

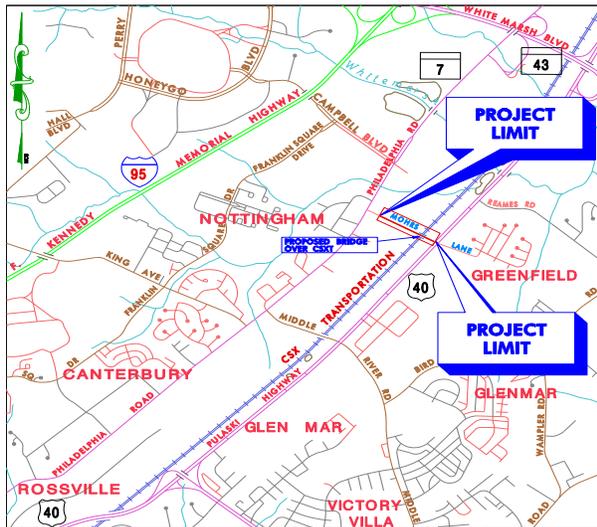


DEPARTMENT OF PUBLIC WORKS PROJECT NEWSLETTER – FALL/WINTER 2014

for Mohrs Lane Bridge Over CSX Transportation

Purpose of the Newsletter:

- To provide a project overview,
- To present the proposed improvements,
- To solicit feedback from adjacent property owners and the surrounding area.



THE MOHRS LANE BRIDGE OVER CSX PROJECT IS MOVING FORWARD

The Baltimore County Department of Public Works (BCDPW) is proposing to replace the Mohrs Lane Bridge (Bridge No. B-0143) over CSX located south of White Marsh in Baltimore County. Funding for the bridge replacement will come from both Federal and County sources. The new bridge will replace the structurally deficient bridge that was closed in 2007 due to advanced deterioration. CSX removed the superstructure and timber/steel pier bents in February 2011 in response to the deteriorating condition. The existing abutments and pier concrete foundations remain. There are some road improvements on Mohrs Lane associated with the bridge replacement project which will extend approximately 950 linear feet towards MD Rt. 7 and approximately 300 linear feet towards US Rt. 40 beyond the bridge. Mohrs Lane over CSX is identified as a priority project within the *Vibrant Communities and the Middle River Redevelopment Area* section of the *Baltimore County Master Plan (2020)*.

There will be no disproportionately high or adverse effects on minority or low-income populations as a result of this project. Any impacts to environmental resources are expected to be minimal and will be mitigated in accordance with local, State, and Federal regulations.

BACKGROUND AND PURPOSE OF THE PROJECT

The purpose and need for the proposed project is to replace the Mohrs Lane Bridge and re-open Mohrs Lane to traffic by providing an east-west connection of US 40 (Pulaski Highway) to MD Rt.7 (Philadelphia Road) and providing additional vertical clearance over the CSX rail line. The existing bridge was built in 1912, reconstructed in 1953, and repaired in 1989. The structurally deficient original structure was a 145' long, four-span steel girder and timber bridge, carrying a 12-foot wide single lane of traffic on Mohrs Lane over CSX Railroad. The proposed new bridge will consist of three 12-foot lanes with two 8-foot shoulders. It is anticipated that the bridge will be a 90-ft. single span steel girder and concrete deck superstructure supported on concrete abutment and wing walls. The proposed structure will be designed to meet current AASHTO and SHA bridge design criteria.

EXISTING CONDITIONS OF THE AREA

Existing land use in the vicinity of the project consists of residential, commercial, industrial and institutional land uses. The Maryland Historical Trust (MHT) concluded that the project will not have any impacts to historic or archaeological resources within the project area. According to the Maryland Department of Natural Resources (MDNR) Wildlife and Heritage Service and the US Fish and Wildlife Service (USFWS), there are no rare, threatened, or endangered species within the project area. A wetland/waters of the U.S. investigation identified an intermittent stream and two relatively small forested wetlands within the proposed project area, west of the bridge. Impacts to these resources are anticipated to be minimal. A forest stand delineation (FSD) was performed within the proposed project area according to the requirements and specifications identified in the Maryland Forest Conservation Act. Any impacts to protected tree resources will be mitigated as required by MDNR and Baltimore County.

Project Schedule

Currently the project is in the engineering design phase. BCDPW anticipates completing the design, right-of-way acquisition and environmental permits by mid-2015 and advertising the project for construction in late 2015. Construction should start in the spring of 2016 and should be completed in late 2018. All dates are contingent on clearing rights-of-way and obtaining the necessary environmental permits. To find out about updates on current engineering projects, please visit the Baltimore County webpage at:

www.baltimorecountymd.gov/agencies/publicworks/engineering/index.html

FREQUENTLY ASKED QUESTIONS

Why is the project necessary?

The Mohrs Lane Bridge over CSX is currently closed to through traffic. The bridge replacement will re-open Mohrs Lane to traffic by providing an east-west connection of US 40 (Pulaski Highway) to MD 7 (Philadelphia Road), and provide updated safety vertical and horizontal clearances over the CSX rail line.

Will the project require a detour?

The project will not require a detour as Mohrs Lane has not been opened to through traffic since 2007.

Will adjacent property owner access be impacted?

Additional rights-of-way will be required for this project. There will be some adjustments to the location of adjacent property driveways. However, ingress and egress to all adjacent properties will be maintained throughout the construction phase of the project.

Will there be significant impacts to natural resources?

Any impacts to protected resources are anticipated to be minimal. Impact permits and mitigation plans will be submitted to the applicable resource agencies prior to the commencement of construction activities.

Once begun, how long will construction last?

Construction duration is anticipated to be approximately 2 years.

WE WANT YOUR FEEDBACK!

BCDPW wants to hear your comments about the proposed improvements regarding the project. We are committed to maintaining public involvement throughout the Mohrs Lane project during the engineering design process and welcome your questions and comments. We are also available to meet with community groups, business associations, and other organizations. To request a meeting, receive project information, or submit a comment, please contact :

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