

March 31, 1939

Minutes of the Two Hundred Sixty-seventh Regular Meeting of the State Highway Commission, held in the State Highway Building, with the following Members being present:

Robert Lee Bobbitt	Chairman
Harry Hines	Member
John Wood	Member
Julian Montgomery	State Highway Engineer

16129 Moved by Judge Bobbitt, seconded by Mr. Wood, that a regular meeting of the State Highway Commission was opened at 9:30 A. M. March 31, 1939.

16130 In Anderson County, it is ordered that an appropriation of \$25,000 be made for minor grading and for stabilization of Highway 22 extending from the Trinity River Bridge east to approximately 1.0 mile west of Cayuga a distance of 3.4 miles and the State Highway Engineer is directed to proceed with this construction in the most feasible and economical manner.

A.F.E. 39-57

16131 In Bandera County, it is ordered by the Commission that an appropriation of \$978.00 be made to cover the cost of constructing a mortar rubble masonry wall and grouted retards near Doe Creek on State Highway No. 16. This work is to be done under the direction of the State Highway Engineer through the Maintenance Division as a day-labor project.

A.F.E. 39-58

16132 In Baylor County, the State Highway Engineer is directed to make location surveys and prepare right-of-way deeds on Highway 275 from U.S. Highway 82 south to State Highway 24 and to forward right-of-way deeds to the County as soon as they have been prepared.

The right-of-way deeds are to be handed to the County with the definite understanding that funds are not available at this time for improvement of this road.

16133 In Bexar and Atascosa Counties, it is ordered by the Commission that the limits of the project on the appropriation as made under Commission Minute No. 15652 in the amount of \$2,250.00, to cover the cost of stabilizing shoulders on sections from Medina River Bridge to Pleasanton, be changed in Atascosa County to read as follows: "Sections between Pleasanton and the overpass north of Campbellton."

16134 In Bexar County, it is ordered that the 1938 Regular Federal Aid Program be enlarged to include surfacing on U. S. Highway 81 extending from Von Army southwest approximately 6.4 miles at a total estimated cost of \$28,000, 50% being Federal funds.

In order to provide funds for the additional work authorized above, and in order to provide for stage construction in proper sequence, it is ordered that funds under PS&E approval under the 1938 Regular Federal Aid Program in the amount of \$18,870 Federal funds for future surfacing of U. S. Highway 181 extending from Pyron Road to Laguna Road be released with the definite commitment for this work under the 1941 Regular Federal Aid Program.

The State Highway Engineer is directed to submit requests to the U. S. Bureau of Public Roads providing for these program adjustments.

16135 In Brooks and Jim Hogg Counties, it is ordered that a highway be designated from a connection with the Highway System at Falfurrias to a connection with the Highway System at Hebbbronville, a distance of approximately 34.2 miles and the State Highway Engineer is directed to prepare plans and specifications and receive bids for construction over the entire distance, consisting of minor regrading, base reconditioning and asphalt surfacing including approximately 1.0 mile of relocation at the entrance to Hebbbronville at a total estimated cost of \$50,000. It is further ordered that an appropriation of \$2,100 be made for maintenance of this highway during the remainder of the fiscal year.

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16135 continued--

This order of the Commission is conditioned upon Jim Hogg County agreeing in advance to furnish such right-of-way as may be required on location approved by the State Highway Department for a relocation of this highway approximately 4,000' (feet) in length adjacent to and entering Hebronville.

A.F.E. 39-59

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16136

In Calhoun County, it is ordered that a highway be designated from a point of intersection with Highway 27 south of Port Lavaca to Indianola on Matagorda Bay, a distance of approximately 9.2 miles; and

It is further ordered that an appropriation be made in the amount of \$50,000 to cover the cost of grading, drainage structures and surfacing on this designation, such work to be performed by day labor methods through the Maintenance Division.

This order is conditioned upon Calhoun County agreeing in advance to furnish all necessary right-of-way on a location approved by the State Highway Engineer.

A.F.E. 39-60

16137

In Calhoun County, it is ordered by the Commission that an additional appropriation in the sum of \$3,817.27 be made to supplement an appropriation of \$6,934.86 to cover the cost of shifting side road culvert, constructing a drainage structure, and improving drainage ditches at a point about three miles east of Green Lake on Highway No. 35. This work is to be done under the direction of the State Highway Engineer through the Maintenance Division as a day labor project.

A.F.E. 39-61

16138

In Eastland County, it is ordered that an appropriation of \$7,000 be made for reconstructing and widening of a bridge over the Leon River on U. S. Highway 80 at Eastland, and the State Highway Engineer is directed to proceed with this construction in the most feasible and economical manner.

A.F.E. 39-62

16139

In Fannin County, on Highway No. 78 from Bonham north to the Red River, a distance of approximately 12.0 miles, it is ordered that a project be added to the 1939 Regular Federal Aid Program in the amount of \$60,000 to cover the cost of roadbed treatment, and the State Highway Engineer is directed to submit a request to the U. S. Bureau of Public Roads providing for this program addition.

