Swallow Falls Road Bridge over Youghiogheny River

Swallow Falls Road Bridge Replacement – Scenic and Wild River Exception Application
Public Hearing – July 10, 2023

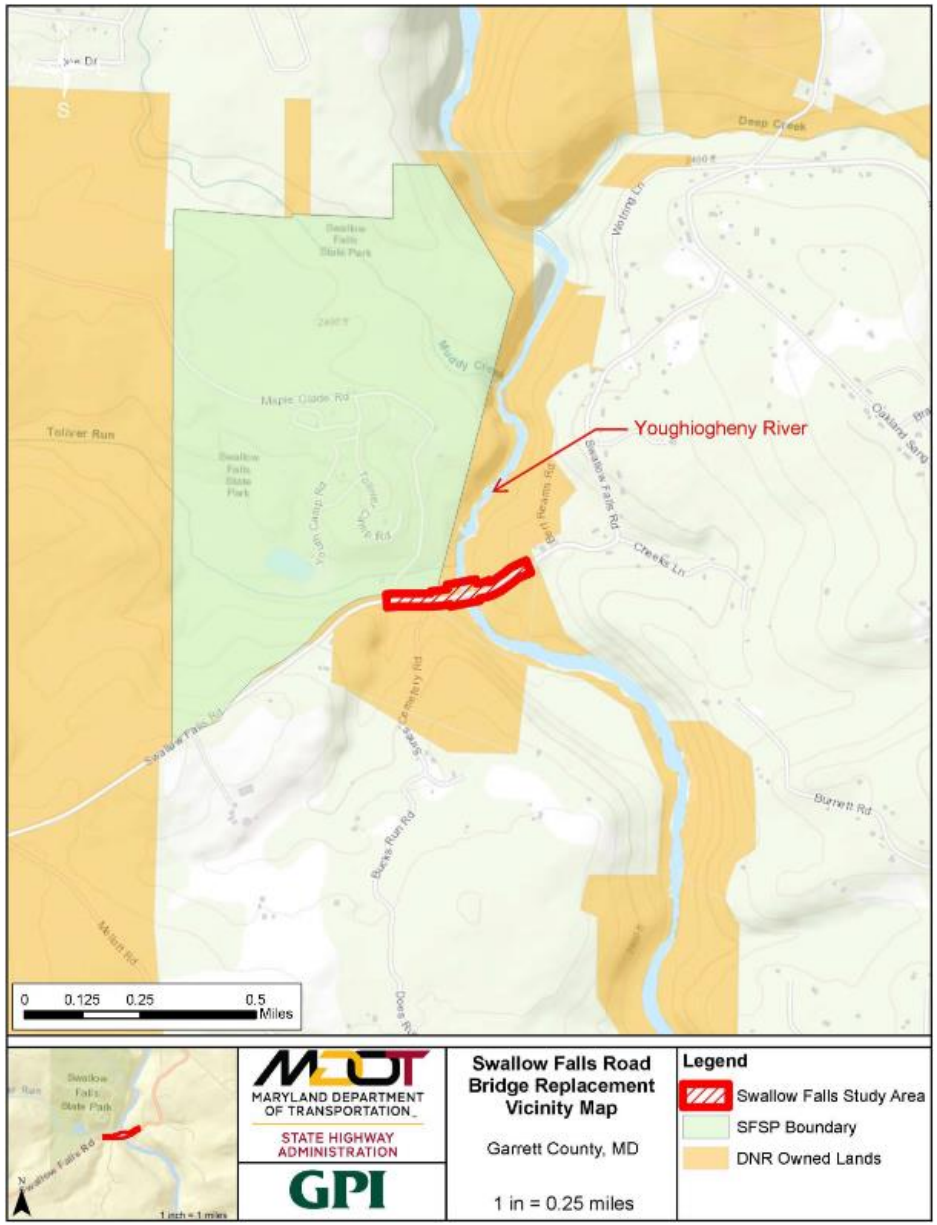
GPI

Engineering | Design | Planning | Construction Management

GARRETT COUNTY GOVERNMENT 1872

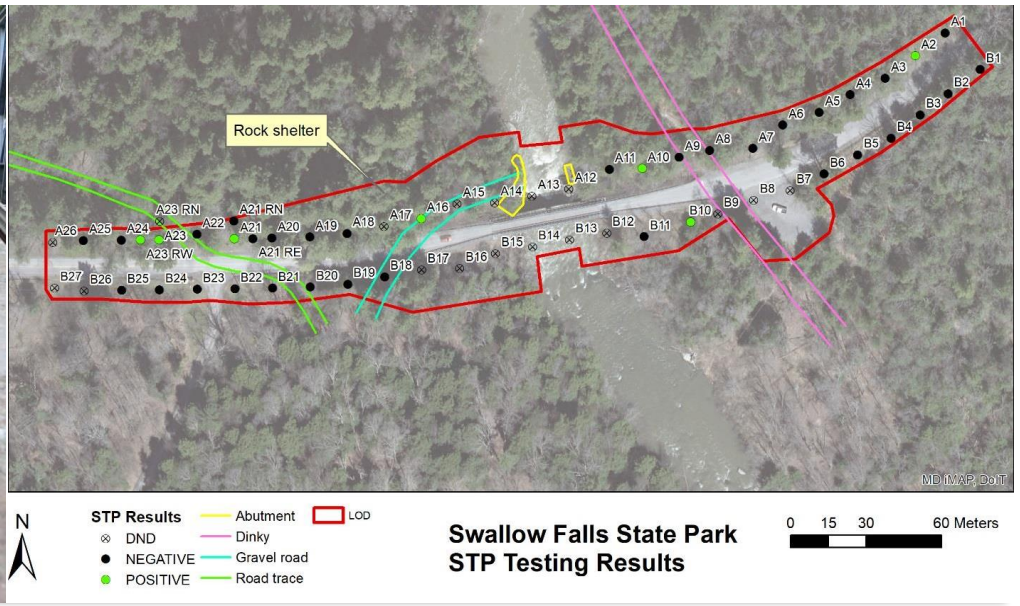
Project Location

- **Adjacent property is either DNR Swallow Falls State Park or DNR owned lands.**



Swallow Falls Road Bridge History

- **Previous bridge was located north of the existing bridge**
- **Existing bridge was constructed to the south of the previous bridge in 1960**



Swallow Falls Road Bridge History

- **Existing bridge was closed in 2011 due to severe corrosion**
- **The current temporary bridge was installed above existing bridge to safely convey traffic**

