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a plan for

HIGHWAY DEVELOPMENT

in vicinity of

McGEE BEND RESERVOIR

1959

Texas Highway Department

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REPORT AND PLAN

FOR

DEVELOPMENT OF HIGHWAYS

AND

ACCESS ROADS

IN THE VICINITY

OF

McGEE BEND RESERVOIR

PREPARED BY

SECONDARY ROADS DIVISION

IN CO-OPERATION WITH

OTHER AUSTIN OFFICE DIVISIONS AND

DISTRICTS 11 & 20

JULY - 1959

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TO THE HIGHWAY COMMISSION

The U. S. Corps of Engineers has under construction the McGee Bend Dam on the Angelina River in Jasper County. The reservoir resulting from this Dam, as indicated on the map included in this report, will extend approximately fifty miles upstream. It will affect many of our roads. Some will be reconstructed by raising the grade line above future high water. Some will be relocated, to be removed from the high water area. Some will be abandoned.

The construction of a dam and resultant reservoir almost without exception creates a dual problem to the Highway Department. Regardless of the size of the reservoir area, in most cases some of our roads on the present system are affected and additional roads are requested by the public to serve the dam during construction and to serve the lake area subsequent to construction of the dam. We have or will negotiate with the Corps of Engineers for the reconstruction or replacement of all the present roads which will be affected by the reservoir.

So as to proceed with an orderly development of a system of roads to serve the lake area, it is desirable that we formulate an overall plan of desirable roads in the area. The attached map covers this plan. This map and report also include the necessary adjustments to the present

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system. I am of the opinion that the suggested roads as indicated on this plan would cover all Highway Department obligations and responsibilities for the foreseeable future. I believe that these suggested additions to the State system can be constructed as the need demands from regular program funds extending over a ten year period.

In addition to the roads suggested as additions to the State system, no doubt there will be demands for many short feeder roads to the lake shores at camps, boat docks and such places. These should be obligations of the counties, since the counties will receive additional tax revenue from resulting increased valuations.

D. C. Greer
State Highway Engineer

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GEOGRAPHICAL LOCATION OF

McGEE BEND RESERVOIR AREA

The McGee Bend Reservoir Area involves Angelina, Nacogdoches, San Augustine, Sabine and Jasper Counties in East Texas. The reservoir will be partly within the Angelina National Forest, a major source of supply for the vast East Texas lumber and paper mill industries. The reservoir will be near Lufkin on the west, Nacogdoches to the north, San Augustine east, and Jasper to the south. Highways and Farm-to-Market Roads in this vicinity will serve through traffic, lumber and paper mill industries, farming and dairying, fishing and boating resorts which are expected to develop along the accessible shores of the lake. The reservoir will be used for flood control, water storage and power generation.

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NACOGDOCHES COUNTY
SAN AUGUSTINE COUNTY
SABINE COUNTY
NEWTON COUNTY
ANGELINA COUNTY
JASPER COUNTY
ANGELINA RIVER
ATTOYAC BAYOU
AYISH BAYOU
ANGELINA NATIONAL FOREST
SAM RAYBURN RESERVOIR
NO. 1
NO. 2
NO. 3
NO. 4
NO. 5
NO. 6
NO. 7
NO. 8
TO NACOGDOCHES
TO DIBOLL
TO JASPER
TO WOODVILLE
ACCESS ROAD BUILT BY U.S. ENGRS. TO BE TAKEN OVER AS FM ROAD
DAM SITE
SPILLWAY
MELROSE
CHIRENO
WODEN
HAMPTON CHURCH
ETOILE
HUNTINGTON
LUFKIN
ZAVALLA
BROADDUS
PINELAND
BROOKELAND
MACUNE
MARTINSVILLE
ATTOYAC

LEGEND

Reservoir
Highways (2 U.S., 6 State, 218 FM)
Replaced or Abandoned Highways

PROPOSED CONSTRUCTION

New Highways
Relocation
Reconstruction

JULY 1959

TEXAS HIGHWAY DEPARTMENT

PROPOSED HIGHWAY SYSTEM

IN VICINITY OF

McGEE BEND RESERVOIR

ANGELINA, JASPER, NACOGDOCHES, SABINE AND SAN AUGUSTINE COUNTIES

SCALE
MAP 0 1 2 3 4 5 MILES

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ROADS ON PRESENT HIGHWAY SYSTEM AFFECTED BY RESERVOIR

STATE HIGHWAY 147

The part of this highway across the proposed reservoir area is under construction along the new location as indicated on the map. Financed by the U. S. Corps of Engineers and the Texas Highway Department, this relocation will provide a travel facility above flood and reservoir high water, replacing a section of existing obsolete road most of which will be inundated.

COST:	U. S. Corps of Engineers	$ 2,838,000
	Texas Highway Department	423,340
	TOTAL	$ 3,261,340

STATE HIGHWAY 63

Part of this highway adjacent to the proposed reservoir area is under construction along the new location indicated on the map. This is also a joint project financed by the U. S. Corps of Engineers and the Texas Highway Department.

COST:	U. S. Corps of Engineers	$ 568,300
	Texas Highway Department	198,800
	TOTAL	$ 767,100

F. M. 329

Except for a short section about one mile in length this road will be inundated. The Texas Highway Department will not be compensated by the U. S. Corps of Engineers for this road pending the results of a similar case on F. M. 931, Coryell County, involving Fort Hood.

F. M. 705

The section of F. M. 705 from a point 0.5 miles west of its intersection with U. S. 96 at Brookeland west for a distance of approximately 7.5 miles will be inundated and abandoned. The U. S. Corps of Engineers has tentatively agreed to compensate us by paying for a road of equal design on project No. 7 as indicated on the map. The remaining cost will be paid for by the Texas Highway Department. This project will probably be included in the impending Farm-to-Market Program. Cost as indicated under item No. 7, Page 11.

The North 5.5 mile section of F. M. 705 adjacent to recommended road No. 6 will be relocated as shown with the U. S. Corps of Engineers sharing in the cost of reconstructing it to the same standards as the present road.

