Historic Texas Highways

Signage Management Plan

Valenzuela Preservation Studio, LLC for the Texas Historical Commission
HISTORIC TEXAS HIGHWAYS

Signage Management Plan

September 30, 2015

Updated March 2017

Prepared for:
Texas Historical Commission
History Programs Division
Historic Texas Highways Program

Prepared by:
Valenzuela Preservation Studio, LLC
S. Elizabeth Valenzuela, Preservation Specialist
Erin McClelland, Interpretive Planning Specialist
Kendall Antosh, Signage Designer
# Table of Contents

Section I - Introduction ........................................................................................................................................ 1
  Project Background ........................................................................................................................................ 1
  Purpose and Goals ......................................................................................................................................... 1

Section 2 - Signage Management Plan ........................................................................................................... 3
  Eligibility Requirements ................................................................................................................................. 3
  Signage Application Process .......................................................................................................................... 20
    Roles and Responsibilities – State Agencies ............................................................................................. 22
    Roles and Responsibilities – Applicant .................................................................................................... 22
  Completing the Application Form .................................................................................................................. 24
    Applicant Information ................................................................................................................................. 25
    Signage Project Summary ............................................................................................................................ 25
    Historic Route Evaluation Factors ............................................................................................................. 26
    Historic Overview ....................................................................................................................................... 27
    Significance .................................................................................................................................................. 28
    Intrinsic Qualities ....................................................................................................................................... 30
    Evaluation of Integrity of Route .................................................................................................................. 31
  Signage Design and Specifications .................................................................................................................. 32
    Roadway Signage Type ............................................................................................................................... 32
    Interpretive Signage Requirements ............................................................................................................. 36
    Supporting Documentation ............................................................................................................................ 39

Section 3 – Additional Resources .................................................................................................................... 51
  Signage Maintenance Plan ............................................................................................................................. 51
  Installation Protocol ....................................................................................................................................... 51
Funding Sources and Financing Agreement ................................................................. 51
Funding Sources .............................................................................................................. 51
Advance Funding Agreement ......................................................................................... 52
Suggested Research Material ......................................................................................... 52
Texas Historic Highway-Related Research Material ...................................................... 52
Bankhead Highway-Specific Research Material ............................................................ 54
Program Contact Information ......................................................................................... 56
Texas Historical Commission ......................................................................................... 56
TxDOT Environmental Affairs Division – History Programs .......................................... 56
TxDOT Traffic Operations Division ............................................................................... 56
TxDOT District Offices ................................................................................................... 56

Appendices

Appendix A Map of the Rand McNally Official 1923 Auto Trails Map, District Number 18, as adapted by the Texas Historical Commission
Appendix B Historic Texas Highways Signage Application Form
Appendix C The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways
Appendix D Signage Design and Specifications Examples
Appendix E Historic Roads and Highways Program Sign Agreement – Example
Appendix F Programmatic Accessibility Guidelines for National Park Service Interpretive Media
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. 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.

---

**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.texas.gov/preserve/projects-and-programs/county-historical-commission-outreach/what-are-county-historical](http://www.thc.texas.gov/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 Texas 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).

