

# T TRANSPORTATION NEWS

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## Golden — Anniversary — Interstates turn 50



THE UNIVERSITY OF TEXAS-PAN AMERICAN



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# Inside:

- TxDOT's new Web site, Page 5
- 50 years of progress, Page 6-7
- Transportation Forum, Page 8-9

## On the cover:

From their origins 50 years ago, the wide-open spaces of interstate highways have helped Texans travel. This view from the early days is looking east on Interstate 10 in Fayette County, about four miles east of Schulenberg and midway between Houston and San Antonio. The transportation achievement now formally known as the Dwight D. Eisenhower System of Interstate and Defense Highways is highlighted on pages 6-9 in this edition of Transportation News. Reports hail the anniversary itself and its observance at the recent TxDOT-sponsored Transportation Forum in Austin.

TxDOT photo by Jack Lewis

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### EXECUTIVE DIRECTOR

Mike Behrens

### DEPUTY EXECUTIVE DIRECTOR

Steve Simmons

### PUBLISHER

Randall Dillard

### EDITOR

Mike Cox

### Managing Editor

Tim Cunningham

### ASSOCIATE EDITOR

Judith Curtis

### GRAPHIC DESIGN

Jeremy G. Boehm

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## Straight Talk

## Forum outlines need to prepare for change

By Mike Behrens

Executive Director



Mike Behrens

We at TxDOT have become accustomed lately to many “firsts.” In 2004, we had our first comprehensive development agreement with Cintra-Zachry to plan, design and develop the Trans-Texas Corridor. In another first, that same consortium this year proposed building a freight-rail system from Dallas-Fort Worth to the Mexico border. And in June, the private sector offered to put up \$1.3 billion to build the remaining 40 miles of State Highway 130 — the state’s first concession agreement.

Another “first” we are proud of was the Texas Transportation Forum, held in June and organized by TxDOT and some of its private-sector partners.

The two-day meeting, held in part to celebrate the 50th anniversary of the nation’s interstate highway system, brought together more than 1,300 government officials, transportation leaders and industry executives. Among the topics: transportation’s role in economic prosperity, the place of public-private partnerships in the future of transportation, financing options to fund mobility in Texas, and the roles of aviation, rail and public transportation in the state’s mobility future.

One theme came through loud and clear — we must work with our public and private partners to fill the funding gap in transportation.

Speakers, who included Gov. Rick Perry and U.S. Secretary of Transportation Norman Mineta, echoed what we are saying internally and externally: Texas has a (transportation) problem, and TxDOT has a solution.

This all falls in line with our strategic plan, which is under construction now. The plan, which extends to 2011, is a call to action based on four fundamentals:

- We will use new, innovative methods to build transportation projects.
- We will empower local and regional leaders to solve local and regional transportation problems.
- We will increase competition to drive down the cost of transportation projects.
- We will demand consumer-driven decisions that respond to traditional market forces.

Each one of us will repeatedly see — and put into action — many firsts over the next days and months. These firsts will help keep Texas moving.

Are you ready?♻️

# TxDOT supervises mega-move

## Trip to Panhandle sees reactor safely over 1,500 miles

by Paul Braun  
Amarillo District, PIO

How do you move hundreds of thousands of pounds of steel from Houston to the Panhandle? Very carefully and very slowly. The Valero McKee Refinery near Sunray, TX, took delivery of its new 325-ton reactor on June 13, and it was no standard delivery truck that made the trip.

The reactor, which will be used to refine diesel fuel to meet EPA sulfur-emission standards, arrived at the Port of Houston on May 17, and was loaded onto a huge transport vehicle for the trip to the Panhandle.

As the crow flies, the trip would cover only 600 miles, but this trip covered 1,500 miles. The route took the reactor through Del Rio, Abilene, Jayton, Matador, Pampa, and Stinnett.

TxDOT's Oversize Permits Section of the Motor Carrier Division had to approve the route, making sure there were no construction or seal-coat projects, and



**Wes McDougal, Dumas maintenance supervisor, keeps watch as the 325-ton reactor completes the last mile of its 1,500-mile journey.**

checking more than 200 bridges for load limits and structural integrity.

TxDOT crews from each of the districts along the route assisted local law enforcement with traffic control.

