



100
YEARS
CELEBRATING
A CENTURY OF SERVICE

1917-2017



JAMES BASS EXECUTIVE DIRECTOR

Welcome to a special anniversary edition of TN. As you delve into the pages of this issue, you'll discover why we're so proud of our 100 years of service to Texans.

As to be expected for an agency that's lasted a century, we've changed a lot from our humble beginnings.

When the department began in 1917, our first employees shared office space in the Capitol with several other agencies. At that time, the building was more than the home of the Legislature and governor, it was where the bulk of state work was conducted. But it didn't take long before the business of running a state government was more than the 392 rooms of the Pink Dome could handle.

As the state's population grew, so did the number of state employees who were needed to handle the work, so leaders constructed a new building. Highway employees — mostly clerks, typists and stenographers at the time — made the move to the new building, taking up residence on the second floor of what is now office space for the Secretary of State.


100 YEARS ON THE MOVE

But conditions got crowded there, too. So in 1931, with legislative approval and \$450,000, the Highway Department started plans for its own building, this time at the site of the old Travis County jail.

The building, to be constructed at the corner of 11th and Brazos, wasn't just a boon for the Highway Department. It also helped pull Texas out of the doldrums of the Great Depression, providing jobs for the out-of-work and poor. It also proved to be a cultural lift for Austin and Texas, becoming the first art deco building in the city, and the state's first skyscraper built as a state office building.

Standing at 135 feet tall, with limestone walls, pink granite skirting and two stone eagles that keep watch on the city from atop two columns near the building's entrance, the building was completed in 1933.

Today, the Dewitt C. Greer Building, named after the former state highway engineer and Transportation Commission chair, looks much like it did 80 years ago. The building's been renovated over the years, but it still maintains its original character, and is even listed on the National Register of Historic Places.

Whether the Greer Building is your office, or you work in the 2,686 buildings across 355 TxDOT locations statewide, this is your history, too, so happy anniversary. We can be proud of the good work we do for Texas. And as always, thanks for everything you do to make Texas a better place. 



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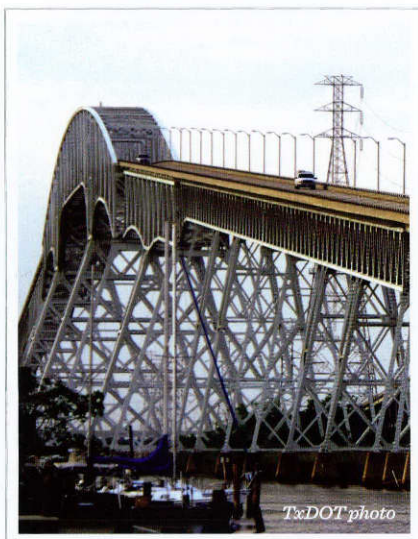
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TxDOT's commitment to connecting Texans has only grown since the department's beginnings a hundred years ago.

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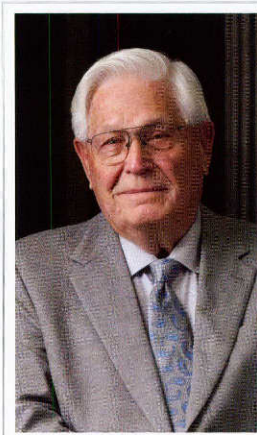
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5 THINGS YOU NEED TO KNOW RIGHT NOW

1 TN celebrates TxDOT's 100 years of service

TxDOT officially turned 100 years old in April and TN celebrates that anniversary with this special issue. Born on April 4, 1917 as the Texas Highway Department, TxDOT is as committed today to meeting Texans' ongoing and ever-changing transportation needs as it was then. Read more about its past, present and future in these pages and in the special centennial edition of Texas Highways.

2

TxDOT Sunset bill passes

The 85th Legislature passed TxDOT's Sunset bill, SB 312, in May. SB 312 has several provisions, including codifying some of the improvements to our programming and planning efforts. Thank you to all TxDOT employees who worked diligently with Sunset staff and provided information for our legislators.

3

Tell us what TxDOT means to you — in 10 words

What does TxDOT mean to you? What is your most rewarding experience at TxDOT? The Executive and Employee Communications team is launching "TxDOT in 10" and we want to hear from you about what being part of the TxDOT family means to you. Submit a selfie photograph with your quote in 10 words exactly. Email submissions to TxDOTin10@txdot.gov. Include your title, work location and your TxDOT sentence.


4

New roles for Barth and Swiatek

Fort Worth District Engineer Brian Barth has been named transportation program officer and Stan Swiatek is the new district engineer for the Waco District. Barth has taken on a temporary assignment to develop a transportation program to prioritize and deploy the funds from the new revenue streams for transportation over the next 10 years. Barth had been district engineer in Fort Worth since 2013. The district's former Deputy District Engineer Loyl Bussell will serve as acting district engineer. Swiatek joined TxDOT in 2012 as director of Transportation Planning & Development in the Amarillo District. He will oversee the planning, design, construction, operation and maintenance of the state transportation system for the eight-county Waco District.

5

New plan administrator for HealthSelect of Texas

If you are enrolled in HealthSelect of Texas or Consumer Directed HealthSelect, Blue Cross and Blue Shield of Texas will replace UnitedHealthcare as your health plan administrator on Sept. 1, 2017. If you are enrolled in an HMO, this change will not affect you. Through Aug. 31, you should continue to use your UnitedHealthcare ID card and call the current UnitedHealthcare Customer Service line at (866) 336-9371 for information about your coverage or individual claims information. Summer enrollment for TxDOT will be July 16 – 28. 

TxDOT Machinist James Williams works on building a custom-designed time capsule at the Fleet Operations Division shop in Austin.

About 30 pieces of TxDOT memorabilia were submitted for inclusion in the capsule from districts and divisions.

TxDOT photo

NOW AND LATER:

Time capsule preserves pieces of history

TxDOT is preserving the past with the Centennial Time Capsule project.

On April 4, officials unveiled a time capsule created for the celebration. Districts and divisions contributed about 30 items to be placed in the capsule including books, photos, tools and maps.

The capsule itself was designed by employees in the Fleet Operations Division in Austin. Artwork submitted by TxDOT employees from around the state was engraved on each side.

"We wanted to get a lot of people involved," said Bonita Jennings, executive assistant to Eric Gleason in the Public Transportation Division.

Six art submissions were chosen, one for each of the four sides and the top on both the inside and outside. The winning participants were:

- Front panel: Maximiliano Torres, Laredo District
- Top external panel: Mike Graham, Laredo District

- Top internal panel: Lucas Hernandez, Houston District
- Right panel: Eugene Castañeda, Traci Graham, Lynn Crill, Melissa Hinckley, Mary Belle Turner and Meagan Henning, Abilene District
- Left panel: Christiana Astarita and Matthew Heinze, Austin District
- Back panel: Travis Singleton, Tyler District

"The Fleet Operations team really worked hard on the capsule," said Jennings.

The capsule will be displayed in the Dewitt C. Greer Building in Austin until a permanent place is found.

The committee also developed a virtual time capsule on Crossroads that launched in May. It contains pictures, stories and videos, and anyone is welcome to submit content to Time-Capsule-Committee@txdot.gov. "I'm so proud of it," said Jennings. "Employees contributed their time, talent and ideas for an incredible result." **TN**

TxDOT photo

AROUND THE STATE

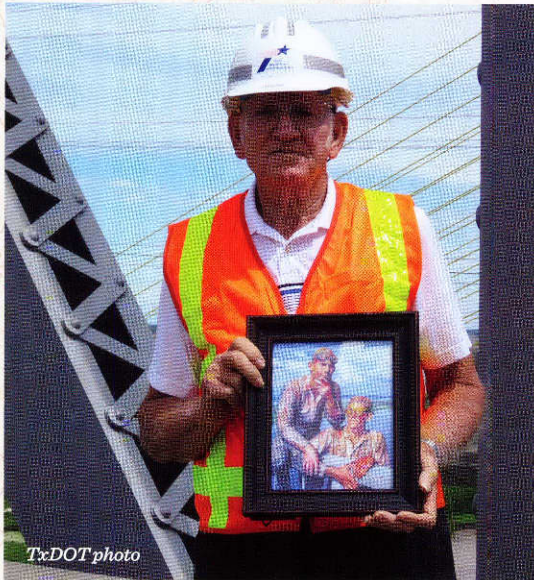
From the Panhandle to the Valley and all points in between, TN brings you transportation highlights happening throughout our great state.

Editor's note: To celebrate TxDOT's 100 year anniversary, a refurbished World War I surplus truck, called the Liberty Truck, used by the department in its earliest years has been traveling around the state to visit all the districts. Below are highlights from a few of these district events. For more, check out TxDOT's Facebook page and Twitter feeds.

BEAUMONT



TxDOT retiree Harold Ringer, who appeared in a famous Texas Highways cover shot while repainting the Rainbow Bridge, came by the Beaumont District's centennial celebration in April.




TxDOT photo

Catching up with a (sort of) familiar face in Beaumont

The Beaumont District's centennial celebration brought out a familiar face – if you can recognize it under all the paint.

In 1957, Virgil Ingram and Harold Ringer appeared on the cover of Texas Highways in a now iconic shot of them repainting the Rainbow Bridge spanning the Neches River between Bridge City and Port Arthur. Ringer (on the right in the 1957 photo) is now 83 and lives outside of Kirbyville.

He came by the Beaumont District's centennial celebration in April and took the time to return to the bridge for another photo. He retired in 1975 after 23 years of service. 

FORT WORTH



Nearly 350 employees and retirees gathered in Fort Worth for a commemorative photo celebrating TxDOT's centennial.


Fort Worth marks centennial with commemorative photo

In April, nearly 350 employees and retirees gathered in Fort Worth for an open house, luncheon and centennial commemorative photo next to the 1918 Liberty Truck and a new 2017 TxDOT truck. This capped a busy week in the district for the traveling exhibit that made other stops in Keene, Stephenville and Weatherford.

Retirees had great stories and insight from their history working for the department.

“The reason you want to work for TxDOT is that you want to provide a service to the people,” said retired Deputy District Engineer Charles Conrad, 1969-2009. “And at TxDOT, you have every opportunity to advance.”

Transportation Program Officer Briar Barth, who was also Fort Worth's district engineer from 2013–2017, presented a slideshow and videos with highlights from the last 100 years in Fort Worth, one of the state's original six districts.

“The centennial events were a huge success,” said Acting District Engineer Loyl Bussell. “What a great opportunity to honor our department, retirees and current employees for their dedication to transportation and their service to Texas districts, set up in 1919.” 



TxDOT photo

Memory lane in Waco

The Waco District held its centennial event with the restored 1918 Liberty Truck in April and took a welcome trip down memory lane.

The district headquarters' main conference room and adjoining break area were transformed into a museum of more than 500 items and photos in exhibits with backdrops built from pallets and foam board.

The response from the public, especially retirees, was overwhelming. They truly appreciated each trip down memory lane.

"It's great," said retired District Shop Superintendent Dale Sanders of the displays. "Some of the stuff you can recognize is really great."

Add in a hallway full of district-related items and department banners that led visitors to the Liberty Truck, and the Waco District enjoyed an exceptional display and centennial event. **TN**

WACO



The Waco District used their turn with the Liberty Truck to create museum-style exhibits with historical items from the district for a trip down memory lane. This image shows old survey equipment, tools and signs for the crews that surveyed property lines and a new right of way.

Centennial exhibit rolls through Brownwood

The centennial exhibit rolled through the Brownwood District in mid-May, visiting a different location in each of its five days in the district. Scores of visitors stopped by TxDOT facilities in Eastland, Lampasas, McCulloch and Brown counties to witness a slice of history.

The 1918 Liberty Truck proved popular with young and old alike, with most in awe of the hand-cranked engine and the canvas belt attached to the radiator far.

Many visitors also commented on the smudge pots that were frequent sights along Texas highways decades ago. These fuel-filled canisters provided nighttime warnings for construction zones years before modern-day reflective barricades.