---

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

<table>
<thead>
<tr>
<th>1923 RAND McNALLY MAP</th>
<th>HISTORIC HIGHWAY NAME</th>
<th>CURRENT HIGHWAY #* (roughly aligns with historic highway)</th>
<th>MAJOR TOWNS ALONG ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATE HIGHWAY</td>
<td>TRAIL/HWY MARKERS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH 1</td>
<td>13/44</td>
<td>US 67 (Texarkana to Dallas)</td>
<td>Washington, D.C. to San Diego, California</td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 80 (Dallas to El Paso)</td>
<td>Texas route from Texarkana to El Paso</td>
</tr>
<tr>
<td></td>
<td></td>
<td>IH 30 (Texarkana to Dallas)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>IH 20 (Dallas to Kent)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>IH 10 (Kent to El Paso)</td>
<td></td>
</tr>
<tr>
<td>SH 2/SH 25</td>
<td>8</td>
<td>US 81</td>
<td>Winnipeg, Manitoba to Mexico City</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 240 (Burkburnett to Wichita Falls)</td>
<td>Texas route from Wichita Falls to Laredo and Galveston</td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 287 (Wichita Falls to Fort Worth)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 148 (Henrietta to Jacksboro)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 281 (Jacksboro to Mineral Wells)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 180 (Mineral Wells to Fort Worth)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>IH 35/IH 35W (Fort Worth to Laredo)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 174 (Burleson to Cleburne)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 67 (Cleburne to Glen Rose)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 144 (Glen Rose to Meridian)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 6 (Meridian to Waco)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 95 (Temple to Taylor)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 79 (Taylor to Hutto)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>FM 685 (Hutto to Pflugerville)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 6 (Waco to Hempstead)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 290 (Hempstead to Houston)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 3 (Houston to Galveston)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>IH 45 (Houston to Galveston)</td>
<td></td>
</tr>
<tr>
<td>STATE HIGHWAY</td>
<td>TRAIL/HWY MARKERS</td>
<td>HISTORIC HIGHWAY NAME</td>
<td>CURRENT HIGHWAY #* (roughly aligns with historic highway)</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------------</td>
<td>-----------------------</td>
<td>----------------------------------------------------------</td>
</tr>
</tbody>
</table>
| 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 Bracketville)  
US 90 (Bracketville to Del Rio) | St. Augustine, Florida to San Diego, California  
Texas route from Orange to El Paso |
<p>| SH 4         | 14                | Del Rio–Canadian Highway | US 277 (Del Rio to Sonora to San Angelo) | Del Rio to Ochiltree |</p>
<table>
<thead>
<tr>
<th>STATE HIGHWAY</th>
<th>TRAIL/HWY MARKERS</th>
<th>HISTORIC HIGHWAY NAME</th>
<th>CURRENT HIGHWAY #* (roughly aligns with historic highway)</th>
<th>MAJOR TOWNS ALONG ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 5</td>
<td>16</td>
<td>North Texas Highway</td>
<td>SH 208 (San Angelo to Robert Lee)</td>
<td>Texarkana to Texline</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 158 (Robert Lee to Bronte)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 277 (Bronte to Fort Chadbourne)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 70 (Fort Chadbourne to Blackwell)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 126 (Blackwell to Nolan)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 70 (Nolan to Sweetwater to Rotan to FM 610)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FM 610 (SH 70 to Aspermont)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 83 (Aspermont to Canadian to Perryton)</td>
<td></td>
</tr>
<tr>
<td>SH 6</td>
<td>27</td>
<td>King of Trails</td>
<td>US 69/75 (TX/OK border to Denison to Sherman to Howe)</td>
<td>Winnipeg, Manitoba to Gulf of Mexico</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 5 (Howe to Van Alstyne to McKinney to Plano to Dallas)</td>
<td>Texas route from Denison to Brownsville and Galveston</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 342 (Dallas to Lancaster to Waxahachie)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 77 (Waxahachie to Italy to Hillsboro)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>IH 35/US 77 (Hillsboro to Waco)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 6 (Waco to Bremond)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FM 46 (Bremond to Franklin to Wheelock)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Old Spanish Road (Wheelock to Bryan)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 6 (Bryan to Hempstead)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 290 (Hempstead to Houston)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 3 (Houston to Galveston)</td>
<td></td>
</tr>
<tr>
<td>SH 7</td>
<td>7</td>
<td>Central Texas Highway</td>
<td>US 190 (Bon Wier to Jasper)</td>
<td>Newton to Coleman to El Paso/Farwell</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 63 (Jasper to FM 2109)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FM 2109 (SH 63 to Huntington)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 69 (Huntington to Lufkin)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 7 (Lufkin to Crockett)</td>
<td></td>
</tr>
<tr>
<td>Historic Texas Highways Signage Management Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1923 RAND McNALLY MAP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>STATE HIGHWAY</strong></td>
<td><strong>HISTORIC HIGHWAY NAME</strong></td>
<td><em><em>CURRENT HIGHWAY #</em> (roughly aligns with historic highway)</em>*</td>
<td><strong>MAJOR TOWNS ALONG ROUTE</strong></td>
<td></td>
</tr>
</tbody>
</table>
| 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) | Puget Sound, Washington to Gulf of Mexico  
Texline to Corpus Christi |
| SH 10 | 2 | 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 |
| 1923 RAND McNALLY MAP | HISTORIC HIGHWAY NAME | CURRENT HIGHWAY #*  
|-----------------------|-----------------------|-----------------  
| STATE HIGHWAY | TRAIL/HWY MARKERS | (roughly aligns with historic highway)  
*alignment needs to be confirmed by research | MAJOR TOWNS ALONG ROUTE |
|------------------|------------------|------------------|------------------|
| 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 | Washington, D.C. to San Diego, California  
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) | St. Louis, Missouri to Las Vegas, New Mexico (1913-Ozark Trails) and then Chicago, Illinois to Los Angeles, California (1925-Route 66)  
Texas route from Wichita Falls to El Paso and from Wellington to Dimmitt |
<table>
<thead>
<tr>
<th>1923 RAND McNALLY MAP</th>
<th>HISTORIC HIGHWAY NAME</th>
<th>CURRENT HIGHWAY #* (roughly aligns with historic highway)</th>
<th>MAJOR TOWNS ALONG ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATE HIGHWAY TRAIL/HWY MARKERS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH 14/SH 32</td>
<td>18</td>
<td>Henry Exall Memorial Highway, “X”All Highway, Eastern Loop Henry Exall Highway</td>
<td>IH 40 (Amarillo to TX/NM border)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH 15</td>
<td></td>
<td>Texas-Louisiana Highway (Dallas-Louisiana Highway)</td>
<td>US 80 (Dallas to Terrell to Mineola to Marshall to TX/LA border)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH 17</td>
<td></td>
<td>Pecos Valley Highway</td>
<td>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)</td>
</tr>
</tbody>
</table>

