

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center <u>superstop</u> shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	<u>Less than \$1 million</u>	5-10 years	Not Started	Yes	This project will construct an intermodal <u>superstop terminal</u> which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This <u>station superstop</u> will serve as the location where <u>Route 1 Metroway CCOPY-Transitway</u> buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. <u>The location of this facility will be identified as part of the Potomac Yard North Small Area Plan Update in 2016. This project was moved from the 2015 Projects list.</u>
D-2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	<u>This project was moved from the 2015. Projects list.</u>
D-3	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area. <u>This project was moved from the 2015 Projects list.</u>
D-4	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment. <u>This project was moved from the 2015 Projects list.</u>
D-5	New Road <u>from Route 1</u> to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	<u>This project was moved from the 2015 Projects list.</u>
D-6	<u>Realigned Eisenhower Avenue from Covanta to Metro Road</u>	<u>Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road</u>	<u>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide for better opportunities for the redevelopment of the WMATA site. It would be implemented as part of the redevelopment of the WMATA property, and would be contingent on timing of that project.</u>
D-7	<u>Realignment of Metro Loop Road and new grid west of Van Dorn Street</u>	<u>Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.</u>	<u>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide better opportunities for redevelopment west of Van Dorn Street, and improve overall connectivity. The removal of the southbound loop ramps would be contingent on development of the parcels on the west side of Van Dorn Street. The northbound ramp realignment could be done at a separate time and is not necessarily contingent on redevelopment of property.</u>

Projects in red / underlined are new projects added for 2016, or changes from 2015