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**HOLIDAY  
GREETINGS**

SEE PAGE THREE



photo by Marcy Goodfleisch

# TRANSPORTATION **news**



**Brownwood uses retained earth technology p. 6-7**  
**Field study begins p. 8**

**December 1985**

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**W**e are in the process of reviewing the recommendations made by the Price Waterhouse study. Whatever action the department takes on any of their recommendations will be done only after the department has conducted an extensive study into the benefits of their recommendations and how they would affect the operations of the department.

All of us want this department to be run in the most efficient and cost-beneficial manner possible in order that each taxpayer will get the most for his transportation user tax. One of the Price Waterhouse recommendations still to be carried out is "a study of the department's field organization." I am anxious for this study to be as thorough and as all-inclusive as we can possibly make it so that we can be assured in our own minds that the department is organized in the most efficient manner.

This study will be conducted with our own people who have a thorough understanding of the department's functions and purposes. I do not want to pre-judge the outcome of any study, since study recommendations can run the gamut from change to no change. To predict what will be done ahead of time is impossible. All findings of the study committee will be reviewed by the Administration before any final action would be taken.

*Mark Goode*

## Arnold Oliver appointed Paris district engineer

Arnold W. Oliver of Graham has been named district engineer in Paris by Engineer-Director Mark Goode.

Oliver will succeed Raymond H. Lindholm Jr., as head of the department's operations in nine North Texas counties. Lindholm will retire December 31 after more than 36 years' service with the department.

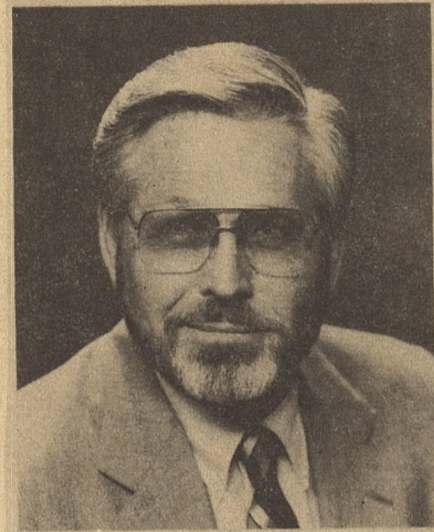
Oliver, 51, is a native of Byers in Clay County. He attended schools at Burkburnett and graduated from The University of Texas at Austin. He joined the department as a summer employee while in school and went to work full time in Wichita Falls after his graduation in 1960.

Since 1972, he has been in charge of design, construction and maintenance operations of the department in Graham. Also, since September 1, he has been serving as acting district construction engineer in the district headquarters at Wichita Falls.

He has been an active civic leader in Graham, serving as president of the Chamber of Commerce, the Lions Club and United Way. He also served on the school board and the city planning board and hospital board.

Oliver and his wife, Sue, have two children. He is past president of the Wichita Falls chapter of the Texas Society of Professional Engineers and, in 1970, he was named Outstanding Young Engineer of the chapter.

Lindholm joined the department in 1947 in Live Oak County. He resigned in 1951 to attend Texas A&M University and, after graduation,



*Arnold Oliver...new DE in Paris.*

rejoined the department, working in the Goliad design and construction residency.

He later worked in the New Braunfels residency and was assistant district engineer in San Antonio. He took over the Paris District on August 1, 1981.

Lindholm and his wife, Frances, are planning to move to a new home in Rockport after his retirement.

The Paris district includes Delta, Fannin, Franklin, Grayson, Hopkins, Hunt, Lamar, Rains, and Red River counties. ★

## Commission approves air ambulance project

Air ambulance service will be provided to remote traffic accident sites on Texas highways through a new program approved in November by the commission.

The highway department will provide funding assistance to certain local governments interested in establishing the emergency care service to areas that lack emergency medical services.

"This program, pioneered by Dr. 'Red' Duke, probably provides as good a chance as we have to save lives through a modern, efficient service. I hope to see it in operation soon," said Chairman Bob Lanier.

The program, which could be in operation as early as next year, is contingent on the local governments' securing agreements from appropriate medical centers to provide the medical staff necessary for the operation of the service. The program will be coordinated by the Governor's Task Force on Emergency Medical Air Ambulance Service.

## Five receive master's degrees

This year's crop of those with new M.B.A. degrees includes five Austin office employees.

They are Jim Hodges, Finance; Jim Bisson, Safety and Maintenance Operations; Joe Marquez, Human Resources; Lennie Parine, Internal Review, and Art Elliott, Equipment and Procurement.

Hodges received his degree from The University of Texas, and the others attended St. Edward's University. ★

"The Governor has been interested in expanding the air ambulance systems that have been so successful in parts of the state, to other areas that are not currently covered," said DeAnn Friedholm, staff person with the task force. Chairman of the task force is Dr. James H. 'Red' Duke Jr., M.D., professor of surgery at the University of Texas Medical School in Houston. Dr. Duke is familiar to many Texans as a television personality.

Texas Department of Public Safety statistics reveal that there are remote areas of the state that have high trauma-related death rates from highway accidents, said Friedholm.

"We are interested in seeing if the availability of this kind of project would improve the survival rate of traffic accident victims in some of these areas," said Friedholm.

Through the program, the highway department will provide 50 percent of the financing, up to a maximum of \$250,000 annually, per project, for the leasing, operating and maintenance costs of the helicopters. The project should present no new costs to the participating hospital, said Friedholm.

Project funding will also cover salaries for a helicopter pilot and a medical technician, on 24-hour duty. The technician will provide medical attention to the injured from the accident site to the participating hospital.

Initially, one demonstration project will be set up early next year. "The success of the project will depend upon the interest of the local government," said Friedholm. ★ **Juliana Fernandez**



*This Holiday Season closes a busy and productive year. As we enter a new year that promises to be even more challenging, the knowledge that you have served the people of Texas well brings a greater meaning to the season. We are proud of the job you have done this year and wish for you a New Year filled with peace and accomplishment.*

*Bob Lanier*

*Mark Gooden*

*Tom Dunning*

*Marc Yancey*

*Ray Stokes, Jr.*

*D. L.*

*Al Castells*

*Henry Thomas*

#### **On the cover**

Christmas Creek crosses US 84 near Prairie Hill in the Waco district. Local people have made a tradition of decorating the sign every year.



## New P.A. ferry boats honor Dingwall, DeBerry

Two new ferry boats for the Port Aransas service will be named for former chief administrative officers of the department—J.C. Dingwall and Luther DeBerry.

The new ferries will carry 20 vehicles each instead of nine as the boats in the present fleet do and will help relieve bottlenecks that



*Dingwall...built Dallas-Fort Worth Turnpike.*

often occur on summer weekends as thousands go to and from the sands of Mustang Island's popular beaches.

The commission named the new boats at its November meeting. Plans are being prepared now, Corpus Christi District Engineer Nino Gutierrez said, and contracts to build the vessels probably will be let in the spring of 1986.

