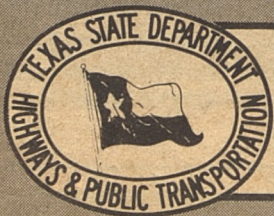




Photo by Jack Lewis

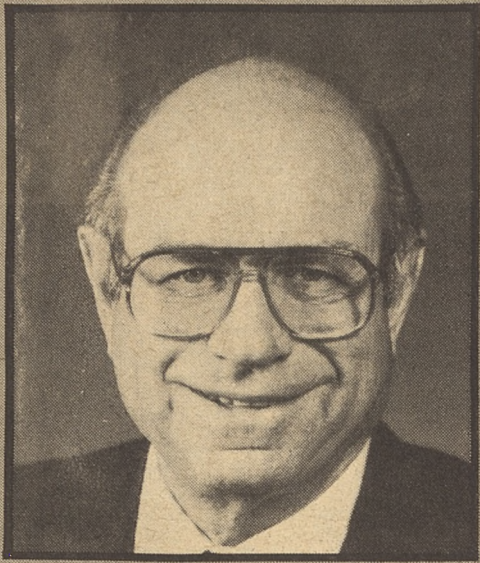
# TRANSPORTATION **news**



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*May 1987*





#### Retirement.

To an individual, it means enjoyment of that hard-won leisure—time to sleep late, pursue hobbies, catch up on friendships, travel, or in some cases, begin a new career.

But, to our department, it means a loss of that worker's valuable experience and an immediate need to fill his or her position.

Multiply the scenario by 931. That's the number of employees who retired between November and May, under legislation that provided incentives with the intent of lightening the state's economic burden.

The loss of so many dedicated workers is both personal and professional.

Many of us will miss our workplace companions, the folks with whom we've shared coffee, deadlines, family news, and accomplishments for many years.

As a department, we will lose thousands of years of experience and the vast stores of knowledge that make so many of our veterans walking highway encyclopedias.

It would be a frightening prospect to face, if we did not have a capable crew ready to meet the challenge.

We have known for years that the department had an experience gap. For that reason, we began an aggressive recruiting and training program to prepare many others for greater responsibilities. Many of our younger employees now have the tools and the confidence they need to step up.

I have great faith that those who carry on will continue to meet the department's high standards of excellence and integrity. With the blend of experienced people and younger people who will carry forward our massive work load, I have confidence that we will continue to improve our performance.

And to those who chose retirement, I wish my very best. Enjoy life. And don't forget to come visit your highway family.

Engineer-Director

## Speed limit now 65 on rural Interstates

At one minute past midnight May 9, a new 65-mph speed limit went into effect on rural Interstate highways in Texas.

"The public is excited about this," said Byron Blaschke, deputy engineer-director, "and we are doing all we can to make a smooth transition to the new speed limit."

After a public hearing May 1, the highway commission established the new maximum speed limit of 65 mph for cars and light trucks on rural Interstate highways. In this context, "rural" means outside urban areas of 50,000 or more people.

The governor concurred with the new speed limit which is effective where signs are posted.

Some rural Interstate sections will continue with speed limits posted lower than 65 mph for traffic and engineering reasons. These reduced speed zones existed before the 1974 federally mandated reduction to 55 mph. The department will examine each of these areas and determine the need to continue or discontinue the lower speeds.

Blaschke emphasized that the new limits apply only to rural highways with Interstate designation. The speed limit on all other roadways, including urban Interstate, remains 55 mph.

The department worked Saturday hours to put up the new signs.

"With more than 1,300 signs going up statewide, it will take us a few hours, but we will get the job done as quickly as possible," Blaschke said before the May 9 change.

The speed limits affect 2,441 miles of the 3,148-mile Interstate system in Texas, but only about 8 percent of the total vehicle miles traveled in the state.

The rural Interstates comprise only three percent of the total state-maintained system. "Texas has 71,000-plus miles on the state system where the 55-mph speed limit will be retained," Blaschke said.

Blaschke also pointed out that the current action does not change longstanding Texas law that sets maximum speeds. Under that law, the maximum speed for large trucks is 60 mph during the day and 55 mph at night. ★ Al Zucha

## New section formed

A new Safety and Traffic Operations Section has been created in the Safety and Maintenance Operations Division. The new section "presents an opportunity to move more aggressively to improve mobility and safety for the motoring public," said division chief William Garbade.

The functions and staffs of the former Traffic Engineering and Traffic Safety sections will serve as the nucleus of the new organization. But the ability of the new section to serve the needs of the department will surpass those of the previous two sections, Garbade said.

Bobby G. Hodge, former administrator of traffic safety, is the head of the new section. ★



## Insurance rates to rise

By Karen LeFevre

For the first time since September 1984, insurance rates for state employees covered by Blue Cross and Blue Shield will go up. The increase, to begin September 1, is for group health insurance only and does not affect the rates for life, accident, and disability coverage.

The Employees Retirement System (ERS) contribution toward employees' and retirees' premiums will remain at the current \$2 per month. However, out-of-pocket costs for members will vary, depending on the type of insurance coverage chosen and the amount of the monthly state contribution to be set by the 70th Legislature. The current state contribution of \$85 per month could be changed by legislative action.

The most significant change in premium rates is that of Blue Cross and Blue Shield, whose contract with the state was renewed March 24. At that time, the ERS board of trustees was advised that the rate increase was reasonable in light of escalating health insurance claims and health care costs on both the state and national level.

Blue Cross and Blue Shield, which had reduced its rates in March 1985, is now increasing insurance premiums by 29 percent. The cost for an employee/retiree will go from the current rate of \$66.29 to \$84.89; for employee/retiree and spouse from \$139.87 to \$175.93; for employee/retiree and children

from \$104.79 to \$134.56; for employee/retiree and family from \$175.36 to \$225.59; for spouse only from \$70.58 to \$91.04; for spouse and children from \$109.07 to \$140.70; and for children only from \$38.50 to \$49.67.

At their March meeting, the trustees also approved applications for 18 health maintenance organizations (HMOs) to provide prepaid services for employees, retirees, and their families during the 1987-88 contract year. Four of these HMOs have not provided service to program participants in the past.

Many, but not all, of the HMO rates reflect an increase this year. The HMOs with increased rates are: Cigna Healthplan of Texas/Dallas; Cigna Healthplan of Texas/Houston; Equicor Health Plan/Houston; Healthamerica/San Antonio; Humana Plan/Corpus Christi; Kaiser Foundation Health Plan/Dallas; Prucare of Austin; and Prucare of San Antonio. But, even these rate increases are small.

Some of the HMOs have kept their rates nearly constant for the coming year. They are: Maxicare North Texas/Dallas; Maxicare Texas/Houston; and Prucare of Houston.

A few HMOs have anticipated lower rates this contract year than last. They are: Sanus Texas Health Plan/Dallas; Sanus Texas Health Plan/Houston; and Scott and White/Temple.

Southwest Health Plan/Dallas; Travelers Health Network/Austin; Travelers Health Network/Houston; and Travelers Health Network/San Antonio are new to the program. ★



# Texans clean up — BIG

## Thousands participate in Great Texas Trash Off

By John Cagle

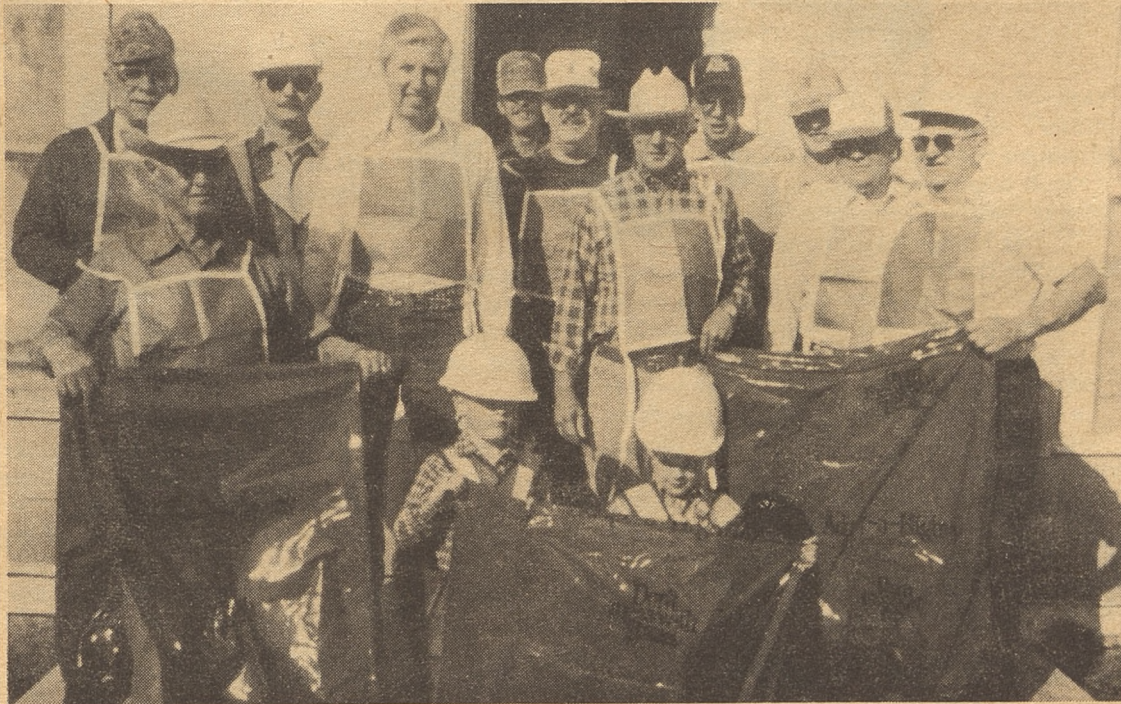
It was a day of superlatives: "The largest trash cleanup in the history of the world," one Texan bragged. "It'll make Texas as clean as it's been in the last 50 years," said another. It was the Great Texas Trash Off, second edition, and it lived up to the pre-event ballyhoo.

Sixteen thousand volunteers picked up trash along 2,400 miles of Texas highway last month to make the second annual Great Texas Trash Off something to brag about. And that's not counting the 9,000 kids participating in Don't Mess with Tarrant County Cleanup, the 3,000 people policing 122 miles of beaches, and the 300 volunteers cleaning up several Texas lakes.

Last year, the Great Texas Trash Off was created as a day to focus attention on the state's highway litter problem. "We wanted to make Texans aware of the expense of littering, so we asked everyone not to litter for one day," said Don Clark, director of the Travel and Information Division. "We figured out that it costs the taxpayers \$100,000 for one day of trash pickup along our state highways. If we could get Texans to stop littering for one day, we could demonstrate how easy it is to put the trash where it belongs."