3 Dallas Historical Society, p. 23
<table>
<thead>
<tr>
<th>STATE HIGHWAY</th>
<th>TRAIL/HWY MARKERS</th>
<th>HISTORIC HIGHWAY NAME</th>
<th>CURRENT HIGHWAY #* (roughly aligns with historic highway)</th>
<th>MAJOR TOWNS ALONG ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 18</td>
<td></td>
<td>Albany–Bronco Highway</td>
<td>SH 6 (Meridian to Eastland to Albany to Stamford)</td>
<td>Albany to Bronco</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 283 (Stamford to Old Glory)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 380 (Old Glory to Aspermont to Jayton)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 70 (Jayton to Spur)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FM 836 (Spur to Crosbyton)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 62 (Crosbyton to Lubbock to Brownfield)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 380 (Brownfield to Bronco TX/NM border)</td>
<td></td>
</tr>
<tr>
<td>SH 19</td>
<td></td>
<td>Paris–Houston Highway</td>
<td>SH 19/24 (Paris to Cooper)</td>
<td>Paris to Freeport</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Red River to Gulf Highway</td>
<td>SH 19 (Cooper to Sulphur Springs)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FM 2297/2081 (Sulphur Springs to Alba to Grand Saline)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FM 17 (Grand Saline to Canton)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 19 (Canton to Athens)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 19 (Athens to Palestine)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 287 (Palestine to Crockett)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 19 (Crockett to Huntsville)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>IH 45 (Huntsville to Houston)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 35 (Houston to Angleton)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 288 (Angleton to Freeport/Welasco)</td>
<td></td>
</tr>
<tr>
<td>SH 20</td>
<td></td>
<td>Austin to Houston Highway</td>
<td>US 290 (Houston to Hempstead to Giddings to Elgin to Austin)</td>
<td>Hempstead to Austin</td>
</tr>
<tr>
<td>SH 21</td>
<td></td>
<td>Gonzales to San Augustine Highway</td>
<td>SH 21 (Milam to Alto, near LA/TX border)</td>
<td>Milam to Karnes City</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SH 21 (Alto to Bryan to Caldwell to US 77)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>US 77 (SH 21 to Giddings)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Giddings to Serbin to Sand to Stellar to Cistern (road #?)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FM 1115 (Cistern to Waelder)</td>
<td></td>
</tr>
</tbody>
</table>
| 1923 RAND McNALLY MAP | HISTORIC HIGHWAY NAME | CURRENT HIGHWAY #*  
(roughly aligns with historic highway) | MAJOR TOWNS ALONG ROUTE |
|-----------------------|-----------------------|--------------------------|-------------------------|
| 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 |
<table>
<thead>
<tr>
<th>STATE HIGHWAY</th>
<th>TRAIL/HWY MARKERS</th>
<th>HISTORIC HIGHWAY NAME</th>
<th>CURRENT HIGHWAY #* (roughly aligns with historic highway)</th>
<th>MAJOR TOWNS ALONG ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 28</td>
<td>11</td>
<td>Fort Worth–Farwell–Frisco (FFF) Highway</td>
<td>SH 180 (Dallas to Fort Worth to Mineral Wells) US 281 (Mineral Wells to Salesville) SH 254 (Salesvilles 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)</td>
<td>Dallas to Las Vegas, New Mexico Dallas to Farwell</td>
</tr>
<tr>
<td>SH 29</td>
<td>26</td>
<td>Middlebuster Highway</td>
<td>SH 238 (Seadrift to Port Lavaca) US 87 (Port Lavaca to Victoria to Cuero) US 183 (Cuero to Gonzales to Lockhart to Austin)</td>
<td>Austin to Port O’Conner</td>
</tr>
<tr>
<td>SH 30</td>
<td></td>
<td>Wichita Valley Highway</td>
<td>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)</td>
<td>Wichita Falls to Sabinal</td>
</tr>
<tr>
<td>SH 31</td>
<td></td>
<td>Waco–Corsicana Highway</td>
<td>SH 31 (Waco to Corsicana to Athens to Tyler)</td>
<td>Tyler to Waco</td>
</tr>
<tr>
<td>SH 36</td>
<td></td>
<td>Ben Milam Highway</td>
<td>SH 24 (Paris to Greenville) SH 34 (Greenville to Terrell to Ennis) US 287 (Ennis to Waxahachie to Mansfield)</td>
<td>Lampasas to Freeport</td>
</tr>
<tr>
<td>SH 37</td>
<td>38</td>
<td>Jim Hogg Highway</td>
<td>SH 37 (Clarksville to Bogata) US 271 (Bogata to Johtown) Johtown to Mount Vernon Hwy? SH 37 (Mount Vernon to Winnsboro to Mineola)</td>
<td>Clarksville to Galveston</td>
</tr>
</tbody>
</table>
| 1923 RAND McNALLY MAP | HISTORIC HIGHWAY NAME | CURRENT HIGHWAY #*  
(roughly aligns with historic highway) | MAJOR TOWNS ALONG ROUTE |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>STATE HIGHWAY TRAIL/HWY MARKERS</td>
<td></td>
<td>*alignment needs to be confirmed by research</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 69 (Mineola to Tyler to Rusk to Lufkin)</td>
<td></td>
</tr>
<tr>
<td>SH 39</td>
<td>Throckmortom Highway</td>
<td>US 380 (Greenville to McKinney to Decatur)</td>