16140

In Hunt County, on U. S. Highway No. 69, the State Highway Engineer is directed to proceed with location surveys from a connection with the Highway System in Greenville to Lone Oak.

16141

In Hunt and Fannin Counties, it is ordered that a highway be designated from a connection with the State Highway System at or near Bailey via Wolfe City to a connection with the Highway System at or near Commerce. At such time as request is received from the Counties supported by a statement showing that they are ready, able, and willing to proceed with a substantial amount of work on this route with finances from their own sources, the State Highway Engineer is directed to make location surveys and prepare right-of-way deeds, the deeds to be forwarded to the Counties upon their completion.

This action is taken with the definite understanding that State funds are not now available for construction on this highway and with the further understanding that this highway designation will be canceled immediately upon delivery of right-of-way deeds to the Counties.

16142

In Kerr County, it is ordered by the Commission that the appropriation of \$2,300.00, as made under Commission Minute No. 15652 to cover the cost of widening dangerous curves on sections three miles east of Kerrville to Kendall County line on State Highway No. 27, be canceled in order that these funds may be utilized on other more necessary work.

This action is taken because further investigation has been made and it was found that the work for which these funds were originally provided is not necessary at this time.

A.F.E. 39-63

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- 16143 In McMullen County, on Highway 241, the State Highway Engineer is directed to proceed with the completion of surveys and preparation of plans covering a high water bridge and approaches at the Nueces River south of Tilden.
- 16144 In Panola and Rusk Counties, it is ordered that a highway be designated from Carthage in Panola County to an intersection with U. S. Highway No. 84 at Mount Enterprise in Rusk County, a total distance of approximately 26.5 miles; and
- It is further ordered that State maintenance be assumed on that portion of this designation in Panola County extending from Carthage to Clayton, a distance of approximately 9.0 miles and on that portion in Rusk County extending from Mount Enterprise to a point approximately .6 mile southwest of the Rusk-Panola County line, a distance of approximately 8.6 miles; and
- It is ordered that an appropriation in the amount of \$1125.00 be made to cover the cost of regular maintenance for the remainder of the fiscal year on that portion in Panola County, and that an appropriation be made in the amount of \$1075.00 to cover the cost of regular maintenance for the remainder of the fiscal year on that portion in Rusk County.
- A.F.E. 39-64
- 16145 Whereas, in Hopkins County on Highway 154 from Sulphur Springs south, a project was included on the 1939 Asphalt Program in the amount of \$7,000.00 for additional asphalt treatment; and
- Whereas, it has now been brought to attention that this additional treatment is not necessary at the present time,
- Therefore, it is ordered that these funds be transferred to U. S. Highway 82 in Red River County from the Bowie County line west, a net distance of 2.7 miles to cover the cost of widening and reconstruction of the existing surfacing at a total estimated cost of \$11,000.00.
- 16146 In Taylor County, on State Highway No. 158, it is ordered by the Commission that the limits from the intersection of South 14th Street and Sayles Boulevard west to Santos Street in the City of Abilene, a distance of two blocks, be taken over for maintenance. Funds for maintenance of this section of highway are to be provided from the State Maintenance Contingent Fund.
- 16147 In Taylor County, on U. S. Highway 83, it is ordered that an appropriation of \$13,500 State funds be made as the Sponsor's share of a WPA project estimated to cost \$26,000 providing for clearing and grubbing from Abilene south to a junction with U. S. Highway 84 a distance of approximately 13.6 miles and for grading and other pertinent work extending from Abilene south a distance of approximately 8.3 miles; and, the State Highway Engineer is directed to submit a request to WPA for approval of this project and to proceed with this construction either by contract or day-labor methods.
- A.F.E. 39-65
- 16148 In Titus and Franklin Counties, it is ordered that the approved State Program item providing for surfacing of U. S. Highway 271 in Titus County extending from the Franklin County Line south at a total estimated cost of \$19,000 be enlarged to include the section in Franklin County such that the Program item will provide for roadbed treatment extending from the Red River County line south to a point 11.5 miles north of Mt. Pleasant, a distance of approximately 6.04 miles at a total estimated cost of \$30,500.
- 16149 In Washington County, it is ordered by the Commission that the Commissioners' Court of Washington County be, and it is hereby requested, as is provided by laws of the Forty-fourth Legislature, Chapter 199, to immediately, and as speedily as possible, secure by purchase or condemnation on behalf of and with title to the State of Texas, the following described rights-of-way, which rights-of-way are in the judgment of the State Highway Commission, necessary for the construction of Highway U. S. 290 in Washington County, through the town of Burton, to-wit:

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16149 continued--

Charles Kasten

Tract No. 1 - From Station 0/00 to Station 12/41

In Thos. H. Borden Survey.