The Brownwood District leadership wishes to thank everyone who made the exhibit possible, and the district's Fleet Operations Division personnel for transporting the exhibit several hundred miles across the district. **TN**

BROWNWOOD



The Liberty Truck made multiple stops as it rolled through the Brownwood District, proving popular with young and old alike.

LUFKIN



The Lufkin District held its centennial event on the brick streets of Nacogdoches, the oldest town in Texas.

Nacogdoches hosts history in Lufkin District

The Lufkin District celebrated TxDOT's 100-year anniversary in March with an event held on the brick streets of Nacogdoches, the oldest town in Texas.

A crowd gathered outside Nacogdoches City Hall on the square of the historic city to commemorate TxDOT's century of service to Texas motorists. The Liberty Truck display left millennials scratching their heads on how to start the engine and old-timers reminiscing with smiles as the crowd gathered around the vehicle.

Nacogdoches Mayor Roger Van Horn welcomed attendees at the Lufkin District celebration as invited guests, business owners and locals crowded the brick streets. Retired engineer Morgan Prince spoke about his early years in 1954 when he was a summer intern at the Nacogdoches Area Office.



Lufkin District Engineer Cheryl P. Flood also spoke to the crowd.

"The past 100 years have been a long and winding road for TxDOT, but one thing has remained — our mission to build roads that are safe and can fill our transportation needs today while planning for the needs of tomorrow," Flood said. **TN**

TYLER



The Tyler District joined in celebrating the department's 100 years serving Texans with five festival-style events, including the one shown here at the district office.

Tyler District hits the road


After months of planning by its employee committee, the Tyler District joined in the celebrations of the department's 100th anniversary.

Five festival-style events featuring receptions, booths and lots of employee participation were hosted at TxDOT offices and other locations. The three-day journey began bright and early on May 1 when Tyler personnel loaded into a convoy of vehicles and traveled to the Mineola Office for the first display of a traveling history museum of the department.

The five-vehicle convoy became a well-oiled machine as it rolled into Longview, Athens, Jacksonville and the district office in Tyler. Using the same basic setup, employees at each location made the event their own. All the planning and hard work resulted in five great events. The district is grateful to local officials, media, retirees and the public who helped honor TxDOT's century of service to the state of Texas. **TN**



100 YEARS OF

TxDOT's chief executive officers had the title of State Highway Engineer from 1917 until 1975. The title was changed to Engineer-Director that year when the department's name was changed to State Department of Highways and Public Transportation. The title was changed again to Executive Director in 1992 and continues to the present. 

LEADERSHIP

A LOOK AT THE HISTORY OF LEADERS AT TxDOT

LEADERSHIP

George A. Duren
1917 - 1919

R.J. Hank
1925 - 1926

Rollin J. Windrow
1919 - 1922

A.C. Love
1926 - 1926



J.D. Fautleroy
1922 - 1924

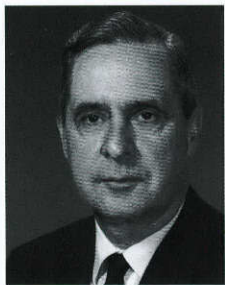
R.A. Thompson
1927 - 1928

Gibb Gilchrist
1924 - 1925 & 1928 - 1937

Julian Montgomery
1937 - 1940

Dewitt C. Greer
1940 - 1968

J.C. Dingwall
1968 - 1973



B.L. DeBerry
1973 - 1980

M.G. Goode Jr.
1980 - 1986

Raymond E. Stotzer Jr.
1986 - 1989

Arnold W. Oliver
1989 - 1993

William G. Burnett
1993 - 1997

Charles W. Heald
1998 - 2001



Michael W. Behrens
2001 - 2007

Amadeo Saenz Jr.
2007 - 2011

Phil Wilson
2011 - 2014

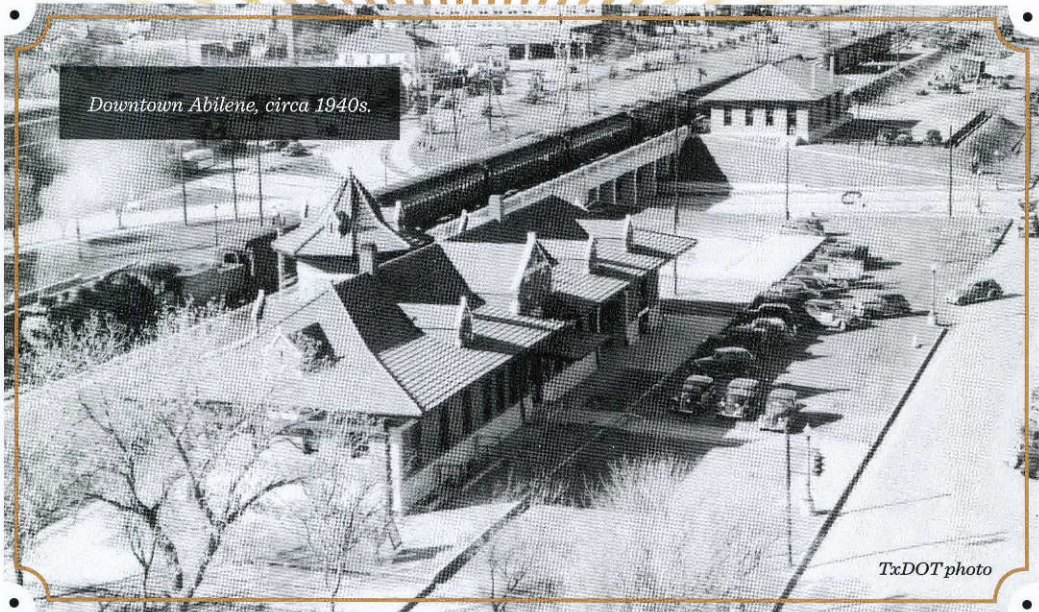
J.F. Weber
2014 - 2015

James Bass
2016 - present



100 YEARS OF TxDOT

CELEBRATING THE AGENCY'S FIRST CENTURY



The Texas Department of Transportation celebrates a century of service this year and TN Magazine marks the event with this special centennial issue.

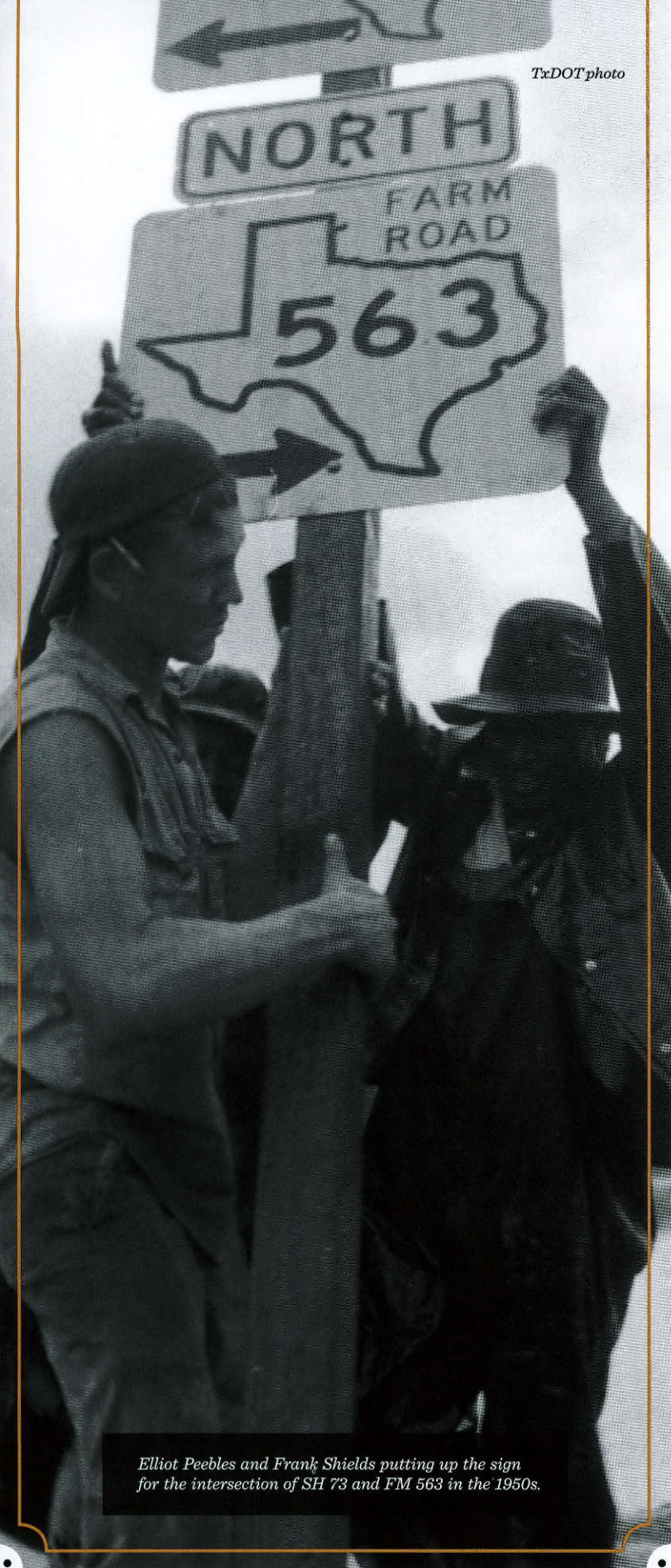
Since its beginning as the Texas Highway Department on April 4, 1917, the agency has pursued its ongoing mission of connecting Texans to what matters most — the people and places they love.

“We are extremely grateful for the century of support from our elected leaders and citizens who have helped us build one of the greatest transportation systems in the world,” said TxDOT Executive Director James Bass. “As a long-time TxDOT employee, I have been blessed to know and work with so many extraordinary people who have helped shape the daily lives of all Texans. As we celebrate our past, we look forward to delivering new projects that will keep Texans moving for the next 100 years.”

As the state’s economy and population continue to grow, TxDOT remains committed to meeting Texas’ ongoing and ever-changing transportation needs. In the early 1900s, the goal was connecting farms and ranches to market; today, it’s safely moving goods and a population of more than 27 million across a nation-leading 80,000 centerline miles of state-maintained roadways.



TxDOT photo



Elliot Peebles and Frank Shields putting up the sign for the intersection of SH 73 and FM 563 in the 1950s.

To commemorate this 100-year milestone, TxDOT has held centennial events all around the state with a traveling exhibit that tells the district-by-district story of the agency's history. The exhibit features historical photos and a visual timeline highlighting significant dates and achievements. It also includes a refurbished, 27-foot-long 1918 Liberty Truck. (Check out the TxDOT Talk Around the State feature on pages 6-8 for more about the statewide events, and the May/June TN for more information about the truck's restoration.)


"Our traveling centennial exhibit affords us a great opportunity to thank the public and share a uniquely historical perspective of how our roadways have evolved from their early beginnings into the expansive network we know today," Bass said.

The department has seen its share of change in 100 years, including its own name. In 1975, it merged with the Mass Transportation Authority to become the State Department of Highways and Public Transportation. In 1991, after a merger with the Texas Department of Aviation, it became the Texas Department of Transportation.

One of the first duties of the department was registering all motor vehicles in the state. In 2010, that duty was assigned to the newly created Department of Motor Vehicles. The Department of Public Safety was part of the agency until the 1930s. Aviation, public transportation and railroads have all become part of the department's duties over the years.

As part of its mission to provide a safe transportation system, the department has worked to improve traffic safety, sponsored research, campaigned against unsafe driving behaviors and littering on our highways, unearthed some amazing archeological finds and grown from maintaining 8,865 miles of roadway to 80,000.

In this issue, we've covered just a small sample of the many aspects of this dynamic agency.

Through 100 years of collaboration and leadership, TxDOT has helped connect communities and people. What will the next 100 years bring? 



ICONIC GREER BUILDING

HAS SERVED TxDOT SINCE 1933

The nine-story steel and masonry, art deco style Dewitt C. Greer Building in downtown Austin has proudly served as TxDOT's headquarters since 1933. Planning for the new state highway building began in 1928. It would be the first skyscraper in Texas to serve as a state office building.

