

The Patapsco Regional Greenway



Baltimore
Metropolitan
Council November 7, 2017

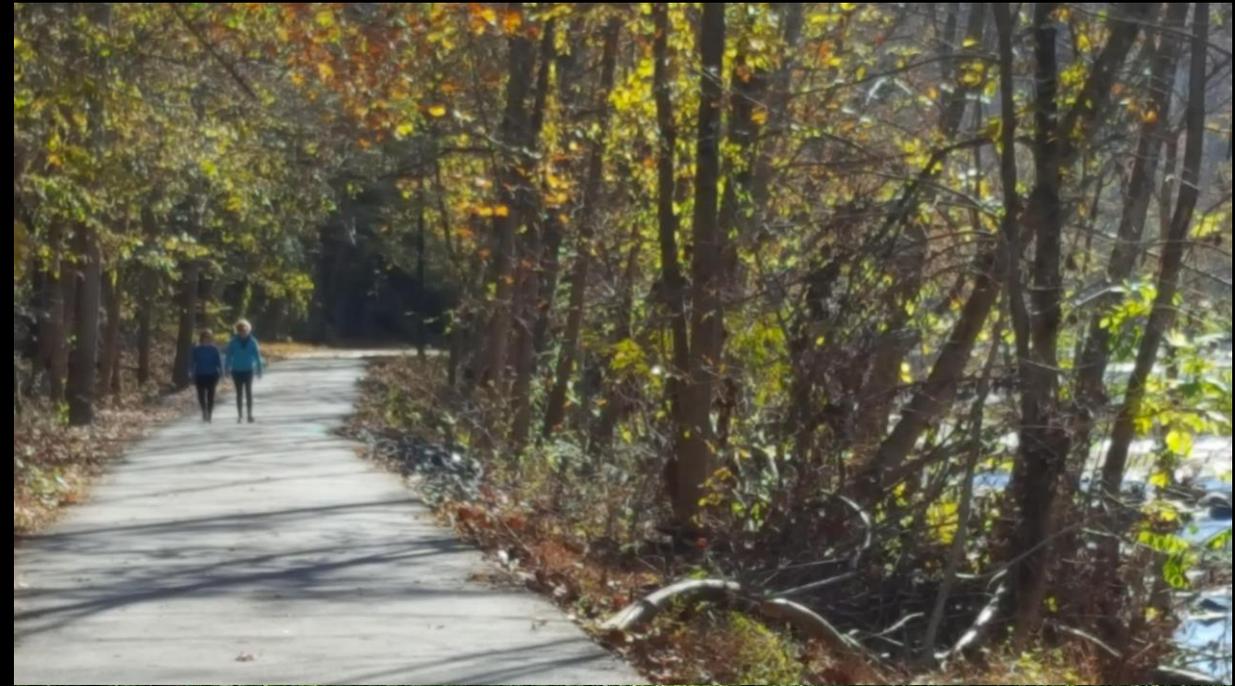
Patapsco Regional Greenway

A shared use path from Inner Harbor of Baltimore to Sykesville for both transportation and recreation connecting the region's trail system



Process

1. Define “greenway”
2. Review plans
3. Field investigation
4. Determine alignment
5. Public review
6. Identify primary, alternative & spur alignments
7. Analyze greenway segments