This year, the department chose a theme with more public involvement. The tremendously successful Adopt-a-Highway program was incorporated into the Trash Off to make for an event unlike any other. Groups that had adopted stretches of highway for litter pickup were asked to work their sites on April 25, the day of the Trash Off. By the end of the day, more than a thousand groups had spent their sweat on beautifying Texas highways.

It was an event that knew no age bounds: the oldest participant, Drake Rivers of Odessa, was 96; the youngest, Benjamin Jared Gould of Yoakum, 28 days. (We suspect that young Mr. Gould may not have filled too many of the bright orange, 40-gallon trash bags issued for the day.)



Current and retired department employees rounded up rubbish with Colorado Lodge 96-AF&AM. Among them were Bob Norment of the Austin District (back row, second from left); Bubba Williamson, retired from Highway Design (back row, in Aggie cap); and Raymond Merrill of Materials and Tests, second from right.

The array of Adopt-a-Highway groups was typically American, not to mention Texan, in its diversity. Norman Rockwell would have loved to paint such a picture:

There were groups focused on the future (Future Homemakers of America, Future Farmers of America), and groups whose common ground lay in the past (Children of the Republic of Texas, Daughters of the Confederacy).

There were soldiers past (Vietnam Veterans of America, Veterans of Foreign Wars, American Legion), present (142nd Infantry), and future (ROTC). Service organizations



The Planning and Policy Division fielded a crew that included division head Bobby Myers, Vicki and Al Eells, Joyce Myers, Ruth Frost, Cheryl Thompson, Keith Murray, Dot and Frank Conklin, John Staha, and Paul Douglas.

included Shriners, Rotarians, Optimists, Knights of Columbus, and Kiwanians. There were Elks, Moose, and Lions.

There were Boy Scouts, Cub Scouts, Girl Scouts, Explorers, and Campfire units. Bicyclists, Jeepers, motorcyclists, and horseback riders rode on out. Honor Society members rubbed elbows with juvenile probationers.

Public servants rallied, too. Texas Speaker of the House Gib Lewis, working with the Telephone Pioneers of America, was joined



Benjamin Jared Gould was 28 days old when he became the state's youngest trashbuster. His father, Gary Gould, works in the De Witt-Gonzales residency.

by the mayors of Grapevine, Colleyville, and Blue Mound. McAllen City Manager Joe Escamilla surprised the local Elks by bringing them cold sodas. District Judge Clarence Stevenson, chairman of the Texas Adult Probation Commission, picked up trash in Victoria. The mayors of Stanton, Hewitt, and Dickens got in on local activities.

The Baptists were there, along with Catholics, Methodists, Pentecostals, Lutherans, and Mormons. Firefighters, police officers, and medical technicians joined in. So did clubs for hunting, fishing, gardening, and photography.

All these groups, with a diversity of purposes, focused their attention for one day on a single problem: trash.

And, oh yes, the department's own couldn't stand by and let everyone else have all the fun. Included in those 16,191 volunteers were quite a few highway department employees. Some adopted highways as members of local civic clubs, while others adopted roadways as departmental employees in a particular area or division. Retired department employees got into the act, too.

It was a day for the unusual. The most eye-catching litter crew had to be the priest and two nuns at Seymour. The most valuable piece of litter was a \$1,000 U.S. savings bond, found in Coleman and returned to its owner. One motorist stopped to thank a litter crew and left \$50 as a contribution to the effort; another hurled a beer can at a worker. A few snakes were sighted, but caution prevented any mishaps.

Like a great Hollywood production, the Trash Off relied on tremendous behind-the-scenes coordination to make it come off smoothly. Each district had an Adopt-a-Highway coordinator contacting the adopting groups to get them involved in the Trash Off. The district public affairs officers put in extra duty notifying local media. And the maintenance people in each district made sure all the signs were up, trash bags and reflective vests distributed, and the bagged litter picked up after the Trash Off.

The effort was great and the results encouraging. At least 40,534 of the big plastic bags were filled. With each bag holding 40 gallons, that equals something around 1.6 million gallons of trash.

So what do we do for an encore next year? ★



## Dredging disposal site problems threaten waterway

By Hilton Hagan

A report bound in a vivid red cover signals danger for continued efficient operation of the Gulf Intracoastal Waterway (GIWW) in Texas.

Prepared by the Transportation Planning Division, it says disposal areas for material dredged up in maintaining the 426-mile-long canal are almost full and that action must be taken soon to find other disposal places. Periodic dredging is necessary to keep the busy waterway operating.

In 1985, barges on the GIWW moved 67.6 million tons of cargo with an estimated value of \$35.5 billion. It would have required 942,899 railroad cars or 3,404,911 trucks to move the same amount. And that's not counting the additional energy that would be used by trains and trucks, nor the additional wear and tear on the highways by that many more 18-wheelers.

The waterway has great recreational value as well. Of 2.4 million recreational trips originating in Texas coastal waters annually, 79 percent use the GIWW.

The U.S. Army Corps of Engineers is in charge of keeping the channel dredged to a 12-foot depth. The corps provides for the actual dredging. But it is the responsibility of "local sponsors" to provide all the land needed for construction and maintenance at no cost to the federal government. For the GIWW in Texas, that means sites where the sand and silt from dredging operations can be safely deposited.

A 1975 law designated the highway department as the local sponsor, replacing several local port authorities and navigation districts in that role.

Alternative methods of acquiring disposal sites without cost have included the use of state or federal lands and donations by some private landowners.

But that's not all. Also in 1975, the commission received a legislative mandate to carry out the coastal policy of the state of Texas.

That includes support of shallow-draft navigation in the state's coastal waters in an environmentally sound fashion. Unfortunately, no money has been made available by the Legislature to acquire disposal sites for dredged material. And there's the rub.

B. C. Gersch, the department's supervising waterway planning engineer, says trying to provide sites that are both adequate and environmentally acceptable—without any money—has been one frustration after another.

"Without any continuous funding for leasing or buying disposal sites," Gersch said, "we are nothing but a paper tiger. All we can do is try to solicit free sites."

A lot of the land adjacent to the waterway is state-owned, and all the submerged land is under state control. That seems as if there should be some ready-made solutions to the problem. Not so.

State law requires compensation for the use of land under the control of the General Land Office. It cannot allow use of the lands without charging a fee. No money has been appropriated for lease or purchase of disposal sites.

The report says outright purchase of property for development of upland storage sites is the most advantageous means. At the same time, it provides best protection for the environment.



Trouble looms beneath calm surface of Gulf Intracoastal Waterway. While dredging is needed to maintain depth, the state is running out of land to deposit dredged materials. (Photo by Hilton Hagan)

In this way, the state would continue to own the deposited materials which could be sold as uses for them were developed. The sites also could be reused as the earlier deposited material was sold off.

At the moment, however, that's not an option.

The U.S. Fish and Wildlife Service has donated use of 155 acres in the Big Boggy National Wildlife Refuge near East Matagorda Bay, and the Texas Parks and Wildlife Department has provided a 30-year easement on 335 acres of the Bryan Beach State Park near Freeport.

Recently, the highway department has begun asking landowners for donations, with some small success. A one-time-only donation provided 250 acres in the East Matagorda Bay area. Five other donations appear promising

in the High Island and West Bay areas.

Helpful as they are, the donations won't fulfill all the needs. Donations often are limited to one-time use or a short period, so they don't make much impact on any long-range plan for solving the disposal problems.

Some landowners would be willing to donate easements if they were excused from paying ad valorem taxes on the sites. The argument goes: "I pay property taxes; if I donate the use of my land to the state, why must I pay taxes on it?" A bill is pending in the Legislature to provide tax exemptions for donated disposal sites.

Such an exemption, together with imposing user taxes to provide for maintenance of the waterway, is among long-range proposals to keep the waterway operating. ★



Donna Ward, 11, is back home after a liver transplant, thanks to many state employees and others who contributed to her expenses. Despite frequent visits to the doctor in Dallas, Donna attends school in Everman a few hours a day. She is the daughter of Janet and James Ward, a Fort Worth District employee. (Photo by Dave Clapp)



## Giving to save

# Lifeblood

By Karen LeFevre

Whenever I think of blood storage, I remember a really camp horror movie in which a vampire steals pints of plasma from a blood bank and keeps them in his refrigerator till he gets hungry (or thirsty). I can recall the scene where he first opens his fridge, the plastic bags hanging up in neat little rows. Then he takes a transfusion tube and puts it between his deep red lips, fangs showing. You get the picture.

This lazy vampire's interest in blood was strictly one-sided. I doubt he ever thought of donating blood. Probably no one would want his, except another vampire. And, even then, there are plenty of victims to choose from—not to mention blood banks.

But those of us who aren't vampires, and who have more practical (if not more urgent) uses for blood, may want to know how to give and receive the precious substance.

There's a simple procedure for donating blood. And, in case you're wondering why you should, there's a very good reason. People who need blood can only get it from other people. Try as they will, medical scientists haven't hit upon a substitute for the real thing.

I've given blood in the past for blood drives, and recently gave in Austin. I can assure even the most fainthearted among you that giving blood is not only simple, it takes less than an hour. And it's safe, involving no risk of exposure to disease. It takes a little more paperwork and testing nowadays than it used to, but it's all for the protection of both donor and recipient.

When you go into your local blood center, you'll be asked to fill out some forms and participate in a confidential medical interview. The object of this process is to screen out anyone who isn't in good health, or is otherwise an unsuitable blood donor.

You have to be 110 pounds or over (whether male or female) to donate blood. Also, you must be between 18 and 66 years of age. If you are over 66 and want to give blood, you need a letter from your personal physician stating that you're able. You'll be asked about your medical history and whether or not you have had, or been exposed to, certain diseases, among them rheumatoid arthritis, hepatitis, syphilis, AIDS, and cancer. There are, according to personnel at the Central Texas Regional Blood Center, about 55 questions in all, so they feel the screening process is a thorough one.

Then, after the interview, you get a "mini-physical," which includes having your temperature, pulse, and blood pressure taken. Your hemoglobin content is measured from a sample of blood taken from your fingertip. Then you lie back in a comfortable chair and you're all ready to give blood.

This last procedure is quick and painless. It takes only about five to 10 minutes. Since you, an average adult, have eight to 10 pints of blood in your body, expending one is not a problem. Your body will replace it in a very short time. The blood is taken from a vein in your arm and collected in a plastic bag (like the ones in the vampire's fridge), then carefully stored for processing. If yours is an "autologous" blood donation (for yourself, in anticipation of your own surgery), your blood will be labeled with your name, your doctor's name, your hospital, and the date of your operation.

