

Historic Texas Highways Signage Application Form

Applicant Information

Signage Project Organization: Palo Pinto County Historical Association

Signage Project Contact Name: Mike Lewis

Mailing Address: PO Box 105

Street Address

Palo Pinto, Texas 76484

City, State, Zip Code

Daytime Phone: 940-328-4068

Email: parts2001@aol.com

County Historical Commission Approval

- ☐ Approval by County
Historical Commission
(required):

As chair or duly appointed member, I certify the following: The highway segment qualifies as a Historic Texas Highway according to the Signage Management Plan policies. Representatives of the CHC have met or talked with the applicant and discussed the Signage Plan policies as outlined. The application has been filled out correctly. The narrative history and documentation have been reviewed for accuracy.

CHC comments or concerns about this application (*required*):

[Click here to enter text.](#)

Name of CHC Contact: Kim Brimer (Palo Pinto County Historical Commission)

Address: 1261 West Hwy 180

Street Address

Palo Pinto, Texas 76484

City, State, Zip code

Daytime Phone: 940-659-2884

Email: brimerkk@aol.com

Application Approval

- ☐ Texas Historical Commission
History Programs Division
- ☐ TxDOT Traffic Operations
Division
- ☐ TxDOT Environmental Affairs
Division

Click here to enter text.

Signature

Date

Click here to enter text.

Signature

Date

Click here to enter text.

Signature

Date

Submission Checklist

Enclosed are [check off as applicable]

- ☒ 1. Completed Application Form documenting historic overview of highway segment proposed for signage, historic and/or engineering significance of highway segment, identification and assessment of intrinsic qualities within the context of the historic highway, and evaluation of integrity of route proposed for signage.
- ☒ 2. Supporting documentation, including historical aerials, photos, and maps; newspaper articles, auto guides, TxDOT documents and drawings, postcards, city directories, etc.
- ☒ 3. 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, types, and sizes of each sign. Include schematic sign design drawings and specifications.
- ☐ 4. Schedule of all partnerships and funding mechanisms proposed for the fabrication, installation, and management of signage.
- ☐ 5. Advance Funding Agreement (unsigned, until application is approved by TxDOT)

Signage Project Summary

Provide details about the roadway or road segment proposed for signage.

Historic Texas Highway Route Designation/Name:	Bankhead Highway
County	Palo Pinto
Town (nearest town in same county on current state highway map)	Palo Pinto
TxDOT District	Fort Worth district
Current Route Designation/Name	US 180
CS No. (xxxx-xx)	0007-10
Length of segment to be signed	1.2 miles
Number of signs to be installed	2
Start point (approx.) Latitude/Longitude	32.768679 / -98.288193
End point (approx.) Latitude/Longitude	32.768246 / -98.309822

Historic Overview

Provide a brief historic overview detailing the background of the roadway or road segment proposed for signage. Refer to the Signage Management Plan report for elements to be included within the historic overview.

(This information is taken from The Development of Highways in Texas report)

The Bankhead Highway was the first all-weather transcontinental highway in the United States, and was designated SH 1 in 1917 by the Texas Highway Department. In 1926, the American Association of State Highway Officials (AASHO) adopted an interstate highway numbering plan that resulted in an overlay designation that split the Bankhead Highway/SH 1 into two newly created US highways. The segment between Texarkana and Dallas became part of US 67, and the portion between Dallas and El Paso became US 80, except for an alternate route between Mineral Wells and Abilene. This “northern route” was designated as US 80A (in 1932) and later as US 180 (in 1943). This alternate route went through Palo Pinto and Breckenridge.

By June 21, 1917, when the Texas Highway Commission met in Mineral Wells, and tentatively identified the 25 highways that would comprise the state’s system of highways in order of importance. The first highway listed was the Texarkana, Dallas, Fort Worth and El Paso Highway. Its route ran from Texarkana to Mount Pleasant, Mount Vernon, Sulphur Springs, Greenville, Rockwall, Dallas, Fort Worth, Mineral Wells, Abilene, Sweetwater, Colorado City, Big Spring, Midland, Pecos, Van Horn, and El Paso. Two amendments to the route were accepted by the Commission. The second amendment divided the highway into two parallel routes between Mineral Wells and Abilene.

In early 1918, the director of the Bankhead National Highway Association (formed in 1916) signaled the interest of the organization in selecting the route of SH 1 and designating it part of the Bankhead National Highway. That selection was finalized in Mineral Wells in April 1919, when an all-Texas route was selected in preference to a route through Oklahoma. The route was the same as that designated by the Texas Highway Commission in 1917, except that it did not include the two alternate routes. Instead, the route west of Fort Worth identified by the Bankhead National Highway Association ran from Mineral Wells to Palo Pinto, Strawn, Ranger, Eastland, Baird, and Abilene.

On March 21, 1921, the Texas Highway Commission designated portions of SH 1 as part of “The Major State Highway System.” The route selected between Palo Pinto and Abilene mimicked the Bankhead National Highway Association’s selection by way of the 1917 southern route. That southern route was confirmed in 1924 as part of the primary road of the Federal Aid Highway System.

In the 1920s and ‘30s, the road along US 80A was paved with crushed and sledged limestone and gravel with a macadam base (CSJ Log File 0007-10-007).

Between 1954 and 1955, the alignment in Palo Pinto was shifted one block north, from Oak Street/South First Street to North First Street (CSJ Log File 0007-10-018).

Historical Significance

Determine the significance of the road segment in relation to the overall historic highway. Delineate the events, trends, persons, and/or the architectural/engineering elements for which the highway derives its significance. This will require research.

Period of Significance for the Historic Highway: 1917-1932, 1933-1944

1917-1932: Initiation of the Highway System. The highway that runs through Palo Pinto was part of the roadway identified by the Texas Highway Commission in 1917 as Highway 1 or the Texarkana, Dallas, Fort Worth and El Paso Highway. The divided section between Mineral Wells and Abilene was part of an amendment to the route. In 1918, the Bankhead National Highway Association showed interest in choosing the SH 1 route as part of the Bankhead National Highway, which was approved in 1919 and included Mineral Wells, Palo Pinto, Strawn, Ranger, Eastland, Baird, and Abilene. (Bankhead Highway Historic Context p. 269.) When the Bureau of Public Roads created the interstate numbering system, the Bankhead Highway was renamed US 80 from Fort Worth to El Paso with the alternate route listed as US 80A, which went through Palo Pinto (Bankhead Highway Historic Context p. 270). During this period of significance, the road material was probably bituminous material (Mohawk Hobbs Grade & Surface Guide for the Bankhead Highway). According to the plan set for control section job (CSJ) 0007-10-007, the road material just east of Palo Pinto was crushed and sledged limestone and gravel on an 8" macadam base, and just west of Palo Pinto was asphaltic cover on macadam.

1933-1944 Depression, Mobilization and War. In 1943, US 80A was cancelled and part of the route was reassigned to US 180; this included the segment that went through Palo Pinto. In 1954-55, the alignment shifted one block north to North First Street/Cedar Street.

Intrinsic Qualities

Provide supporting documentation for each evaluation factor (if any), including historic aerials, current and historical photographs, maps, and/or archival research to verify the intrinsic qualities embodied by the route proposed for signage. This can include any or all of the intrinsic qualities of historic, scenic, and/or recreational.

1. Provide an inventory of the natural and manmade features along the road segment that contribute to the current appreciation and understanding of the historic highway. Note whether the features have been previously designated for their **historical or architectural significance**.

The alignment contains 3 bridges (1: 1935, 2: 1940) and a culvert (c. 1920), and a c. 1930s Sinclair gas station that all contribute to a potentially eligible roadway segment that dates to c. 1920s (Bankhead Highway Survey data). The roadway itself maintains its historical width. There is also the WPA-era Palo Pinto County Courthouse that dates to 1940-42.

2. What **scenic qualities** does the road segment possess and how do these qualities relate to the roadway environment present during the period of significance for the historic highway?

The roadway segment goes through the village of Palo Pinto that still has the same feel of a small town county seat from the 1920s to '40s with narrow-fronted commercial buildings, a county courthouse, and narrow roadways leading in to and out of town. Comparing historical fire insurance maps with historical topographic maps to today's maps, the roadway environment has changed little over the years.

3. Do **recreational opportunities** exist along the road segment? If so, was the alignment of the historic highway selected to provide access to this activity? Provide an inventory of recreational experiences along the route and describe how they relate to the historic use of the route.

Having a commercial downtown and having a county courthouse with a jail gave area residents reason to travel to Palo Pinto in the past.

Today, the courthouse still operates as a courthouse, but the jail has been converted into the Palo Pinto County Old Jail Museum and Log Cabin Village Complex. The complex has several restored cabins and other paraphernalia.

Integrity of Route

Provide supporting documentation for each evaluation factor (location, design, materials and workmanship, setting and feeling), including historic aerials, current photographs, maps, and/or archival research to verify the integrity of the route proposed for signage. Compare your supporting documentation to the actual physical conditions of today's roadway to provide answers for each evaluation factor below.

1. **LOCATION:** Does the entire route proposed for signage remain on the historic alignment? If not, describe how the route has changed over time and what portion of the route included in the signage plan is associated with the historic alignment.

The entire route proposed for signage remains on the historic alignments of 1921 and c. 1930-34.

