Concept Design for

Duke Ellington Field
1700 38th St. NW, Washington, DC 20007

November 15, 2021

Project Description

Upgrades to track, field, and field houses.

Presentation Index

Presented by:

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architecture | design | sustainability

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Rules of the Road

- Please keep your microphone on mute during the presentation and your video off.
- Please use the chat feature to ask questions or provide comments which will be addressed after the prepared slides.
- The chat function is located at the bottom of your screen and looks like a “thought” cloud symbol. Please be sure to submit your question / comment to “Everyone” for documentation purposes.
- We’ll do the best we can to answer all questions / comments, but if your question is not answered, DPR is tracking all questions and will create a Q/A document that will be shared after the meeting.

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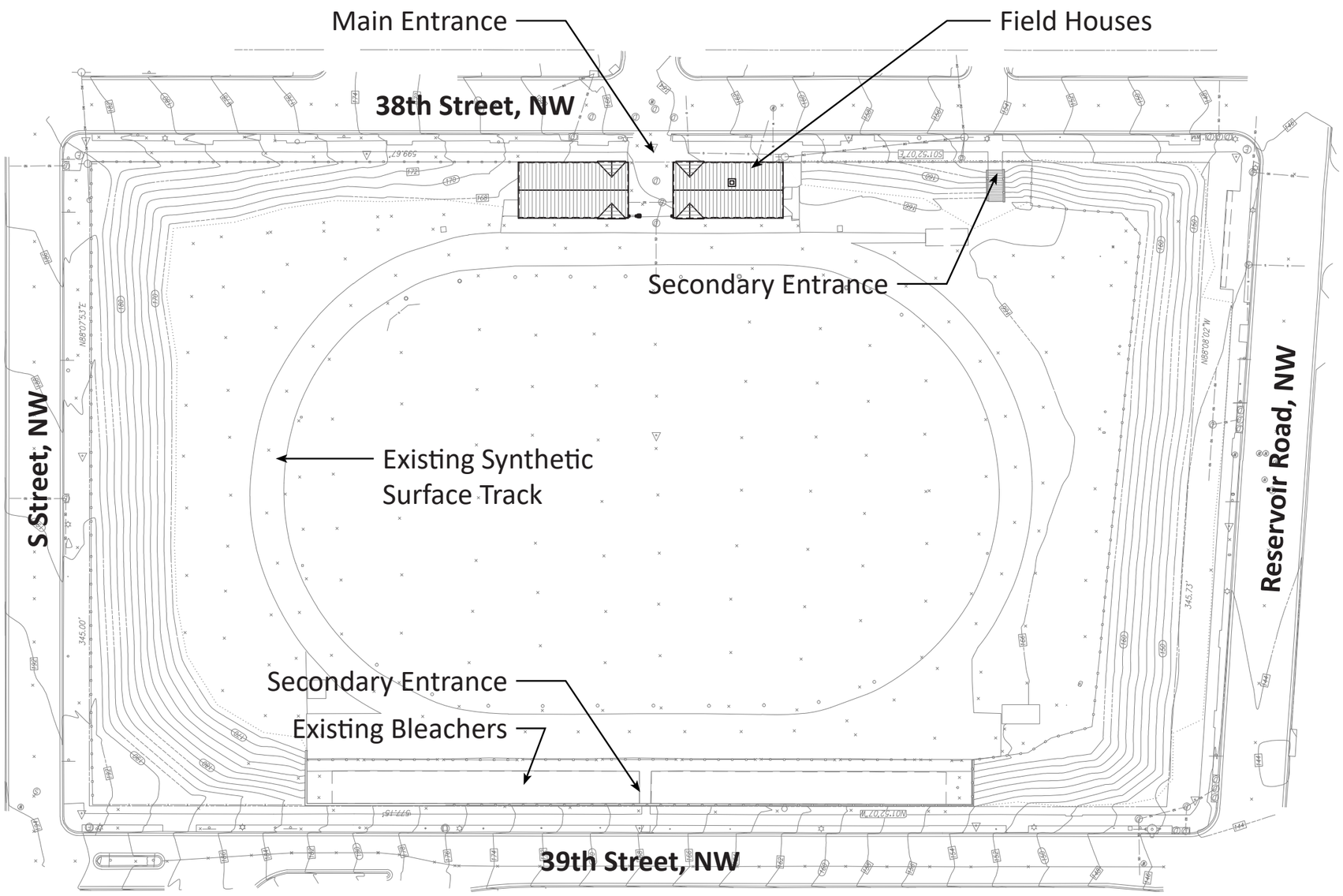