ESTIMATED COST: U. S. Corps of Engineers $ 223,000

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U. S. 96

The section of this road to be inundated will be replaced by relocation as indicated, with the U. S. Corps of Engineers paying for the reconstruction of it to the same standard as the present road. The U. S. Corps of Engineers will also share in the cost of a spur from Brookeland to new location of U. S. 96.

ESTIMATED COST:	U. S. Corps of Engineers	$ 1,400,000
	Texas Highway Department	140,000
	TOTAL	$ 1,540,000

STATE HIGHWAY 103

The sections of this road crossing the reservoir at the river and at Attoyac Bayou will require raising and/or reconstruction in order to be above flood and reservoir high water. The cost of providing an equal facility above high water will be the obligation of the U. S. Corps of Engineers.

ESTIMATED COST:	U. S. Corps of Engineers	$ 2,275,000

F. M. 226

This road required raising in two short sections. The U. S. Corps of Engineers has agreed to share in this cost.

ESTIMATED COST:	U. S. Corps of Engineers	$ 39,500
	Texas Highway Department	3,000
	TOTAL	$ 42,500

F. M. 2109

This road required relocating across Stanley Creek at a cost to U. S. Corps of Engineers of $ 37,801

SUMMARY OF COSTS

U. S. Corps of Engineers	$ 7,381,601
Texas Highway Department	765,140
TOTAL	$ 8,146,741

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DESIRABLE ADDITIONS TO THE HIGHWAY SYSTEM

Desirable additions to the highway system are shown by solid red lines on the map of the proposed highway system in the vicinity of McGee Bend Reservoir on Pages 6 and 7. Numerals appearing on the map adjacent to these suggested roads are for reference only and do not necessarily indicate any order of priority.

No. 1. Extension of F. M. 842 from approximately five miles east of Lufkin to S. H. 103, in addition to serving local traffic would provide access to the reservoir and serve the portion of the lake nearest Lufkin.

Length: 9.4 Miles
Estimated Cost: $275,300

No. 2. This road has been requested locally for the past several years and by completion of the circuit through the extension of F. M. 2109 would provide access to the lake area in addition to serving local traffic.

Length: 9.0 Miles
Estimated Cost: $236,400

No. 3. Although this project would not provide any direct access to the reservoir itself, it would appear to be of value as an area development road and would serve as an integral part of the F. M. system. Its potential lies not only in the local traffic served, but in the desirable connection made from Zavalla to the west.

Length: 14.2 Miles
Estimated Cost: $500,000

No. 4. Considerable interest has been indicated and local requests have been made for the construction of a connection between S. H. 103 near the Attoyac River to S. H. 147 near Broaddus in San Augustine County. This connection would form a part of the F. M. network, serve local residents, provide access to a portion of the lake, and furnish an outlet to the north and west from the Broaddus vicinity.

Length: 6.2 Miles
Estimated Cost: $186,000

No. 5. Extending F. M. 1751 to the proposed Broaddus - Pineland Road would probably be advantageous in forming an integral part of the F. M. system as well as admittance to this part of the reservoir.

Length: 5.2 Miles
Estimated Cost: $182,000

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No. 6. The original planned system of roads included a road from S. H. 147 to F. M. 705, further south; however, sections of such road would be inundated with the filling of the lake. The road as now shown which would fulfill the same limits could be considered as a replacement for the original item on the planned system and would serve as an outlet to the west from the area from Pineland east.

Length: 8.2 Miles
Estimated Cost: $244,000

No. 7. Not only will this project provide for a crossing of the Ayish Bayou Prong of the reservoir, for which there is an apparent need, but it will help replace that section of F. M. 705 to be inundated. This project combined with No. 6 will serve as an integral part of the F. M. system, furnish access to the reservoir, and serve local traffic as well as providing an outlet to the west from the area around Pineland and east.

Length: 10.0 Miles

U. S. Corps of Engineers	$ 617,400
Texas Highway Department	43,600

Estimated Cost: $661,000

No. 8. This project will close the gap from F. M. 225 to the proposed dam. It will serve the dam and will connect U. S. 96 with S. H. 63. The east end of the dam is connected with U. S. 96 by an access road built by the U. S. Corps of Engineers. They have agreed to construct the top of the dam and a bridge over the outlet works wide enough for a highway at no cost to the Texas Highway Department.

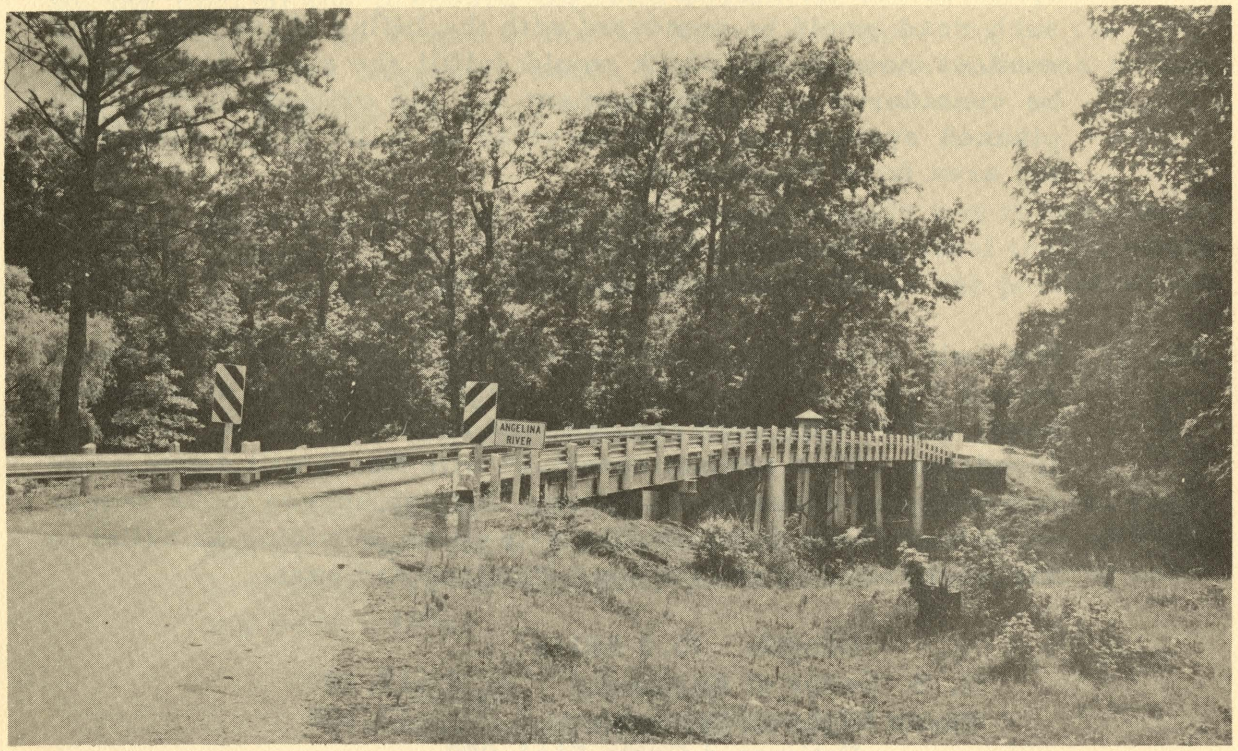
Length: 4.0 Miles
Estimated Cost: $125,000