2. **DESIGN:** Describe how the route retains its historic design characteristics (width, horizontal and vertical alignments). List the remaining historic features of the road segment (culverts, curbs, medians, bridges).


The route retains its historic design characteristics of width, and does not appear to have changed its horizontal or vertical alignments. It retains 2 bridges from 1940, 1 bridge from 1935, and a c. 1920 culvert. There are only curbs in front of the commercial block and curbs were present in c. 1930s. (see historical photographs and see page 20 of application)

3. **MATERIALS and WORKMANSHIP:** Are historic materials (road material, striping, bridges, culverts, etc.) visible along the route proposed for signage? Describe extent of historic materials clearly visible along the route, including the current condition of each element.

The road segment does not appear to retain historic road materials. The bridges and culvert retain historic materials, although the road pavement has been replaced.

4. **SETTING and FEELING:** How does the current viewshed (roadside architecture, landscaping features, and scenic vistas) convey the intrinsic qualities and associations of the historic highway? List features that date from the period of significance for the road segment and describe their current condition.

Much of the view shed remains along the route, particularly in the downtown area with the commercial buildings dating to c. 1900s, the 1930s gas station, and the 1942 courthouse. As the population of Palo Pinto did not vary much over the decades, the physical environment did not change significantly. The segments on either side of the downtown area have residential buildings outside the periods of significance (post 1940s-1960s) and a modern school, however, the roadway retains the feel of a historic road by its width, no curbing or sidewalks, and vegetation. The east has a nice section that retains undeveloped landscape covered in brush that it likely had during its periods of significance.

Signage Type and Design			
<i>Identify the type, design, and count of signs to be installed along route. Provide corresponding map that delineates the signage project boundaries, sign locations, type, and count.</i>			
Historic Texas Highway Route Designation/Name:		Bankhead Highway	
Route Identification Signs		Directional Signs	
<div>Insert sign design.</div> 		<div>Insert sign design.</div> 	
# of signs	Click here to enter text.	# of signs	1: left arrow
<div>Insert sign design.</div> 		<div>Insert sign design.</div> 	
# of signs	Click here to enter text.	# of signs	1: right arrow
<div>Insert sign design.</div> 		<div>Insert sign design.</div> 	
# of signs	Click here to enter text.	# of signs	Click here to enter text.

Design Drawings, Specifications, and Project Location Maps

☒ Provide corresponding drawings that delineate the signage project boundaries, sign locations, type, and count. Include as many maps as are needed to clearly show the required information.

See Sign Plan pages

Interpretive Signage

☒ N/A (Not applicable)

Complete this section only if applying for Interpretive Signage at TxDOT Safety Rest Areas or Scenic Turnouts.

☐ Applying for Interpretive Signage at TxDOT Safety Rest Areas or Scenic turn-outs

☐ Safety Rest Area address [Click here to enter text.](#)

County [Click here to enter text.](#)

Town (nearest town in same county on
current state highway map) [Click here to enter text.](#)

TxDOT District [Click here to enter text.](#)

Current Route Designation/Name [Click here to enter text.](#)

CSJ No. [Click here to enter text.](#)

☐ TxDOT Coordination Contact
Information [Click here to enter text.](#)

Address: [Click here to enter text.](#)

Street Address

[Click here to enter text.](#)

City

Daytime Phone: [Click here to enter text.](#)

Email: [Click here to enter text.](#)

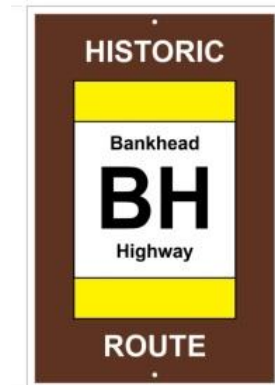
☐ Submit proofs for review and approval

☐ Obtain permissions for graphics, copy of permissions included as supporting documentation

Notes or comments relevant to the project

No Sanborn Fire Insurance maps were available for Palo Pinto.

The Palo Pinto County Historical Association has placed several Bankhead Highway signs 18" x 24" along Oak Street; however, no signs are currently placed on the TxDOT right-of-way to direct travelers from US 180 to the historic Oak Street/Bankhead Highway alignment.



Bibliography/Reference Sources

Davis, Charles G. "Palo Pinto, TX," Handbook of Texas Online (<http://www.tshaonline.org/handbook/online/articles/hlp03>), accessed December 8, 2015. Uploaded on June 15, 2010. Published by the Texas State Historical Association.

Google Maps.

Historical Aerials website: www.historicaerials.com

Palo Pinto County Historical Association, photographs.

Smith, Dan L. Texas Highway No. 1. The Bankhead Highway in Texas. Fort Worth: Bankhead Highway Publishing, 2013.

Texas Department of Transportation.

- Historic plan sets and index.

Texas Historical Commission.

- Bankhead Highway: The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways. Austin: 2014.
- Bankhead Highway webpages <http://www.thc.state.tx.us/preserve/projects-and-programs/historic-texas-highways/bankhead-highway>

Texas State Library & Archives.

- General Highway County Maps: 1935, 1953.

University of Arlington, Special Collections Division, Fire Insurance Map of Palo Pinto.

Supporting Documentation

Palo Pinto Background

Settlers began arriving in the area of the future Palo Pinto in 1855, drawn by the fertile Brazos River valley. In 1856, the Palo Pinto County was formed and the county seat was to be called Golconda. Golconda was quickly renamed Palo Pinto in 1858. The first courthouse was constructed in 1857 for \$300, soon followed by a two-story jail in 1858. Palo Pinto was a ranching center and had a post office, a general store, several saloons, a hotel, a school, and a law firm. The original courthouse was replaced in 1881 by a sandstone building. Palo Pinto was on the Fort Griffin-Weatherford stage line that crossed the Brazos River via ferry at nearby Oaks Crossing. The ferry was replaced by a bridge in 1895. Palo Pinto was the only town in the county in 1880, the same year it was bypassed by the Texas & Pacific Railway. The second courthouse was replaced in 1940 by the WPA courthouse designed by Preston M. Geren, Sr. and M. A. Howell of Palo Pinto. It reused sandstone of the second courthouse. It is a Moderne style building with Renaissance Revival elements. It is listed on the National Register. Unlike many Texas county seats, the population of the town only gradually rose and fell over the years, always retaining a small community profile.

Town of Palo Pinto Population			
1891	1947	1990	2000
400	550	350	411

(Handbook of Texas, "Palo Pinto, TX".)

The slight variation in population over time can also be seen in how little the town changes in terms of physical growth. This is seen when comparing the 1938 fire insurance map of Palo Pinto with historical topographic maps seen below along with the General Highway Maps. South First Street on the fire insurance map is Oak Street/Bankhead.

1800s: Fort Griffin-Weatherford stage line
1917: SH 1/Texarkana, Dallas, Fort Worth and El Paso Highway
1918: Bankhead Highway
1926: US80A
1943: US 180
1954-55: shift of alignment through Palo Pinto



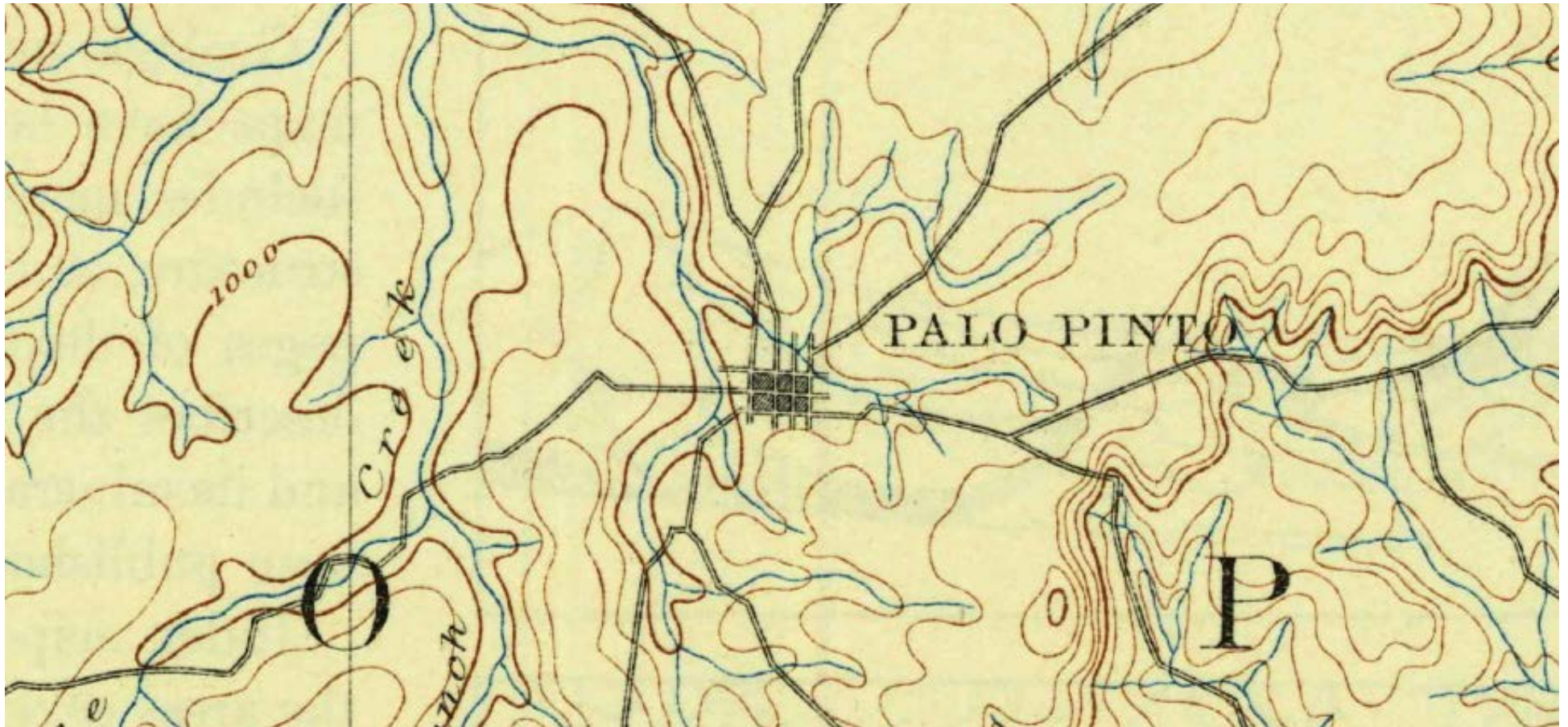
Google Map aerial view of Palo Pinto; courthouse is red-brown roof at the top.