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North Slope

South Field House, Field-Side Facade

Main Entrance from 38th Street

North Field House Street-Side Facade

Secondary Entrance (Proposed Ramp)

Existing Bleachers

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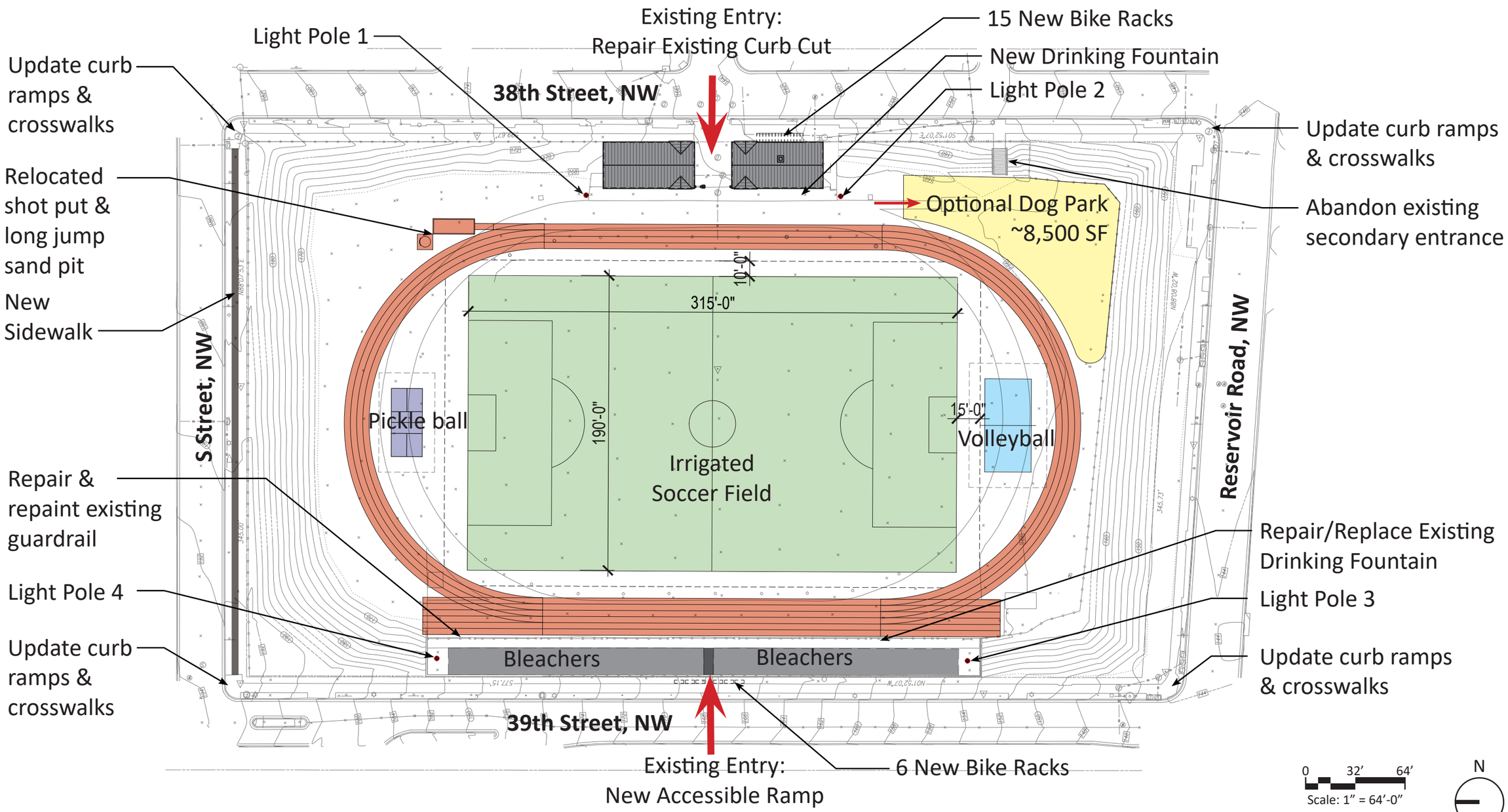