SUMMARY

LENGTH:	66.2 Miles
COST:	
U. S. Corps of Engineers	$ 617,400
Texas Highway Department	$ 1,792,300
TOTAL ESTIMATED COST	$ 2,409,700

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- BEFORE -





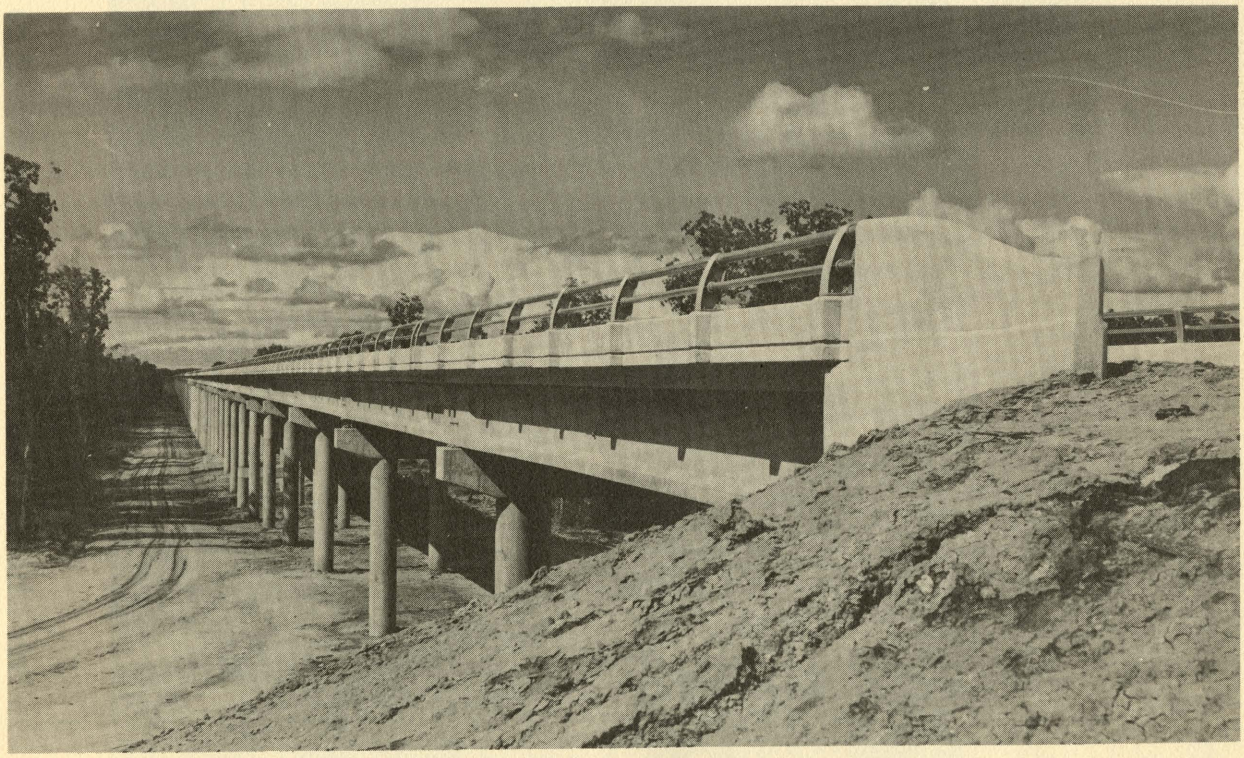
PART OF SH 147 TO BE FLOODED AND ABANDONED