The two boats will replace the oldest ferries at Port Aransas, the Garrett Morris and the Hal Woodward. The Morris was built in 1937 as the *Nellie B.* The Woodward was built in 1947, and originally christened the Ruby. Nueces County renamed them for former commission members before turning the system over to the department in 1968.

Dingwall headed the highway department from 1968 until 1973. He joined the agency in 1928 after attending Southern Methodist University.

After World War II service in the U.S. Army—he bossed construction of air bases in Texas, the Caribbean and the Azores—he returned to the department to direct work on

the Gulf Freeway in Houston, Texas' first major freeway.

He left the department in 1954 to supervise the building of the Dallas-Fort Worth Turnpike, and returned four years later when the \$58.5 million project was completed.

Now retired, Dingwall and his wife, Ruth, live in their native Comanche.

DeBerry is a native of Bogata, in Red River County. He joined the department in 1934 as a summer employee while studying at The University of Texas. DeBerry once commented:

"To a boy who had grown up in a rural community with narrow dirt roads, the concept of a highway network where cars and trucks and buses could travel quickly and safely from city to city was impressive...I had found my calling."

Immediately after graduation in 1937, he joined the department as an instrumentman. His wife, Pauline, recalls that the family, which includes a daughter, moved at least 32 times in his career with the department.

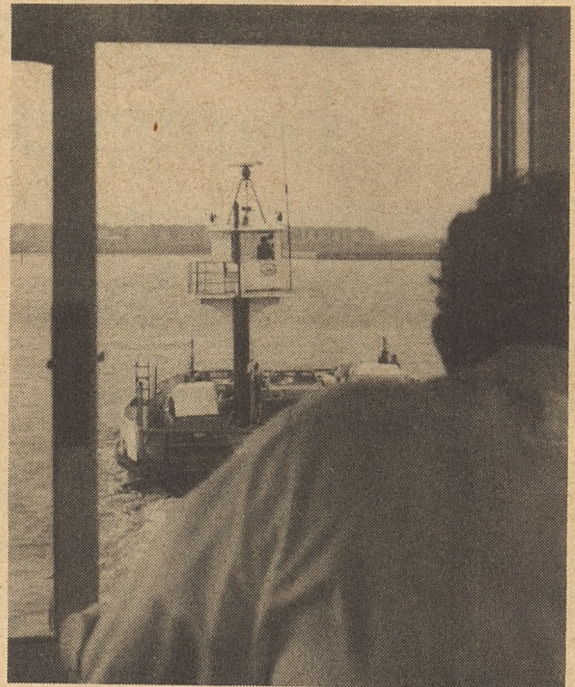
DeBerry left the department early in World War II, working first as an employee of the Army Corps of Engineers, then as an officer in the U.S. Navy.

After the war, he served as district engineer



*DeBerry...served in many locations.*

in both Lufkin and Dallas before becoming Dingwall's Number Two Man in 1968. He succeeded Dingwall as chief administrative



*On busy weekends, all six vessels at Port Aransas are kept busy ferrying sun-seekers.*

officer in 1973. DeBerry retired in 1980 and continues to live in Austin.

The Port Aransas ferry service is one of two operated by the department. The Galveston-Port Bolivar system uses 70-car vessels to make a 15-minute, three-and-a-half-mile crossing of the opening to Galveston Bay. The Port Aransas crossing is only a half-mile wide and requires about five minutes. Heavy marine traffic in the narrow channel complicates operation of the ferries at times.

The heavy traffic and the narrow channel, coupled with the economics of maintaining 24-hour service dictate the use of smaller boats on the Port Aransas ferry service than those on the Galveston-Port Bolivar crossing. ★ Hilton Hagan

## Cisneros gets Road Hand Award

Mayor Henry Cisneros of San Antonio has received the prestigious Road Hand Award from the commission and the department. The award honors volunteer civic leaders who have expended extra efforts to promote good transportation in their communities.

The announcement was made at a dinner sponsored by the Greater San Antonio, North San Antonio and Southside Chambers of Commerce.

Mayor Cisneros was nominated by the Greater San Antonio Chamber of Commerce. He was cited for "activity at virtually every level in the community in promoting good highways. As mayor of San Antonio, he has spoken often in favor of adequate highway funding and vigorously supported highway improvement projects." ★

## TRANSPORTATION news

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Number 3

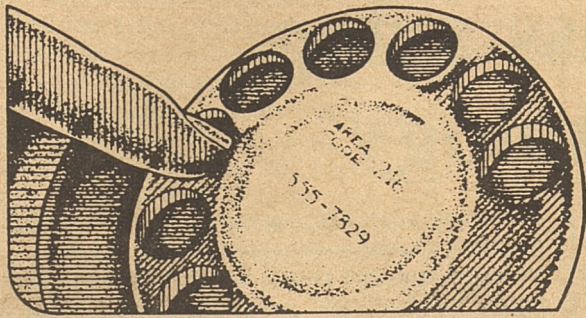
A newsletter published monthly by the Travel and Information Division of the State Department of Highways and Public Transportation at 11th and Brazos Sts., Austin, Texas 78701-2483.

Manuscripts, photos, news tips invited. Telephone the editor, Hilton Hagan, at (512) 463-8610, or Tex-An 255-8610



*Water traffic at Port Aransas gets hectic, too. Tanker dwarfs a ferry, center, in mid-channel. Tied up at right is the Morris, one of the vessels to be retired.*





## For Whom The Bell Bleats

**H**ave you ever stood in a field, surrounded by the bleating and baaing of assorted sheep? Well, actually, neither have I. But I now have a pretty good idea of what the experience sounds like.

You see, we've got new telephones in the Dewitt C. Greer State Highway Building in Austin. And it seems to me that each separate instrument has a similarly ovine voice, with a braying timbre of its own.

While my phone bleats at me with 'BrRR-rt,' my neighbor's yells out 'BLLL-LP.' Meanwhile, across the room, someone else's phone is braying 'Baaa-at.'

Get a few of them sounding off together, and you expect Little Bo Peep to waltz in any time.

There's something unnatural about it all. My heart pines for the good old healthy RINNNNG of the clunky phones of yesteryear. Surely you remember them, too, though they have long ago gone to Ma Bell heaven.

I have nothing against this Age of Electronics, really I don't. I own a computer. I write on a computer. I cook in a microwave. And I can program my coffee-maker to wake me to that cozy fresh-brewed aroma.

But now that they've messed around with my office telephone and I need a 26-page manual to know how to operate it properly, I'm beginning to think that the electronic era has outsmarted itself.

I keep telling myself, 'hey now, old girl, the system does have its merits.' And myself answers back, 'what the heck ARE they?' Well, there are some, a few, one, maybe.

I sort of enjoy the heady power of having a phone on my desk with 24 buttons. Why, I can recall the day when, in my division, only Tom Taylor had such an impressively buttoned phone.