Swallow Falls Road Bridge History

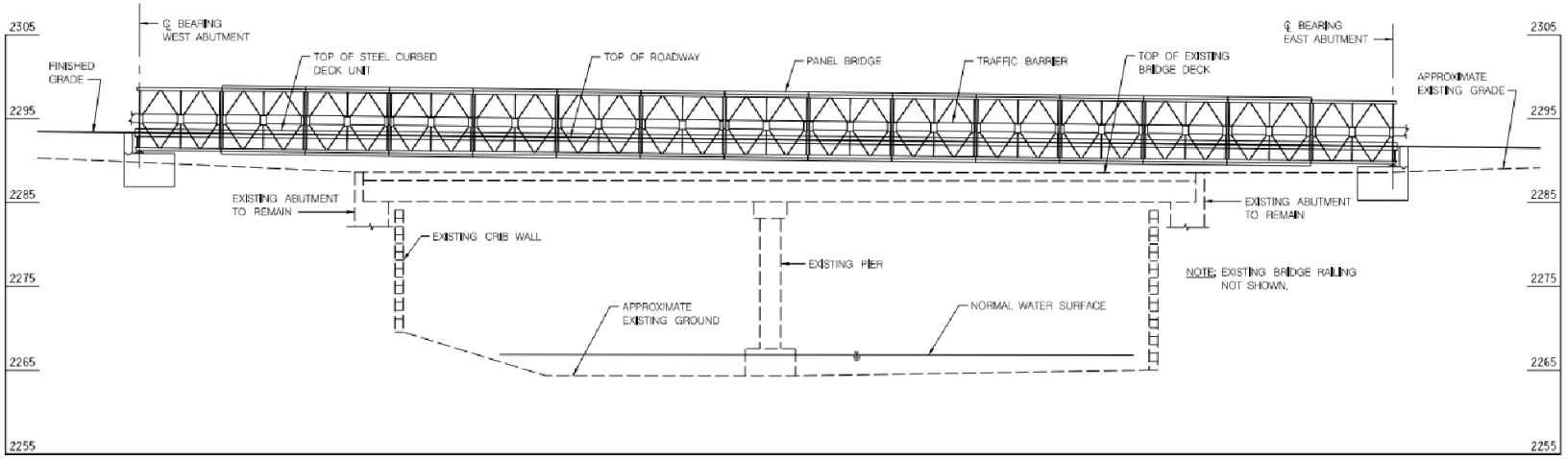
- **Existing Closed Bridge**

Swallow Falls Road Bridge History

- **Temporary "Jumper" Bridge (Acrow Panel Truss Structure)**

Swallow Falls Road Bridge History

- **Temporary Bridge (2011) Stub Abutments**
  - On spread footing, so may be dependent upon stability of crib walls
  - Only sized for one-lane bridge width
  - Conclusion: not viable for permanent bridge



Swallow Falls Road Bridge History

- **Existing Bridge (1960) Substructure**
  - No plans available to determine limits/strength
  - Condition rating of 4 (Poor Condition) in 2011
  - Conclusion: not viable for permanent bridge

Swallow Falls Road Bridge History

- **Funding was appropriated and project to replace the bridge was initiated in 2017**
- **Project Objectives:**
  - Provide a safe, durable, and context sensitive new crossing
  - Minimize disruptions to mobility
  - Avoid and/or minimize impacts to natural resources
  - Provide safe access for pedestrians and cyclists

Swallow Falls Road Bridge Design Development Process (To-Date)

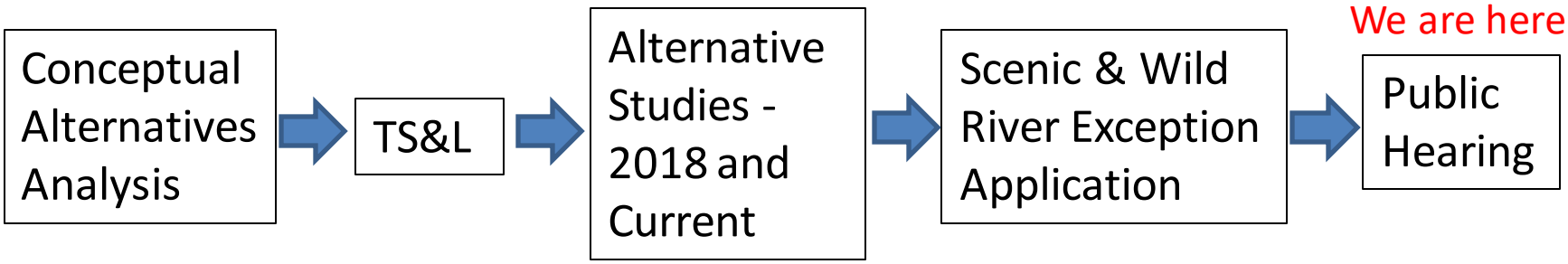
- **Conceptual alternatives analysis (2018)**
- **Bridge Type, Size & Location plans (May 2018)**
- **Alternative study to provide increased SWM treatment (2021)**
- **Alternative study to reduce impacts by including retaining walls and revising geometrics (2022)**
- **Environmental Assessment and Alternatives Analysis for Scenic & Wild River Compliance (2023)**
- **Public Hearing (Today)**

Swallow Falls Road Bridge Design Development Process (Moving Forward)

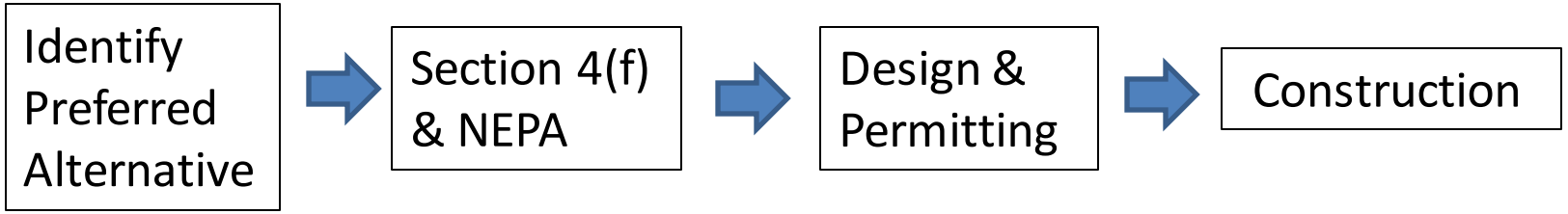
- **Identify Preferred Alternative (2023) Resulting from Scenic and Wild River Exception Process**
- **Develop and Submit for Section 4(f) Approval (Estimated 2023-2024)**
- **Submit for NEPA Approval (Estimated 2024)**
- **Develop 90% Plans for Stakeholder Review (Estimated 2025)**
- **Develop PS&E Plans for Advertisement (Estimated 2025)**
- **Select Contractor and Construct Bridge (Estimated 2026)**

