



## **NOTICE AFFORDING THE OPPORTUNITY FOR A PUBLIC HEARING**

The Fort Worth District of the Texas Department of Transportation (TxDOT), in conjunction with the Federal Highway Administration (FHWA), is proposing improvements on State Highway (SH) 16 from Cliff Drive to SH 254 in northwestern Palo Pinto County, Texas. The preferred alternative includes utilizing the existing alignment and right-of-way (ROW) with the exception of a 0.5 mile segment of new location roadway on Kimberlin Mountain. The construction limits would extend from SH 254 to approximately 1,200 feet south of the Brazos River. The proposed project does not include widening or rehabilitating the masonry arch bridge over the Brazos River.

The purpose of the project is to improve safety on SH 16 by adding shoulders and straightening a portion of the roadway. SH 16 is currently a two-lane rural highway with a typical 100-foot-wide ROW. The current roadway provides three different pavement widths. From SH 254 to Park Road (PR) 36, SH 16 has two 12-foot-wide travel lanes with 4- to 6-foot wide shoulders. From PR 36 to approximately 1,200 feet south of the Brazos River Bridge, SH 16 includes two 11-foot-wide travel lanes with no shoulders. From approximately 1,200 feet south of the Brazos River Bridge to Cliff Drive, SH 16 has two 12-foot-wide travel lanes with 4-foot wide shoulders.

The realigned section of SH 16 would begin approximately 1,000 feet south of Farm to Market (FM) 2353, traverse Kimberlin Mountain on new alignment, and tie into the existing SH 16 roadway approximately 600 feet north of the SH 16/Red Bluff Drive intersection. A climbing lane for northbound traffic would be constructed, which would terminate at the top of Kimberlin Mountain as a left-turn lane for turning movements onto FM 2353. At the base of Kimberlin Mountain, Red Bluff Drive would be realigned to improve sight distance for motorists turning from Red Bluff Drive onto SH 16. The SH 16/PR 36 intersection, located north of Kimberlin Mountain, would be reconfigured into a T-intersection.

The realigned portion of SH 16 would be a two-lane facility with 12-foot-wide travel lanes, a 12-foot-wide northbound climbing lane, and 8-foot-wide shoulders. To match the width of the new alignment section of the roadway, the existing SH 16 roadway from SH 254 to the new alignment segment would be widened to include two 12-foot-wide travel lanes and 8-foot-wide shoulders. The roadway segment between the new alignment and the Brazos River Bridge would include two 12-foot-wide travel lanes and 5-foot-wide shoulders. The proposed ROW within the 0.5-mile realignment section would vary from 120 to 200 feet wide.

An environmental assessment and an Individual Section 4(f) evaluation have been prepared for this project and coordinated with various state and federal agencies. The proposed project would require 9.32 acres of additional ROW and a 5.08-acre temporary construction easement. The 9.32 acres of additional ROW would be acquired for the construction of the realignment of a 0.5-mile section of SH 16 on Kimberlin Mountain and the realignment of the SH 16/Red Bluff Drive intersection. The 5.08-acre temporary easement would be needed at the base of Kimberlin Mountain for a temporary detour to maintain traffic during construction. No displacements of residences or businesses would be required.

The proposed project crosses 100-year floodplains in three locations. However, the project will use existing bridges and culverts, and no new structures or modification of existing structures are planned within floodplains. The project would not encroach on any wetlands.

The SH 16 roadway located within the project area, its masonry culverts, Brazos River Bridge, and masonry guard wall on Kimberlin Mountain were constructed as part of a Works Progress Administration (WPA) project in the 1940s. As part of compliance activities under Section 106 of the National Historic Preservation Act (NHPA), TxDOT determined the SH 16 roadway corridor and 18 contributing features (16 masonry culverts, the Brazos River Bridge, and a masonry wall on Kimberlin Mountain) are eligible for the National Register of Historic Places (NRHP) under Criterion A and Criterion C. TxDOT also determined that the Brazos River Bridge is eligible for the NRHP under Criterion A and Criterion C as an individual structure.

The proposed action would result in an adverse effect to the NRHP-eligible SH 16 corridor alignment, one contributing historic masonry culvert, and a contributing historic masonry guard wall on Kimberlin Mountain. The proposed project does not include widening or rehabilitating the masonry arch bridge over the Brazos River.

The proposed action constitutes a “use” of a Section 4(f) property under 23 CFR 774. The Section 4(f) property is the NRHP-eligible SH 16 roadway corridor and its 18 contributing features. Therefore an Individual Section 4(f) Evaluation has been prepared. Findings indicate that there are no feasible and prudent alternatives to the use of the Section 4(f) property, and that the proposed action includes all possible planning measures to minimize harm to the historic property.

The environmental assessment, public hearing display, and Individual Section 4(f) document prepared for the proposed project are available for inspection at:

- County Judge’s Office, Palo Pinto County Courthouse, 520 Oak Street, Palo Pinto, Texas 76484; Phone (940) 659-1253
- TxDOT-Weatherford Area Office-Mr. John Cordary, P.E, 1427 West Bankhead Highway, Weatherford, Texas 76086; Phone (682) 229-2800
- TxDOT-Fort Worth District Office-Ms. Donna Fowler, 2501 SW Loop 820, Fort Worth, Texas 76133; Phone (817) 370-6549

Any interested citizen may request a public hearing covering the social, economic and environmental effects of the proposed location and design for this project. Requests for a public hearing must be submitted in writing on or before January 30, 2015, to Mr. Brian R. Barth, P.E, TxDOT Fort Worth District Engineer, 2501 SW Loop 820, Fort Worth, Texas 76133. If such a request is received, a public hearing will be scheduled. Adequate notice will be published to announce the date and location of the hearing.

If you have general questions or concerns regarding the proposed project, you may contact Mr. John Cordary, P.E. with TxDOT at (682) 229-2800 in lieu of requesting a public hearing. If these questions are not answered to your satisfaction, a public hearing should be requested.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.