Valero Energy worked with utility companies across the state to raise or remove power and telephone lines along the route. Valero is also required to repair any roadways or bridges damaged during the move. 🚧

## Forum hails Road Hands; more on road movies

### Letter from the editor

by Mike Cox

Summer is the time of year many Texas families slow their pace somewhat, but not at TxDOT.

The department's summer "vacation" started in Austin with the first-ever Transportation Forum June 8-9. Hosted by TxDOT, some 1,300 people attended. (See story, pages 8-9)

The annual Road Hand Awards were announced at the luncheon on the first day of the forum. Honorees included Carolyn Cerny Bilski, Austin County judge; Ruben Bonilla Jr., Port of Corpus Christi commissioner; Robert A. Bowers, former chairman, Port Arthur Chamber of Commerce Highway Committee; John C. Doerfler, Williamson County judge; and Nelson Wolff, Bexar County judge. They were honored for giving their time, energy and vision to help improve transportation in their communities.

A day earlier, the Texas Transportation Institute added another name to the Transportation Hall of Honor. Recognized in ceremonies at the Greer Building, Associated General Contractors Executive Vice President Tom Johnson Sr. became the latest inductee.

■ **Road movies:** Judging from their command of pop culture trivia, TxDOT has some employees who might want to audition for a spot on "Jeopardy." In response to Bill Powell's article last issue on road movies, Andy Reid, an engineer technician in the Tyler District, shot us an e-mail. He said that, while he realized Transportation News has limited space, we left out several good examples of road movies.

Specifically, that timeless classic of the filmmaker's art, "Smokey and the Bandit." Not to mention, but we will, "The Big Bus," "The Italian Job," and the freeway chase from "Matrix Reloaded."

■ See Page 5

# TxDOT in the news

■ At Waco's Convention Center on July 24, TxDOT continued a series of 54 public hearings (began on July 10 and ending on Aug. 10) on the preferred alternative route for the Trans-Texas Corridor. More than 1,000 people at this single event shared their views about the possible I-35 alternative route. Officials said I-35 would need to be expanded up to 16 lanes in coming years unless an alternative route is built. (Waco Tribune Herald – 7/25/06)

■ The Galveston Causeway will reach the halfway point of the \$136 million, four-year reconstruction with demolition July 9 of portions of the residual lanes of the causeway. Rubble from the demolition will be removed from the bay and re-used. (Houston Chronicle – 7/7/06)

■ A portion of State Highway 121 opened as a toll road July 6 and 7 in Lewisville and Coppell. The sections (open from north of Denton Creek to east of I-35E, and from west of Hebron Parkway to east of FM 2281) will not be tolled as a trial offer to the public until Sept. 1. The six-mile stretch, the first toll road in the state financed with toll revenue, cost more than \$117 million. (Dallas Morning News – 7/5/06)

■ A portion of U.S. 183 opened June 29 at 3 a.m. The four-lane, 2.3 mile long expressway segment, which started construction February 2002, runs from just east of I-35 to a few hundred yards beyond U.S. 290 East and cost \$73 million to build. The

newly opened segment is part of a larger toll project, but tolls will not be charged until the project is complete several years from now. (Austin American Statesman – 7/1/06)

■ Businesses in the Houston area near Katy Freeway got relief from construction through fast-tracking efforts by TxDOT in the Katy and West Houston portions of the reconstruction plan. Work will continue on the other portions of a nine-segment project to improve the freeway to Washington Avenue in Houston. Completion of the project is expected in December 2009. Cost for the segments completed is \$291 million. (Houston Chronicle — 6/26/06)

■ Texas 40, a \$6.9 million, three-mile stretch of road between Earl Rudder Freeway and Wellborn Road in south College Station was opened June 23. The project started in January 2004. (Bryan-College Station Eagle — 6/23/06)

■ The Kyle extension of FM 1626 from Interstate 35 to FM 2770 opened June 8. The highway includes the county's first railroad overpass and provides a safer route for school buses, ambulances and fire trucks. The \$25 million construction cost was paid by TxDOT, the city of Kyle and area landowners (news8austin — 6/15/06)

■ Austin District Engineer Bob Daigh announced the opening of 2.3 miles of U.S. 183

between Interstate 35 and Springdale Road by the end of June. The project estimated at \$73 million, and which started in February 2002, was planned to replace the divided four-lane road with traffic signals with four expressway lanes and four frontage-road lanes. (Austin American-Statesman — 6/9/06)

