Twinbrook Connector Trail
(P502405)

Category	Transportation	Date Last Modified	01/11/26
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Aspen Hill and Vicinity	Status	Preliminary Design 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	300	-	300	-	-	-	-	-	-	-	-
Land	25	25	-	-	-	-	-	-	-	-	-
Construction	1,175	-	1,175	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,500	25	1,475	-	-	-	-	-	-	-	-

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	1,500	25	1,475	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,500	25	1,475	-	-	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance		30	5	5	5	5	5	5
Energy		6	1	1	1	1	1	1
NET IMPACT		36	6	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	-	Year First Appropriation	
Appropriation FY 28 Request	-	Last FY's Cost Estimate	1,500
Cumulative Appropriation	1,500		
Expenditure / Encumbrances	426		
Unencumbered Balance	1,074		

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 began in FY24. Construction started in FY25 and will be completed in FY26.

PROJECT JUSTIFICATION

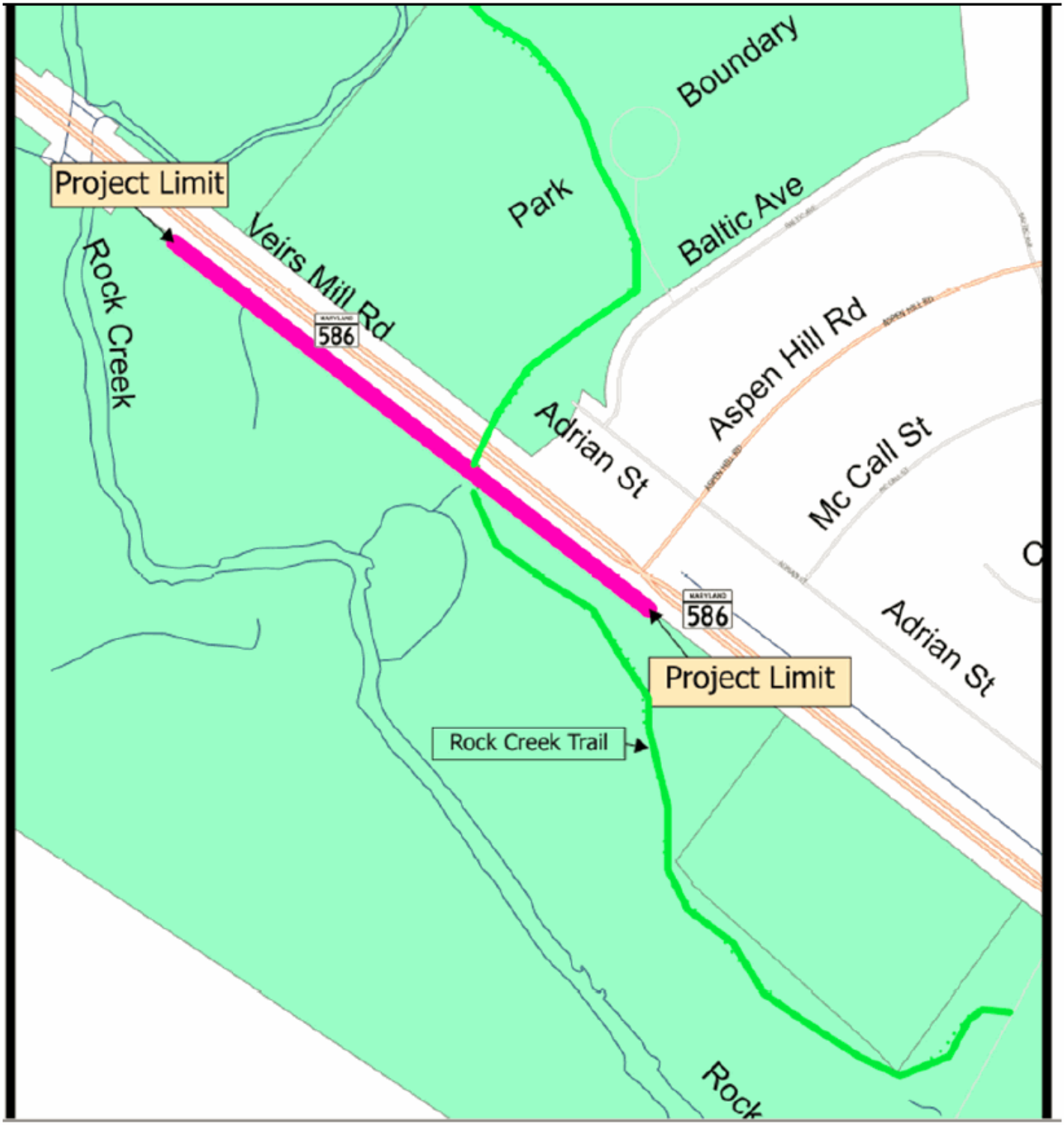
The project will maintain trail connectivity while allowing implementation of a BRT service along Veirs Mill Road. Maintaining this established trail connector will increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly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


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