



Historic Texas Highways

Signage Management Plan

Valenzuela Preservation Studio, LLC for the Texas Historical Commission

HISTORIC TEXAS HIGHWAYS

Signage Management Plan

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Prepared for:

Texas Historical Commission
History Programs Division
Historic Texas Highways Program

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Section I - Introduction

Project Background

The Texas Historic Roads and Highway Program, established in 2009 as a mandate of House Bill 2642, works to identify and commemorate historic highways in Texas. The Texas Historical Commission (THC) and Texas Department of Transportation (TxDOT), under an initial task order for program, commissioned a study that documented the history of transportation in Texas (1700-1980) and identified significant resources associated with historic Texas highways. The resultant historic context, *The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways* (Appendix C), can serve as a useful tool for the applicant in evaluating the historic context and significance of the highway segment proposed for signage.

The physical representation of road alignments associated with historic Texas highways may take the form of abandoned roadbed preserved in-situ or be part of the layered history of an in-use segment. Original alignments are found on both public and privately-owned land parcels. Since maintenance and upgrades are a necessary component of successful travel routes, most original roadbeds have been subject to improvements over time. Some highways have transitioned to business routes through towns and cities or exist as farm-to-market and county roads in rural areas of the state. Some roadbeds have been incorporated into state and interstate highway routes and as a result, little of the original character of the historic roadway may remain.¹ Alignments may have changed over time and improvements, such as road widening and resurfacing, make the designation of a singular historic route that is eligible for signage a difficult task to undertake.

Purpose and Goals

The Signage Management Plan provides the framework for the application process and installation of highway signage marking historic highway routes within the state of Texas. The plan is the result of collaboration between project staff from the THC History Programs Division, TxDOT Environmental Affairs Division (TxDOT-ENV), and TxDOT Traffic Operations Division (TxDOT-TRF). The plan outlines the process for applicants to apply for signage along historic road segments for historic highways in Texas. Instructions for the completion of each component of the Historic Texas Highways Signage Application are provided. Evaluation factors that will be considered by THC as part of the application review process are defined, and relevant bibliographical sources and research repositories to be utilized in the preparation of the form are summarized. Examples of appropriate support documentation are included to assist in the preparation of a complete signage application packet by applicants. The plan is designed to assist the general public as they work to identify and promote historic roads and highways in Texas, in tandem with the THC Historic Texas Highways program.

¹ Penick, Monica and Gregory Smith. National Register of Historic Places Nomination, *Route 66 in Texas, 1926-1970*, Section I, page 10.

Section 2 - Signage Management Plan

Eligibility Requirements

The process of installing signage along historic highways in Texas begins with the interest of the general public in making these routes visible to traveling motorists in their area. While anyone can prepare an application for signage, all requests must be coordinated with and submitted to a county historical commission (CHC) before being sent to the THC. Committed to the preservation of historic and cultural resources, CHCs assist county commissioners' courts and the THC to identify, protect, and preserve these resources within the area they serve. To find out more about the role of CHCs in your area and for contact information for CHC chairs, visit the THC's website: <http://www.thc.state.tx.us/preserve/projects-and-programs/county-historical-commission-outreach/what-are-county-historical>.

To be eligible for Historic Texas Highways signage, the applicant must demonstrate that the route proposed for signage is associated with one of the officially designated highways within the State of Texas² and illustrated on the Rand McNally Official 1923 Auto Trails Map District Number 18 map, as adapted by the THC (Figure 1 – *refer to Appendix A for a larger-scale version of the 1923 map*). Applicants should demonstrate the significance of the road segment within the larger context of the historic highway and its contribution to local and regional themes. While not required, it is preferred that routes proposed for signage retain those characteristics that embody the significance of the historic route.

Signage approved through the Historic Texas Highways program will be installed on TxDOT right of way (ROW) on conventional highways. Signage design will be dictated by requirements outlined in the *Texas Manual on Uniform Traffic Control Devices*.

The historic state highways as delineated on the 1923 map are listed in the following table (Table 1 – *refer to Appendix A for a listing of major towns/cities along each route*).

² Defined within *Chapter 21 – History Programs Subchapter E, Texas Historic Roads and Highways Program*. 13 TAC §21.31, §21.31 of the Texas Administrative Code, May 15, 2015.

Table 1. Historic Highways delineated on the Rand McNally Official 1923 Auto Trails Map, District No. 18

1923 RAND McNALLY MAP		HISTORIC HIGHWAY NAME	CURRENT HIGHWAY #* (roughly aligns with historic highway) *alignment needs to be confirmed by research	MAJOR TOWNS ALONG ROUTE
STATE HIGHWAY	TRAIL/HWY MARKERS			
SH 1	13/44	Texarkana, Dallas, Fort Worth and El Paso Highway, Bankhead Highway, Texas-Mexico Division of the Bankhead Highway	US 67 (Texarkana to Dallas) US 80 (Dallas to El Paso) IH 30 (Texarkana to Dallas) IH 20 (Dallas to Kent) IH 10 (Kent to El Paso)	<i>Washington, D.C. to San Diego, California</i> Texas route from Texarkana to El Paso
SH 2/ SH 25	8	Meridian Highway, Mineral Wells Branch Meridian Highway, Meridian Highway and Gulf Division	US 81 SH 240 (Burkburnett to Wichita Falls) US 287 (Wichita Falls to Fort Worth) SH 148 (Henrietta to Jacksboro) US 281 (Jacksboro to Mineral Wells) US 180 (Mineral Wells to Fort Worth) IH 35/IH 35W (Fort Worth to Laredo) SH 174 (Burleson to Cleburne) US 67 (Cleburne to Glen Rose) SH 144 (Glen Rose to Meridian) SH 6 (Meridian to Waco) SH 95 (Temple to Taylor) US 79 (Taylor to Hutto) FM 685 (Hutto to Pflugerville) SH 6 (Waco to Hempstead) US 290 (Hempstead to Houston) SH 3 (Houston to Galveston) IH 45 (Houston to Galveston)	<i>Winnipeg, Manitoba to Mexico City</i> Texas route from Wichita Falls to Laredo and Galveston

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STATE HIGHWAY	TRAIL/HWY MARKERS			
SH 3	10/12	Southern National Highway, Old Spanish Trail	IH 10 (Orange to Beaumont) US 90 (Beaumont to Houston) US 59 (Houston to Rosenberg) US 90 (Rosenberg to Altair) SH 71 (Altair to Glidden) IH 10 (Glidden to Waelder) SH 97 (Waelder to Gonzales) US 90 (Gonzales to Seguin) SH 78 (Seguin to San Antonio) IH 10 (San Antonio to El Paso) IH 37 (San Antonio to Mathis to Corpus Christi) SH 359 (Mathis to Alice) US 281 (Alice to Pharr) IH 2/US 83 (Pharr to Harlingen) IH 69 (Harlingen to Brownsville) US 83 (Pharr to Laredo) US 90 (San Antonio to Uvalde) US 83 (Uvalde to La Pryor) US 57 (La Pryor to Eagle Pass) US 277 (Eagle Pass to Del Rio) SH 55 (Uvalde to SH 334) SH 334 (SH 55 to Brackettville) US 90 (Brackettville to Del Rio)	<i>St. Augustine, Florida to San Diego, California</i> Texas route from Orange to El Paso
SH 4	14	Del Rio–Canadian Highway	US 277 (Del Rio to Sonora to San Angelo)	Del Rio to Ochiltree

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STATE HIGHWAY	TRAIL/HWY MARKERS			
			SH 208 (San Angelo to Robert Lee) SH 158 (Robert Lee to Bronte) US 277 (Bronte to Fort Chadbourne) SH 70 (Fort Chadbourne to Blackwell) SH 126 (Blackwell to Nolan) SH 70 (Nolan to Sweetwater to Rotan to FM 610) FM 610 (SH 70 to Aspermont) US 83 (Aspermont to Canadian to Perryton)	
SH 5	16	North Texas Highway	US 82/US 370 (Texarkana to Henrietta) US 87 (Henrietta to Wichita Falls) US 287 (Wichita Falls to Amarillo) US 385	Texarkana to Texline
SH 6	27	King of Trails	US 69/75 (TX/OK border to Denison to Sherman to Howe) SH 5 (Howe to Van Alstyne to McKinney to Plano to Dallas) SH 342 (Dallas to Lancaster to Waxahachie) US 77 (Waxahachie to Italy to Hillsboro) IH 35/US 77 (Hillsboro to Waco) SH 6 (Waco to Bremond) FM 46 (Bremond to Franklin to Wheelock) Old Spanish Road (Wheelock to Bryan) SH 6 (Bryan to Hempstead) US 290 (Hempstead to Houston) SH 3 (Houston to Galveston)	Winnipeg, Manitoba to Gulf of Mexico Texas route from Denison to Brownsville and Galveston
SH 7	7	Central Texas Highway	US 190 (Bon Wier to Jasper) SH 63 (Jasper to FM 2109) FM 2109 (SH 63 to Huntington) US 69 (Huntington to Lufkin) SH 7 (Lufkin to Crockett)	Newton to Coleman to El Paso/Farwell

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STATE HIGHWAY	TRAIL/HWY MARKERS			
			US 287 (Crockett to Palestine) US 84 (Palestine to Waco to Goldthwaite) US 84/US 183 (Goldthwaite to Brownwood to Coleman) SH 206 (Coleman to US 67) US 67 (SH 206 to San Angelo to Fort Stockton) IH 10 (Fort Stockton to El Paso) US 84 (Coleman to Tuscola) Hwy? (Tuscola to Buffalo Gap to Cozart to Sweetwater) US 84 (Sweetwater to Snyder to Lubbock) US 84 (Lubbock to Littlefield to Farwell to TX/NM border)	
SH 8	17	East Texas Highway	SH 8 (OK border to Linden) US 59 (Linden to Tenaha) US 96 (Tenaha to Lumberton) US 96/US287/US69 (Lumberton to Beaumont and Port Arthur)	New Boston to Orange
SH 9	25	Puget Sound to Gulf Highway	US 181 (Corpus Christi to Gregory to San Antonio) IH 37 (Corpus Christi to US 59) US 59 (IH 37 to George West) US 281 (George West to San Antonio)	<i>Puget Sound, Washington to Gulf of Mexico</i> Texline to Corpus Christi
SH 10		Fort Worth-Brady-Fort Stockton Highway	US 377/US67 (Fort Worth to Brownwood) US 377 (Brownwood to Brady) US 190 (Brady to Menard) FM 864 (Menard to Sonora) IH 10 (Sonora to Fort Stockton)	Fort Worth to Van Horn
SH 11	2	Jefferson Highway	US 80 (Marshall to Gladewater) US 271 (Gladewater to Pittsburg) SH 11 (Pittsburg to Winnsboro to Sulphur Springs)	Denison to Marshall

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STATE HIGHWAY	TRAIL/HWY MARKERS			
			IH 35/US 67 (Sulphur Springs to Greenville) US 69 (Greenville to Whitewright to Denison)	
SH 12		Jefferson Davis Memorial Highway	IH 10 (Orange to Beaumont) US 90 (Beaumont to Houston to Rosenberg) US 59 (Rosenberg to Victoria) US 59 (Victoria to Goliad) US 183 (Goliad to Refugio) US 77 (Refugio to Kingsville to Riviera) SH 285 (Riviera to Falfurrias) US 281 (Falfurrias to Edinburg) IH 2/US83 (Edinburg to San Benito) US 77 (San Benito to Brownsville) US 87 (Victoria to Cuero to San Antonio) US 90 (San Antonio to Del Rio to Comstock) US 90 (Comstock to Alpine to Sierra Blanca to El Paso) US 83 (Uvalde to La Pryor) US 57 (La Pryor to Eagle Pass) US 277 (Eagle Pass to Del Rio) US 83 (McAllen to Laredo) FM 1472 (Laredo to FM 1021) FM 1021 (FM 1472 to Eagle Pass) follows Rio Grande from the Big Bend area	<i>Washington, D.C. to San Diego, California</i> Texas route from Orange to El Paso and Brownsville
SH 13	50	Ozark Trails (Route 66)	OK/TX border near Shamrock IH 40 (Texola, OK to Alanreed) FM 291 (Alanreed to Clarendon) OK/TX border near Wellington SH 203 (OK to Wellington) SH 203 (Wellington to Hedley) US 287 (Hedley to Clarendon to Amarillo)	<i>St. Louis, Missouri to Las Vegas, New Mexico (1913-Ozark Trails) and then Chicago, Illinois to Los Angeles, California (1925-Route 66)</i> Texas route from Wichita Falls to El Paso and from Wellington to Dimmitt

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STATE HIGHWAY	TRAIL/HWY MARKERS			
SH 14/ SH 32	18	Henry Exall Memorial Highway, “X” All Highway, Eastern Loop Henry Exall Highway	IH 40 (Amarillo to TX/NM border) SH 3 (Galveston to Houston) IH -45/SH 75 (Houston to Conroe to Fairfield to Corsicana) Old Spanish Road (Bryan to Wheelock) FM 46 (Wheelock to Franklin to Bremond) SH 14 (Bremond to Richland) IH 45/US 287 (Corsicana to Ennis to Dallas) US 180 (Dallas to Fort Worth)	<i>Boulder and Denver, Colorado to Galveston, Texas</i> Overlays segments of the King of Trails and Meridian Highways. Texas route from Denison to Galveston
SH 15		Texas-Louisiana Highway (Dallas-Louisiana Highway)	US 80 (Dallas to Terrell to Mineola to Marshall to TX/LA border)	<i>Shreveport, Louisiana to Dallas, Texas</i> Followed route of Dixie-Overland Highway from Dallas to the Louisiana border. Highway name shortened to Dixie Highway by Texas State Highway Department ³ . Route from Louisiana border near Shreveport to Dallas
SH 17		Pecos Valley Highway	US 90 (Langtry to Sanderson) US 285 (Sanderson to Fort Stockton) SH 18 (Fort Stockton to Monahans) IH 10 (Fort Stockton to Balmorhea) SH 17 (Balmorhea to Pecos) IH 20 (Monahans to Pecos) US 285 (Pecos to TX/NW border)	Langtry to Texas/New Mexico border