■ State authorities announced 40 miles of toll roads in Central Texas will open nine months early in December 2006. The turnpike portions came in \$125 million below the \$1.75 billion estimate and \$200 million below the estimate for acquisition of right of way. The extension of MoPac Boulevard (Loop 1), Texas 45 North, and the northern half of Texas 130 will be the first toll roads in the Austin area. (Austin American-Statesman — 6/7/06)

■ The first section of Loop 49 stretching from Texas Highway 155 to U.S. 69 south of Loop 323, near Tyler, is scheduled to open Aug. 8 with tolling beginning in November. The project cost \$35 million and took three years to complete. (Tyler Morning Telegraph — 6/7/06)

■ An 8-mile stretch of Loop 375 opened on the east side of El Paso June 7. The project, two years in the building, cost \$63 million. (El Paso Times — 6/7/06)★

— Bill Powell, TxDOT PIO

# TNotes

■ **Investment:** Some 40 miles of SH 130 from Austin to Seguin, on hold due to lack of funding, now can be completed as a result of a \$1.3-billion private investment. The agreement with Cintra-Zachry, the same consortium developing the Trans-Texas Corridor 35 toll system, includes a \$25 million up-front payment to TxDOT that will be used for transportation projects in the Austin-San Antonio area. In addition, Cintra-Zachry will pay millions of dollars for right of way, thereby lifting the financial burden from Caldwell, Guadalupe and Travis counties. "This public-private partnership is a sign of good things to come and a preview of future transportation financing in Texas," said Executive Director Michael Behrens. When completed, the SH 130 toll road will extend 90 miles from I-35 north of Georgetown to I-10 in Seguin.

■ **TxDOT listens:** TxDOT began holding public hearings on the narrowed study area for the Trans-Texas Corridor 35 began in July. The community-based events give TxDOT officials a chance to hear how Texans feel about the Trans-Texas Corridor. The draft environmental-impact statement for TTC-35 issued this spring identified a preferred corridor that was narrowed from 50-60 miles down to 10 miles wide. After the 54 public hearings are completed in August, TxDOT will review the comments and incorporate them into an environmental impact statement expected to be completed in late 2006.

■ **Resignation:** Richard Monroe, director of the Office of General Counsel since 1998, resigned from the department effective June 30. Monroe, who joined the department in 1989 as deputy general counsel, plans to teach and do volunteer work.

— *Judith Curtis, associate editor*



The screenshot shows the Texas Department of Transportation website. At the top is the TxDOT logo and the text "TEXAS DEPARTMENT OF TRANSPORTATION". Below this is a navigation bar with links for "About Us", "Careers", "Local Information", "News", "Programs", "Services", and a search box labeled "Search TxDOT". A banner below the navigation bar says "Check out our new site and go!". The main content area is divided into four columns: "Citizen" (with an image of a worker in a safety vest), "Business" (with an image of a worker in a hard hat), "Government" (with an image of the Texas State Capitol), and "Travel" (with an image of a road sign). Each column has a brief description of the resources available.

## Agency freshens site on Web

The Texas Department of Transportation's Web site has a new look and a more concise Web address thanks, in part, to input from citizens and businesses.

The improved version of the department's site comes with easier navigation and a search engine that has been greatly improved. Furthermore, the address [ [www.txdot.gov](http://www.txdot.gov) ] is new and easier to remember and type.

The redesigned site is the result of an online survey and meetings with citizens and businesses. Such feedback led to construction of a homepage that is divided to reflect four major audiences: citizen, business, government and travel.

The citizen page offers links for public meetings, vehicle registration, driver's licenses, license plates and more.

The business page is a resource for contractors, consultants, motor carriers and more.

[www.txdot.gov](http://www.txdot.gov)

The government page aids local, state and federal government officials with information on strategic plans, grant information and updates on topics like transportation planning and legislative issues.

The travel page guides site visitors to road condition reports, maps, tourism services, rest areas and more.

The home page also provides direct links to information about employment, department and division information, news, local information, programs and services.

The original TxDOT Web site address [ [www.dot.state.tx.us](http://www.dot.state.tx.us) ] still works. With more than 180,000 files to update, the redesign will continue to be a work in progress.