Photographed June 8, 1959

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- AFTER -





NEW BRIDGE COMPLETED OVER ANGELINA RIVER ON NEW
LOCATION OF SH 147 - WILL SPAN McGEE BEND RESERVOIR

Photographed June 8, 1959

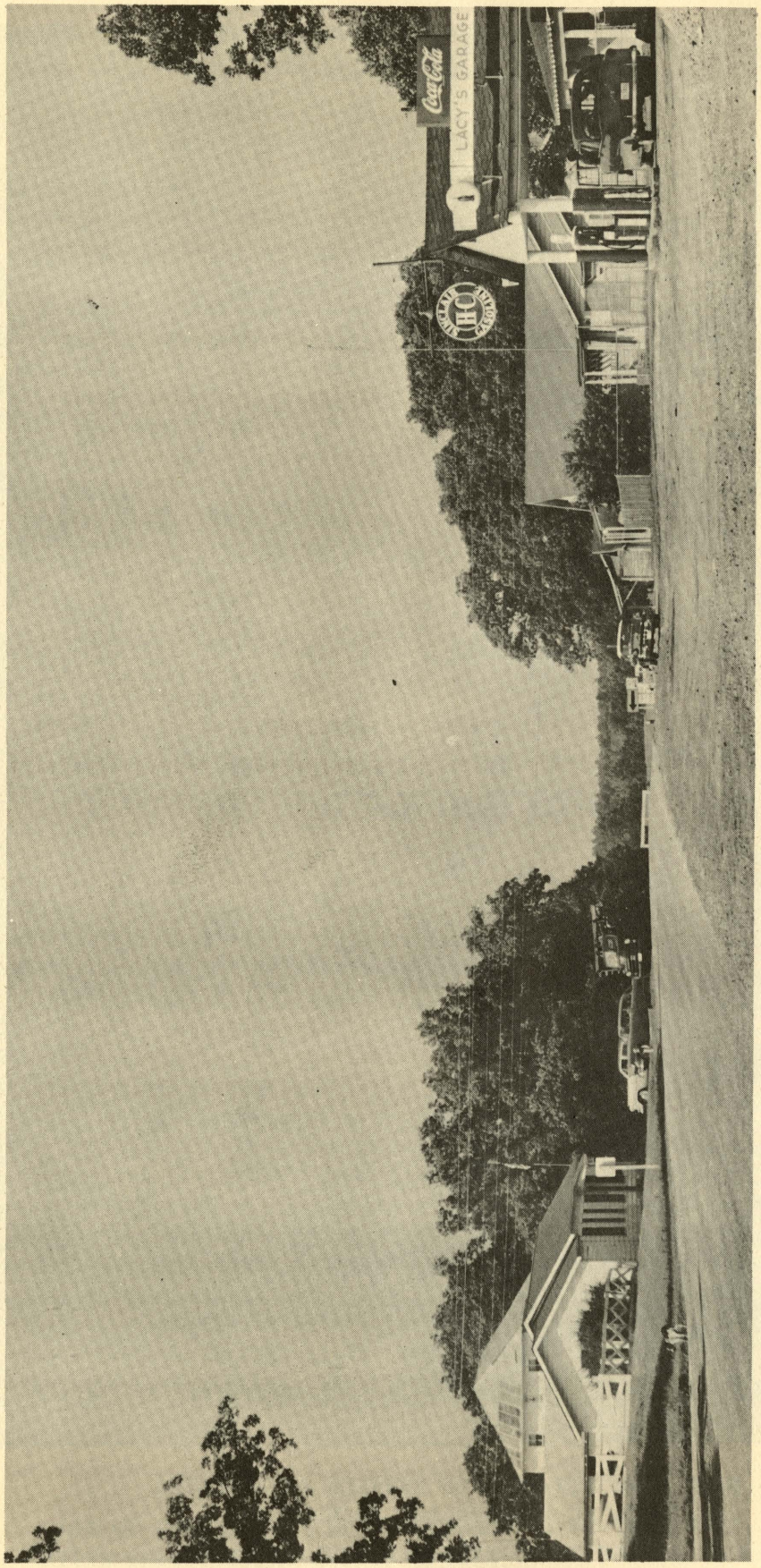


NEW BRIDGE ON SH 147 IN ANGELINA COUNTY TO SPAN McGEE BEND RESERVOIR AND ANGELINA RIVER
TOTAL LENGTH 8,050.0 FEET MAXIMUM BENT HEIGHT 73.0 FEET

Photographed June 8, 1959

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LOOKING SOUTH ALONG SH 147 AT BROADDUS IN SAN AUGUSTINE COUNTY. NEW LOCATION OF SH 147 STRAIGHT AHEAD.

Photographed June 9, 1959

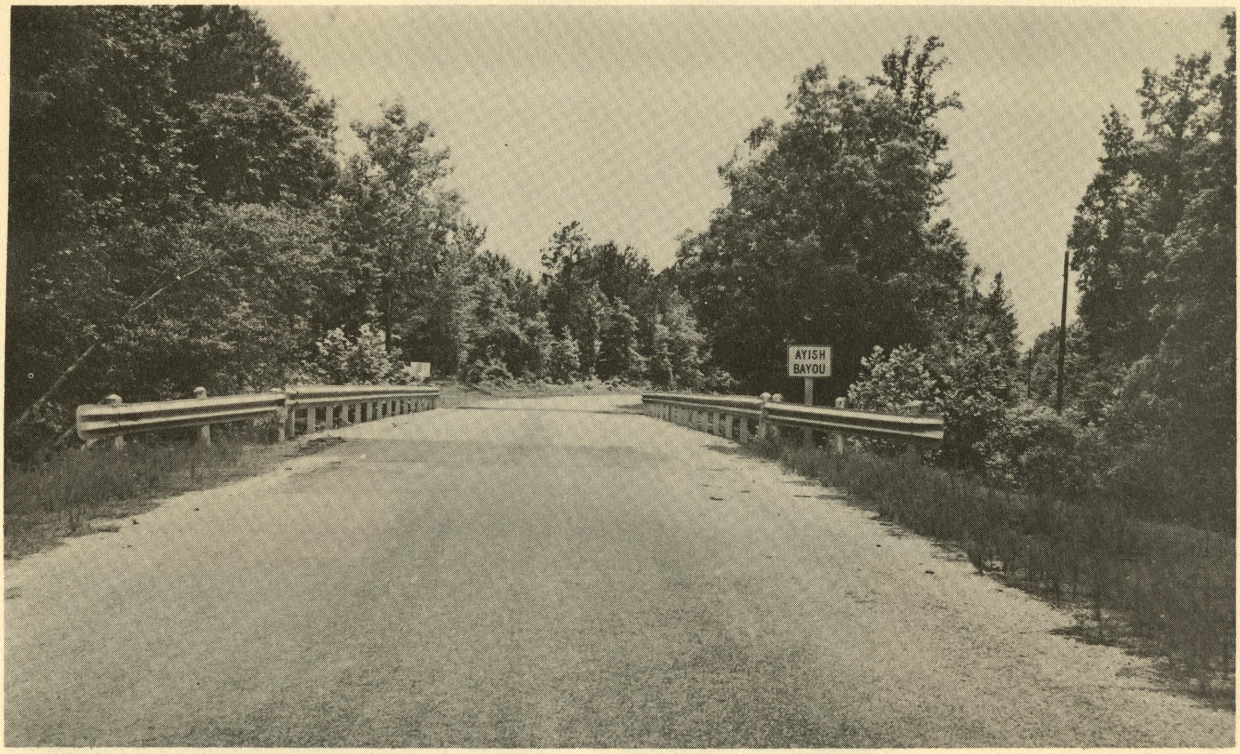
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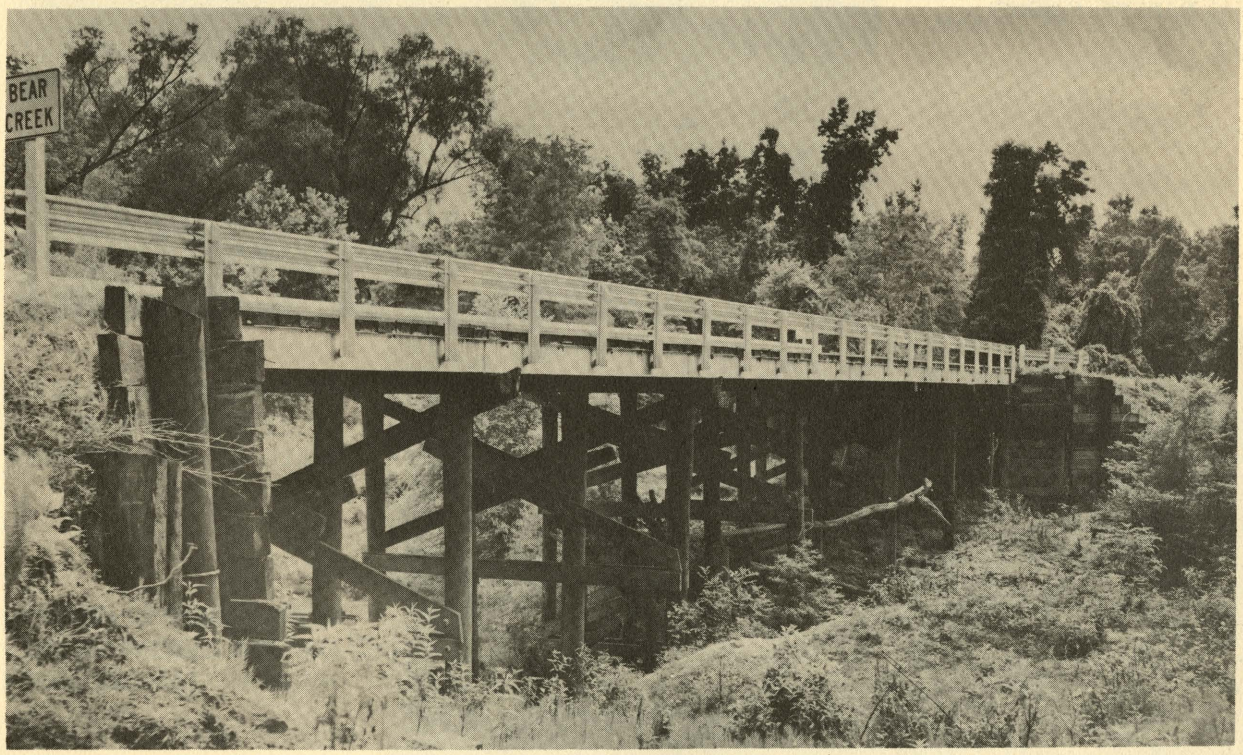