FROM IDEA TO HQ

In the late 1920s, the Texas Highway Department was outgrowing its space, which was across the street from the Travis County Jail. When plans for a new jail and courthouse complex began, Texas Highway Department leaders saw an opportunity to purchase the soon-to-be old jail site for use as a new headquarters. San Antonio architect Carleton Adams designed the building, which cost about \$455,000 to construct.

The State Highway Building, as it was called then, opened in the summer of 1933, but workers there would have to wait until 1951 for the modern convenience of air-conditioning.

The State Highway Building was renamed after Dewitt C. Greer in 1981. Greer served as both state highway engineer and later as a highway commissioner. The building was added to the National Register of Historic Places along with the 1918 State Office Building in 1998.

HOME OFFICE

For 25 years of his more than 30-year career with TxDOT, Executive Director James Bass has worked out of the Greer Building. Although he now leads the future of TxDOT, Bass is reminded of the agency's past every time he sets foot in his office. He admits to being a bit of a TxDOT history buff and has a modest display of TxDOT memorabilia to show for it.

"I like to tell people I have the world's largest collection of Greer Building postcards. I have about seven of them," Bass says. He buys them on eBay from time to time.

"I love this building. Its proximity to the Capitol is especially handy during legislative sessions," Bass said.

He spent most of his career working in and leading the Finance Management Division, which was once housed on the third floor. He had a view of one of the carved eagles that adorn the building and says the eagles bear a strong resemblance to those found on the Empire State Building in New York City.

BUT IS IT HAUNTED?

The Greer Building sits atop the land that was once occupied by the county jail where in the early 1900s men were hanged for their crimes. There are stories of footsteps and strange noises that TxDOT employees have reported hearing when the building is quiet and empty.

Bass says he has not personally encountered any strange

100

THE ROAD TO

1892
First American car, the Duryea Motor Wagon, produced.

Wright brothers successfully flew first powered, heavier-than-air aircraft.

1903

1908
Ford Motor Company introduced the Model T, considered the first affordable automobile that opened car travel to the American middle-class.

Texas Good Roads Association formed.

1911

World War I began in Europe.

1914

Federal Road Act passed requiring each state to create a highway agency and submit projects for federal matching funds.

1916

1917
Texas State Highway Department established on April 4, 1917 with passage of House Bill 2. Two days later, the United States declared war on Germany.



First short course for highway engineers conducted by Texas A&M College. It became an annual event starting in 1924.

1917



The mural in the Greer lobby features a map of Texas and scenes of various industries.



A great example of Art Deco-style architecture, the DeWitt C. Greer Building in downtown Austin has proudly served as TxDOT's headquarters since 1933.

happenings beyond hearing the noises that old buildings make, even at night. However, he's heard a few goose bump-inspiring stories. Years ago, over the holidays, a security guard tried to open a door that seemed to be jammed and heard someone say "Get out!" She was reportedly the only person in the building.

He relayed the story to his assistant at the time who then told him she had heard the sound of paper shuffling coming from his office when he was not there.

STYLE AND FUNCTION

Despite the talk, today the building is still one of the best examples of art deco style architecture, according to the Texas Historical Commission. The building features a full basement that is partially exposed on the west and south sides of the building.


The entrance features a granite landing and granite steps leading up from 11th Street. The entrance has two-story engaged fluted limestone columns on either side. Each column is capped with a free-standing stone stylized eagle, the ones Bass mentioned, atop a stone band of art deco styled floral motifs.

On the first floor, the vestibule and lobby are central focal points; the hearing room occupying the east wing is the other principal public room in the building. The lobby contains a metal and marble five-pointed star design set into the floor.

Two elevators on the south lobby wall feature metal elevator doors with "SHB" on the left door, and the state seal on the right. Above the elevators is a large mural which features a map of Texas with counties highlighted in various colors, surrounded by scenes depicting agriculture in the northeast, lumber and fishing in the southeast, cotton, cattle and oil in the southwest, and a compass supporting the six national flags from Texas' history.

Harold E. (Bubi) Jessen and Charles E. Millhouse won the mural commission through a contest sponsored by the building architect. The design was spray-painted through a wire screen over applied silver leaf, according to the National Register nomination file.

As TxDOT looks to its next 100 years you can be sure that the Greer Building will be part of it, Bass says.

"This is a historic building. TxDOT will always have a presence here." 

1918
World War I armistice declared.

1919
Work began on a project in Hays County that will eventually become I-35.

1921
Federal-aid road act was amended to grant state highway departments direct control of funds and the maintenance of federal-aid highways.

1923
First non-stop transcontinental flight completed.

Texas State Highway Department began its first highway project. Twenty miles of roadway between Falfurrias and Encino in Brooks County was built in two years along the route of present-day U.S. 281.

Texas had 148,000 miles of road and almost all of it was unpaved dirt and clay tracks.

1920

First state gasoline tax passed in Texas — one penny per gallon. Seventy-five percent of the tax was assigned to the state highway fund and 25 percent went to public schools.

1923

CROSSING THE DIVIDE: BRIDGES SPAN THE AGES



The story of Texas bridges is a story of resilience and innovation that reflects the character of the people of this state. Despite the barriers along the way, Texans have always found creative ways to span bodies of water, railroads and other physical obstacles in order to get where they needed to go. Over time, the types of bridges and their method of construction have changed due to politics, local community forces and available construction materials.

They say everything is bigger in Texas, and that includes our bridge inventory, which is the largest in the nation. Today, nearly 54,000 bridges span waterways, roads, intersections, culverts and border crossings. Over the past 100 years, Texas bridges have carried cattle, stage coaches, trains, bicycles, mail vehicles, pedestrians, automobiles and trucks. TxDOT bridge engineers have innovated with the times to serve the changing needs of the Texas population.

In the early 1900s, road and bridge conditions were rough. Bridges were made from locally available materials to form precarious water crossings along dirt roads. As the population of Texas grew, bicyclists and farmers campaigned for smoother roads and bridges. The development of the automobile added to the pressure. Railroads played a key role in bridge technology since bridges were needed to transport goods by rail. Metal truss bridges became popular because they were inexpensive, easy to assemble and strong enough to carry railroad cars.

When the State Highway Department was established in 1917, George Grover Wickline was named the first state bridge engineer, a position that he held from 1918-1943. To date, there have been 10 state bridge engineers including Wickline.

During the 1920s and 1930s, concrete bridges began to gain popularity because of their strength and durability. Automobile tourism was taking off, and by 1933, Texas had almost 1.5 million registered vehicles.

Road and bridge construction slowed during the Great Depression, resumed briefly with \$12 million in grant money from President Roosevelt, then slowed again during World War II. After the war, technology advanced with the development of concrete girders and I-beams, and inexpensive span-formed bridges for the farm-to-market program.

The 1950s saw the advent of prestressed concrete, the most important innovation in the history of Texas bridge design. Today, more than 85 percent of Texas bridges

100 THE ROAD TO

1925 Texas Supreme Court ruled that construction and upkeep of highways is properly a state function, resolving the contention that counties alone should do this work.

The Texas State Highway Department Equipment Division moved to Austin's Camp Mabry.

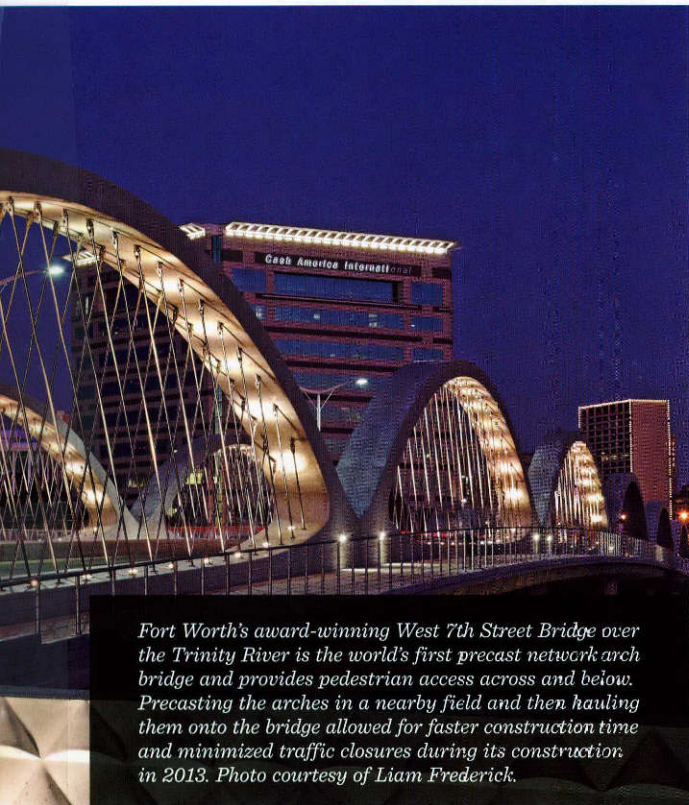
1925

1927 The Texas State Highway Department had 6,900 employees.

1928 The Texas State Highway Department began a safety program to prevent on-the-job accidents.

The stock market crash on Oct. 29 was one of the most devastating economic events in U.S. history and marked the beginning of the 12-year Great Depression that affected all Western industrialized countries.

1929



Fort Worth's award-winning West 7th Street Bridge over the Trinity River is the world's first precast network arch bridge and provides pedestrian access across and below. Precasting the arches in a nearby field and then hauling them onto the bridge allowed for faster construction time and minimized traffic closures during its construction in 2013. Photo courtesy of Liam Frederick.



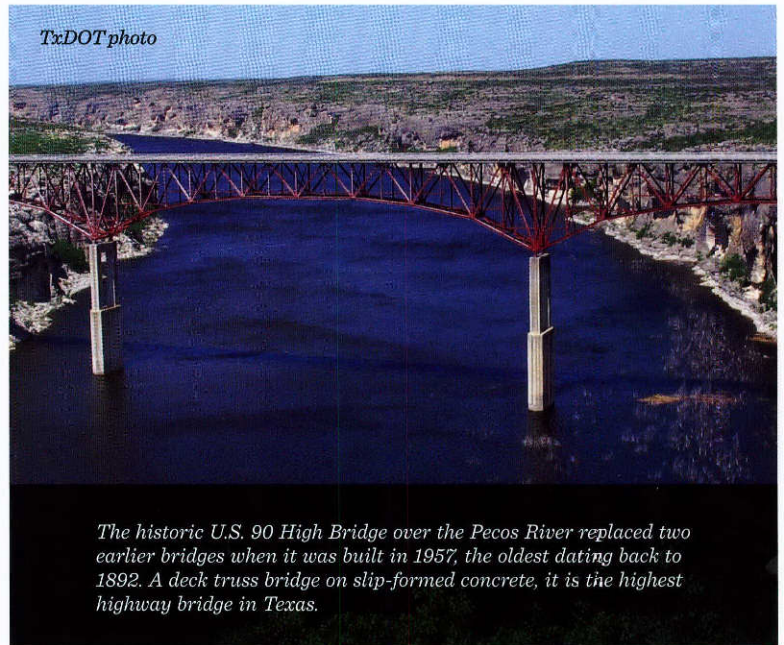
TxDOT photo

Built in 1938, the Rainbow Bridge (foreground) between Bridge City and Port Arthur is the steepest cantilevered through-truss bridge in Texas, spanning 176 feet above and 630 feet across the Neches River. The Veterans Memorial cable-stayed bridge next to it opened in 1990 and carries traffic in one direction.

use prestressed concrete, which combines the strength of high-strength concrete with that of high-strength steel.

The interstate highway system was built from 1957–1968, and a bridge collapse in West Virginia in 1967 demonstrated the need for regular bridge inspections. The federal bridge inspection program was established in 1968, and Texas established its program in 1975. The federal Highway Bridge Program was then established in 1978 to fund the repair and replacement of deficient bridges. Thanks to the success of these programs, which continue today, only 1.9 percent of Texas bridges are structurally deficient — the second-lowest percentage in the nation.

