

Section 4(f) Use of Gwynns Falls Trail

The Gwynns Falls Trail stretches 22 miles and connects over 30 neighborhoods in west and southwest Baltimore. A portion of the Gwynns Falls Trail is located along Annapolis Road in proximity to the I-95 overpass, within the anticipated construction area. A portion of the I-95 Access Improvements project would be constructed above the trail.

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.

How would the Gwynns Falls Trail be impacted?

It is possible to maintain pedestrian traffic on the trail throughout construction using protective measures to shield trail users from overhead construction activities. Should construction cause a temporary blockage along the trail, it would be rerouted through temporary detours. Potential detour routes include Annapolis Road, Bush Street, Washington Boulevard, Hollins Ferry Road, and Waterview Avenue.

No physical changes to the trail are anticipated. Large equipment will be needed for project activities in proximity to the trail for the demolition of the warehouse building, pier foundation excavation, transport of materials, and elevation of materials onto the structures above and east of the trail. Should the weight of construction vehicles damage the existing trail, in-kind replacement will occur.

What is *de minimis*?

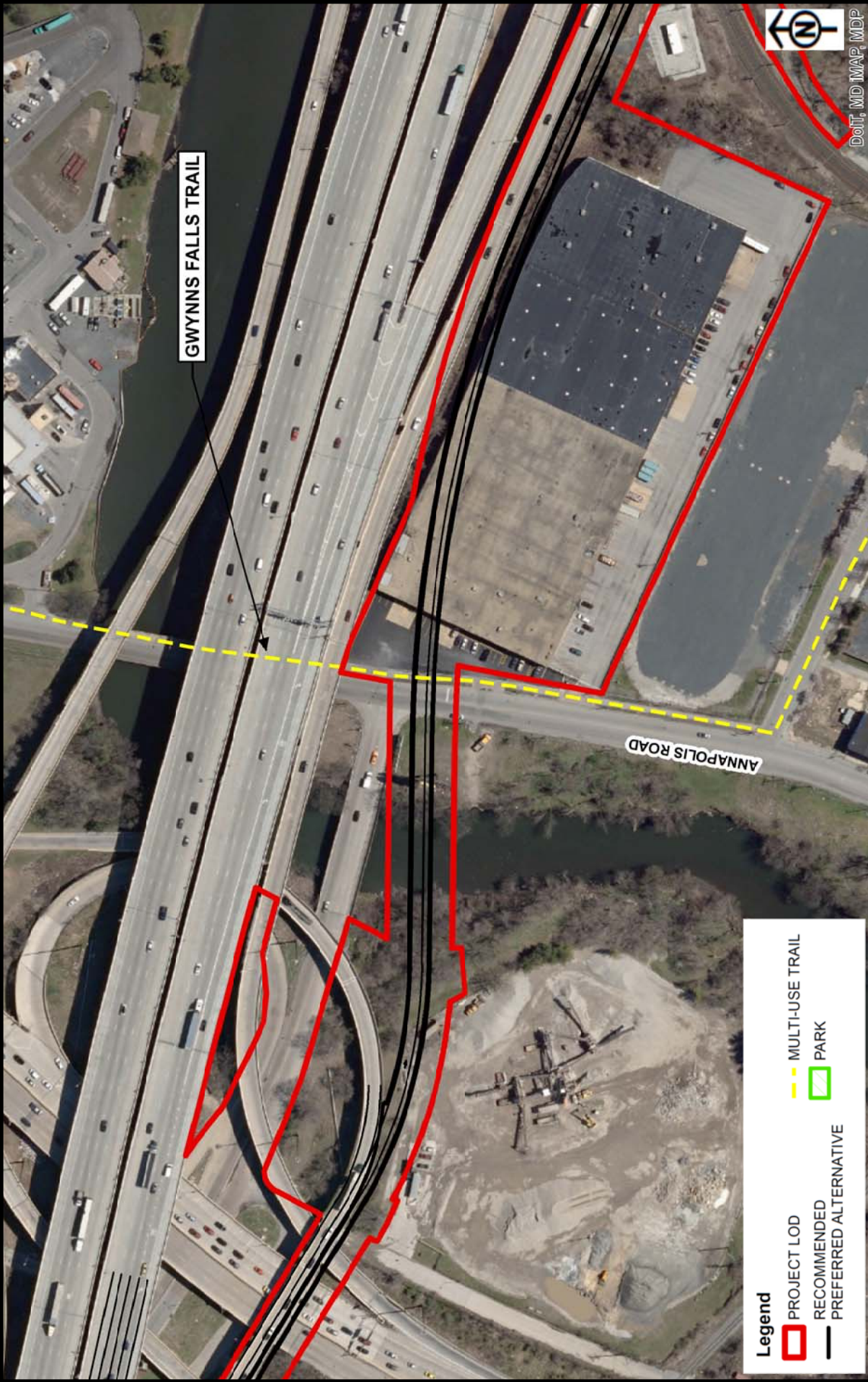
If impacts to the property would not adversely affect the activities, features, or attributes of the Section 4(f) resource, a *de minimis* determination can be made by the Federal Highway Administration (FHWA). The Maryland Transportation Authority (MDTA) seeks a Section 4(f) *de minimis* impact determination from the FHWA for the potential temporary closure of this portion of the Gwynns Falls Trail.