<td>Greenville to Brownfield</td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 377 (Decatur to Bridgeport)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 114 (Bridgeport to Jacksboro)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 380 (Jacksboro to Graham)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>FM 209 (Graham to Murray)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hwy? Murray to Masters to Throckmortom</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 380 (Throckmortom to Rule)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hwy? Rule to Aspermont</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 380 (Aspermont to Jayton)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 70 (Jayton to SH 208)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 208 (SH 70 to Post)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 380 (Post to Brownfield)</td>
<td></td>
</tr>
<tr>
<td>SH 40</td>
<td>Hobby Highway</td>
<td>IH 35/US 77 (TX/OK border to Gainesville to Denton)</td>
<td>Gainesville to Sabine</td>
</tr>
<tr>
<td></td>
<td></td>
<td>IH 35E (Denton to Dallas)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 175 (Dallas to Kaufman to Athens to Jacksonville)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>FM 22 (Jacksonville to Turney)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 204 (Sacul to Caro)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 259 (Caro to Nacogdoches)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hwy? (Nacogdoches to Clevenger to Huntington)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 69 (Huntington to Woodville to Beaumont to Port Arthur)</td>
<td></td>
</tr>
<tr>
<td>SH 41</td>
<td>Charles Schreiner Highway</td>
<td>IH 10/US 87 (San Antonio to Kerrville)</td>
<td>Boerne to Del Rio</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 27 (Kerrville to Ingram)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 39 (Ingram to US 83)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hwy? (US 83 to Rocksprings)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 377 (Rocksprings to US 277)</td>
<td></td>
</tr>
<tr>
<td>SH 42</td>
<td>Culberson Highway</td>
<td>SH 154 (Marshall to Quitman)</td>
<td>Marshall to Greenville</td>
</tr>
<tr>
<td>1923 RAND McNALLY MAP</td>
<td>HISTORIC HIGHWAY NAME</td>
<td>CURRENT HIGHWAY #* (roughly aligns with historic highway)</td>
<td>MAJOR TOWNS ALONG ROUTE</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------</td>
<td>----------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>STATE HIGHWAY</td>
<td>TRAIL/HWY MARKERS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH 44</td>
<td>SAP Route</td>
<td>US 77 (Giddings to Rockdale to Waco)</td>
<td>Waco to Giddings</td>
</tr>
<tr>
<td>SH 45</td>
<td>East and West Texas Highway SH 63 (TX/LA border to Jasper) US 190 (Jasper to Woodville to Huntsville) FM 1696? (Huntsville to Bryan)</td>
<td></td>
<td>Bryan to Louisiana Border</td>
</tr>
<tr>
<td>1</td>
<td>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)</td>
<td>Winnipeg, Manitoba to Port Arthur Orange to Crosby</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>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)</td>
<td>Texas/Oklahoma border near Texola, OK to Farwell and Texas/New Mexico border</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Star Highway IH 44/US 277 (Burkburnett to Wichita Falls)</td>
<td>Burkburnett to Wichita Falls</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>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 Waldecker) FM 2145 (Waldecker 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)</td>
<td>Denison to Port O’Conner</td>
<td></td>
</tr>
<tr>
<td>1923 RAND McNALLY MAP</td>
<td>HISTORIC HIGHWAY NAME</td>
<td>CURRENT HIGHWAY #*</td>
<td>MAJOR TOWNS ALONG ROUTE</td>
</tr>
<tr>
<td>------------------------</td>
<td>-----------------------</td>
<td>---------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>STATE HIGHWAY</td>
<td>TRAIL/HWY MARKERS</td>
<td>HISTORIC HIGHWAY NAME</td>
<td>CURRENT HIGHWAY #*  (roughly aligns with historic highway)</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>Abo Pass Highway</td>
<td>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)</td>
</tr>
<tr>
<td>15</td>
<td></td>
<td>Texas, Oklahoma, Kansas Route</td>
<td>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)</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>San Antonio–Del Rio</td>
<td>US 90 (San Antonio to Uvalde to Del Rio)</td>
</tr>
<tr>
<td>21</td>
<td></td>
<td>Lone Star Route</td>
<td>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) ?</td>
</tr>
<tr>
<td>24</td>
<td></td>
<td>Kansas–Oklahoma–Texas and Gulf Highway</td>
<td>US 69/75 (TX/OK border to Denison to Sherman to Howe) SH 5 (Howe to Van Alstyne to McKinney to Plano to Dallas) ?</td>
</tr>
<tr>
<td>1923 RAND McNALLY MAP</td>
<td>HISTORIC HIGHWAY NAME</td>
<td>CURRENT HIGHWAY #* (roughly aligns with historic highway)</td>
<td>MAJOR TOWNS ALONG ROUTE</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-----------------------</td>
<td>----------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>STATE HIGHWAY</td>
<td>TRAIL/HWY MARKERS</td>
<td></td>
<td>alignment needs to be confirmed by research</td>
</tr>
<tr>
<td>28</td>
<td>Gulf to Panhandle Highway</td>
<td>US 181 (Corpus Christi to Gregory to San Antonio) &lt;br&gt; IH 10/US 87 (San Antonio to Comfort) &lt;br&gt; US 87 (Comfort to Fredericksburg to Brady) &lt;br&gt; US 283 (Brady to FM 765) &lt;br&gt; FM 765 (US 283 to Doole to Millersview) &lt;br&gt; FM 4508 (Millersview to US 83) &lt;br&gt; US 83 (FM 4508 to Paint Rock to Ballinger) &lt;br&gt; Hwy? (Ballinger to Nolan to Sweetwater) &lt;br&gt; US 84 (Sweetwater to Snyder to Lubbock) &lt;br&gt; US 87 (Lubbock to Plainview to Canyon) &lt;br&gt; SH 217 (Canyon to FM 1541) &lt;br&gt; FM 1541 (SH 127 to Amarillo)</td>