Bridge design has continued to evolve since the 1970s, with techniques such as the use of segmental concrete for long spans, U-beams, precasting and creative “style merging.” For example, the I-35 Brazos River Bridge in Waco combines elements of a girder bridge with those of a cable-stayed bridge. **TN**



TxDOT photo

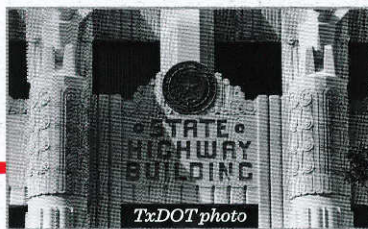
The historic U.S. 90 High Bridge over the Pecos River replaced two earlier bridges when it was built in 1957, the oldest dating back to 1892. A deck truss bridge on slip-formed concrete, it is the highest highway bridge in Texas.

1933

Border war occurred between Texas and Oklahoma over Red River toll bridge near Denison.

First federal gasoline tax passed — one penny per gallon.

1932



TxDOT photo

1933

The eight-story State Highway Building in the shadow of the Capitol in Austin, now called the Dewitt C. Greer Building, completed.

1933

American Wiley Post completed first solo flight around the world.

First drive-in theater opened in New Jersey. Their popularity in the 1950s and 1960s reflected the increasing popularity of automobiles.

1933

1935

The State Highway Patrol moves from the highway department to the newly-created Department of Public Safety.

BETTER AND FASTER

CONSTRUCTION KEEPS EVOLVING

When the State Highway Department started in 1917, the state had few paved roads and one of its main concerns was getting travelers out of the mud. As more Texans began to travel by car, the needs focused on building higher quality highways to handle the increased vehicle speed. In the 21st century, the Construction Division continues to evolve with a focus on improving technology and materials while performing construction faster with less disruption to the public.

“We keep pushing to make our materials better,” said Darren Hazlett, deputy director of the Construction Division. “These [new] materials allow us to do projects faster and give us greater flexibility.”

Asphalt has evolved as well, with different hot-mix formulas for different purposes.

“A hot mix called porous friction course has a porous surface that decreases noise and lessens water spray from large trucks,” Hazlett said. “It is much safer and decreases the chances of being blinded in the rain when a truck goes past.”

Doing work faster is another focus. A trend that allows projects to be completed quicker is

pre-fabrication. Sections of the project are built off-site and then brought to the construction site ready to be put in place. Repairs that might have taken several days can be done in one day.

Signs and markings have also come a long way in 100 years. Today, new materials make signs more reflective and easier to see, especially at night.

“We’ve seen a huge improvement with sign-making technology,” said Hazlett. “Good signage is a top concern — drivers need to be able to know where they are going.”

Many of the basics of road construction are much the same as when the Department started. However, the Construction Division hasn’t been untouched by the digital age. Computer-aided drafting enables plans to be developed and changed faster than on paper.

In addition, electronic bidding for projects has made the letting process faster and more efficient.

“Only a few years ago, contractors wanting to bid on a project came to Austin to hand us a sheaf of paper,” said Hazlett. “It was a circus atmosphere on bid days and it would take us a couple of days to get the results.”

Today, contractors can submit their bids electronically from anywhere they can get internet access and results are posted within a few hours.

TxDOT has evolved as well in its relationship with contractors. Policies and procedures have changed over

100

THE ROAD TO

1936

Highway commission orders the establishment of information houses, precursors of today’s travel information centers, around Texas.

Leah Moncure became the first woman to be registered as a professional engineer in Texas.

1938



1940

Dewitt C. Greer named state highway engineer. He led the department for 28 years until 1968, the longest tenure in agency history. He is the only state highway engineer to also serve on the Texas Transportation Commission after his retirement.

U.S. enters World War II.

1941

Interstate and Defense Highway System authorized by Congress.

1944



Concrete, asphalt and road signs are just a few aspects of road construction that have come a long way in 100 years.

the years to give contractors more autonomy and TxDOT more of a quality-assurance role.

With about 170 employees, the Construction Division will continue its evolution to serve Texas travelers by doing work faster, better and with less disruption. **TN**

TxDOT photo



Sign technology has improved a lot in 100 years to help Texans find their way around the state.

1945

World War II ends.

1952

First leg of the Gulf Freeway in Houston opens.

1956

Federal Aid Highway Act prompts beginning of Interstate highway network.

1963

Highway commission mandates red and white STOP signs, eliminating use of yellow and black.

Chuck Yeager breaks sound barrier.

1947

Richard Oliver, traffic engineer with the highway department's Maintenance and Operations Division, submits the winning design for the new Interstate Highway route marker.

1956

Karst cave, now known as Inner Space Cavern, opens to public after being discovered near Georgetown during construction of I-35.

1966

COAST LINE: FERRIES CONNECT TRAVELERS

For decades, the Galveston Ferry has provided motorists with a means of getting to and from Galveston Island and the Bolivar Peninsula. The ferry service provided by TxDOT is the only way motorists can cross the waterway that separates the two landmasses — which is especially crucial in severe weather.

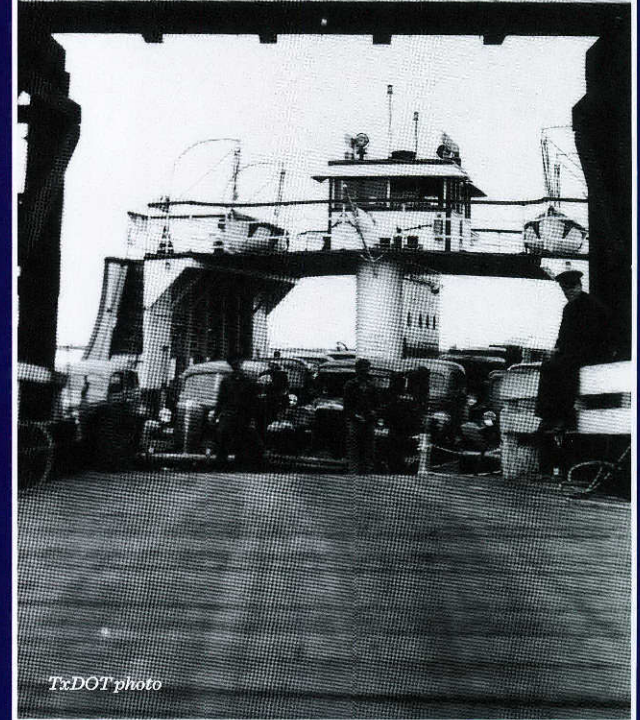
It has also served as the “Best Little Free Ride in Texas” for those who make their way to southern Galveston County from all points.

An institution in the community since the 1930s, ferry service between Port Bolivar and Galveston Island was initially handled by Galveston County and eventually transferred to the state. Originally, it cost 25 cents for a ride but the state began operating it free of charge in the late 1940s. The ferry remains free to this day.

Over the years, the ferry system has modernized and added new boats to handle the nearly eight million people that use the ferry on a yearly basis. The peak months for ferry use are June, July and August.

The ferry operation consists of six boats. Each vessel can carry about 70 vehicles, 500 passengers and multiple crewmembers. Moreover, each ferry vessel is capable of carrying eight 18-wheel heavy trucks weighing 80,000 pounds each. **TN**

GALVESTON-BOLIVAR FERRY
 STATE HIGHWAY 87
 FERRY LEAVES ON THE HOUR 6.00A.M. TO 11.00 P.M. DAILY
 BEAUMONT PORT ARTHUR NEW ORLEANS



TxDOT photo

Ferries have been connecting Galveston Island and the Bolivar Peninsula since the 1930s. More than 8 million passengers ride the Port Aransas and Galveston-Port Bolivar ferries annually.

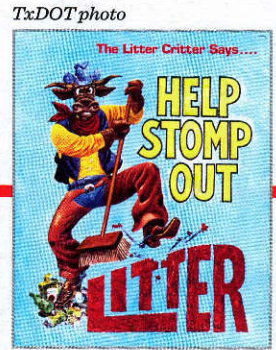


TxDOT photo

100 THE ROAD TO

Before Don't mess with Texas®, the Litter Critter encouraged Texans to keep highways and interstates clean. This ad ran in a 1969 issue of Highway News.

1969



TxDOT photo

1969

1974

Maximum speed limit in Texas reduced to 55 mph.

Texas Highways magazine, initially an internal publication, became the Texas state travel magazine.

1974

Silver Bridge over the Ohio River between West Virginia and Ohio collapsed, resulting in 46 deaths and inspiring federal legislation to ensure regular inspection and maintenance of older bridges.

1967

Dewitt C. Greer sworn in as chairman of the Texas Transportation Commission.

TEXAS TRADITION


SAFETY REST AREAS GIVE DRIVERS A BREAK

In the early 1930s, Texas was the first state to build roadside parks, according to former Texas State Highway Engineer Gibb Gilchrist in an interview with Texas Highways. Considering the vastness of Texas, it isn't surprising that the idea of providing a place for motorists to stop and rest originated here beneath some live oak trees on SH 71 in Fayette County.

The concept quickly spread as roadside parks were recognized as an effective way to prevent crashes from driver fatigue. Officially designated Safety Rest Areas in the 1960s, they still help motorists avoid fatigued driving.

"About 10 percent of all the fatigue-related fatalities in the nation happen in Texas," said Andy Keith, roadway facilities branch manager with the Maintenance Division. "Texas has many remote places with little development and long stretches of road. Safety Rest Areas serve an essential function for travelers in these areas.

TxDOT has become more scientific in the placement and design of Safety Rest Areas. Today, GIS-coordinates of fatigue-related crashes help determine the areas with the greatest need for a facility.

"Texas has the best Safety Rest Area system in the nation," said Keith. "These facilities continue to play a vital role in improving the safety of our highway system, just as they did 80 years ago." 



TxDOT photo



TxDOT photo

TxDOT's Safety Rest Areas have come a long way from picnic tables under the trees, but they still serve the same essential function of providing a place to rest to avoid fatigued driving.

1975

Hit with inflation and flat gas tax revenue, agency laid off 5,500 employees.

Agency renamed the Texas Department of Highways and Public Transportation.

1975

1981

State Highway Building in Austin renamed the Dewitt C. Greer State Highway Building.

First Extra Mile Award presented to Phillip Barnett, maintenance technician.

1983

1986

Don't mess with Texas® anti-littering campaign premieres.

Adopt-a-Highway program implemented statewide after originating in the Tyler District.

1986

1991

Agency renamed Texas Department of Transportation after merging with Department of Aviation and Motor Vehicles Commission.

Anne Wynne was named to the Texas Transportation Commission, the first woman ever appointed.

1991

A TxDOT LEGACY OF WELCOMING TRAVELERS

The first “Information Houses” were opened on major routes into the state in 1936 to assist visitors who came to celebrate the Texas centennial. This service proved so popular, the Legislature directed the Department to continue providing tourist information to the traveling public.

Now at TxDOT’s centennial, the Travel Information Division operates 11 Texas Travel Information Centers at points of entry to the state, and in Austin, located in the General Land Office Building on the Capitol grounds. Centers are open seven days a week and are staffed by highly trained travel counselors who assist more than 2 million visitors a year.

Since the 1980s, travel counselors have been answering TxDOT’s toll-free Travel Information Line at 1-800-452-9292. This line and the state’s interactive highway condition website, DriveTexas.org, are vital sources of information during emergencies.

In addition, the division manages the legendary Don’t mess with Texas® anti-litter campaign, Drive Clean Texas, Adopt-a-Highway (which began in Texas more than thirty years ago) and sponsorships.

The division also publishes Texas Highways magazine, which began as an internal publication in 1950 and was relaunched as a consumer magazine in 1974. Today, Texas Highways boasts a circulation of nearly 200,000, a robust website with an online retail store, a bi-weekly newsletter and an active social media presence.

They also produce the Texas State Travel Guide, Official State Travel Map and many more guides and brochures provided free of charge to the traveling public. The division brings in nearly \$5 million in revenue annually from the sale of subscriptions, advertisements and products.