³ Dallas Historical Society, p. 23

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STATE HIGHWAY	TRAIL/HWY MARKERS			
SH 18		Albany–Bronco Highway	SH 6 (Meridian to Eastland to Albany to Stamford) SH 283 (Stamford to Old Glory) US 380 (Old Glory to Aspermont to Jayton) SH 70 (Jayton to Spur) FM 836 (Spur to Crosbyton) US 62 (Crosbyton to Lubbock to Brownfield) US 380 (Brownfield to Bronco TX/NM border)	Albany to Bronco
SH 19		Paris–Houston Highway Red River to Gulf Highway	SH 19/24 (Paris to Cooper) SH 19 (Cooper to Sulphur Springs) FM 2297/2081 (Sulphur Springs to Alba to Grand Saline) FM 17 (Grand Saline to Canton) SH 19 (Canton to Athens) SH 19 (Athens to Palestine) US 287 (Palestine to Crockett) SH 19 (Crockett to Huntsville) IH 45 (Huntsville to Houston) SH 35 (Houston to Angleton) SH 288 (Angleton to Freeport/Welasco)	Paris to Freeport
SH 20		Austin to Houston Highway	US 290 (Houston to Hempstead to Giddings to Elgin to Austin)	Hempstead to Austin
SH 21		Gonzales to San Augustine Highway	SH 21 (Milam to Alto, near LA/TX border) SH 21 (Alto to Bryan to Caldwell to US 77) US 77 (SH 21 to Giddings) Giddings to Serbin to Sand to Stellar to Cistern (road #?) FM 1115 (Cistern to Waelder)	Milam to Karnes City

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STATE HIGHWAY	TRAIL/HWY MARKERS			
			SH 97 (Waelder to Gonzales to Nixon) SH 80 (Nixon to Karnes City)	
SH 22		Wichita Falls and Comanche Highway	SH 79 (Wichita Falls to Archer City to Olney) SH 251 (Olney to Newcastle) Newcastle Hwy (Newcastle to Graham) SH 67 (Graham to Breckenridge) US 183 (Breckenridge to SH 112) SH 112 (US 183 to Eastland) SH 6 (Eastland to De Leon) SH 16 (De Leon to Comanche) SH 36 (Comanche to Hamilton) SH 22 (Hamilton to Meridian to Hillsboro to Kerens) SH 309 (Kerens to US 287) US 287 (SH 309 to Palestine) US 84 (Palestine to Rusk) FM 343 (Rusk to Nacogdoches) SH 7 (Nacogdoches to Center to TX/LA border)	Wichita Falls to Center
SH 23		Southwest Trail of Texas	IH 44 (Burkburnett to Wichita Falls) SH 79 (Wichita Falls to Throckmorton) US 183 (Throckmorton to Woodson) Woodson to Albany Hwy? US 283 (Albany to Coleman to Brady) Brady to Laredo Hwy?	Olney to Shield
SH 24		Denton–Whitesboro Highway	US 377 (Denton to Pilot Point to Whitesboro)	Whitesboro to Denton
SH 26		Tyler–Henderson–Nacogdoches Highway	SH 110 (Tyler to Troup) SH 135 (Troup to Overton) SH 323? (Overton to Henderson) US 259 (Henderson to Nacogdoches)	Tyler to Nacogdoches

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STATE HIGHWAY	TRAIL/HWY MARKERS			
SH 28	11	Fort Worth–Farwell–Frisco (FFF) Highway	SH 180 (Dallas to Fort Worth to Mineral Wells) US 281 (Mineral Wells to Salesville) SH 254 (Salesville to Graford) SH 337 (Graford to Finis) Finis Rd (Finis to Graham) Newcastle Hwy (Graham to FM 1769) FM 1769 (Newcastle Hwy to Jean) SH 114 (Jean to Olney to Seymour to Benjamin) SH 6 (Benjamin to Crowell) US 70 (Crowell to Plainview to Muleshoe to TX/NM border)	<i>Dallas to Las Vegas, New Mexico</i> Dallas to Farwell
SH 29	26	Middlebuster Highway	SH 238 (Seadrift to Port Lavaca) US 87 (Port Lavaca to Victoria to Cuero) US 183 (Cuero to Gonzales to Lockhart to Austin)	Austin to Port O’Conner
SH 30		Wichita Valley Highway	US 82 (Wichita Falls to Seymour) US 277 (Seymour to Anson to Abilene) US 83 (Abilene to Ballinger to Junction) US 377 (Junction to Rock Springs) SH 41 (Rock Springs to US 83) US 83 (SH 41 to Concan) SH 127 (Concan to Sabinal)	Wichita Falls to Sabinal
SH 31		Waco–Corsicana Highway	SH 31 (Waco to Corsicana to Athens to Tyler)	Tyler to Waco
SH 36		Ben Milam Highway	SH 24 (Paris to Greenville) SH 34 (Greenville to Terrell to Ennis) US 287 (Ennis to Waxahachie to Mansfield)	Lampasas to Freeport
SH 37	38	Jim Hogg Highway	SH 37 (Clarksville to Bogata) US 271 (Bogata to Jhontown) Jhontown to Mount Vernon Hwy? SH 37 (Mount Vernon to Winnsboro to Mineola)	Clarksville to Galveston

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STATE HIGHWAY	TRAIL/HWY MARKERS			
			US 69 (Mineola to Tyler to Rusk to Lufkin)	
SH 39		Throckmorton Highway	US 380 (Greenville to McKinney to Decatur) US 377 (Decatur to Bridgeport) SH 114 (Bridgeport to Jacksboro) US 380 (Jacksboro to Graham) FM 209 (Graham to Murray) Hwy? Murray to Masters to Throckmorton US 380 (Throckmorton to Rule) Hwy? Rule to Aspermont US 380 (Aspermont to Jayton) SH 70 (Jayton to SH 208) SH 208 (SH 70 to Post) US 380 (Post to Brownfield)	Greenville to Brownfield
SH 40	40	Hobby Highway	IH 35/US 77 (TX/OK border to Gainesville to Denton) IH 35E (Denton to Dallas) US 175 (Dallas to Kaufman to Athens to Jacksonville) FM 22 (Jacksonville to Turney) SH 204 (Sacul to Caro) US 259 (Caro to Nacogdoches) Hwy? (Nacogdoches to Clevenger to Huntington) US 69 (Huntington to Woodville to Beaumont to Port Arthur)	Gainesville to Sabine
SH 41		Charles Schreiner Highway	IH 10/US 87 (San Antonio to Kerrville) SH 27 (Kerrville to Ingram) SH 39 (Ingram to US 83) Hwy? (US 83 to Rocksprings) US 377 (Rocksprings to US 277)	Boerne to Del Rio
SH 42		Culberson Highway	SH 154 (Marshall to Quitman)	Marshall to Greenville

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STATE HIGHWAY	TRAIL/HWY MARKERS			
			SH 182 (Quitman to Alba) US 69 (Alba to Greenville)	
SH 44		SAP Route	US 77 (Giddings to Rockdale to Waco)	Waco to Giddings
SH 45		East and West Texas Highway	SH 63 (TX/LA border to Jasper) US 190 (Jasper to Woodville to Huntsville) FM 1696? (Huntsville to Bryan)	Bryan to Louisiana Border
	1	Mississippi River Scenic Highway	IH 10 (TX/LA border to Orange to Beaumont) US 90 (Beaumont to Liberty to Houston) IH 10 (Houston to Lynchburg) FM 2100 (Lynchburg to Crosby)	Winnipeg, Manitoba to Port Arthur Orange to Crosby
	3	Postal Highway	IH 40 (TX/OK border near Texola OK to Shamrock to Amarillo) FM 1541? (Amarillo to Zita to SH 217) SH 217 (FM 1541 to Canyon) US 60 (Canyon to Hereford to Farwell to TX/NM border)	Texas/Oklahoma border near Texola, OK to Farwell and Texas/New Mexico border
	4	Star Highway	IH 44/US 277 (Burkburnett to Wichita Falls)	Burkburnett to Wichita Falls
	6	Denison-Whitesboro-Fort Worth-Gulf	Hwy? (Denison to Gordonville) US 377 (Gordonville to Denton to Fort Worth) IH 35W (Fort Worth to Burleson to Waco) US 77 (Waco to Giddings) US 290 (Giddings to Ledbetter) FM 1291 (Ledbetter to Waldeck) FM 2145 (Waldeck to La Grange) SH 77 (La Grange to Hallettsville) Alt SH 77 (Hallettsville to Yoakum to Cuero) US 87 (Cuero to Victoria to Port Lavaca) SH 238 (Port Lavaca to Seadrift) SH 185 (Seadrift to Port O'Connor)	Denison to Port O'Connor

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STATE HIGHWAY	TRAIL/HWY MARKERS			
	9	Abo Pass Highway	US 83 (TX/OK border near Ochiltree to Canadian to US 60) US 60 (US 83 to Pampa to Amarillo) FM 1541 (Amarillo to Zita to SH 217) SH 217 (FM 1541 to Canyon) US 60 (Canyon to Farwell to TX/NM border)	Canadian to Hereford
	15	Texas, Oklahoma, Kansas Route	IH 35 (Waco to Hillsboro) IH 35W (Hillsboro to Itasca) Hwy? (Itasca to Covington) SH 171 (Covington to Cleburne) US 67 (Cleburne to Alvarado) IH 35W (Alvarado to Fort Worth to Gainesville to TX/OK border)	<i>Herington, Kansas to Waco</i> Texas route from Gainesville to Dallas
	20	San Antonio–Del Rio	US 90 (San Antonio to Uvalde to Del Rio)	San Antonio to Del Rio
	21	Lone Star Route	IH 10/US 90 (TX/LA border to Orange to Beaumont) US 90 (Beaumont to Houston) Alt 90 (Houston to Rosenberg) US 59 (Rosenberg to Wharton to Victoria to Beeville) US 181 (Beeville to Skidmore) SH 359 (Skidmore to Mathis to Alice) US 281 (Alice to Falfurrias) ?	<i>Chicago, Illinois to Brownsville</i> Texas route from Beaumont to Brownsville
	24	Kansas–Oklahoma–Texas and Gulf Highway	US 69/75 (TX/OK border to Denison to Sherman to Howe) SH 5 (Howe to Van Alstyne to McKinney to Plano to Dallas) ?	<i>Florence, Kansas to Dallas</i> Texas route via Denison to Dallas

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STATE HIGHWAY	TRAIL/HWY MARKERS			
	28	Gulf to Panhandle Highway	US 181 (Corpus Christi to Gregory to San Antonio) IH 10/US 87 (San Antonio to Comfort) US 87 (Comfort to Fredericksburg to Brady) US 283 (Brady to FM 765) FM 765 (US 283 to Doole to Millersview) FM 4508 (Millersview to US 83) US 83 (FM 4508 to Paint Rock to Ballinger) Hwy? (Ballinger to Nolan to Sweetwater) US 84 (Sweetwater to Snyder to Lubbock) US 87 (Lubbock to Plainview to Canyon) SH 217 (Canyon to FM 1541) FM 1541 (SH 127 to Amarillo) ?	Texline to Corpus Christi
	37	Dallas–Canadian–Denver (DCD) Highway	IH 45 (Houston to Huntsville) IH 45/US 190 (Huntsville to Corsicana to Dallas) IH 35E (Dallas to Denton) IH 35/US 77 (Denton to Gainesville to TX/OK border) SH 33 (TX/OK border to Canadian) US 83 (Canadian to Childress) ? (Childress to ?) US 83 (Canadian to Ochiltree to Perryton to TX/OK border)	<i>Boulder/Denver, Colorado to Galveston</i> Texas route from Canadian to Galveston
	51	Lee Highway	US 70 (Vernon to Crowell to Floydada to Farwell to TX/NM border)	<i>New York to San Francisco, California</i> Texas route from Vernon to Farwell
	52	Lone Star Trail	US 84 (Joaquin to Timpson) US 59 (Timpson to Garrison) FM 1087? (Garrison to US 259 to SH 204 to Cushing)	<i>St. Augustine, Florida to Los Angeles, California</i> Texas route from Timpson to El Paso