FARM ROAD 329 EAST OF ZAVALLA IN ANGELINA COUNTY TO BE FLOODED AND ABANDONED

Photographed June 9, 1959

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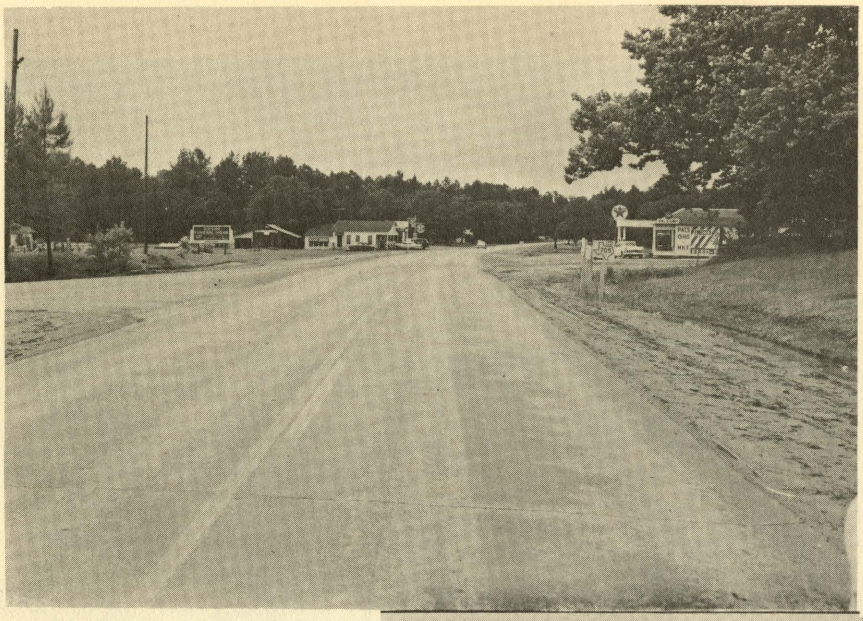




PART OF FM 705 WEST OF BROOKELAND TO BE INUNDATED -
AYISH BAYOU BRIDGE (UPPER), BEAR CREEK BRIDGE (LOWER)

