



Observation Drive Extended

(P501507)

Category	Transportation	Date Last Modified	01/09/26
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	34,387	978	1,009	11,950	-	2,400	2,700	2,700	1,000	3,150	20,450
Land	2,105	5	-	1,050	-	-	-	-	100	950	1,050
Construction	150,000	-	-	30,000	-	-	-	-	-	30,000	120,000
TOTAL EXPENDITURES	186,492	983	1,009	43,000	-	2,400	2,700	2,700	1,100	34,100	141,500

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	185,510	1	1,009	43,000	-	2,400	2,700	2,700	1,100	34,100	141,500
Impact Tax	982	982	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	186,492	983	1,009	43,000	-	2,400	2,700	2,700	1,100	34,100	141,500

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY16
Appropriation FY 28 Request	-	Last FY's Cost Estimate	103,467
Cumulative Appropriation	4,789		
Expenditure / Encumbrances	1,111		
Unencumbered Balance	3,678		

PROJECT DESCRIPTION

The project provides for the design and construction of a roadway within a minimum 150-foot right-of-way. The work will be constructed in two phases. Phase 1 includes a four-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 16' breezeway on the east side to provide Greenway connectivity. Phase 1 will also include the westward extension of two lanes of Little Seneca Parkway to Observation Drive. A bridge approximately 550' in length 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. In Phase 2, between Little Seneca Parkway and Gateway Center Drive, 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. It should be noted that the project scope and phasing was based on the approved master-planned alignment, which is currently being reevaluated. The proposed typical section, limits and phasing are subject to revision based on adoption of a

new Master Plan.

LOCATION

Clarksburg and Germantown

ESTIMATED SCHEDULE

Pending issuance and adoption of the new Master Plan, Phase 1 design will be completed in FY31. Property acquisition will begin in FY31 and construction will start in FY32. Completion of Phase 1 and start of Phase 2 final design will occur beyond FY32.

COST CHANGE

Cost change reflects updated estimate for Phase 1 and addition of Phase 2.

PROJECT JUSTIFICATION

This project is needed to provide a north-south corridor that links 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.

OTHER

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

It is anticipated that the alignment for Observation Drive Extended will be updated in the Clarksburg Gateway Sector Plan. Funding needs and the implementation plan for the project will be revisited when the new alignment is finalized. Utility companies have not provided relocation estimates at this time and costs will be revised as necessary once impacts are known.

FISCAL NOTE

FY24 funding switch of \$636,000 from GO Bonds to Impact Taxes to reflect prior year actuals. FY25 funding switch of \$375,000 from GO Bonds to Impact Taxes to reflect prior year actuals. Funding switch of \$29,000 from Impact Taxes to GO Bonds to fund FY25 expenditures.

DISCLOSURES

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

COORDINATION

WSSC Water, 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.

