



# PATUXENT BRANCH TRAIL

DESIGN

Kings Contrivance Village Board  
March 2025

# Introductions

## Howard County -

- › Chris Eatough – Office of Transportation, Bicycle and Pedestrian Coordinator
- › Kris Singleton – DPW, Project Manager
- › Jason Thompson – Rec and Parks, Park Planner

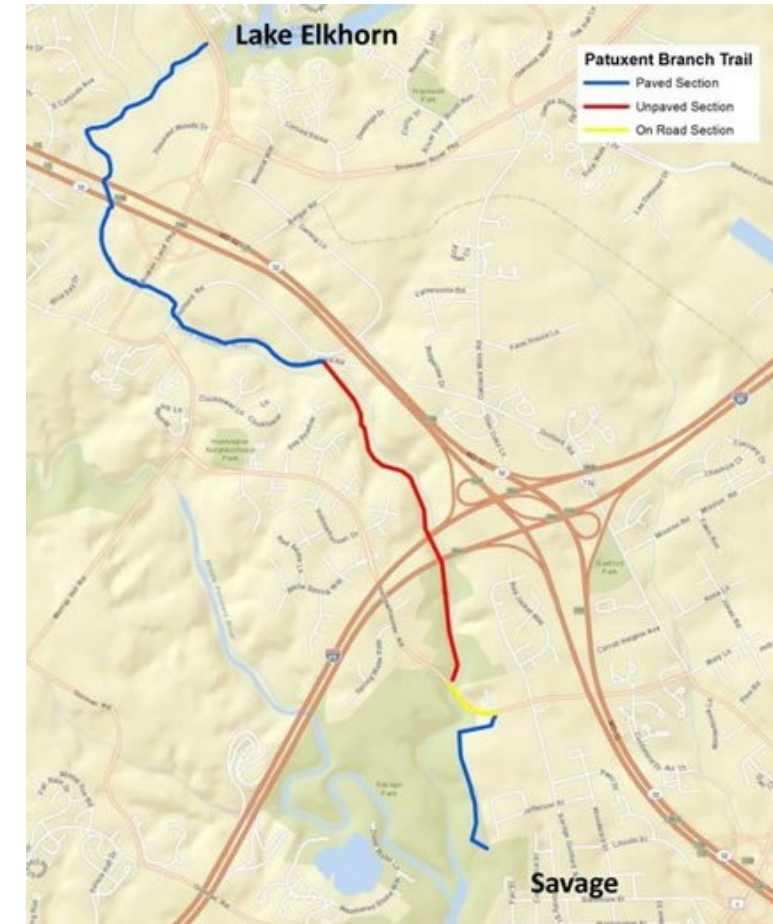
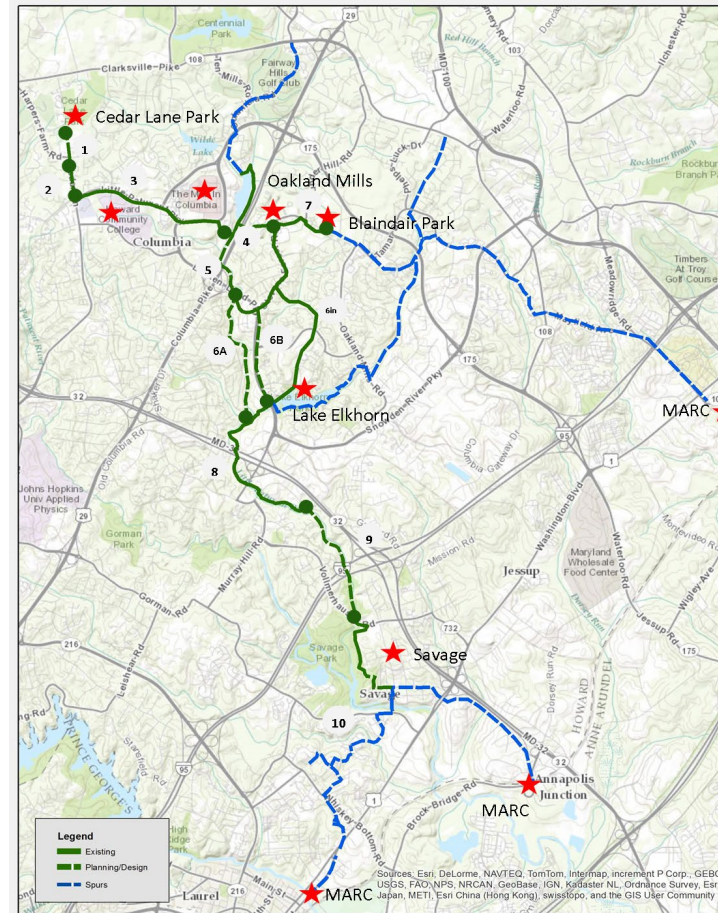
## Design Engineers -