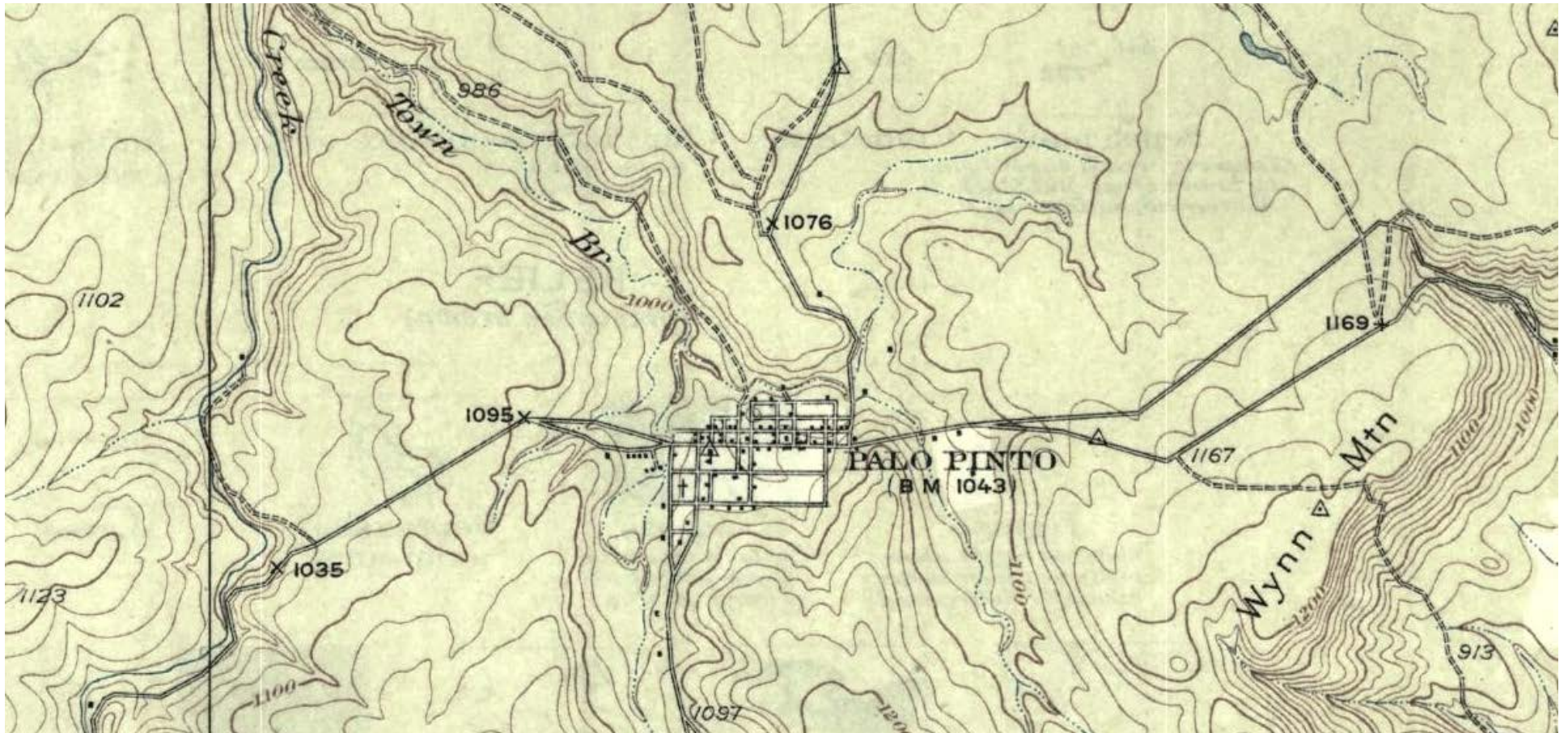
Street view along Oak Street in Palo Pinto, facing east (Google Maps); courthouse to the left.



Street view along Oak Street in Palo Pinto, facing west (Google Maps); courthouse to the right.



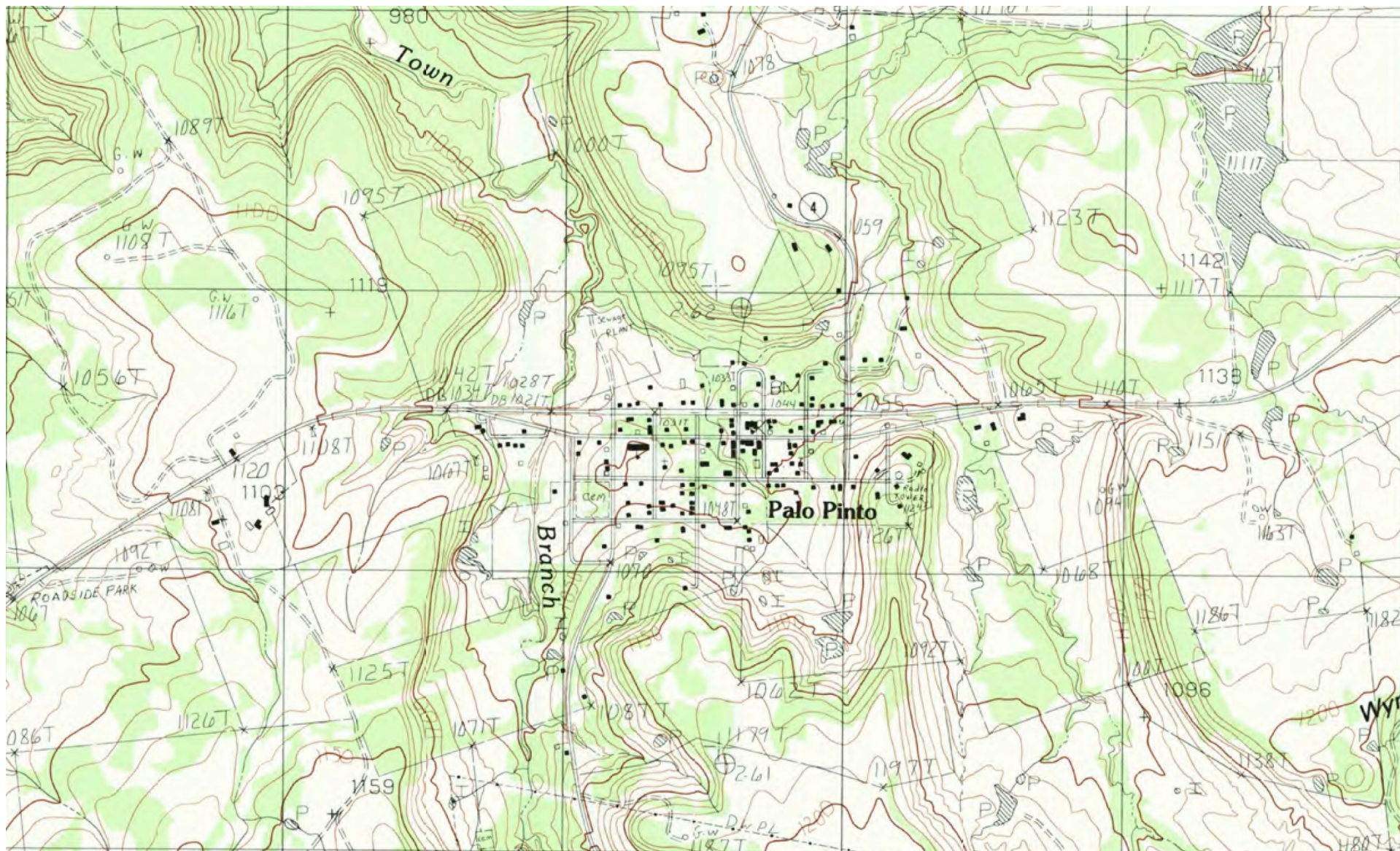
Topographic map of Palo Pinto, 1891 (Portal to Texas History)