<td>Texline to Corpus Christi</td>
</tr>
<tr>
<td>37</td>
<td>Dallas–Canadian–Denver (DCD) Highway</td>
<td>IH 45 (Houston to Huntsville) &lt;br&gt; IH 45/US 190 (Huntsville to Corsicana to Dallas) &lt;br&gt; IH 35E (Dallas to Denton) &lt;br&gt; IH 35/US 77 (Denton to Gainesville to TX/OK border) &lt;br&gt; SH 33 (TX/OK border to Canadian) &lt;br&gt; US 83 (Canadian to Childress) &lt;br&gt; ? (Childress to ?) &lt;br&gt; US 83 (Canadian to Ochiltree to Perryton to TX/OK border)</td>
<td>Boulder/Denver, Colorado to Galveston &lt;br&gt; Texas route from Canadian to Galveston</td>
</tr>
<tr>
<td>51</td>
<td>Lee Highway</td>
<td>US 70 (Vernon to Crowell to Floydada to Farwell to TX/NM border)</td>
<td>New York to San Francisco, California &lt;br&gt; Texas route from Vernon to Farwell</td>
</tr>
<tr>
<td>52</td>
<td>Lone Star Trail</td>
<td>US 84 (Joaquin to Timpson) &lt;br&gt; US 59 (Timpson to Garrison) &lt;br&gt; FM 1087? (Garrison to US 259 to SH 204 to Cushing)</td>
<td>St. Augustine, Florida to Los Angeles, California &lt;br&gt; Texas route from Timpson to El Paso</td>
</tr>
<tr>
<td>1923 RAND McNALLY MAP</td>
<td>HISTORIC HIGHWAY NAME</td>
<td>CURRENT HIGHWAY #*</td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td>-----------------------</td>
<td>--------------------</td>
<td></td>
</tr>
<tr>
<td>STATE HIGHWAY TRAIL/HWY MARKERS</td>
<td>(roughly aligns with historic highway)</td>
<td>*alignment needs to be confirmed by research</td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>----------------</td>
<td>----------------------------------</td>
<td></td>
</tr>
<tr>
<td>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)</td>
<td>US 54 (TX/OK border Texhoma to Stratford to Dalhart to TX/NM border)</td>
<td>New York to Los Angeles, California Texhoma to New Mexico border</td>
<td></td>
</tr>
<tr>
<td>56 Atlantic-Pacific Highway</td>
<td>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)</td>
<td>Denver, Colorado to Galveston Texas route from Texline to Galveston</td>
<td></td>
</tr>
<tr>
<td>65 Colorado to Gulf Highway</td>
<td>US 380 (TX/NM border Bronco to Plains)</td>
<td>Savannah, Georgia to San Diego,</td>
<td></td>
</tr>
<tr>
<td>66 Dixie Overland Highway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1923 RAND McNALLY MAP</td>
<td>HISTORIC HIGHWAY NAME</td>
<td>CURRENT HIGHWAY #* (roughly aligns with historic highway)</td>
<td>MAJOR TOWNS ALONG ROUTE</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------</td>
<td>----------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>State Highway</td>
<td>Trail/Hwy Markers</td>
<td>US 380/US 82 (Plains to Post)</td>
<td>California</td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 84 (Post to Roscoe)</td>
<td>Texas route from Tyler to Abilene</td>
</tr>
<tr>
<td></td>
<td></td>
<td>IH 20/US 84 (Roscoe to Sweetwater to Abilene)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 351 (Abilene to US 180/SH 6)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 180/SH 6 (SH 351 to Albany)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 180 (Albany to Breckenridge)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>FM 207 (Breckenridge to Strawn)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>FM 108 (Strawn to FM 193)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>FM 193 (FM 108 to Gordon)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hwy? (Gordon to Santo to Millsap)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 180 (Millsap to Weatherford)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 180/I-30 (Weatherford to Fort Worth to Dallas)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 80 (Dallas to Terrell to Marshall to TX/LA border)</td>
<td></td>
</tr>
<tr>
<td>72</td>
<td>Coast to Coast Route</td>
<td>SH 203 (TX/OK border to Wellington to Hedley)</td>
<td>Texas/Oklahoma border near Wellington to Adrian near the Texas/New Mexico border</td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 287 (Hedley to Amarillo)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>IH 40 (Amarillo to Adrian to TX/NM border)</td>
<td></td>
</tr>
<tr>
<td>78</td>
<td>Southwest Trails</td>
<td>US 60 (TX/OK border to Higgins to Canadian to Amarillo)</td>
<td>Chicago, Illinois to El Paso, Texas, Texas/Oklahoma border near Higgins to Farwell</td>
</tr>
<tr>
<td></td>
<td></td>
<td>FM 1541? (Amarillo to SH 217)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 217 (FM 1541 to Canyon)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 60 (Canyon to Farwell)</td>
<td></td>
</tr>
<tr>
<td>79</td>
<td>Air Line</td>
<td>IH 40 (TX/OK border to Shamrock to Amarillo)</td>
<td>Texas/Oklahoma border near Shamrock to Amarillo</td>
</tr>
<tr>
<td>80</td>
<td>Mineral Wells Trail</td>
<td>US 81 (TX/OK border to Ringgold to Bowie)</td>
<td>Ringgold to Mineral Wells</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SH 59 (Bowie to Jacksboro)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 281 (Jacksboro to Perrin to Mineral Wells)</td>
<td></td>
</tr>
</tbody>
</table>
The historic highways need to be confirmed by research and fieldwork for the local alignments. Only the Bankhead, Meridian, and Route 66 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.