Swallow Falls Road Bridge Replacement Project Development Process

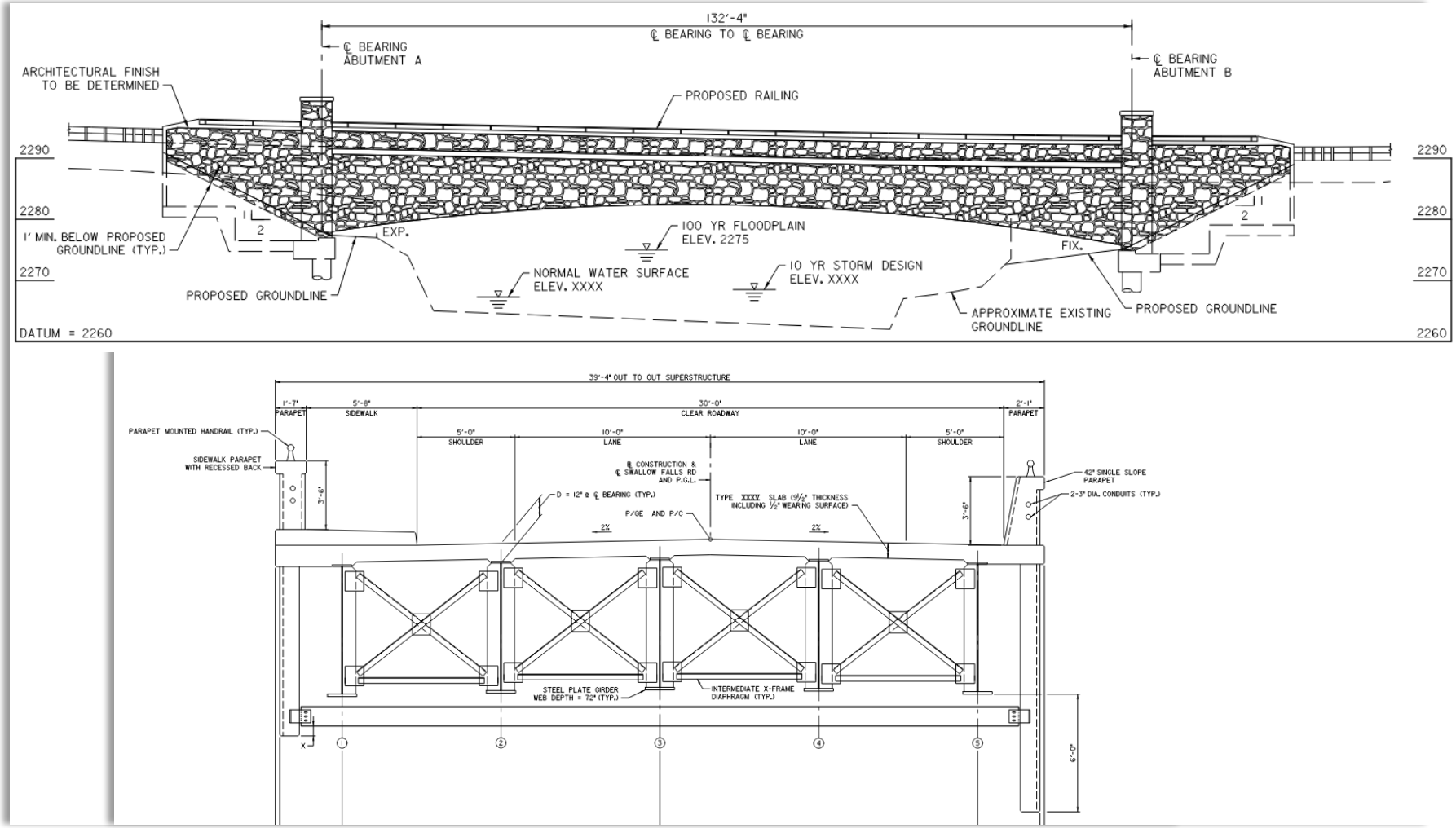
What has been done to date



What must be done moving forward

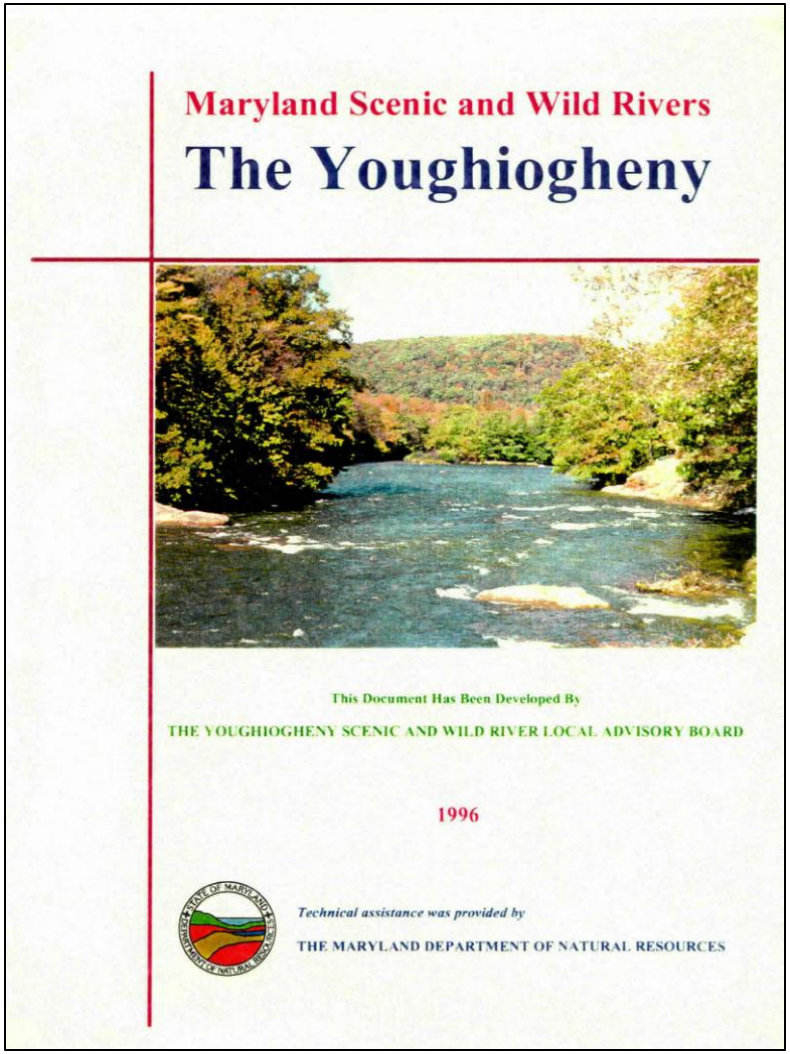


Swallow Falls Road Proposed Bridge



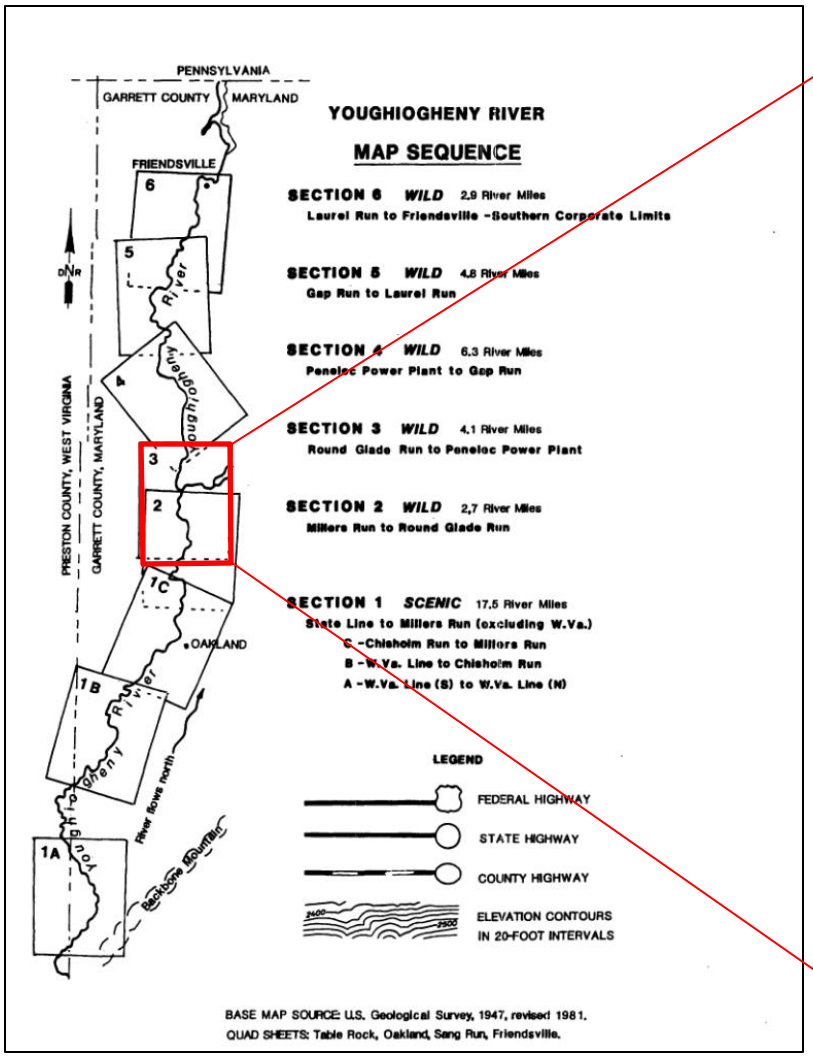
Youghiogheny Scenic and Wild Rivers

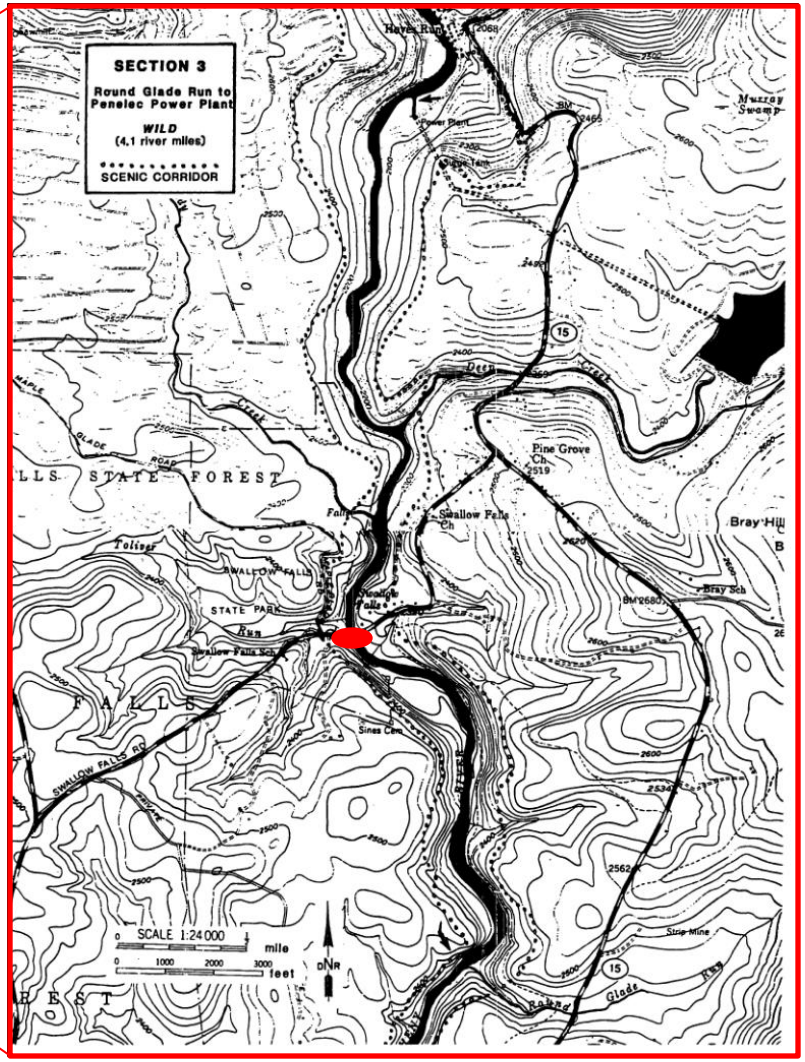
- **The Youghiogheny Scenic and Wild River Study and Management Plan**
  - Used as guidance and resource document



Youghiogheny River Scenic & Wild Corridor

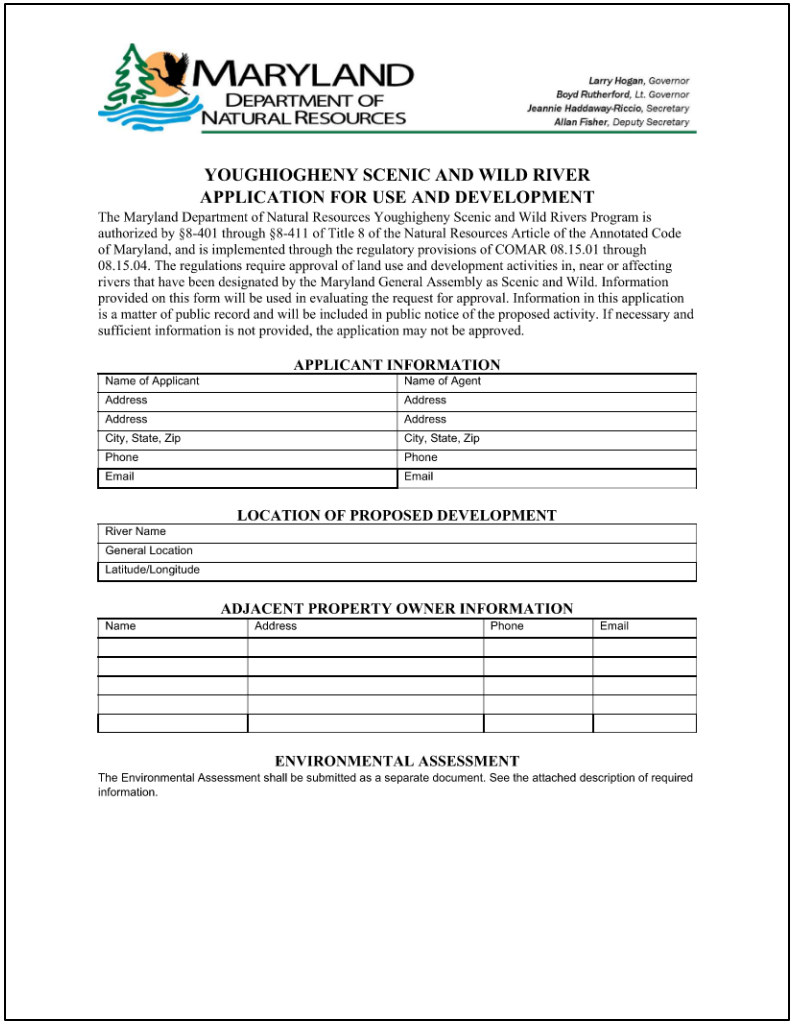
38.3 Miles Long





Youghiogheny Scenic and Wild Rivers

- **Youghiogheny Scenic and Wild River Application for Use and Development**
  - Aquatic resources
  - Riverine resources
  - Ecological systems
  - Fish and wildlife
  - Forest and vegetation
  - Geological features
  - Hydrological features
  - Water quality
  - Land use
  - Historic and cultural resources
  - Private landowner concerns
  - Wild character
  - Scenic and aesthetic character
  - Visitor experience



MARYLAND DEPARTMENT OF NATURAL RESOURCES

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor
Jeannie Haddaway-Riccio, Secretary
Allan Fisher, Deputy Secretary

YOUGHIOGHENY SCENIC AND WILD RIVER APPLICATION FOR USE AND DEVELOPMENT

The Maryland Department of Natural Resources Youghigheny Scenic and Wild Rivers Program is authorized by §8-401 through §8-411 of Title 8 of the Natural Resources Article of the Annotated Code of Maryland, and is implemented through the regulatory provisions of COMAR 08.15.01 through 08.15.04. The regulations require approval of land use and development activities in, near or affecting rivers that have been designated by the Maryland General Assembly as Scenic and Wild. Information provided on this form will be used in evaluating the request for approval. Information in this application is a matter of public record and will be included in public notice of the proposed activity. If necessary and sufficient information is not provided, the application may not be approved.

APPLICANT INFORMATION

Name of Applicant	Name of Agent
Address	Address
Address	Address
City, State, Zip	City, State, Zip
Phone	Phone
Email	Email