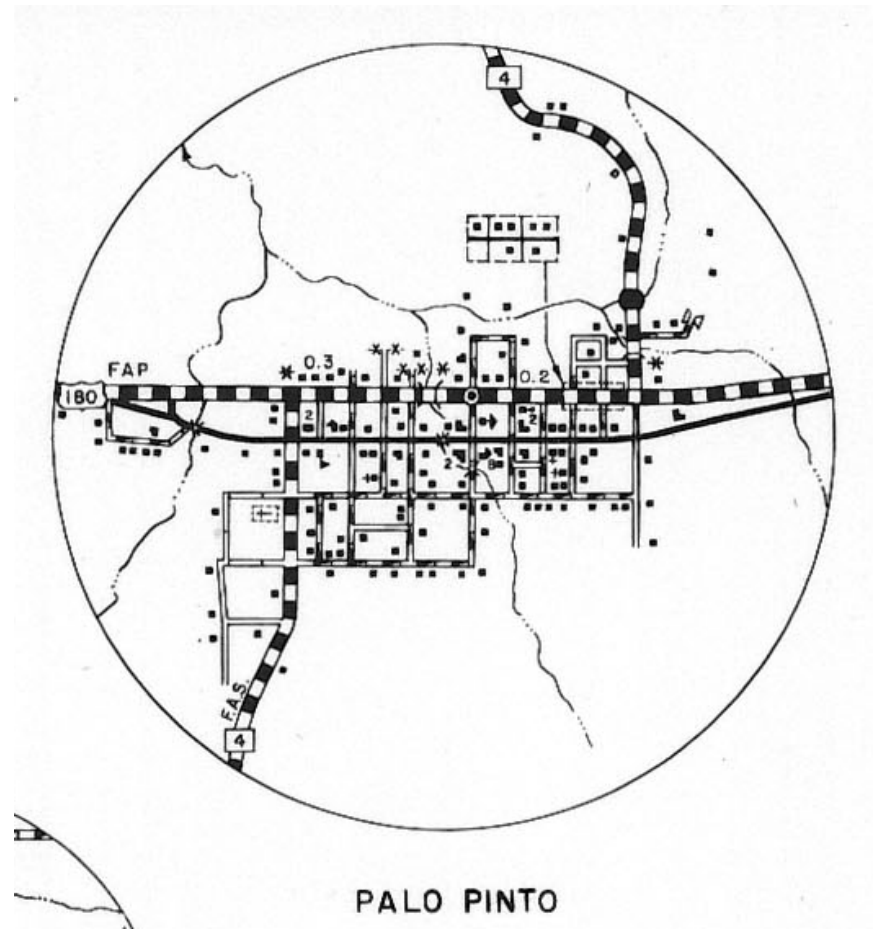
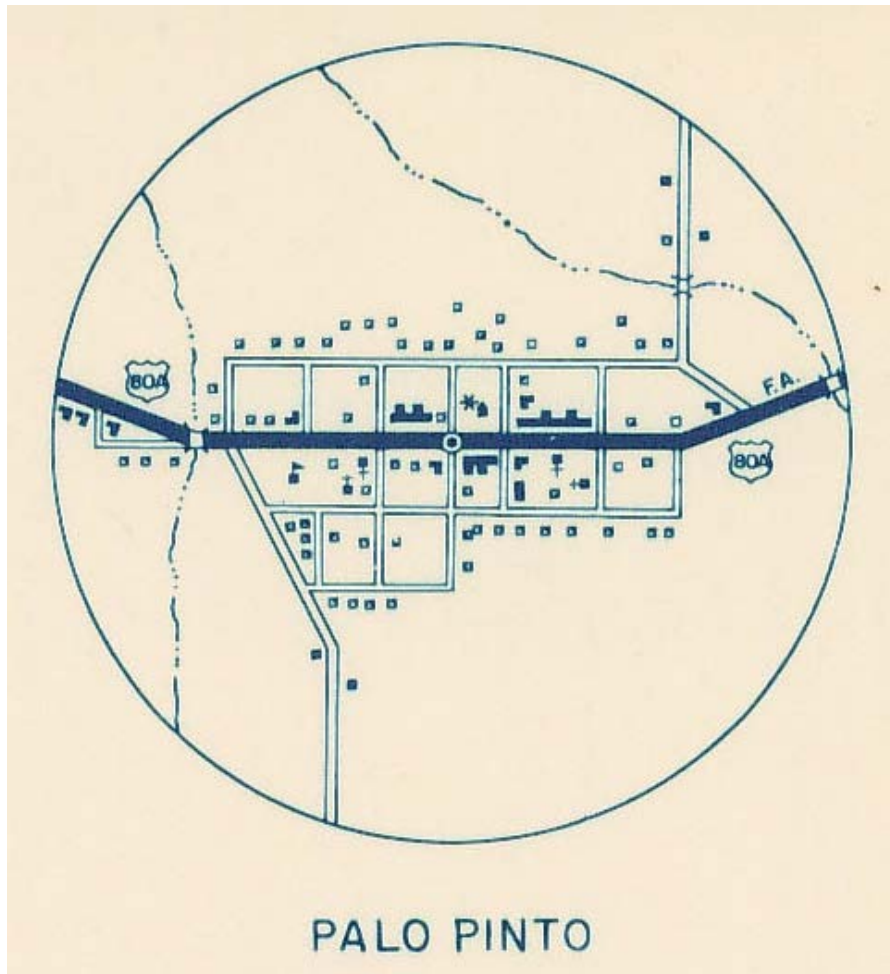
Topographic map of Palo Pinto, 1927 (Portal to Texas History)



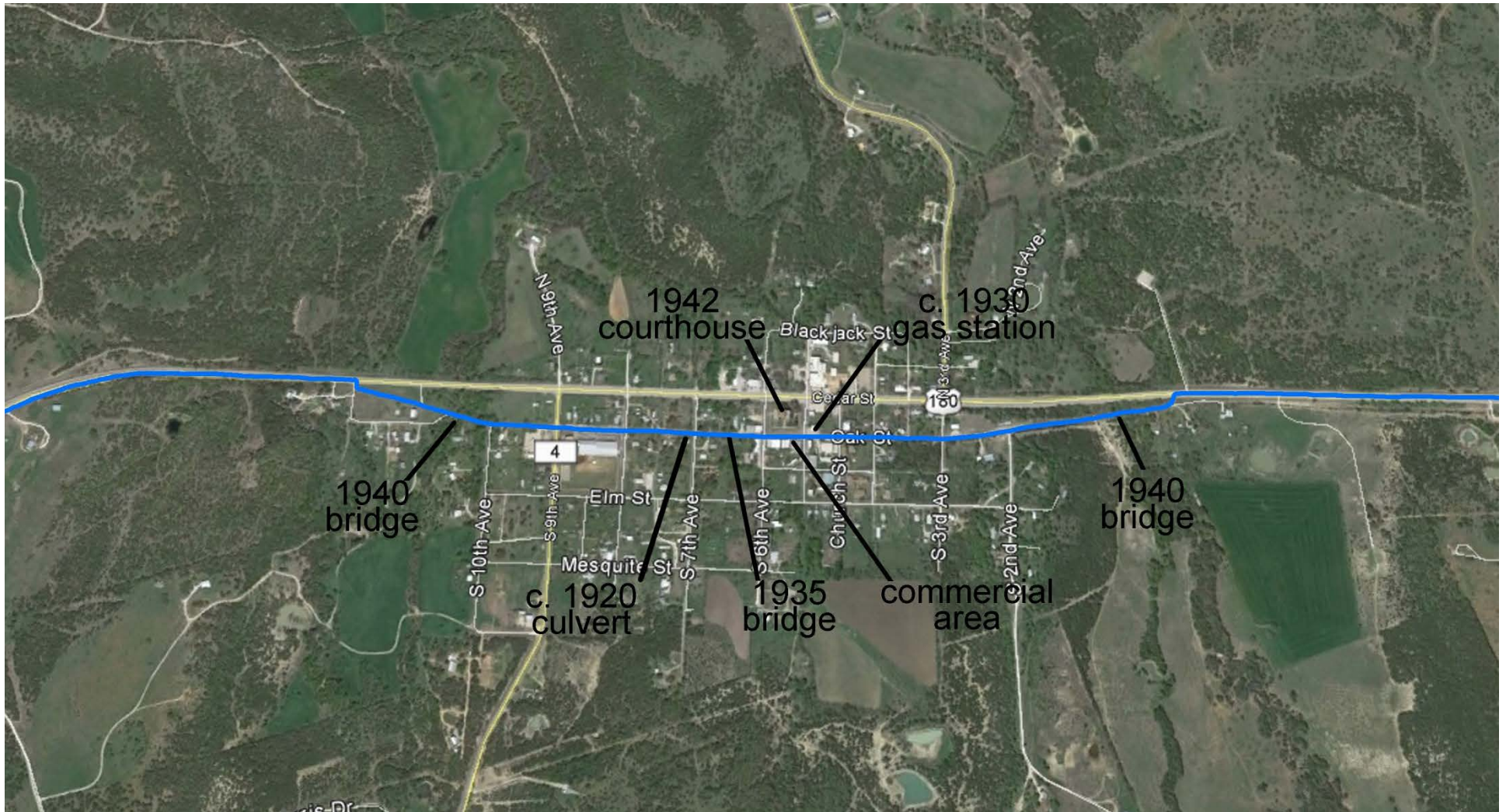
Topographical map of Palo Pinto, 1958 (Portal to Texas History), showing the re-alignment of US 180/Bankhead.