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.
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.
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.

Once TxDOT-TRF receives the application and sign plan from the THC, the following steps show the TxDOT process for requests regarding signage for historic highways.

1. TxDOT-TRF reviews sign plans with proposed locations and sign designs.
2. TxDOT-TRF requests the appropriate TxDOT District Office to review locations in the field and report back to TxDOT-TRF with approval or revision/adjustments to sign locations.
3. TxDOT-TRF finalizes and approves sign plan, sign designs, content, and locations.
4. TxDOT District Office executes necessary agreements.
   a. The County must execute a Sign Agreement with the TxDOT District Office.
      i. The Sign Agreement should be executed after all involved parties agree to the final set of sign plans and sign designs.
         1. The Sign Agreement must be signed by a county representative who has the authority to enter into a binding agreement on the County’s behalf.
      ii. The Sign Agreement itemizes any tangible item or service of value either installed on TxDOT property/ROW or given to TxDOT.
      iii. The Sign Agreement delineates future maintenance responsibilities.
      iv. There is an example Sign Agreement in Appendix E.
   b. The City does not need to sign a Sign Agreement as it typically already has a Municipal Maintenance Agreement with TxDOT in place.
      i. The City does not need to report the costs of sign fabrication and/or sign installation.
      ii. For cities that do not have a MMA in place, they will need to execute a Sign Agreement with the TxDOT District Office.

The TxDOT District Office will direct all inquiries related to the implementation of the sign plan to TxDOT-TRF. TxDOT-TRF will provide support for TxDOT district offices as they work through the signage process with the City/County.

The County will act as the go-between entity between the applicant and TxDOT for the Sign Agreement, unless some other agreement is approved by all parties concerned. Physical installation of the signage will be coordinated by the County and the TxDOT District Office (outside of city limits on TxDOT ROW) or by city crews (if within city limits on TxDOT ROW). For projects within TxDOT ROW, the TxDOT District Office will work with the County/City to confirm the actual placement of the signage. The City or a qualified insured sign installer will install signage as specified in the project documents. The qualified sign installer will need to fill out a TxDOT Certificate of Insurance form.

Roles and Responsibilities - Applicant
All applications for Historic Texas Highways signage must be submitted 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 fabrication 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.

The application process outlined below must be followed for a signage project to be approved for Historic Texas Highways 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/or 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.
   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 develops a list of partnerships and funding mechanisms to show from where the funds are coming to pay for the sign fabrication and installation.
   a. Funds will not be paid to TxDOT or THC, but directly to sign fabricator and sign installer.
   b. Funds will be needed to pay for:
      i. Sign fabrication, sign hardware and pole, taxes, and shipping/delivery fees.
      ii. Sign installation fees.
         1. To be installed by City or professional sign installer (see Sign Installation requirements below).
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 the signage application, including historical aerials, photos, and maps; newspaper articles, auto guides, TxDOT documents and drawings, postcards, city directories, etc.
   e. Create 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. (See Roles & Responsibilities of State Agencies process above).