After the needle is removed from your arm, you bend your elbow for another few minutes to make sure you're okay. Then, you are escorted to a refreshment room where you can rest briefly and partake of juice, coffee, and cookies. The staff members and other donors chat with you for awhile. And everyone sees to it that you're comfortable. There's an awareness underlying all the casualness that giving blood is important. You feel good knowing that, because of your good health, you've been able to help someone who is not so fortunate.

When you've left the blood center, the work of the professionals there continues. The pint of blood you left behind is given a four-hour battery of sophisticated tests. This "blood processing" is to make sure your blood is safe to use. It is typed and cross-matched to ensure it goes to someone with the same type blood. Then it is tested for hepatitis B, syphilis, and red cell antibodies (which may cause problems for certain patients). A new test to detect the presence of the HTLV-III antibody, believed to cause Acquired Immune Deficiency Syndrome (AIDS), is now part of the routine testing as well.

Once your blood has been tested and properly labeled, it is stored for future use. And, you can even have a hand in providing for special people in your life—your family, friends, business associates, and others. Because of the constant need for blood, many organizations have set up accounts with nearby blood centers. The highway department has such a fund in the Austin area.

The American Association of Blood Banks recommends that an organization keep at least five to 10 units of blood in its fund. The account is handled just like a bank account, and the blood donated by members (employees, in our case) is recorded as a credit. The credit is good for one year. If it is not used within that time, the account is given a zero balance. And an account with zero balance automatically becomes inactive. The fund stays active, however, with as little as one unit of blood.

To create an organizational blood fund, there must be a name for the fund committee, a chairperson and, ideally, a co-chairperson. With the agreement of the committee members, the blood in the fund can be used not only for the people usually eligible (employees and their family members) but for anyone else to whom they wish to donate. This can be someone living across the country, as well as close by, for blood credits can be transferred from one blood center to another (just as money is wired from one Western Union office to another).

With the convenience of blood bank accounts, there's really no excuse to let the balance get low. Many of our fellow employees, friends, and family members could benefit from our organizational fund. And, although Blue Cross and Blue Shield covers the cost of blood transfusions, many of the health maintenance organizations do not. You may want to check yours.

If you wish to donate blood to an organizational fund and aren't sure if the department has one in your district, call your Employees Advisory Committee for information. And, if you just want to give blood for a local blood drive, have no fear. It'll make you feel good about yourself—you know, generous.

In the Middle Ages, people were bled for all sorts of reasons, most of them to promote health by ridding the body of "evil humors" and such. One comment from the literature was that, after the treatment, patients would feel euphoric, elated. This sense of well-being even extended to periods of clear thinking.

In my own case, every time I've given blood I've felt calm and peaceful. Sometimes I've felt a little light-headed, almost as if there's not a care in the world. It didn't last long, however, and then I got hungry. Perhaps that's the body's way of replenishing its supplies (or maybe I just associate blood with hunger from watching too many vampire movies). In any case, I always felt good knowing I'd given a powerful lifesaving gift to someone in need. ★

## Blood available for employees

By John Barker

For several years the Employees Advisory Committee, in conjunction with the Central Texas Regional Blood Center, has maintained an organizational community blood donor fund for Austin employees and their families.

Persons eligible to draw against this account are the employee, spouse, parents of either spouse, employee's children (natural, adopted, stepchildren and foster children while a dependent of the family), and any relative living with and a dependent of the employee's family. In unusual cases, on a case-by-case basis, the coverage of the fund may be extended to family members not listed above, by a two-thirds vote of the Employees Advisory Committee.

The Employees Advisory Committee sponsors blood drives to replenish this fund on an as-needed basis, and encourages the use of this fund.

Applications to use blood from this fund can be made to either John Barker, (Transportation Planning Division) 465-7938, or Ray Tesmer (Division of Motor Vehicles) 465-7634. ★



Gayland Smith, shop supervisor in the Brownwood District, received a "five-plus" mug in recognition of his regular blood donations. Janet McGuffin, donor resources specialist with United Blood Services, presented the award. Smith has donated 7-1/2 gallons since he started giving blood in 1975, and has persuaded co-workers to give, too.



# If we forget all the Old Roads, can we know where we've been?

By Pat Truly  
Fort Worth Star-Telegram

Some people are ga-ga about vintage Bugattis or classic Packards.

Others go into a delirium about Ch'ing Dynasty pottery, or Victorian doll beds, or 18th century pewter porringers or the baseball trading cards that came in packs of cigarettes in the World War I era.

I like maps.

And Old Roads.

There are still some places, in this age of four-lane thoroughfares and interstate highways, where you can see vestiges of the way things were. Every now and then when traveling across Texas you can still see, over there to the side like a discarded tire carcass, the beat-up pavement that marks the Old Road.

Some Old Roads still function, forgotten but not gone. U.S. 77, for eons the path that intrepid motorists took from Dallas to Waco and points south, was not totally replaced by Interstate 35. Old-timers, if they please, still can take U.S. 77 from Waxahachie to Forrester, Italy and Milford, small towns shunned by modern road planners. In places, they can navigate old 77 while able to see I-35 drivers whizzing along only a few hundred yards to the west. Thus, 77 isn't a true Old Road.

There are a couple of places where the much-needed widening and improvement of U.S. 377 between Fort Worth and Comanche has left the real Old Road visible. A narrow, deteriorating 50 yards of pavement can be seen here and there.

Those are the true Old Roads.

It saddens me that generations are growing up knowing nothing but four-, six- and eight-lane highways, surfaced with foot-thick reinforced concrete to withstand billion-pound trucks and properly canted to make 80 mph not an unsafe speed from an engineering standpoint.

Why, there are young urban drivers (Yuddies) who may never have been on a gravel or dirt road in their whole asphaltic, concretized, H. B. Zachry lives. Nor have they ever seen a frame tourist cabin, much less stayed the night in one.

They are comfortable, safe and efficient as all get-out, but today's roads lack romance. Except where a few yards of Old Road are visible, there is little sense of history in a superhighway. On an Old Road, there are still the ghosts of a generation of tire changers. Not so on an interstate.

That's why I cherish Old Roads. And Old Maps.

That's why I was thrilled to get a nearly new 1939 Texas Highway Department highway map for Christmas.

For youngsters, and the millions who arrived in Texas when the landscape already had been macadamized and four-laned, this map would be a revelation. Indeed, it shocked me, and I can remember (well, almost) actually riding on Texas roads in 1939.

These days, if you drive from Mineral Wells to Stephenville, it's a breeze on U.S. 281. In 1939, just as today, 281 ran from Wichita Falls to McAllen, more than 500 miles across Texas. But between Mineral Wells and Stephenville it was an "improved earth road." Graded and maintained, but still a 42-mile stretch of U.S. dirt road.

There were even parts of U.S. 77 (one of the key national routes, running from North Dakota to Brownsville), down around Giddings and LaGrange, that were paved with dirt.

If you wanted to go the 26 miles from Decatur to Denton (a piece of cake now on Yew-Ess 380), it was dirt all the way, and not even a top-class dirt road at that. Part of

U.S. 290, in the Hill Country, was a cow path.

Between Dallas and Fort Worth there was U.S. 80. Period. No Highway 183, no Interstate 20 or Interstate 30. Burleson was on the map, but Arlington wasn't. U.S. 81 ran down Hemphill Street on Fort Worth's South Side on its way to Austin. Highways followed the railroads, right into the center of every town.

But the remarkable thing about the 1939 map, compared to a 1986 model or even a 1960 map, is how few highways we had. In 1939, there were a little more than 18,000 miles of Texas roads, and many were dirt or gravel. Now we are approaching 75,000 miles of pavement.

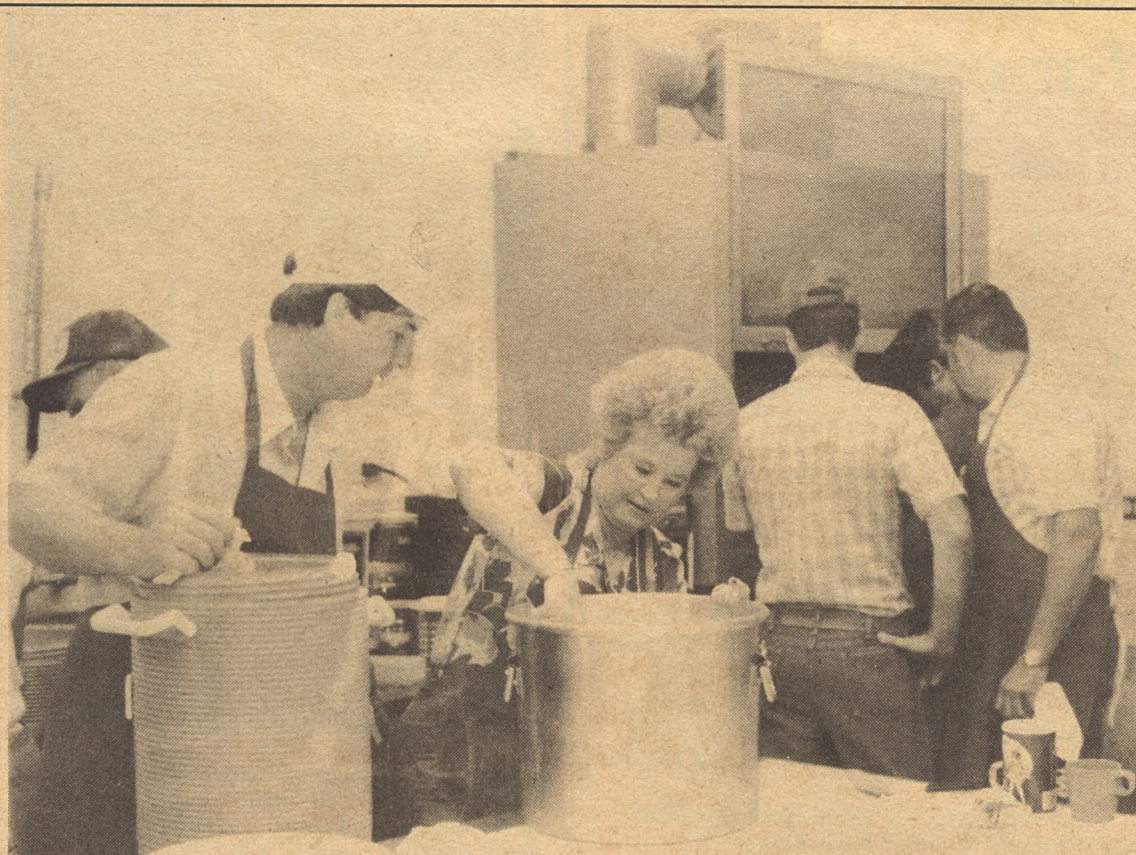
Of course, in 1939, there were only 10 percent as many cars in Texas as there are now.