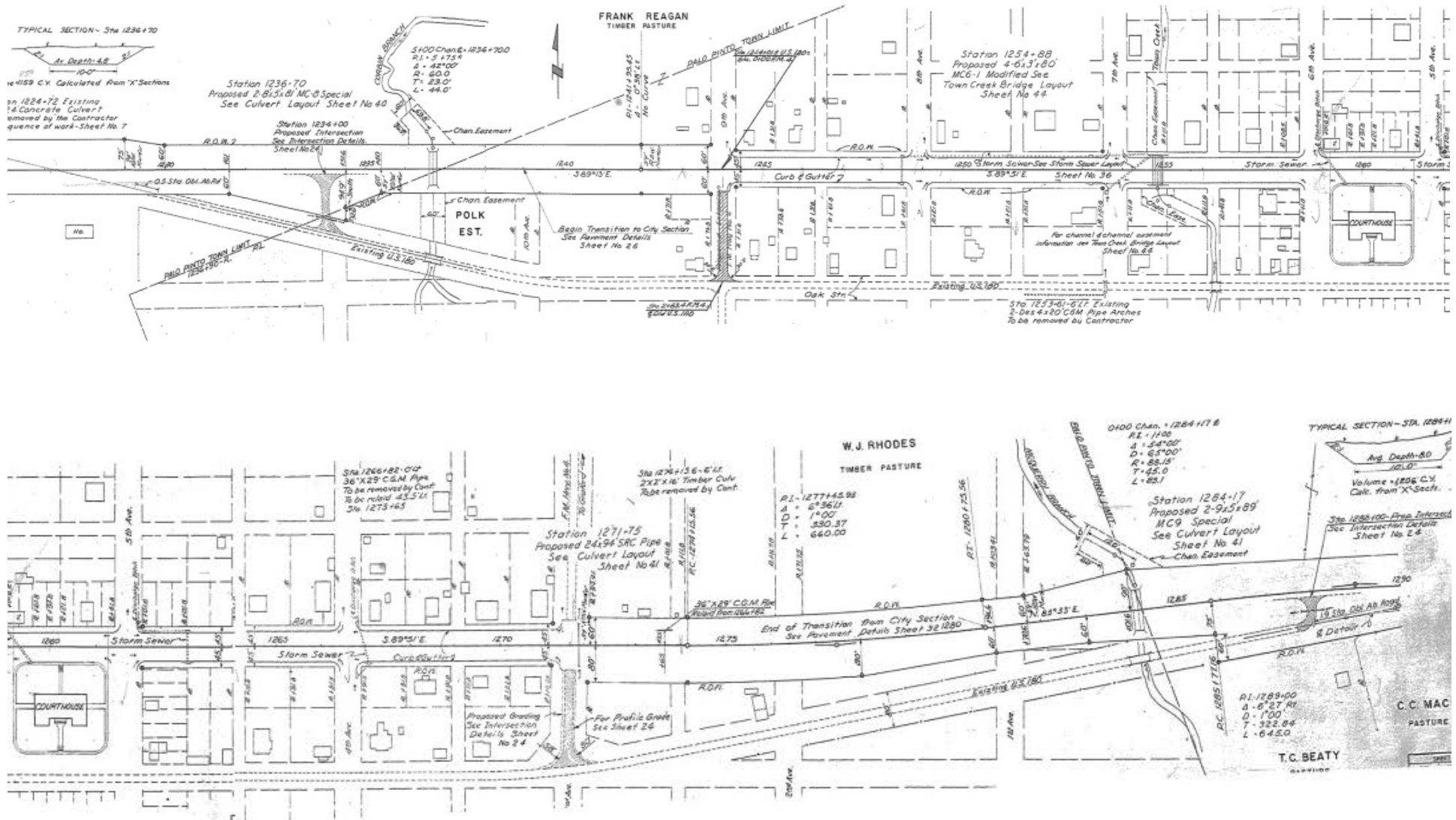
Topographic map of Palo Pinto, 1984 (Portal to Texas History)



1935 (left) and 1953 (right) County Maps of Palo Pinto, Palo Pinto County (TSLA); showing the re-alignment of US 80A/US 180/Bankhead Highway.



Map of Palo Pinto showing the existing historic resources.

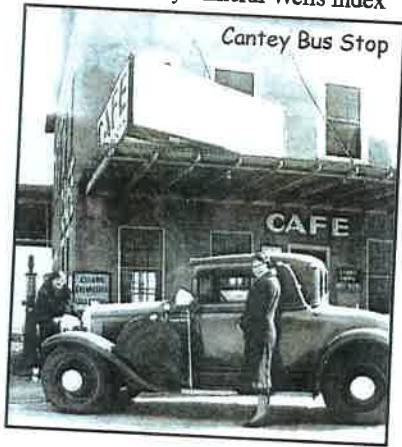


CSJ Log File 0007-10-018 of Palo Pinto in 1954 before the realignment from Oak Street/South 1st Street to North 1st Street.



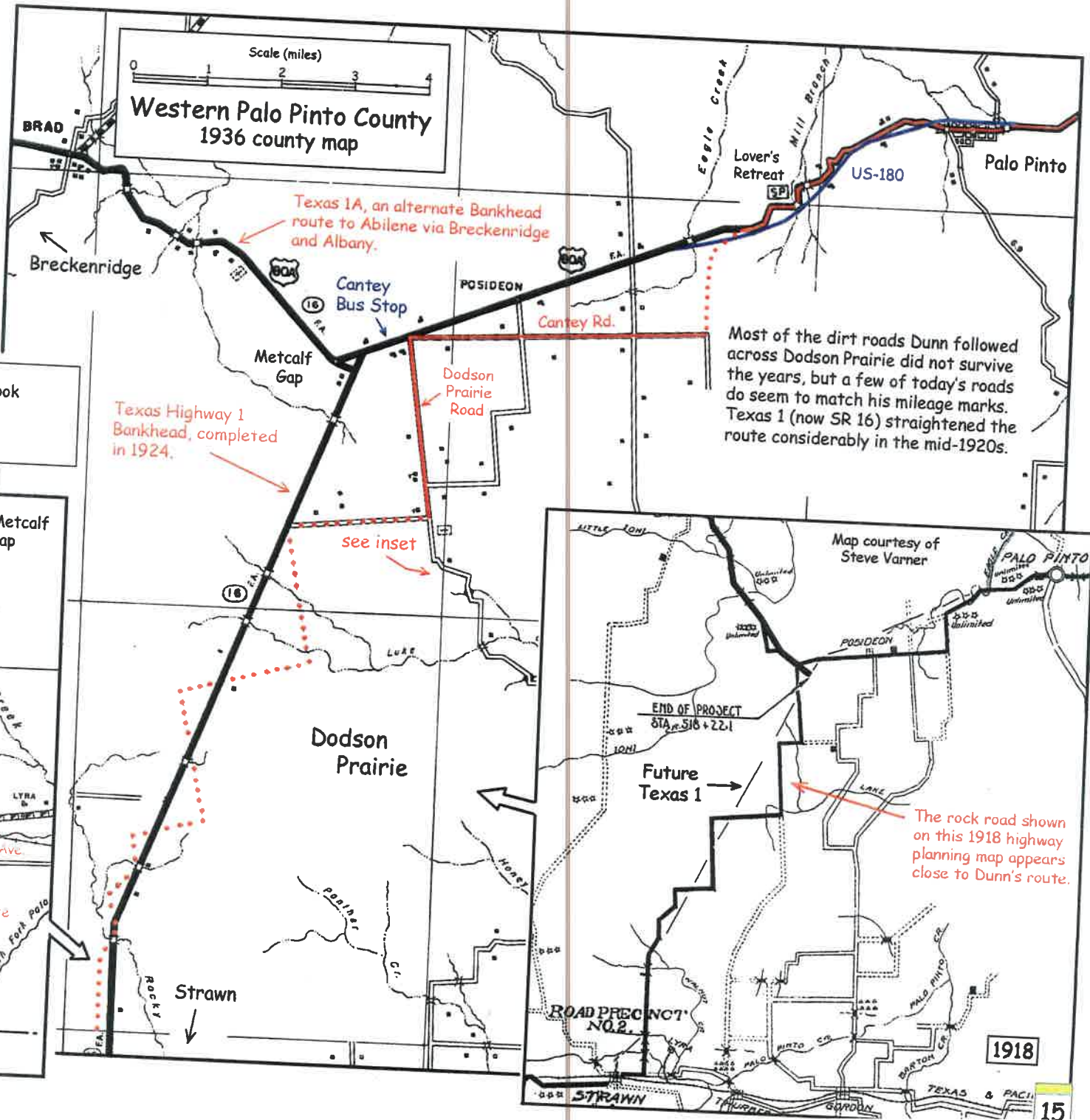
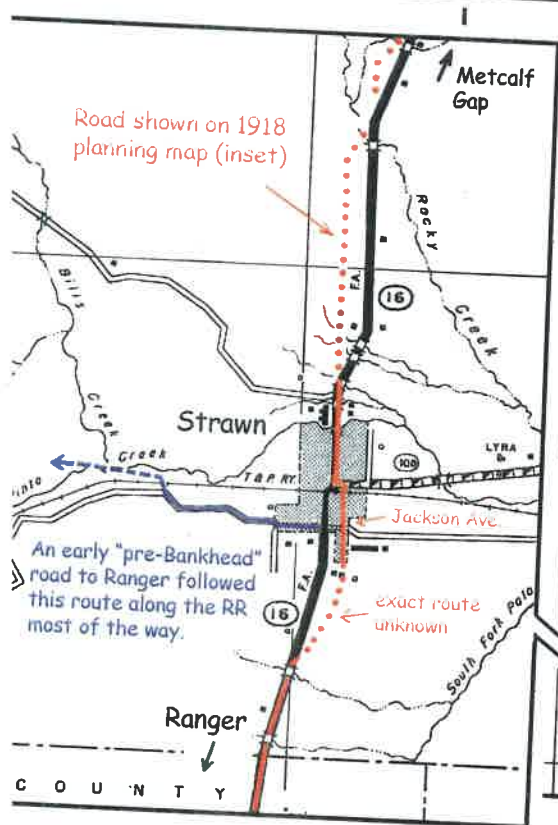
c. 1930s historical
image of Oak St (Palo
Pinto County
Historical Association)
with modern street
view (Google Maps)