In 1936, tourism had a huge economic impact on the state. Eighty-one years later, the Travel Information Division continues TxDOT’s long tradition of promoting tourism and assisting travelers. **TN**

Providing tourist information to the traveling public has been a part of TxDOT’s mission for much of its 100-year history. Pictured is the Camutillo Travel Information Center on U.S. 80 probably in the 1940s or 1950s.



TxDOT photo

Texas Highways, the award-winning Official Travel Magazine of Texas, began as an internal publication and now reaches more than 300,000 readers every month.



100 THE ROAD TO

1995

Fred Hartman Bridge replaced Baytown Tunnel as means to cross Houston Ship Channel.



2000

Last non-fatality day on Texas roads.

2001

September 11 attacks.

Gas and diesel taxes set to current rate of 20 cents per gallon.

1991

Reorganization placed automobile theft prevention, rail planning and motor carrier planning under TxDOT.

1995

Portion of Queen Isabella Causeway, which connects South Padre Island to the mainland, collapsed after being struck by barges. Eight people were killed. Collapse occurred just four days after Sept. 11.

2001

TxDOT FIGHTS

LITTER WITH WORLD-FAMOUS

CAMPAIGN

For over 30 years, Don't mess with Texas[®] has served as one of the nation's longest-running public service campaigns and the most successful anti-litter campaign in history.

Don't mess with Texas[®]

The slogan was born in 1985 in response to the rapidly growing cost of picking up litter on our highways. To combat the problem, the Texas Transportation Commission approved the development of a public awareness campaign.

To date, the campaign is recognized by 98 percent of Texans. In the most recent Visible Litter Study, the state saw a 34-percent reduction of litter accumulation on Texas highways.

This success is in large part thanks to its multifaceted public outreach platform. Since Texas music legend Stevie Ray Vaughn appeared in the first campaign public service announcement, Texas celebrities from Willie Nelson to Matthew McConaughey have done their part to remind Texans that Don't mess with Texas means don't litter.

The campaign is part of TxDOT's three-pronged approach to litter prevention which includes the Adopt-a-Highway public participation program (pioneered by the Tyler District) and a partnership with Keep Texas Beautiful.

Don't mess with Texas has become a true symbol of Texas pride, bringing together Texans from all walks of life to keep the Lone Star State beautiful. **TN**

WILD ABOUT WILDFLOWERS

Over 5,000 species of wildflowers, along with native grasses, flourish along our state's roadsides, thanks to nature and attention from TxDOT.

TxDOT's wildflower program not only helps our highways look good, but also reduces the cost of maintenance and labor by encouraging the growth of native species that need less mowing and care.

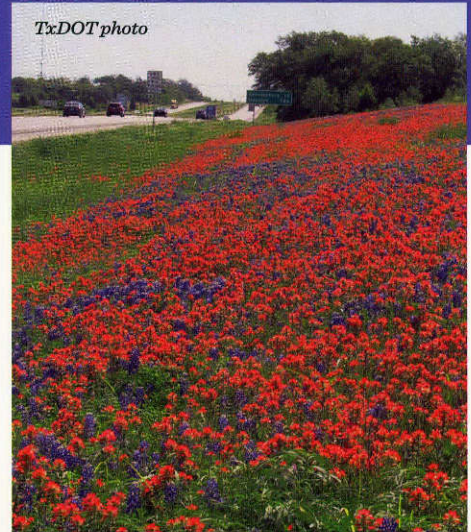
But our wildflower program is not new. Shortly after the Texas Highway Department was organized in 1917, officials noted that wildflowers were among the first vegetation to reappear at roadside cuts and fills. In 1932, the department hired

Jac Gubbels, its first landscape architect, to encourage the growth of wildflowers and other native plants along rights of way.

By 1934, department rules delayed mowing until spring and early summer until wildflower seasons were over — rules that have expanded into today's full-scale vegetation management system.

The peak blooming season draws tourists from all across the nation each spring.

Ultimately, the wildflower program is good stewardship, protecting and maintaining the investment made in years past. **TN**



TxDOT photo

TxDOT's policy to delay mowing to maintain, preserve and encourage wildflowers along rights of way has been in place since 1934. TxDOT buys and sows about 30,000 pounds of wildflower seed each year.

2005

Hurricane Rita hits southeast Texas.

2008

Hurricane Ike hits southeast Texas.

2011

Wildfires in Bastrop are the most destructive in Texas history.

2014

Voters approve Prop. 1 dedicating a portion of oil/gas tax severance revenue in the Rainy Day Fund to the State Highway Fund.

Speed limit on some West Texas highways raised to 80 mph.

2006

Department of Motor Vehicles created and vehicle titles and registration reassigned to DMV.

2010

Move Over/Slow Down law expanded to cover TxDOT workers.

2013

Voters approve Prop. 7 dedicating a portion of state sales/use tax and motor vehicle sales/rental tax revenue to the State Highway Fund. **TN**

2015

AVIATION FLIES HIGH SINCE JOINING TxDOT

A part of TxDOT since 1991, the Aviation Division has a rich history of helping community economies soar. The impact of the airport system in Texas is vast, with:

- 304 public system airports
- 51,000 licensed pilots
- 19,400 active registered aircrafts
- 8.5 million annual flight operations
- \$14.6 billion in general aviation economic impact
- \$3.1 billion in labor income
- 56,600 jobs

The division was its own Department of Aviation, created after the abolishment of the Texas Aeronautics Commission. Today, the Aviation Division helps cities and counties obtain and disburse federal and state funds for the 300 air carrier, reliever and general aviation airports included in the Texas Airport System.

The division also participates in the FAA State Block Grant Program, through which it implements a federal improvement program for general aviation airports. Between 1991 and 2016, the Aviation Division has disbursed \$1.35 billion in grant funding.

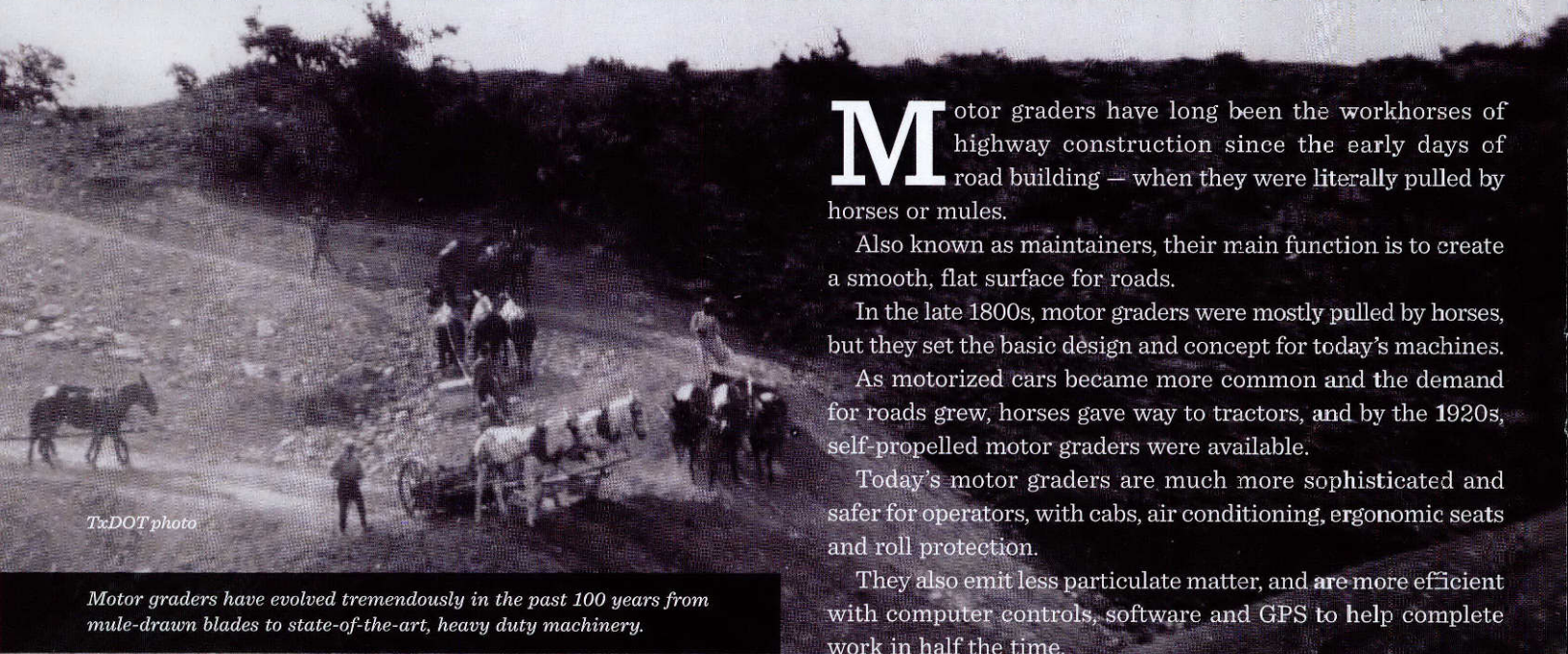
Since it became part of TxDOT, the Aviation Division's impact can be seen through the improvements at airports throughout the state. From 1999 to 2016, 42 terminals have been built as part of the General Aviation Terminal Building Program, and the division also helped build 15 air traffic control towers in the past 10 years. **TN**



TxDOT photo

The Aviation Division operates a fleet of state-owned aircrafts for the transportation needs of state officials and employees.

MAKING THE GRADE: MOTOR GRADERS HAVE LONG HISTORY IN ROAD WORK



TxDOT photo

Motor graders have evolved tremendously in the past 100 years from mule-drawn blades to state-of-the-art, heavy duty machinery.

Motor graders have long been the workhorses of highway construction since the early days of road building — when they were literally pulled by horses or mules.

Also known as maintainers, their main function is to create a smooth, flat surface for roads.

In the late 1800s, motor graders were mostly pulled by horses, but they set the basic design and concept for today's machines.

As motorized cars became more common and the demand for roads grew, horses gave way to tractors, and by the 1920s, self-propelled motor graders were available.

Today's motor graders are much more sophisticated and safer for operators, with cabs, air conditioning, ergonomic seats and roll protection.

They also emit less particulate matter, and are more efficient with computer controls, software and GPS to help complete work in half the time.

TxDOT currently has more than 400 motor graders in its fleet. **TN**

WHEN DISASTER HITS, TXDOT RESPONDS

Being there during emergencies has always been part of the agency's mission. TxDOT emergency response teams have seen wildfires, 100-year floods, massive hurricanes and snow and ice events — and that's just in the last 20 years.

Emergency Management Coordinator Gilbert Jordan, who started with the department in 1977 in maintenance operations, says the biggest change over the years is communication.

"When I first started, all we had was radio. All messages would go through a radio dispatcher. Then, we went to pagers," Jordan said.

The pagers would allow for a brief code to let people know who to call. For instance, 911*1 would mean call the office, now.

Today, smartphones make it easier and faster to get a response.

HURRICANE RITA

In September 2005, Hurricane Rita, the fourth-most intense hurricane ever recorded in the U.S., made its way to the Houston area. For the first, and so far only time, TxDOT implemented a contraflow lane reversal on I-45 north towards Dallas, on I-10 west towards San Antonio and U.S. 290 northwest to Austin. Jordan is very clear that the department did not make the decision to use contraflow. That decision is up to the county judge in the jurisdiction where it is potentially needed.

Rita was an important learning experience for the department.

Rita was an important learning experience for the department. One major factor was fuel availability. If evacuations are needed, TxDOT now has 780-gallon fuel cubes to deploy along the evacuation route. Other public and private organizations are committed to taking measures in order to be ready in the future.

"Hurricane evacuation takes [the work of] thousands of law enforcement, hundreds of TxDOT personnel and personnel from supporting state agencies and volunteer organizations," Jordan said.

FLOODS OF 2015

According to meteorological records, 2015 was the state's wettest since record keeping began in 1895. In May 2015 alone, 35 trillion gallons fell on Texas, according to the National Weather Service in Fort Worth — enough to cover the whole state up to nearly 8 inches deep!