The Web site receives more than a million visits per month. ★

## Letter from the editor

■ **Continued from Page 3**

Reid continued, "Don't know about 'Road Trip' or the National Lampoon vacation films — haven't seen 'em and not ashamed to admit it."

Finally, "The Wizard of Oz" in his opinion is a dubious road film, in that the celebrated yellow brick road is more of a sidewalk.

■ **He said:** One of the speakers at the TTI Hall of Honor ceremony, Trinity Industries Senior Vice

President Mark Stiles, kept attendees laughing with a series of one-liners and bits of Texas-style philosophy. Some examples:

■ "Whichever way the wind blows is cool with me." (Attributed to someone else, but a good line belongs to whoever tells it best.)

■ "Anybody can do anything easy."

■ "There's a street named after Tom (as in honoree AGC executive VP Tom Johnson Sr.) in practically every town in Texas — 'One Way.'" ★



# Interstates — 50

## Defense Highway Act brings interstates to Texas

### 50 years ago, Texas led nation in building road network

by **Mike Cox**  
Editor

One of history's lessons is that not every big thing looks that way at first.

When President Dwight D. Eisenhower signed the National Defense Highway Act into law on June 29, 1956 — a half-century ago this summer — that month's issue of the TxDOT newsletter, then called *Highway News*, had already gone to press. For whatever reason, probably staff vacations, the next issue did not appear until August.

"New Federal-Aid Funds Used in August Letting," read the page-one headline in that month's six-page newsletter published "by and for Austin employees Texas Highway Dept."

The new law, the story related, allocated \$32.5 billion in federal money for "a nationwide highway modernization program to cover a thirteen-year period." The story did not even use the word "interstate" until the third paragraph.

Even so, the department moved quickly on Texas' portion of the interstate system. On Jan. 23, 1957, as reported in the following month's *Highway News*, the commission approved advance planning on an additional 404 miles of interstate, already the third phase of interstate approved for the state.

The commission's action brought the Texas program up to 1,513 miles of a system then expected to span 2,905 miles. (When the last segment of Interstate 27 opened in 1992, Texas' portion of the national system topped out at 3,233.45 miles — the nation's largest.)

As of early 1957, State Highway Engineer Dewitt Greer estimated the Texas system would cost \$574 million.

Next mention of the interstate project in Texas did not come until September 1957, when *Highway News* carried a story noting "Texas Design Chosen for Interstate."

Richard Oliver, then a senior traffic engineer in the Maintenance Operations Division, designed the distinctive red, white and blue route marker.

Less well known is that Clark Foster, chief inspector for Maintenance, came up with a modification for "greater savings ... in manufacturing the marker." Exactly what that was, the story did not explain. Foster also made the first sign.

At the time, only interstate routes 10, 20, 30 and 40, along with 35 and 45, had been officially designated. Interstate routes 27, 37 and 44 would come later.

Still, the significance of the planned interstate system had finally begun to sink in on the department's employees.

As Greer put it, "Since these highways join centers of population and defense establishments and join with the major international highways at the Mexican and Canadian borders, they constitute a nationwide network of the most important highways."

By the summer of 1957, a year after President Eisenhower signed the interstate act and its companion Federal Aid to Highways Act into



**First interstate sign in Texas went up in 1958 near Greenville.**

law, another consequence of the interstate system became obvious — the department had to hire new personnel to handle the increase in work acquiring land.

On Sept. 1, 1957, the newly created Right of Way Division moved from the second floor of the Greer Building to the just-completed Mutual Savings Building in the 1000 block of Congress Ave.

Unreported in *Highway News*, another interstate milestone for Texas came on Dec. 16, 1958. On that day, the first interstate sign went up along I-30 near Greenville in what is now the Paris District.

Someone with the department thought far enough ahead to photograph the newly installed sign for posterity, but the caption typed next to the photo left a mystery unresolved as this issue of *Transportation News* went to press — was it the first interstate sign in Texas or the nation? 🗺️



## Engineer recalls work in West Texas

by **Bill Powell**  
PIO

From the time Marshall Huffman started work for the Texas Highway Department in 1961, until he worked on the final segment in 1983, interstate highways were a major part of his life.