LOCATION OF PROPOSED DEVELOPMENT

River Name
General Location
Latitude/Longitude

ADJACENT PROPERTY OWNER INFORMATION

Name	Address	Phone	Email

ENVIRONMENTAL ASSESSMENT

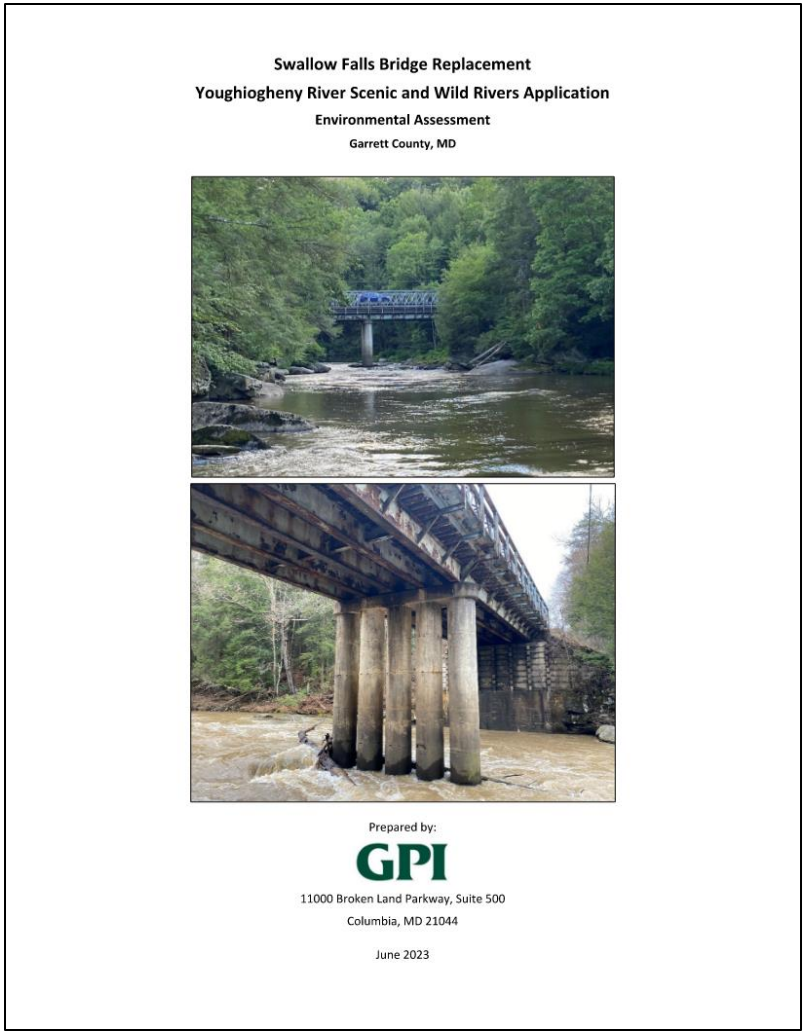
The Environmental Assessment shall be submitted as a separate document. See the attached description of required information.

Youghiogheny Scenic and Wild Rivers

Swallow Falls Bridge Replacement

Youghiogheny River Scenic and Wild Rivers Application

Environmental Assessment


Swallow Falls Bridge Replacement
Youghiogheny River Scenic and Wild Rivers Application
Environmental Assessment
Garrett County, MD

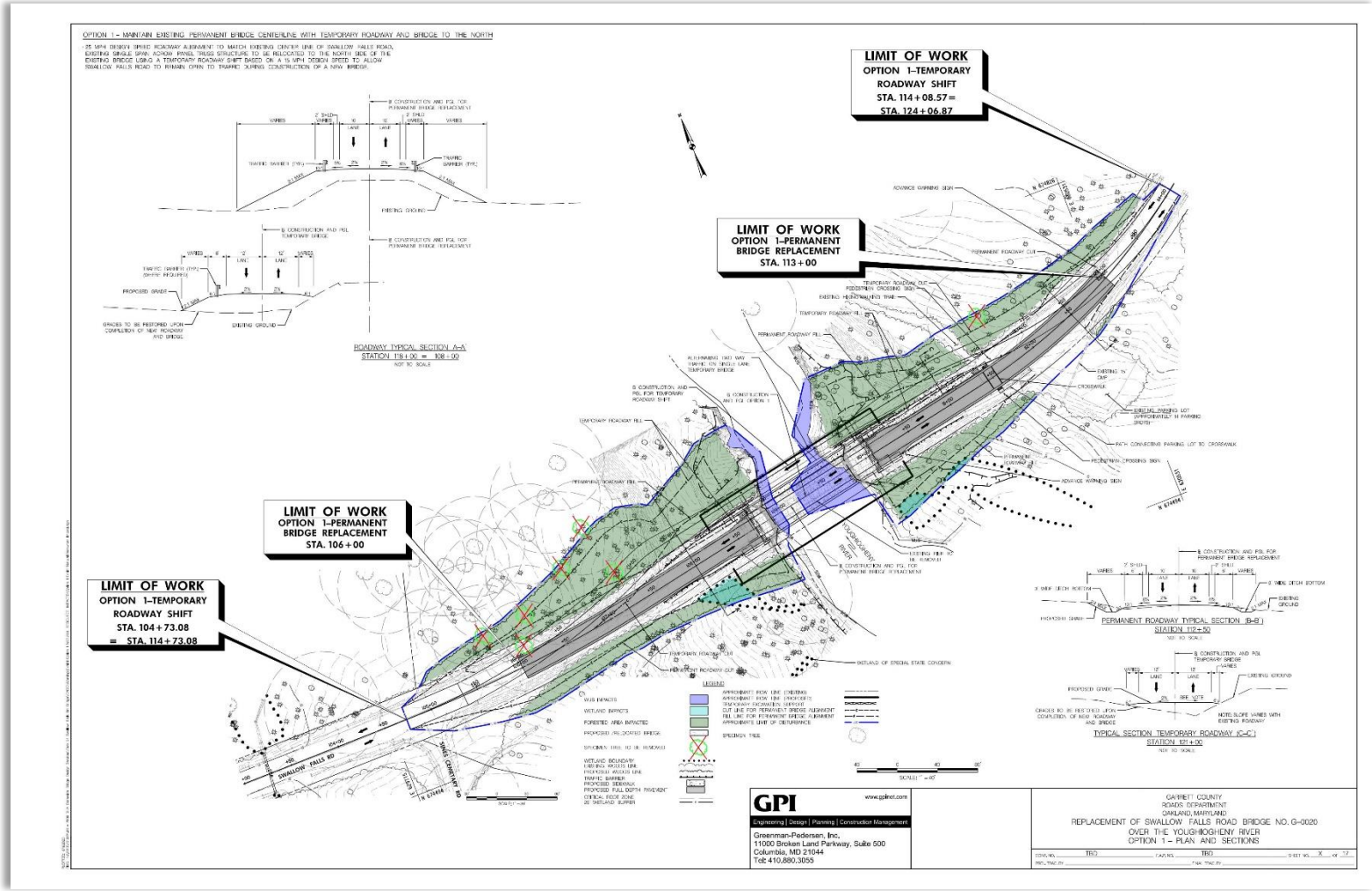
Prepared by:
GPI
11000 Broken Land Parkway, Suite 500
Columbia, MD 21044

June 2023

Swallow Falls Road Bridge Alternatives

- **Design Alternatives (Refined Since 2018 Study)**
  - Option 1: Reconstruct Bridge on Existing Alignment with Temporary Bridge to North
  - Option 1B: Reconstruct Bridge on Existing Alignment Using Slide-In Bridge Construction
  - Option 1C: Reconstruct Bridge on Existing Alignment using Traditional Construction
  - Option 2: Construct Bridge on Offset Alignment
  - Option 2B: Construct Bridge on Offset Alignment and Provide Increased Stormwater Management Treatment
  - Option 2C: Construct Bridge on Offset Alignment using Soldier Pile Retaining Walls
  - Option 2D: Construct Bridge on Offset Alignment using Raised Profile