TxDOT was called to assist with high water rescues because

In flood, fire and snow, TxDOT crews are always there when disasters strike. Here crews mobilize for Hurricane Ike in 2008.

TxDOT photo



military forces were deployed. TxDOT employees did not perform swift water rescue but rather were available to assist with traffic control and related issues.

"We plan for just about everything and when we do, safety is always No. 1 for our people and the traveling public," Jordan said.

FIRE AND ICE

In 2011, large fires broke out all over the state, but the Bastrop wildfire was the one making headlines. TxDOT was asked to provide support to the hundreds of firefighters who came from nearly every state and tribal nation. The agency delivered water for fire suppression, created fire breaks ahead of the fires and provided fuel for all emergency response vehicles.

Jordan worked with Texas Tech University to develop a wildfire training program to be conducted in all 25 districts.

On the other side of the coin is ice and related weather that can be just as unpredictable as wildfires.

"Pretreating the highway with brine has been a real game-changer for us — it helps reduce the possibility of snow or ice sticking to the pavement surface, making it easier to plow off the road," Jordan said.

Of course, Mother Nature is full of surprises; snow and ice nearly froze the 2011 Super Bowl in Arlington. No matter what, Jordan says, TxDOT won't quit.

"We will keep trying," he said. "That's what we do. We know there are going to be big events we can't always win, but we'll keep trying until the sun comes out." **TN**

I am a...

**Former
Executive Director**

Arnold Oliver

**Former TxDOT
Executive Director,
1989 - 1993**



In October 1989, Arnold Oliver moved to Austin to lead the then-State Department of Highways and Public Transportation. Getting the job as engineer-director — that’s what the executive director was called back then — was a bit of a shock. He had become quite comfortable heading the Dallas District, a job he had held for less than two years, when he got the call in 1989 from then-Transportation Commission Chairman Robert Dedman to come to Austin. The department family had suffered a terrible loss. Raymond Stotzer, who was engineer-director, had died after a brief illness, and Dedman needed someone to take over. Oliver agreed, and for the next four years, would guide the department through the beginnings of a massive organizational overhaul, a name and a culture change. Oliver retired from the department in September 1993 after more than 30 years with the agency.

What were your first few years like as the head of the department?

It really was a time of change for me and the department. I had just lost my friend and mentor, Raymond Stotzer. The Legislature was preparing for its first session of the decade, and in 1991, we were up for Sunset Review. But that year, the Legislature was facing a major budget shortfall, so the review was put on hold for a few months. The comptroller at that time, John Sharp, conducted a study to look for ways to save the state some money and improve government.

What were the results of the comptroller’s study?

What came from that study, and eventual legislation, was massive for the department. We got more responsibility, when the Department of Aviation and the Motor Vehicle Commission were rolled into the agency, and we changed our name to the Texas Department of Transportation. And the engineer-director’s title changed to executive director. We also created two new divisions, Civil Rights and Environmental Affairs.

Of course, the biggest change was the requirement that we cut the number of our districts from 24 — which was our number at the time — to no more than 18. As you can expect, that caused a big downturn in

morale. Employees were fearful for their jobs and there was just a general feeling of uneasiness. While we waded through how to manage these requirements, we needed to take care of our employees. We created the employee assistance program to help employees get through everything.

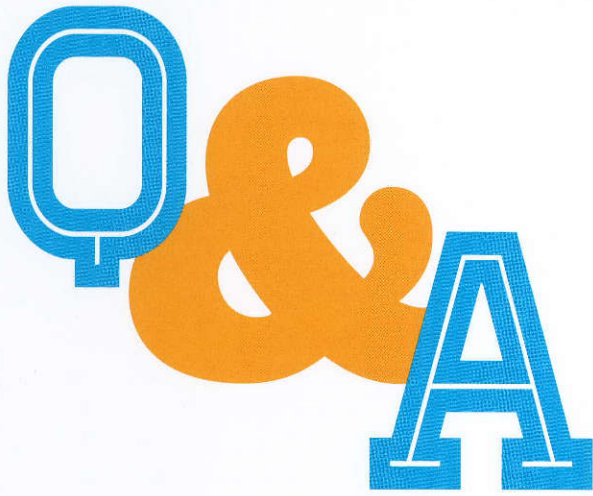
As it turns out, that reorganization was eventually put on hold and in May 1993, the Legislature passed SB 33 which put the number of our districts at 25. That’s also the time that we added the Laredo District.

So how did the department get past all that had happened?

We got back to the business of helping Texans and making our department better. We started ramping up our female and minority recruitment efforts because it wasn’t acceptable anymore for us to do just the bare minimum.

What are you most proud of during your time at the department?

I think we made some good strides toward diversity while I was here. It wasn’t as fast I would have liked for it to have been, and I got a little backlash when I wanted to make changes, like when I hired the first female district engineer, Maribel Chavez, but that’s one of the things I’m proud of. **TN**



Leonard Iselt

Leonard Iselt

Material/Process Inspector • Construction Division

Leonard Iselt is currently TxDOT's longest-tenured employee. He has worked for the department for more than 57 years. The department's centennial celebration seemed an appropriate time to catch up with him.

Leonard started work at TxDOT on March 16, 1959 and made his mark as a hardworking employee in the chemical lab of the Construction Division. He learned about testing limes at a time when every load was sampled. On average, Leonard would test 12 to 20 lime samples by titration.

In 1960, Leonard took a short break to marry the love of his life, Helen Melcher.

In the 1970s, Leonard helped develop the testing protocol for epoxies. All of these protocols are still in use today. As time went on, a variety of other materials were introduced, from bridge bearing pads to geosynthetics, from plastic bags to traffic cones.

In 2010, Leonard was honored by former Texas Secretary of State Hope Andrade for his 51 years of state service. He was presented with the Texas state flag flown on the date of his anniversary. Leonard has dedicated his career to the Construction Division, serving as a mentor, trainer and resident expert.

What does it mean to you to be the longest-tenured employee currently working at TxDOT?

I am grateful and appreciative to have had the opportunity to be employed for so long. I have always felt secure working at TxDOT.

What are the five words that best describe you?

Concerned, dependable, outspoken, friendly, honest, down to earth and much more...

Which was your best year ever at TxDOT and why?

The day I was rehired, I knew then what it meant to stay employed. I knew that I would be able to jump in and help immediately.

If there's one change at TxDOT you could do away with, what would it be?

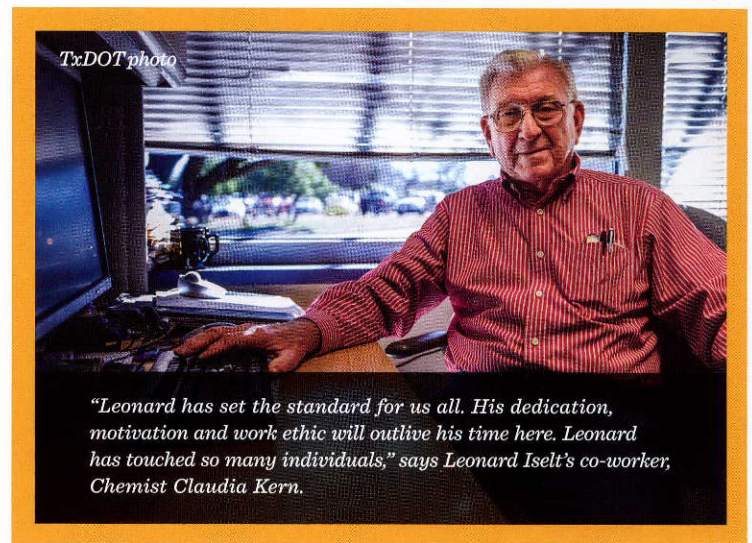
Have more TxDOT employees involved in projects and fewer contractors to do what TxDOT employees have been doing in the past.

How do you spend your free time?

I don't have much free time. But when I do, I enjoy gardening and tending to a few chickens at home. I also enjoy hunting deer with my children and grandchildren. On Sundays, my wife and I like to go for a drive. We explore the new development in the Austin area.

What's the best advice you've ever received while working at TxDOT?

I don't take any advice. I give it: Stay as long as you can stand it!



TxDOT photo

"Leonard has set the standard for us all. His dedication, motivation and work ethic will outlive his time here. Leonard has touched so many individuals," says Leonard Iselt's co-worker, Chemist Claudia Kern.


What advice would you give to a new TxDOT employee?

Look ahead and make sure this is the job for you. Keep learning and do your best.

What would you put in the TxDOT time capsule?

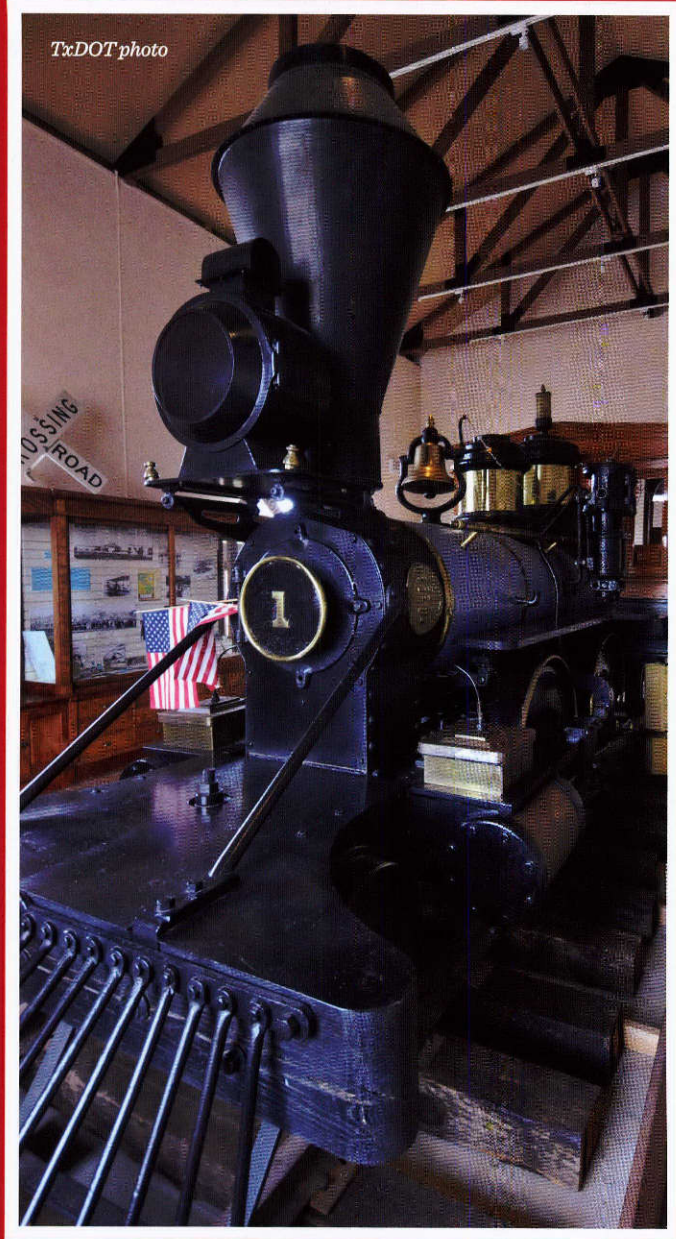
From paper and pencils to computers and laptops.

What's your secret to a long successful career at TxDOT?

It's important to get along with co-workers, enjoy the work and have good leadership in your supervisors. 

Where Am I?


Here is a photo depicting an identifiable landmark you may have seen in your travels around Texas. If you think you know what this is a photo of or know where it was taken, send an email to TNideas@txdot.gov. Deadline for submissions is Aug 7.