Beginning at a point in the line dividing the property of Chas. Kasten and Tom Watson, said point being on the South and East right-of-way line of the proposed road a distance of 50 feet from the center line at station 12/41, said point being 100 ft. Northwest of the most Eastern corner of the Tom Watson property,

Thence in a Northwesterly direction along the fence line dividing the Kasten and the Watson property for a distance of 65 feet and corner,

Thence in a Northerly direction along the fence line dividing the Kasten and the Watson property for a distance of 62 feet to a point in the North and West right-of-way line of the proposed road, said point being on a curve having a radius of 2914.93 ft. and a distance of 50 feet from the center line,

Thence in a Northeasterly direction around said curve to the right parallel to and 50 feet from the center line of the proposed road for a distance of 428 feet to a point in the Southeast right-of-way line of the present road, said point being 50 feet from the center line of the proposed road,

Thence in a Northeasterly direction along the Southeast right-of-way line of the present road for a distance of 765 feet to the PC of said curve,

Thence in a Southwesterly direction around a curve to the left having a radius of 2814.93 ft. parallel to and 50 feet from the center line of the proposed road for a distance of 1215 feet to the place of beginning.

Containing 1.65 acres more or less,

Tract No. 2 - Station 21/92 to Station 24/43

In Thos. H. Borden Survey.

A strip of land off of the East side of Block No. 50, together with Retama Street for right-of-way purposes and described as follows:

Beginning at a point in the North line of Block No. 50, said line also being the South line of Brazos Street, said point being a distance of 55 feet Northwest of the center line of the proposed road at station 21/92, said point being on the Northwest right-of-way line of the proposed road,

Thence in a Southeasterly direction along the North line of Block No. 50 for a distance of 30 feet to the present Eastern corner of Block No. 50, said point being the intersection of the South line of Brazos Street with the West line of Retama Street,

Thence S. 24°12' W. parallel to and 25 feet from the center line of the proposed road, said line being the present East line of Block No. 50, for a distance of 250 feet to a point where said East line intersects the South line of Block No. 50, said point being the Southeast corner of Block No. 50,

Thence in a Northwesterly direction along the South line of Block 50, said line also being the North line of Main Street, for a distance of 30 feet to a point in the Northwest right-of-way line of the proposed road, said point being a distance of 55 feet from the center line,

Thence N. 24°12' E. parallel to and 55 feet from the center line of the proposed road for a distance of 250 feet to the place of beginning.

Containing 0.172 acres, more or less.

Tom Watson

Station 12/41 to Station 21/18

In Thos. H. Borden Survey.

Beginning at a point in the line dividing the Tom Watson property and the Chas. Kasten property, said point being on the Southeast right-of-way line of the proposed road, a distance of 50 feet from the center line at Station 12/41, said point also being 100 feet Northwest of the most Eastern corner of the Watson property, said point being on a curve to the left having a radius of 2814.93 ft.

Thence in a Southwesterly direction around said curve to the left parallel to and 50 feet from the center line of the proposed road for a distance of 505 feet to the P.T. of said curve,

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16149 continued--

Thence S. $24^{\circ}12'$ W. parallel to and 50 feet from the center line of the proposed road for a distance of 202 feet,

Thence S. $21^{\circ}20'$ W. for a distance of 100 feet to a point that is 55 feet from the center line of the proposed road, said point being the East line of Retama Street and also being the West line of Block No. 60,

Thence S. $24^{\circ}12'$ W. parallel to and 55 feet from the center line of the proposed road for a distance of 50 feet to the line dividing the Watson property and the property of Dr. F. H. Hoode,

Thence in a Southwesterly direction along the line dividing the property of Tom Watson and Dr. Hoode for a distance of 84 feet to a point in the North line of Brazos Street,

Thence in a Northwesterly direction along the North line of Brazos Street for a distance of 88 feet to a point that is 55 feet from the center line of the proposed road,

Thence N. $24^{\circ}12'$ E. parallel to and 55 feet from the center line of the proposed road for a distance of 118 feet,

Thence N. $27^{\circ}04'$ E. for a distance of 100 feet to a point that is 50 feet from the center line of the proposed road,

Thence N. $24^{\circ}12'$ E. parallel to and 50 feet from the center line of the proposed road for a distance of 202 feet to the PT of the above mentioned curve,

Thence in a Northeasterly direction around said curve to the right, having a radius of 2914.93 ft., parallel to and 50 feet from the center line of the proposed road for a distance of 575 feet to the line dividing the property of Tom Watson and the property of Chas. Kasten,

Thence in a Southerly direction along the line dividing the property of Chas. Kasten and Tom Watson for a distance of 62 feet and corner,

Thence in a Southeasterly direction along a line dividing the Watson property and the Kasten property for a distance of 65 feet to the place of beginning.

Containing 2.16 acres more or less.

Dr. F. H. Hoode

From Station 20/38 to Station 21/18

In the Thos. H. Borden Survey.

Beginning at a point in the Southeast right-of-way line of the proposed road, said point being the South and West corner of Block No. 60, said point being a distance of 55 feet Southeast of the center line of the proposed road at Station 21/18,

Thence in a Northwesterly direction along the North line of Brazos Street for a distance of 22 feet and corner,

Thence in a Northeasterly direction along the line dividing the property of Dr. Hoode and Tom Watson for a distance of 84 feet to a point that is 55 feet from the center line of the proposed road, said point being in the West line of Block No. 60,

Thence S. $24^{\circ}12'$ W. parallel to and 55 feet from the center line of the proposed road for a distance of 80 feet to the place of beginning,

Containing 840 Square Feet, more or less.