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STATE HIGHWAY	TRAIL/HWY MARKERS			
			Hwy? (Cushing to Rusk) (US 84 (Rusk to Palestine) US 79 (Palestine to Oakwood) US 84 (Oakwood to Turlington to Fairfield to Waco) US 84 (Waco to Goldthwaite) US 84/US 183 (Goldthwaite to Brownwood to Coleman) SH 206 (Coleman to US 67) US 67 (SH 206 to San Angelo to Fort Stockton) IH 10 (Fort Stockton to Van Horn to El Paso)	
	56	Atlantic-Pacific Highway	US 54 (TX/OK border Texhoma to Stratford to Dalhart to TX/NM border)	<i>New York to Los Angeles, California</i> Texhoma to New Mexico border
	65	Colorado to Gulf Highway	IH 45 (Galveston to Houston) US 290 (Houston to Hempstead) SH 6 (Hempstead to Hearne to Bremond to Waco) US 181 (Gregory to Floresville to San Antonio) IH 35 (San Antonio to Austin to Pflugerville) Hwy? (Pflugerville to Hutto) US 79 (Hutto to Taylor) SH 95 (Taylor to Temple) IH 35 (Temple to Waco to Hillsboro) IH 35W (Hillsboro to Fort Worth) US 287 (Fort Worth to Decatur to Wichita Falls to Childress) US 287 (Childress to Amarillo to SH 354) SH 354 (US 287 to Channing) US 385 (Channing to Dalhart to Texline to TX/NM border)	<i>Denver, Colorado to Galveston</i> Texas route from Texline to Galveston
	66	Dixie Overland Highway	US 380 (TX/NM border Bronco to Plains)	<i>Savannah, Georgia to San Diego,</i>

1923 RAND McNALLY MAP		HISTORIC HIGHWAY NAME	CURRENT HIGHWAY #* (roughly aligns with historic highway) <small>*alignment needs to be confirmed by research</small>	MAJOR TOWNS ALONG ROUTE
STATE HIGHWAY	TRAIL/HWY MARKERS			
			US 380/US 82 (Plains to Post) US 84 (Post to Roscoe) IH 20/US 84 (Roscoe to Sweetwater to Abilene) SH 351 (Abilene to US 180/SH 6) US 180/SH 6 (SH 351 to Albany) US 180 (Albany to Breckenridge) FM 207 (Breckenridge to Strawn) FM 108 (Strawn to FM 193) FM 193 (FM 108 to Gordon) Hwy? (Gordon to Santo to Millsap) US 180 (Millsap to Weatherford) US 180/I-30 (Weatherford to Fort Worth to Dallas) US 80 (Dallas to Terrell to Marshall to TX/LA border)	California Texas route from Tyler to Abilene
	72	Coast to Coast Route	SH 203 (TX/OK border to Wellington to Hedley) US 287 (Hedley to Amarillo) IH 40 (Amarillo to Adrian to TX/NM border)	Texas/Oklahoma border near Wellington to Adrian near the Texas/New Mexico border
	78	Southwest Trails	US 60 (TX/OK border to Higgins to Canadian to Amarillo) FM 1541? (Amarillo to SH 217) SH 217 (FM 1541 to Canyon) US 60 (Canyon to Farwell)	Chicago, Illinois to El Paso, Texas Texas/Oklahoma border near Higgins to Farwell
	79	Air Line	IH 40 (TX/OK border to Shamrock to Amarillo)	Texas/Oklahoma border near Shamrock to Amarillo
	80	Mineral Wells Trail	US 81 (TX/OK border to Ringgold to Bowie) SH 59 (Bowie to Jacksboro) US 281 (Jacksboro to Perrin to Mineral Wells)	Ringgold to Mineral Wells

***The historic highways need to be confirmed by research and fieldwork for the local alignments. Only the Bankhead and Meridian highways have been professionally researched and field surveyed at the time of this report.** Highways frequently had adjustments over time and often will have several different alignments for different time periods. So it is rare that the current highway alignment to be exactly the same as the historic alignment(s).

Sources:

Texas Historical Commission. *Rand McNally Official 1923 Auto Trails Map, District No. 18*. THC History Programs Division Archives: Austin, Texas.

Dallas Historical Society, Dallas County Heritage Society, and the Sixth Floor Museum at Dealey Plaza. *Legacies: A History Journal for Dallas and North Central Texas*, Vol. 12 No. 1, Spring 2000. Michael V. Hazel, editor, Journal/Magazine/Newsletter, 2000; (<http://texashistory.unt.edu/ark:/67531/metaph35100/> : accessed June 12, 2015), University of North Texas Libraries, The Portal to Texas History, <http://texashistory.unt.edu>; crediting Dallas Historical Society, Dallas, Texas

Texas State Library and Archives. *1922 Highway Map of the State of Texas, Texas State Archives, Map No. 6184*. Texas State Library and Archives Map Collection: Austin, Texas.

Texas Department of Transportation, (<https://www.dot.state.tx.us/tpp/search/query.htm?Route=SH&search=15> : accessed June 12, 2015), TxDOT Highway Designation Files, Austin, Texas.

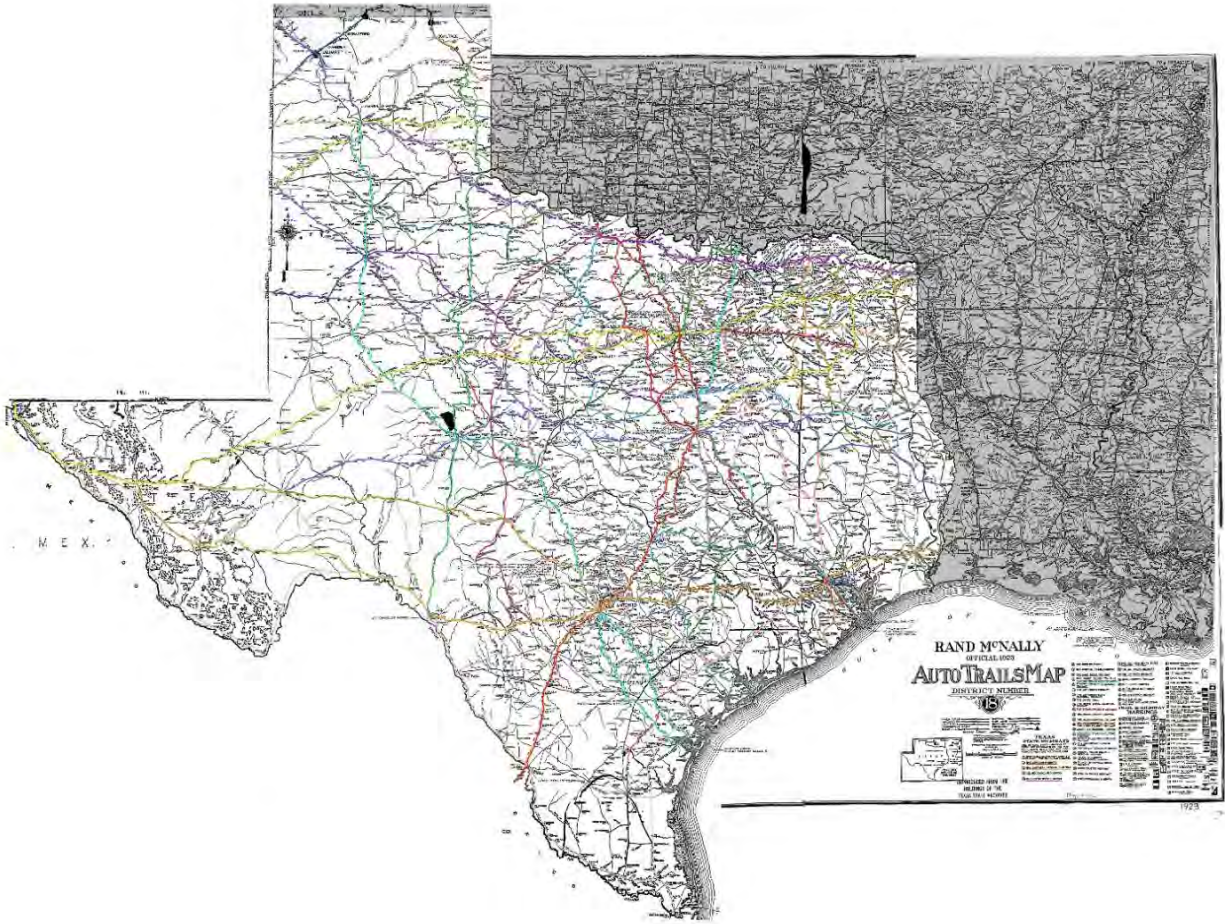
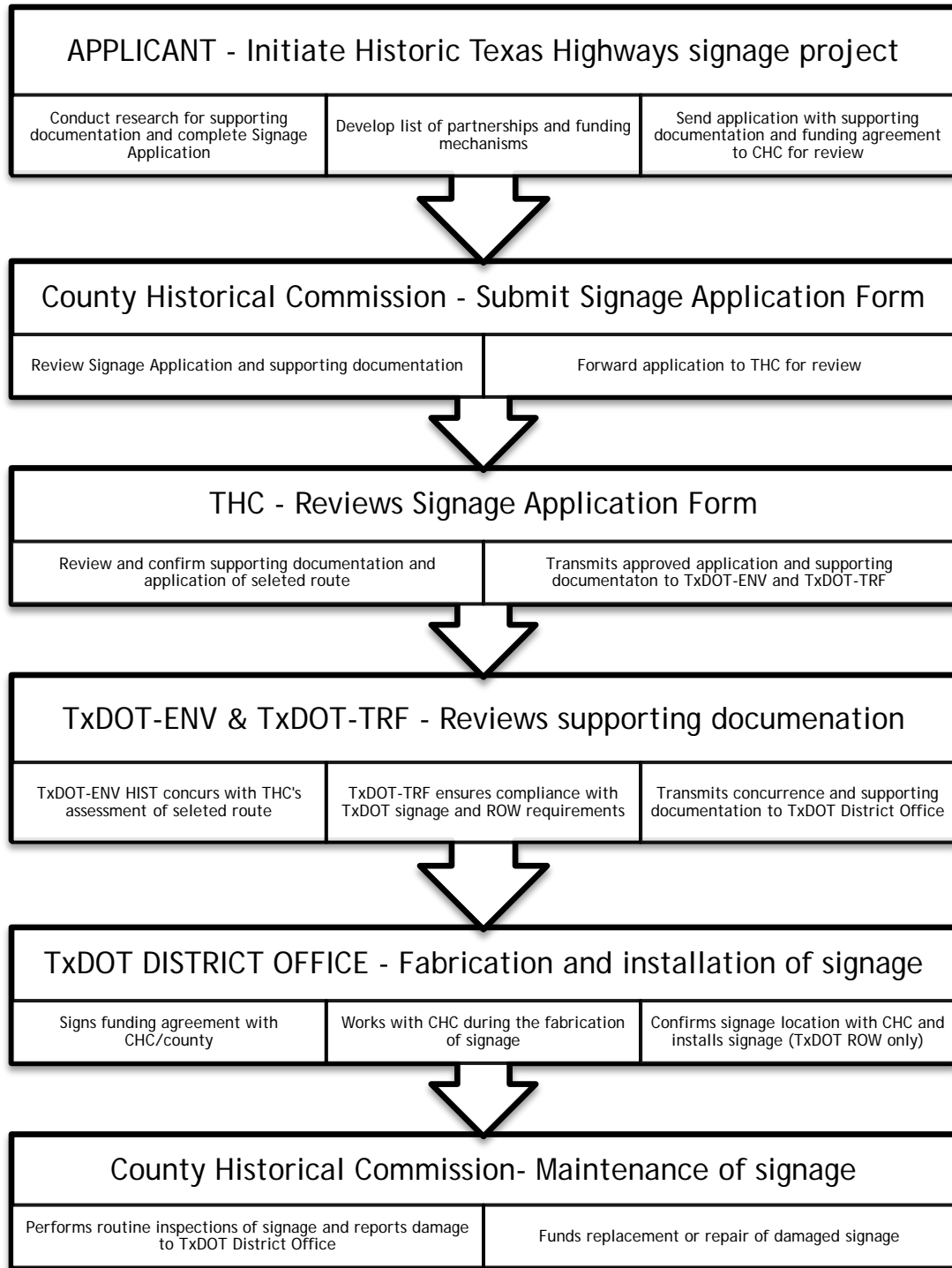


Figure 1. Rand McNally Official 1923 Auto Trails Map District Number 18 map, as adapted by the THC (Source: Texas Historical Commission, History Programs Division archives, Austin, Texas).

Signage Application Process

Signage is a way to support the visitor experience along designated historic Texas highways. THC accepts applications for the fabrication and installation of signage in the TxDOT ROW for TxDOT-managed routes. Once the application has been approved by the THC and TxDOT, applicants are responsible for coordination between local entities (municipal/county governments) and TxDOT district offices to ensure signage locations meet TxDOT ROW requirements. The following matrix outlines the approval and installation process, noting specific responsibilities of state agencies and the applicant.

HISTORIC TEXAS HIGHWAYS SIGNAGE PROCESS



Roles and Responsibilities - State Agencies

THC is responsible for the review of all applications for Historic Texas Highways signage. THC staff will review all applications and confirm the significance, intrinsic qualities, and integrity of the road segment to be signed, in coordination with TxDOT-ENV. Once THC concurs with the request for signage, THC will submit a request for signage, along with the sign design drawings, specifications, and project location maps to TxDOT-

TRF. TxDOT-TRF will review the request and supporting documentation for compliance with TxDOT signage and ROW requirements. Upon approval, TxDOT-TRF will forward the application and supporting documents to the TxDOT district office. The district office will then contact the CHC and finalize an advance funding agreement (refer to example provided in Appendix E). The advance funding agreement requires that the applicant pay for the cost of fabrication, installation, and maintenance of the signage. The TxDOT district office will direct all inquiries related to the implementation of the signage management plan to TxDOT-TRF. TxDOT-TRF will provide support for TxDOT district and area offices as they work through the signage process with the CHC.

