: September 4, 2015

Subject: Michigan Avenue & Irving Street Hotel & Conference Center Conceptual Design Summary

INTRODUCTION

This memorandum presents a summary of the various elements related to the proposed Irving Street entrance and the proposed reconfiguration of the intersection of Michigan Avenue and Irving Street. These design elements were identified in the traffic study supporting the proposed development and have been updated with more details related to the geometric design requirements of the proposed improvements. Figure 1 presents the existing roadway conditions in the vicinity of the proposed development site at the intersection of Michigan Avenue NE and Irving Street NE.

IRVING STREET ENTRANCE

As previously identified in our December 2008 Traffic Impact Study, the proposed driveway on Irving Street consists of providing full access into this proposed development. In order to achieve this objective, we propose to perform the following tasks, as annotated on Figure 2, to modify the existing roadway configuration:

- The off-ramp from North Capitol Street to eastbound Irving Street would be modified to create a yield condition as it approaches Irving Street. This condition provides clear sight lines in excess of 400 feet to the cloverleaf, grade-separated ramp system to the west of this proposed yield condition.
- The existing median extending across from the existing Irving Street driveway would be broken to allow for left turns into and out of the proposed Irving Street driveway at a new traffic signal that would be constructed. This median would be reconstructed to allow for a left-turn lane into the site and to transition the westbound cross-section of Irving Street to a full 3-lane cross-section west of the proposed median break.
- The appropriate crosswalks, stop bars, regulatory signs, traffic signal hardware, and ADA ramps would be installed to support this design improvement.
- A bus stop would be created to allow for buses to stop along the eastbound side of Irving Street.

- In order to facilitate the westbound Irving Street approach to the proposed Irving Street driveway, it is proposed that the cross-section of Irving Street be reduced from 3 lanes to two lanes. As a point of reference, the existing condition consists of only two lanes from Michigan Avenue that feeds into the 3-lane westbound cross-section of Irving Street. The proposed measure of reducing the westbound Irving Street cross-section at Michigan Avenue would reduce driver confusion and weaving as two lanes on Michigan Avenue would feed the proposed cross-section of two westbound lanes onto Irving Street.

RECONFIGURATION OF THE MICHIGAN AVENUE & IRVING STREET INTERSECTION

Similarly, the proposed reconfiguration of the intersection of Michigan Avenue and Irving Street, which is also annotated on Figure 2, would consist of the following elements:

- The eastbound approach of Irving Street would be straightened out so that all three lanes would intersect Michigan Avenue at 90 degrees.
- The appropriate crosswalks, stop bars, regulatory signs, traffic signal hardware, and ADA ramps would be installed to support this design improvement. A crosswalk across Michigan Avenue east of this new intersection is planned to facilitate the circulation of the double left-turn lanes that feed the eastbound approach of Michigan Avenue.
- The existing traffic signal would be modified to relocate the necessary traffic signal equipment to accommodate the proposed curb changes.