John Wasko

From Station 25/16 to Station 26/41

In the Thos. H. Borden Survey.

Beginning at the Northwest corner of Block No. 25, said corner being the intersection of the South line of Main Street with the East line of Retama Street, said point being 55 feet from the center line of the proposed road at Station 25/16, said point being in the Southeast right-of-way line of the proposed road,

Thence in a Southeasterly direction along the South line of Main Street, said line also being the north line of Block No. 25, for a distance of 30 feet to a point that is 85 feet from the center line of the proposed road,

Thence S. $24^{\circ}12'$ W. parallel to and 85 feet from the center line of the proposed road for a distance of 125 feet to the line dividing the property of John Wasko and Walter Harmel,

Thence in a Northwesterly direction along the line dividing the property of John Wasko and Walter Harmel for a distance of 30 feet to a point that is 55 feet from the center line ~~of the center line~~ of the proposed road, said point being in the present East line of Retama Street, said point being in the present West line of Block No. 25,

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16149 continued--

Thence N. 24° 12' W. parallel to and 55 feet from the center line of the proposed road for a distance of 125 feet to the place of beginning.

Containing 0.086 acres, more or less.

Mrs. H. H. Homeyer

From Station 25/16 to Station 27/62

In the Thos. H. Borden Survey

A strip of land 30 feet wide off of the East side of Block No. 26 together with Retama Street for right-of-way purposes and described as follows:

Beginning at a point in the North line of Block No. 26, said point being 55 feet Northwest of the center line of the proposed road at station 25/16,

Thence in a Southeasterly direction along the North line of Block No. 26 for a distance of 30 feet to the present Northeast corner of Block No. 26,

Thence S. 24° 12' W. along the present East line of Block No. 26 for a distance of 250 feet to the present Southeast corner of Block No. 26, said point being the intersection of the West line of Retama Street with the North property line of the H & T C Railroad,

Thence in a Northwesterly direction along the South line of Block No. 26, which is also the North property line of the H & T C Railroad, for a distance of 30 feet to a point in the Northwest right-of-way line of the proposed road, said point being 55 feet from the center line

Thence N. 24° 12' E. parallel to and 55 feet from the center line of the proposed road for a distance of 250 feet to the place of beginning.

Containing 0.172 acres, more or less.

Hugo Vogelsang

From Station 29/50 to Station 34/04

In the Thos. H. Borden Survey.

Beginning at a point in the South fence line of a County road lying South of and parallel to the H & T C Railroad, said line also being the North property line of the property of Hugo Vogelsang, said point being in the Northwest right-of-way line of the proposed road a distance of 55 feet from the center line,

Thence in a Southeasterly direction along the South line of the above mentioned County road for a distance of 110 feet to a point in the Southeast right-of-way line of the proposed road, said point being a distance of 55 feet from the center line,

Thence S. 24° 12' W. parallel to and 55 feet from the center line of the proposed road for a distance of 38.4 feet to the PC of a curve to the right having a radius of 2914.93 ft.,

Thence in a Southwesterly direction for a distance of 111.6 feet to a point that is 50 feet Southeast of the center line of the proposed road at station 31/00,

Thence in a Southwesterly direction around the above mentioned curve parallel to and 50 feet from the center line of the proposed road for a distance of 324 feet to the line dividing the property of Hugo Vogelsang and Louie Kasten,

Thence in a Northwesterly direction along the line dividing the property of Hugo Vogelsang and Louie Kasten for a distance of 103 feet to a point in the Northwest right-of-way line of the proposed road, said point being a distance of 50 feet from the center line, and on a curve having a radius of 2814.93 ft.

Thence in a Northeasterly direction around said curve to the left parallel to and 50 feet from the center line of the proposed road for a distance of 286 feet to station 31/00 of the proposed road,

Thence in a Northeasterly direction for a distance of 111.6 feet to a point that is 55 feet from the center line of the proposed road, said point being at the PC of the above mentioned curve,

Thence N. 24° 12' E. parallel to and 55 feet from the center line of the proposed road for a distance of 38.4 feet to the place of beginning.

Containing 1.04 acres, more or less.

Louie Kasten

Station 34/04 to Station 49/19

In the Thos. H. Borden Survey.