- › Rick Adams – RK&K, Director
- › Andrew Aguilar – RK&K, Project Manager



# Patuxent Branch Trail - Overview

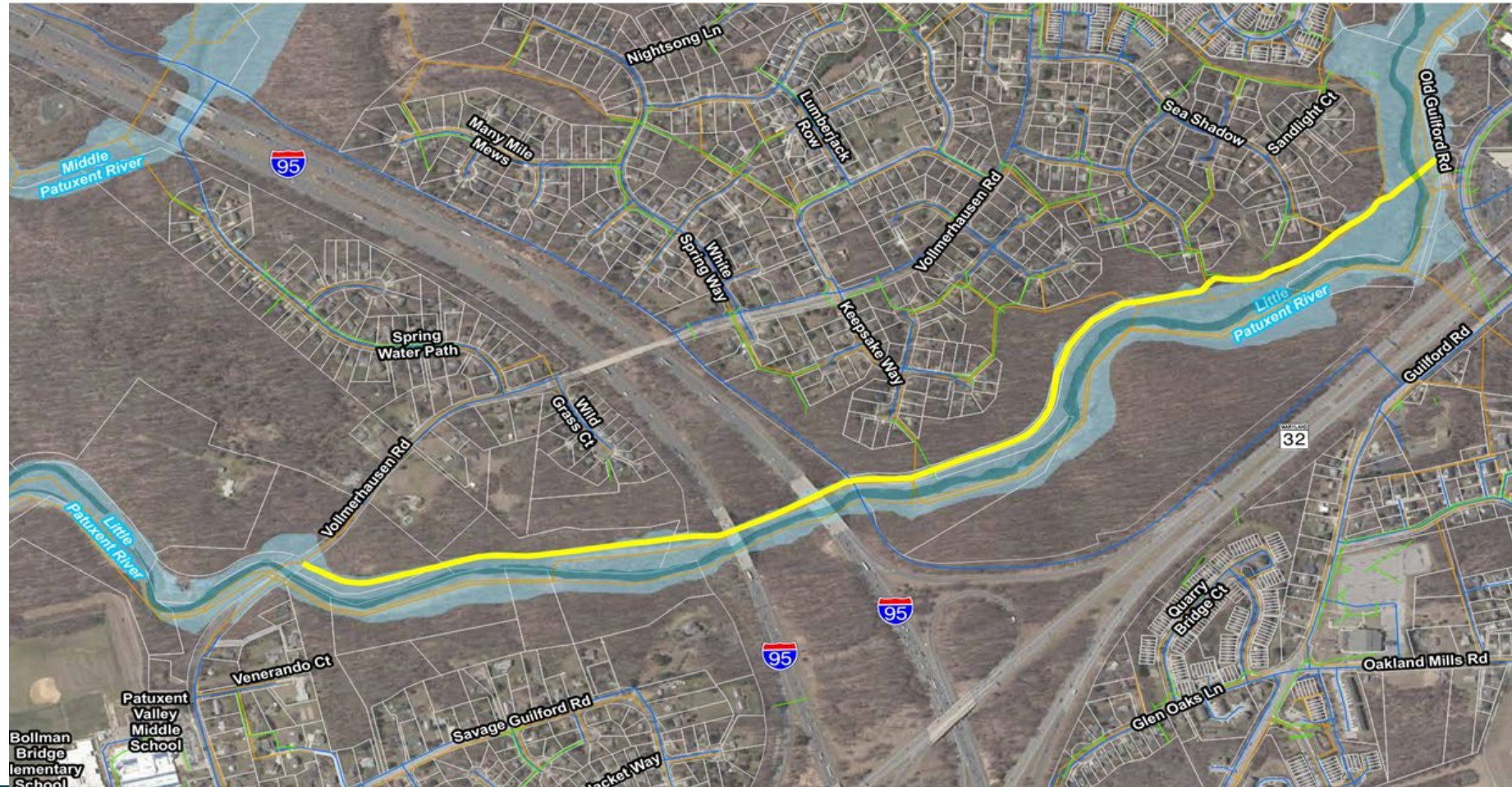
- › 4.6 Miles
- › Savage Park to Lake Elkhorn
- › Multi Use Trail
- › 8-10 foot Wide
- › Asphalt, 3.3 mi.
- › **Packed Gravel, 1.3 mi.**
- › Timber Boardwalks over Multiple Stream Crossings
- › Grade Separated Road Crossings – Broken Land Parkway, MD 32, Guilford Rd, I-95
- › One At-Grade Road Crossing – Vollmerhausen Rd
- › Primary Bike/Ped Link Between Columbia, Savage and Laurel