Photo courtesy Mineral Wells Index



Cantey Bus Stop

- match to 1921 Bankhead guidebook
- ... most likely early route
- today's highway US-180



- match to 1921 Bankhead guidebook
- most likely early route
- today's highway US-180

Dunn's route closely followed what would be Texas Highway 1, which later became US-80, then 80A, and is now 180.

Traffic today follows 180 (blue), but cutoff Bankhead segments and a bridge or two can be seen on private property alongside the road east and west of Palo Pinto.

PALO PINTO

US-180

3 old concrete bridges (x)

PALO PINTO

Scale (miles)
0 1 2 3 4

Palo Pinto County
1936 county map

MINERAL WELLS

MINERAL WELLS
STATE PARK

5986

CAMP
WOLTERS

Mineral Wells
Airport

Sartain Rd.

Swanson Rd.

E. Sturdivant Rd.

FM 1195

Millsap
Hill

Mineral Wells

Hubbard St.

SE 6th Ave.

SE 12th St.

SE 11th Ave.

SE 16th St.

SE 14th Ave.

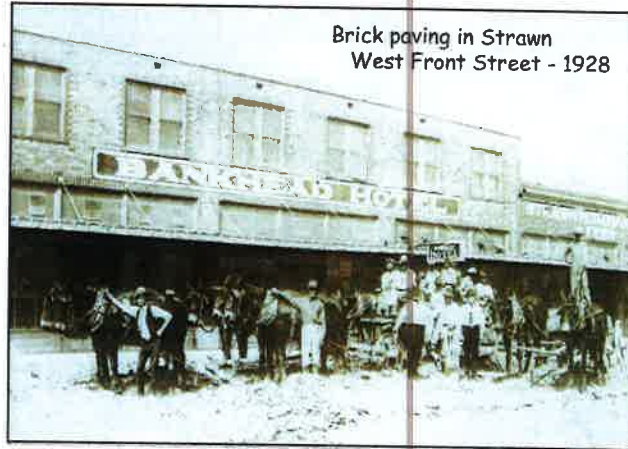
Withers Rd.

Along Dunn's Bankhead Route

From Palo Pinto the Bankhead followed a route to Strawn, then west to Ranger, Eastland and Abilene. From early on a branch continued west from Metcalf Gap through Breckenridge and Albany, then to Abilene. Advocates of both routes wasted no time erecting large signs west of Palo Pinto to entice motorists. The Ranger oil boom in the 1920s was a major factor in development - and maintenance - of roads in this area.

The 1921 Bankhead exited south out of Strawn past the cemetery, following a twisting road - mostly lost now - into Eastland County. A paved road along the railroad for a few miles west out of Strawn follows the path of an earlier dirt road to Ranger. A 1919 guide used that route, but travelers were advised it was "a very bad stretch." The guide also indicated heavy traffic had worn out all the roads in and around Ranger. That may well be why little trace remains of the older road leading into Ranger.

A photograph of a dirt road leading through a wooded area, with the text "Road leading to Lovers' Retreat" overlaid at the top. The road is unpaved and appears to be made of dirt and gravel, winding through a dense forest of tall trees. The sky is visible in the background, showing a clear blue color. The text is in a simple, black, sans-serif font.



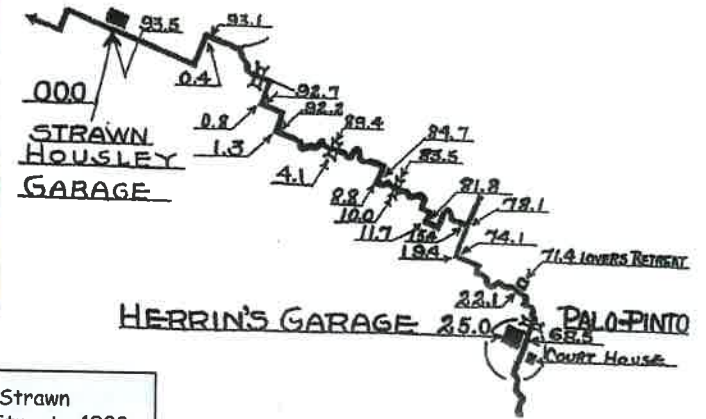
Courtesy of TxDoT archives

Breckenridge →

Strawn ↖

BANKHEAD HIGHWAY.
TURN RIGHT
BRECKENRIDGE 30 MI PAVED ROAD
CADDIS 10 MI BRECKENRIDGE 30 MI
ALBANY 20 MI BRECKENRIDGE 30 MI
DEANE 25 MI BRECKENRIDGE 30 MI
WYANDOTT 30 MI BRECKENRIDGE 30 MI

This 1926 sign lured motorists onto the north loop of the Bankhead (Texas 1A). In the distance is the Cantey bus stop and service station.



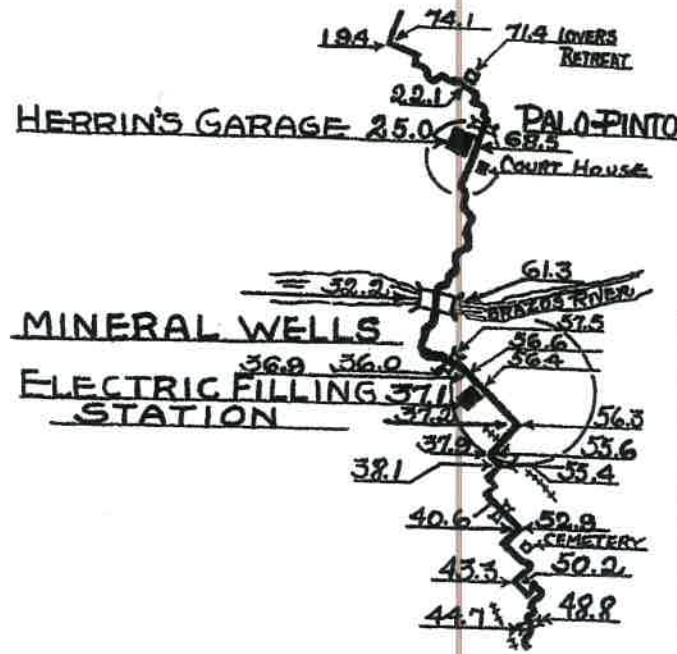
Straw

Along Dunn's Bankhead Route

When the Bankhead Highway Association met in Mineral Wells in April 1919 and decided on the "All Texas" route for the highway - which would pass through the town - there were celebrations in the street. A prosperous town known for its many springs, Mineral Wells would welcome even more tourists for years. That changed in 1932. US-80 (the Bankhead) was realigned from Weatherford to Ranger, cutting Mineral Wells off the main road.

The town was said to be mid-point on the Bankhead and, saying much about the 1921 road, they added: "What could be more attractive to a nature lover than a swift Gallup on the highway?" Mid-way or not, crossing the Brazos would have been a significant milestone for early travelers.

Before Texas 1 paved and straighten the road from Millsap to Mineral Wells, a zig-zag of town roads was the route into town. A few long abandoned filling stations along those roads still mark that old route today.



This old cabin and cistern (?) may have been part of the tourist camp three miles east of Palo Pinto.



1922 brochure.

BRAZOS RIVER BRIDGE, NEAR MINERAL WELLS, TEX.



SE 6th Avenue in Mineral Wells.



A view southeast of town, in the direction of Millsap.



