

What is Section 4(f)?

Parks and recreational lands, wildlife and waterfowl refuges, and historic sites are specifically considered under Section 4(f) of the Department of Transportation Act of 1966. The use of Section 4(f) properties must be evaluated to determine that no feasible and prudent avoidance alternative is available, and all possible planning to minimize harm to the property was considered.

What is *de minimis*?

If impacts to the property would not adversely affect the activities, features, or attributes of the Section 4(f) resource, a *de minimis* determination can be made by the Federal Highway Administration (FHWA).

The Maryland Transportation Authority (MDTA) seeks a Section 4(f) *de minimis* impact determination from the FHWA for the potential temporary closure of this portion of the Gwynns Falls Trail.

What is “net benefit”?

As defined by the FHWA, a “net benefit” is achieved when a transportation project and the mitigation measures incorporated result in an overall enhancement of a Section 4(f) property, when compared to the avoidance alternatives and its present condition.

MDTA seeks a Section 4(f) net benefit determination for Swann Park.

To submit comments on Section 4(f) uses of the Gwynns Falls Trail or Swann Park by May 28, 2018, please contact:

Maryland Transportation Authority
Attn: Ms. Melissa Bogdan
Re: Use of Swann Park
2310 Broening Highway
Baltimore, MD 21224
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INTERSTATE 95 ACCESS IMPROVEMENTS STUDY

Section 4(f) Analysis - Swann Park Avoidance Alternatives

