

October 25th, 1926.

Minutes of the Ninety-ninth Regular Meeting of the State Highway Commission, held in the State Office Building, with the following members present:

Eugene T. Smith, Chairman  
Scott Woodward, Member  
Geo. P. Robertson, Member

Motion by Mr. Woodward, seconded by Mr. Robertson that upon the statement of representatives from Bell, Coryell, and Hamilton Counties that they are able to go to work and build the recently designated highway from Temple to Hamilton by way of Gatesville, that the Commission accept the recommendation of the State Highway Engineer that the old requirements for this designation be in effect for the location and construction of the highway: that the reason for this recommendation is that the understanding was that the old requirements would apply as the designation was made prior to the adoption of the new rules, although the actual designation as it appears in the minutes was not made until later. This designation is not to be taken over for maintenance until June 1, 1927. Motion carried.

Motion by Mr. Robertson, seconded by Mr. Woodward that the State Highway Engineer be instructed to have the Maintenance Engineer look into the condition complained of by Judge Peak of Hunt County with reference to the highways leading out of Greenville, and to take such steps as are necessary to place these roads in reasonably good condition. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson that the road be designated from Lubbock, in Lubbock County, to Levelland in Hockley County, thence west to Whiteface in Cochran County, thence northwest to Morton in Cochran County, thence northwest to Goodland in Bailey County, there intersecting the Ozark Trail leading west into New Mexico to be taken over for maintenance January 1, 1928, provided the Department is able to find funds for its proper maintenance and further provided that no aid is to be granted until after its final acceptance by the Department for maintenance, and provided further that New Mexico in turn designates a connection to meet the above designation at the State line. Motion carried.

Motion by Mr. Robertson, seconded by Mr. Woodward that upon the recommendation of the State Highway Engineer and with the concurrence of the Federal Bureau of Public Roads that the proposal of Armstrong & Armstrong, low bidders, for the construction of the grading, surfacing and small structures on 4.596 miles of Highway No. 1 in Ward County, same being F.A.P. 391-B, Unit 1, be accepted, and contract be awarded to Armstrong & Armstrong for \$52,920.58; and that on Unit 11 of the same project, same consisting of bridging, that the proposal of Sullivan & Davis, low bidders, be accepted and contract be awarded to Sullivan & Davis at \$76,831.38. Mr. Losh & Mr. Everett, of the Bureau of Public Roads, present and concurring. Motion carried.

Motion by Mr. Robertson, seconded by Mr. Woodward that upon the recommendation of the State Highway Engineer and the concurrence of the Federal Bureau of Public Roads the proposal of the Womack Construction Company for the construction of the grading and bridges on 9.05 miles on Highway No. 30, in Taylor County, same being F.A.P. 90-A, be accepted and that contract be awarded to the Womack Construction Company, low bidders, for \$32,872.11. Mr. Losh and Mr. Everett of the Bureau of Public Roads present and concurring. Motion carried.

Motion by Mr. Robertson, seconded by Mr. Woodward that upon the recommendation of the State Highway Engineer and with the concurrence of the Federal Bureau of Public Roads the proposal of R. B. Stroup of Blackwell, Texas, low bidder, using concrete structures for the construction of the grading and bridges on 13.596 miles on Highway No. 18 in Shackelford County, same being F.A.P. 477-B, be accepted, and that contract be awarded to R. B. Stroup for \$32,501.76. Mr. Losh and Mr. Everett of the Bureau of Public Roads present and concurring. Motion carried.

October 25th, 1926.