In 1939, the Texas system of farm and ranch roads (farm-to-market roads, originally, because that was their purpose) was a dream. I suspect that these roads, intended to help farmers, have played a major role in the population movement from country to city since 1945. They made it easy to get to market—and stay there.

Today we take broad, smooth roads for granted. Of course, we also take for granted that some of them are closed—temporarily—because they need to be built into even greater highways. Progress means we keep creating Old Roads.

Maybe someday we'll have markers to tell us where yesterday's roads went, just as we mark the route of the Chisholm Trail. I hope so. They shouldn't be forgotten, and not everyone is lucky enough to have his own 1939 Texas highway map. ★

*Reprinted with permission of the author.*



Thomas Macha and Dolores Prasek mix potatoes for the annual safety awards celebration in Yoakum. (Photo by Pearlle Bushong)

## What's cookin' in Yoakum?

By Pearlle Bushong

One of the incentives for driving safely in the Yoakum District is attending the annual safety awards ceremonies. After all the awards are presented, everyone lines up for barbecue.

For the past six years, the barbecue and fixings have been prepared by Emil Kloesel, Albert Sestak, Dolores Prasek, Diana "Buzz" Martinez, James Lahondy, Johnny Luna, George Kutach, Eugene Pustka, Fred Lerma, Thomas Macha, and Louis Nunez.

"Over the years we have organized ourselves into a team. Each member is responsible for a specific job, but we all help clean up," said Kloesel.

This teamwork results in more than 500 pounds of brisket, 200 pounds of potatoes, 100 pounds of onions, and 60 pounds of beans, all prepared and served in a very professional manner.

Despite these huge amounts, the cooks annually receive one of the greatest compliments to their cuisine—there are never any leftovers. ★



## Road to a highway department

# Highway advocates again disappointed in 1915 session

By Ralph K. Banks

After falling short of their goal in 1913 by only a governor's veto, proponents of a state highway authority renewed their efforts in the 1915 Legislature.

Senators H. L. Darwin and C. W. Nugent kicked off the latest efforts on January 14 by introducing Senate Bill (SB) 55. Darwin, of Cooper in Delta County, by this time was a seasoned veteran of debates on this subject, having co-sponsored two highway bills in the 1913 Legislature.

A few days later, on January 18, Representatives Leonard Tillotson and H. B. Savage introduced House Bill (HB) 115, which was almost identical to SB 55. Tillotson, of Sealy, was also an experienced sponsor of highway legislation in the previous session.

The 1915 bills each proposed creation of a state highway department, a state highway commission, and the office of the state highway engineer. They required the registration of motor vehicles and authorized the commission to assign numbers and issue plates to owners. Registration fees were to be divided between the counties where collected and the state highway commission.

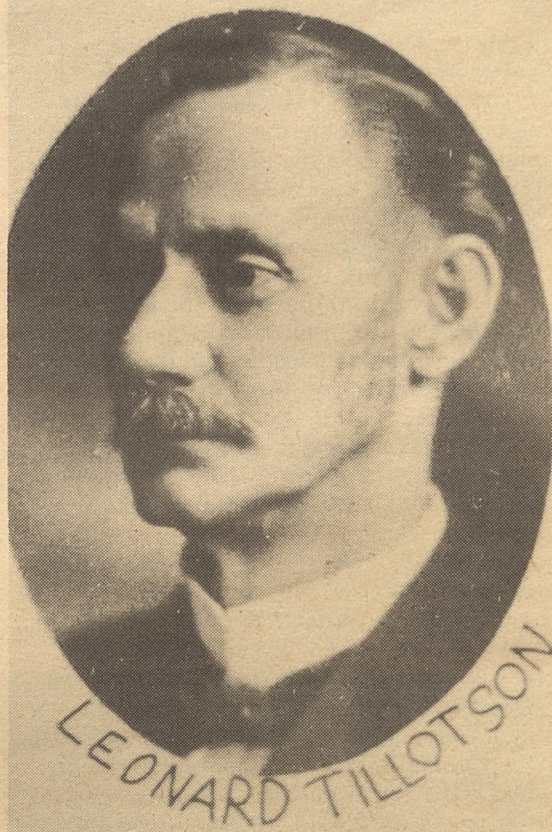
The commission would consist of three citizens appointed by the governor with the advice and consent of the Senate. One member was to serve for two years, one for four years, and the third for six years. As each term expired, the governor was to appoint a replacement who would serve the same length term as the commissioner being replaced. This would achieve the desired overlapping of terms, but perpetuation of short, medium, and long terms would have caused gross confusion. Also, the bill specified no method for designating a chairman.

Under the bill, the state highway engineer was to be responsible for a general highway plan of the state. He was to collect information and compile statistics on the mileage, character, and condition of highways in the counties and the cost of construction of the different classes of roads. As to his involvement with highway construction, the bill proposed he be authorized to construct, at the expense of the state, demonstration roads for the promotion of good construction. The engineer was also to act as a consultant to counties for their bond-financed construction, and to maintain a laboratory for the analysis and testing of road material.

A state highway fund was to be created from the proceeds of annual motor vehicle license fees—\$1 for motorcycles and \$3 for other vehicles. The fund would be initiated with a \$10,000 appropriation from the general fund. Under the Tillotson-Savage bill, this \$10,000 would be paid back into the general fund from the first year's registration proceeds. The Darwin-Nugent bill did not require such reimbursement.

Not all the registration fee revenue was to be at the disposal of the highway commission, however. One-third of the gross revenue from each county was to be deposited with the county for maintenance of public highways in the county.

SB 55 was referred to the Senate Committee on Roads, Bridges, and Ferries, which reported it out on January 26 with a recommendation for passage. HB 115 was



Rep. Leonard Tillotson

studied by the House Committee on State Affairs, and was reported out on January 28, also with a favorable report.

Tillotson, one of HB 115's co-sponsors, was a member of the House Study Committee and was assigned to make a full report on the committee's recommendation. In his report, he stated that the bill was supported by the State Good Roads Association, and had the endorsement of the Democratic Party in its state convention. He went on to say that the service the proposed department provided would certainly be of great value to the counties and road districts of Texas by placing in their hands information concerning practical road construction, thus saving considerable sums of money in the more judicious expenditure of funds for road improvement. Tillotson ended his report with this appeal to his fellow members' sensitivities: "Most progressive States of the Union now possessing good roads have a department similar to that proposed, and its work has been of incalculable value in promoting good road construction."

Meanwhile, on January 26, Sens. T. H. McGregor and John M. Henderson introduced their SB 149 which, like the McGregor-Willacy bill in 1913, proposed that the state board of prison commissioners become an ex-officio board of state highway commissioners. Such a prison board/highway commission would preside over a "State Trunk Highway Department" that would construct, maintain, and control a state trunk highway system. As much construction work as possible would be performed with convict labor. This bill was promptly reported out of committee on January 29 with a favorable recommendation.

On February 16, with both SB 55 and 149 out of committee with favorable recommendations, the Senate had essentially the same two options as in the 1913 Legislature. As the Senate inclined to further consider the bill regarding a "free-man"-operated highway department, or the one proposing the construction of highways with convict labor?

Both bills failed to pass second reading. Despite amendments to SB 55, which was

tabled subject to call, there were never enough votes to reconsider it, and it died with session adjournment. HB 115 suffered a similar fate, but it died at the end of the session without even being called for second reading.

Shortly after the regular session ended that year, Gov. James E. Ferguson called the Legislature into special session, with one of the items on the agenda consideration of a state highway department. Tillotson, Savage, and four other co-sponsors introduced HB 41, which was similar to the Tillotson-Savage bill of the regular session, but with some significant differences.

The term of office of highway commissioners would be six years, except that, of the first three members, one would serve a two-year term, one a four-year term, and the third a six-year term. Also, perhaps anticipating that Congress would soon be making federal funds available to the states for road construction, HB 41 provided that any such funds be expended under the supervision of the state highway department.

HB 41 was referred to the House Committee on State Affairs, and a report just two days later recommended passage by the House. As a member of the committee, Tillotson again authored a full report. He emphasized that the bill would afford a much-needed agency to direct and supplement the efforts of county officials in efficient road work and that the bill was in line with experience of other states in providing more efficient methods of advancing road construction. However, the House failed to pass the bill beyond second reading.

So, after three valiant efforts, the 34th Legislature ended without passage of legislation creating a state highway authority.

But the federal government was about to enter into the field of highway improvement under the Federal Aid Road Act of 1916, legislation that would make it absolutely necessary to create such an agency.

*NEXT: A state highway department finally becomes a reality.*

## Ticket to read

By Bill Curra

Highway department bibliophiles may not be aware that many of the campus libraries of the University of Texas System extend their lending privileges to public employees. A Texas state employee ID or a letter on letterhead from one's supervisor certifying state employment is all that is required for a one-year courtesy card from a participating UT library. At UT Austin, a courtesy card is good for borrowing books at any of the 15 units and five special collections of the General Library, including, for example, the Engineering Library and the Barker Texas History Collection. It also provides access to audio materials at the Academic Center and the Fine Arts Library. Department employees in other cities should contact the UT or Texas A&M library administrator in their areas.

*Bill Curra works in the Materials and Tests Division in Austin.*



# Bridge programs ensure safe spans

By Hilton Hagan

There are about 45,900 bridges in Texas. One-third of them are "deficient" and need to be replaced or at least partially rehabilitated now, and the rest are getting older by the day.

Sounds scary, doesn't it?

It's the stuff headlines are made of, especially after a disaster such as the failure of two Interstate Highway bridges in Upstate New York in early April.

The highway department takes the situation very seriously. Every bridge in Texas, on the state system and off it, is inspected every two years by department personnel. In addition, maintenance supervisors routinely check the condition of bridges as they make the rounds of the highways in their areas.

Just a few months ago, Fred Pfeiffer, maintenance supervisor for northeastern Bexar County, spotted something he didn't like about a bridge during a routine inspection of I-10 east of San Antonio. He closed the highway and diverted traffic around the bridge, minutes before it fell.

What the headlines don't say is that not all of those "deficient" bridges are necessarily in bad shape structurally. Some of them are, certainly. But many of them are what the engineers call "functionally obsolete," meaning they were built for the smaller, slower, and lighter vehicles of a generation, or more, ago.