**T**rouble is, I'm having the devil of a time recalling what those buttons are for.

Oh, they have labels. But I just can't remember what the CLPK button means, much less what wonders it performs. Or, LNRD?! Or, how about ABVD?

Yes, I took some training on how to use the new system. But, between the time I was trained and the time we got the new phones, my middle-aged memory put itself on hold, with a permanent busy signal.

I'll bet a bunch of you guys in the districts tried to call someone in the DCG building shortly after the new phones were installed. How many of you called the old numbers and listened to the ring tone over and over and over again? Bet you thought that the Austin office people were taking a holiday you'all didn't know about, didn't ya?

Well, we weren't. We were here, right here at our desks. It's just that our new phones didn't know our old numbers, and vice

versa. And WE didn't KNOW that our new phones didn't know our old numbers. Got that?

But our new phones have an intelligence of which I am envious. Some of them can tell you who's calling you BEFORE YOU PICK UP THE RECEIVER. Yikes! That could be dangerous. They have this LCD readout strip that actually spells things out, as in, "JOE JONES CALLING MARY SMITH," when someone with a 463-prefix calls someone else that's a 463er.

Fortunately, I don't have one of those types. But my phone is almost as smart. When I'm talking on one call, it very discreetly bleeps and tells me that I have another coming in. But then I have to make a decision. Do I put an end to the call I have ("Sorry, Mr. Goode, I have another call, 'bye.'")? Or do I let the other caller rotate over to another phone for someone else to answer ("Sorry, Mr. Yancey, she's on the other line with Mr. Goode.")? Decisions, decisions.

**M**ost of the problems we had when the new phones were installed have been solved, but some of those problems were lulus.

One of the fellows here had the same number as two other people on two other floors. Talk about confusion. "Hello, John? No, this is George. Is that you, Cindy? No, hey, it's Brenda." All at the same time.

And you could tell by the furtively frantic look on your neighbor's face when he or she had just sent some poor caller on a transfer to nowhere, forever chanting 'hello?' 'hello?' 'hello?' into a piece of molded plastic.

I've always suspected that some folks are afraid of phones, and now I think I know why. Phones can be terrifyingly diabolical instruments. And these new ones truly bear me out.

In my office, when someone else's phone rings and rings and rings (indicating to even the densest that that someone is not at his/her desk), we can touch the figures '#7' and intercept the call—sometimes. (Now, you can't be on the "queue depth" or on "call park" and do that.)

Anyway, a few of us couldn't get the #7 feature to work. That is, it never worked until the telephone company customer service representative made special trips up here to help us out. It worked for her every time. Heaven help us, see what I mean about diabolical?

Oh well, between the braying of the phones and the pushing of the buttons, we still manage to get a heck of a lot of work done. Someday, I just know I'll master it all. By then, we'll all probably have video-phones with 42 knobs and 233 buttons. But I'll survive. I may even overcome. So help me, Alexander Graham Bell.

★ Rosemary Williams, 463-8613, BrRR-rt



**Steve Bosio, center, veteran executive vice-president of the Brownsville Chamber of Commerce, received the Road Hand Award November 13 from Deputy Director Byron Blaschke, left. Shown with them is District Engineer G.G. Garcia.**

## Amarillo lab chief is chapter's young engineer of the year

Blair W. Haynie of Amarillo recently was chosen Young Engineer of the Year for 1985 by the Panhandle Chapter of the Texas Society of Professional Engineers.

Haynie has worked as the Amarillo District laboratory engineer since May 1985. He started to work for the DHT in February 1983.

A Sherman native, Haynie graduated in May 1981 from Texas Tech University with a B.S. in Civil Engineering.

He has served as president and on the board of directors of the Amarillo Jayces. Also, he currently is serving as treasurer of the TSPE Panhandle Chapter.

In addition, he is a member of the American Society of Civil Engineers and the National Society of Profession Engineers.

Haynie presently is enrolled at West Texas State University and has begun study on a



**Blair Haynie. . . cited by engineer group.**

Master's degree in Business Administration.

Supervising three employee, Haynie directs soils engineering and materials testing for the 17-county Amarillo district.

Haynie and his wife, Lori, have a son, Stephen Garrett, who is three month old. ★



## Brownwood overpass using retained earth technology



*Construction workers guide the panels into place.*



*Backfill is compacted over the reinforcing mesh.*

By now probably everyone in Brownwood has noticed and commented on the unique six-sided concrete panels being installed at the new US 377 railroad overpass.

Aside from attracting attention and being the closest thing to pure art in present-day highway construction, the innovative precast panels are part of a construction technology unique to this area of Texas.

Highway department Resident Engineer Will Parks of Brownwood, who is in charge of the construction, said that while a few large cities such as Houston, San Antonio and Austin have projects using the new technology, this is the only one of its kind ever built in the Brownwood District or in the other adjacent districts of the State Department of Highways and Public Transportation.

The new retaining wall construction is called "retained earth technology" and is being used instead of the more expensive and not nearly as esthetically pleasing conventional cantilever retaining walls. Only three components are used in the new system: the precast facing panels, which come in different geometrical patterns; reinforcing mesh; and a specially treated backfill material that keeps the mesh from corroding.

The hexagonal panels on the overpass project really are covered with washed gravel from a creekbed, or exposed aggregate, as it is better known in highway circles. When the wall construction has been completed, the exposed aggregate side of the panels will be brushed with muratic acid, washed, and then sealed with a clear acrylic coating to make them shine and to protect them from the weather.

As handsome as the panels are, curving gracefully around the approaches to the new overpass, beauty is obviously not the main concern of the highway engineers. More important to the engineers, in addition to esthetic values, are function, safety, cost, strength, and durability.

"The concrete that you see is not really the wall itself," Parks said. "The strength is actually behind the concrete face."

He explained that each of the panels is anchored by galvanized steel mesh that extends toward the center of the fill and will be under the highway pavements after construction has been completed. The mesh prevents the soil from shifting and provides a stable embankment, while the friction between earth and steel holds it in place.

Starting at the corner, as the cornerstone of a building, the first row of panels was set on a concrete leveling pad cast in a trench for the full length of the structure.

Rubber bearing pads were placed between the grooved panels to keep the concrete from breaking or chipping at the edges. Then a special fabric was glued to the back of each panel. This fabric allows water to run through while keeping the backfill behind the wall. It will also prevent ants from pushing soil out between the panels. Recently it was discovered that fire ants did this on a Houston project, Parks said.

Each level of steel mesh is covered by backfill, which is then compacted. This procedure is repeated as the wall is built higher. At the top of the wall, after the last set of panels has been placed, a concrete coping will be formed with a bridge railing added.

