

PUBLIC NOTICE

CITY OF MUSKOGEE US-69 ROADWAY IMPROVEMENTS SECTION 4(F) DE MINIMIS IMPACTS TO CENTENNIAL TRAIL PATH

The Oklahoma Department of Transportation (ODOT) in coordination with the Federal Highway Administration (FHWA) is proposing to improve the roadway on United States Highway 69 (US-69) in the City of Muskogee from the intersection of US-62 (Okmulgee Street) and extending south approximately 3.0 miles to the intersection of SH-165 (Peak Boulevard). There is a pedestrian bridge that crosses over the US-69 within this extent. This bridge is part of the City owned Centennial Trail Path that is 7.3 miles long and extends into a City Park called Love Hatbox Sports Complex.

The existing US-69 roadway within this corridor has two lanes in each direction with dedicated turn lanes in places, varying shoulder widths and deteriorating pavement conditions. The proposed roadway improvements would reconstruct US-69 to provide for two driving lanes in each direction with a dedicated center turn lane from near US-62 (Okmulgee Street) south to Border Avenue approximately one mile. From Border Avenue south to near SH-165 (Peak Boulevard) for approximately 2.0 miles, US-69 will be reconstructed to provide two driving lanes in each direction with 10 foot wide shoulders.

The Centennial Trail Path pedestrian bridge over US-69 was originally a railroad bridge built in 1952 by the Missouri Pacific railroad. After the railroad track was abandoned, the City of Muskogee claimed ownership of the abandoned railroad right of way in 1996 for public use. The City converted the railroad track bridge to accommodate pedestrian traffic with the addition of asphalt paving and safety fencing in 1998. This unconventional pedestrian overpass is planned to be replaced with a new structure designed specifically for bicycle and pedestrian traffic. The entire Centennial Trail path consists of asphalt, 10 foot wide on right-of-way that is 100 feet wide. The new pedestrian overpass structure will be 12 feet wide in width and connect with the existing 10 foot wide asphalt path. The replacement of this structure allows for more room to accommodate the roadway improvements on US-69 and will improve drainage on the roadway.

Due to the proposed impact to this recreational trail, Section 4(f) regulations of the U.S. Department of Transportation Act of 1966 apply to the project. Section 4(f) affords protection to publicly-owned recreation areas including city, state, and national parks, wildlife refuges and management areas and historic sites. ODOT has coordinated with the City of Muskogee with regard to the planned improvements and the City is supportive of these improvements. The Centennial Trail is being constructed as a shared use path (bicycles and pedestrians) and will meet all American Disability Act (ADA) pedestrian requirements. In order to construct the new structure, the trail will need to be closed during construction for approximately three months. Incentives will be offered to the contractor to reduce that time.

Based on the cooperatively-developed plan, ODOT, in coordination with FHWA, and the City of Muskogee is proposing a *de minimis* impact finding with regard to Section 4(f) of the U.S. Department of Transportation Act (1966). A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). ODOT welcomes your comments on the effects of this project on the projected activities, features, and attributes of Centennial Trail Path (the Section 4(f) resource). Please mail or e-mail any comments you have by **April 17, 2017** to:

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