A bridge with nine-foot-wide lanes was more than adequate for a 1950 model auto being driven at 30 miles an hour. And even if it still is sound structurally, such a bridge is a potential hazard to today's heavier, faster traffic flows, not to mention the heavier trucks—and more of them—sharing the road with passenger vehicles.

Many of the highways approaching the bridges are poorly arranged by today's standards, and tight curves and narrow pavement approaching bridges pose additional potential hazards.

Highway department inspectors take both functional and structural matters into consideration. The inspection is the evaluation of a mix of both kinds of factors, more than 25 points in all.

Structural considerations are important, naturally: What are the conditions of the pilings, the beams, the deck, and other components? Is the waterway adequate? Damage done by floods of the creek under it was a major factor in the collapse of the bridge on I-90 in New York this spring.

The inspector also assesses things like the alignment of the bridge and its approaches, traffic volumes and speeds, kinds of traffic using the bridge, and the width of the travel lanes.

The sufficiency rating boils down to a number between zero and 100, the "100" bridge being absolutely adequate in all respects.

In federally aided bridge replacement and rehabilitation programs, structurally deficient or functionally obsolete bridges with a sufficiency rating of 50 or less are eligible for replacement. Under 80, the bridge qualifies for rehabilitation.

There are programs for bridges both on the highway system and off it—those under the jurisdiction of cities and counties. The department is responsible for inspecting both kinds and administers replacement and rehabilitation programs for both.

But just because a bridge has a rating under 50 or 80 does not mean that it will automatically be replaced or rehabilitated in the next program.

Here is how the bridge situation in Texas stacks up:

	On state system	Off state system
Total bridges	30,773	15,169
Eligible for replacement (rating under 50)	1,054	7,954
Eligible for rehabilitation (rating of 50-80)	3,662	2,238
Total deficient bridges	4,716	10,192

Currently 459 on-system and 172 off-system bridges are programmed for replacement or rehabilitation under federally assisted bridge replacement and rehab programs. This includes \$392.6 million for on-system bridges and \$42 million for off-system structures.

Also, the highway department in August 1986 created a special \$20 million program to rehabilitate another 222 bridges on the state system. The program was passed by the highway commission in March.

In the works is a \$37 million 1987-88 Off-State System Bridge Replacement Program. District engineers and their staffs consulted with cities and counties to identify candidate bridges for inclusion in the program.

The Bridge Division is reviewing them to identify the most-needed projects statewide and to fit those into a program that will make the best possible use of the available funds. ★



Charlotte Warner is project engineer for the \$26 million new Rainbow Bridge in the Beaumont District. The new, cable-stayed bridge will be 9,440 feet long. (Photo by Nancy Stout)



Marian Thompson is a bridge inspector in the Austin District. (Photo by John Cagle)

## Replacement only a matter of time

It may be a while before all the deficient bridges in Texas are eliminated, but progress is being made.

The last on-system replacement and rehabilitation program before the first state motor fuels tax increase in 29 years was passed had 245 bridges on it.

The first on-system program approved by the commission after the increase listed 442 bridges, and a special state-funded rehabilitation program addresses needs of 222 more.

Still, Ralph Banks, bridge construction engineer in the Bridge Division, says it will take about 159 years to correct all the deficiencies on all the structures on the state highway system, including all the bridges that will become deficient during that period.

Ongoing federal programs, plus an annual \$20 million state-funded rehabilitation effort like the one passed in March, would trim that time to a relatively few years—only 61. ★



## To build a better bridge

# Designing teens

By Miriam Grayson

One Saturday afternoon, a large gathering of young adults, their families, and friends met at the Northtown Mall in Dallas. On several tables were displayed some of the weirdest contraptions you could imagine. What were these wooden pieces of sculpture?

Here lay the wild imaginings of young, aspiring engineers. They were bridge concepts, built of no more than 900 toothpicks and held together with each designer's choice of glue. The bridge builders had entered the Eighth Annual Toothpick Bridge Design Competition, sponsored by a local engineering consulting firm.

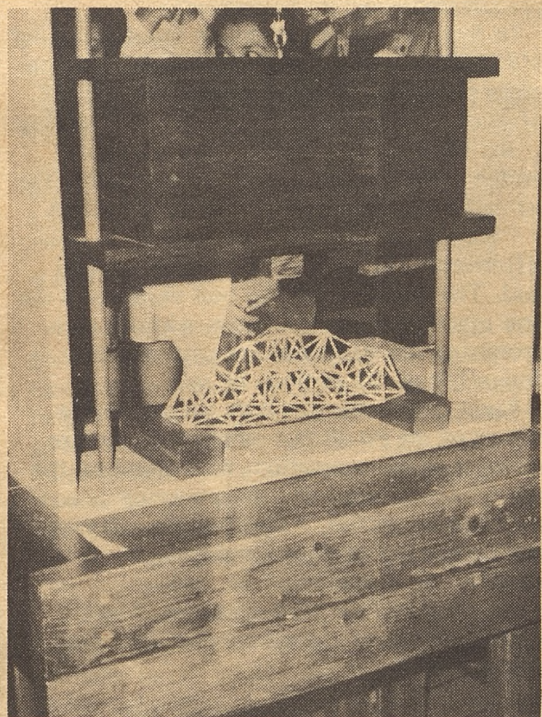
The week before the competition, Stanley Mims of the Dallas District took time out from his busy job designing real bridges to advise a North Dallas High School class on how to build a better bridge.

Early on the day of the competition, the first stage of judging took place. Each structure was placed in a crushing device, where it was tested to withstand 50 pounds. If it could pass this grueling test, it went on to greater trials of strength. About 35 bridges survived the original test.

Skyline High School's entry drew groans from the crowd when its bridge withstood 610 pounds of pressure before giving way, breaking last year's record of 485 pounds and taking an early lead.

What happened to North Dallas High School? "Well," the instructor said, holding a pile of toothpicks, "after watching the competition this year, my students will start sooner and put more time in on their projects."

It was quite an experience for the young people to watch the destruction of their hours of work. But one junior engineer was overheard saying, "I know I might not win, but I can look at the flaws and learn for next year." ★



Bridge construction meets destruction.

Photos by Miriam Grayson



Finalists take their places in toothpick bridge competition.

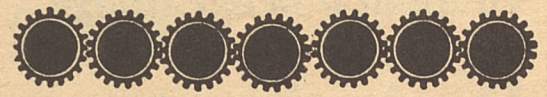
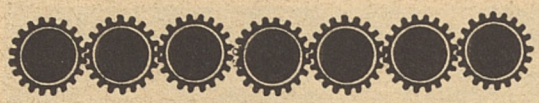


In tests of strength, some contestants receive crushing blows.



But the strong survive. This one's the winner!





## San Antonio project bridges past, future

By Mary Goodfleisch

When highway engineers designed the downtown "Y" intersection of Interstate 10 and I-35 in San Antonio, back in the mid-1940s, local folks in the Alamo city wondered why anyone would want to build such big roads. The theory then, as today, was to build roadways that would meet the traffic needs for 20 years into the future.

Today, I-35 carries 87,000 vehicles through downtown San Antonio each day. And I-10, the east-west workhorse of the state, is jammed with 100,000 vehicles at that intersection.

"By today's design standards, each of those highways would be overloaded at 60,000 vehicles," said John Kight, district planning engineer in San Antonio.

Some years ago, district administrators and design consultants began seeking a way to add the lanes needed to support the 200,000 vehicles expected to travel the two routes 20 years later. With no alternative routes available, the decision was made to build new lanes.

But with the urban activity of the city packed tightly around the two freeways, new rights-of-way were not a viable option for expansion. And the traffic disruption needed to build elevated lanes with normal construction procedures would have paralyzed the city for years.

"We sat down to determine how we could build elevated lanes at the location in a cost-effective way with minimal disruption to traffic," said Kight. "And since the roadways are in the middle of the city, we wanted the design to be aesthetically pleasing."

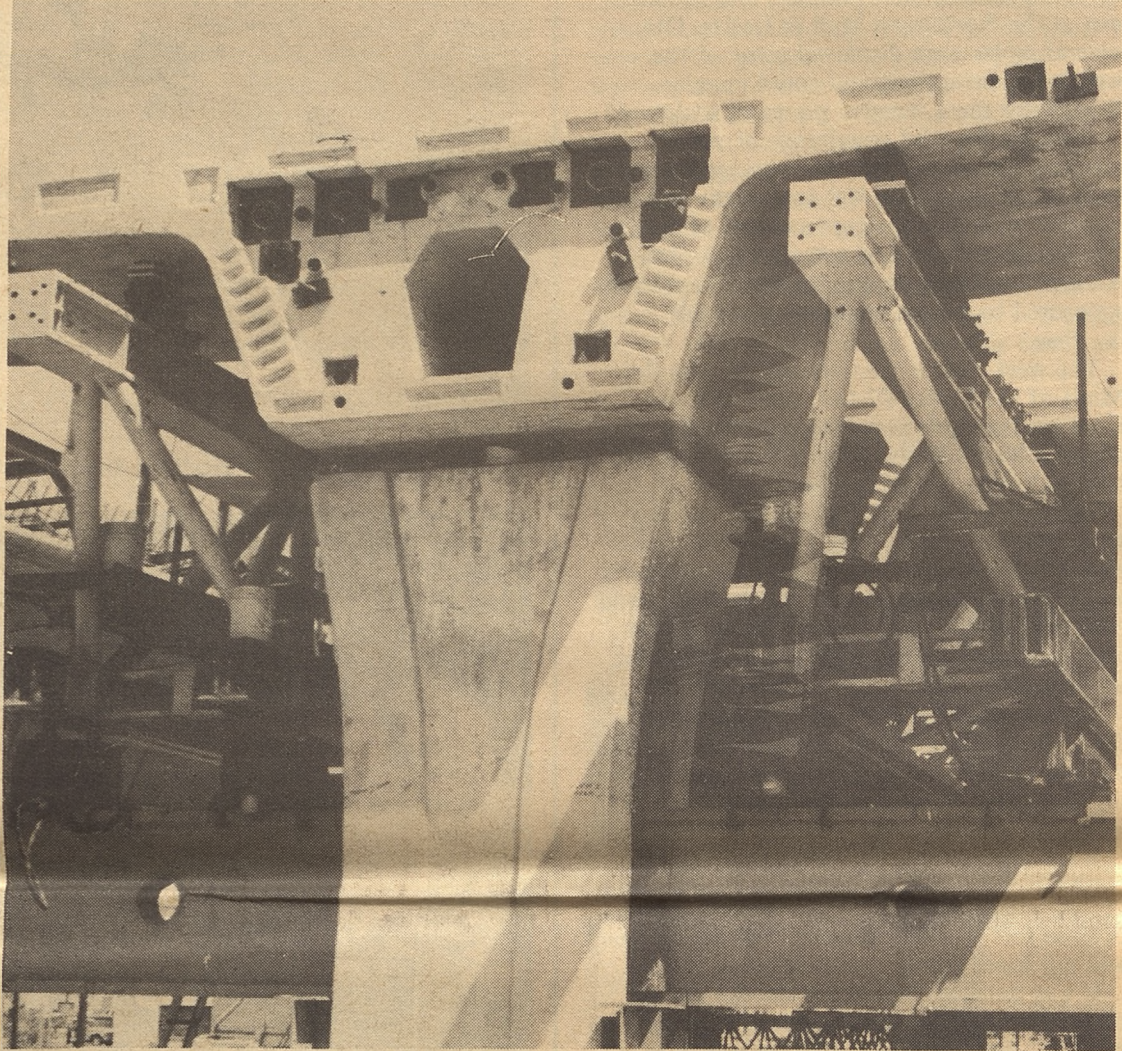
Harland Bartholomew & Associates, the consultants, came up with a "pre-cast segmental concept" involving pre-casting the bridge in segments to be assembled at the site. Each piece would be match-cast to its adjoining pieces to ensure a perfect fit and then post-tensioned. The consultant's plans included the design and the construction sequence.