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Site Plan:
350m Track with Largest Soccer Field Achievable

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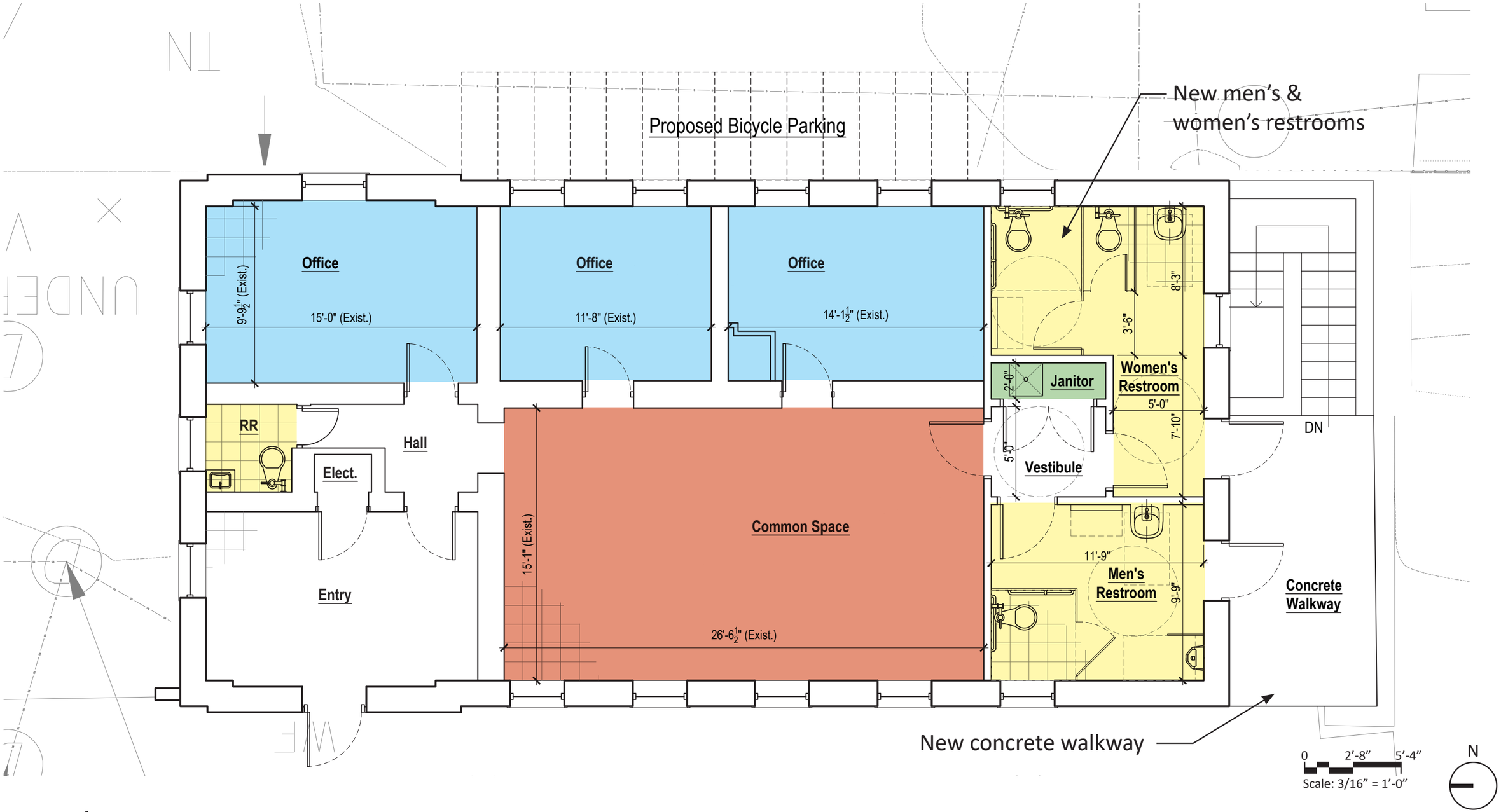