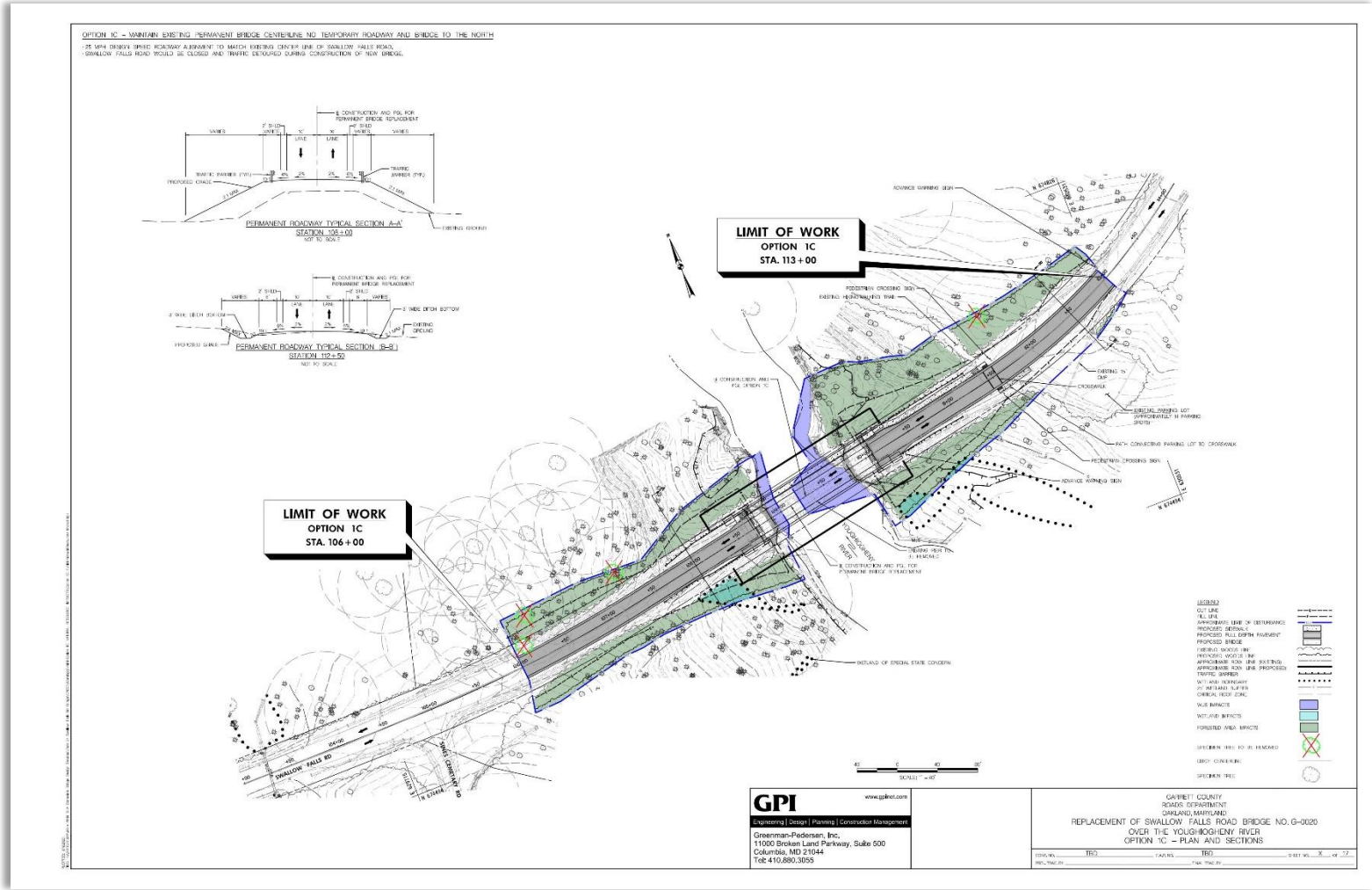
Option 1: Reconstruct Bridge on Existing Alignment with Temporary Bridge to North



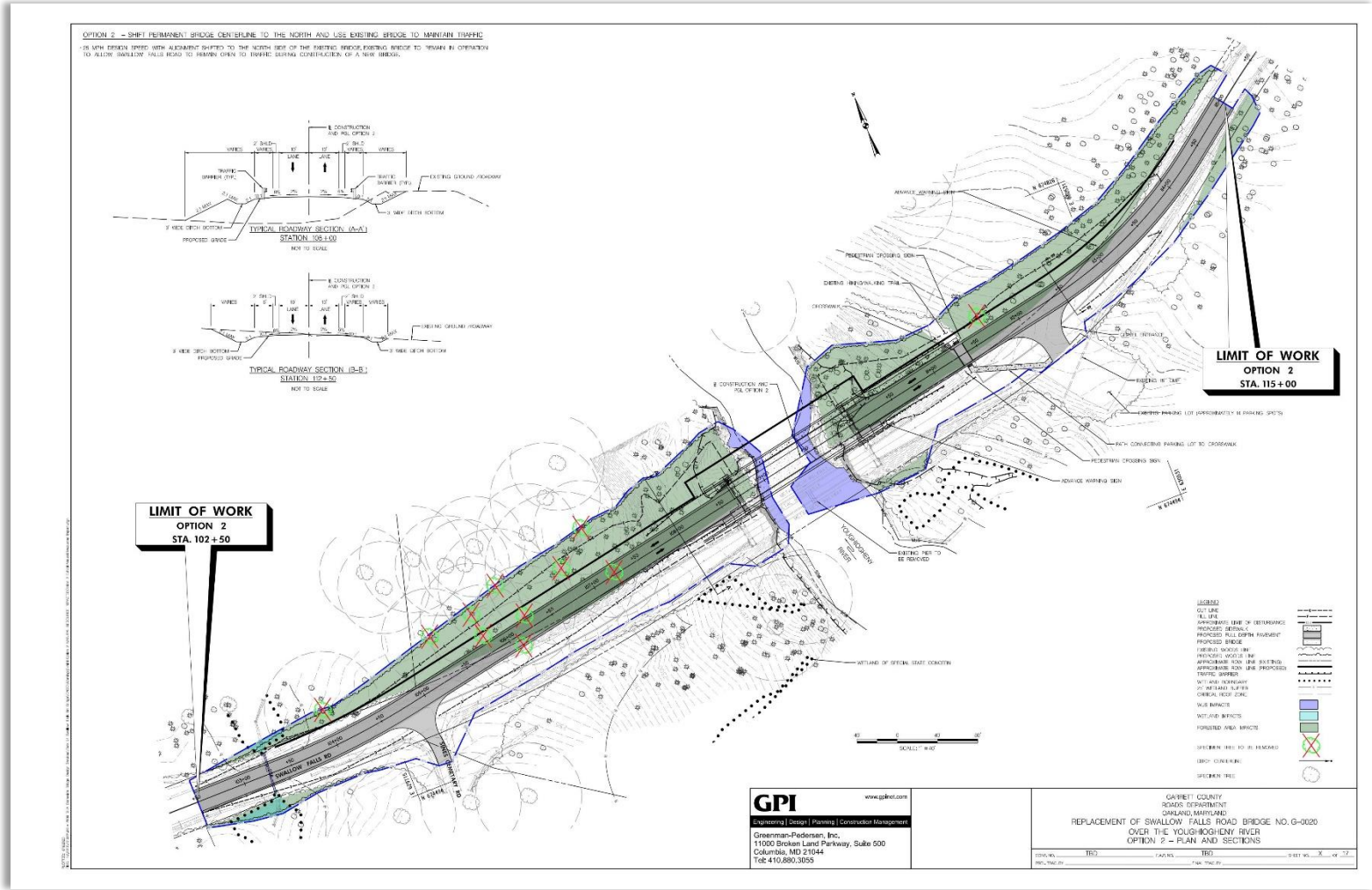
Option 1B: Reconstruct Bridge on Existing Alignment Using Slide-In Bridge Construction

- **Analysis:**
  - Most expensive
  - Greatest impacts to natural resources
- **Conclusion:**
  - Not studied for further consideration