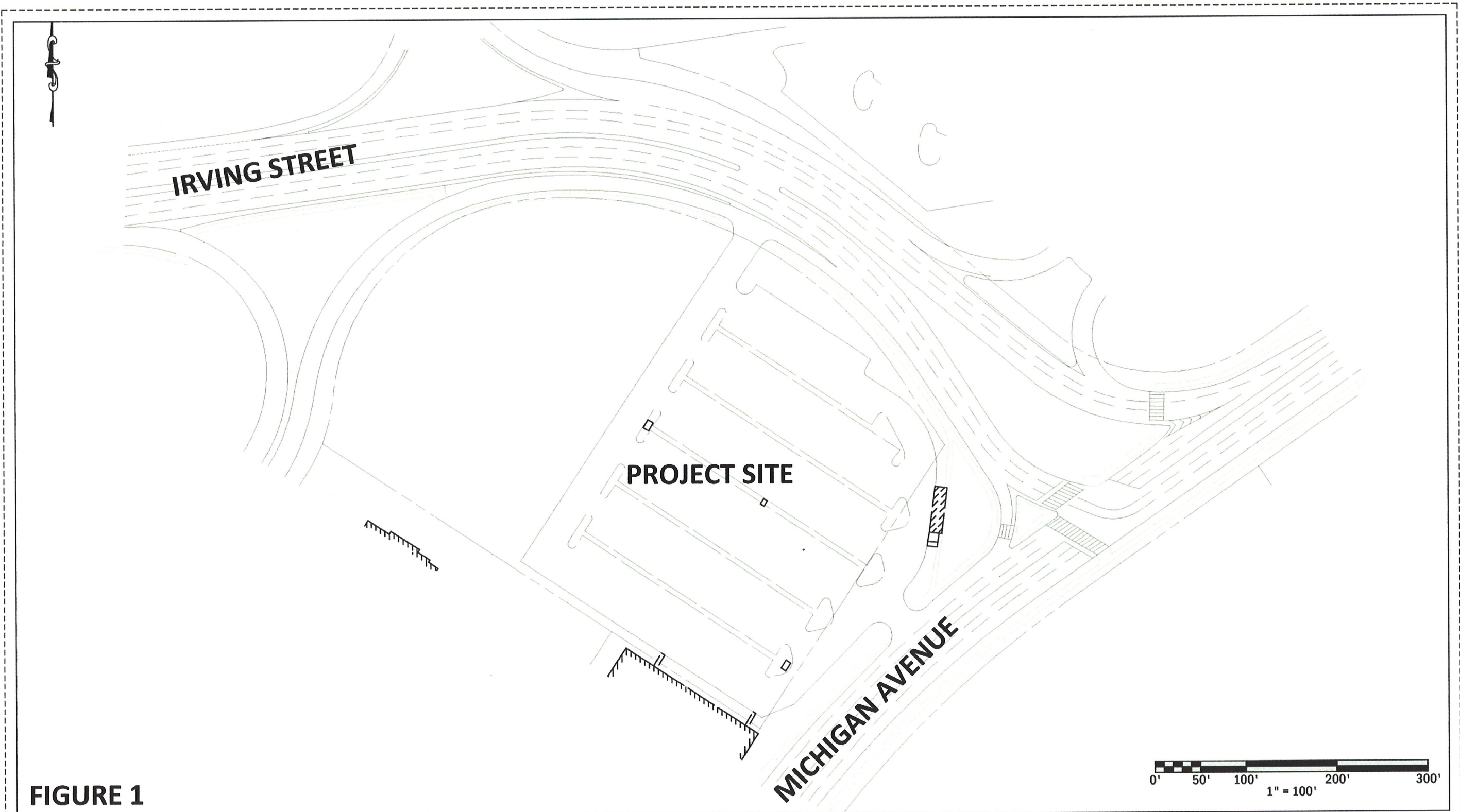


FIGURE 1

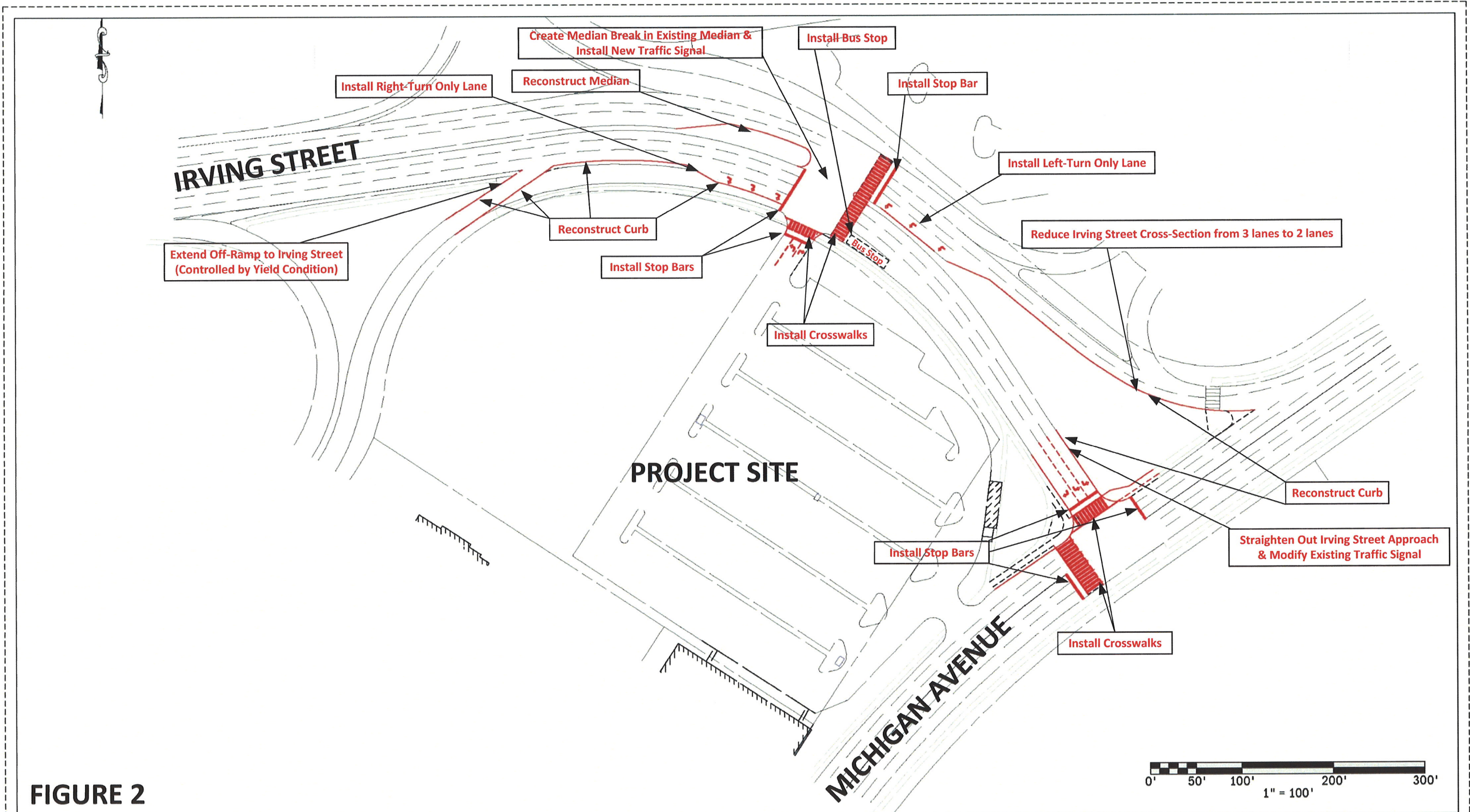


FIGURE 2