The CHC/county will act as the pass-through entity between the applicant and TxDOT for the advance funding agreement, unless some other agreement is approved by all parties concerned. Fabrication and installation of the signage will be coordinated by the CHC and the TxDOT district office (outside of city limits on TxDOT ROW) or by city/county crews (if within city limits on TxDOT ROW). For projects within TxDOT ROW, the district office will work with the CHC to confirm the actual placement of the signage and proceed to install signage as specified in the project documents.

Roles and Responsibilities - Applicant

All applications for Historic Texas Highways signage must be directed to a county historical commission (CHC) for review and approval before it is sent to the THC. Individuals applying for signage must develop a relationship with the CHC, who will serve as the project sponsor. If signage is to be placed on TxDOT ROW, the established process of approval and installation must be followed. For a road segment that involves multiple government entities on non-TxDOT ROW, the applicant should establish relationships with the appropriate entities, such as the city and/or county governments.

Funding for the development and installation of signage is the sole responsibility of the applicant, although the money may come from multiple sources. No subsidies will be provided through THC or TxDOT at this time. An advance funding agreement for the signage will be signed between the CHC/county and TxDOT district office, with the CHC/county acting as a pass-through entity. At the stage of the signing of the advance funding agreement is when the involved parties decide how the funding will be handled, such as check directly from the applicant to the TxDOT district office, a bank transfer from the applicant to the county/CHC, or some other methods that is agreed upon by the involved parties. Although installation will be undertaken by TxDOT forces, the efforts will be funded by the applicant, in coordination with the CHC. The CHC will bear the responsibility for regular maintenance and upkeep of the signage.

The application process outlined below must be followed for a signage project to be approved for Historic Texas Highways route identification and/or directional signs for established historic routes. The Historic Texas Highway Signage Application can be found in Appendix B.

1. The applicant forms partnerships with local, county, and state entities that have jurisdiction over the road(s) for which signage is desired.
 - a. Local: mayor, city manager, city council members, etc.
 - b. County: county judge, county commissioners, county historical commission, etc.
 - c. State: local TxDOT district office, THC, and TxDOT.
2. The applicant forms partnership with other stakeholders (chamber of commerce, historical societies, etc.) that may be interested in the signage project to possibly assist with research, funding, and other support.

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- a. It may be helpful to hold a public input session early in the process to avoid potential conflict with the proposed signage routes.
 3. The applicant will develop a list of partnerships and funding mechanisms as part of the advance funding agreement to include with the application.
 4. The applicant will complete the following tasks as part of the application process:
 - a. Conduct research to define the association of the road segment with a historic Texas highway route.
 - b. Develop a narrative to establish significance, intrinsic qualities, and integrity of the segment proposed for signage.
 - c. Complete the Historic Texas Highways Signage Application.
 - d. Prepare supporting documentation for signage application, including historical aerials, photos, and maps; newspaper articles, auto guides, TxDOT documents and drawings, postcards, city directories, etc.
 - e. Sign Plan documents, including map(s) identifying boundaries of road segment proposed for signage, signage locations, type, and count. Detailed location maps should include a table listing number, type(s), and sizes of each sign. Include schematic sign design drawings and specifications based on templates.
 - f. Submit application with documentation to the CHC.
 5. The CHC will review and provide comments for the application and supporting documentation submitted by the applicant.
 6. Upon concurring with the request for signage, the CHC will submit the application to the THC.
 7. Once approval is received from THC and TxDOT, the CHC is responsible for coordination with TxDOT-TRF and the local TxDOT district office for fabrication and installation of the Historic Texas Highways signage. At this time, an executed Advance Funding Agreement (Appendix E) will be signed between the CHC/county and TxDOT.
 8. After installation of the signage, the CHC will regularly monitor the condition of the signage and report any damage to TxDOT.

Completing the Application Form

The THC accepts applications for historic Texas highways at any time throughout the calendar year. It is recommended that the applicant prepare and submit the application and supporting documentation to the CHC and allow adequate time for their review and comment. Once the application is complete and has been reviewed and approved by the CHC, the CHC will transmit the application to the THC History Programs Division.

Applicant Information

Provide contact information for the applicant and the CHC. Ensure the accuracy of the information provided in this section as it will be used for project coordination throughout the signage application, fabrication, and installation process. A submission checklist is provided for reference to ensure that all required documentation is submitted with each signage request. Incomplete applications will be returned to the applicant.

Signage Project Summary

As the cover page for the signage application, the project summary provides vital information to all reviewers who will be part of the application process.

Historic Texas Highways Route Name/Designation: Select the appropriate historic Texas highway that will be subject to signage (see Table 1 for the list of historic Texas highways). Other Texas highways may be eligible based on designated Texas highways by State of Texas legislation.

County: Input the appropriate county for the signage project. If the project spans multiple counties, please provide additional support documentation demonstrating support by all county governments for the project.

TxDOT District: To find contact information on your local TxDOT District Office, refer to the website <http://www.txdot.gov/inside-txdot/district.html>, which allows the user to search for TxDOT districts using a map of Texas or by specific county.

Current route designation/name: TxDOT maintains a database of all Texas Highway Designations. The database provides historical information for current routes and is searchable by route type and route number. The database is located online at <https://www.dot.state.tx.us/tpp/search/query.htm>, and is called TxDOT Texas Highway Designation Files Search. This is helpful as it provides dates of when highway numbers came into being, when highway numbers were reassigned or removed, or when mileage/towns were added to the highway.

CSJ No.: The Control Section Job (CSJ) Number is a number assigned by TxDOT to each roadway project. The project CSJ is a nine-digit number. The first four numbers represent the Control or the section of highway within a set geographic area. The next two digits represent the Section or a smaller portion of the overall control area. The last three digits represent the Job number that is assigned in numerical order to each project within the control-section. The Statewide Planning Map, accessed through the TxDOT website at http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html, documents the CSJ Number for all TxDOT-managed routes. Use the Control Section overlay layer on the Statewide Planning Map. Only the first six digits of the CSJ Number are needed for the application (xxxx-xx).

Length of segment to be signed: Provide an approximate length of the route proposed for signage. Note there is no minimum or maximum length of route eligible for signage, but the segment should clearly encompass the character-defining features of the historic Texas highway.

Number of signs to be installed: Provide the total number of signs to be installed along the selected route. The number per sign type will be delineated later in the application.

Start point (approx.) Latitude/Longitude: Provide the latitudinal and longitudinal coordinates for the first sign along the road segment. This can be an approximation as the actual sign location will be confirmed by the local TxDOT district office after the application has been approved. These coordinates can be found by using online mapping programs such as Google Earth or free websites such as LatLong.net.

End point (approx.) Latitude/Longitude: Provide the latitudinal and longitudinal coordinates for the last sign along the road segment. This can be an approximation as the actual sign location will be confirmed by the local TxDOT district office after the application has been approved. These coordinates can be found by using online mapping programs such as Google Earth or free websites such as LatLong.net.

Historic Route Evaluation Factors

It is important to demonstrate the historical association between the road segment proposed for signage and a historic Texas highway. The application packet should provide adequate documentation for the THC to confirm this association. In addition, the THC project reviewer will assess the significance and integrity of the proposed segment to ensure that the route embodies the characteristics of historic Texas highways. The following elements are to be prepared as part of an application package for the development of signage for historic highways.

1. Historic overview of highway segment proposed for signage.
2. Historic and/or engineering significance of highway segment.
3. Identification and assessment of intrinsic qualities within the context of the historic highway.
4. Evaluation of integrity of route proposed for signage.
5. Map(s) identifying highway segment boundaries, location of intrinsic qualities, signage locations, type, and count.
6. Schedule of all partnerships and funding mechanisms proposed for the fabrication, installation, and management of signage.

The following matrix summarizes the evaluation factors used to determine eligibility of original and historic road segments proposed for signage. Each factor is discussed in detail following the matrix.

Evaluation of Historic Highway Segment for Signage	Historic Overview	Verify Location
		Association with Historic Highway
		Date of Construction
		Period of Use
	Establishing Significance <i>(see Appendix C for the historic context report)</i>	Early Texas Roads and Trails (1700-1800)
		County Roads and Good Roads Movement (1880-1916)
		Initiation of the Highway System (1917-1932)
		Depression, Mobilization, and War (1933-1944)
		Postwar Road Expansion (1944-1956)
		Effects of the Interstate Highway System (1957-1980)
	Defining Significant Associations	Engineer, architect, landscape architect, designer, builder, urban planner
		Gained significance within the period of highway development prior to 1925
		Reflect standardized guidelines for state highways (1917-1932)
		Reflect standardized guidelines for military access highways (1933-1944)
		Representative of early limited access expressways or freeways (1944-1956)
		Innovative construction methods or engineering designs (all periods)
	Intrinsic Qualities	Historic
		Scenic
		Recreational

Evaluation of Integrity	Location
	Design
	Materials and Workmanship
	Setting and Feeling
	Association

Historic Overview

Through the examination of existing research materials and reports, the applicant will provide documentary evidence of the historic alignment of the highway proposed for signage. This task will help determine appropriate segments of historic Texas highways that are eligible for signage. It is important to verify the location of the historic alignment of the highway. This can be accomplished through review of engineering plans, highway department records, historic maps and photographs, historic contexts, and National Register nominations related to the segment proposed for signage. Refer to *Section 2 – Supporting Documentation* and *Section 3 – Suggested Research Materials* for a list of bibliographic sources and research repositories that may be helpful in the development of the historic overview. The historic overview should clearly support the association of the proposed segment with the overall historic highway. The date of construction or use of the alignment must fall within a period of significance for the highway, although the length of time the alignment was in use is not a determining factor in establishing its significance.

If more than one historic alignment exists within the area proposed for signage, the applicant must clearly demonstrate why one alignment was selected over another. Figure 2 illustrates multiple alignments of the Bankhead Highway in Mount Pleasant – each representing a different time period of the route. The selection of a single alignment for signage may consider routes that are most accessible to the motorist, ones that retain the highest degree of integrity and auto-related resources, or simply the route that is locally recognized as the alignment of the historic highway. The THC will consider justifications for route selection on a case-by-case basis as there are multiple variables involved in the selection of a road segment eligible for signage.

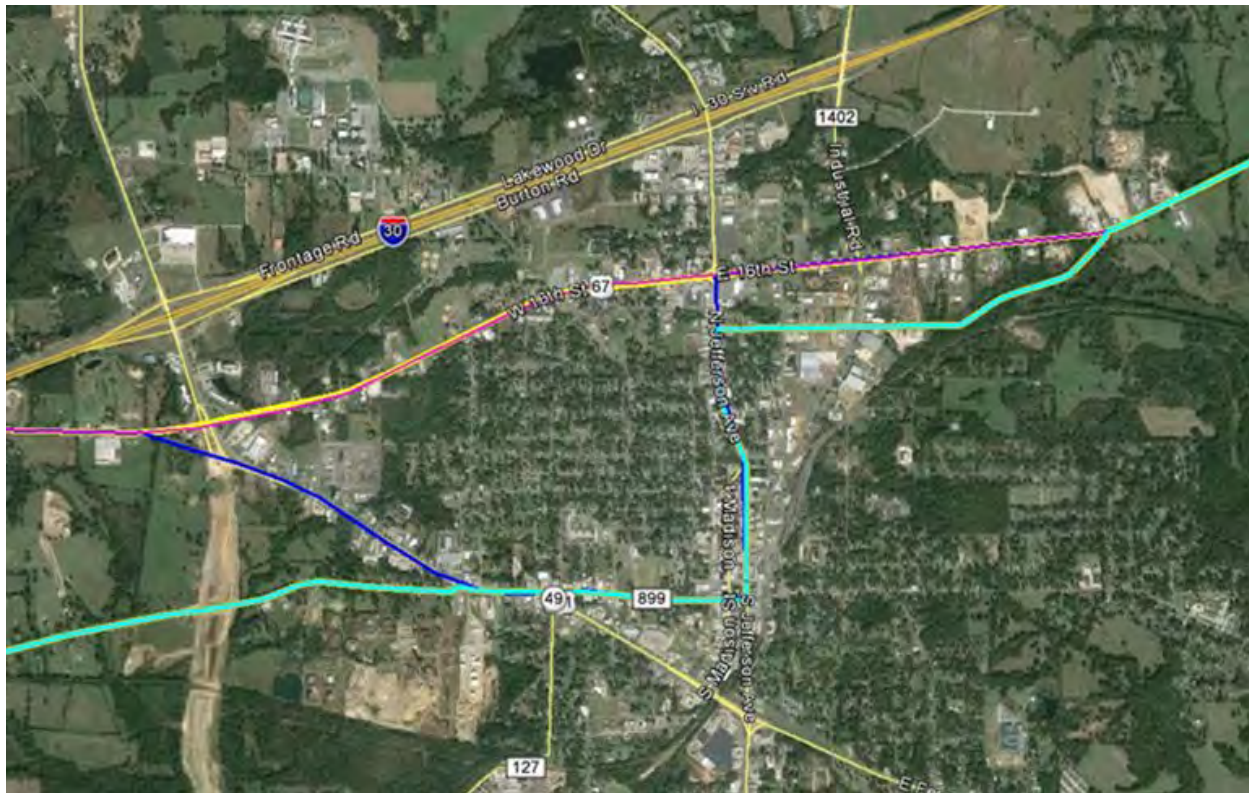


Figure 2. View of Bankhead Highway alignments in Mount Pleasant. The yellow line represents the 1923 alignment, cyan shows the 1930-1934 alignment, blue shows the 1936-1940 alignment, and pink shows the 1961 alignment (Source: Bankhead Highway mapping files compiled by HHM, Inc., 2014).