Parks said that when the overpass project



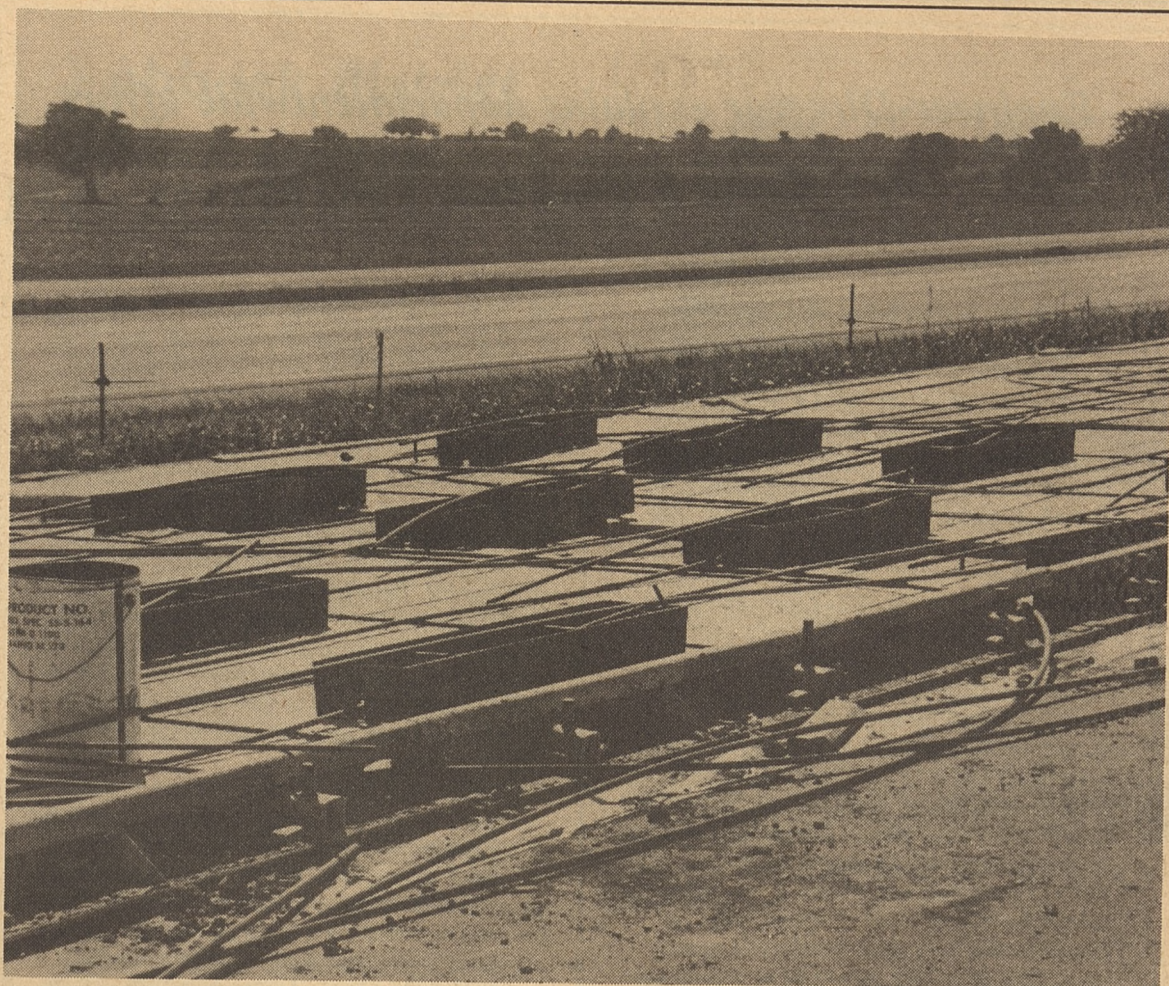
was first submitted for bids, all that was asked for was a retaining wall. The highway department did not specify the kind of wall. Contractors who bid had a choice of three patented modular precast wall systems, he said. Clearwater Constructors, Inc. of Austin submitted the winning bid, and they chose VSL Corporation's retained earth wall. The patent is owned by the corporation and the corporation sells the plans to the contractor.

"A conventional cantilever retaining wall would have been more expensive, would have taken longer to build on more right-of-way, and would have involved five or six times as much concrete," Parks said. "And it wouldn't have been nearly as attractive."

The bridge itself will probably be finished by Christmas, according to Parks, but the roadway will not be completed until spring. Depending on the weather, final project completion is scheduled for May, when Brownwood will have a beautiful as well as a highly functional new traffic facility.

Overseeing and inspecting the project for the state are Chief Inspector Worth Lancaster, a highway department veteran of 32 years, and Inspector Troy Palette, who has almost 20 years experience.

Resident Engineer Will Parks has worked in the Brownwood District six years, having started almost immediately after graduation from Texas A&M University in 1979 with a degree in civil engineering. He worked four summers in the Odessa District while attending A&M. ★ **Jean Sparks**



*A series of "block-outs" form a geometric pattern as they sit ready to protect cable pulling devices from the poured concrete.*

## New techniques promising on I-35 demonstration job

A one-mile stretch of roadway completed this month just south of West, Texas, may yield information that will help highway engineers build roads that are not only stronger but less costly. The mile in question is a demonstration project on pre-stressed concrete that is designed with the idea of eliminating some of the problems evident in previous pre-stressed pavement efforts in the United States.

Pre-stressed concrete differs from reinforced concrete in several ways, according to Bill Wiese, district construction engineer in Waco. For years engineers have known that concrete could be strengthened with the addition of steel before pouring. Unlike reinforced concrete, Wiese said, pre-stressed concrete uses the steel (in this case, cables) to apply tension during the hardening stage, which compresses the concrete and makes it stronger.

Wiese said the problem with pre-stressed concrete in highway design has been that the techniques used in the few test projects in the United States before now, in Arizona, Delaware, and Mississippi, have required a "gap-slab" for the stressing points. The pavement would be poured in approximately 250-foot lengths with pulling mechanisms at the end of the slab. A short (five foot) gap-slab was left between each length to allow access for tightening the cables. When the concrete was hardened and stressed, the gap-slab was poured.

But the result was a series of joints at the gap-slab points that deteriorated more rapidly than the stressed length of pavement, Wiese said.

"The more joints you have, the more problems you have," he said. "What we did is eliminate the gap-slab."

Without the gap-slab, Wiese said, pre-

stressed pavement offers engineers a design that can reduce the amount of steel needed for reinforcing and also result in a lower long-term maintenance cost. The added strength is a benefit for highway stretches that suffer heavy traffic from trucks and other large vehicles.

The Waco project was developed as a combined effort of the highway department, the Federal Highway Administration and the Center for Transportation Research of The University of Texas. Design contributions and monitoring are the responsibility of the university; the Federal Highway Administration is making cost evaluation studies, and the actual construction has been supervised by the highway department.

Joe Maffei, with the UT team involved with the project, said the university began researching the project in September of 1983. The first year, he said, was spent reviewing the existing projects and developing design recommendations for the Waco project.