The plan was an innovation in bridge and freeway design, Kight said. Post-tensioning and pre-casting are commonly used, but this was the first effort by the highway department to post-tension in segments. And the idea seemed to solve the major construction problem.

Matching the pieces during the pre-casting meant that each piece would be cast next to its neighbor, for a true match, he said. Post-tensioning is done by running cables through the segments after assembly and applying tension to strengthen the structure.

"On-site work is minimized," said Kight. "The only work done on location is erecting, fitting, and post-tensioning. Had we used standard techniques requiring cranes, we'd have created a monstrous traffic jam. This way, it minimizes the effect on traffic underneath."

And work moves more quickly. Kight said that once the learning curve for the new design is passed, one span can be constructed each three to four days. With normal construction taking one to two months per span, the days spent working on-site are substantially decreased. And the safety factor for



Girders support pre-cast segments of San Antonio's new elevated lanes, built in an innovative "leapfrog" fashion that is saving time, traffic disruption, and money. (Photo by Marcy Goodfleisch)

workers, who won't have to spend as many days in dangerous traffic, is increased.

"Not only does the plan meet our engineering needs," said Kight, "it's designed to be very pleasing in an urban setting. It has graceful wings and long, slender lines."

Kight said the bridge is more or less built onto itself. A section is built, using a girdered erection truss to support it through the post-tensioning stage. And the next section is added onto it.

"We sort of build the bridge from itself in the air, in a leapfrog fashion," Kight said.

With six new lanes and the rebuilding of the existing four lanes along the 10-mile stretch, Kight said about 100 lane-miles of work are scheduled in the \$294 million project. There are 24 separate contracts, and the goal is to complete the work by the end of 1991.

"We're building the outbound lanes first," Kight said, "and traffic will be able to move on them immediately. Once the new lanes are built, we will divert traffic to them so we can rebuild the original roadways."

Local support for the design is strong. All four existing lanes remain open during peak traffic hours, Kight said. Occasionally, one lane will be closed between the hours of 9 a.m. and 4 p.m.

Kight said the highway department is as pleased as the public is. The traffic needs of one of the state's major cities will be met

without adding to the problems. And the design is comparable in cost to a conventional pre-stressed concrete beam bridge.

In fact, the project is saving the department \$58 million, which can be funneled back into other priorities. The use of concrete instead of steel, the installation of permanent lighting at the beginning of the job, and the new bridge design all are factors in completing the estimated \$352 million job for \$294 million.

"We are continually reevaluating the cost-effectiveness of each item of work," Kight said. The search is for the best design and the best material at the least cost, without compromising the structural integrity or the design life of the project, he said.

Kight credits the project's success to the effects of the 80 district employees who are seeing it to its completion, both those on the special design team and those serving as construction inspectors. "Without the experience and dedication of these employees, it wouldn't be happening," he said.

"Everything has gone smoothly," said Kight. "We have a good crew of dedicated people." ★

*TECH TRADE is a new feature that spotlights innovative approaches to the everyday work of the department or solutions to new challenges. Do you have an invention or inspiration you want to share? Send your story to the editor, or contact your district public affairs officer.*



## Secretary escapes blaze

# Fire!

By Marcy Goodfleisch

Polly Luther is glad she has two dogs. Thanks to them, she still has her life.

Luther, a secretary with the Right of Way Division, was awakened early on the morning of April 5 by her two dogs barking. The wooden frame house she rented near Lakeway was in flames, and the dogs were reacting to the fire and smoke.

Luther and her youngest son shared the house. An older son and two guests from out of town were also in the house. Luther managed to get her sons and visitors out only minutes before the charred roof fell in. When the fire finally burned out, the divorced mother of four grown children found the house and all her belongings were a complete loss.

"Thank goodness for the dogs," said Luther. "We were lucky to get out of there."

But she had only her bathrobe, her purse, and a painting she had grabbed in her hasty departure. Anson, the 19-year-old son who lives with her, had quickly pulled on a pair of jeans as he left the flames and later discovered his paycheck in the pocket. All Luther's clothing, furniture, household goods, library, even the two cars in the driveway, were burnt beyond use.

When Luther checked in with her supervisors in the Right of Way Division (D-15) to explain her emergency state, she found support and help she hadn't expected. Luther had only begun her employment a few months before the tragedy and did not yet know the tradition of "family" in the highway department.

Employees in D-15 quickly organized donations of clothing, household goods, cash, and whatever else could be found. Somehow Luther's story reached the Childress district, and a letter with a cashier's check arrived from "friends" miles away, whom she'd not yet met.

Luther moved in temporarily with her daughter and slowly began putting her life back together. Clothing donations for Luther and her youngest son soon met their immediate needs. And the basic dishes, pans and linens needed to begin housekeeping have been donated.

The help and support of her co-workers stands out in Luther's memory.

"They made it a lot easier," she said. The \$600 in cash donations helped her family through the emergency period, the clothing helped her return to work, and the household goods will enable her to move into a new place of her own, she hopes, within a few weeks. She still lacks some furniture, but she's not complaining.

"The main thing is that we got out of there with our lives," she said.

Si Maxwell, an attorney who works with Luther in D-15, said division employees are still able to receive donations to help Luther as she gets ready to start over in a new home.

Luther said no cause has been found for the fire. The family returned to the site on the Sunday after the fire to see what was left. While exploring the rubble, they found that some things aren't disrupted by such events. The house was a mass of ashes, but there in the front yard lay the morning paper. ★



The women employees of the Abilene District, above, gathered for a tribute presented by their supervisors April 3, in the district's first "Ladies Appreciation Day." They were treated to lunch served by their bosses, below, decked out in chefs' aprons and hats. (Photos by Bobby Nichols)



## Safety Roundup

May 18-25 has been designated "Texas Buckle Up Week" by Gov. Bill Clements. The goal is to get all Texans to use their safety belts every time they ride in their vehicles, and to keep wearing them all year long. It could become a habit for life.

A new 12-minute slide show tells the success story of Texas' first year under the mandatory safety-belt law. The slide show consists of 79 slides, an audio tape, and a script. To borrow a copy from the Texas Coalition for Safety Belts, call 512/343-6525, or write to P.O. Box 9345, Austin 78766.

With most states raising their rural interstate speed limits to 65 mph, a word of caution is advised. Since 1974, cars have become smaller and lighter, and trucks have become heavier and bigger. A passenger vehicle traveling at



65 mph will stop in approximately 272 feet, or 68 feet more than a vehicle traveling at 55 mph. As speed increases, the driver must be more alert while traveling. ★



*Extra Mile awarded***Atlanta honors local employees**

By Marcus Sandifer

A department employee, who risked his health and safety to prevent a hazardous chemical spill from flowing into the Sulphur River, was honored in Atlanta on April 9 for his act of heroism.

Stuart C. Callison, a maintenance technician III in the Atlanta District, was awarded an Extra Mile Citation by Engineer-Director Raymond E. Stotzer Jr. during the fourth annual District 19 Safety and Service Awards Banquet.

"It is our employees' commitment to public service and their spirit of helpfulness and neighborliness that inspire some to great acts of valor in helping others. Some have even done selfless deeds that have saved lives and property," Stotzer said during the presentation. "It is to single out these exceptional people that the department instituted the Extra Mile Citation a few years ago."

It was an icy Sunday morning on December 20, 1981, when Callison performed the heroic deed earning him the award.

A tanker truck carrying 6,000 gallons of allyl alcohol—a highly toxic and flammable chemical—overturned following a collision with a pickup truck at the northern end of the Sulphur River bridge on US 59.

"I heard the sirens and emergency vehicles, so I went down to see what was happening," said Callison, who lives on the outskirts of Queen City just south of the accident site.

Upon arriving at the scene around 7:30 a.m., Callison learned the severity of the problem and called his boss, Jimmy Guffey, to advise him that a piece of heavy equipment could be of use at the scene of the crash.

Callison later volunteered to operate a front-end loader and built two containment ditches to catch the chemical spilling from the ruptured tank, thus preventing it from spreading into the river and harming the environment.

Just as Callison was finishing the work—sometime around noon—he began getting nauseous and short of breath.

"They told me to get out of the ditch and go with them to the hospital, which I did," he said. "We hadn't gotten very far when things became worse and they transferred me to an ambulance and began administering oxygen."

Callison was treated and released from the hospital that afternoon, but still endured burning eyes, itching skin, and slight grogginess during the following days.

"Stuart risked his life to protect the public and the environment from the toxic spill," Stotzer said. "Now that's what I call an extraordinary commitment to public service and real heroism. He is a shining example of the highway department spirit."

Callison is now in his 18th year with the department, working as a maintenance technician and heavy equipment operator at the Texarkana highway unit.

Following the presentation of the Extra Mile Citation, 38 employees with a combined total of 915 years' service received awards.

Horace E. Gholson, engineering technician V at the Atlanta residency, led the group of recipients with 40 years' employment.

Another 95 employees with safe driving records of 10 or more years also received awards. The group had a grand total of 1,347 accident-free years.

Leading the group of safe driving awards were Clarence H. Allen Jr. of the Linden maintenance section, Roy C. Sullivan of the Mount Pleasant maintenance section, and Joe L. Sheridan of the New Boston maintenance section. Each has had 21 years without an accident in a state vehicle. ★



Melissa Heard

**Travel efforts earn awards**

Melissa F. Heard, senior travel counselor at the department's Texas Tourist Bureau in Waskom, received the 1987 Roadrunner Award for superior achievement in the statewide travel-tourism industry.