Significance

Using the historic context report, *The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways*, determine the associated significance of the road segment in relation to the overall historic highway. In general, segments are determined significant if they are associated with events, patterns of events, trends significant to a historic highway, persons significant to a historic highway, and/or architecture/engineering elements significant to a historic highway.

More specifically, transportation-related resources (road segments, bridges, culverts, medians, etc.) are considered significant if an association with state and national themes and periods of significance can be established. The following list provides examples of state and national themes associated with historic highways in Texas, as outlined in the historic context report⁴.

1. **County Roads and the Good Roads Movement:** The organization of the Good Roads movement and the creation of highway associations that lobbied government officials for better roads and highways and generated greater interest in and support for roads to the general public (1880-1916).
2. **Initiation of the Highway System:** The use of state and federal funds as a new revenue source to construct highways integrated into the emerging state and federal highway systems (1917-1932).

⁴ Hardy-Heck-Moore, Inc., Section III.1 National Register Evaluation Criteria, p. 1-7.

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3. **Mobilization and World War I:** Training and mobilization for World War I that relied heavily on the construction of improved roads to access military installations and accommodate military convoys (1917-1918).
 4. **Depression Era:** The use of labor-intensive work-relief programs, such as the WPA, to construct and improve roads, roadside parks, and state parks (1929-1939).
 5. **Mobilization and World War II:** Mobilization in the late 1930s prior to World War II that resulted in the improvement of road/highway networks serving established and new military installations and industrial defense plants (1939-1944).
 6. **Postwar Road Expansion:** Improvement of the highway network to support the war effort facilitating the movement of troops, goods, and war materiel (1945-1956).
 7. **Effects of the Interstate Highway System:** The introduction of new highway designs and concepts, such as limited-access expressways or freeways, to improve safety and the flow of traffic (1957-1980).

It may be uncovered through archival research that historic road segments may also have significance due to their association with historical events, trends, or patterns at a local level. Additional significance for historic highways can also result from their design and physical characteristics. As delineated in the historic context report, the following examples provide additional areas of significance for transportation-related resources⁵.

1. Association with a significant engineer, architect, landscape architect, designer, builder, or urban planner.
2. Horizontal and vertical alignments, slope, design, shape, width, paving, and striping that date to the most active period of historic highway development prior to 1925, prior to the use of standardized designs.
3. Horizontal and vertical alignments, slope, design, shape, and width that reflect the emergence of standardized guidelines, as set forth in the Texas Highway Department (THD) and Bureau of Public Roads publications (1917-1932)⁶.
4. Elements that reflect standards for military access highways during the 1940s⁷.

⁵ Hardy-Heck-Moore, Inc., Section III.1 National Register Evaluation Criteria, p. 1-7, 183-186.

⁶ Publications can be found within the Texas Highway Department archives (Texas State Library and Archives) and Records of the Bureau of Public Roads (National Archives and Records Administration). Refer to *Supporting Documentation – Research Repositories* for more additional information on these repositories. Detailed technical information regarding road construction in Texas is also presented in Appendix A of *The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways* by Hardy-Heck-Moore, Inc. The historic context report is provided as Appendix C of the Signage Management Plan.

⁷ Information on military access highways, constructed/improved as part of the Texas Strategic Military Network during the 1940s, can be found within collections for the Texas Highway Department and Bureau of Public Roads. Specific sources researched for *The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways* by Hardy-Heck-Moore, Inc., include “Texas Highway System Is Vital Factor in National Defense Problem, Bobbitt Asserts,” *The Tulia Herald* (Tulia, Texas) Vol. 31, No. 1 (May 23, 1940): 5. Robert Lee Bobbitt, “Texas Military Highways,” *Texas Parade* (1943). Thomas H. MacDonald, “Roads for National

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5. Elements representative of early limited access expressways or freeways (1944-1956).
 6. Innovative construction methods or engineering designs that are significant due to their design, decorative elements, or employing principles to improve public safety and traffic flow.

Intrinsic Qualities

Signage marking historic routes of historic highways in Texas should be installed at locations that embody the character of the surrounding visual and cultural landscape inherent to the historic alignment. The Federal Highway Administration (FHWA) has defined these character-defining features as intrinsic qualities. In short, signage for historic routes should direct travelers to segments of the historic highway that can be considered a destination unto itself. The segment should feature elements of the highway that best represent the period of significance, its scenic quality, and includes features that may not exist in other locations. Applicants should answer the question – what sets this segment of the historic highway apart from other areas of the route within the local region or the state of Texas? What are the characteristics of a historic roadway that elevate specific segments over others along the same route? Scenic and historic qualities of historic roadway segments create a sense of the historic setting of the highway for the motorist. A Historic Texas Highways Signage Application should include a discussion of how the segment to be signed embodies the historic, scenic, and/or recreational qualities of the historic route. Adapted from the National Scenic Byways Program⁸, physical descriptions for road segments proposed for signage should address the following three qualities.

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity as they existed during the period of significance for the historic Texas highway. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor’s visual environment. Everything present is in harmony and shares in the intrinsic qualities.

Recreational Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor’s landscape. The recreational activities provide opportunities for active and passive recreational experiences and their existence may have played a role in the determination of route locations for historic Texas highways. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be

Defense” (1940), Box 7, Folder 7, MacDonald Personal Papers, Thomas H. MacDonald Collection, Cushing Memorial Library and Archives, Texas A&M University, College Station, TX

⁸ National Scenic Byways Program, Federal Register Vol. 60, No. 96, May 18, 1995

seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized and be tied back to the historic use of the roadway.

Evaluation of Integrity of Route

Although integrity of the historic highway is not required for the installation of signage, routes that embody those characteristics that convey the historic sense and feeling of the roadway are strongly encouraged and enhance the traveler's experience. It is helpful to reference the National Register eligibility requirements for integrity (location, design, setting, materials, workmanship, feeling, and association) when evaluating the appropriateness of signage for extant road segments that document the route of historic Texas highways. Documentation should explore the integrity of the historic highway segment submitted for signage.

1. **Location.** Verify integrity of alignment through assessment of its location. Road segments should remain on the historic alignment as supported through archival research and field survey.
2. **Design.** Evaluate the design of the road segment. Demonstrate how it retains the width, horizontal and vertical alignments (cut banks, fill slopes, roadbed, grade) of the historic route. The roadway should retain features that are recognizable for their association with the historic highway (culverts, curbs, bridges).
3. **Material and Workmanship.** Road segments by design are intended to be continually maintained and improved over time. Although retaining original materials would add to the significance of the segment, it is not a required component in the evaluation of integrity. The materials that are extant should be visible (not obscured through vegetation) and retain the overall character of the roadway segment. Evidence of original workmanship that may be retained from the original construction may be the original concrete paving with signs of its striping still visible.
4. **Setting and Feeling.** The roadway should retain and embody the characteristics defined under Intrinsic Qualities. Adjacent landscaping features and vistas should represent those extant during the period of significance. Roadside architecture (roadside parks, scenic overlooks, motels/tourist courts, gas stations, etc.) should exist from the period of significance. While no minimum distance is defined, the length of the roadway selected for signage should be of sufficient distance to encompass the intrinsic qualities and associations of the historic highway.

Signage Design and Specifications

Roadway Signage Type

The roadway signage section addresses two primary signing needs along the roadway of historic Texas highways. The two sign types are: route identification signs and advance/directional signs. Route identification signs are to be placed along the historic alignment to bring attention to the beginning and end of historic routes. Directional signs are placed to notify the motorist of turns within the historic route or provide advance notice of an Auto or Local Tour route.

Route Identification Signs.

The route identification signs principally identify road alignments along the length of the historic Texas highway that has been designated as historic. Auto Tour Route signs are used to guide and direct visitors through areas where a historic route is navigable via automobile travel. Local Tour Route signs are used as a means to guide and direct visitors through areas where a historic route can only be navigated at a pedestrian level. Both types of tour routes may have added interpretive elements and/or historic sites to engage and educate the traveler.



Figure 3. Examples of roadway Route Identification signs.

Figure 4. Roadway Route Identification standard sign.



Route Identification Sign – Typical Layout.

- White message on brown background.
- 1" white border with 3" radius.
- Phrase 1: Route Type (i.e. "Historic Route", "Local Tour Route", or "Auto Tour Route"), 4" Tall Clearview letters, first letters capitalized.
- Phrase 2: Name of historic Texas highway, 4" Tall Clearview letters, first letters capitalized.
- Phrase 3: Identification (i.e. BEGIN, END, or NEXT XX MILES), 4" Tall Clearview letters, all caps.
- Equal spacing between the border and lines of text.

The framework presented here for the route identification signs is meant to serve as a guide for the preparation of route signage. Additional signage needs may develop as new sites, segments, and historic resources become available for public access and/or interpretation in the future. It is not meant to be considered complete or exclusive of other potential historic Texas highway resources.

Advance and Directional Signs.

Advance and directional signs proposed in this plan are meant to guide visitors to and from the current roadway to Auto and Local Tour Route corridors. Auto Tour Routes are defined as those routes that are experienced by the traveler while still within a vehicle. Local Tour Routes are routes that include a pedestrian-level activity, such as visiting a specific historic site directly related to the historic Texas highway. Basic directional sign variations include the addition of left- and right-facing arrows, as well as simple mileage indicators to guide visitors at major crossings and critical junctions along the Historic Texas Highway route.

While variation is inherent to any comprehensive directional sign plan, every effort has been made here to provide a simple, unified, and readily identifiable format for use in directing the public to the highway's historic routes and resources.



Figure 5. Roadway Directional standard sign.

Directional Sign - Typical Layout.

- White message on brown background.
- 1" white border with 3" radius.
- Phrase 1: Directive (i.e. "To Local Tour Route" or "To Auto Tour Route"), 4" Tall Clearview letters, first letters capitalized.
- Phrase 2: Name of historic Texas highway, 4" Tall Clearview letters, first letters capitalized.
- Phrase 4: Detail (i.e. left arrow, right arrow, or "XX MILES"), 4" Tall Clearview letters, all caps.
- Equal spacing between the border, arrow, and lines of text.



Figure 6. Examples of roadway Directional signs.

Design of Roadway Signs

All route identification and directional signs must follow TxDOT signage specifications as outlined in the *Standard Highway Sign Designs for Texas*. The design of lettering and directional arrows must follow TxDOT specifications. All text and backgrounds for Historic Texas Highways signs must be retroreflective with a white message, brown background, and 1-inch white border (with a 3-inch radius at the corners). The sign must feature 4-inch letters using Clearview font. The width of the sign should not exceed 48 inches. The height of the sign will vary based on the size of the message, 36 inches tall is appropriate for three lines of text and 48 inches tall is required for four or five lines of text (or four lines of text and an arrow). Text must be limited to five lines for ease of readability by motorists. **Highway logos and symbols (other than arrows) are not permitted per TxDOT specifications.**

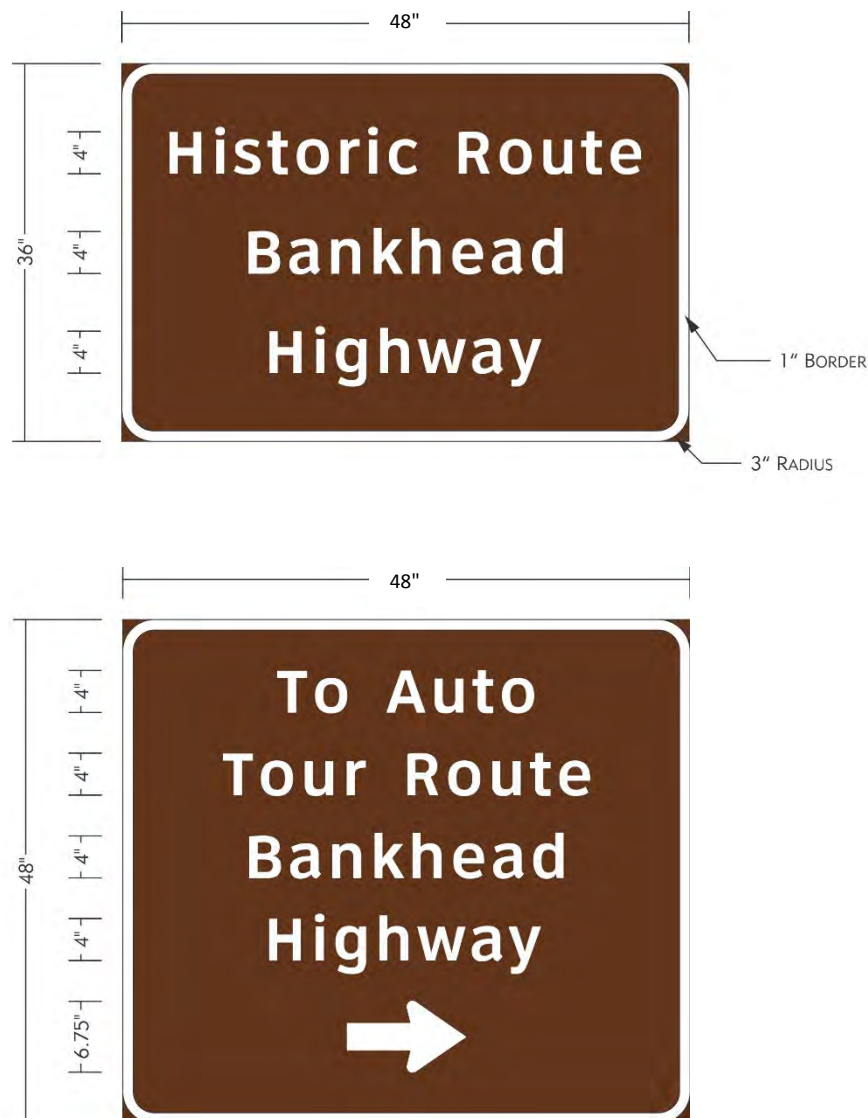


Figure 7. Example of designs and dimensions for Historic Texas Highways roadway signage.