The UT study yielded a computer model for the design of pre-stressed pavement and a unique method of eliminating the gap-slab problem. The resulting design has thus far pleased the highway engineers involved with the project.

"We have just a single joint," said Wiese, "and we do our stressing in block-outs." The block-out is a sort of window in the concrete that remains open during pouring and is used to access the cables for stressing.

"Therefore," he said, "we do our stressing from the center."

Wiese said the cables are tightened twice. The first time, eight hours after pouring, is to prevent shrinkage cracks from forming. During the second time, at 40 to 56 hours, the final tensioning force is applied. The block-out design allows the pavement to be poured

in both 240-foot and 440-foot lengths.

"We also have transverse tensioning," Wiese said, "which has not been used previously in pre-stressed concrete pavement." Transverse tensioning is done with looped cables that cross the longitudinal cables at right angles.

Pre-stressed concrete in the slab can have long-range financial benefits when maintenance is required, Wiese said. Interstate highways are normally poured with continuous reinforcing, which causes difficulty during repairs. The pre-stressed technique allows a thinner layer of concrete to be used and also has the advantage of requiring only the affected slab to be removed during repairs.

As with most demonstration-type projects, the initial project does not yield final cost effectiveness figures. Those figures as well as performance evaluations, are still pending.

But Maffei says the project did well during the construction phase.

"It's been a success from the design standpoint," said Maffei. "We haven't had any problems as far as the construction, we've demonstrated that we can use standard paving equipment."

Maffei said the University of Texas team will continue to monitor and test the project for about one more year. ★ **Marcy Goodfleisch**



*Crew members test pressure after eight hours*



*Engineer-Director explains departmentwide effort*

## Field Organization Study begins

**Q. Why is the review being conducted?**

**A.** The work of the Department is shifting in terms of the types and amounts to be performed at particular locations. Also, periodically there needs to be an examination of many aspects of the department's activities. Our organizational structure is one of the things that has not been reviewed on a total basis. I must assure myself, our Commission, the Legislature, the Governor, and the people of Texas that we are streamlined and efficient in every aspect of our operations. We have a very big budget and the dollars should be spent wisely.

**Q. Are there likely to be any changes to our organization?**

**A.** Most likely, there will be some. I do not know what they are or where they will be, whether they will be major or minor. We are approaching the review in an open-minded fashion. Any changes must be cost-effective and must benefit our operations. We must look not only at current-day conditions, but we must look to the future—five years from now, ten years, and even longer.

**Q. What specifically will the review entail?**

**A.** We will examine the amount of work that districts and units within districts have to perform now and in the future. We will examine spans of supervisory control, work processes, where automation and other technological measures can be applied more effectively. We will identify those practices and organizational arrangements that are most productive and see if those situations lend themselves to use in locales where they are not being used. The review will also include an examination of the numbers of support staff members in relation to the numbers of direct engineering and maintenance staff. We will be pulling together information that other studies have produced. For example, several task forces have studied, or are in the process of studying, the recommendations made by the Price Waterhouse audit. We want to see what the implications are of all these things, to see what meaning they have to the way we are organized.

**Q. Will there be more centralization of control by the Austin offices?**

**A.** Our long-standing philosophy is that districts must have great amounts of decision-making authority. We want to maintain that. However, we must keep in mind that we are one department. We must find and maintain that critical balance between being managerially diverse, yet at the same time be a responsive, cohesive department.

**Q. Who will be conducting the review?**

**A.** This is a very big undertaking and it is appropriate that there be a number of people involved. There is an Oversight Committee, chaired by Billy Neeley, director of the Materials and Tests Division. Four district engineers are on this committee: J.R. Stone, District 2, Vice-Chairman; Bobby Evans from District 10; Jimmy Stacks from District 3, and G.G. Garcia, District 21. Additionally, Bobby Myers of the Planning and Policy Division serves as secretary and ex officio member. These individuals will assist in guiding the project and they will also evaluate the progress and appropriateness of the endeavor. There will be several technical committees, composed of such people as resident engineers, automation administrators, chief inspectors, warehouse supervisors, maintenance superintendents and chief accountants. We want these committees to provide perspectives regarding their particular areas of specialization. These

people will serve as "sounding boards" and help us to stay on the right track. We believe these kinds of employees know better than anyone else how our operations currently function and how they could perhaps function better.

**Q. Is it possible that the study might result in a loss of jobs?**

**A.** I feel there will be a job for everyone. It might be performed differently, or it might be under a different organizational arrangement. I assure you that should any changes be in order, they will be well-thought-out and carefully implemented.

**Q. When will the study project be completed?**

**A.** We plan to have some preliminary recommendations by August 31, 1986. There will be some follow-up work after that and by December 31, 1986, the final report will be issued. I encourage all of you to offer your utmost cooperation during this study. All of you will not be directly involved, but a good number of you will. ★ **Mark Goode**



### DECEMBER

2-6 Microprocessor Training, Austin, D-19  
10 Introduction to SPECTRUM Concepts—Systems Implementation, Austin, D-19  
10-12 Highway Construction Lettings, Austin  
16-20 Microprocessor Training, Austin, D-19  
17 Introduction to SPECTRUM Concepts—Systems Implementation, Austin, D-19

18 Commission Meeting, Austin  
24-26 Holidays, Christmas

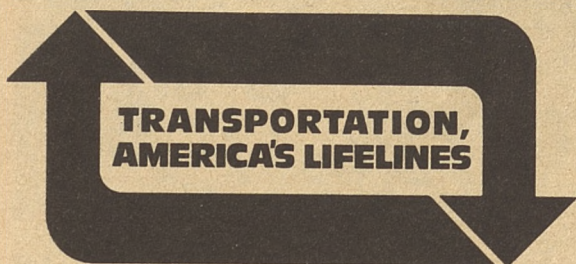
### JANUARY

1 Holiday, New Year's Day  
6-10 Microcomputer Training for Small City and Rural Transportation Providers (two two-and-a-half-day courses), Fort Worth, D-10P  
7-9 Flexible and Rigid Pavement Design Workshop, for Districts 10, 11, 12, 17 and 20, Lufkin, D-8PD  
15-17 Highway Construction Lettings, Austin  
21-23 Flexible and Rigid Pavement Design Workshop, for Districts 7, 13, 15 and 21, Pharr, D-8PD

22-23 Accident Prevention Management Meeting, Austin, D-20  
22-23 Research Area II (Materials, Construction and Maintenance) Advisory Committee Meeting, Kerrville, D-10R  
27-30 Occupant Protection Conference, Austin, D-18TS  
30 Commission Public Hearings, Austin  
31 Commission Meeting, Austin

### FEBRUARY

4-6 Flexible and Rigid Pavement Design Workshop, for Districts 7, 10, 13, 16, 17 and 19, Austin, D-8PD  
11-13 Highway Construction Lettings, Austin  
12-13 Research Area III (Pavement Design) Advisory Committee Meeting, Brownsville, D-10R  
17 Holiday, Washington's Birthday Observance  
18-20 Annual Internal Review Conference and Training, Austin, File MLY  
25-26 Research Area I (Geometric and Environmental Design, Safety, Traffic Right-of-Way, and Economics) Advisory Committee, Waco, D-10R.  
26-27 Commission Meetings, Austin







DE Mel Pope rewards Victor Borrego.