4 | South Field House **Proposed Plan**

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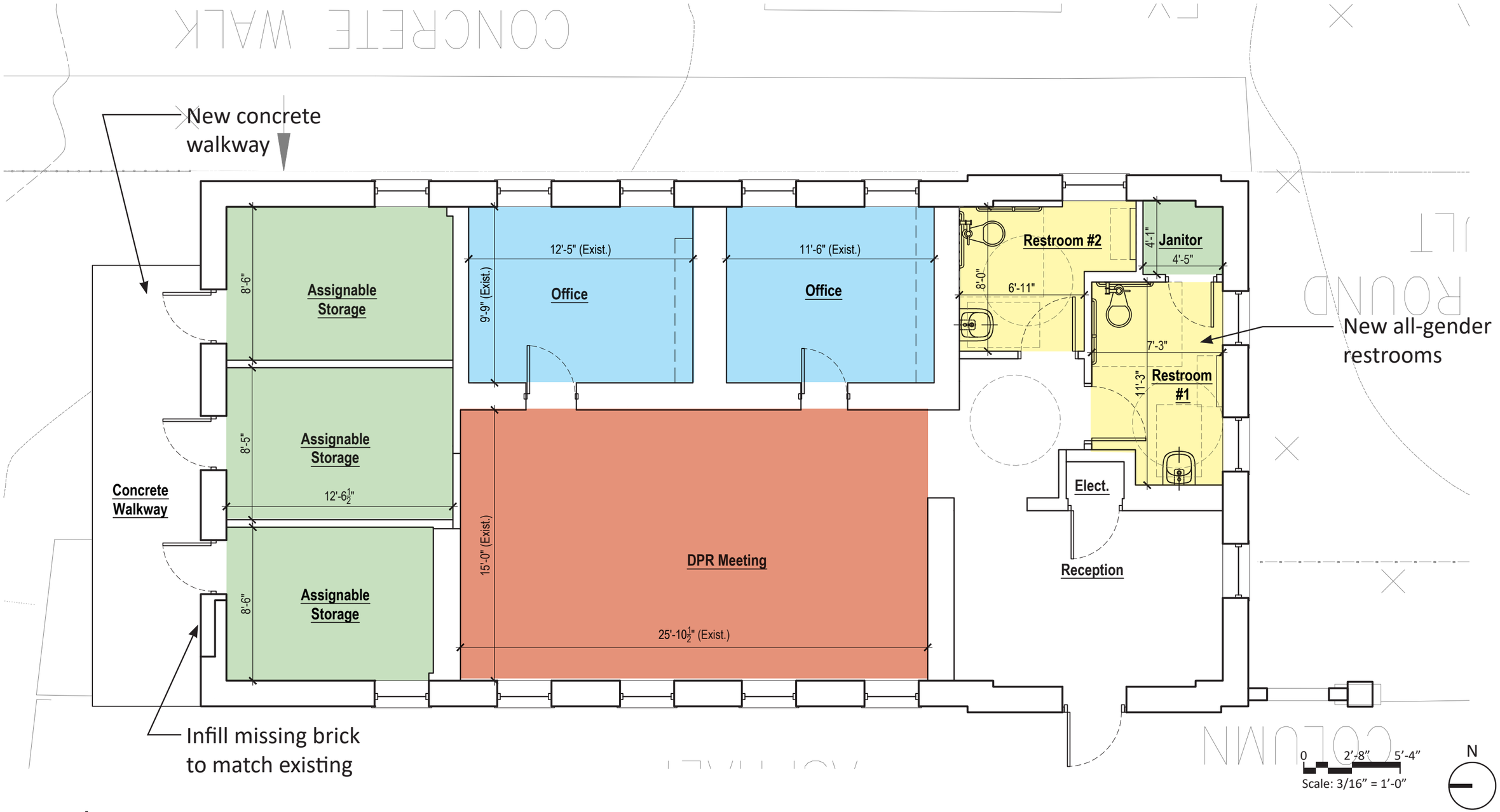

