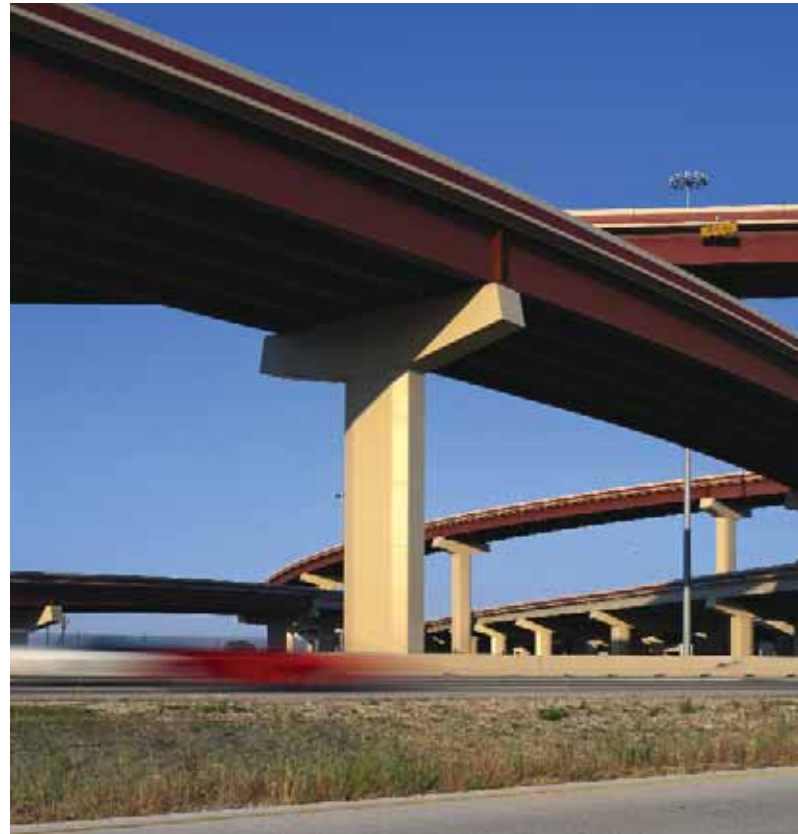




CONTENTS

WELCOME LETTERS

THE HON. NORMAN MINETA	7
Secretary of Transportation	
SEN. JAMES INHOFE	9
Chairman, Senate Committee on Environment and Public Works	
SEN. KIT BOND	11
Chairman, Senate Subcommittee on Transportation and Infrastructure	
REP. DON YOUNG	13
Chairman, House Committee on Transportation and Infrastructure	
REP. THOMAS PETRI	15
Chairman, House Subcommittee on Highways, Transit and Pipelines	
HAROLD LINNENKOHL	17
President, American Association of State Highway and Transportation Officials	
GERALD VOIGT, P.E.	19
President and CEO, American Concrete Pavement Association	
PETER GRASS, P.E.	20
President, Asphalt Institute	
LT. GEN. KENNETH WYKLE, U.S. ARMY (RET.)	21
President, National Defense Transportation Association	
EDITOR'S FOREWORD	29



FEATURES

CELEBRATING THE GOLDEN ANNIVERSARY OF THE INTERSTATE HIGHWAY SYSTEM	30
By Tom Kuennen	
PUBLIC-PRIVATE PARTNERSHIPS IN THE INTERSTATE AGE	39
Guest editorial by Harold Linnenkohl	
THE STRUGGLE FOR THE INTERSTATE	40
By Tom Kuennen	
BICYCLES, CARS AND TRUCKS FORCED AMERICANS TO IMPROVE ROADWAYS	49
Guest editorial by Bob Bushmeyer	
THE DEFENSE (INTERSTATE) HIGHWAY SYSTEM – ESSENTIAL TO OUR NATION'S SECURITY	50
By Kenneth Wykle	
A NEW ERA FOR AMERICA	52
By Tom Kuennen	
EARLY INTERSTATE CONSTRUCTION ENDURED POLITICAL, FINANCIAL AND ENVIRONMENTAL CHALLENGES	59
Guest editorial by Bob Bushmeyer	



TODAY'S POST-INTERSTATE ERA	60	THE INTERSTATES IN THE HEARTLAND	97
By Tom Kuennen		By Tom Kuennen	
SHIFTING THE FOCUS OF THE INTERSTATE HIGHWAY SYSTEM TO THE NEXT 50 YEARS	69	OPEN-GRADED FRICTION COURSES INCORPORATING ASPHALT-RUBBER ARE THE STRONG, SILENT TYPE	111
Guest editorial by John Horsley		Guest editorial by Doug Carlson	
THE INTERSTATES IN THE EAST	70	THE INTERSTATES IN THE WEST	113
By Tom Kuennen		By Tom Kuennen	
SUSTAINABLE INTERSTATE HIGHWAYS: THE NEXT 50 YEARS ... AND THEN SOME	81	THE INTERSTATES: SUCCESS THROUGH INNOVATION ...	127
Guest editorial by Hal Kassoff		Guest editorial by Bill Dorey	
THE INTERSTATES IN THE SOUTH	83	HIGHWAYS SEIZE ENVIRONMENTAL INITIATIVE	130
By Tom Kuennen		By Tom Kuennen	
INTERSTATE SYSTEM MUCH MORE THAN TRANSPORTATION	95	ROADS AND THE ENVIRONMENT FIND COMMON GROUND WITH ASPHALT RECYCLING	141
Guest editorial by Doug Pitcock		Guest editorial by Stu Murray	
		ECONOMIC BENEFITS OF HIGHWAYS	142
		By Tom Kuennen	
		NEW REVENUE STREAMS NEEDED TO SAVE U.S. HIGHWAY SYSTEM	155
		Guest editorial by Thomas Donohue	
		TOLLWAYS AND PUBLIC/PRIVATE PARTNERSHIPS	156
		By Tom Kuennen	
		NEW VISION AND FUNDING SOURCES NEEDED FOR AMERICA'S TRANSPORTATION SYSTEM	167
		Guest editorial by Patrick Jones	
		INTELLIGENT TRANSPORTATION IS TRANSFORMING HIGHWAY TRAVEL	168
		By Tom Kuennen	
		OUR TRANSPORTATION FUTURE - THE NEXT 50 YEARS	181
		Guest editorial by Neil Schuster	
		NEW ASPHALT PAVEMENTS FOR A NEW CENTURY	184
		By Tom Kuennen	
		THE ASPHALT INSTITUTE'S HISTORIC ROLE IN THE INTERSTATE HIGHWAY SYSTEM	193
		Guest editorial by Bernie McCarthy	
		RESEARCH WILL REVOLUTIONIZE CONCRETE PAVEMENT DESIGN	194
		By Tom Kuennen	
		CONCRETE COMMUNITY IS LOOKING AHEAD TO THE NEXT 50 YEARS	205
		Guest editorial by Peter Deem	