# Patuxent Branch Trail – Existing Conditions

## Vollmerhausen Road to Old Guilford Road

- › 1.3 Miles
- › Multi Use Trail
- › 8-10 foot Wide
- › Packed Gravel / Variable Surface
- › Guilford Pratt Truss Bridge
- › Timber Boardwalks over 2 Stream Crossings



# Goals

- › Improve Accessibility
  - › Improve accessibility level to match rest of trail
    - › Current surface is gravel and soil. Potholes become puddles/ice patches after rain/snow/freeze.
  - › Upgrade to a consistent durable surface will benefit:
    - › People walking and jogging
    - › People with jogging or walking strollers
    - › People in wheelchairs, mobility devices and walking aids
    - › People on bicycles
    - › Bike commuters without changing facility at work
- › Safety
- › Protect Park Resources
- › Minimize Environmental Impact
- › Minimize Maintenance
- › Enhance Sense of Place, Historic Context



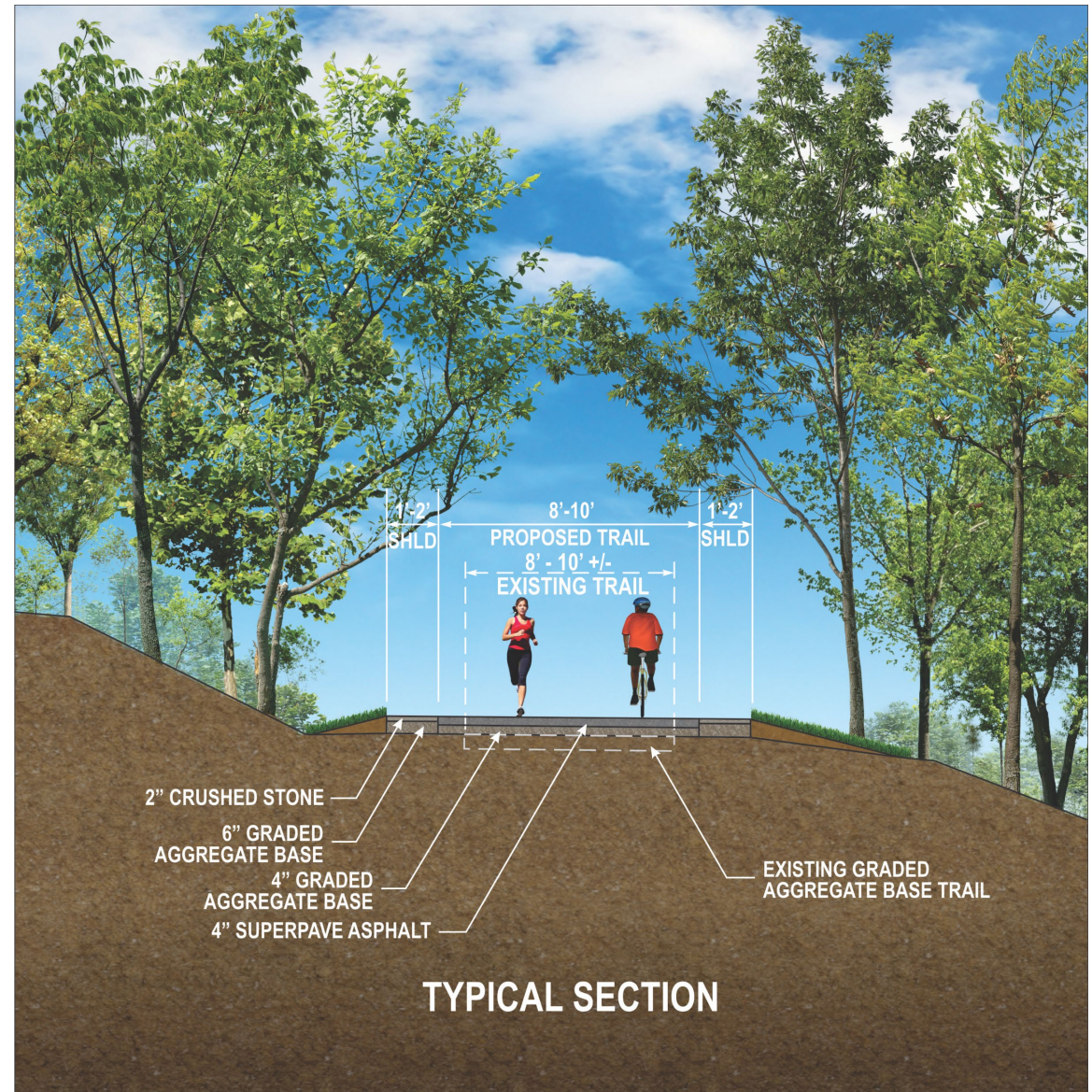
# Project Challenges

- › Narrow Width (8-10 ft)
- › Inconsistent Surface
- › Poor Drainage
- › Muddy Conditions
- › Vollmerhausen Road Crossing
- › Address Community Concerns



