



# Observation Drive Extended (P501507)

Category	Transportation	Date Last Modified	05/19/23
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	10,054	1	-	8,266	266	1,500	1,500	1,000	2,000	2,000	1,787
Land	26,452	-	-	1,652	-	-	-	1,652	-	-	24,800
Site Improvements and Utilities	2,240	-	-	1,540	-	-	-	-	1,200	340	700
Construction	76,847	-	-	48,500	-	-	-	-	19,500	29,000	28,347
TOTAL EXPENDITURES	115,593	1	-	59,958	266	1,500	1,500	2,652	22,700	31,340	55,634

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	115,593	1	-	59,958	266	1,500	1,500	2,652	22,700	31,340	55,634
TOTAL FUNDING SOURCES	115,593	1	-	59,958	266	1,500	1,500	2,652	22,700	31,340	55,634

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	4,894	Last FY's Cost Estimate	115,593
Expenditure / Encumbrances	1		
Unencumbered Balance	4,893		

## PROJECT DESCRIPTION

The project provides for the design and construction of a 2.2 mile long roadway within a minimum 150 foot right-of-way. The work will be conducted in 2 main phases, with Phase 1 occurring in two simultaneous sub-phases (1A & 1B). Phase 1A includes a 4 lane divided roadway (2 lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing to West Old Baltimore Road along with a shared use path on the west side and a bike path on the east side to provide Greenway connectivity. A bridge approximately 550 feet long will be constructed near Waters Discovery Lane ending near West Old Baltimore Road. A traffic signal will be provided at the West Old Baltimore Road intersection. Phase 1B includes 4 lanes of Observation Drive from West Old Baltimore Road to the point where it meets the extension of Little Seneca Parkway, with a shared use path on the west side and bikepath on the east side. Phase 1B also includes the widening of Little Seneca Parkway to four lanes from MD 355 and the extension of Observation Drive north of West Old Baltimore Road. The feasibility of Little Seneca Parkway cross section has not been validated with regulatory agencies and will be refined during preliminary design. In Phase 2, between Little Seneca Parkway and existing Observation Drive near Stringtown Road, the scope includes a two-lane roadway, along with a shared-use path on the west side, with space for the two additional master-planned lanes and a sidewalk on the east side to be built in the future. Traffic signals will be

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provided at the Shawnee Lane and Little Seneca Parkway intersections.

## LOCATION

Clarksburg and Germantown

## ESTIMATED SCHEDULE

Final design of Phase 1A and preliminary design of Phase 1B began in FY23. Final design for Phase 1A ends in FY26. Final design for Phase 1B ends in FY27. Land acquisition for Phase 1A is in FY26. Construction for Phase 1A starts in FY27 and finishes in FY29. Land acquisition and construction for Phase 1B will occur beyond FY28. All work for Phase 2 will occur beyond FY29.

## PROJECT JUSTIFICATION

This project is needed to provide a north-south corridor that links the existing Observation Drive to Stringtown Road, providing multi-modal access to a rapidly developing residential and business area between the I-270 and MD 355 corridors. The project improves mobility and safety for local travel and pedestrian, bicycle and vehicular access to residential, employment, commercial and recreational areas. It also provides a facility for implementation by Maryland Transit Administration (MTA) for the Corridor Cities Transitway (CCT) including two stations. The transitway will be Bus Rapid Transit (BRT) and will be located in the median area of Observation Drive.

## OTHER

The cost estimate is based on preliminary design only. Costs have not been updated since FY19. A more accurate cost estimate will be prepared during final design and value engineering will be utilized to partially offset anticipated cost increases.

## DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

## COORDINATION

Maryland Transit Administration, Washington Suburban Sanitary Commission, Maryland-National Capital Park and Planning Commission, Verizon, Pepco, Washington Gas, Department of Permitting Services, Department of Environmental Protection; Special Capital Projects Legislation will be proposed by the County Executive.