5 | North Field House **Proposed Plan**

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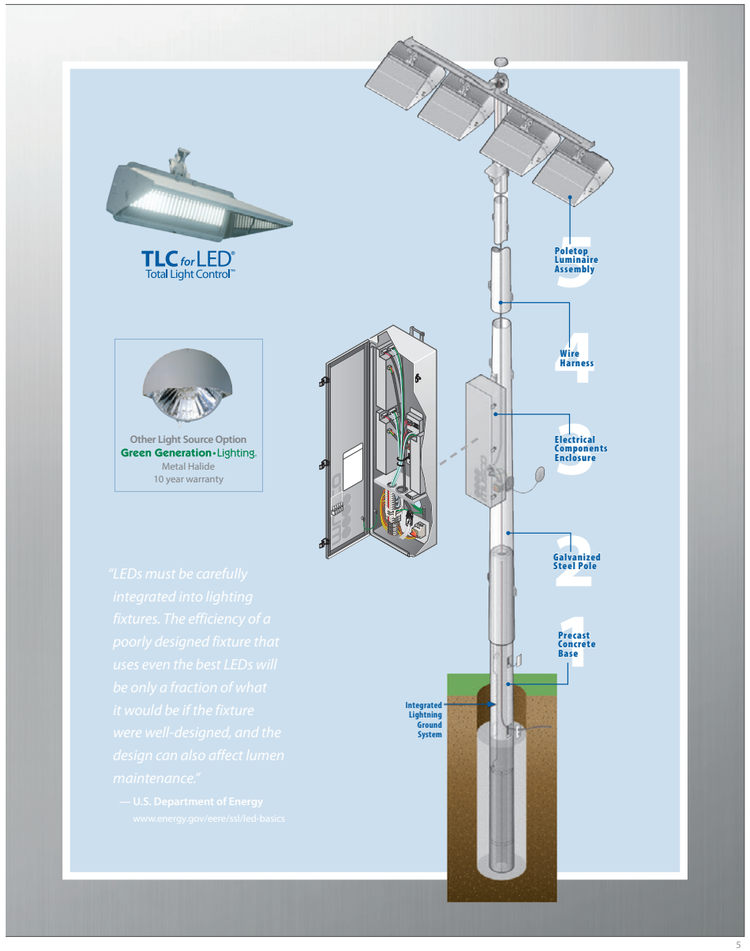

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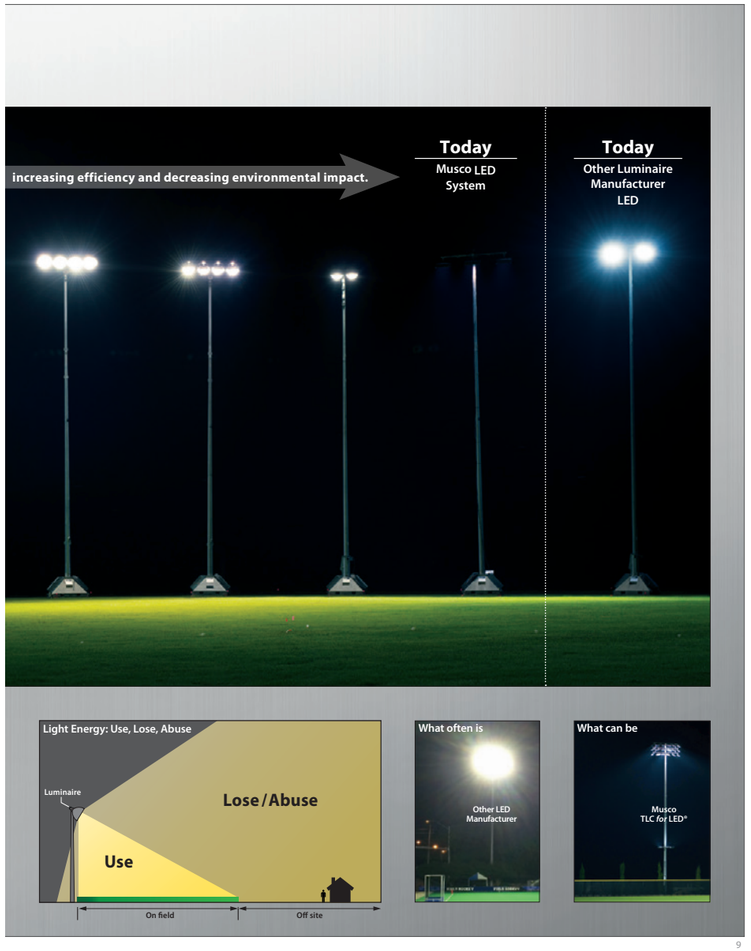
DPR met with community members, ANC, and Burleith Citizen's Assoc. on Monday Nov. 8th to review lighiting fixtures at Takoma Soccer Field, similar to those proposed.