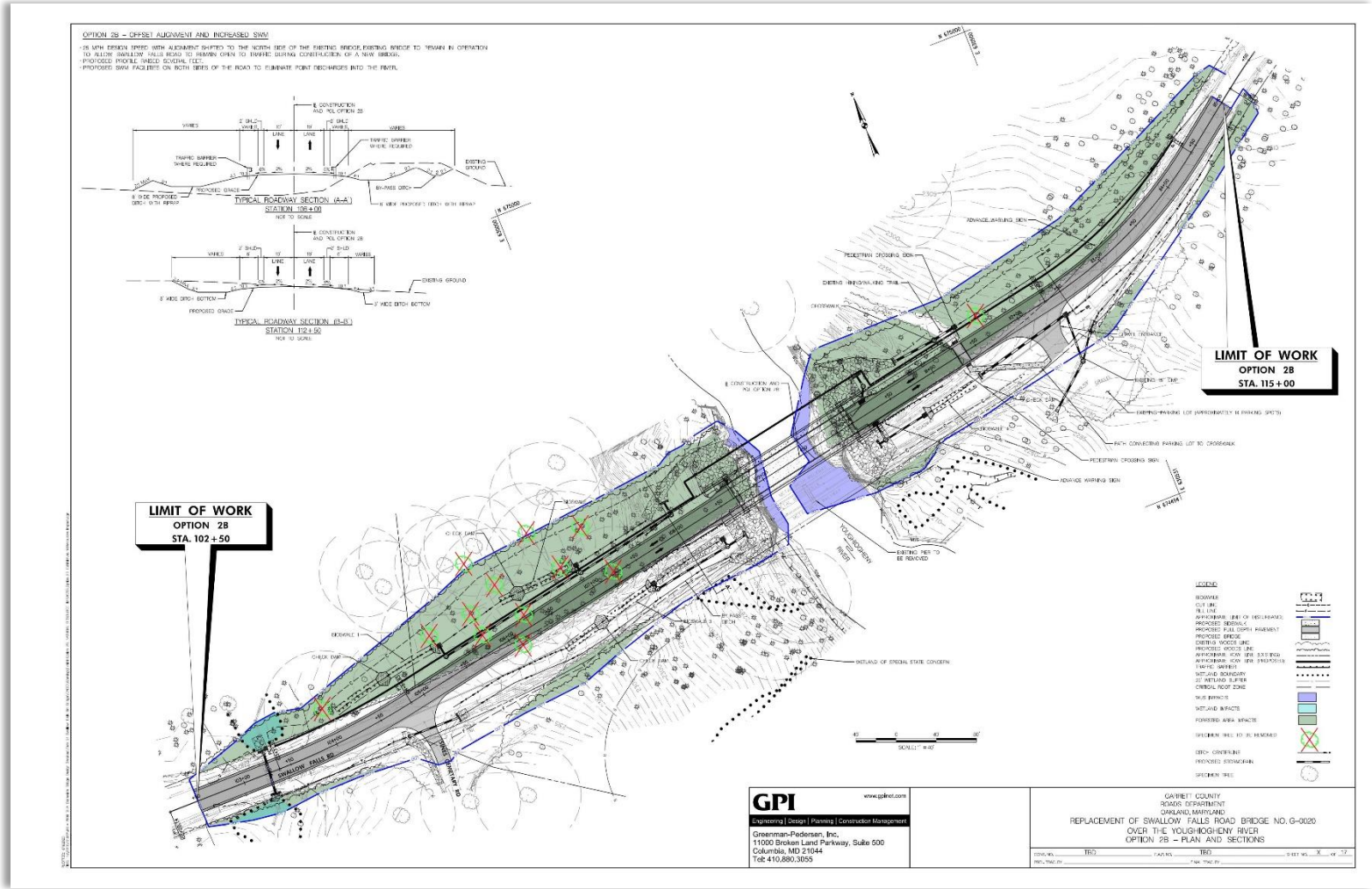
Option 1C: Reconstruct Bridge on Existing Alignment using Traditional Construction



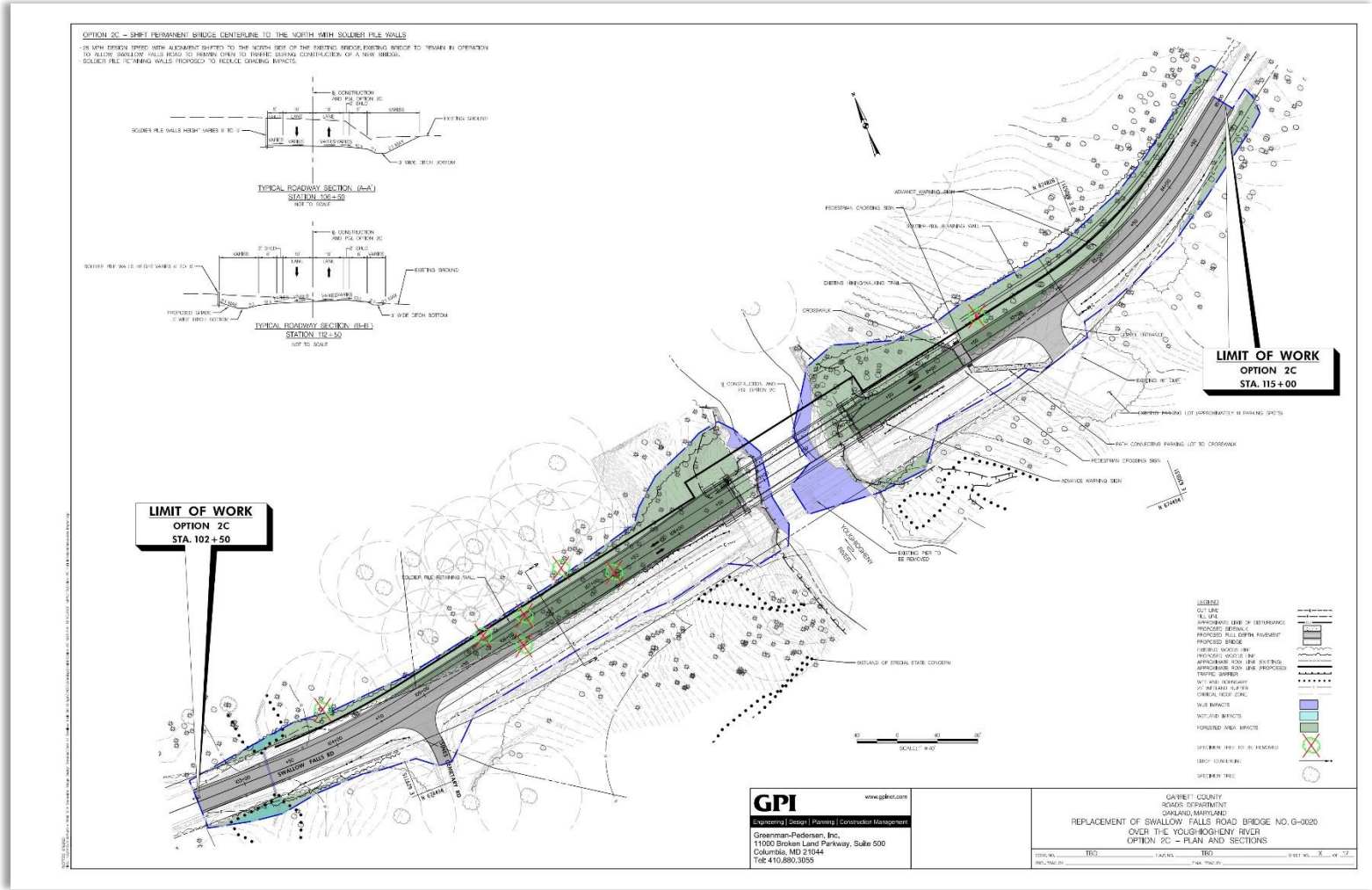
Option 2: Construct Bridge on Offset Alignment (Using Preliminary Profile)



