

## PUBLIC NOTICE

### I-40 CRUTCHO CREEK & SE 15<sup>TH</sup> STREET BRIDGE REPLACEMENT SECTION 4(F) DE MINIMIS IMPACTS TO RAY TRENT PARK & CITY WALKING TRAIL

The Oklahoma Department of Transportation (ODOT) in coordination with the Federal Highway Administration (FHWA) is proposing to replace the structurally deficient bridges on Interstate 40 (I-40) adjacent to Ray Trent Park. The bridges are located over Crutcho Creek and SE 15<sup>th</sup> Street within the City of Del City in Oklahoma County. Temporary closure of the City Walking Trail and an easement for utility relocation along the frontage road within Ray Trent Park will be required in order to reconstruct these bridges. Due to the proposed transportation use of these properties, 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 (resources) including city, state, and national parks, wildlife refuges and management areas and historic sites.

ODOT has coordinated with the City of Del City with regard to avoidance and minimization of impacts of this project to Ray Trent Park and the City Walking Trail and the City of Del City is supportive of these measures. This will be accomplished in part by constructing the new bridges in their current locations and using design features such as retaining walls. This allows for minimal use of property located within Ray Trent Park and accommodates local traffic to the park. A combination of new construction and the existing I-40 roadway will be utilized to maintain traffic during construction. ODOT is proposing to obtain approximately 0.4 acres of the 167 acre Ray Trent Park for the utility easement, which constitutes less than 0.3 percent of the park, and temporarily close the trail in the area of the Crutcho Creek bridges for a good portion of the construction time, which is estimated at 575 days. The City Walking Trail will be replaced in kind at its exact location with similar construction materials and the disturbed land surrounding the trail will be fully restored. ODOT will coordinate with the City to inform the public of the trail closure at the start of construction. The use of appropriate best management practices (including storm water, erosion and dust control, and chemical/fuel handling) will be conscientiously implemented.

Based on the avoidance and minimization of impacts to Ray Trent Park and the City Walking Trail as described above, the ODOT, in coordination with the FHWA, are proposing a *de minimis* impact finding with regard to Section 4(f) of the U.S. Department of Transportation Act (1966). ODOT welcomes your comments on the effects of this project on the projected activities, features, and attributes of Ray Trent Park and the City Walking Trail (the Section 4(f) resources). Please mail or e-mail any comments you have by **April 22, 2014** to:

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