## Phone call expresses thanks for assistance

When the phone rings, you never know if it is someone seeking information, an irate citizen with a complaint, or someone from Austin calling. Recently the District 7 (San Angelo) maintenance office got a call from a man who was phoning from his hospital bed.

First thoughts were, "Oh boy, what did we do?" But Alex Schwertner was calling to tell the department he wanted one of our men commended for his efforts.

Schwertner had been seriously injured in a wreck in which the other driver was killed. George Andrew Giles of the Eden Maintenance Section arrived on the scene. Andrew remained and assisted Mr. Schwertner until the ambulance arrived to take him to the hospital.

Schwertner called twice to express his appreciation to Giles and ask that appropriate recognition be given to Giles.

In a letter to Giles, District Engineer D.R. Watson said it was deeds such as this by people like Giles that made it a pleasure to be associated with the department. ★ **Gene Hirschfeld**

## Lanny Wadle to head Austin employees' group

Lanny Wadle of Finance Division will be chairman of the Austin Office Employees Advisory Committee for 1986, Engineer-Director Mark Goode announced.

Larry Schaefer of the Equipment and Procurement Division will be vice-chairman and members are Doris Howdeshell of Travel and Information, Rae Barho of the Administration, Richard Wilkinson of Bridge, John Barker of Transportation Planning, Stan Petty of Construction, Charles Gray of Automation, Bunny Neible of Materials and Tests, Lewis Rhodes of Safety and Maintenance Operations and Betty Wolf of Highway Design.

Goode also thanked retiring members of the committee: Leo Mueller, Sherry Brown, Mildred Kothmann, Clifford Powers, Al Luedecke and Marvin Bridges.

The committee was begun in 1945 to improve employee relationships and to assist in development of a more efficient operation of the department. ★

## Lubbock district poster contest winners named

Victor Borrego and Laura Jean Patton were winners in a poster contest recently held in the Lubbock district to promote seat belt awareness.

Borrego, a maintenance technician in the Dawson County maintenance section, won the adult division and received his certificate from DE Mel Pope.

Patton, daughter of Maintenance Technician Gerald Wayne Patton of the Cochran County maintenance section, won first place in the youth division and received her prize from Ruby M. Jackson, district traffic safety specialist.

Posters were judged by the Traffic Safety Section in Austin. ★



Jackson presents certificate to Laura Jean Patton.

## CORRECTION

When TRANSPORTATION NEWS boots one, it really boots it.

In the November issue, in a listing of the Greer and Gilchrist Award winners and DeBerry Award winners we booted not one, but three.

In the first place, Jack Light, the 1979 winner of the Gilchrist Award was from District 4, not District 5 as stated. The same is true for Jim Moss, the Greer Award winner in 1982; District 4, not District 5.

On top of that, Otis Jones, the 1983 winner of the DeBerry Award is from District 8, not District 18 as stated.

Thanks to all the readers who called and wrote about these errors.

T-News can only say like they used to say in the army: "No excuse, sir." ★



David Glass of Paris received the Road Hand Award in November from Engineer-Director Mark Goode. Glass, an auto dealer, has been active in transportation efforts of the Lamar County Chamber of Commerce.

## In Memoriam

### Active:

**Eugene J. Baugh**, District 9, died October 26.  
**Geronimo G. Gonzales**, District 18, died November 4.

**James E. Lewis**, District 13, died October 21.  
**Dwain D. Lowe**, District 9, died October 10.  
**Mary G. Mayes**, District 12, died November 12.  
**Rafael P. Perez**, District 21, died October 25.  
**Robert C. Point**, District 19, died November 21.

### Retirees:

**Jack P. Bostick**, Azle, retired from Materials and Tests Division, died October 2.  
**Saralu D. Brazell**, retired from District 6, died November 2.  
**Houston S. Burkhardt**, Mt. Pleasant, retired from Materials and Tests Division, died October 6.  
**Bennie G. Capps Sr.**, Fairfield, retired from District 17, died October 13.  
**Fidel S. Castillo**, El Paso, retired from District 22, died October 14.  
**Richard L. Collins**, Longview, retired from District 11, died October 1.  
**James H. Crawford**, Mt. Pleasant, retired from District 19, died September 20.  
**Benjamin W. Davis**, Tyler, retired from District 10, died October 2.  
**Rosendo S. Guerra**, San Antonio, retired from District 15, died September 29.  
**Earle C. Horton**, Tyler, retired from District 10, died August 12.  
**Talbot B. Kelly Jr.**, Yoakum, retired from District 8, died October 19.  
**James L. Lansford**, Lampasas, retired from District 15, died October 11.  
**Ardrie Lewis**, Italy, retired from District 18, died September 25.  
**Lewis R. Loyd**, Canyon, retired from District 4, died October 11.  
**Donnie A. Mauldin**, Marshall, retired from District 19, died October 17.  
**Emmett H. Prickett**, Midland, retired from District 6, died October 6.  
**Fermond R. Ruddick**, Yoakum, retired from District 13, died October 2.  
**June C. Steel**, Canton, retired from District 10, died October 11.  
**Clyde W. Stout**, Pharr, retired from District 21, died September 29.  
**Willie O. Wuistingner**, San Angelo, retired from District 7, died October 14.



# AWARDS & RETIREMENTS

## Service Awards

December 1985

### Administration

Mary G. Carlson, Keith L. Murray, five years.

### Automation

Cecil L. Jenkins, 20 years; Frank T. Rackley, 15 years.

### Bridge

Wayne Henneberger, 40 years; James S. Friesenhahn, 25 years; Jeffrey C. Cotham, James R. Pitzer, five years.

### Equipment and Procurement

John J. Anguiano Jr., 25 years; Wendell A. Shaffer, 20 years.

### Finance

Clifford L. Wilson, 15 years.

### Human Resources

Marvin L. Bridges, five years.

### Materials and Tests

Glenda F. MacKenzie, five years.

### Motor Vehicle

Stella B. Bolen, 30 years; Jerome F. Burlison, 25 years; Robert J. Braden, 20 years; Walter L. Arldt, Abbie F. Conlee, 15 years; Cynthia G. Sanchez, Joy J. Stubbs, 10 years; Ethel S. Clark, Marcie T. Nelson, James F. Taylor, Pamela H. Woldon, five years.

### Planning and Policy

Robert J. MacDonald, five years.

### Transportation Planning

Delbert V. Paenitz, 30 years; James W. Copeland, Lillian M. Walker, 20 years.

