Twinbrook Connector Trail
(P502405)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Aspen Hill and Vicinity	Status	Preliminary Design 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	240	-	-	240	-	200	20	20	-	-	-
Construction	1,260	-	-	1,260	-	-	630	630	-	-	-
TOTAL EXPENDITURES	1,500	-	-	1,500	-	200	650	650	-	-	-

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	1,500	-	-	1,500	-	200	650	650	-	-	-
TOTAL FUNDING SOURCES	1,500	-	-	1,500	-	200	650	650	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 24 Request	200	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will design and construct the relocation of the existing Parklawn North Connector Trail from the roadway shoulder to facilitate a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between Rock Creek and Aspen Hill Road in Rockville. The long-term BRT alternative for Veirs Mill Road includes curbside dedicated lanes, which will conflict with the existing trail location. The project will be managed by Montgomery Parks with the intention of relocating the trail prior to BRT construction in this vicinity.

ESTIMATED SCHEDULE

Design is scheduled to start in FY24. Construction will start in FY25 and be completed in FY26.

PROJECT JUSTIFICATION

The project will maintain trail connectivity while allowing implementation of a BRT service along Veirs Mill Road. Maintaining this established trail connector will increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting BRT

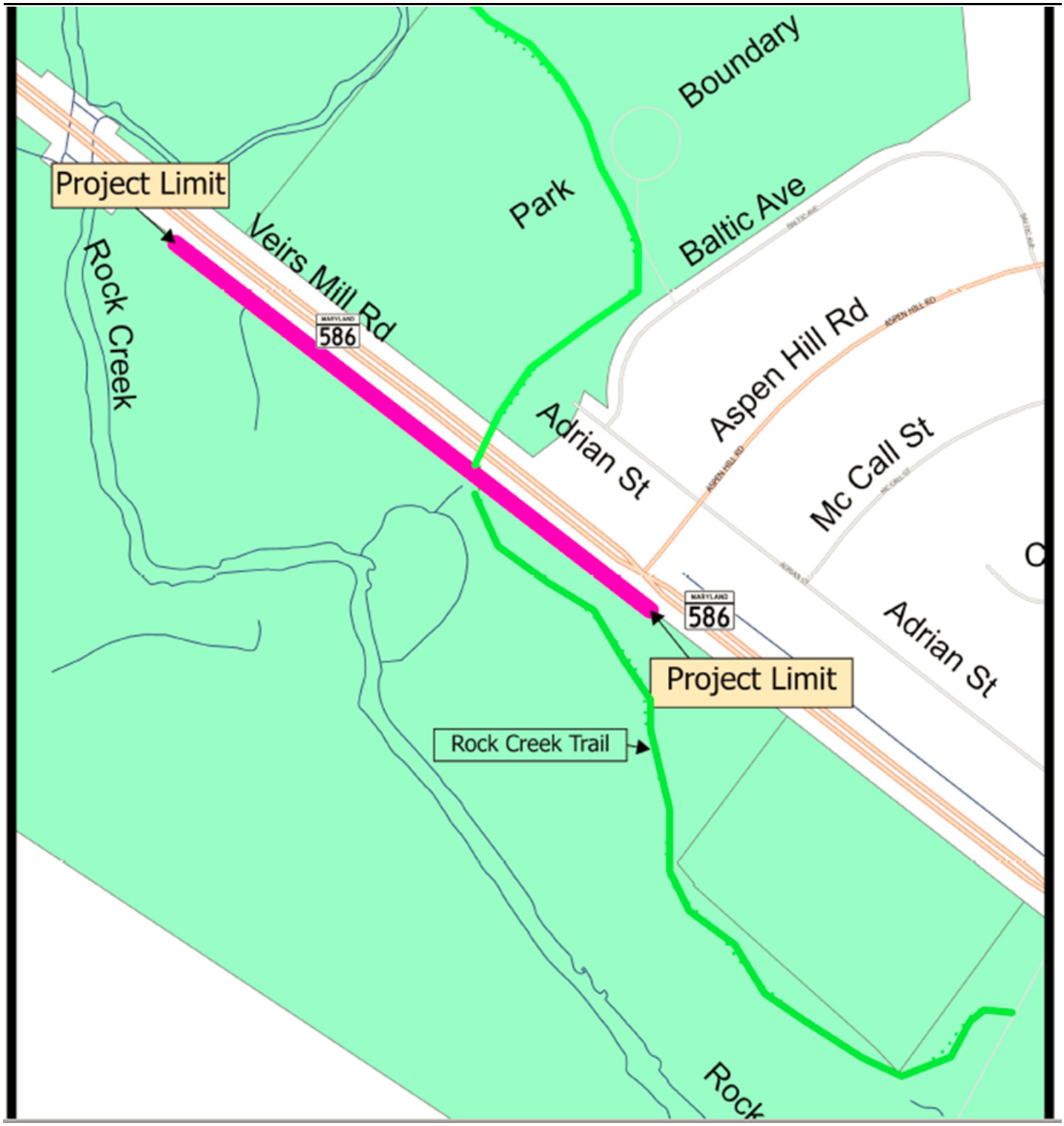
riders to high density housing and employment centers.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission.


Project Limit
Veirs Mill Rd
586
Rock Creek
Park
Boundary
Baltic Ave
Aspen Hill Rd
Mc Call St
Adrian St
Adrian St
586
Project Limit
Rock Creek Trail