Palo Pinto Sign Plan

Historic Texas Highway:
Bankhead Highway

Area of Interest (City, County, State):
Palo Pinto, Palo Pinto County, Texas



Prepared by:
Palo Pinto County Historical Association

Contact Info:
940-769-2600

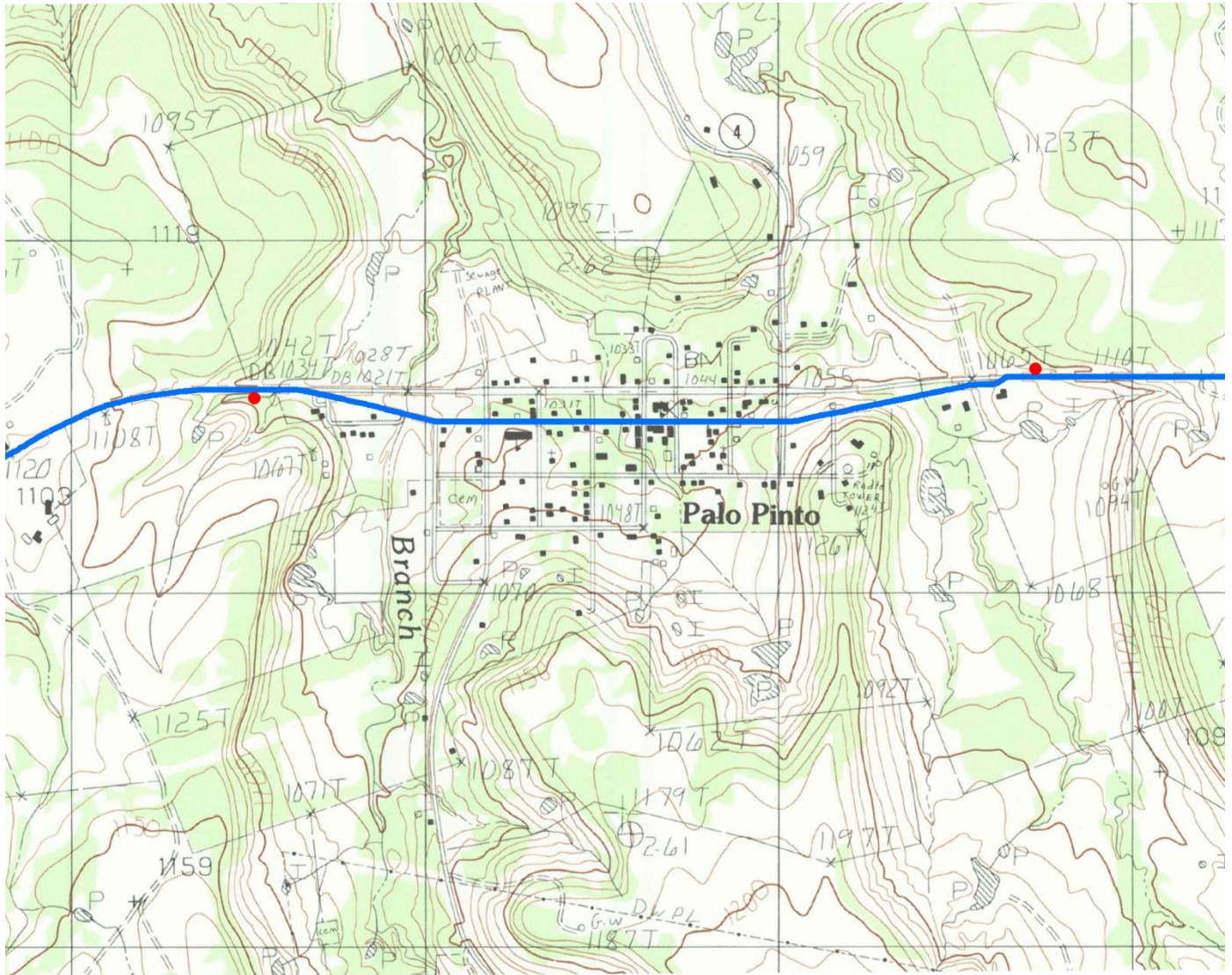
Prepared on: December 4, 2015

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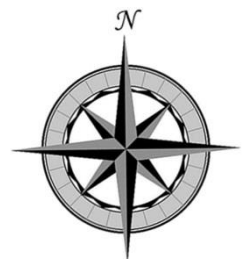
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Palo Pinto Sign Plan