Motion by Mr. Robertson, seconded by Mr. Woodward that upon the recommendation of the State Highway Engineer and with the concurrence of the Federal Bureau of Public Roads that the proposal of E. F. Bucey & Son of Rising Star, Texas, low bidders, for the construction of grading and bridges on 5.489 miles Highway No. 1 in Callahan County, same being F.A.P. 52-D, Unit 1, be accepted and contract be awarded to E. F. Bucey & Son, for \$16,540.89. Mr. Losh and Mr. Everett of the Federal Bureau of Public Roads being present and concurring. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson that upon the recommendation of the State Highway Engineer and with the concurrence of the Federal Bureau of Public Roads that the proposal of W. L. Culverhouse, low bidder, for the construction of the grading and bridges on 1.472 miles on Highway No. 30 in Taylor County, same being F.A.P. 90B be accepted and contract awarded to W. L. Culverhouse for \$1,694.87. Mr. Losh and Mr. Everett of the Bureau of Public Roads present and concurring. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson that upon the recommendation of the State Highway Engineer and the concurrence of the Federal Bureau of Public Roads that the proposal of the El Paso Bitulithic Company for the construction of the bituminous pavement on 7.348 miles of Highway No. 1 in El Paso County, same being F.A.P. 390-B Unit 11, be approved and that with the concurrence of the Commissioners' Court of El Paso County, the contract be awarded to the El Paso Bitulithic Company for \$139,910.51 on Modified Topeka. Mr. Losh and Mr. Everett of the Bureau of Public Roads, present and concurring. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson that upon the recommendation of the State Highway Engineer and the concurrence of the Federal Bureau of Public Roads that the proposal of the El Paso Bitulithic Company for the construction of bituminous surfacing on 1.987 miles of Highway No. 1 in El Paso County, same being F.A.P. 439-D, Unit 11, be approved and that with the concurrence of the Commissioners' Court of El Paso County the contract be awarded to the El Paso Bitulithic Company for \$53,769.15 on Modified Topeka. Mr. Losh and Mr. Everett of the Bureau of Public Roads present and concurring. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson that Culberson County has previously been granted \$50,000.00 aid which with \$50,000.00 provided by Culberson County was intended to finance the construction of Highway No. 54 from Van Horn to the New Mexico State line; that it is now found that the total cost of this eighty-six miles will exceed the one hundred thousand dollars and that there is now left in Culberson County \$17,000.00 unexpended out of the \$50,000.00 which they were to provide, but which amount is now due the State towards the payment of bills for construction; that this \$17,000.00 is sufficient to complete the project, and it is therefore ordered that Culberson County be instructed, upon the approval of the Division Engineer, to expend this balance for such purposes. The overrun in cost of the project was occasioned by the fact that the State has expended no funds on the maintenance of same during its construction, but maintenance has been paid for out of the finances for the road. Motion carried.

October 26th, 1926.

Motion by Mr. Woodward, seconded by Mr. Robertson that the minutes of the Highway Commission on page No. 24-A, of March 16, 1925, show that Highway No. 55 was designated to extend from La Pryor to a point near Cactus on Highway No. 2, provided bonds were voted. It now appears that that part of the above designation, from Catarina in Dimmit County to Cactus in Webb County cannot be met by Webb County, and the officials of Dimmit and La Salle Counties have requested a change in the designation, and the officials of Webb County have stated that they are not interested and cannot participate in the construction; therefore that part of said designation from Catarina to Cactus in Webb County is hereby cancelled and in lieu thereof the designation is made from Catarina in Dimmit County to an intersection with Highway No. 2 at Bart in LaSalle County, subject to the original designation conditions. Motion carried.

October 26th, 1926.

Motion by Mr. Woodward, seconded by Mr. Robertson that the minutes of the State Highway Commission of August 17th, 1926, Page No. 183 show the designation of a road from Beeville in Bee County to an intersection with Highway No. 2; that said minutes ~~name~~ control points from Beeville to Fowlerton, but state from Fowlerton to intersection with Highway No. 2, would be determined later. The officials of La Salle County, on this, the 26th day of October, 1926, request that such designation be made from Fowlerton to an intersection with Highway No. 2 at Cotulla, and it is therefore ordered that this control point (Cotulla) be made the termination of the above designation, same to be subject to the conditions of the original designation. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson, that upon the recommendation of the State Highway Engineer the aid allotment to Brazoria County be amended to read as follows:

That the percentage shown in the allotment of \$280,000.00 aid made to Brazoria County on September 22, 1925, for the construction of Highway No. 58 in that county was clearly in error and not in accordance with the request of the officials of Brazoria County:

That whereas the minutes now read that only 50% aid be allotted, on the entire project, when the request was made for 50% aid on the grading and drainage structures and 66-2/3 aid on the pavement, and

Whereas, it is clear that the minutes should have read 1/2 on grading and bridges and 2/3 on pavement as this is sufficient to finance the project without any additional allotment;

Therefore Be It Resolved, that in view of the foregoing that it is here ordered that the said allotment shall be on a basis of not to exceed 50% on grading and drainage structures and 66-2/3% on the pavement but under no circumstances to exceed the previous original allotment of \$280,000.00. Motion carried.

Motion by Mr. Robertson, seconded by Mr. Woodward that upon the recommendation of the State Highway Engineer the aid previously granted for the construction of Highway No. 14 from the Dallas County line to the town of Ferris, in Ellis County, amounting to \$17,473.70 be cancelled. Motion carried.

Motion by Mr. Robertson, seconded by Mr. Woodward that the Texas State Highway Department, in its desire to cooperate with the War Department in the installation of the Harriman System of Road Marking for the benefit of the United States Army, hereby directs the State Highway Engineer, upon receipt of full information as to the installation of the system, to issue instructions to the Division Engineers to install the system on available road signs at junctions on the highways as opportunity permits. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson that the following men be named as the six license inspectors whose employment was authorized on October 12th: W. J. Franklow, Houston, Division No. 12; Al Dechman, San Antonio, Division No. 15; J. R. Britton, Eastland, Division No. 8; T. T. Moore, Amarillo, Division No. 4; W. W. Wright, Waco, Division No. 9, and Joe Knightz, Corpus Christi, Division No. 16. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson, that

Whereas on August 10th, 1925, Page 83 of the Highway Department minutes, a redesignation of Highway No. 45 was made in San Jacinto County, with 50% aid, provided San Jacinto County carried a bond issue and in making this application at this time San Jacinto County officials state they also requested the designation of a road from Cold Springs to Waverly, but the latter designation was not included in the minutes of August 10, 1925, and

October 26th, 1926.

Whereas, the Commission minutes of September 14, 1926, Page 190 do designate the road from Cold Springs to New Waverly, the Commission thereby recognizing the claim of San Jacinto County to this designation, but in designating the Commission made same subject to the usual designation requirements and

Whereas San Jacinto County desires and always intended to include this designation for construction purposes as originally requested in 1925,

Therefore, It is here ordered that the clause in the minutes on Page 190 reading "subject to the usual designation requirements" does not apply. Motion carried.

Motion by Mr. Woodward, seconded by Mr. Robertson, that, whereas the minutes of the State Highway Commission of August 24th, 1925, page 86, granted a designation and 50 % aid to DeWitt, Karnes and Wilson Counties provided these counties vote a bond issue for a high type standard hard surface road; and, whereas DeWitt County has complied with the conditions and has prepared estimates of cost, which were submitted to us the 26th day of October:

Goliad County line to Yorktown and  
Karnes County line, 19 miles,  
estimated to cost.....\$360,000.00

From Yorktown intersection to Cuero  
with Highway No. 81, 6 miles,  
estimated to cost.....\$ 44,000.00

Cuero to Karnes County line, a dis-  
tance of 21 miles, at an  
estimated cost of ..... 420,000.00

The three projects total an estimated cost of \$824,000.00, 50% of which, or \$412,000.00 is expected as aid; whereas the other two counties through which said designations pass have not voted their bond issue, and, therefore, the designation of which roads is not complete and until such bond issues have been carried the designation is not recognized, and until the conditions under which designation was made have been complied with, no aid can be made available. Motion carried.

APPROVED:

A. C. Jones  
State Highway Engineer

Eugene Smith  
Chairman

Geo. P. Robertson  
Member

Carl Woodward  
Member

Kathleen Dragg  
Secretary