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Overview of DDOT's Transportation Evaluation Requirements:

- Comprehensive Transportation Review Guidelines:
  - Scoping
    - Site review
      - Multi-modal access review
    - Design Review
      - Loading
      - Site Access
  - Impact Review
    - Trip Generation
    - Intersection Operations

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Pedestrian Facilities Deficiencies Map

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Study Intersections:
1. 39th St & S St
2. 39th St & Hillandale Dr
3. Reservoir Rd & 39th St
4. 38th St & S St
5. 38th St & R St
6. Reservoir Rd & 38th St

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Site Location Map

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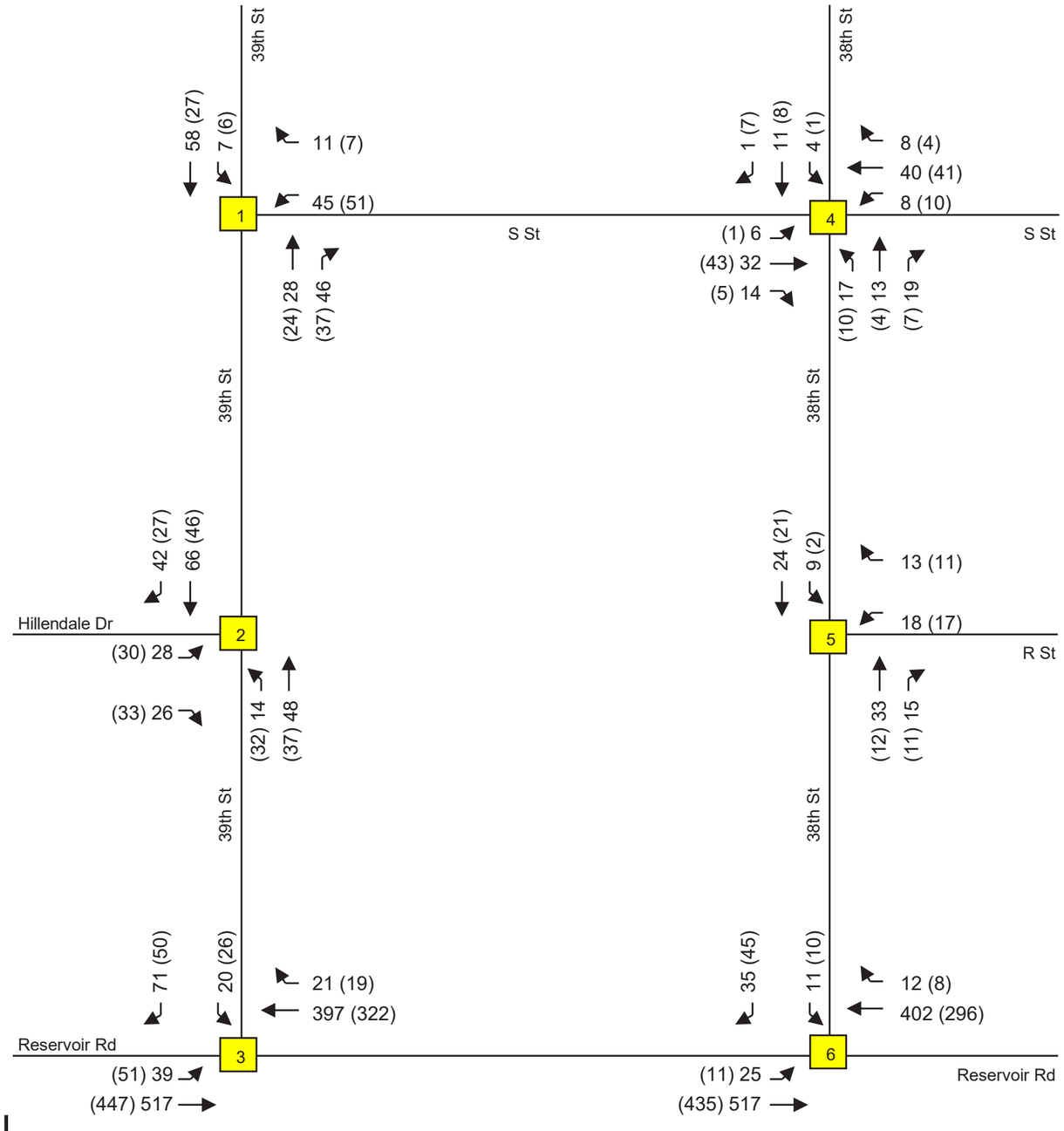