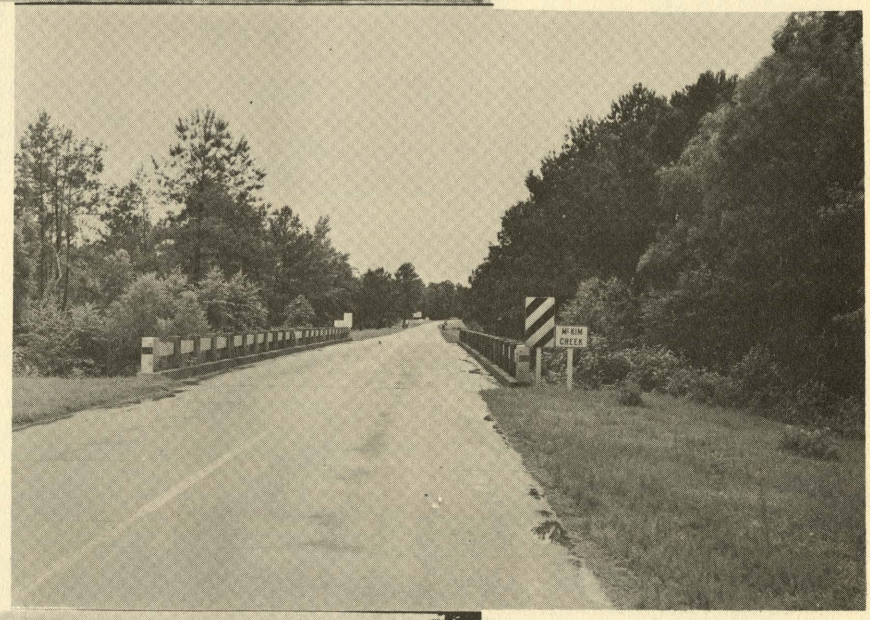
Photographed June 8, 1959

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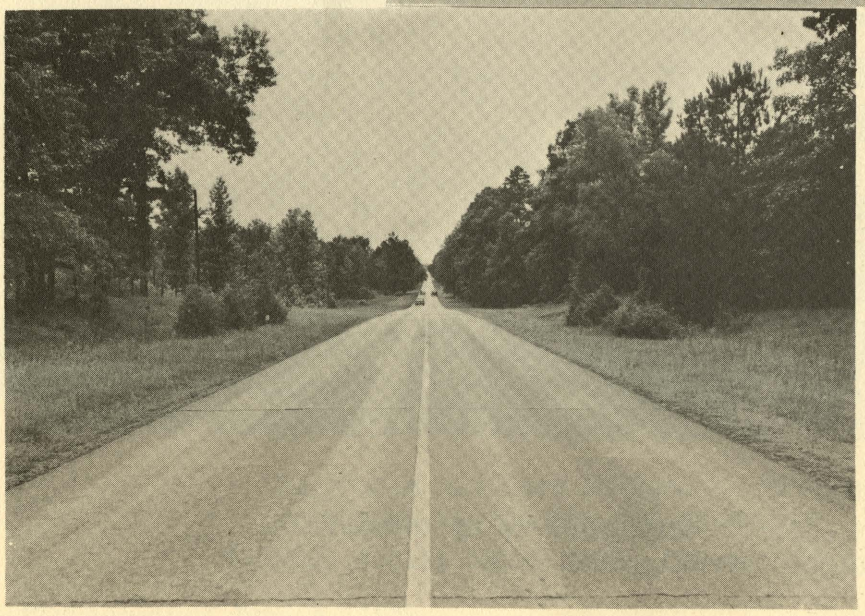


◁ LOOKING NORTH AT BROOKELAND NEAR INTERSECTION OF US 96 AND FM 705

US 96
SABINE COUNTY



△ McKIM CREEK BRIDGE EIGHT TENTHS MILE NORTH OF BROOKELAND



◁ GOING SOUTH THREE AND SIX TENTHS MILES NORTH OF BROOKELAND

Photographed June 8, 1959

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GOING WEST ACROSS ANGELINA RIVER BOTTOM - GRADE LINE TO BE RAISED ABOVE WATER LEVEL IN RESERVOIR ▷





STATE HIGHWAY 103
ANGELINA, NACOGDOCHES,
SAN AUGUSTINE COUNTIES

△
ANGELINA RIVER BRIDGE - TO BE RAISED OR REPLACED

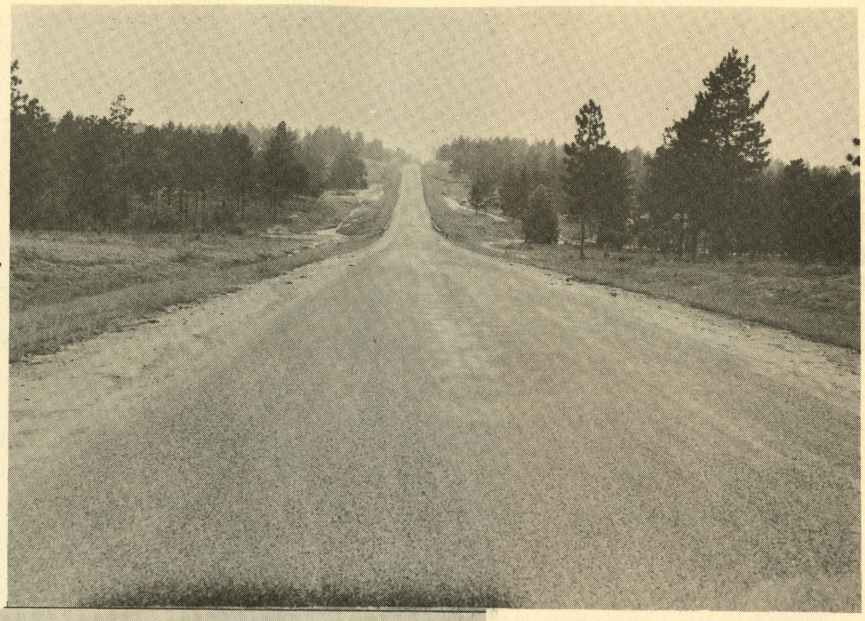
ATTOYAC RIVER BRIDGE - TO BE RAISED OR REPLACED ▷

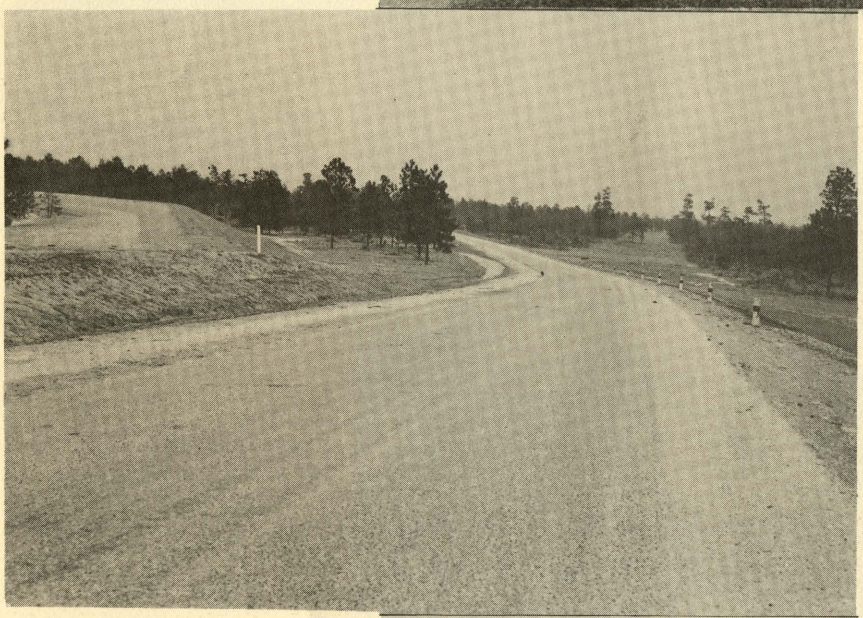


Photographed June 9, 1959

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NINE-TENTHS MILE
WEST OF US 96 WEST ▷





