

**Rock Creek Pedestrian Bridge -- No. 048703**

Category **M-NCPPC**  
 Agency **M-NCPPC**  
 Planning Area **Aspen Hill**  
 Relocation Impact **None.**

Date Last Modified  
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 Required Adequate Public Facility

**September 5, 2003**  
**NONE**  
**NO**

**EXPENDITURE SCHEDULE (\$000)**

Cost Element	Total	Thru FY02	Remain. FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	1,025	0	0	1,025	0	0	300	250	325	150	0
Land											
Site Improvements and Utilities	4,486	0	0	4,486	0	0	0	0	3,140	1,346	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,511</b>	<b>0</b>	<b>0</b>	<b>5,511</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>250</b>	<b>3,465</b>	<b>1,496</b>	<b>0</b>

**FUNDING SCHEDULE (\$000)**

TEA-21	2,243	0	0	2,243	0	0	0	0	1,570	673	0
G.O. Bonds	3,268	0	0	3,268	0	0	300	250	1,895	823	0

**ANNUAL OPERATING BUDGET IMPACT (\$000)**

**DESCRIPTION**

The Rock Creek Hiker-Biker Trail extends 15 miles from Beach Drive at the District of Columbia line to Lake Needwood in Rock Creek Regional Park. The trail currently crosses Veirs Mill Road at grade at its signalized intersection with Aspen Hill Road. To the north of Veirs Mill Road, the trail is on street for approximately 0.2 miles traversing Aspen Hill Road, Adrian Street, Baltic Avenue, and finally the access drive to Aspen Hill Local Park before continuing northward as a trail.

The proposed pedestrian bridge would provide a grade separated crossing for the Rock Creek Hiker-Biker Trail over Veirs Mill Road and remove the need for the on street section described above. It would also provide the opportunity for local residents of the Aspen Hill community to cross Veirs Mill Road on the bridge to access bus transit or other destinations without crossing at grade at the busy intersection of Veirs Mill Road and Aspen Hill Road.

The project includes a 28-foot high stair tower on the south side of Veirs Mill Road to access the elevated bridge structure. It is envisioned that residents of Aspen Hill will use the stair tower to access relocated transit stops via the pedestrian bridge as opposed to the at-grade intersection of Aspen Hill Road and Veirs Mill Road.

The frequency of use of the stair tower will depend on pedestrian's choice between a more direct route involving crossing at-grade at a busy intersection vs. a grade separated crossing involving a more circuitous route and climbing stairs.

**JUSTIFICATION**

The 15-mile Rock Creek Hiker-Biker Trail is one of the most popular trails in the Washington metropolitan area. A section of the trail near the Aspen Hill Road/Veirs Mill Road intersection is discontinuous, relying on local streets within the Aspen Hill community to access the present trail termini. Further, this route requires trail users to cross Aspen Hill Road at an unsignalized crosswalk and cross Veirs Mill Road at a signalized crosswalk. Trail users encounter high levels of vehicle traffic when using both crosswalks, which are also used by transit users accessing and transferring between adjacent WMATA and County Ride-On bus stops.

On February 13, 2001, the County Council adopted Resolution 14-773 pertaining to the improvement of Veirs Mill Road/Aspen Hill intersection. Listed among the County Council's recommendations was "accommodation of a potential Rock Creek Hiker-Biker Trail bridge over Veirs Mill Road. The Council will seek State funding for this pedestrian/bicycle bridge."

**Plans and Studies**

The Planning Board approved the facility plan on September 11, 2003.  
 Aspen Hill Master Plan, approved 1994.  
 Countywide Plan of Trails, approved 1998.

**Specific Data**

Design

**STATUS**

The Maryland Department of Transportation (MDOT) is currently awaiting reauthorization of the six-year federal surface transportation legislation, currently known as TEA-21, that expires September 30, 2003. As early as Fall 2003, MDOT may invite submission of new project proposals for review and consideration for Transportation Enhancement Program (TEP) funding. Matching funds must be committed and documented in the local jurisdiction's budget prior to approval of TEP funding. The TEP application requires evidence that preliminary design has been completed and that the County Council has approved funding for the project.

<b>APPROPRIATION AND EXPENDITURE DATA</b>	<b>COORDINATION</b>	<b>MAP</b>
Date First Appropriation FY03 (\$000)	Facility Planning: Non-Local Parks PDF 958776	
Initial Cost Estimate 0	Trails: Hard Surface Design and Construction PDF 768673	
First Cost Estimate	Montgomery County Department of Transportation	
Current Scope FY03 0	State of Maryland Department of Transportation	
Last FY's Cost Estimate 0		
Present Cost Estimate 5,511		
Appropriation Request FY04 0		
Supplemental Approp. Req. FY03 0		
Transfer 0		
Cumulative Appropriation 0		
Expenditures/ Encumbrances 0		
Unencumbered Balance 0		
Partial Closeout Thru FY01 0		
New Partial Closeout FY02 0		
Total Partial Closeout 0		

Projects must be advertised for construction within 18 months of the letter notifying the sponsor that funding has been awarded or the TEP funds may be withdrawn.

**OTHER**

The Public Arts Trust of the Arts and Humanities Council identified this project as an ideal project for incorporation of public art. The trust funded \$10,000 to include an artist on the design team during the facility planning phase.