10 | **Existing Peak Hour Volumes**

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Level-of-Service Results

Morning Peak Hour		Existing HCM LOS	Existing V/C
1). 39th St & S St	*(Unsignalized)*	A / 7.4	
Westbound Approach		A / 7.6	18.9%
Northbound Approach		A / 7.1	
Southbound Approach		A / 7.5	
2). 39th St & Hillandale Dr	*(Unsignalized)*	A / 7.3	
Eastbound Approach		A / 7.0	20.0%
Northbound Approach		A / 7.5	
Southbound Approach		A / 7.4	
3). Reservoir Rd & 39th St	*(Signalized)*	A / 7.3	
Eastbound Approach		A / 5.7	0.45
Westbound Approach		A / 2.8	0.32
Southbound Approach		D / 37.5	0.13
4). 38th St & S St	*(Unsignalized)*	A / 7.3	
Eastbound Approach		A / 7.3	
Westbound Approach		A / 7.4	15.2%
Northbound Approach		A / 7.3	
Southbound Approach		A / 7.3	
5). 38th St & R St	*(Unsignalized)*	A / 7.2	
Westbound Approach		A / 7.1	18.4%
Northbound Approach		A / 7.1	
Southbound Approach		A / 7.3	
6). Reservoir Rd & 38th St	*(Signalized)*	B / 10.8	
Eastbound Approach		A / 9.2	0.54
Westbound Approach		B / 11.4	0.40
Southbound Approach		C / 24.7	0.05

Evening Peak Hour		Existing HCM LOS	Existing V/C
1). 39th St & S St	*(Unsignalized)*	A / 7.3	
Westbound Approach		A / 7.6	16.6%
Northbound Approach		A / 7.0	
Southbound Approach		A / 7.4	
2). 39th St & Hillandale Dr	*(Unsignalized)*	A / 7.3	
Eastbound Approach		A / 6.9	20.4%
Northbound Approach		A / 7.6	
Southbound Approach		A / 7.2	
3). Reservoir Rd & 39th St	*(Signalized)*	A / 8.1	
Eastbound Approach		A / 7.5	0.44
Westbound Approach		A / 3.6	0.28
Southbound Approach		C / 33.0	0.11
4). 38th St & S St	*(Unsignalized)*	A / 7.3	
Eastbound Approach		A / 7.3	
Westbound Approach		A / 7.4	19.5%
Northbound Approach		A / 7.2	
Southbound Approach		A / 7.0	
5). 38th St & R St	*(Unsignalized)*	A / 7.0	
Westbound Approach		A / 7.0	13.3%
Northbound Approach		A / 6.8	
Southbound Approach		A / 7.2	
6). Reservoir Rd & 38th St	*(Signalized)*	A / 9.0	
Eastbound Approach		A / 6.2	0.43
Westbound Approach		B / 10.2	0.29
Southbound Approach		C / 24.7	0.05

NOTES:

1. All intersections and approaches satisfy DDOT CTR Guidelines of LOS "E" or better and a v/c ratio of less than 1.0.
2. The HCM methodology does not provide v/c ratio for all way stop controlled intersections. The Intersection Capacity Utilization (ICU) percentage is reported for Intersections 1, 2, 4, and 5.