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16149 continued--

Beginning at a point in the line dividing the property of Louie Kasten and Hugo Vogelsang, said point being on the Northwest right-of-way line of the proposed road, a distance of 50 feet from the center line, said point being on a curve having a radius of 2814.93 ft. and about opposite station 34/00,

Thence in a Southeasterly direction along the line dividing the property of Louie Kasten and Hugo Vogelsang for a distance of 103 feet to a point in the Southeast right-of-way line of the proposed road, said point being on a curve to the right having a radius of 2914.93 ft. and being a distance of 50 feet from the center line of the proposed road,

Thence in a Southwesterly direction around said curve parallel to and 50 feet from the center line of the proposed road for a distance of 1346 feet to the PT of the above mentioned curve,

Thence S. 59° 27' W. parallel to and 50 feet from the center line of the proposed road for a distance of 210 feet to a point in the line dividing the property of Louie Kasten and Mrs. James Cunningham,

Thence in a Northeasterly direction along the South and East line of the Cunningham property, said line also being the Northwest line of the Kasten property, for a distance of 168 feet to a point in the Northwest right-of-way line of the proposed road, said point being in the line dividing the Louie Kasten property and the property of Fritz Overmann, said point being a distance of 50 feet from the center line of the proposed road,

Thence N. 59° 27' E. parallel to and 50 feet from the center line of the proposed road for a distance of 78 feet to the PT of the above mentioned curve,

Thence in a Northeasterly direction around a curve to the left having a radius of 2814.93 ft. parallel to and 50 feet from the center line of the proposed road for a distance of 1320 feet to the place of beginning.

Containing 3.48 acres more or less.

Fritz Overmann

From Station 49/19 to Station 49/43

In the Thos. H. Borden Survey

Beginning at a point in the Northwest right-of-way line of the proposed road, said point being 50 feet from the center line, said point being in the line dividing the property of Fritz Overmann and Louie Kasten a distance of 113 feet Northeast of the most Southern corner of the Overmann property,

Thence in a Southwesterly direction along the line dividing the property of Fritz Overmann and the property of Louie Kasten for a distance of 113 feet to the most Southern corner of the Overmann property, said corner being in the center of San Marcos Street,

Thence in a Northwesterly direction along the center of San Marcos Street for a distance of 84 feet to a point in the Northwest right-of-way line of the proposed road, said point being a distance of 50 feet from the center line,

Thence N. 59° 27' E. parallel to and 50 feet from the center line of the proposed road for a distance of 148 feet to the place of beginning.

Containing 0.115 acres more or less.

Mrs. James Cunningham

From Station 49/43 to Station 53/66

In the Thos. H. Borden Survey

Beginning at a point in the center line of San Marcos Street, said point being on the line dividing the property of Mrs. James Cunningham and Fritz Overmann, said point being on the Northwest right-of-way line of the proposed road a distance of 50 feet from the center line,

Thence in a Southeasterly direction along the center line of San Marcos Street, same being the line dividing the property of Fritz Overmann and Mrs. James Cunningham for a distance of 84 feet to the most Northern corner of the Cunningham property,

Thence Southwesterly along a line dividing the property of Mrs. James Cunningham and Louie Kasten for a distance of 55 feet to a point in the Southeast right-of-way line of the proposed road, said point being a distance of 50 feet from the center line,

Thence S. 59° 27' ~~27~~ W. parallel to and 50 feet from the center line of the proposed road for a distance of 468 feet to the line dividing the property of Mrs. James Cunningham and Mrs. Maggie Blackburn,

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16149 continued--

Thence in a Northeasterly direction along the line dividing the property of Mrs. Cunningham and Mrs. ^Maggie Blackburn for a distance of 168 feet to the Northwest right-of-way line of the proposed road, said line being a distance of 50 feet from the center line,

Thence N. $59^{\circ} 27'E$. parallel to and 50 feet from the center line of the proposed road for a distance of 325 feet to the place of beginning.

Containing 0.91 acres more or less.

Mrs. Maggie Blackburn

From Station 53/66 to Station 60/82

In the Thos. H. Borden Survey.

Beginning at a point in the line dividing the property of Mrs. Maggie Blackburn and Mrs. James Cunningham, said point being 228 feet Southwest of the most Northeastern corner of the Blackburn property, said point being on the Northwest right-of-way line of the proposed road a distance of 50 feet from the center line,

Thence in a Southwesterly direction along the line dividing the property of Mrs. Blackburn and Mrs. James Cunningham for a distance of 168 feet to a point in the Southeast right-of-way line of the proposed road, said point being a distance of 50 feet from the center line,

Thence S. $59^{\circ} 27' W$. parallel to and 50 feet from the center line of the proposed road for a distance of 118 feet to the PC of a curve to the left, having a radius of 2814.93 ft.,

Thence in a Southwesterly direction around said curve parallel to and 50 feet from the center line of the proposed road for a distance of 660 feet to the line dividing the Blackburn and the American Legion properties,

Thence in a Northeasterly direction along the line dividing the property of Mrs. Blackburn and the American Legion for a distance of 280 feet to a point in the Northwest right-of-way line of the proposed road, said point being a distance of 50 feet from the center line of the proposed road on a curve having a radius of 2914.93 ft.

Thence in a Northeasterly direction around said curve to the right parallel to and 50 feet from the center line of the proposed road for a distance of 412 feet to the PC of said curve,

Thence N. $59^{\circ} 27' E$. parallel to and 50 feet from the center line of the proposed road for a distance of 278 feet to the place of beginning.

Containing 1.64 acres more or less.