7. Once approval is received from THC and TxDOT, the City/County is responsible for coordination with the local TxDOT District Office for installation of the Historic Texas Highways signage.

8. TxDOT District Office executes necessary agreements.
   a. The County must execute a Sign Agreement with the TxDOT District Office.
      i. The Sign Agreement should be executed after all involved parties agree to the final set of sign plans and sign designs.
      ii. The Sign Agreement itemizes any service or tangible item of value either installed on TxDOT property/ROW or given to TxDOT.
          1. This would include the cost of the sign fabrication, hardware, and delivery, and the cost of the sign installation.
      iii. The Sign Agreement delineates future maintenance responsibilities.
      iv. There is an example Sign Agreement in Appendix E.
   b. The City does not need to sign a Sign Agreement, provided it already has a Municipal Maintenance Agreement (MMA) in place. The City does not need to report the costs of sign fabrication and/or installation.
      i. If the City does not have a MMA in place, then the City will need to execute a Sign Agreement with the TxDOT District Office.

9. Sign installation may be done by:
   a. By a professional sign installer who meets TxDOT insurance requirements (http://www.txdot.gov/txdoteforms/GetForm?formName=/1560.xdp&appId=/CST&status=/reportError.jsp&configFile=WFServletConfig.xml).
   b. The County may not legally install the signs on TxDOT ROW. The County would need to pay a sign installer to install the signs.
      i. Sign installers may be found by doing an internet search for “sign installers near [your town or next largest city]”.
      ii. The County would need to contact the sign installer for installation quotes and verify insurance requirements.
   c. All signs must be installed per the TxDOT standard sheets: ftp://ftp.dot.state.tx.us/pub/txdot-info/cmd/cserve/standard/traffic/smdgen.pdf

10. After installation of the signage, the County/City 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 are 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.

CS No.: The Control Section (CS) Number is a number assigned by TxDOT to each roadway segment. The CS is a six-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 Statewide Planning Map, accessed through the TxDOT website at http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html, documents the CS Number for all TxDOT-managed routes. Select the Control Section overlay layer on the Statewide Planning Map (left-hand side) to turn on this layer. Only the first six digits of the CS 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 highway. 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.

<table>
<thead>
<tr>
<th>Evaluation of Historic Highway Segment for Signage</th>
<th>Historic Overview</th>
<th>Establishing Significance (see Appendix C for the historic context report)</th>
<th>Defining Significant Associations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verify Location</td>
<td>Verify Location</td>
<td>Early Texas Roads and Trails (1700-1800)</td>
<td>Engineer, architect, landscape architect, designer, builder, urban planner</td>
</tr>
<tr>
<td>Association with Historic Highway</td>
<td>Association with</td>
<td>County Roads and Good Roads Movement (1880-1916)</td>
<td>Gained significance within the period of highway development prior to 1925</td>
</tr>
<tr>
<td>Date of Construction</td>
<td>Date of Construction</td>
<td>Initiation of the Highway System (1917-1932)</td>
<td>Reflect standardized guidelines for state highways (1917-1932)</td>
</tr>
<tr>
<td>Period of Use</td>
<td>Period of Use</td>
<td>Depression, Mobilization, and War (1933-1944)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Postwar Road Expansion (1944-1956)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Effects of the Interstate Highway System (1957-1980)</td>
<td></td>
</tr>
</tbody>
</table>
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)

<table>
<thead>
<tr>
<th>Intrinsic Qualities</th>
<th>Historic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Scenic</td>
</tr>
<tr>
<td></td>
<td>Recreational</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Evaluation of Integrity</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Design</td>
</tr>
<tr>
<td></td>
<td>Materials and Workmanship</td>
</tr>
<tr>
<td></td>
<td>Setting and Feeling</td>
</tr>
<tr>
<td></td>
<td>Association</td>
</tr>
</tbody>
</table>

**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 should 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.
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 report.¹

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).

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 resources:

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).

4. Elements that reflect standards for military access highways during the 1940s.

---


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.

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 Program\(^8\), 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

---

\(^8\) 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. These alignments 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 sign with dimensions.
Route Identification Sign - Typical Layout.

- White message on brown background.
- 0.8” white border with 1.9” radius.
- Phrase 1: “Historic” 4” tall Clearview letters, first letters capitalized.
- Phrase 2: “Route” 4” tall Clearview letters, all caps.
- Phrase 3: historic highway name “Bankhead” 4” tall Clearview letters, first letter capitalized.
- Phrase 4: “Highway” 4” tall Clearview letters, first letter capitalized
- Equal spacing between lines of text.