Challenges

- Environmental Impacts
- Active Railroad
- Narrow right-of-way

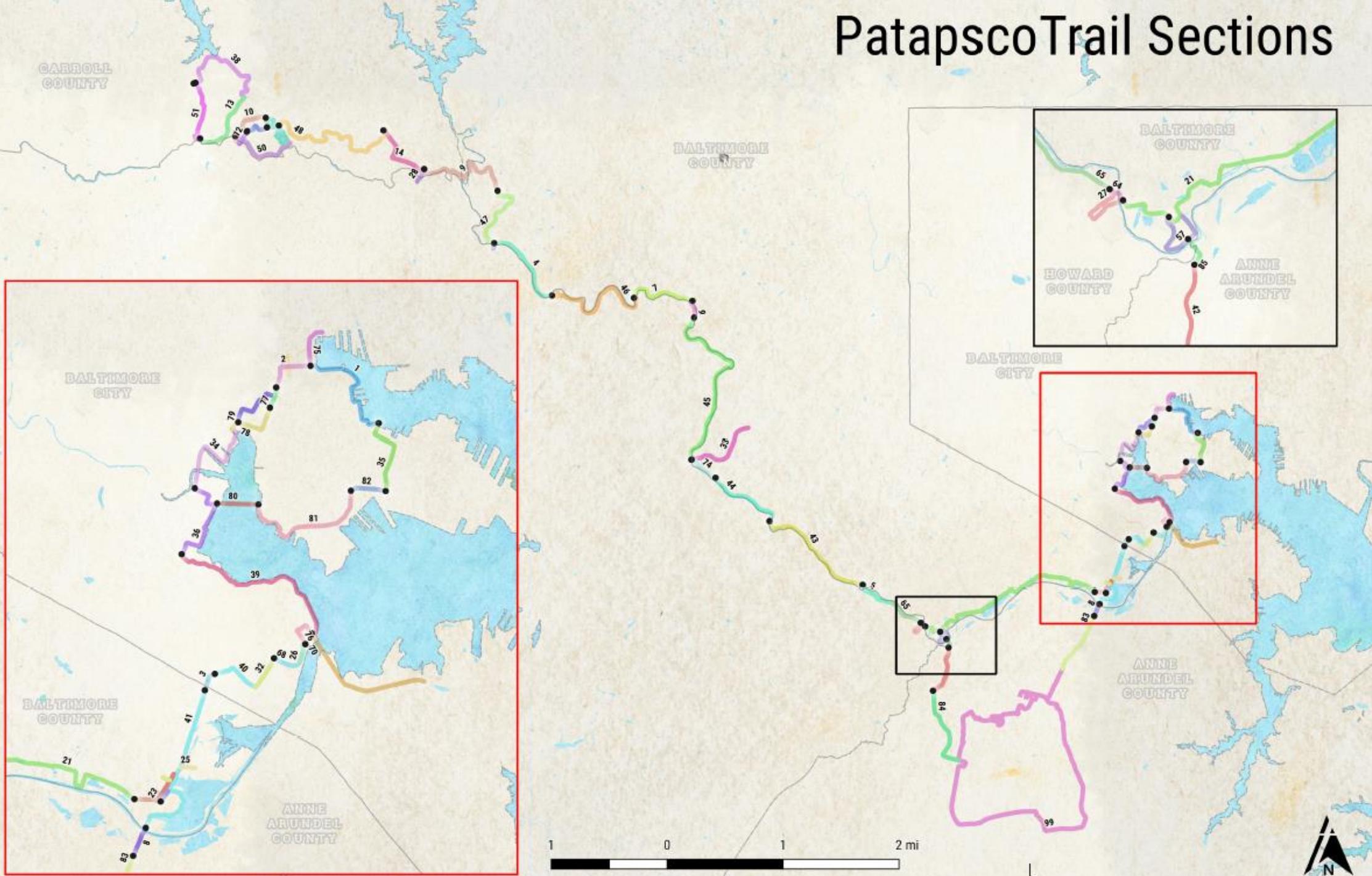


Opportunities

- Greenway network mostly intact
- Public right-of-way
- Neighborhood Connections