American Legion, Post No. 242

From Station 60/82 to Station 63/61

In the Thos. H. Borden Survey

Beginning at a point in the line dividing the Legion property and the property of Dr. Southern, said point being where the above mentioned line intersects the Southeast fence line of the present road, said point being 48 feet Northwest of the center line of the proposed road at station 63/61,

Thence in a Northeasterly direction along the Southeast fence line of the present road for a distance of 15 feet to a point in the Northwest right-of-way line of the proposed road, said point being a distance of 50 feet from the center line, and on a curve having a radius of 2914.93 ft.,

Thence in a Northeasterly direction around said curve to the right parallel to and 50 feet from the center line of the proposed road for a distance of 396 feet to a point in the line dividing the property of Mrs. Blackburn and the property of the American Legion,

Thence in a Southwesterly direction along the line dividing the property of The American Legion and Mrs. Blackburn for a distance of 280 feet to a point in the Southeast right-of-way line of the proposed road, said point being a distance of 50 feet from the center line and on a curve having a radius of 2814.93 ft.,

Thence in a Southwesterly direction around said curve to the left parallel to and 50 feet from the center line of the proposed road for a distance of 116 feet to the line dividing the property of the American Legion and the property of Dr. Southern,

Thence in a Northwesterly direction along the line dividing the property of the American Legion and the property of Dr. Southern for a distance of 100 feet to the place of beginning.

Containing 0.64 acres more or less.

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16149 continued--

Dr. C. E. Southern

From Station 63/61 to Station 66/50

In the Thos. H. Borden Survey.

Beginning at a point where the line dividing the property of Dr. Southern and the American Legion intersects the Southeast fence line of the present road, said point being a distance of 48 feet from the center line of the proposed road,

Thence in a Southeasterly direction along the line dividing the property of Dr. Southern and the American Legion for a distance of 100 feet to a point in the Southeast right-of-way line of the proposed road, said point being a distance of 50 feet from the center line and on a curve having a radius of 2814.93 ft.,

Thence in a Southwesterly direction around said curve to the left parallel to and 50 feet from the center line of the proposed road for a distance of 288 feet to the line dividing the property of Dr. Southern and Mrs. Quinters Watson,

Thence in a Northwesterly direction along the line dividing the property of Dr. Southern and Mrs. Quinters Watson for a distance of 38 feet to the Southeast fence line of the present road,

Thence Northeasterly direction along the Southeast fence line of the present road for a distance of 282 feet to the place of beginning.

Containing 0.446 acres, mor or less.

Mrs. Quinters Watson

From Station 66/50 to Station 71/04

In the Thos. H. Borden Survey.

Beginning at a point in the Southeast fence line of the present road, said point being where the line dividing the Watson property and the Dr. Southern property intersects the Southeast fence line of the present road, said point being 12 feet from the center line of the proposed road.

Thence in a Southeasterly direction along the line dividing the property of Mrs. Quinters Watson and Dr. Southern for a distance of 38 feet to a point in the Southeast right-of-way line of the proposed road, said point being 50 feet from the center line and on a curve to the left having a radius of 2814.93 ft.,

Thence in a Southwesterly direction around said curve to the left parallel to and 50 feet from the center line of the proposed road for a distance of 455 feet to the PT of said curve, this also being the point of intersection with the Southeast fence of the present road,

Thence in a Northeasterly direction along the Southeast fence line of the present road for a distance of 452 feet to the place of beginning.

Containing 6350 Square Feet, more or less.

Reference is hereby made to right-of-way map, dated January 1939 and prepared by the State Highway Department for the relocation of Highway U. S. 290 through the town of Burton.

16150

In Wilson County, on U. S. Hwy. 87, it is ordered by the Commission that an appropriation of \$1,322.00 be made to supplement funds originally set up in Maintenance Job No. M-15-N-8 for widening curves and fills on sections between Bexar County line and Gonzales County line
A.F.E. 39-66

16151

In Yoakum and Gaines Counties, it is ordered that an extension of Highway 214 be designated from a connection with the State Highway System (at or near Plains to a connection with the State Highway System) at or near Seminole. At such time as request is received from the Counties, supported by a statement showing that they are ready, able, and willing to proceed with construction on this route with finances from their own sources, the State Highway Engineer is directed to make location surveys and prepare right-of-way deeds, the deeds to be forwarded to the Counties upon their completion.

This action is taken with the definite understanding that State funds are not now available for construction on this highway and with the further understanding that this highway designation will be canceled immediately upon delivery of right-of-way deeds to the Counties.

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16152

It is hereby ordered by the Commission that the sum of \$1,000.00 be appropriated for the repair of field testing equipment.

A.F.E. 39-67

16153

On the following projects on which bids were received on March 21, 1939 and on which contracts have been awarded, an initial construction appropriation of \$1,454,426.40 of State, Regular Federal Aid, Secondary Highway, Grade Crossing and E.R.P. Funds is hereby made to be distributed to the projects shown below. This appropriation is conditioned upon the respective Counties furnishing and fencing without cost to the State, such right-of-way as may be required.