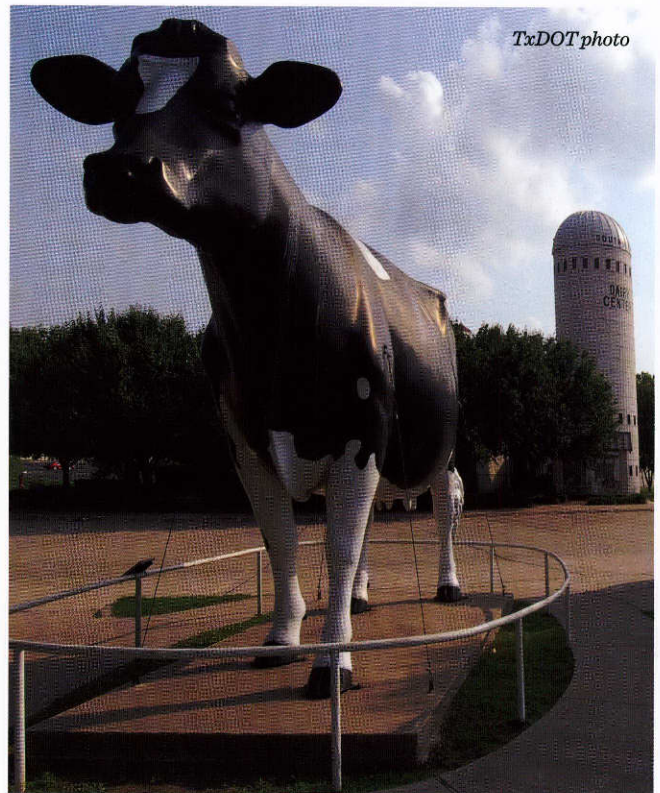


Identified:

Congratulations to our first identifier Hector Siller (SAT).

Last edition's photo featured sculptures from the Southwest Dairy Museum in Sulphur Springs. The museum showcases the importance of the dairy industry's past, present and future.

Others correctly identifying the photo were Chris Cowen (BRY), Kitty Powledge (SSD), Janine Hess (PRO), Penny Sansom (PAR), Julie Puckett (TPP), T.P. Holt (WAC), Brent Johnson (MNT), Maurice Maness (BRY), Eric Stinson (DAL), Brian Beaty (WFS), Matthew Cho (AUS), Monica Perez (PHR), Richard Sliva (retired), Mrs. Marlin McFadin (spouse of late retiree), Caryn Daniels (PAR), Carmen Ramos (AUS) and Sara Heath (ATL). 



UPCOMING TxDOT EVENTS

July 4

Independence Day
(All agencies closed)

July 27

Texas Transportation Commission Meeting
(Austin)

August 31

Texas Transportation Commission Meeting
(Austin)

MILESTONES

MAY SERVICE AWARDS

DISTRICTS

ABILENE

- 20** Christopher L. Cooley
5 Sherry K. Gass
Jordan M. Ortegón
Ryan R. Sayles
Stanley M. Swiatek

AMARILLO

- 30** Kenneth R. Petr
15 Terrel L. Bell
Leslie C. Harms
5 James C. Alexander

ATLANTA

- 20** Timothy D. Berry
10 James P. Ennis
5 Mike Burkhalter

AUSTIN

- 25** Darlene Y. Austin
Dennis W. Behrends
Girard K. Behrends
Slade W. Harris
15 Timothy E. Sims
10 Wayne B. Robinson
5 William T. Brudnick
Barbara J. Davenport
Jeffrey D. Goertz
Jerry N. McNair
Elizabeth A. Ortegó
Richard J. Synatschk
Kelly D. Wills

BEAUMONT

- 10** Mark S. Odom

BROWNWOOD

- 15** Andrew C. Chisholm

BRYAN

- 25** Steve B. Higgins
Neal R. Riddle
10 Lisa R. Cole
Melissa D. Hatton
5 Dawn H. Eppers
Michael L. Pyle
Jason W. Schulze

CHILDRESS

- 25** Samuel L. Doby
15 Joe L. Bejar
5 Derek E. Shields
Robert A. Spillers

CORPUS CHRISTI

- 10** Connie R. Garcia
David W. Womack

DALLAS

- 25** James P. Kern
Kimberly A. McFadden
20 Dennis R. Whitson II
15 Jeffrey A. Bush
Mohammad H. Khoshkar
Charles A. Neal
Tamelia J. Spillman

- Mohammad Yahyazadeh
10 Christy J. Brown
Sederick D. Flowers
Gutema T. Gebrial
David Kuchinsky
Luis M. Mendoza
Gregory C. Nix
Nohemi Parra
Jose Tapia
Aleksandr Trazanov
5 Branden W. Barnett
Lisa M. Sierra

EL PASO

- 35** Juan M. Ortega
25 Alonzo M. Aranda
Benjamin D. Benavidez
Carlos C. Mendoza Jr.
Pablo T. Salgado
20 Eduardo Armendariz
Alberto Lara
Christopher J. Weber
15 Rebecca L. Pinto

FORT WORTH

- 30** Robert P. Glidewell
Jeffrey L. Hulsey
25 Leo Ehlinger III
Scott B. Hall
Andrew V. Kissig
Anette M. Moss
Bradley K. Tate
20 Bryan G. Anderson
Terrance B. Sanders
10 Ismael Piedra
Jonathan C. Putnam
5 Ralph G. Eckstein
Daniel S. Poole

HOUSTON

- 35** Glenn P. Grisham
30 Gary D. Witt
25 James H. Mims IV
20 Cheryl D. Johnson
Odell Richardson
15 Matthew M. Connelly
10 Tammy L. Fairbanks
John J. Mosaffa

LAREDO

- 10** Gerardo Araujo
Arnoldo Martinez
Jesus D. Montes
Oscar M. Ozuna Jr.

LUBBOCK

- 30** Julius N. Weiser
10 Rutilo J. Deleon
5 Michael Arnold

LUFKIN

- 25** Jennifer N. Hightower
15 Victor W. McBride
5 Albert D. Lane
Benjamin W. Sanders

ODESSA

- 25** James L. Jenkins
20 Zane R. Honeyfield
Juan J. Rodriguez
Lydia C. Fuentes
15 Juan A. Galan
5 Araceli P. Rodriguez
Linda T. Webb

PARIS

- 30** Stacy E. Hatcher
15 Joseph E. Williams

PHARR

- 15** Marisa Ramirez

SAN ANGELO

- 5** David A. Lewis
Isaac I. Sanchez

SAN ANTONIO

- 30** Melissa L. Bernal
Felix A. Lerma
Tomas A. Romero
20 Kent L. Skiles
15 Jayo R. Castanon
Edward V. Cruz
10 Arnoldo Benavides
5 Raymond F. Brooks
Donnie W. Ervin
Keith H. Fox

TYLER

- 25** Danny M. Page
Royce K. Traylor
Joseph M. Word
10 James L. Boyd
5 James A. O'Steen

WACO

- 30** Monte L. Kohring
Ricky D. Payne
James G. Wagnon
25 Ali Bashi
20 Ernest S. Fincher
15 Chi Chung Chau
10 Rodney L. Page
5 Sterling K. Copeland
Andrew W. Haferkamp

WICHITA FALLS

- 10** Randal C. Coltharp

YOAKUM

- 30** Steven W. Tschatschula
James C. Untermyer
20 David W. Sternadel

DIVISIONS

BRIDGE

- 20** Barbara E. Peck

CONSTRUCTION

- 30** Douglas W. Dupler
10 Adriana Geiger
Joe Guerra
Darrell S. Vogeley

CONTRACT SERVICES

- 20** Joseph D. Maupin

ENVIRONMENTAL AFFAIRS

- 15** Amy D. Foster

FINANCIAL MANAGEMENT

- 25** Monica Muniz
5 Kayzia D. Braden

FLEET OPERATIONS

- 30** Wesley R. Price
20 Donald R. Wilson
15 Christopher J. Sustaita
5 Jeremy D. Hughes
David J. Watson

GENERAL COUNSEL

- 5** James R. Bailey

HUMAN RESOURCES

- 25** Janice H. Allen
10 Susan M. Smith

INFORMATION MANAGEMENT

- 5** Teri L. Augustine
Margaret M. Dixon

MAINTENANCE

- 30** Stephen J. Matula
20 Claude M. Lee

PROCUREMENT

- 20** Jo Maxine Carden
Terry W. Day

PROFESSIONAL PROCUREMENT

- 10** Carlos E. Cavazos

PROJECT FINANCE, DEBT AND STRATEGIC CONTRACTS

- 5** Benjamin H. Asher

SUPPORT SERVICES

- 15** Rickey A. McCormick
10 Katherine M. Powledge
5 Darnell W. Johnson
David A. Landry

TOLL OPERATIONS

- 5** Greg M. Crowe

TRAFFIC OPERATIONS

- 10** John T. Harper

TRANSPORTATION PLANNING AND PROGRAMMING

- 30** Margaret D. Thurin
20 Stacey S. Lewis

TRAVEL INFORMATION

- 20** Kimberly L. Allen

JUNE SERVICE AWARDS



DISTRICTS

ABILENE

- 30 Norman J. Herridge
- 25 Jesus Cisneros
- 5 Daniel R. Bolden
Bradley W. Carter

AMARILLO

- 30 Billy R. Hester
- 10 Joey E. Cordova

ATLANTA

- 15 Jason R. Dupree
- 5 Robby S. Allen
Jeddrick E. Peters

AUSTIN

- 30 Thomas B. Brown
Michael B. Camus
Louis C. Hernandez
- 25 Chad A. Nutt
- 20 Jerome M. Boado
John T. Buckley
Robert G. Guydosh
Shelby S. Sultemeier
- 15 Kimberly A. Hall
Anthony C. Horne
Joseph M. Ingracia
- 10 Nicole G. Coronado
- 5 Quinn R. Janek
Bradley W. Shepard

BEAUMONT

- 35 Paul C. Hugon
- 25 Henry K. Horn
- 5 Jeffery W. Ryas

BROWNWOOD

- 10 Johnny R. Fox
Jason T. Owen
- 5 Philip C. Stevens
Brayden K. Tiemann

BRYAN

- 20 Jean J. Feng

CHILDRESS

- 20 Curt A. Coop
Carlos I. Lozano
David O. Newbrough
Michael F. Williams
- 5 Matthew J. Herbstritt

CORPUS CHRISTI

- 20 Gary P. Janacek
Richard E. Tuttle Jr.

DALLAS

- 30 Greg P. Austin
Norman C. Erickson
- 25 Carlos E. Scott
- 20 David A. Estep
Danny Sanchez
- 15 Marjorie H. Bentz
Rita J. Farish

- Eric L. Fitzgerald
Michael D. Ives
- 5 Scott L. Black
Keithen L. Hudgens
Grace Lo

EL PASO

- 25 Rolando E. Hernandez
- 15 Juan C. Martinez
- 10 Juergen L. Dressen
Salvador Perez
- 5 Carlos A. Morales

FORT WORTH

- 30 Guillermo Garcia
- 25 Timothy S. Shuler
- 10 Amanda R. Allen
Rayappu A. Jeyakumar
Daniel J. Drouillard
Tyler W. Patterson

HOUSTON

- 25 Larry J. Rosemon
Pius S. Tomdio
Elworth J. Wilcox Jr.
Richard Powell
- 20 Rogelio R. Rubico
Roland Lozano
- 15 Patrick G. Gant
Kenneth D. Townsend
- 10 Sylvester L. Daniels
Laurence J. Dano
Andrew C. Mao
Charles A. Roberts
Hamoon Bahrami
Frank Leong
- 5 James C. Elliott

LAREDO

- 15 Jimmy Lozano

LUBBOCK

- 25 Charles E. Frater
- 10 Gary F. Moore

LUFKIN

- 20 Nancy A. Smith
- 10 Sedrick Wooten

ODESSA

- 20 Theresa B. Conner
- 10 Henry L. Wilkerson
- 5 Robert J. Paynter

PARIS

- 5 Matthew M. Falls
Wesley N. Mankins

PHARR

- 20 Romeo Rosales
Humberto Uresti
- 15 Ricardo R. Bravo
- 10 Jesus C. Gonzalez
- 5 Nolan D. Nicolas

SAN ANGELO

- 25 Mark W. Halfmann
- 5 Paul D. Cantrell
Stewart D. Jameson
Justin A. Pullin
Mark Morquecho