MDTA wants to hear from you!

You are invited to submit comments on the proposed *de minimis* impact finding for the use of the Gwynns Falls Trail. Comments will be accepted through May 28, 2018.

Please send all comments to:

Maryland Transportation Authority
Attn: Ms. Melissa Bogdan
Re: Use of Gwynns Falls Trail
2310 Broening Highway
Baltimore, MD 21224
mbogdan@mdta.maryland.gov








GWYNNS FALLS TRAIL

ANNAPOLIS ROAD



DOT, MD IMAP, MDP

Legend

-  PROJECT LOD
-  RECOMMENDED ALTERNATIVE
-  PREFERRED ALTERNATIVE
-  MULTI-USE TRAIL
-  PARK



I-95 Access Improvements

Section 4(f) Use of Gwynns Falls Trail

de minimus Determination



U.S. Department of Transportation
Federal Highway Administration

Section 4(f) Use of Swann Park

Swann Park is located at the western end of McComas Street, east of the Middle Branch of the Patapsco River, and south of I-95. The park is 11 acres and contains a baseball field, softball field, football/soccer field, walking paths, and an equipment shed. The park hosts games and practices for area high schools and recreational leagues. Baltimore City Department of Recreation and Parks owns and operates the park. Swann Park, as it exists today, would be impacted by the construction and operation of the I 95 Access Improvements project.

What is Section 4(f)?

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

How would Swann Park be impacted?

The project design includes a new off ramp from I-95 northbound to McComas Street, which would take up 3.7 acres of Swann Park and impact accessibility to the park. Therefore, Swann Park would be closed prior to construction. However, as part of Baltimore City's approved Port Covington Master Plan, Swann Park will be relocated south, to the western portion of the Port Covington peninsula. The new park will be approximately 27 acres and include all of the amenities of the existing Swann Park, as well as additional facilities.

The Maryland Transportation Authority (MDTA) and Baltimore City Department of Transportation (BCDOT) evaluated other alternatives to improve access to the Port Covington peninsula that could lessen impacts to existing Swann Park or avoid it entirely. While some feasible alternatives were developed, each would have a direct impact on the relocated Swann Park.

What is "net benefit"?

As defined by the Federal Highway Administration (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.

MDTA wants to hear from you!

You are invited to submit comments on the proposed use of Swann Park. Comments will be accepted through May 28, 2018.

Please send all comments to:

Maryland Transportation Authority
Attn: Ms. Melissa Bogdan
Re: Use of Swann Park
2310 Broening Highway
Baltimore, MD 21224
mbogdan@mdta.maryland.gov



I-95 Access Improvements
Section 4(f) Use of Swann Park
Net Benefit Determination



U.S. Department
of Transportation
**Federal Highway
Administration**



DoIT, M&D MAP, MDP