

MINUTES OF THE CITY COUNCIL

CITY OF AUSTIN, TEXAS

Recessed Meeting

June 14, 1945
4:00 P.M.

Council Chamber, City Hall

The meeting was called to order, with Mayor Miller presiding.

Present: Councilmen Bartholomew, Gillis, Mayor Miller - 3
Absent: Councilmen Alford and Wolf - 2

Present also: Walter E. Seaholm City Manager; J. E. Motheral, City Engineer; C. C. Pinkney, City Planning Engineer; Members of the City Plan Commission; Members of the Chamber of Commerce; and a large delegation of citizens.

The Mayor announced that the meeting was one of a series of informal meetings with the public to discuss postwar plans, the subject for discussion today being the proposed routes for the interstate highway through the City of Austin; and then called on the City Manager and the City Engineer to explain the routes under consideration.

Thereupon City Manager Seaholm stated that the Federal Government having placed Austin on an interstate highway route, the State Highway Department has recommended East Avenue as the most favorable route for said highway through the City, and in accordance with that recommendation, three routes for continuation of said highway through the City have been proposed by the State Highway Engineers and the City Engineers, as follows:

(1) To cross the Colorado River at the foot of East Avenue, continuing south through the Blunn Creek area in South Austin, recommended by Engineer Manigault;

(2) To cross the Colorado River at Harper's Branch, continuing south through South Austin, recommended by Engineer Gubbels;

(3) To curve east at First Street, crossing the Colorado River at or near Chalmers Street, and continuing south on Summit Street through South Austin, recommended by the City Engineers, and also by Engineer Gubbels.

The City Manager stated further that the City objected to the route proposed by Engineer Manigault because it would necessitate changing the channel of Blunn Creek, destroy Stacy Park and Playground, locate the new bridge too near the Congress Avenue bridge, and serve an area of South Austin

already well-developed, whereas the route proposed by the City Engineers would serve South Austin better by developing an area now only partially developed, and be more feasible if the low water dam is built.

The following estimates of cost of acquiring the right-of-way for the highway through the City, from the northern city limits to the southern city limits, were submitted by the City Manager:

For Engineer Manigault's proposed route:

200-foot right-of-way	-----	\$858,500.00
160-foot	"	767,300.00
100-foot	"	505,000.00

For City's proposed route:

200-foot right-of-way	-----	\$717,000.00
160-foot	"	617,000.00
100-foot	"	355,000.00

For other alternate route:

Approximately the same as the City's route.

The meeting was then opened to general discussion, in which all present were given an opportunity to participate. It was declared to be the consensus of opinion of those present that the interstate highway should come through the City.

Mr. A. G. ADAMS, JR., President of the Chamber of Commerce, declared that at the present time the City's plan seemed the most feasible to him.

After considerable discussion, and announcement by the Mayor that there would be another meeting on the subject, following a meeting with the State Highway officials, and others, the meeting was adjourned at 5:30. P. M.

APPROVED

Tom Miller
MAYOR

ATTEST:

Thelma M. Keller
CITY CLERK