### District 1

Joe J. Perry, 35 years; Roy W. Tomblin, 30 years; Waymond B. Hughes, 25 years; Jerry E. Keisler, 15 years; Donald G. Cartwright, Larry W. Chumley, five years.

### District 2

Harold A. Auvenshine, 40 years; M. C. Sprinkle Jr., 35 years; Randle R. Rawle, 30 years; Malvin R. Wilson, 20 years; Travis D. Coursey, Barbara C. Lawrence, 15 years.

### District 3

Marcy C. Strickland, 30 years; Joe H. Youngblood Jr., 25 years; Eddie V. Bates, 20 years; Alvy M. Weaver, 15 years; Raymond M. McGuire, five years.

### District 4

Norman R. Gillespie, 35 years; Clarence A. Shanks, 30 years; Melvin G. Williams, 25 years; Robert L. Daves, 20 years; Jimmy J. Bonham, 10 years; Robert L. Blasingame, David C. Cody, Jose E. Favela, Johnny W. McConnell, five years.

### District 5

J. W. Gooch, 40 years; William E. Davis, Cyrus A. Ruff, 30 years; Doyle L. Wassom, 25 years; Gomer W. Peppers, 20 years; Faustino B. Gomez Jr., 15 years.

### District 6

John W. Farmer, Honorato F. Garcia, 30 years; Rosendo G. Casillas Jr., Kenneth K. King, 25 years; William G. Burnett, 15 years; Margie W. Neitzel, Jose I. Torres, Anastacio U. Zuniga, five years.

### District 7

Clifton J. Smith, Vernon C. Smith, 30 years; Robert W. Harris, Ismael Patino, Carrol W. Templeton, 20 years; George Y. Perez, 15 years; Rena R. Kerr, 10 years; Lance A. Cook, five years.

### District 8

Wilbert L. Massey, 25 years; Carroll D. Harris, 20 years; Jimmie C. Daniels, 15 years; Thomas E. Crain, Deborah K. Miller, five years.

### District 9

William E. Watkins, five years.

### District 10

Joyce M. Whittiker, 20 years; Howard K. Alley, Thomas M. Goodson, Shirley S. Whitwell, Donald R. Woods, five years.

### District 11

Ed T. Whitehead Sr., 10 years; Lee R. White Jr., five years.

### District 12

Roy E. Bowden, Emilio H. DeLeon, Claude G. Jarvis, 30 years; Kenneth K. Kulbeth, Arthur J. Stayton Jr., 25 years; Jose O. Olivas, 20 years; Vernon E. Cochran, Raymond A. Guy, 15 years; Lorraine G. Southerland, John C. Stephenson, 10 years; Norris J. Davis, Yorlander U. Jones, Clarence J. Meshack Jr., Eliseo R. Ramirez II, Stacey H. Turley, Robert E. Weedman, Shirley K. Whiddon, five years.

### District 13

Albert L. Holik Jr., 40 years; Milton J. Chumchal, Robert B. Prause, 30 years; Raymond G. Kasper, 20 years; Michael W. Behrens, Harold E. Harris, 15 years; Porfirio M. Gonzales, five years.

### District 14

Larry G. Cowie, 30 years; Carol D. Green, Juan Porras, Henry R. Zimmerman Jr., 20 years; Donald G. Gall, 15 years; James I. Jenkins Jr., Lana S. Limmer, five years.

### District 15

Robert H. Bonn, Jack E. Meurin, Richard L. Roe, Allen H. Schabow, 30 years; Lloyd G. Baxley, 25 years; Dolores S. Garcia, Israel R. Hernandez, Ronald S. Keenum, Fernando Z. Vargas, 20 years; James T. Donahoe, Bill M. Tucker, 15 years; Catarino Mendoza, Terry D. Tidwell, William H. Westrup III, five years.

### District 16

Homer P. Dove, 20 years; Erwin A. Dornak, 15 years.

### District 17

Delton A. Kittrell, 30 years; Sheryl O. Petroski, five years.

### District 18

R.C.A. Linson, 30 years; C. L. Cook, Joe H. Shelton, 25 years; Carl W. Sturdivant, 20 years; Leslie T. Gallagher, 15 years; James V. Coffey, Billy L. Cooper, George P. Milligan, Richard E. Talmadge, five years.

### District 19

John W. Wilson, 25 years; Janice C. Hudson, Doris R. Shelburne, five years.

### District 20

Gilbert E. Henley, 35 years; Francis A. Keith, 25 years; Joann F. Godkin, Victor N. Potts Jr., 15 years; Billy R. Chambliss, five years.

### District 21

Geronimo G. Garcia, 35 years; Humberto Balli, Tomas A. Perez, 30 years; Roberto Rodriguez, 20 years; Norberto F. Flores, Armando Ledesma, five years.

### District 23

Willis N. Hudson, 30 years; Gary L. Bragg, Troy C. Palette, 20 years; Jimmy W. Davis, 15 years; Randy R. King, five years.

### District 24

William F. McNeely, 20 years; Jesus Herrera Jr., 15 years; Angel G. Hernandez, Alberto L. Molinar, 10 years.

### District 25

Montie V. Hays, 15 years; Jimmie R. Lax, 10 years; Chano G. Martinez Jr., five years.

## Retirements

September 1985

### Finance

James C. Davis, ADP Supervisor IV.

### Transportation Planning

Barbara K. Lynas, Engineering Technician IV.

### District 1

John L. Lindsey, Maintenance Technician III.

### District 2

Violette C. Lucas, Draftsman III.

### District 7

Carl R. Runge, Right of Way Agent IV; Bernard Zum Mallen, Accountant III.

### District 8

Orval T. Burnett, Maintenance Technician III; Robert Greene, Maintenance Construction Foreman III; Wortham E. Loyd, Maintenance Technician III.



**District 9**

James D. McQueen, Maintenance Technician III.

**District 10**

Jesse M. Dunn, Maintenance Technician II; Clifford H. Parker, Maintenance Technician II.

**District 11**

Charlie Murry, Maintenance Technician III; Woolsey Witherspoon, Maintenance Technician II.

**District 12**

David R. Smith, Engineering Technician III.

**District 14**

Frankie J. Scarborough, Engineering Technician V; Wilton G. Wilson, Engineer IV.

**District 17**

Norbert H. Becker, Maintenance Technician III; James R. Grissett, Engineering Technician V.

**District 18**

Marvin R. Bradshaw, Right of Way Agent II; Victor Hennig, Maintenance Technician III.

**District 20**

Robert T. Hare, Maintenance Technician III; Elijah Horsley Jr., Maintenance Technician III; Clyde A. Jannise, Maintenance Technician III; Arthur D. Shaw, Engineering Technician IV.

**District 21**

Arnoldo B. Cisneros, Engineering Technician III; Amando Gutierrez, Maintenance Technician III; Oscar G. Solis, Maintenance Technician III.

**District 24**

Alma F. Duke, Administrative Technician IV.