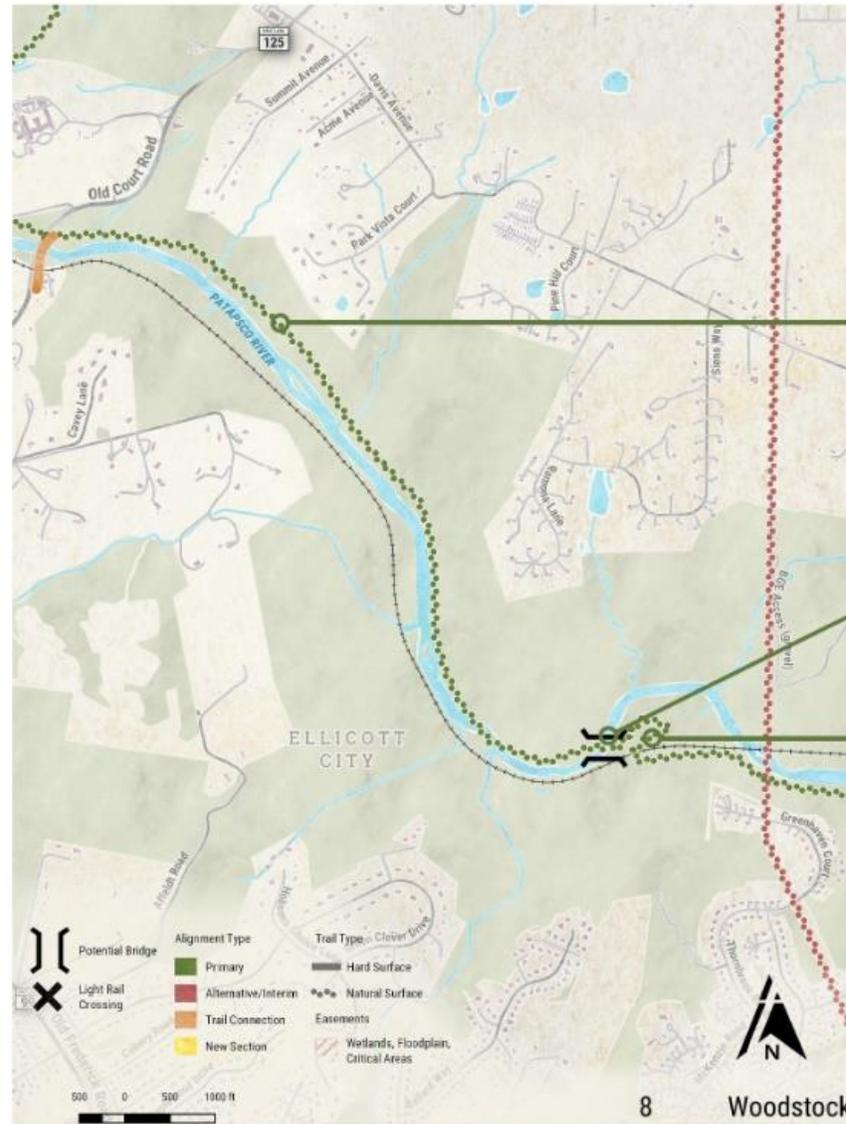


Patapsco Trail Sections



Mapbook

- Corridor details
- Alignment and surface types
- Photo documentation



Lower Thru Trail

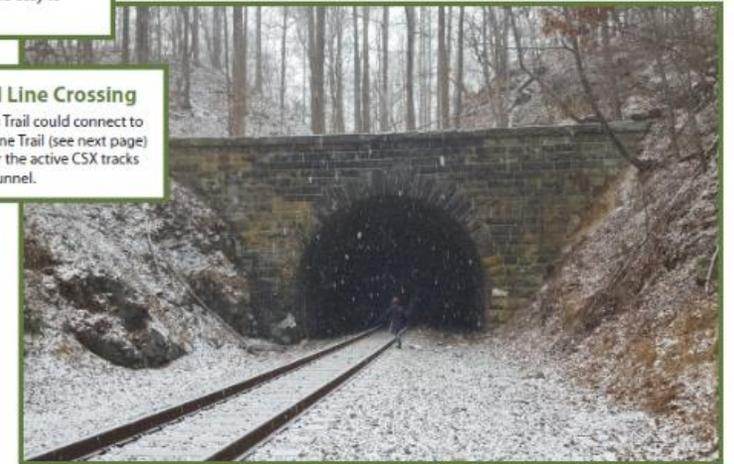
This is an existing 3-foot wide single track trail along the river. The environment and trail could be enhanced with the addition of seven culverts and three small bridges. The trail could connect to the Old Main Line Rail Trail via a bridge over the river.



A swinging bridge can be constructed across the Patapsco River to connect two trail sections which are relatively flat and easy to navigate.

Active Rail Line Crossing

The Lower Thru Trail could connect to the Old Main Line Trail (see next page) by passing over the active CSX tracks at an existing tunnel.



Implementation Matrix

Trail Section (length, surface, width, bridge)

Description

Jurisdiction/Agencies

Property Ownership

Design & Construction Costs

Environmental Analysis

Phase

Implementation Support

ID# 6



TRAIL SECTION: HOLLIFIELD ROAD BYPASS

The Thru Trail at Alberton Road is a major trail access point on the Baltimore County side of the Patapsco River. An additional trailhead is located 1500' downstream on the Howard County side at Hollifield Road. Currently, the only access between the two points is along Dogwood, Hollifield and Old Frederick Roads. Each road is a narrow, two lane road with many turns and blind spots as the roads are wedged between the river and adjacent steep slopes. To provide an alternative, lower stress route for those walking, biking or on horseback, a bridge over the Patapsco River from the Alberton Road trailhead to the CSX property is recommended. On the Howard County side, the CSX follows the river, but a wide, even graded area exists which may provide adequate space between a proposed trail and the active railroad line. With the bridge connection, approximately 1000' of trail would be needed along the rail line to the unimproved parking lot at Old Frederick Road. No at-grade crossing of the railroad is needed with this alignment.

ENGINEERING CALCULATIONS

JURISDICTION: Howard County
RESPONSIBLE AGENCIES: Maryland Park Service, CSX
RIGHT OF WAY ACQUISITION (% PRIVATELY OWNED): 7%
LENGTH (MILES): 0.37
DESIGN CONSIDERATIONS: Roughly 200ft of bridge needed to cross river. Coordination with Railroad could add significant costs
CONSTRUCTION COST: \$2,389,000.00
DESIGN COSTS: \$597,250.00
PHASE: Long term
FUNDING SOURCES: Student Conservation Association, Rivers Trails and Conservations Assistance Program, Recreational Trails Program National Recreation and Park Assoc. Land and Water Conservation Fund. American Conservation Corps, Boy Scouts
VOLUNTEER CONSTRUCTION: No

ENVIRONMENTAL ANALYSIS

POSSIBLE CONSTRUCTION AREA (ACRES): 0.9
WETLANDS (ACRES): 0.22
100-YEAR FLOODPLAIN (ACRES): 0.9
FOREST INTERIOR DWELLING SPECIES (FIDS) HABITAT (ACRES): 0.9
RARE, THREATENED AND ENDANGERED (RTE) SPECIES HABITAT (ACRES): 0.9
CHESAPEAKE BAY CRITICAL AREA (ACRES): N/A