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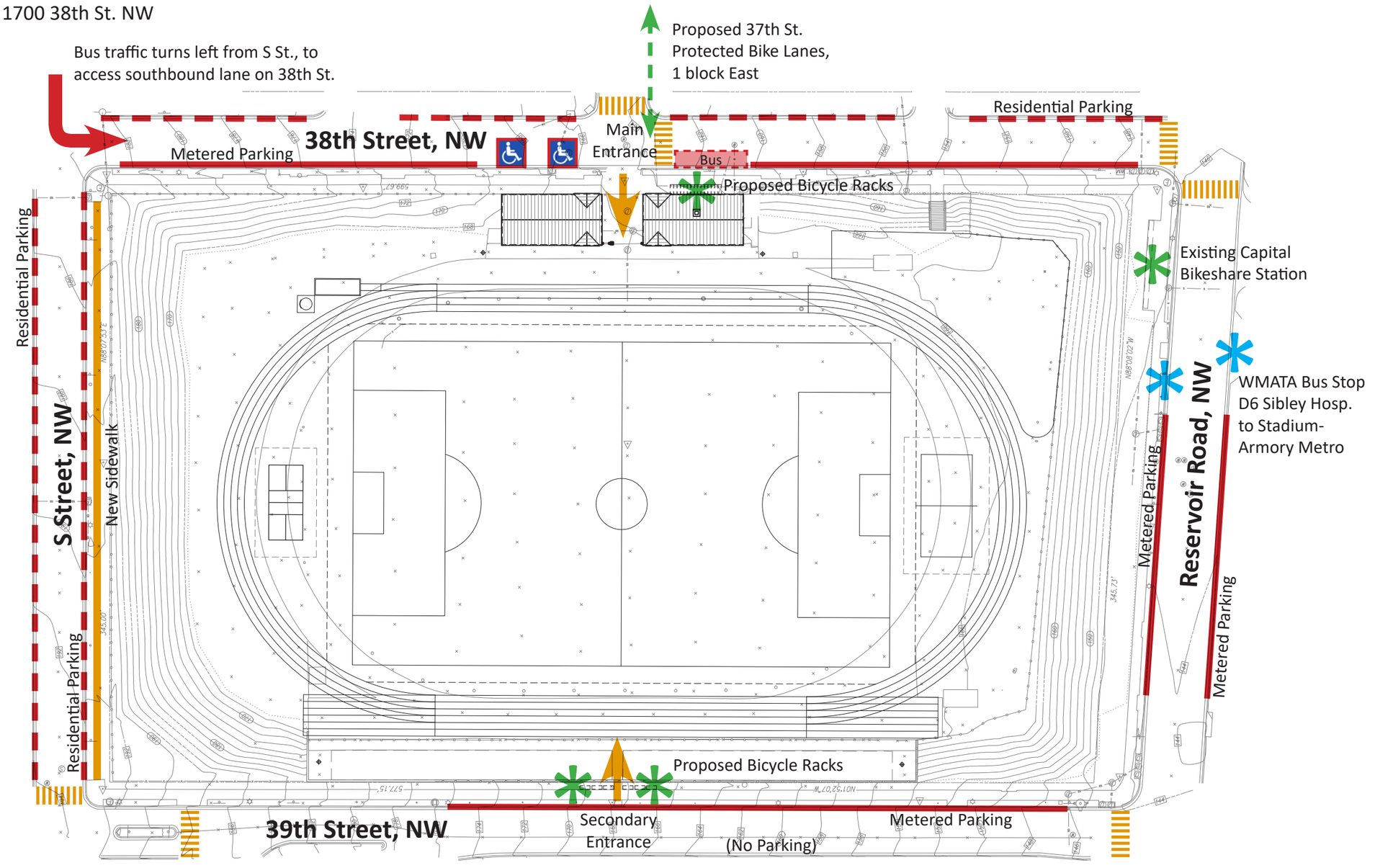

Legend

- Residential Parking
- Metered Parking
- Bicycle Circulation
- WMATA Bus Stops
- Pedestrian Access
- Existing High Visibility Pedestrian Crossing
- Proposed Metered Handicap Parking
- Bus — Proposed Bus Parking

0 32’ 64’
Scale: 1” = 64’-0”

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Next Steps:

- Release design package and consultant reports on the project website:
  - Concept Design Package
  - Traffic Study
  - Archaeological Report
  - Geotechnical Report
  - Arborist's Report
- Design/builder on board winter 2022
- Construction complete late 2022

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