He spent 22 years of his TxDOT career working on the 305 miles of Interstate-10 and I-20 built in the Odessa District.

"We worked on 15- or 16-mile segments at a time, and gradually put the sections together," said Huffman. "We followed the routes of U.S. highways 290 and 80 when we built interstates 10 and 20."

He said, "We started by building two lanes to interstate specifications and up to four lanes where on- and off-ramps were planned." He added, "We later built the other two lanes to complete the sections."



**Huffman**

Huffman said, "The work was prioritized to put the interstates in first where higher population concentrations were."

The estimated 3,000 vehicles passing through the area in a day came nowhere near being a priority, Huffmann noted.

"We didn't have the pressure to finish our sections in a hurry because we had lower traffic volumes out west than in more urban areas."

Huffman, who ended his 38-year career with TxDOT as Odessa's district engineer in 1995, recalls his interstate work with pride, figuring it as some of the best he has ever done. 🌟

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**"We didn't have the pressure to finish our sections in a hurry because we had lower traffic volumes out west than in more urban areas".**

— Marshall Huffman

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## Work on interstates also made a career

by **Judy Curtis**  
associate editor

Bill Garbade was a 23-year-old college graduate when he got his first big job — in Seguin with the Texas Highway Department.

Construction on the new interstate system had begun when he was still in grade school. By the time he had finished college in 1965, the interstate had finally made its way to rural Texas. The demand for fresh, hard-working engineers like Garbade was high.

The new roadway couldn't have come at a better time, in Garbade's estimation. He notes that a weekday drive along U.S. 90 from Seguin to San Antonio meant delays and congestion. "If you ever drove down that road on weekdays particularly, it was like I-35 through Austin in the morning. It was evidence that improvement was needed."



**Garbade**

Crews assigned to the new roadway worked long hours, six days a week. Then, after a long, grueling day, Garbade and some of his fellow engineers tended to accounting.

"After the folks went home we had to do the book work to pay the contractors," he said.

The approach to building roads back then differs from today in other ways. Back then, recalled Garbade, "The department took care of all the engineering on the projects. We did preliminary surveys, located where the road was to go, prepared all the deeds, negotiated purchase for right of way. We staked all the bridges, where the ramps were to go. Construction inspectors did all the concrete testing, all the surveying on the structures themselves, locations of columns and grades on decks."

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**After the folks went home we had to do the book work to pay the contractors**

— Bill Garbade

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# Forum touts tolls, partners, mobility

## Speakers hail Texas for innovation, progress

Toll roads were on the minds of many at the first-ever Texas Transportation Forum in early June. Tolls and public-private partnerships in the design, construction and financing of such roadworks were among key topics discussed at the Austin event.

For Stephen F. Mayer, though, a toll paid by roadway users has been an accepted financing policy and a practice for a long time.

What's innovative in Texas is the coming together of public and private interests to create highway infrastructure faster, thereby saving time and money for the taxpaying public. The forum aimed to encourage discussion among the wide range of people representing public-policy makers, business and political leaders, road designers, builders, economists, and other financial experts.

"Tolling is 700 years old," noted Mayer, who is immediate past president of the International Bridge, Tunnel and Turnpike Association. He was among several noted speakers at the forum, which kicked off June 8.

More than 1,300 men and women from local governments, and economic-development and transportation industries traveled to Austin for the forum, sponsored by TxDOT, the Texas Good Roads Transportation Association and the Associated General Contractors of Texas.

Topics ranged from the history of the interstate highway system to a panel discussion on aviation, rail and public transportation.

Noting that tolling "comes and goes" as a popular way to pay for needed transportation projects, Mayer said 19th century America had 30,000 miles of toll roads operated by 2,500 private companies.

In fact, as Hudson Institute Vice Chairman Joseph Giglio pointed out in his remarks on the first day of the forum, the interstate highway system was first visualized as a series of toll roads. Congress eventually opted for a "pay as you build" plan, but federal funding is a far cry from what it was in the 1950s, '60s and '70s, the peak years of interstate construction.

One Texas toll road that got a lot of attention during the forum is State Highway 130 in Central Texas.

Transportation Commission Chair Ric Williamson

noted that the early completion of SH 130 would reduce the state's transportation funding gap by \$4 billion.

"When we open SH 130, our \$86 billion problem will be reduced to an \$82 billion problem," Williamson said.