EDITOR'S FOREWORD

When we were kids growing up in the early Sixties, we used to endure endless traffic jams as we got out of town on camping trips. The overloaded urban arterials would be backed up for hours on Friday nights as commuters drove home and others got out of town. We knew we were finally on our way when we got to good old four-lane, divided U.S. 66 and blasted out into the country at 70 mph.

Not too much later we marveled at how much more quickly we could get out of town once they opened those big Interstate highways. Even before then – while they were under construction – we played in their aggregate piles, climbed on equipment, sped our bikes down the virgin, not-yet-trafficked pavements, and came home smeared with mud.

So we kids knew what congestion was, how the Interstates were built, and how the Interstates fixed congestion. But today, decades later, it is the Interstates that need fixing. Today it is our duty to preserve and improve this magnificent public works facility for ourselves and the next bunch of kids.

It won't be easy. As the story which unfolds in the following pages shows, the revenue streams that sufficed to build the Interstate system will no longer do the job. The demands of increasing traffic, environmental design, social justice considerations, and never-enough-gas-tax-money are limiting the ability of the old paradigms to deliver. Even worse, the concept of the Interstate highway as a high-performance, value-added transportation resource is being forgotten as the Interstate is subsumed into the rest of the infrastructure as "just another highway."

It doesn't have to be that way. On the occasion of the 50th anniversary of the Interstate system June 29, 2006, Faircount LLC has published the forward-looking commemorative publication you hold in your hands, and we hope that inside it you will find clues to how the Interstate may be improved in the next 50 years.

We begin by walking you through the development and fruition of the federal-state-private-sector partnership in highway transportation from colonial days through our post-Interstate era. Then, with the cooperation of member DOTs of the American Association of State Highway and Transportation Officials (AASHTO), we look at how the system was constructed and exists today in each of our states.

We continue with overviews of how today's Interstates are contributing to our environment and economy, and how public-private partnerships, Intelligent Transportation System (ITS) technologies, and improvements in asphalt and concrete paving media are revolutionizing how Interstates are being built today and will be built tomorrow. And we'll include a long-needed look at how the Interstates reinforce national security at the same time they serve private-sector needs.

This publication also provides a platform for industry leaders, by invitation, to contribute their thoughts about the Interstate in a series of guest editorials.

Our thanks to Erin K. Grady, Shane Artim, Jennifer Gavin, and Sunny Mays Schust of the AASHTO staff; Richard Weingroff, Doug Hecox, and Brian Keeter, Federal Highway Administration; Wanda Klayman and Neil Gray, International Bridge, Tunnel & Turnpike Association; Sabrina Quirarte, ITS America; Bill Davenport, American Concrete Pavement Association; Brian Clark, The Asphalt Institute; and Myron Laible, Outdoor Advertising Association of America, all of whom very kindly shared their time, expertise, and photography to make this project possible.

Our thanks to the Interstate 50 Steering Committee of Rodney Slater, Patton Boggs; Ken Wykle, National Defense Transportation Association; Rodney Pello, American Society of Highway Engineers; James Cagley, American Concrete Institute; and Peter Grass, The Asphalt Institute, who helped get the project going.

Our thanks to our many advertisers, without whose financial support this publication could not have been produced.

And lastly, our thanks to the 50 state DOTs and the District of Columbia, who provided the information we needed to develop the state profiles that appear in this publication, and, joined together as AASHTO, cooperated with us to produce a document we hope will be as meaningful to them as it will be to the industry at large.

Tom Kuennen

Tom Kuennen

Tom Kuennen is principal of ExpresswaysOnline.com in suburban Chicago, where he plays a lead role in construction and industrial writing for trade journals, corporations, and national associations.

Prior to starting ExpresswaysOnline.com in 1995, he was editor of Roads & Bridges Magazine and before that, associate editor of Rock Products Magazine, both in the Chicago area.

He's received national recognition for his writing, including the Robert F. Boger Award from the Construction Writers Association, in 1998, 1995, and 1993 (honorable mention in 2003), the American Society of Business Press Editors in 1997, and the Jesse H. Neal Award from the American Business Press, in 1983.

He is a member of the Hot Mix Hall of Fame Committee of the National Asphalt Pavement Association; of the Road Gang, Washington's transportation fraternity; and is a director of TRIP, The Road Information Program.