COUNTY	PROJECT	HWY.	LENGTH	TYPE OF CONST.	LOCATION	P.A.SET-UP
Tom Green	FAGM 229-B (1)	30	0.566	Underpass & Rdy. Appr. P&SF	On Pulliam St. in San Angelo	\$136,600.00
Kaufman	FAP 130ACD	15	14.524	Gr. Conc. Base Cut-back Asp. Pvt.	Elmo to 0.5 Mi. East of Forney	188,800.00
Collin-Hunt	FAS 1-A-B Cont. 96-9	F	4.286	Flex. Base & Asp.	Josephine to U.S. 67 near Caddo Mills	50,050.00
Chamber & Harris	FAS 839-C (1)	146	0.434	Cedar Bayou Bridge & Appr.	6.0 Mi. N.E. of Pelly	69,600.00
Harris	FAS 809-D (1)					
Coleman	FAS 804-C (1)	F	6.122	Gr. Dr. Str. Select Material	Jim Ned Creek to Callahan County	67,890.00
Hall	FAS 47-B (1)	F	2.409	Gr. & Dr. Str.	Memphis E. 2.409 Mi.	52,100.00
Hill	FAS 20-A (2)	22	10.773	Flex. Base Crse.	Whitney to near Hillsboro	31,856.40
Hood & Somervell	FAS 940-B (2)	F	9.123	Flex. Base Crse.	3.0 S. of Granbury to 1.2 N. of Hwy. 68	25,480.00
Leon	FAS 935-C (2)					
	FAS 99-A (1)	F	8.712	Gr. Dr. St. Flex. Base	Normangee to Flynn	58,800.00
McLennan	FAS 885-D (2)	153	9.794	Flex. Base Crse.	McGregor to Moody	45,300.00
Upshur	FAS 75-A (1)	F	6.250	Gr. Dr. Str.	Ore City to Hwy. 155 at New Diana School	63,700.00
Dallam	FAGM 497-A (1)	9	1.163	3 Underpass, Rdy. Appr. & Storm Sewer	CRI&G and FWDC Ry. in Dalhart	374,100.00
	FAGM 83-A (1) St. 40-3-11					
Smith	FAGM 423-I (1)	64	0.568	Underpass & Rdy. Appr.	SLSW Ry. on Gleenwood Blvd. in Tyler	93,480.00
McCulloch	ERP 10 Cont. 128-4-6	23	0.108	Brady Cr. Bridge & Rdy. Approaches	In Brady	81,990.00
Aransas & San Patricio	St. 180-5-10	35	0.726	Gr. Flex. Base Asp. Surf.	In Aransas Pass	10,300.00
Fannin	St. 180-6-8					
	CWR 279-3-6	78	4.589	Sledged Stone Base & Asp. Surf.	5.2 N. of Bailey to Bonham	31,200.00
Galveston	St. 500-1-9	38&146	1.091	Concrete & Shell Embank. Protection	Approaches to both ends of new Causeway	73,180.00

\$1,454,426.40

A.F.E. 39-68

16154

In Chambers & Harris Counties, on bids received March 21, 1939 contract for construction of Cedar Bayou Bridge and roadway approaches a distance of 0.434 mile, on State Highway No. 146, Control 389 Section 2&3 Job 1&4 FAS 839-C&D (1) is awarded to Jensen Const. Co., Inc., Austin, Texas for \$63,387.15, which is the lowest and best bid.

16155

In Coleman County, on bids received March 21, 1939 contract for construction of grading, drainage structures and select material from 0.5 Mile North Jim Ned Creek, North to Callahan County line, a distance of 6.122 miles, on Highway No. "F" Control 437 Section 4 Job 4 FAS 804-C (1) is awarded to Field Bros., Lubbock, Texas for \$61,731.74, which is the lowest and best bid.

16156

In Dallam County, on bids received March 21, 1939 contract for construction of Peters St. 42" storm sewer on Highway No. U. S. 87 Control 40 Section 5 Job 2 FAGM 83-A (1) is awarded to Gifford-Hill & Co., Inc., Dallas, Texas for \$31,170.85, which is the lowest and best bid.