In addition, Williamson said that the opening of SH 130 will take traffic off I-35 between San Marcos and Georgetown, reducing the money it will take to maintain that section of the interstate.

U.S. transportation secretary Norman Mineta, speaking at the event just before leaving office in July, gave a keynote address lauding Texans for playing a large role in building the interstate system.

"Texans figure prominently in the history of I-35," he said. The interstate "ushered in an unprecedented period of prosperity," said Mineta, contributing an estimated \$2.8 trillion to the Texas economy since the 1950s.

Nevertheless, he said, "Congestion is extracting a high price in the Lone Star state and in the nation."

Mineta noted that Texas is leading the way in alternatives to congestion.

"Texas was among the first (states) to step up to the plate," to include the private sector in funding transportation in the United States, he said. "Texas is well ahead of the curve when it comes to building and managing today's infrastructure."

He pointed to the completion of the Central Texas Turnpike project as proof of the "the benefits of engaging the private sector. We will encourage more states to follow the Texas lead in their approach to transportation."

Expanding on the benefits of the interstate over the past 50 years, economist Ray Perryman spoke about the benefits of the interstate to the Texas economy. Perryman said that to grow as a state "in all cases, you need to move goods, people."

Texas has seen 25 percent growth in productivity in the last 50 years because of the interstate, he said. That kind of growth can continue with the Trans-Texas Corridor. "We've got a chance here to lift our boat



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by **Judy Curtis, Mike Cox and Tim Cunningham**  
TxDOT Public Information Office

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■ See Page 9



higher than the rest” of the country, he said.

- Robert W. Wingo, president of TexasOne, the non-profit arm of the state's economic development division aimed at encouraging partnerships and helping create jobs in Texas, said “Transportation is the key to our business climate. Accessible highways are the number one reason businesses move to an area.”

Gov. Rick Perry told the audience, “Texas has a world-class transportation system. And Texas is the number one exporting state in the U.S.”

As the state faces challenges of funding and solving its transportation problems, he said, it has become a national leader in transportation solutions.

“The Trans-Texas Corridor will sustain the economy for the next 50 years in the state with better connection of Texas to its trading partners,” he said. “Good roads mean a strong economy, safer citizens, a brighter future ahead.”

Polk County Judge John Thompson, vice chairman of the Alliance for I-69 Texas, spoke at a session on Texas corridors.

“I believe we are replaying what happened 50 years ago,” he said, comparing the Trans-Texas Corridor to the interstate system.

State Sen. John Corona, chair of the Committee on Transportation and Homeland Security, gave a preview of state legislative issues that will affect TxDOT and transportation during the 2007 session scheduled to begin in January 2007.

Corona noted that legislators need to revisit the practice of diverting \$300 million a year from funds dedicated to highways into other general revenue categories. He also listed several other issues that the legislature will face next session:

- Overweight-truck fees and whether they are high enough to pay for the damage the trucks cause
- How to fund rail projects in the state, including the Austin-to-San Antonio commuter line and the Tower 55 bottleneck in Fort Worth
- The need to standardize the naming of state highways
- Safety issues, including the need to reduce crashes and their costs; the possibility of establishing sobriety checkpoints throughout the state
- Finding ways for companies with utilities in transportation right of way to predict their costs
- How to deal with unreliable federal funding

In addition, said Larry Phillips, state representative and vice chairman on the Committee on Transportation, next session will see debate over laws that deal with responsiveness to citizens’ concerns. ★

## Speakers heard at first Forum

### ■ Norman Mineta

U.S. transportation secretary

“Texas was among the first to step up to the plate to include the private sector in funding transportation in the U.S. Texas is well ahead of the curve when it comes to building and managing today’s infrastructure.”

(Completion of the Central Texas Turnpike proves) “the benefits of engaging the private sector. We will encourage more states to follow the Texas lead in their approach to transportation.”

### ■ Gov. Rick Perry

“The Trans-Texas Corridor will sustain the economy for the next 50 years in the state with better connection of Texas to its trading partners. Good roads mean a strong economy, safer citizens, a brighter future ahead.”

### ■ Ric Williamson

Texas Transportation Commission

“When we open (State Highway) 130, our \$86 billion problem will be reduced to an \$82 billion problem.”