# Original Design Improvements

- › Asphalt Pavement Surface
- › Flatten Grades < 5%
- › ADA Compliant
- › Stormwater Management
- › Drainage Conveyance - Eliminate Ponding on Trail
- › Replace Boardwalks
- › Wayfinding
- › Interpretive Signs



# Safety

- Proposed Vollmerhausen Road Crossing with Pedestrian Refuge





# Community Feedback

Public Meeting and on-site tabling at Running Event in January and February 2022

- › “This will make it easier to get to Savage”
- › “I whole heartedly support the plans for improving the drainage issues
- › “I live next to this trail and use it several times a week. I look forward to your planned improvements. They are long overdue.”
- › “Do not pave the trail”
- › “Reduce clearing and impacts to trees/forest”
- › “Reduce impacts to environmental resources”
- › “Reduce costs”
- › “Maintain a more natural stone surface”
- › “Accessibility to wheelchairs”



# Saving Trees

- › Jan 2022 Design – 300 Trees Impacted
  - › Proposed 10' Trail with 2 ft shoulders & Temp. River Crossing at Guilford Truss Bridge. All trees in close proximity to limit of grading would be removed.
- › Public Input Received
- › April 2022 Design – 130 Trees Impacted
  - › Cut width to 8'-10' variable width trail with 1-2 ft shoulders and drainage ditches.
  - › Cut temporary river crossing for construction vehicles.
- › May 2022 Design – 50 Trees Impacted
  - › No-Dig Detail - To reduce grading and impacts to tree root systems.
  - › Geotextile/Geogrid - On existing ground where widening beyond existing trail is required; Reduces excavation
  - › Only trees within proposed trail/shoulder or under a significant amount of fill will be removed.
- › October 2024 Design – 40 Trees Impacted  
(**86.6% tree removal reduction** from original design)



# Environmental Impact Reductions

- › Eliminate temporary crossing of Patuxent River at Old Guilford Rd
  - › All construction access will be made from Volmerhausen Road
- › Reduce width of trail; Reduce grading
- › Utilize geotextiles to reduce excavation and impacts to root systems
- › Utilize permeable construction layers to provide water and oxygen to root systems.
- › Infiltrate water and reduce surface runoff
- › Maintain habitat of river and floodplain



# Cost Reduction

- › Eliminate temporary river crossing
- › Eliminate retaining walls
- › Maintain current boardwalks; replace railings to increase clear width
- › Implement variable width trail
  - › 2,425 ft of 8' trail,
  - › 2,775' of 9' trail,
  - › 1,375' of 10' trail
- › Overall Reduction of Costs: \$500K – \$1M

# Cost and Schedule

## Capital Project Number N3963

- Short Term Priority in BikeHoward (Howard County Bicycle Master Plan)
- Estimated Construction Cost: \$2.5M
- Awarded Transportation Alternatives Program Grant For Design: \$1.1M
- Awarded Recreational Trails Grant For Construction: \$2.1M

- Preliminary (30%) Engineering: August 2022
- Final (100%) Engineering: October 2024
- Construction: Fall 2025

# Questions

## **Department of Public Works:**

- › Web: [www.howardcountymd.gov/public-works](http://www.howardcountymd.gov/public-works)
- › Phone: (410) 313-6138
- › Contact: Kris Singleton, Project Manager
- › Email: [ksingleton@howardcountymd.gov](mailto:ksingleton@howardcountymd.gov)

## **Office of Transportation:**

- › Web: [www.howardcountymd.gov/transportation](http://www.howardcountymd.gov/transportation)
- › Phone: (410) 313-0567
- › Contact: Chris Eatough, Bicycle and Pedestrian Coordinator
- › Email: [ceatough@howardcountymd.gov](mailto:ceatough@howardcountymd.gov)

## **Department of Recreation and Parks:**

- › Web: [www.howardcountymd.gov/rap](http://www.howardcountymd.gov/rap)
- › Phone: (410) 313-4031
- › Contact: Jason Thompson, Park Planner
- › Email: [jthompson@howardcountymd.gov](mailto:jthompson@howardcountymd.gov)

**Project Web Site:** <https://bikehoward.com/projects/surface-upgrade-for-existing-patuxent-branch-trail/>

**Thank You for Your Feedback!**