Placement of Roadway Signs

Historic Texas Highways roadway signage can only be placed with existing ROW of TxDOT-managed routes on conventional highways, as outlined in Chapter 7, Section 17 of the TxDOT *Traffic Operations Manual Signs and Markings Volume*. For road segments that contain non-TxDOT-managed routes, coordination is needed with the appropriate government entity (municipal or county). Before TxDOT installs a Historic Texas Highways sign on the ROW, an executed advance funding agreement is required.⁹ Contact your local TxDOT District Office for current information regarding TxDOT-managed routes and ROW boundaries. In addition, the Statewide Planning Map, accessed through the TxDOT website at http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html, documents all TxDOT-managed routes.

Historic Texas Highways signs must be mounted independently from other signage in accordance with TxDOT installation procedures. According to the TxDOT *Signs and Markings Volume*, Chapter 7, Section 17 – TxDOT will fabricate and erect a maximum of two signs per historic route along a conventional highway – one at the beginning and end of each historic route.

Exceptions to the number of signs per route exist for both rural and urban historic highway routes. All signage requests will be reviewed on a case-by-case basis and additional signage along the route may be allowed to ensure the historic route is easily discernable by motorists. Two main exceptions to this rule include:

- **Rural Historic Highways exceeding 100 miles in length.** If a historic route proposed for signage exceeds 100 miles, Texas statutes allow for the addition of intermittent markers every 75 miles or at the center point of the route.¹⁰
- **Urban Historic Highways that include multiple turns of historic route within city limits.** Additional signage may be required to adequately document the historic route. Within city limits, the fabrication and installation of signage applies only to TxDOT-managed routes. TxDOT will coordinate the fabrication of signage for historic routes within city limits, but installation will be completed by city or county forces.
 - If additional signage is needed within city limits to convey additional turns to the motorist, and the signage will occur on non-TxDOT-managed routes, the CHC will coordinate the fabrication and installation of signage independently of the process outlined within the Signage Management Plan. Signage should follow same design standards, but will not be fabricated or installed by TxDOT. In addition, sign locations should be noted on project location maps for the signage project.

At all times, the proposed signage locations should consider the existing environment and not detract from historic viewsheds. Signs should be located at a safe and non-obtrusive site within the ROW of TxDOT-

⁹ After both THC and TxDOT-TRF approve a request for signage, TxDOT-TRF forwards the application and supporting documents to the TxDOT district office. The district office will then contact the CHC and initiate an advance funding agreement. The advance funding agreement requires that the CHC will pay for the cost of fabrication, installation, and maintenance of the signage. An example funding agreement is provided in Appendix E.

¹⁰ TxDOT *Traffic Operations Manual Signs and Markings Volume*, Chapter 7-Guide Signs, Section 16-Memorial Marker and Named Marker Highways and Structures, p. 7-41

managed routes. Physical features that should be considered in the placement of signage include the width of the ROW, adjacent driveways, bar ditches and culverts, landscape features, other signs, parking areas, building overhangs, and overall sight distance for motorists. Ideally, signage should be placed within $\frac{1}{4}$ to $\frac{3}{4}$ mile of the beginning and end of the historic route. The signs must not be erected within 1,000 feet of an intersection. Advance signage will be located on conventional highways outside of city limits. The following illustration provides a sample layout and schematic for Historic Texas Highways signs.

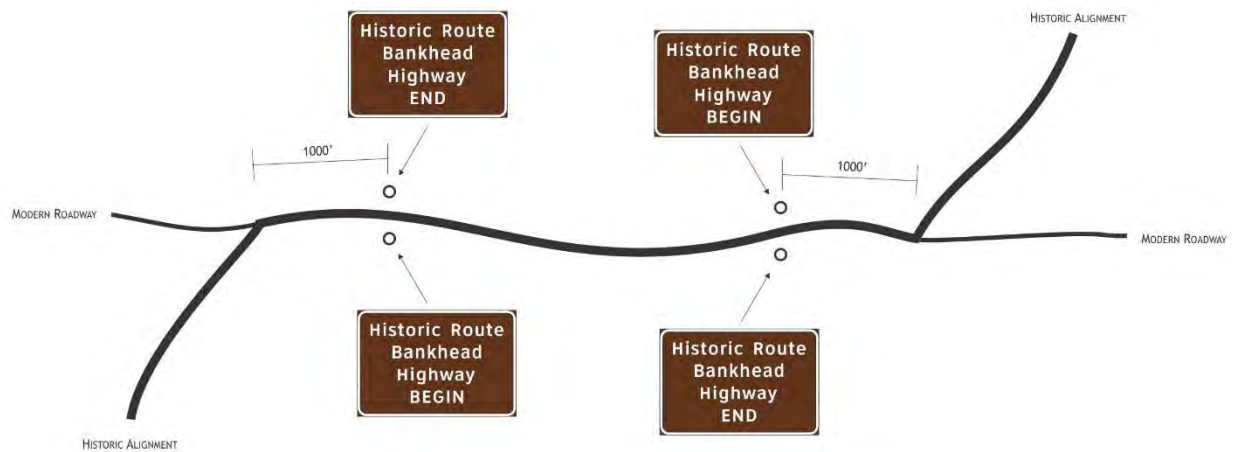


Figure 8. Sample layout and schematic for Historic Texas Highways route signage.

Cost of Roadway Signs

The *Texas Manual on Uniform Traffic Control Devices* (published in November 1997) provides guidance for the cost of traffic control signs and installation. For a small sign assembly (16 square feet or less), similar to those described above, the cost is approximately \$600 (includes sign, sign posts, and foundation). The cost of signs may vary considerably by size, location, number of supports, and fabricator. Production times are generally two to three weeks. Notarized material certifications should be provided to show compliance with TxDOT standards.

Interpretive Signage Requirements

Applicants may request exterior interpretive signs (waysides) at TxDOT Safety Rest Areas (SRAs) located on eligible routes. These signs shall interpret historic Texas highways and follow the guidelines below.

Cost of Interpretive Signage

Applicant is responsible for all costs associated with research, writing, graphics acquisition, design, fabrication, and installation labor and materials (e.g., base, hardware, etc.). Similar to Historic Texas Highways signs located along roadways, interpretive signs at SRAs will not be designed or fabricated by TxDOT. The applicant is responsible for procuring and paying for these services. After content, design, and materials are approved by TxDOT, the applicant will provide the fabricated sign and base to TxDOT for installation. TxDOT will provide installation services.

Materials

Sign

Signs shall be fabricated in vitreous (porcelain) enameled steel, 1/2-inch-thick high pressure laminate (HPL), or a material of comparable strength and durability. Panel edges should be eased or beveled and corners should have at least a 1/8-inch radius. Back of panel shall be finished in black or a similar neutral color.

Base

Sign shall be mounted on a single- or double-leg, low-profile, angled pedestal base. Base shall be fabricated in aluminum with a black or brown powder-coat finish, or weathering steel. All hardware (e.g., bolts, screws) shall be stainless steel and tamper-resistant.

The bases shall be angled to mount the panels at either 30 or 45 degrees, and shall be of sufficient length that the front edge of the panel is mounted at 32" above grade.

Applicant shall consult with TxDOT on whether each base should be ground mount (direct embed in ground) or surface mount (base plate anchored into concrete surface) after a specific location for each sign has been approved.

Design

Where existing interpretive signage and/or exhibits are already in place, the graphic design of the applicant's interpretive signage should match or complement the existing signage whenever possible.

Signs shall be designed to maximize accessibility for all viewers. The following document offers guidance on this topic:

National Park Service. "Chapter 9: Wayside Exhibits." *Programmatic Accessibility Guidelines for National Park Service Interactive Media*. Version 2.1. February 2012.

Refer to Appendix F – Programmatic Accessibility Guidelines for an abridged version of the document. For the full version of this report, visit the National Park Service website, <http://www.nps.gov/hfc/accessibility/accessibilityGuideVersion2.1.pdf>.

Content

Sign content shall be written for a general audience. Whenever possible, writers should adhere to generally accepted best practices in interpretive writing. The following resources provide guidance on interpretive writing standards:

- National Park Service. "Wayside Exhibit Writing." <http://www.nps.gov/hfc/products/waysides/way-process-writing.cfm>
- Serrell, Beverly. *Exhibit Labels: An Interpretive Approach*. Walnut Creek, CA: AltaMira Press, 1996.
- Texas Historical Commission. "'Writing for Impact' Workshop Resources." <http://www.thc.state.tx.us/preserve/projects-and-programs/museum-services/technical-assistance>

The applicant is responsible for procuring any necessary permissions, including copyright, for any graphics or other material reproduced in the signs. Applicant shall provide copies of permissions to THC and TxDOT for the agencies' files.

Location

The applicant shall work with TxDOT to identify an appropriate location for each interpretive sign. In general, signs should be located along high-traffic areas where viewers will encounter them naturally, but should not obstruct traffic flow. Ideally, if a sign interprets a feature of the landscape (e.g., roadway, structure, scenic turn-out), the sign should be located within view of that landscape feature whenever possible. Ultimately, the final location for every sign is at the discretion of TxDOT.

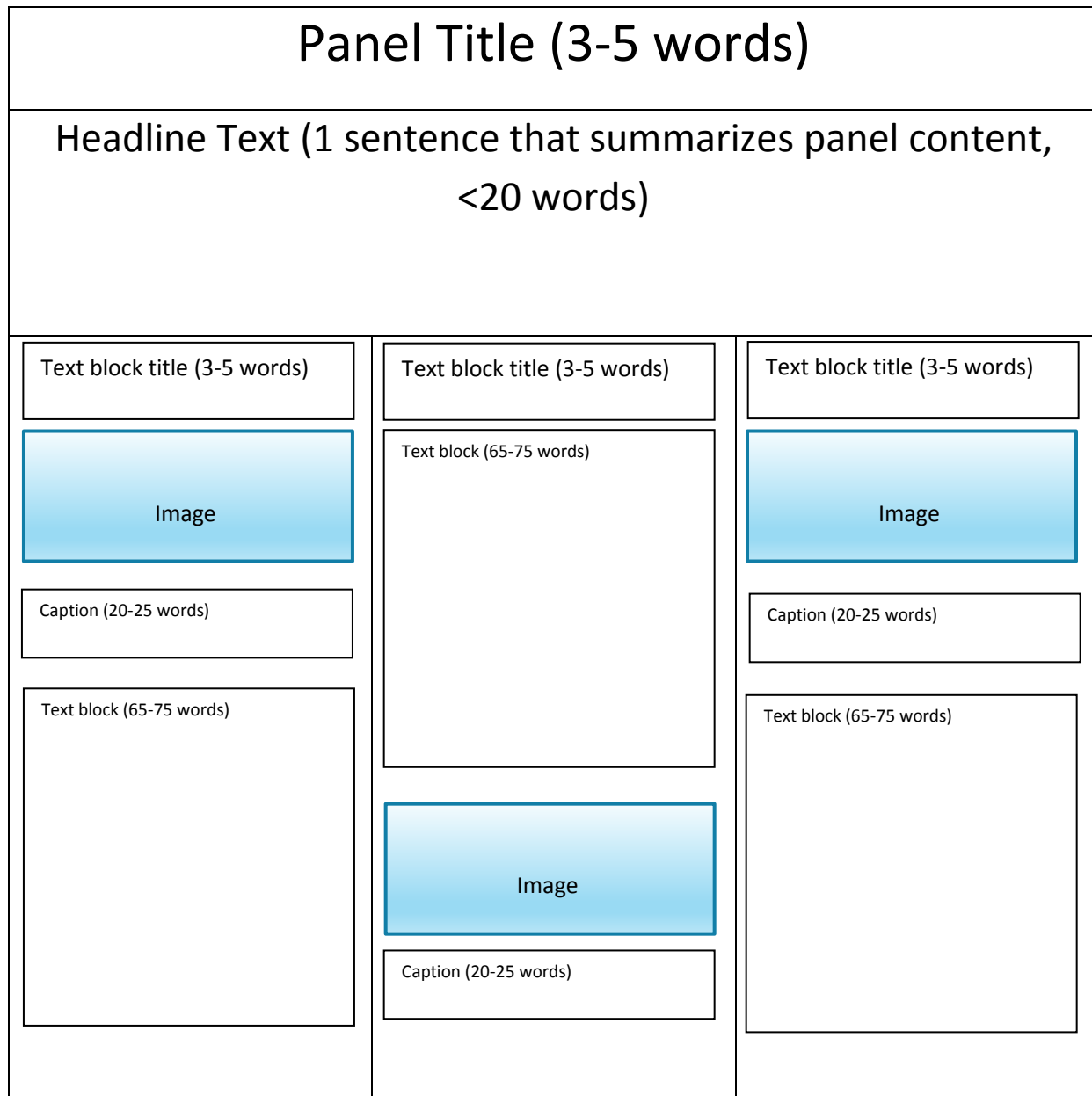


Figure 9. Interpretive Signage Example Layout

Supporting Documentation

The following section provides examples of supporting documentation that should be included with all signage applications. A brief summary of repositories that can be consulted is given in this section. Archival

research repositories, such as local history collections and state libraries, provide valuable primary and secondary source materials related to transportation subjects and the evolution of historic Texas highways from 1917 to present day. Examples of materials that should be included as supporting documentation include historical aerials, photographs and maps, newspaper articles, and auto guides. Signage design and specification and project location maps must be provided as part of the supporting documentation section of the application.