**That was then, this is now — The vehicles and sign have changed but U.S. 87 north of Fredericksburg looks much as it did in the early 1960s. TxDOT's Doyle Moellering, assistant maintenance section supervisor in Fredericksburg, saw the "then" photo in the April issue of *Transportation News* and decided to take his "now" photo to share how the road looks today.**

## 'Don't Mess With Texas' finalist as top slogan

*Voting continues in U.S.; Texas votes welcome*

"Don't Mess with Texas" has been nominated as one of America's all-time favorite slogans along with some of the most-recognized and effective catchphrases in advertising history.

The TxDOT litter-prevention slogan is keeping high-profile company with "Just Do It" (Nike), "Good to the Last Drop" (Maxwell House), and "Got Milk?" (California Milk Processors Board).

Now it's up to voters to decide the favorite in the Advertising Week competition sponsored by Yahoo and USA Today. Advertising Week, in New York City in late September, is North America's largest annual gathering of advertising and media decision-makers. Slogan voting began June 20 and ends with the naming of winners Sept. 29.

"With 22 million Texans and countless Americans who have enjoyed traveling the beautiful Lone Star State, we figure Don't Mess with Texas has just as good a chance as any to be selected as a beloved advertising slogan," said Doris Howdeshell, Travel Division director. "That's why we're calling on all native Texans or anyone who is a Texan at heart to take one minute to vote for Don't Mess with Texas and to ask all their friends, family and coworkers to vote."

Voters for Don't Mess with Texas begin by visiting [www.VoteDMWT.com](http://www.VoteDMWT.com). The site redirects voters to the Advertising Week slogan-voting page.

Don't Mess with Texas — the most successful litter-prevention public service campaign in history — is celebrating its 20th anniversary.

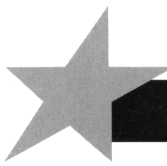


"Of course we've thought for a long time we have one of the best slogans out there," said Howdeshell. "And we certainly know it works. Litter in Texas is down and awareness of the campaign is at an all-time high. Now we just need Texans to show their state spirit and vote."

The public can vote for its favorite icon and slogan until Sept. 28. Only one vote per computer is allowed.

Twenty-five other well-known slogans have also been nominated including:

- "Have it your way" — Burger King
- "Time to make the donuts" — Dunkin' Donuts
- "M'm! M'm! Good!" — Campbell's Soup
- "Nothing Beats a Great Pair of L'eggs" — L'eggs
- "The Breakfast of Champions" — Wheaties



## Exit Ramp ( ) = service years/month of retirement

### DISTRICTS

#### Abilene

Wayne V. Mize (31/May)  
Ronnie C. Bell (29/May)

#### Austin

Sammy J. Harris (31/April)  
Jimmy D. Farrow (19/May)  
Eugene J. Heinemann (18/May)

#### Beaumont

Lynwood Walters (36/May)

#### Brownwood

Ricky D. Haynie (29/April)

#### Childress

John H. Liles (20/May)

#### Dallas

Van C. Page (26/May)  
Lindy A. Marchi (7/May)

#### Fort Worth

Lawrence M. Rosenbach (40/April)  
Johnette F. Williams (25/May)

#### Houston

Don P. Maniha (33/April)  
Albert M. McCarty (32/May)  
Jose M. Gonzalez Jr. (26/May)  
William R. Chappell (21/April)  
Houroush Vahedi (10/April)

#### Lubbock

Robert A. Bullard (17/May)

#### Odessa

Javier B. Guevara (17/May)

#### Paris

Richard C. Lynch (37/May)

#### Pharr

Abel Ortiz (33/May)

#### San Antonio

Viola M. Doege (37/May)  
David R. Balli (28/April)  
Sandra E. Ellis (21/May)

#### Waco

Mary Lucien (26/May)  
Robert A. Chane (21/May)  
J.T. Massingill (9/May)

#### Yoakum

D. Rogers (28/May)  
Jesse J. Kovar (27/April)  
Gerald Freytag (24/April)

### DIVISIONS

#### Aviation

Clarence B. Ehly (16/May)

#### Finance

Carolyn A. Ridge (29/May)

#### General Services

Larry G. Williams (40/April)

#### Information Systems

Cathy J. Long (30/April)