## Conference gives women insights into department

When Sherry Brown applied for her job as secretary to the design engineer in the Abilene district in 1960, she was asked if she could sew and use a pair of pliers.

"They had these old calculator covers that had seams coming apart and they wanted me to sew them up," she said. "I was 19 years old and it was my first job."

Brown got the job, and during her spare time at the office, she mended the worn seams on the covers. The pliers, she discovered, were used to remove the metal bands that held design plans together.

Brown was in one of three groups of women to attend the department's recent Career Enhancement Conference series for career employees. One of the icebreakers at the event was a brief introductory period that included Brown's recollection of the job requirements for her first position with the department. Today, Brown is administrative assistant to Phil Wilson, Director of the Transportation Planning Division, in Austin.

In a series of three conferences, women from each division and district were given an intensive three-day course in the department's structure and operations. The conferences were a first for the department, but plans are under way to conduct similar conferences for resident engineers, engineering graduates and other groups of career employees throughout the department.

All deputy directors and Engineer Director Mark Goode participated in the initial three-conference series. Each deputy director was invited to present a portion of the program. Goode addressed each conference group at a luncheon that included attendance by division

directors and some district engineers.

Deputy Director Henry Thomason requested Linda Beene, staff services officer for Field Operations, to organize the details. Beene recruited Rose Aune, personnel officer for the Tyler District to help plan the program. And from late 1984 to mid-1985 the concept grew into a reality.

During each of the three-day sessions, participants learned (through speakers, slide shows and tours) about the history and structure of the highway department. The role of the highway commission and administration was outlined and explained early in the conference in order to set the foundation for detailed information on specific areas.

From Ann Irwin and Gene Smith of the Highway Design Division, participants learned how the department interfaces with other governmental agencies and private entities to preserve the cultural and archaeological heritage of Texas. Eleanor Prewitt of the Automation Division explained how the 2000K IBM system the department purchased in 1956 as its first venture into automation grew into one of the most advanced systems of any highway department in the nation. Karen Jordahl, senior design engineer with the same division, discussed the application of computer technology in the department.

The department's purchasing operation, motor vehicle registration, and legislative relations were among the varied topics introduced. Participants at the September conference were given a choice of tours through either the Materials and Tests Division laboratory or the Automation Division installation. The tour settings gave the participants a chance for some hands-on exposure to such devices as aerial photo-mapping equipment.

Beene said she wanted to offer the fullest possible spectrum of departmental information to the group. For some of the participants, the conference was their first opportunity to visit Austin or the Dewitt C. Greer building. Beene arranged a quick stop at the public hearing of the highway commission being held during the July and September conferences, another first for several of the conference participants.

Kathy Wilburn of the Human Resources Division told the group of the department's educational benefits: As long as a class or a degree plan can be shown to enhance the job of an employee, the department will pay for tuition and other related expenses.

Educational benefits, she said, were formerly limited to courses and degrees relating to engineering. In recent years, the department opened the benefits to include other fields that might relate to employment at the department.

As a result, a number of employees in both engineering and non-engineering fields are beginning to seek career advancement through the department's educational benefits.

With over 14,500 employees in a department that sprawls the entire area of a place as big as, well, Texas, it can be difficult for any one employee to get the whole picture. Department leaders developed the concept of the conference as a means of focusing the information for employees, which will ultimately benefit the entire department.

★ Marcy Goodfleisch



*Career Enhancement Conference participants got to see some of the Automation Division's high tech equipment.*





The Free Press Diboll, Texas Thursday, November 14, 1985

# Editorials

## One good agency

The Highway Department responded almost immediately when this newspaper called its attention to the terrible condition of paving at the intersection of Hines Street (Loop 210) and Highway 59.

That area has been repaired, and we have been informed by Highway Department officials that they will keep an eye on it, realizing that it does carry heavy traffic, especially loaded trucks from the Temple-Eastex complex.

The Highway Department, which is actually the State Department of Highways and Public Transportation, does what a state agency ought to do. It responds to the needs of the people. At least, here in District 11 it does.

—P.D.

On October 14, I had the misfortune of running out of gasoline on I-30 in Fort Worth. Within minutes of the occurrence, one of your trucks arrived on the scene. Gasoline was added and I was on my way in minutes.

I was pleasantly surprised to learn from the two gentlemen manning the truck that the service was no charge. I definitely believe that the service should be continued and is certainly an excellent place to spend some of the tax dollars collected by the State of Texas.

As a further comment, I was impressed with the calibre of the two men manning the truck. They were courteous and extremely helpful. They are a credit to your department.

W.R. Park  
Roanoke

## Greer biography publisher offers saving on books

Eakin Press, publishers of the Dewitt C. Greer biography, has a limited number of copies of the book available to readers of TRANSPORTATION NEWS at a special holiday price of \$7 per copy.

Publisher Ed Eakin said the offer includes the cost of the book, tax, and shipping. Eakin said he also has special prices for quantity orders. His telephone number is (512) 288-1771.

Those interested in securing individual copies at the special \$7 price should order them directly from Eakin Publications, Inc., P.O. Box 23066, Austin, TX 78735. ★

*Fort Worth District Maintenance Engineer Billy Davis says Park's benefactors were Merlin R. Moore and Irwin W. Vanderford, members of the district freeway courtesy patrol. The Fort Worth district has been operating the patrol since 1973.—Ed.*

Kindly let me take this opportunity to express my deep appreciation and gratitude to your department for the service two of your employees rendered to me this morning.

My car stalled out on me while I was driving to work on the Katy Freeway. I was in the inside lane, next to the concrete wall of the contraflow lane—I was really in a life-threatening situation—when Mr. Bill Swanson and Mr. Harold Vines stopped (they were in the contraflow lane) to render assistance to me.

Mr. Swanson managed to get my stalled car across

three lanes of freeway traffic to the emergency lane, then walked back across the freeway to walk me back to safety.

He then got me and my car to the service station where it was taken care of and I was able to continue on.

Mr. Swanson and Mr. Vines went out of their way to assist me. I cannot tell you how much I appreciate their assistance and concern. I feel it saved my life.

Mrs. O.F. Thomas  
Houston

On Thursday, October 17, I was stranded on highway I-10 about 12 miles from Fort Stockton. Two of your people came by and, with some difficulty and hard work, replaced a belt which had come off my car. This allowed me to get to Fort Stockton and other help.

These two people are Charles Whitford and Arthur Gonzales. They have my eternal gratitude. I wanted you to know.

Grace E. Halliday  
Houston

I'd like to let you know that about three weeks ago, I lost my wallet, which apparently I had placed on top of my car and forgot.

Joe Fisher (employed by you) found it and though I had over \$200 in it, he called me and returned my wallet and all the money that was in it.

Please thank him for me. I wish there were words to express how thankful I am. How wonderful it is to see there are still some good and honest people in the world. You must feel happy and proud to have him work for you.

Rebeca Palcios  
Dallas

# Don't mess with Texas.

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