Heard was honored April 23 during the 32nd annual Texas Travel Counselors Conference in Laredo.

Also during the conference, Bill Naivar was cited as the "Dean of Texas Hospitality" and the "Pride of Texas" by the statewide Discover Texas Association. Naivar, the genial chief of the department's Orange tourist bureau, will retire May 31.

In receiving the Roadrunner award, Heard, a 13-year veteran with the state, was hailed as a public servant who takes time to recognize travelers as individuals. Among nominees from across the state, she was singled out for her friendly poise and "extra-mile" efforts in serving the traveling public.

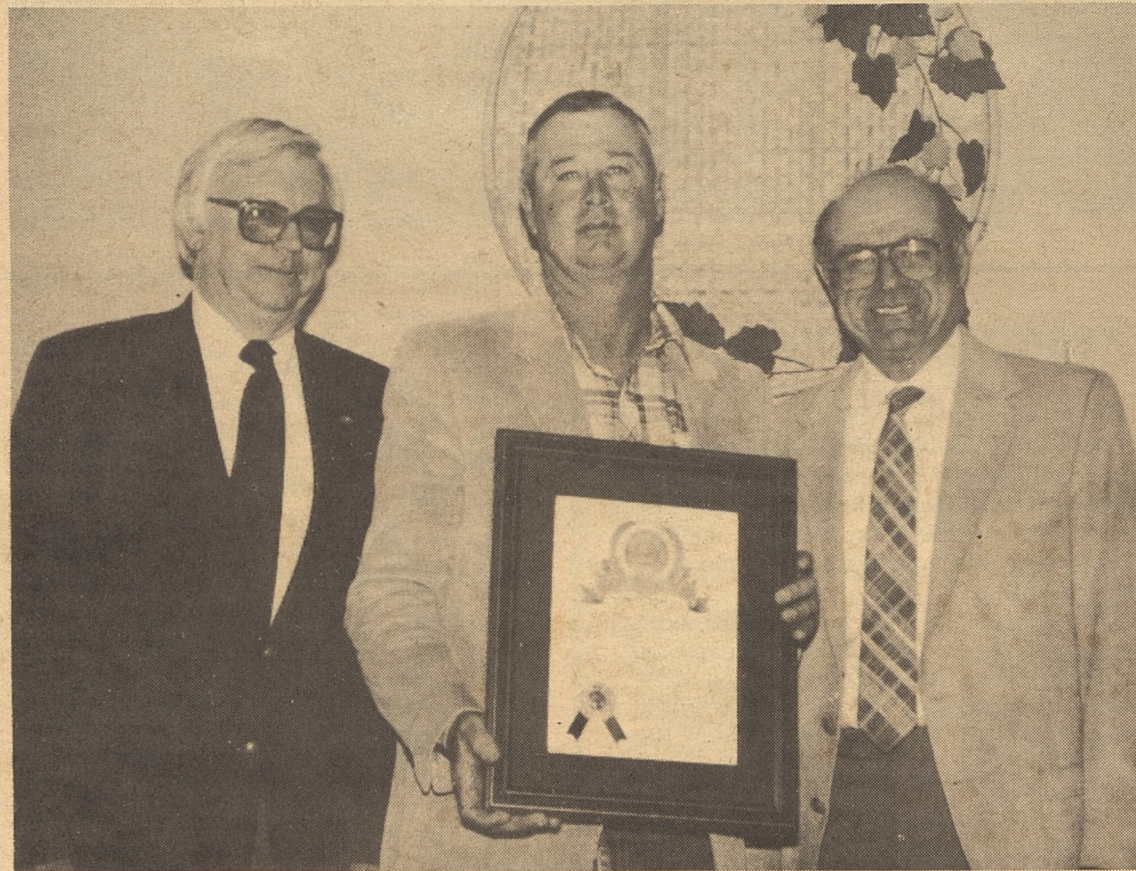
The award plaque features a comic roadrunner and a tongue-in-cheek Latin inscription, which translates as a wry comment about the job of a travel counselor—getting paid for telling people where to go.

Naivar is a 34-year veteran with the Travel and Information Division. His calligraphic citation was presented by Murrell D. Foster, chairman of the Discover Texas Association of tourism professionals. He described Naivar as a quintessential Texan: quiet-spoken, friendly, and with encyclopedic knowledge of the Lone Star State.

"We couldn't ask for a better Texas image than Bill Naivar," Foster said. "When Bill serves incoming Texas visitors, they know they've arrived in 'The Friendship State.'"

The bureaus in Waskom, on Interstate 20 near the Louisiana state line, and Orange, on Interstate 10, are among 12 hospitality centers for the state. They are open seven days a week, and all tourist services are free—maps, travel brochures, and expert assistance in charting routes. So far this year, bureaus have welcomed more than a million visitors.

The annual travel conference is a workshop that brings together travel counselors from all 12 bureaus and the statewide tour offices of the American Automobile Association, sharpening their skills for another major tourist season. Exchanging information with the travel counselors were representatives of other commercial and public sectors of the Texas visitor industry. ★



Extra Mile recipient Stuart C. Callison is flanked by Engineer-Director Raymond E. Stotzer Jr., right, and District Engineer Lawrence L. Jester Jr. (Photo by Marcus Sandifer)



# AWARDS

(April 30, 1987)

## Administration

Charlotte M. Campbell, 15 years.

## Automation

Phillip T. Schmidt, 25 years; Norbert L. Mueller, 15 years; Anthony H. Compton, Janie P. Light, 10 years.

## Bridge

Leo K. Willis Jr., 30 years; Joseph B. Gomez, five years.

## Equipment and Procurement

Nancy G. Rhoades, 20 years; Alvin J. Helmers, 15 years; Don H. Carlile, Julian O. Hernandez, 10 years; James I. Hilton, Arthur W. Meadows, Jose M. Montoya, five years.

## Finance

Edd Neva W. Dabbs, 35 years.

## Highway Design

Rodolfo J. Rivera, 10 years.

## Human Resources

John R. Jones, 20 years.

## Materials and Tests

Jerry E. Rowland, 25 years; Richard G. Kubitza, 10 years; Wendel E. Sundbeck, five years.

## Motor Vehicles

Ben E. Dillon Jr., 20 years; Alberta R. Byers, Janie B. Lowe, five years.

## Right of Way

Julia I. Eppright, 30 years.

## Safety and Maintenance Operations

Gary R. Cypert, five years.

## Transportation Planning

Carl W. Myers, 25 years; Stephen O. Haizlip, Bryan L. Honeycutt, five years.

## Travel and Information

Archie G. Birkner III, 15 years.

## District 1

Kenneth R. Jones, 30 years; Reza Bazazzadeh, James R. Presson, five years.

## District 2

J. G. White, 35 years; Martin P. Ragle Jr., Elvis D. Shockley, 30 years; Samuel D. Vincent, 25 years; John L. Sharpe, Leonard L. Tice, 15 years; Paul E. Davenport, Thomas J. Jackson, 10 years; Charles W. Brown, five years.

## District 3

Marvin L. Schoppa, 30 years; Fred D. Hill, Linda L. Proctor, 20 years; Joseph B. Blair, Kenneth J. Mitchell, five years.

## District 4

Donald D. Day, Joe G. McDougal, 30 years; Jackie L. Bailey, James E. Ford, Alfredo M. Fuentes, 10 years; Lloyd A. Hare Jr., Henry A. Hicks, James R. Kelley, Lee P. Landes, Hyrum V. Orcutt, Cecil C. Rich II, five years.

## District 5

Jerry R. Moore, 20 years; Raymond B. Haywood, Durwood G. Payne, 15 years; Louis Aguilar Jr., Tommy D. Hickman, Ronnie C. Pyburn, Donald K. Wood, 10 years; Elias J. Sanchez, five years.

## District 6

Manuel R. Flores, 40 years; Owen E. Parrish, 30 years; Pablo R. Hinojos, 25 years; Candelario L. Pena Jr., 15 years; David R. Bennett, Craig E. Clark, George G. Cortez, Jerry K. Ford, Jackie C. Lambert, Melinda L. Strong, five years.

## District 7

Cecil F. Hedrick, 35 years; Felix Rodriguez Jr., Jerry L. Smith, 25 years; Esteban R. Pena, James W. Whitlock, 20 years; Ernest Gomez, 15 years; Charles M. Thompson, 10 years; Gregory C. Newman, five years.

## District 8

Charles H. Blanks, Billy D. Bozarth, Billy I. Watkins, 30 years; Lynnette S. Simpson, 15 years; Bennie D. Harvey, Garry L. Jennings, William D. Rister, 10 years; Carl A. Barton, Sharlotte L. Teague, Raymond D. Trussel, five years.

## District 9

Robert L. Masters, 30 years; Bobby G. Luther, Bobby D. Roberts, 25 years; Ernest G. Karnowski, 15 years; James C. Johnson, William A. Smith, 10 years.

## District 10

James L. Penney, 25 years; Glenn R. Price, 20 years; Jesse Crowder, 15 years; Kenneth R. Christian, Kent M. Clark, Ernest N. Lee, Clennon D. Rosewell, five years.

## District 11

Roy W. Carnes, 30 years; Thomas F. Dobbs, 20 years; Gary J. Cowart, 15 years; Myrtice R. Kyle, 10 years; Eddie D. Kennedy, Roy B. Sanders Jr., Sonny J. Tippet, five years.

## District 12

Donald E. Belyeu, 35 years; Frank H. Houston, 30 years; Richard B. Howard, Henry Voitle Jr., 25 years; Samuel Roberts Jr., 20 years; Mills D. Wood, 15 years; Marvin L. May, Walter D. Torres, Nolan W. Wunderlich, 10 years; Magnolia G. Davis, Jana S. Farrell, Charles E. Grant Jr., Johnny L. Guice, Eddie L. Horace, David W. Johnson, Jeffery D. Monroe, Doris I. Morse, Leroy Phillips Jr., Keith R. Robison, James W. Scott Jr., Henry D. Talkington, five years.

## District 13

John W. Wurm, 30 years; Librado A. Mendez, 25 years; Marvin J. Michalec, 20 years; Weldon L. Popek, 15 years; Michael L. Drozd, Luke Grant, 10 years; Myrtle S. Schomburg, five years.

## District 14

Patrick A. Bartsch, 35 years; Jarvis E. Haverland, 30 years; Fermin L. Alonzo, Tifney J. Smith, 25 years; Bobby C. Fitzgerald, James W. Wells, 20 years; Terrell N. Eulendorf, Clayton E. Seidel, 10 years.