Overview Map

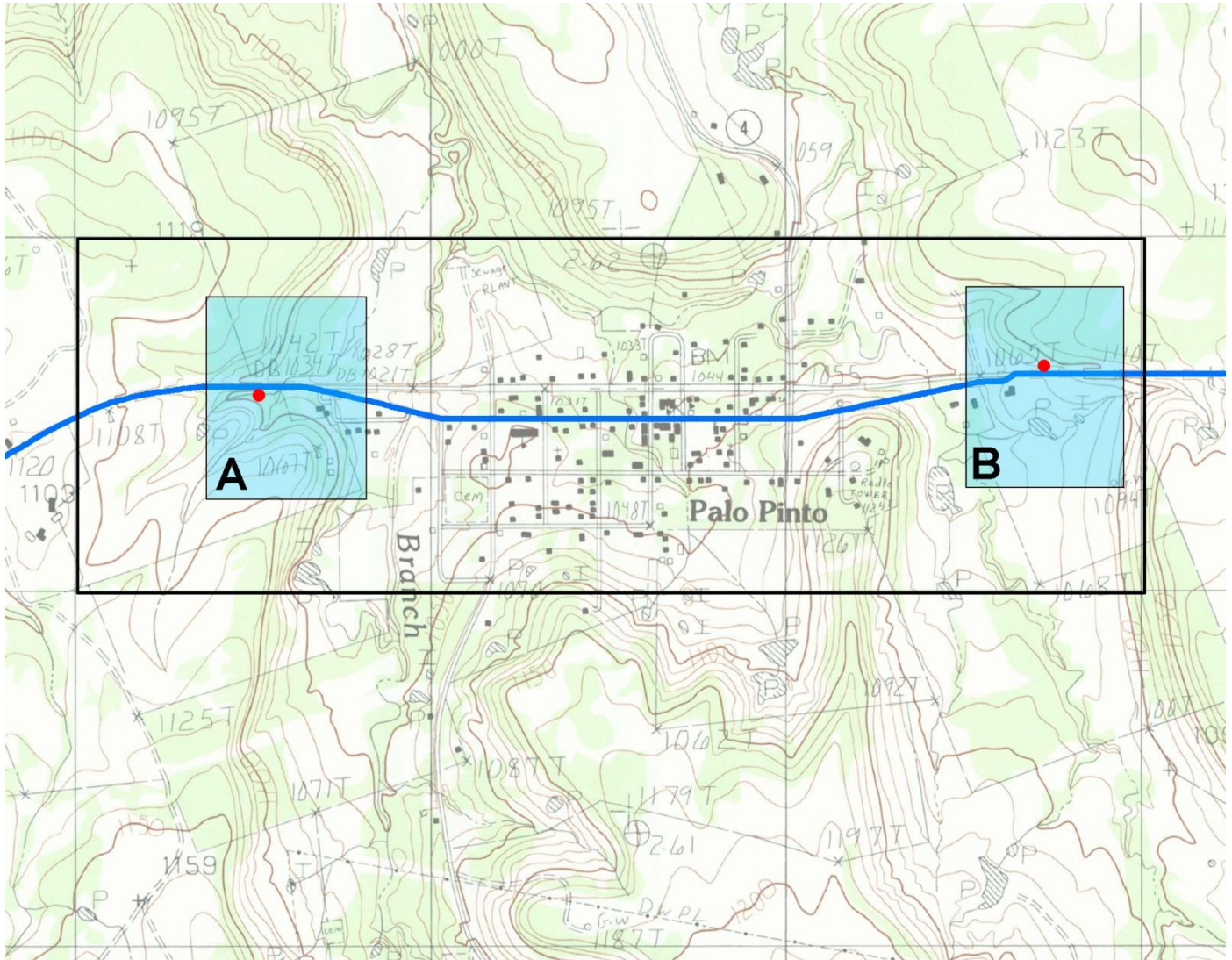


Legend	
	Bankhead Highway Route, 1921, c. 1930-34
	Proposed Signage Locations

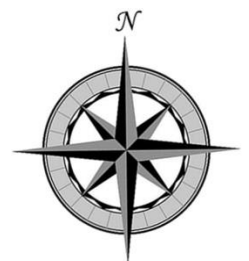


Palo Pinto Sign Plan

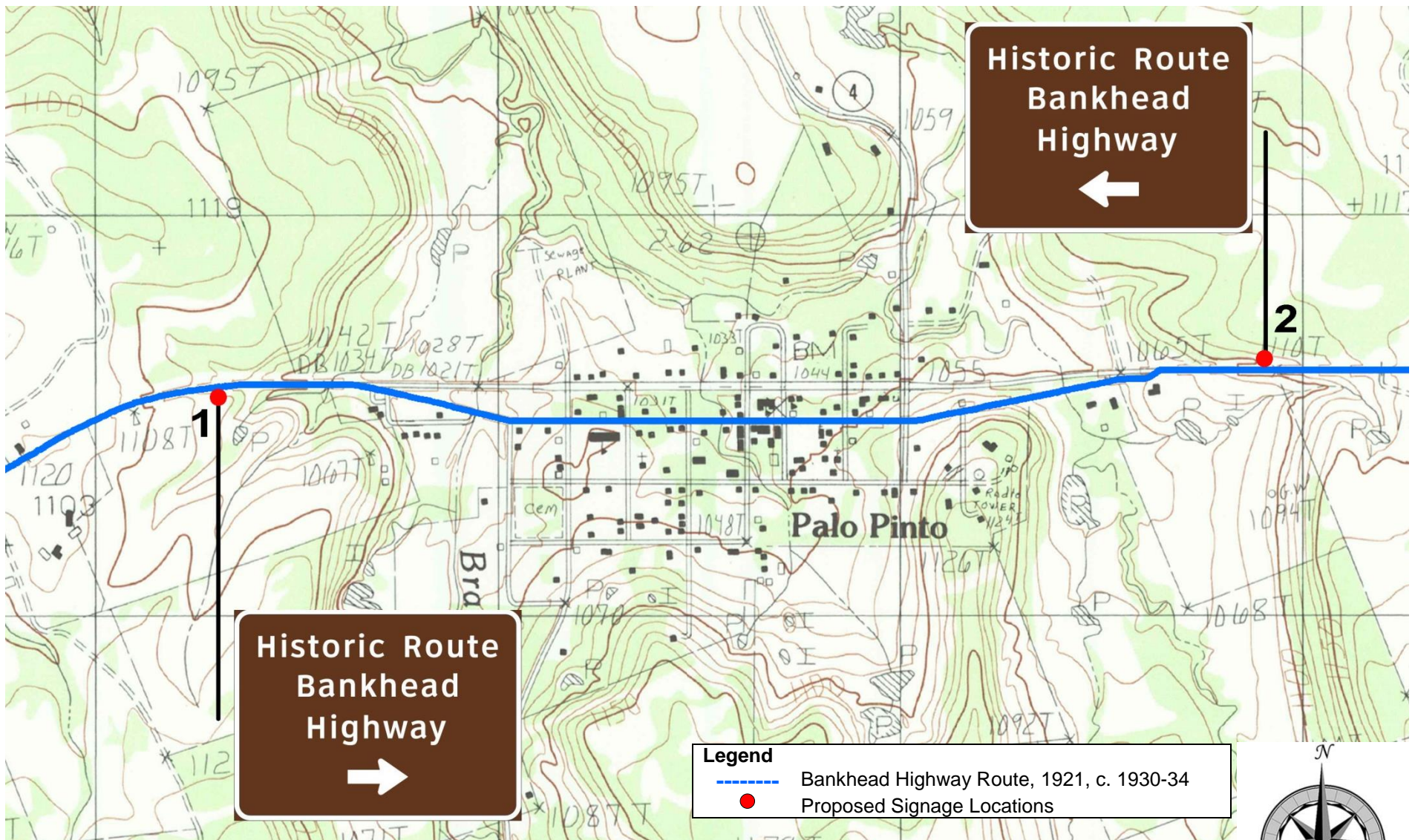
Map Sheet Index



Legend	
	Bankhead Highway Route, 1921, c. 1930-34
	Proposed Signage Locations

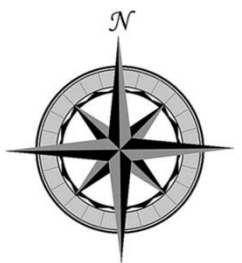
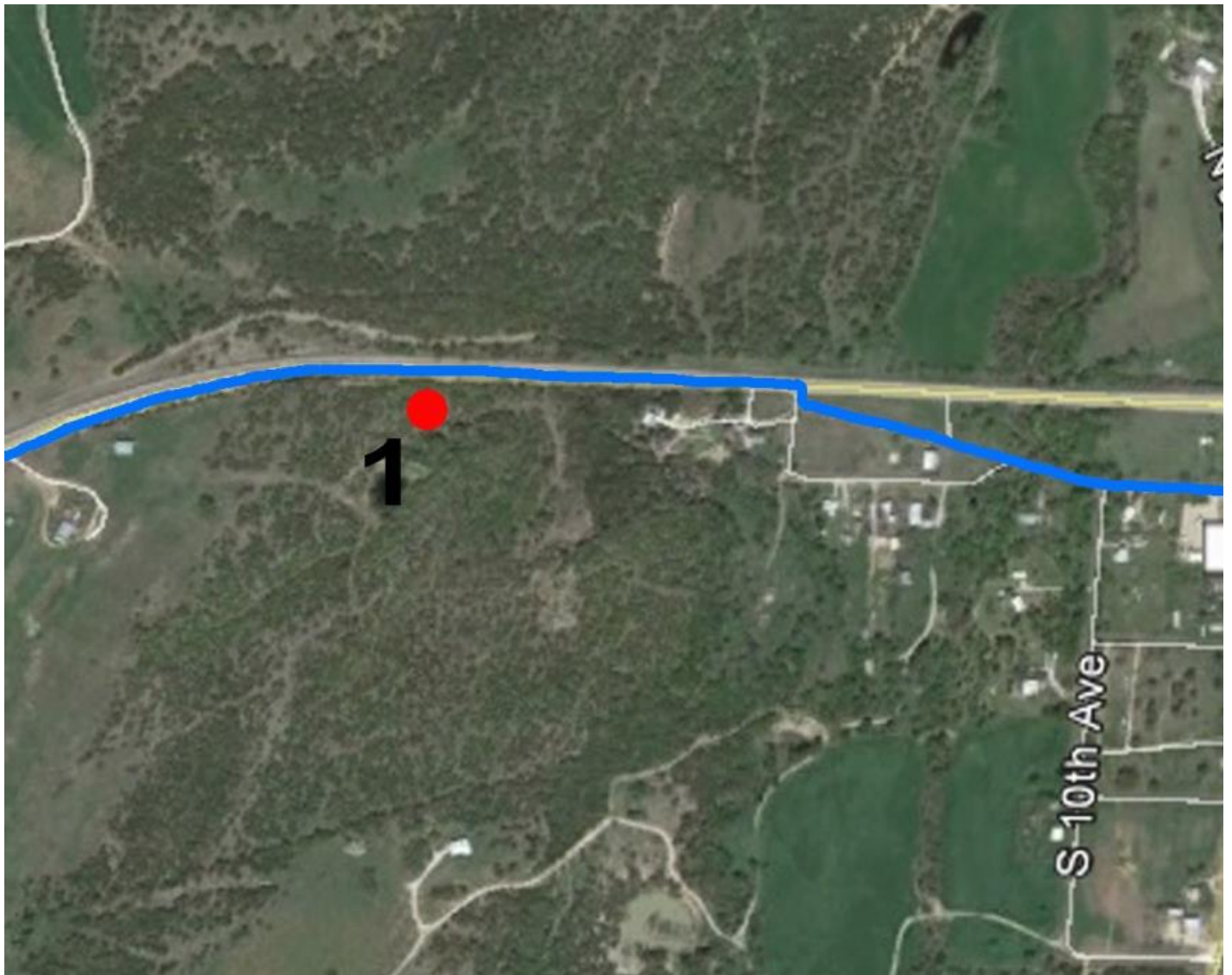


Road Sign Plan Map Series



Signage Location Plan Detail – 1.2 mile segment

Bankhead Highway – Palo Pinto, Palo Pinto County, Texas



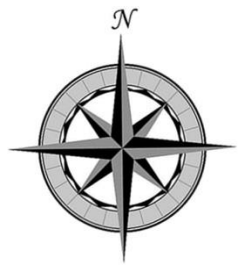
Legend

- Bankhead Highway Route, 1921, c. 1930-34
- Signs

Sign ID	Sign Type	Road Name	Direction	Road Jurisdiction
1	Historic Route/Right Arrow	US 180	East	TxDOT ROW

Enlarged Plan – Detail Map A

Bankhead Highway – Palo Pinto, Palo Pinto County, Texas



Legend	
-----	Bankhead Highway Route, 1921, c. 1930-34
●	Signs

Sign ID	Sign Type	Road Name	Direction	Road Jurisdiction
2	Historic Route/Left Arrow	US 180	West	TxDOT ROW

Enlarged Plan – Detail Map B

Bankhead Highway – Palo Pinto, Palo Pinto County, Texas

Reports

All Signs in Plan

Map	Sign ID	Sign Type	Road Name	Direction	Nearest Intersection	Road Jurisdiction	Notes
A	1	Historic Route/Right Arrow	US 180	East	Oak Street	TxDOT ROW	
B	2	Historic Route/Left Arrow	US 180	West	Oak Street	TxDOT ROW	

Signs Sorted by County/State

County/State	Sign ID	Sign Type	Road Name	Direction	Nearest Intersection	Road Jurisdiction
Palo Pinto, TX	1	Historic Route/Right Arrow	US 180	East	Oak Street	TxDOT ROW
Palo Pinto, TX	2	Historic Route/Left Arrow	US 180	West	Oak Street	TxDOT ROW

Signs Sorted by Jurisdiction

Road Jurisdiction	Sign ID	Sign Type	Road Name	Direction	Nearest Intersection
TxDOT	1	Historic Route/Right Arrow	US 180	East	Oak Street
TxDOT	2	Historic Route/Left Arrow	US 180	West	Oak Street

Historic Texas Highways Sign Standards

General Sign Specifications – Directional Signs

- Anodized aluminum substrate with High Intensity Type C retroreflective sheeting, per the TxDOT Traffic Operations Manual Signs and Markings Manual
- White text and 1" white border (with a 3" radius at each corner) on a brown background
- Minimum 4" text height using Clearview font
- Maximum sign dimensions, 48" width x 48" height
- Text limited to five lines or four lines and directional arrow



Individual Sign Types

- Maximum 48" width x 48" height
- 1" white border, 3" radius at each corner
- Clearview font, typical
- 4" text height for all text
- MUTCD arrow, M6-1, M6-2, or M6-3
- Maximum five lines of text
- Maximum sign area is 16 square feet. Single post supports per the TxDOT Traffic Operation Manual Signs and Marking Volume.