SAN ANTONIO

- 15 Dale W. Damerau
- 10 Tilton Cunningham

TYLER

- 35 Dennis R. Cooley
- 30 Marlin L. Cooper
Dennis P. Smith
- 20 Jose C. Rodriguez
- 10 Dennis M. Heller
Rusty G. Phillips

WACO

- 30 David Swinson III
- 25 Randy N. Roddy

WICHITA FALLS

- 25 Linda G. Tamplin
- 20 Bobby S. Watkins
- 15 William C. Ulbig
- 10 William M. Pirtle
- 5 Jeremy P. Childs

YOAKUM

- 20 Richard D. Canik
- 5 Tyler W. Have!
- Timothy J. O'Neill
William S. Parsons

DIVISIONS

AVIATION

- 25 David S. Fulton

BRIDGE

- 30 Steven D. Smith
- 20 Mary T. Garrett
- 5 Amirthan Ganesan

COMMUNICATIONS

- 30 Benard T. Stafford
- 25 Mark E. Cross
- 15 Jason E. Hranicky
Donna C. Huerta
Lisa A. Walzl

CONSTRUCTION

- 30 Denise V. Maldonado
William M. Pecht

ENVIRONMENTAL AFFAIRS

- 10 Stirling J. Robertson
- 5 Nicolle F. Kord

FINANCIAL MANAGEMENT

- 10 Littny-Anne M. Payne
- 5 Alice F. Lee
Irene Lee

FLEET OPERATIONS

- 20 John H. Dittmar
- 5 Peter T. Gallegos
Joe R. Markowski

HUMAN RESOURCES

- 5 Dorothy O. Struble

PEPS

- 5 Roy Gonzales

PUBLIC TRANSPORTATION

- 25 Armida Sagaribay

RIGHT OF WAY

- 5 Laura J. Eichner

SUPPORT SERVICES

- 5 Larry L. Maynard

TOLL OPERATIONS

- 25 Linda Sexton

TRAFFIC OPERATIONS

- 25 Cynthia L. Flores
- 10 Mark J. Johnson
Jianming Ma

TRANSPORTATION PLANNING AND PROGRAMMING

- 20 Melba R. Schaus
- 15 Ruben A. Anchondo
- 10 Cody A. Lewis
- 5 Janice M. Hillenmeyer

TRAVEL INFORMATION

- 20 Michelle M. Lee

MILESTONES 2017

MARCH RETIREE REPORT

DISTRICTS

ABILENE

27 Thomas F. Rowe III

ATLANTA

23 Donald W. Vaughan

14 Bernice L. Lockett

BEAUMONT

22 Juanita A. Domingue

CORPUS CHRISTI

29 Jose R. Gomez

25 Joel F. Longoria

DALLAS

31 Mykol C. Woodruff

16 Donald W. Garland

FORT WORTH

10 Mary K. Addison

HOUSTON

27 Todd D. Hebert

11 Onesimo Carrasco

10 Robert C. Gerbig
Raymond S. McGuire

LAREDO

10 Robert Quiroz

LUBBOCK

17 Orfila E. Banda

PARIS

28 Jolita S. Norris

PHARR

34 David L. Garcia

20 David A. McDermott

YOAKUM

10 Robert C. Watson

DIVISIONS

CIVIL RIGHTS

25 Carlos S. Rodriguez

CONSTRUCTION

13 Dennis S. Collier

FLEET OPERATIONS

12 Terry B. Nailling

APRIL RETIREE REPORT

DISTRICTS

ATLANTA

31 William M. Stillwell

AUSTIN

25 Lloyd L. Chance

8 Angel D. Beltran

BEAUMONT

21 Walter G. Koenig

BRYAN

22 Mark A. Schoenemann

DALLAS

27 Alan S. Radaydeh

20 Sandra R. Williams Wiley

13 Randy J. Clark

FORT WORTH

33 Anthony E. Hoots

26 David J. Bullard

16 Michael A. Reason

HOUSTON

34 Thomas W. Zahn

31 Jorge A. Garcia Duran

30 James D. Milligan

17 Walter D. Hand

12 Jackie H. Riley

LUBBOCK

13 Michael Swack

LUFKIN

24 Howard L. Lyons

22 Dexter B. Richards

PARIS

24 Laura E. McCain

Jeff F. Roberts

PHARR

27 Eloy Guajardo Jr.

SAN ANTONIO

44 Billy W. Harvey

WACO

25 Ali Bashi

12 Dale E. Sommerfeld

YOAKUM

20 Johnny R. Hunt

DIVISIONS

DESIGN

33 Randi G. Kattner

FLEET OPERATIONS

16 George L. Nunn

HUMAN RESOURCES

27 Julie L. Durham

16 Jacqueline Sue Potts

TRANSPORTATION

PLANNING AND

PROGRAMMING

DIVISION

27 David L. Plutowski

TRAVEL INFORMATION

26 Teresa K. Carney

IN MEMORIAM

DISTRICTS

AMARILLO

Larry Black

Right of Way Supervisor

Date of Death: 2/6/2017

Years of Service: 42

Retired: 2008

ATLANTA

Danny Duncan

Engineering Technician

Date of Death: 5/27/2017

Years of Service: 7

BROWNWOOD

Joe Bowman

Engineering Tech

Date of Death: 5/22/2017

Years of Service: 38

Retired: 1993

Richard Walker

Transportation Engineer

Date of Death: 5/22/2016

Years of Service: 34

Retired: 2013

BRYAN

Brig. Gen. Joe G. Hanover Jr.

District Engineer

Date of Death: 5/22/2017

Year Started: 1941

(One year after

Dewitt C. Greer became

state highway engineer)

Retired: 1977

DALLAS

Jesus Saldana Jr.

Engineering Technician

Date of Death: 5/22/2017

Years of Service: 1

FORT WORTH

Edward Riojas

Engineering Technician

Date of Death: 5/22/2017

Years of Service: 26

Retired: 2003

PHARR

Alejandro Munguia

Date of Death: 12/12/2016

Retired: 2016

Amado Pena

Date of Death: 12/9/2016

Retired: 1992

DIVISIONS

TRAFFIC OPERATIONS

Adam Arias

Traffic Crash Data Specialist

Date of Death: 5/2/2017

Years of Service: 10

TxDOT Family Members Chime In

If you had a crystal ball and could see the future, what would you see happening at TxDOT in the next 100 years?



TxDOT photo

SHIRLEY JACKSON
CONSTRUCTION RECORD KEEPER,
LUBBOCK DISTRICT

“I envision mass transit and autonomous vehicles – a high demand for GPS-controlled vehicles, the elimination of traffic signals and narrow lanes for the autonomous vehicles. It will be the era of The Jetsons coming to pass.”



TxDOT photo


JESUS CERVANTES
ENGINEERING ASSISTANT,
HOUSTON DISTRICT

“Designers will have incorporated technology relating to autonomous vehicles into roadway design. They will use 3D virtual reality to create designs. I can see the use of drones and smart infrastructure for the inspection and maintenance of our roads across the state.”



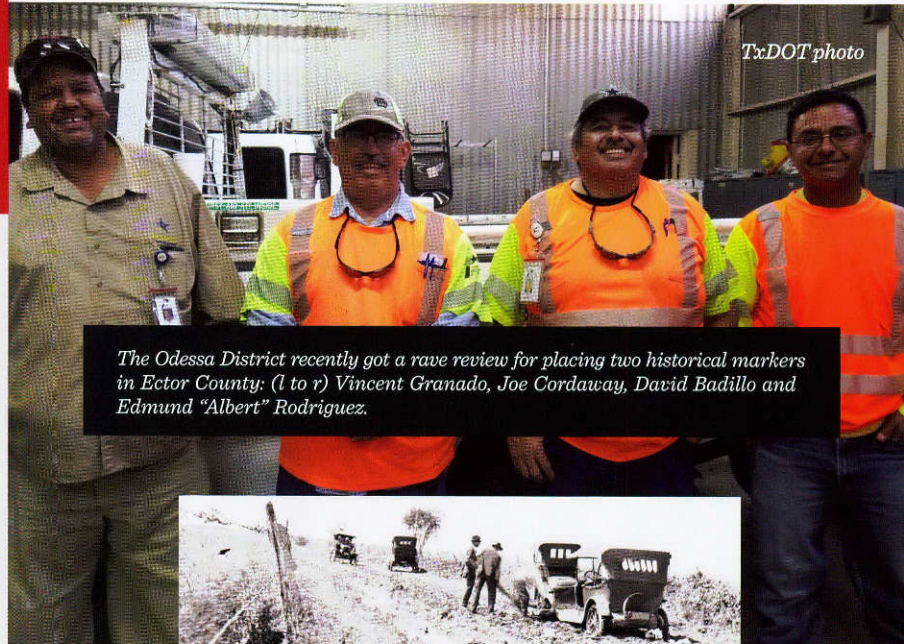
TxDOT photo

PAULA SALES-EVANS
DIRECTOR OF TRANSPORTATION
PLANNING AND DEVELOPMENT,
CORPUS CHRISTI DISTRICT

“Whether the future of transportation includes transporters such as those in Star Trek or flying cars like The Jetsons, one thing I’m sure of is that the TxDOT of the future will still have hard-working, dedicated employees ready to step up and take on whatever roles and challenges they face to ‘Keep Texas Moving.’” 

Bright Lights

A LEGACY OF SERVICE



TxDOT photo

The Odessa District recently got a rave review for placing two historical markers in Ector County: (l to r) Vincent Granado, Joe Cordaway, David Badillo and Edmund “Albert” Rodriguez.



TxDOT photo

TxDOT's tradition of service started from the very beginning of the agency when a major part of its mission was to help travelers stuck in the mud of Texas roads.

TxDOT has a long tradition of people helping people. Including getting farmers out of the mud.

Yet, our acts of service are not just limited to building roads or helping stranded motorists. In fact, our service to Texans comes in many forms.

The Odessa District recently received a rave review for professionalism. The Ector County Historical Commission recently sent a letter commending work done by the Odessa Maintenance Section.

The project involved placing two historical markers near Prosperity Bank in Ector County. In the grand scheme of things, it was fairly easy, routine work. But by stepping up to serve their community, Vincent Granado and his crewmates made a difference.

Since TxDOT is marking a century of service this year, it seems fitting that the district would get accolades for this kind of work.

Read more about the good work employees are doing in Bright Lights on Crossroads: <http://crossroads/brightlights/>. Send information on any thank-you emails, letters or calls you or your co-workers receive to AskTxDOT so we can continue to shine Bright Lights on TxDOT employee achievements. 



125 E. 11th St.
Austin, Texas 78701

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TN Online (TxDOT computers only):
<http://crossroads/>

Young program sets up **NEXT 100 YEARS**

Considering TxDOT's 100-year history, the Wellness Program is in its infancy at just 10 years old. Yet the program continues to expand its offerings to help employees maintain and improve their health.

In 2007, the 80th Legislature amended existing legislation to change how state agencies implemented employee wellness programs.

The amendment allows employees to participate in wellness activities for 30 minutes, three times a week. Employees can get time to attend on-site wellness seminars when offered. Any employee who takes an annual physical can get 8 hours of additional leave time each year.

"Over the past decade, TxDOT has used these provisions as a springboard to create a comprehensive wellness program that is considered one of the best among state agencies," said Audrey Thompson, statewide Wellness Program manager for TxDOT.

Safety and wellness

"Safety and wellness go hand-in-hand," Thompson said. Wellness has partnered with the Occupational Safety Division to provide information at tailgate and monthly safety meetings.

In 2016, the department launched its Biometric Screenings program in which every employee could receive a free, on-site health screening to determine their risk for obesity, diabetes, stroke, high blood pressure and prostate cancer. The program has been credited with saving lives.

"Wellness has evolved each year to meet the changing needs of the people it serves," Thompson said.

The Wellness Program is looking forward to a healthier next 100 years! 



TxDOT photo

Wellness Fairs like this one in the Abilene District are just one example of the activities coordinated through TxDOT's 10-year-old Wellness Program.

Contact your local Wellness Program Coordinator to learn about the wellness program and start your journey today!