The framework presented here for the route identification signs is meant to serve as a template 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 the historic highway corridors. 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 with dimensions.
Directional Sign - Typical Layout

- White message on brown background.
- 0.5” white border with 1.5” radius.
- Phrase 1: Directive (i.e. “NEXT XX Miles”, “BEGIN” or “END”), 4” tall Clearview letters, all letters capitalized or arrow symbol.
- Equal spacing between the border, arrow, and lines of text.

![Directional Signs](image)

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 white border (with a 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. Text must be limited to five lines for ease of readability by motorists. A single post may have two signs – a Route Identification sign over a Directional Sign – stacked one over the other.

Highway logos and symbols (other than arrows) are not permitted per TxDOT specifications. The exception to this is the Route 66 shield in order to maintain uniformity with signs that are currently installed on Route 66 in six other states.

![Historic Route Bankhead Highway](image)

Figure 7. Example of a Route Identification sign over a Directional sign on one post.
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 a Historic Texas Highways sign can be installed on the ROW, an executed Sign Agreement is required by TxDOT for county entities. 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 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.

- **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 signage locations for historic routes within city limits, but installation will be completed by city or county-provided 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 City/County 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 coordinated 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-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,

---

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 with the county. 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
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.

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 $600-800 (includes sign, sign post and hardware). 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. The content, design, and materials will need to be approved by the THC and TxDOT.
**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 embedded 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:


**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:


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.

<table>
<thead>
<tr>
<th>Panel Title (3-5 words)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headline Text (1 sentence that summarizes panel content, &lt;20 words)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Text block title (3-5 words)</th>
<th>Text block title (3-5 words)</th>
<th>Text block title (3-5 words)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Image</td>
<td>Image</td>
<td>Image</td>
</tr>
<tr>
<td>Caption (20-25 words)</td>
<td>Caption (20-25 words)</td>
<td>Caption (20-25 words)</td>
</tr>
<tr>
<td>Text block (65-75 words)</td>
<td>Text block (65-75 words)</td>
<td>Text block (65-75 words)</td>
</tr>
</tbody>
</table>

Figure 8. 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.texas.gov/).

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:


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:


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  

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  
   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
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 12. Sanborn Map Company. Mineral Wells 1921 Sheet 1, Map, 1921; [Source: University of North Texas Libraries, The Portal to Texas History, http://texashistory.unt.edu/ark:/67531/metapth545162/; accessed June 8, 2015; crediting Dolph Briscoe Center for American History, Austin, Texas].

Figure 14. 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.
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. 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 City/County, 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 are to be fabricated by a commercial sign fabricator (such as Campbell’s Signs of Texas, LLC or Centerline Supply Highway Products). Signs provided must meet TxDOT’s 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 City/County prior to placement. Site visits with the City/County will be required to identify sign placement at each installation site. A City may install the signs based on the TxDOT Municipal Maintenance Agreement (AMA), while a County must hire a professional sign installer who meets TxDOT’s insurance requirements. Signs installed by a city will be subject to TxDOT inspection and approval.

Funding Sources and Financing Agreement

Funding Sources

The applicant 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. Hotel Occupancy Tax funds is one option to consider.

- **Community Foundations**

---

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/

**Historic Roads & Highways Sign Agreement**

The applicant must work through a CHC as the official project sponsor for the application. The County, or any city without a MMA, must sign a Sign Agreement with TxDOT. This will be developed with TxDOT-TRF after THC and TxDOT-ENV approve the initial application. The relevant agreement — “Historic Roads & Highways Program Sign Agreement” — can be accessed through the THC website at http://www.thc.texas.gov/preserve/projects-and-programs/historic-texas-highways/historic-texas-highway-signage.

A sample Sign Agreement is provided in Appendix E.

**Suggested Research Material**

**Texas Historic Highway-Related Research Material**

*Primary Sources*


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.

Secondary Sources


Texas State Historical Association. Handbook of Texas Online. Texas State Historical Association: Austin, TX, 2015.

Texas State Library and Archives Commission, Austin, Texas.


Bankhead Highway-Specific Research Material

Primary Sources

Abilene Morning News.


Abilene Reporter-News.


Dallas Morning News.

“Extraordinary Views along the Great Bankhead Highway.” Dallas Morning News, May 1, 1921.

“Plan to Complete Beautification of Bankhead Highway.” Dallas Morning News, January 18, 1925.


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.

Secondary Sources


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.

Texas Historical Commission
History Programs Division – Historic Texas Highways Program
PO Box 12276
Austin, Texas 78711

Leslie Wolfenden, Historic Resources Survey Coordinator
512-463-3386
leslie.wolfenden@thc.texas.gov

TxDOT Environmental Affairs Division - History Programs
125 East 11th Street
Austin, Texas 78701

Renee Benn
512-416-2611
renee.benn@txdot.gov

TxDOT Traffic Operations Division
125 East 11th Street
Austin, Texas 78701

Mike Schulze, P.E.
TxDOT-TRF Policies & Standards
512-416-3212
Mike.schulze@txdot.gov

TxDOT District Offices
Available via the TxDOT website: http://www.txdot.gov/inside-txdot/district.html