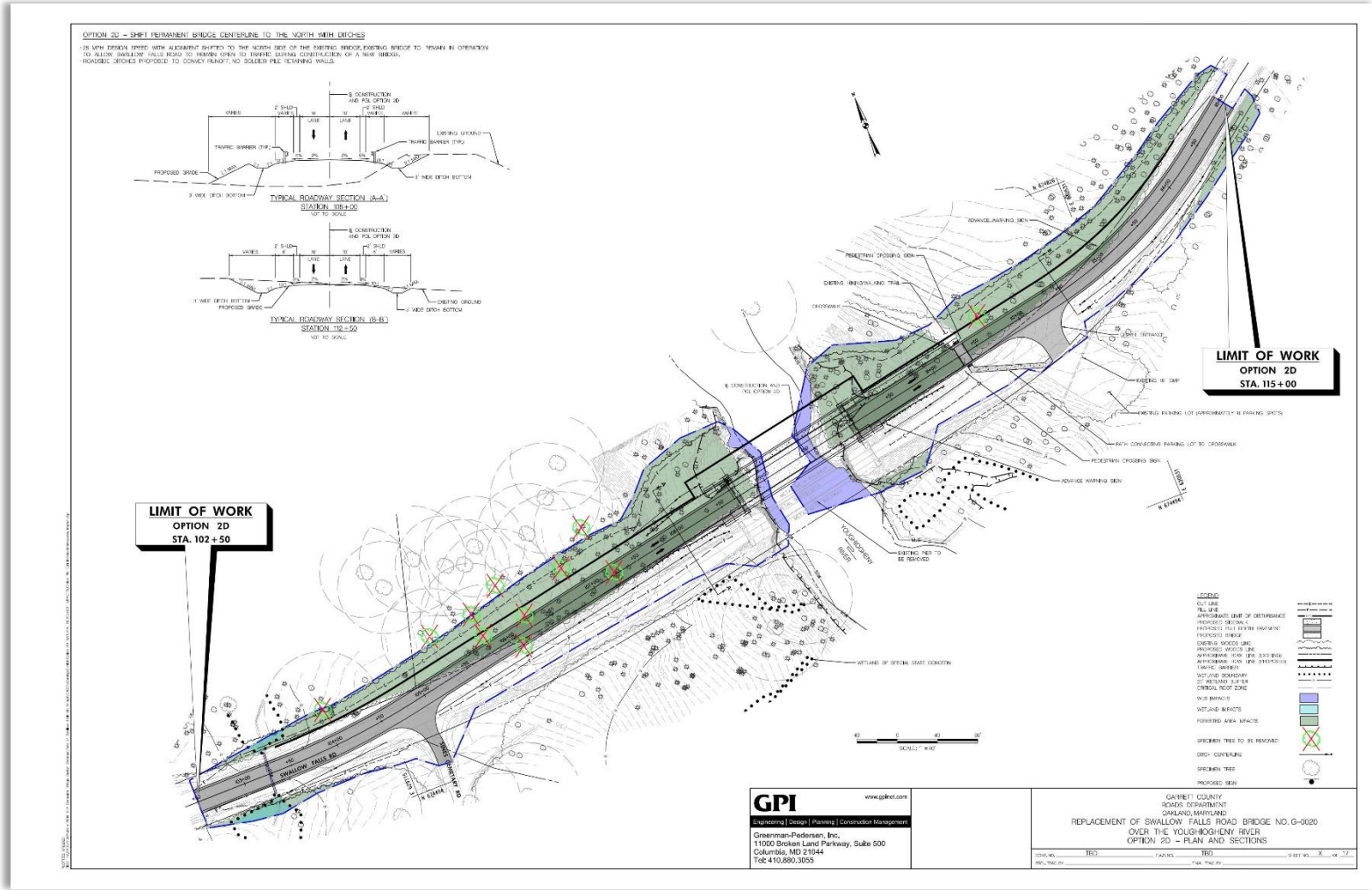
Option 2B: Construct Bridge on Offset Alignment and Provide SWM Treatment



Option 2C: Construct Bridge on Offset Alignment using Soldier Pile Retaining Walls



Option 2D: Construct Bridge on Offset Alignment using Raised Profile



Alternatives Analysis Impacts

- **Option 1: Reconstruct Bridge on Existing Alignment with Temporary Bridge to North**
  - High cost
  - Large wetland impacts
  - Negligible forest avoidance (compared to Options 2C and 2D)
  - Removed from consideration
- **Option 2: Construct Bridge on Offset Alignment (Using Preliminary Profile)**
  - Option 2D is the same concept with fewer natural resource impacts
  - Removed from consideration
- **Option 2B: Construct Bridge on Offset Alignment and Provide SWM Treatment**
  - Significant impacts to wetlands and forest stands
  - Removed from consideration

	Forest Clearing (acres)	Specimen Tree Removal	Specimen Trees with CRZ Impact to be Preserved	Tree Removal 12"-29.9"	Wetland Impacts (SF)	Wetland Buffer Impacts (SF)	Temporary WUS Impacts (SF)	Permanent WUS Impacts (SF)
Option 1	0.96	7	7	163	1,378	6,588	4,686	58
Option 1C	0.68	4	6	110	1,373	6,585	4,378	0
Option 2	1.27	11	8	227	921	4,069	4,689	58
Option 2B	1.70	13	9	269	1,675	5,724	4,698	58
Option 2C	1.00	7	7	183	922	4,052	4,696	58
Option 2D	1.21	11	6	222	921	4,067	4,689	58

Alternatives Analysis Impacts

- **Option 1C: Reconstruct Bridge on Existing Alignment using Traditional Construction**
  - Greater Impacts to Mobility (Detour, Emergency Services)
  - Greater Impacts to Wetlands
  - Lesser Impacts to Forest
- **Option 2C: Construct Bridge on Offset Alignment using Soldier Pile Retaining Walls**
  - Lesser Impacts to Wetlands
  - Greater Impacts to Forest (Compared to Option 1C)
  - Higher Cost (Compared to Option 2D)
  - Greater Impact to Scenic & Wild Character
- **Option 2D: Construct Bridge on Offset Alignment using Raised Profile**
  - Lesser Impacts to Wetlands
  - Greater Impacts to Forest (Compared to Option 1C and Option 2C)

	Forest Clearing (acres)	Specimen Tree Removal	Specimen Trees with CRZ Impact to be Preserved	Tree Removal 12"-29.9"	Wetland Impacts (SF)	Wetland Buffer Impacts (SF)	Temporary WUS Impacts (SF)	Permanent WUS Impacts (SF)
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Alternatives Analysis Impacts

- **Option 1C: Reconstruct Bridge on Existing Alignment using Traditional Construction**
  - Not recommended due to road closure/detour and wetland impacts
- **Option 2C: Construct Bridge on Offset Alignment using Soldier Pile Retaining Walls**
  - Not preferred
  - Possible alternate to Option 2D to minimize forest impacts with retaining walls
- **Option 2D: Construct Bridge on Offset Alignment using Raised Profile**
  - Preferred option with no road closure/detour and no retaining walls

	Forest Clearing (acres)	Specimen Tree Removal	Specimen Trees with CRZ Impact to be Preserved	Tree Removal 12"-29.9"	Wetland Impacts (SF)	Wetland Buffer Impacts (SF)	Temporary WUS Impacts (SF)	Permanent WUS Impacts (SF)
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Option 2C: Looking Westward

Option 2D: Looking Westward

Option 2C: East Approach

Option 2D: East Approach

Option 2C: West Approach

Option 2D: West Approach

Next Steps

- **Obtain Public Input**
- **DNR Review and Approval**
- **Engineering Design Development Proceeds**

Contact Information

- **Maryland Department of Natural Resources**
  - Mary Owens: mary.owens@maryland.gov
  - Director of Planning and Conservation Programs (Maryland Park Service)
- **GPI**
  - Wendy Wolcott, PLS: wwolcott@gpinet.com
  - Director of Maryland Operations
- **Garrett County Government**
  - Jay Moyer: jmoyer@garrettcounty.org
  - Director of Public Works

Project Information and Comments

SWALLOW FALLS ROAD BRIDGE REPLACEMENT

AT SWALLOW FALLS STATE PARK AND
YOUGHIOGHENY WILD RIVER NATURAL ENVIRONMENT AREA

Additional information about the project can be found at:
https://dnr.maryland.gov/publiclands/pages/western/swallowfalls.aspx

Comments can be sent via email to SwallowFallsBridge.dnr@maryland.gov
or U.S. Mail at
MD Park Service – Planning, 580 Taylor Avenue, E-3, Annapolis, MD 21401