Research Repositories

The following repositories are presented as recommendations for finding archival materials related to the historic highway proposed for signage. Research should be conducted to support the development of the Historic Overview section of the Signage Application Form.

1. **Texas Department of Transportation.** TxDOT archives provide valuable primary and secondary source materials related to Texas highway development. Archival materials are available in the downtown Austin offices and may also include materials located at TxDOT district offices along the historic route of the highway.
 - a. Photo Library, including images of transportation subjects, scenic landscapes, and images from TxDOT publications.
 - b. Control Section Job (CSJ) Logs/historic plan sets, reviewing construction documents and records related to development along the historic highway (available through TxDOT-ENV research request).
 - c. TxDOT-ENV archives, including review of files related to previous cultural resources surveys and historic context studies conducted along the route.
 - d. Texas Highway Department Minute Books, documenting the work of THD beginning at its creation in 1917 (available through TxDOT-ENV research request; also available at the Dewitt C. Greer building [TxDOT offices], 125 E. 11th Street, Austin).
 - e. Various manuals on sign designs and requirements that have used for this report are available. For more details and information regarding this, please see the *Texas Manual on Uniform Traffic Control Devices* and the *Standard Highway Sign Designs for Texas*.
2. **Texas Historical Commission archives.** Review of the THC library holdings may provide insight into previously designated resources along the historic highway route. Archives are available at the THC Library in downtown Austin. THC archival materials may include the following materials:
 - a. Previous survey reports and studies of cultural resources along the route and related to transportation resources in the state of Texas.
 - b. Maps generated during the historical resources survey of the state in preparation for the 1936 Centennial Celebration.
 - c. Historical marker files.
 - d. Recorded Texas Historical Landmarks, National Register of Historic Places, and National Historic Landmark files, including slides and photos of historic buildings and sites along the

historic highway route (some information available online through the Texas Historic Sites Atlas: <http://atlas.thc.state.tx.us/>).

- e. City and county histories.
- 3. **National Archives and Records Administration (NARA), Washington, D.C.** NARA is the repository for federal public records, including the records of the Bureau of Public Roads and the Federal Highway Administration. Archives of the Bureau of Public Roads can contribute to an understanding of the programs responsible for the construction of state and federal highways. Records document the federal government's response to the Good Roads Movement and its later management of the federal highway system. Relevant research groups include:
 - a. Records of the Bureau of Public Roads – Record Group 30 (1892-1972).
 - b. Records of the Federal Highway Administration – Record Group 406 (1916-1989).
- 4. **National Archives at Fort Worth (NAFW), Fort Worth, Texas.** NAFW holds documents from federal agencies and courts in the southwest region (Arkansas, Louisiana, Oklahoma, and Texas). Records of the Bureau of Public Roads in Fort Worth contain case files related to project funding for highways in Texas from 1920-1968. Case files contain project agreements, specifications and plans, and progress reports. Record Group 406 covers similar information from Texas from 1964 until 1975. Relevant research groups include:
 - a. Records of the Bureau of Public Roads – Record Group 30 (1892-1971).
 - b. Records of the Federal Highway Administration – Record Group 406 (1960-1975).
- 5. **Dolph Briscoe Center for American History, University of Texas at Austin.** The archives at the Dolph Briscoe Center have particular strength in Texas History. The David E. Colp Papers (1917-1936) pertain directly to historic highway development in Texas. Colp served eight years as the secretary of the Texas Good Roads Association, overseeing three highway projects. His papers clarify local involvement in constructing highways.
- 6. **Texas State Library and Archives.** The Texas State Library and Archives holds official records of Texas governmental agencies including the Texas Highway Department (THD) archival records and an extensive Texas state map collection. The THD was responsible for building state roads and highways. Holdings of the Texas State Library may be researched online and at the downtown location in Austin. Relevant materials include:
 - a. THD archival records, 1911-1993.
 - b. Map collection, including Texas state and county highway maps, bird's eye view images, city maps and plans.
- 7. **Texas General Land Office.** The Texas General Land Office maintains an archival collection of over 45,000 maps, sketches, and plat maps for the state of Texas, dating back to the early 1800s. Many of the documents are available online, others can be reviewed in person at the General Land Office in downtown Austin. Relevant materials include:
 - a. Bird's Eye maps
 - b. Texas County Map

-
- c. Original land grants and surveys
 - d. County surveyor's records
 - e. County school lands maps
- 8. Cushing Memorial Library, College Station.** The Cushing Memorial Library houses many collections related to historic highway development in Texas. Mercurio Martinez was a member of the Good Roads Commission in 1919, and his collection documents land use and ownership in Webb County; Thomas H. McDonald served as the chief of the Bureau of Public Roads from 1919-1939, and later as commissioner; Francis C. Turner was a civil engineer involved in the Bureau of Public Roads and the FHWA; The Good Roads Association advocated for the improvement of rural roads, and spawned other road associations that created trans-American highways. These collections are available for research at the Cushing Memorial Library in College Station.
- a. Mercurio Martinez Papers
 - b. Thomas H. McDonald Papers
 - c. Good Roads Association Papers
 - d. Francis C. Turner Papers: 1929-1997
- 9. Perry-Castañeda Library Map Collection University of Texas-Austin.** The Perry-Castañeda Library Map Collection contains over 250,000 maps, including general U.S. and Texas maps, historical maps, and city and county maps. While some maps are available online, all are available for viewing at the library, located at the University of Texas-Austin campus. Relevant map collections include:
- a. City maps (current and historical)
 - b. Aerial photographs
 - c. County highway maps (current and historical)
 - d. TxDOT Statewide Planning Map
 - e. Texas Sanborn Fire Insurance Maps (digital and online format:
<http://www.lib.utexas.edu/maps/sanborn/texas.html>)
 - f. Texas General Land Office – GIS Maps
 - g. Texas General Land Office – Map collection
 - h. Bird's-eye views of Texas Cities
- 10. Individual research collections at local libraries.** Research collections at libraries and museums along the historic highway routes should be reviewed for pertinent primary and secondary source materials. Examples of local repositories include the Austin History Center; the Houston Metropolitan Research Center; Daughters of the Republic of Texas (San Antonio); San Antonio Public Library Texana/Genealogy Department; Genealogy, History and Archives Unit of the Fort Worth Library, Rosenberg Library (Galveston), and the Laredo Public Library Historical Collections. Materials that may be found at local repositories include:
- a. Texas Good Roads Association newsletters

-
- b. Street maps
 - c. Plats, abstract maps, neighborhood plats (local research centers or the County Clerk)
 - d. Photograph collections
 - e. Local newspaper archives
 - f. City directories
 - g. Sanborn map collections
 - h. County Commissioners' Court minutes (local research centers or the County Clerk)

11. Online resources. Most of the research repositories described in this section offer online search engines, finding aids, and digital collections. In addition, the following online tools can assist researchers as they develop the Historic Overview section of the Signage Application Form.

- a. **The Portal to Texas History** (<http://texashistory.unt.edu/>) – online collection operated by the University of North Texas Libraries with free online access to historical materials relevant to Texas history, such as books, maps, photographs, and newspapers.
- b. **The Handbook of Texas** (<https://tshaonline.org/handbook>) – online journal of articles relevant to Texas History. The Handbook is a good place to start research on towns, individuals, and transportation topics. Bibliographic sources for each article can lead to additional source materials for the topic being researched.
- c. **National Register of Historic Places Collection** (<http://www.nps.gov/nr/research/>). The collection provides information on significant properties and districts that have been listed on the National Register. The collection includes nomination forms, photographs, and maps for listed properties. Some are digitized and available online – for those that are not online, they can be requested from the THC Library.

Expected Research Materials

Historical Aerials/Photographs/Historical Maps. Aerials, photographs, and maps dating from the period of significance for the historic highway provide insight into the location of historic alignments, design characteristics of road segments, and other character-defining attributes of the route, such as auto-related resources, viewsheds, and recreational opportunities. Sanborn Fire Insurance maps (within city limits) and TxDOT historic plan sets (within city limits and also within small, rural areas) are helpful tools in analyzing the historic built environment in addition to historic route alignments.

The following images document the historic environment for the Bankhead Highway in Palo Pinto County near Mineral Wells. This is the type of information that should be included with the application as support documentation for your specific highway segment.



Figure 11. *On the Broadway of America Highway, Mineral Wells, Texas*, Photograph, n.d.; (Source: University of North Texas Libraries, The Portal to Texas History, <http://texashistory.unt.edu/ark:/67531/metapht16302/> : accessed May 15, 2015).



Figure 10. *The New Suspension Bridge at Lover's Retreat, Near Mineral Wells, Texas*, Photograph, ca. 1920; (Source: University of North Texas Libraries, The Portal to Texas History <http://texashistory.unt.edu/ark:/67531/metapht16251/> : accessed May 15, 2015; crediting Boyce Ditto Public Library, Mineral Wells, Texas).



Figure 12. *The Brick Road East of Mineral Wells*, Photograph, n.d.; (Source: University of North Texas Libraries, The Portal to Texas History, <http://texashistory.unt.edu/ark:/67531/metaph20467/> : accessed May 15, 2015; crediting Boyce Ditto Public Library, Mineral Wells, Texas).



Figure 14. An Aerial View of Downtown Mineral Wells in 1954, Photograph, 1954; (Source: University of North Texas Libraries, The Portal to Texas History, <http://texashistory.unt.edu/ark:/67531/metaph20391/> : accessed May 15, 2015; crediting Boyce Ditto Public Library, Mineral Wells, Texas).



Figure 15. Detail of Rand McNally Main Highway Map of Texas, c. 1923 illustrating location of historic highways in Palo Pinto County (Source: Texas State Archives Map Collection)

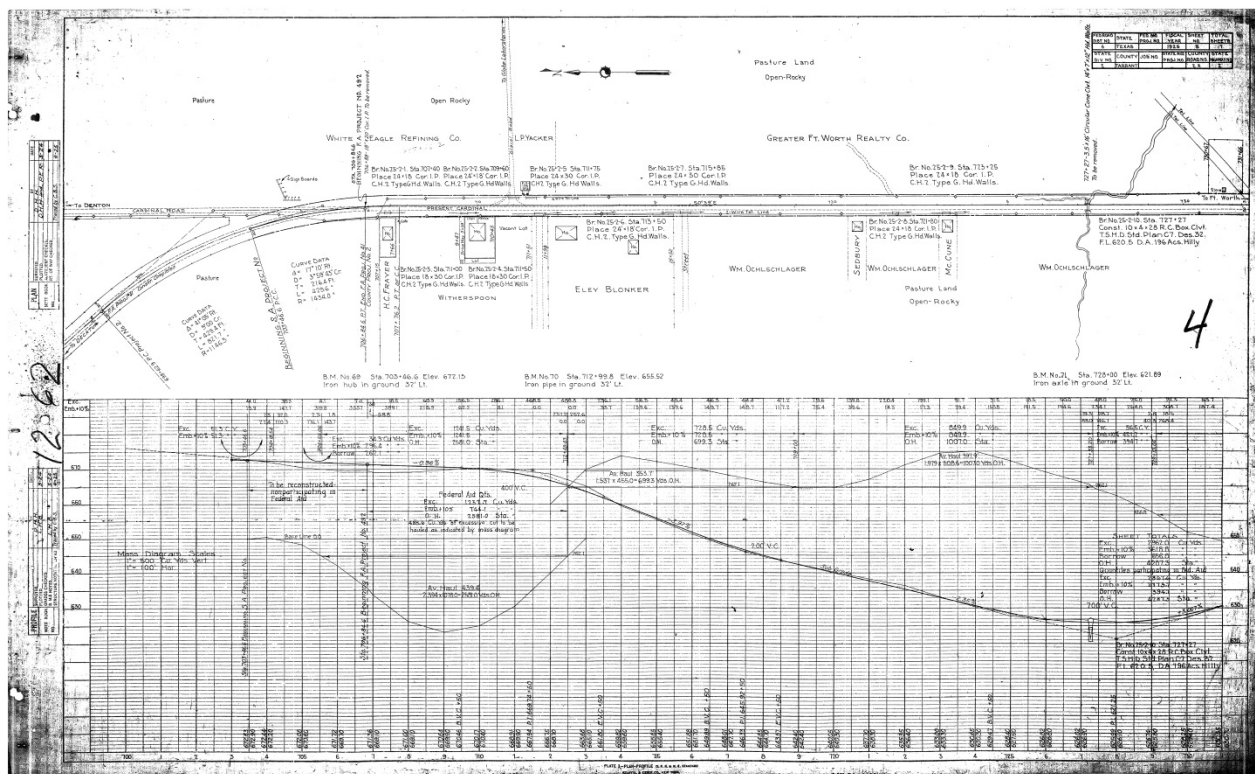


Figure 16. An example of the type of information that may be found in a TxDOT CSJ Log file (Source: TxDOT ENV archives).