EAST ACCESS ROAD TO
McGEE BEND RESERVOIR
DAM CONSTRUCTED BY
U. S. ENGINEERS

△

FIVE AND ONE HALF
MILES WEST OF US
96 EAST

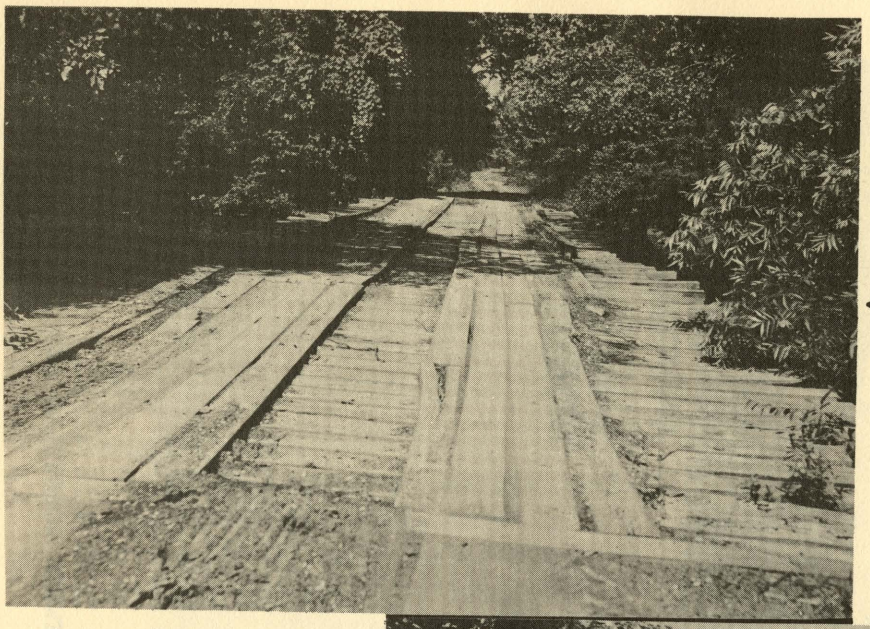
(PART OF McGEE BEND
RESERVOIR LEVEE ON
LEFT)



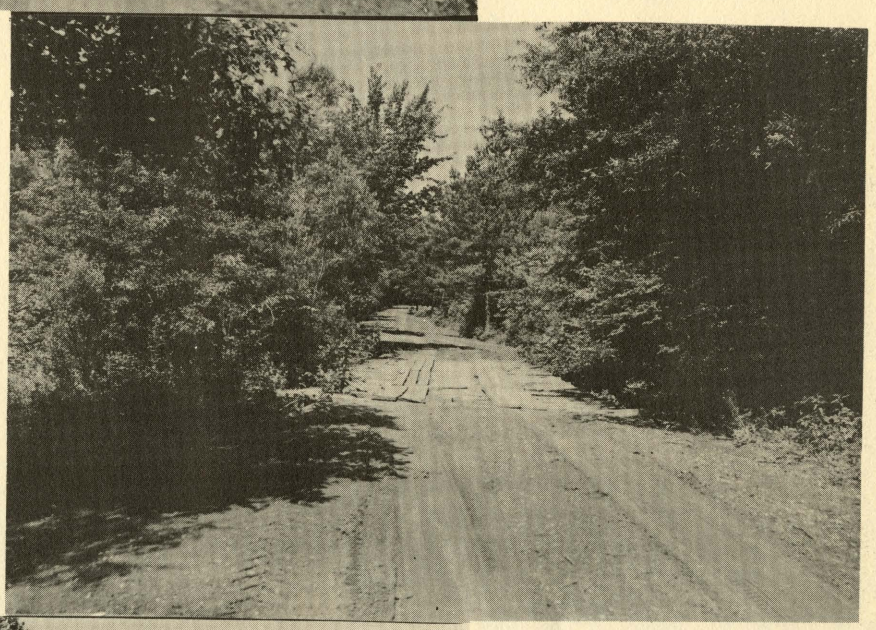
FIVE AND EIGHT
TENTHS MILES WEST ▷
OF US 96 EAST

Photographed June 8,
1959

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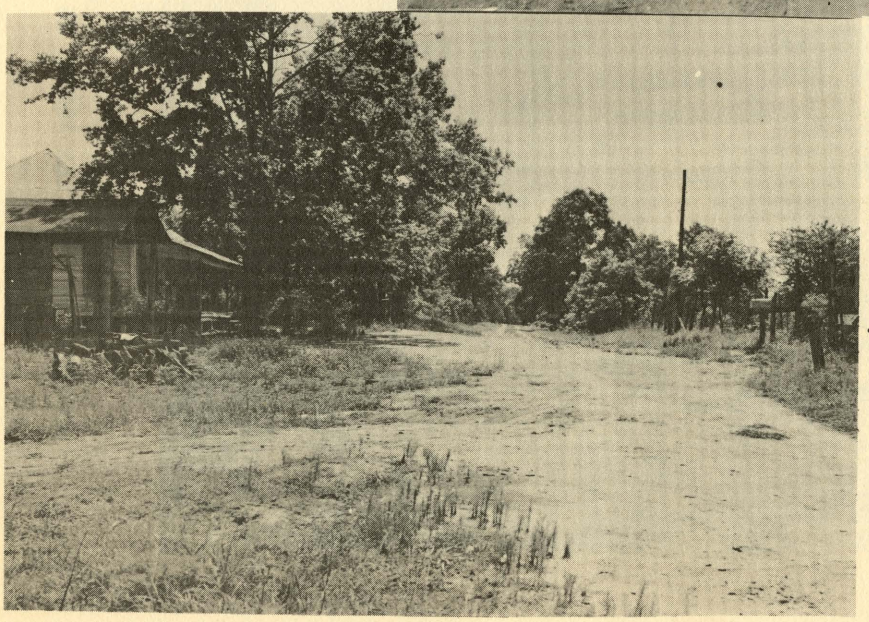