#### Motor Vehicle

Timothy W. Bargsley (29/April)

#### Traffic Operations

David E. Mitchell (26/May)

#### Trans Planning & Programming

Max L. Proctor (12/May)

#### Vehicle Titles & Registration

Larry C. Wojtek (32/May)

# Calendar

### 2006

#### August

24 Commission Meeting, Austin  
27 LBJ's Birthday

#### September

4 Labor Day\*  
10 AASHTO Standing Committee on  
Rail Transport., SA, TPP  
12-14 Environmental Coordinators  
Conference, Austin, ENV  
23-24 Rosh Hashanah  
28 Commission Meeting, Austin

#### October

2 Yom Kippur\*\*\*  
3-4 General Services Division  
Conference, Austin, GSD  
10-11 Transportation Short Course,  
College Station  
19 ATPA Board Meeting, Austin, ATPA  
26 Commission Meeting, Denton

#### November

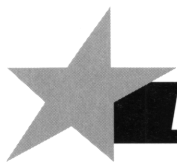
6-9 Research Management Committee  
Mtg., Arlington, RTI  
11 Veterans Day  
16 Commission Meeting, Austin  
23-24 Thanksgiving\*

\* = all agencies closed

\*\* = skeleton crew holiday

\*\*\* = optional holiday (in lieu of any state  
holiday where a skeleton crew is required)

The complete TxDOT Calendar is on the Intranet at  
<http://crossroads.org/pio/articles/calendar.htm>



## In Memoriam

#### Abilene

John T. Matthies  
engineering tech  
died May 28, 2006

#### Austin

Robert E. Templin Jr.  
died April 15, 2006

#### Bryan

Marion Slafka  
died May 9, 2006

#### Corpus Christi

Don S. Mabry  
retired August 1979  
died June 28, 2006

#### Houston

A.J. Stayton Jr.  
retired 1987  
died June 4, 2006

Dianna Turner  
construction inspector  
died May 2, 2006

Illein A. Austin  
died April 20, 2006

#### Lufkin

Lee R. White Jr.  
engineering tech  
died May 13, 2006

#### Paris

Kenneth R. Jones  
director (TP&D)  
retired September 1993  
died June 27, 2006

Dennis R. Smith  
engineering tech  
retired December 1997  
died May 20, 2006

Hershell Barbee  
maintenance technician  
retired March 1986  
died April 6, 2006

#### San Angelo

George Conway  
retired April 1987  
died May 31, 2006

J.B. Baker  
maintenance supervisor  
retired May 1987  
died March 22, 2006

#### Waco

John W. Cook  
engineering technician  
died July 12, 2006

#### Yoakum

Wilburn L. Karstedt Jr.  
died July 3, 2006

Henry O. Newman Jr.  
died May 25, 2006

Olen F. Tschatschula  
maintenance supervisor  
died May 23, 2006

John W. Friedrich  
engineering tech  
died May 10, 2006

Calvin V. Orman  
engineering technician  
died April 9, 2006

Harry E. Zimmerman  
operator  
died April 8, 2006

#### Information Systems

James W. Estes  
systems analyst  
died June 13, 2006

# backtracks



While weary travelers might not have given the Rash Hotel name a second thought, a tired traveler was more than happy to see a hotel sign with a vacancy. The question is where was this hotel and adjoining Rash Garage? If you have more information about this picture, contact Anne Cook at (512) 486-5838 or by e-mail at [acook@dot.state.tx.us](mailto:acook@dot.state.tx.us)



The backtracks photo in the last issue of *Transportation News* was identified by Carlos Webb, a TxDOT retiree. The Fort Worth building is still there at 3915 Camp Bowie Boulevard but an antique mall has taken over the space. The entrance has been removed and another window added. When Carlos came to Fort Worth in 1960, the coffee shop was already gone but there was a Crumbie's furniture store up the street. ⬠



## Looking Back

A variable message sign unlike any other yet used in Texas is now giving motorists in the Austin District advanced information about any traffic problem on Interstate 35 through Austin. The two bulbless signs operate on high-intensity color discs with magnetic solenoid activators that can spell out a four-line message of up to 14 characters per line.

— from *Transportation News*,  
Texas Department of Highways and Public Transportation, August 1981



125 E. 11th St.  
Austin, Texas 78701

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