City Directories/Auto Tourist Guides/Gas Company Maps.

Primary source materials that can provide information on businesses, scenic and cultural landmarks, and promoted routes for each historic highway include city directories, auto guides, and gasoline company maps. Materials may be found through review of the TxDOT photo library and local archival repositories. Examples of a Mineral Wells City Directory (1920) and Bankhead Highway Tourist Guide (1922) are provided for reference.

TEL. 28 and 576 211 N. W. Second St.

Mineral Wells Transfer Garage

T. W. GREEN
TRUCKS, GENERAL BAGGAGE, SERVICE CARS
Casing, Tubes, Auto Accessories

MINERAL WELLS CITY DIRECTORY, 1920 51

Crenshaw & Leith, (J Wm Crenshaw, James B Leith), real est, 403½ n w 1st av.
 Cribbs Ira C (Edna), oil driller, r 504 n e 7th av.
 Crites Lum (Jessie), salmn, r 1510 N Oak av.
 Crocker Cornelia, b 1203 s e 4th av.
 Croft Guy M (Lelon), r 502 E Hubbard.
 Croft M Juanita, student, b 502 E Hubbard.
 Croft Roy R (Willie M), (Hyatt-Croft Motor Co), r 511 n w 6th.
 Cropper Mary P (wid Wm T), r 514 n w 5th.
 Crosby Alvin, b 1020 s e 2d av.
 Crosby Cordelia (wid Wm A), r 1020 s e 2d av.
 Cross G Thomas (Luta), driller, r 717 s e 15th.
 Cross Georgia, b 715 s e 15th.
 Crow Daniel R, auto meeh McGuiley Motor Co, b 1106 W Hubbard.
 Crow Frances J (wid John), r 1106 W Hubbard.
 Crowell Horace (Carrie), lab, r 603 s e 4th av.
 Crump Mrs Mollie, (Hill & Crump), r 417 n w 5th av.
CRUTCHER ALBERT B (Mary L), Dentist 103 n e 2d, r 701 E Hubbard. Tel 531.

C. B. NANCE REALTY CO.

HIGH CLASS INVESTMENTS. FARMS, RANCHES, CITY PROPERTY.
 Carlsbad Pavilion LEASES Phone 653

CRUTCHER JOHN W (Owne), Dentist 103 n e 2d. Tel 103. r same.
 Cummings Ewell, opr Crazy Air Dome Theatre, b 316 s w 5th.
 Cummings Lee F (Esther), soft drinks 106 W Hubbard, r 316 s w 5th.
 Cummings Luther, mngr Gem Theatre, b 316 s w 5th.
 Cundiff Aaron W, painter 802 n w 1st av, r same.
 Cunningham David, carp, rms 1008 n w 5th av.
 Cunningham David L (Vera), rms 207 n w 4th av.
 Cunningham Fannie O, b 901 s e 16th.
 Cunningham John M, lab, r 901 s e 16th.
 Cunningham John, lab, b J J Cunningham.
 Cunningham Jonah J (Mary), tmstr, r Lake View Addition.
 Cunningham Lou O, b 901 s e 16th.
 Cunningham Mary E, b 901 s e 16th.
 Cunningham Noah W (Pollie), meeh, r 115 n e 16th.
 Cunningham Ruby, b J J Cunningham.

HOWARD GROCERY COMPANY

"Quality and Service"
 Telephones No. 466 and No. 7

OVERLAND

The Garage Complete
Phone 833

OLDSMOBILE

McGinley Motor Co.

BEWARE OF THE
DIRECTORY BORROWER

Figure 17. R.L. Polk & Co. [R.L. Polk & Co.'s Mineral Wells City Directory, 1920], Book, 1920; (Source: University of North Texas Libraries, The Portal to Texas History, <http://texashistory.unt.edu/ark:/67531/mctaph20206/>; accessed June 16, 2015); crediting Boyce Ditto Public Library, Mineral Wells, Texas.

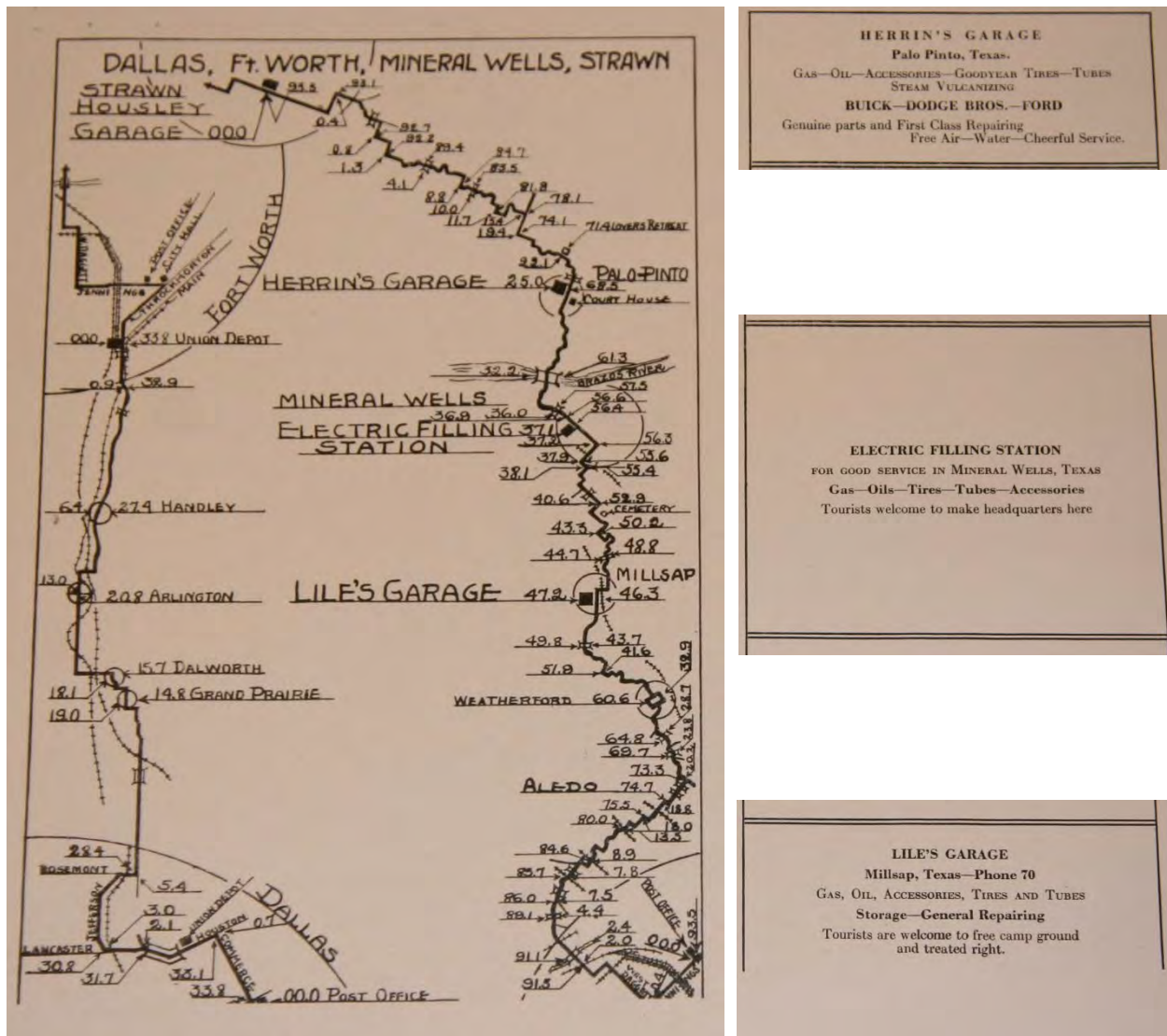


Figure 18. 1922 Bankhead Tourist Guide showing Cisco to Abilene route (Source: Bygone Byways, http://home.comcast.net/~bygonebyways/the_broadway_of_america.htm: accessed June 8, 2015).

Signage Design and Specifications Examples

Examples of design drawings and specifications are provided in Appendix D. The examples outline the expected level of detail for all signage plans submitted to TxDOT-TRF for review and approval. Reference *Section 2 – Signage Design and Specifications* for the basic sign design requirements during the development of design drawings and specifications for the signage plan. For additional information, see the TxDOT publications: *Manual on Uniform Traffic Control Devices*, *Traffic Operations Manual Signs and Markings Volume*, and *Standard Highway Sign Designs for Texas*.

For project location maps, the following digital map collections and software can be used to generate the required overall signage location maps.

United States Geological Survey, Topographical Maps, (<http://www.usgs.gov/pubprod/>) can be downloaded as a PDF file and edited to create overall project location maps.

Google Earth, (<https://www.google.com/earth/>) can be used online to create detail location maps for specific signage locations. Maps created can be exported as image files and edited as needed to create maps. Latitude and longitude for signage locations can be generated using Google Earth.

Section 3 - Additional Resources

Signage Maintenance Plan

The TxDOT district office maintains the grounds around the Historic Texas Highways signs on TxDOT ROW. If the sign is damaged or vandalized, the CHC is responsible for cleaning, repairing, or providing a new replacement sign. The expected life span of the sign is five to twelve years and is dependent on many external factors.¹¹ The CHC should notify the TxDOT district office of the need for maintenance (cleaning, etc.) or replacement. Replacement signs must conform to the approved standard design described in *Section 2 – Signage Design and Specifications*.

Installation Protocol

The applicant, in coordination with the CHC, is responsible for all costs, including proposal preparation, signs, sign supports, sign installation, and sign maintenance. The cost of signs may vary considerably by size, location, number of supports, and fabricator. Signs may be fabricated by TxDOT or a commercial sign fabricator (such as Campbell's Signs of Texas, LLC or Centerline Supply Highway Products). Signs provided by the CHC must meet the design requirements outlined in the Signage Management Plan and those of the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD) and be of the quality materials approved by the TxDOT district engineer (including sign colors, reflectorization, supports, and mounting hardware).

The TxDOT district office will coordinate sign installations with the local CHC prior to placement. Site visits with the CHC will be required to identify sign placement at each installation site. Depending on the provisions of the funding agreement, a city may be allowed to install signs on a conventional highway within its corporate limits. TxDOT installs signs on highways located within and outside the corporate limits of a city. Signs installed by a city will be subject to TxDOT inspection and approval.

Funding Sources and Financing Agreement

Funding Sources

The applicant, in coordination with the CHC, is responsible for identifying funding for the sign(s) and installation. The following organizations may offer funding for such projects:

- City and County Governments
Contact your local city and county governments to inquire about the availability of funds in your area.
- Community Foundations
Locate your local Community Foundation using the Council on Foundations Community Foundation Locator: <http://www.cof.org/community-foundation-locator>

¹¹ The reflective vinyl lettering is typically the first sign component to fail for exterior applications. Depending on vinyl film manufacturer and UV resistance ratings, life span of lettering will range from five to twelve years.

-
- County Historical Commissions
Contact your local county historical commission to inquire about any specific grant programs it may offer.
 - Texas Historical Foundation
PO Box 50314
Austin, TX 78763
(512) 453-2154
<http://texashistoricalfoundation.org/grants-and-gifts/grants/>

Advance Funding Agreement

The applicant must work through a CHC as the official project sponsor for the application. The county/CHC must sign an advance funding agreement with TxDOT. This will be developed with TxDOT-TRF after THC and TxDOT-ENV approve the initial application. The relevant agreement — “Historic Texas Highways Sign Agreement” — can be accessed through the TxDOT intranet (accessible only within the TxDOT network) at http://crossroads.org/cso/standard_contract_forms.htm#Traffic under “Traffic.”

A sample advance funding agreement is provided in Appendix E.

Suggested Research Material

Texas Historic Highway-Related Research Material

Primary Sources

Dolph Briscoe Center for American History, the University of Texas at Austin, Austin, Texas. David E. Colp Papers. <http://www.lib.utexas.edu/taro/utcah/01496/cah-01496.html> (accessed May 7, 2015).

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Library of Congress, Prints and Photographs Division, <http://www.loc.gov/rr/print/>.

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Record Group 30, Bureau of Public Roads, National Archives at College Park, College Park, Maryland.

Record Group 30, Bureau of Roads, National Archives and Records Administration, Fort Worth, Texas.

Texas Department of Transportation Archives, Austin, Texas.

Texas Department of Transportation, Communications Division, Media Production, Photo Library.

Texas Department of Transportation, Depression-Era Roadside Parks Collection.
Texas Department of Transportation, Travel Division.

Texas Highway Department Records, Texas State Library and Archives, Austin, Texas.

Texas Parade. On file at the Texas Department of Transportation, Communications Division, Media Production, Photo Library, Austin, Texas.

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<http://www.thc.state.tx.us/public/upload/preserve/survey/highway/Bankhead-history.pdf>

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Texas State Libraries and Archives Commission. "From Pioneer Paths to Superhighways: the Texas Highway Department Blazes Texas Trails, 1917-1968." Online exhibit.
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Program Contact Information

Relevant program contacts are provided to assist in the preparation of the signage application package and for use in the coordination of the fabrication, installation, and maintenance of Historic Texas Highways signage.

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