◁ EXISTING BRIDGE OVER AYISH BAYOU IN SAN AUGUSTINE COUNTY WEST OF PINELAND



COUNTY ROAD BETWEEN BROADDUS AND PINELAND

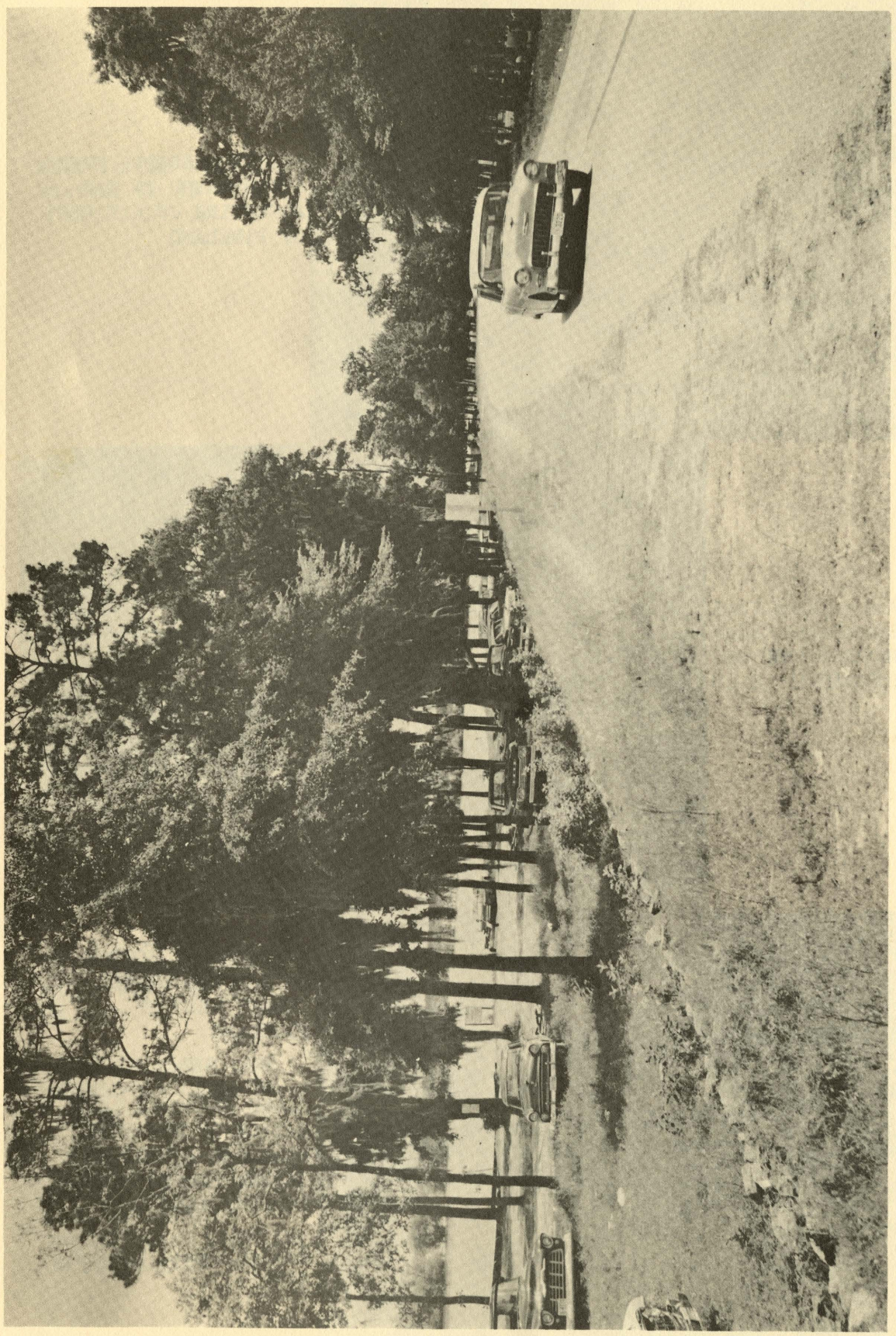
△ AYISH BAYOU BOTTOM IN SAN AUGUSTINE COUNTY WEST OF PINELAND



◁ ALONG PROPOSED LOCATION OF NEW ROAD NEAR SAN AUGUSTINE-SABINE COUNTY LINE - LOOKING EAST

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WEEKDAY ACTIVITIES WHERE US 190 CROSSES TOWN BLUFF RESERVOIR BETWEEN WOODVILLE AND JASPER

Photographed June 8, 1959

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INFORMATION ABOUT DAM & RESERVOIR

FROM

McGEE BEND DAM AND RESERVOIR FOLDER DATED MARCH 1958

DAM:

Length overall	19,430 Feet
Height, maximum, above streambed	120 Feet
Width of Crown, minimum	34 Feet
Width of Base, maximum	750 Feet
Spillway, Uncontrolled length	2,200 Feet

RESERVOIR:

Flood Control Pool	
Elevation above mean sea level	173 Feet
Capacity	1,148,900 Ac. Feet
Area	141,300 Ac.
Power Pool	
Elevation above mean sea level	164 Feet
Capacity	1,383,500 Ac. Feet
Area	114,500 Ac.
Power Head and Sediment Storage	1,508,400 Ac. Feet
Total Controlled Storage	4,040,800 Ac. Feet

Constructing Agency Address:

District Engineer
U. S. Army Engineer District, Ft. Worth
Post Office Box 1600
Fort Worth, Texas