



Observation Drive Extended

(P501507)

Category	Transportation	Date Last Modified	03/13/23
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	-	5,766	266	1,100	1,100	1,100	200	2,000	4,287
Land	26,452	-	-	1,652	-	-	-	-	1,652	-	24,800
Site Improvements and Utilities	2,240	-	-	1,000	-	-	-	-	-	1,000	1,240
Construction	76,847	-	-	20,000	-	-	-	-	-	20,000	56,847
TOTAL EXPENDITURES	115,593	1	-	28,418	266	1,100	1,100	1,100	1,852	23,000	87,174

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	-	28,418	266	1,100	1,100	1,100	1,852	23,000	87,174
TOTAL FUNDING SOURCES	115,593	1	-	28,418	266	1,100	1,100	1,100	1,852	23,000	87,174

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Approp. 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 constructed in 2 Phases. Phase 1 includes a 4-lane divided roadway (two lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing north beyond West Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway, along with a ten-foot wide shared-use path on the west side and a bike path on the east side to provide Greenway connectivity. Phase 1 will also include the widening of Little Seneca Parkway to four lanes west of MD 355 and construction of its extension west to Observation Drive. A bridge approximately 550 feet in length will be constructed near Waters Discovery Lane, ending at West Old Baltimore Road near the future MTA Comsat Station. A traffic signal will be provided at the West Old Baltimore Road intersection. In Phase 2, between Little Seneca Parkway and existing Observation Drive near Stringtown Road, the scope includes a two-lane roadway, along with an eight-foot wide shared-use path on the west side, with space for the two additional master-planned lanes and a five-foot wide sidewalk on the east side to be built in the future. Traffic signals will be provided at the Shawnee Lane and Little Seneca Parkway intersections.

LOCATION

Clarksburg and Germantown

ESTIMATED SCHEDULE

Final design began in FY23. Land acquisition for Phase 1 will occur in FY27, and construction will be completed in FY30. Land acquisition and construction for Phase 2 will occur beyond FY28.

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

Land costs are based on preliminary design.

FISCAL NOTE

The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon the completion of final design.

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.