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- 16157 In Dallam County, on bids received March 21, 1939 contract for construction of CRI&G AND FW&DC Railroad Underpasses and roadway approaches a distance of 1.163 miles, on Highway No. U. S. 87 Control 40 Section 3 & 5 Job 12, 1 & 11 FAGM 497-A (1) FAGM 83-A (1) is awarded to R. R. Tway, Oklahoma City, Okla. for \$278,484.33, which is the lowest and best bid.
- 16158 In Fannin County, on bids received March 21, 1939 contract for construction of sledged stone base course and double asphalt surface treatment from 5.25 miles north of Bailey to Bonham a distance of 4.589 miles, on State Highway No. 78, Control 279 Section 3 Job 6 CWR 279-3-6 is awarded to Thomas & Ratliff, Rogers, Texas for \$28,399.41, which is the lowest and best bid.
- 16159 In Galveston County, on bids received March 21, 1939 contract for construction of concrete and shell embankment protection from approaches to both end of new Galveston Causeway a distance of 1.091 miles, on State Highways Nos. 38 & 146 Control 500 Section 1 Job 9 is awarded to Austin Road Company, Dallas, Texas for \$66,535.20, which is the lowest and best bid.
- 16160 In Hall County, on bids received March 21, 1939 contract for construction of grading and drainage structures from Memphis to 2.4 Mi. East of Memphis, a distance of 2.409 miles, on Highway No. "F", Control 381 Section 2 Job 1 FAS 47-B (1) is awarded to T. M. Brown & Sons & W. S. Crawford Co., Archer City and Dallas, Texas for \$47,372.67, which is the lowest and best bid.
- 16161 In Hill County, on bids received March 21, 1939 contract for construction of flexible base course from Whitney to beginning pavement near Hillsboro a distance of 10.773 miles, on State Highway No. 22, Control 121 Section 2 Job 7 FAS 20-A (2) is awarded to Thomas & Ratliff, Rogers, Texas for \$29,022.77, which is the lowest and best bid.
- 16162 In Hood & Somervell Counties, on bids received March 21, 1939 contract for construction of flexible base course from 3.6 mi. south of Granbury to 1.2 mi. north of State Highway No. 68, U. S. 67, a distance of 9.123 miles, on Highway No. "F" Control 385 Section 4 & 5 Job 5 & 1 FAS 935-C (2) FAS 940-B (2) is awarded to Thomas E. Bucy, Rising Star, Texas for \$23,183.08, which is the lowest and best bid.
- 16163 In Hunt and Collin Counties, on bids received March 21, 1939 contract for construction of flexible base and single asphalt surface treatment (with alternate of emulsified asphalt) from Josephine in Collin County to a junction with U. S. 67 near Caddo Mills, a distance of 4.286 miles, on Highway No. "F" and U. S. 67, Control 901, 918, 9 Section 8, 12, 6 Job 2, 2, 9 FAS 1-A (1) Contr. 2 FAS 1-B (1) Contr. 2 is awarded to Public Construction Company, Denton, Texas for \$45,536.52, which is the lowest and best bid.
- 16164 In Kaufman County, on bids received March 21, 1939 contract for construction of grading, concrete base and cut-back asphaltic concrete pavement from Elmo to a pt. 0.5 Mi. East of Forney a distance of 14.524 miles, on Highway No. U. S. 80, Control 95 Section 4 & 5 Job 5 & 12 FAP 130-ACD (4) is awarded to Austin Road Company, Dallas, Texas for \$176,445.56, which is the lowest and best bid.
- 16165 In Leon County, on bids received March 21, 1939 contract for construction of grading, drainage structures and flexible base from Normangee to Flynn a distance of 8.712 miles, on Highway No. "F" Control 917 Section 5 Job 1 FAS 99-A (1) is awarded to Harrison Engr. & Const. Corp., Kansas City, Missouri for \$53,670.44, which is the lowest and best bid.
- 16166 In McCulloch County, on bids received March 21, 1939 contract for construction of Brady Creek Bridge & Roadway approaches a distance of 0.108 mile, on State Highway No. 23, Control 128 Section 4 Job 4&6 ERP 10 is awarded to Jensen Const. Co., Inc., Austin, Texas for \$74,609.02, which is the lowest and best bid.

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- 16167 In McLennan County, on bids received March 21, 1939 contract for construction of flexible base from McGregor to Moody a distance of 9.794 miles, on Highway No. "F" Control 398 Section 3 Job 3 FAS 885-D (2) is awarded to Thomas & Ratliff, Rogers, Texas for \$41,271.96, which is the lowest and best bid.

- 16168 In San Patricio & Aransas Counties, on bids received March 21, 1939 contract for construction of grading, flexible base and single asphalt surface treatment in Aransas Pass a distance of 0.726 mile, on State Highway No. 35, Control 180, 180 Section 5, 6 Job 10, 8 is awarded to Briggs-Killian Company, Pharr, Texas for \$9,419.50, which is the lowest and best bid.

- 16169 In Tom Green County, on bids received March 31, 1939 contract for construction of P. & S. F. Railroad Underpass and roadway approaches a distance of 0.566 mile, on Highway No. U. S. 67 and 277 Control 158 Section 2 Job 4 & 3 FAGM 229-B (1) FAP 229-C (1) is awarded to P. & B. Construction, Ft. Worth, Texas for \$119,510.08, which is the lowest and best bid.

- 16170 Moved by Judge Bobbitt, seconded by Mr. Wood, that the regular meeting of the State Highway Commission was closed at 12:00 Noon, April 1, 1939.

APPROVED:

State Highway Engineer

ATTEST:

Chairman

Secretary

Member

Member

I hereby certify that the above and foregoing pages constitute the full, true, and correct record of all proceedings and official orders of the State Highway Commission at its Two Hundred Sixty-seventh Meeting (a Regular Meeting) held at Austin, Texas, on March 31, and April 1, 1939.

M. L. Vinton

SECRETARY

TEXAS STATE HIGHWAY COMMISSION