## District 15

Francisco L. Garcia, 35 years; Juan R. Gauna, Charles J. Schulte, Nathan B. Weed Jr., 30 years; Charles H. Georg, Jimmy L. Wehmeyer, 25 years; Margaret A. Richards, 20 years; John L. Park, Jerome A. Quintero, Clay R. Smith, Richard R. Wilson, 10 years; Jaime G. Ledesma, Matthew F. Vanwicklen, Bryan R. Vickery, five years.

## District 16

Frank C. Dickenson, John W. Stringer, 25 years; Sylvan Turner Jr., 20 years; Carmel Lopez, 15 years; Rene Longoria, Rosie S. Lopez, Jimmy J. Perez, Bradley R. Reininger, five years.

## District 17

Leland E. Clepper, 40 years; Travis F. Heins, 30 years; Bernard J. Klawinsky, Curtis J. Newton, 25 years; Mack Embra Jr., Patrick T. Williams, 10 years; Curtis L. Beckham, five years.

## District 18

Marion F. Blackerby, 35 years; Bobby R. Brock, Albert D. Cain Jr., 25 years; Deborah B. Burgess, Fred Jones, Oscar L. Neuroth Jr., Willard L. Simmons, 15 years; James B. Johansen, 10 years; David M. Grooms, Raymond G. Hicks, Jimmy C. Mason, Russell G. Wills, five years.

## District 19

Judy P. Duke, 25 years; Donna C. Collins, 20 years; Thomas O. Campbell, five years.

## District 20

Floyd P. Cain, 35 years; William P. Davis, Joseph E. Smith, 20 years; Travis R. Cupples, Dana S. Stephens, Louis Williams, 10 years; Acil J. Diffey, Edward T. Moy, five years.

## District 21

Santos Davila, 20 years; Manuela E. Castillo, 15 years; Arnulfo Cortez, Jose E. Lopez Jr., five years.

## District 23

Lloyd G. Smith, 30 years; Clinton E. Hamrick, J. C. Jones, 20 years; Marlin D. McFadin, 15 years; Donald H. Harrison, five years.

## District 24

Jesus M. Lujan, George C. Moreland, 20 years; Juan M. Ortega, five years.

## District 25

Terry L. Keener, Lewis R. Mullins, 15 years; Vicky T. McBride, five years.





# In Memoriam

**Employees:**

**Robbie N. Beene**, District 12, died April 6, 1987.

**Leonard M. Green**, Safety and Maintenance Operations Division, died April 3, 1987.

**Theodore J. Lestock**, District 18, died March 27, 1987.

**Ezekiel Smith**, District 12, died April 9, 1987.

**Russell G. (Bud) Taylor**, District 14, died March 8, 1987.

**Alvin L. Waters**, District 17, died March 26, 1987.

**Gary W. Gage**, Division of Motor Vehicles, died April 18, 1987.

**Retirees:**

**John E. Brewer**, Waco, retired from District 9, died February 20, 1987.

**Edward M. Carl Jr.**, Austin, retired from Highway Design Division, died January 27, 1987.

**Dee J. Carman**, Anson, retired from District 8, died January 12, 1987.

**Larkin C. Cleveland**, Brownwood, retired from District 23, died January 27, 1987.

**Horace O. Curry**, Mart, retired from District 9, died February 4, 1987.

**Jacob H. Gimble**, Winona, retired from District 10, died February 20, 1987.

**Noel R. Haynes**, Brady, retired from District 23, died January 4, 1987.

**Gregorio M. Jaquez**, Pecos, retired from District 6, died March 17, 1987.

**Albert S. Johnson**, Denton, retired from District 18, died February 14, 1987.

**Arnold J. Kupka**, Yoakum, retired from District 13, died April 7, 1987.

**Arnold D. Oates**, Paris, retired from District 1, died March 30, 1987.

**George H. Pendergrass**, Austin, retired from Finance Division, died April 20, 1987.

**George E. Perry**, Orange, retired from District 20, died January 10, 1987.

**George J. Smith**, Abilene, retired from District 8, died January 18, 1987.

**Harold R. Sollock**, Bellaire, retired from District 12, died January 14, 1987.

**Eugene Starkey**, Hearne, retired from District 17, died March 22, 1987.

**Oscar A. Thomas Jr.**, Del Rio, retired from District 22, died February 6, 1987.

**Leo Tucker**, Abilene, retired from District 8, died January 25, 1987.

**Noil Whitaker**, San Angelo, retired from District 7, died March 8, 1987.



**MAY**

- 5-7 Wetlands Recognition and Evaluation Training Course, Abilene, D-8E
- 11-12 Utility Training Seminar, Basic Training, Austin, D-15
- 11-15 Introductory Urban Transportation Planning Procedures, Austin, D-10P
- 12-13 Highway Construction Lettings, Austin, D-6
- 18-19 Utility Training Seminar, Advanced Conference, Austin, D-15
- 18-22 Training Workshop for Recruiters, Austin, D-13
- 19-22 Fifteenth Annual Texas Public Transportation Conference, Lubbock, D-10P
- 25 Holiday, Memorial Day
- 26-27 TEXAS Model Course, Austin, D-18T
- 27 Commission Hearing, Austin
- 28 Commission Meeting, Austin

**JUNE**

- 1-4 Quick Response Urban Travel Estimation Procedures Course, Austin, D-10P
- 9-10 Highway Construction Lettings, Austin, D-6
- 10-12 Research Area IV Advisory Committee Meeting, Beaumont, D-5
- 30 Commission Meeting, Austin

**JULY**

- 6-10 Urban Arterial Planning and Operations Course, Austin, D-10P/D-18
- 9-10 Highway Construction Lettings, Austin, D-6
- 15-16 Summer District Engineers and Division Heads Meeting
- 17 Annual Symposium of the Center for Transportation Research, Austin
- 21-23 Arterial Analysis Package Course on Traffic Software Utilization, Austin, D-18T
- 22-24 Transportation Planning Conference, Austin, D-10P
- 29 Commission Hearing, Austin
- 30 Commission Meeting, Austin

**AUGUST**

- 4-5 Financial Management Conference, Austin, D-3
- 11-13 Highway Construction Lettings, Austin, D-6
- 19-20 Area I Research Advisory Committee Meeting, San Antonio, D-10R
- 25-26 Commission Meeting

**SEPTEMBER**

- 9-11 Highway Construction Lettings, Austin, D-6
- 29 Commission Hearing, Austin
- 29-30 Western States Equipment Supervisors Conference, Austin, D-4
- 30 Commission Meeting, Austin

**OCTOBER**

- 1 Western States Equipment Supervisors Conference continued, Austin, D-4
- 1-2 Area III Research Advisory Committee, Lubbock, D-10R
- 6-8 Highway Construction Lettings, Austin, D-6
- 13-14 Construction Engineers Meeting, D-6
- 19 District Engineers and Division Heads Meeting, College Station, File BCB
- 20-22 61st Annual Highway and Public Transportation Short Course, College Station, File BCB
- 28-29 Commission Meeting, Austin

**NOVEMBER**

- 3-5 Highway Construction Lettings, Austin, D-6
- 3-5 WASHTO Training Directors Conference, Austin, D-13
- 16-19 WASHTO Planning Technical Session, San Antonio, D-10P
- 18 Commission Hearing, Austin
- 19 Commission Meeting, Austin

**DECEMBER**

- 8-10 Highway Construction Lettings, Austin, D-6
- 29-30 Commission Meeting, Austin



# Retirements

(January 31, 1987)

## Administration

James D. Frasier, General Counsel.

## Equipment and Procurement

Francis M. Davis Jr., Administrative Technician II; Doyle E. Johns, Equipment and Services Superintendent.

## District 1

Avon Scott, Maintenance Technician III; Joe D. Wright, Engineering Technician IV.

## District 2

Timothy W. Malone, Maintenance Technician II; Malvin R. Wilson, Reproduction Equipment Operator I.

## District 3

Billy H. Hudson, Purchasing and Supply Officer III; Frankie L. Seale, Maintenance Technician III.

## District 4

Howard R. Bulla, Maintenance Technician III; Weldon E. Lane, Maintenance Technician III.

## District 5

Roy G. Wallace, Engineering Technician V.

## District 6

Raymond E. Heskett, Maintenance Technician III; Gregorio H. Lozano, Maintenance Technician III; Alfredo Matta, Assistant Foreman; William R. Vasquez, Maintenance Technician III.

## District 7

Alvaro V. Hinojosa, Maintenance Technician II; Virginia M. Hubbard, Administrative Technician I; A. J. Ivy Jr., Engineering Technician V; William Radle Jr., Maintenance Technician III.

## District 8

Wilburn D. Faircloth, Maintenance Technician III; George L. Garrett, Geologist Assistant II.

## District 9

Louis C. Hafer, Roadway Maintenance Supervisor IV.

## District 10

Jimmie H. Anderson, Maintenance Technician III; Harris J. Clanton, Maintenance Technician III; Jack W. Davidson, Maintenance Technician III; Marvin D. Furnish, Engineering Technician IV; Dixie B. Garrow, Administrative Technician II; Andrew A. Neal, Maintenance Technician III; Lloyd D. Richardson, Maintenance Technician III; Joyce M. Whittiker, Maintenance Technician III.

## District 11

Charles E. Baldree, District Roadway Maintenance Superintendent III; Lenard G. Havard, Maintenance Construction Supervisor III.

## District 12

Charles Pitt, Marine Technician III; John W. Shell, Engineer III.

## District 13

Staten C. O'Neal, Maintenance Technician II; Frank Valenta, Maintenance Technician III.

## District 14

Harold Barnard, Assistant Foreman; Willie W. Tinsley, Maintenance Technician III.

## District 15

Theodore M. Esquivel, Maintenance Technician III; Herbert H. Laubach, Engineering Technician IV; Raymond V. Pawlik, Maintenance Technician III; Erman H. Rappmund, Maintenance Technician II.

## District 17

Bobby J. Erwin, Roadway Maintenance Supervisor IV; Martin Homeyer, Engineering Technician IV; Johnny F. Jaster, Maintenance Technician III.

## District 18

Kenneth W. Bruner, Maintenance Technician III; C. L. Cook, Maintenance Technician III; Millard Lanham, Engineering Technician III; Delbert H. Palmertree, Maintenance Technician III.

## District 19

O. L. Copeland, Maintenance Technician II.

## District 20

Gilbert E. Henley, Roadway Maintenance Supervisor IV; Andrew M. Seely, Director I.

## District 21

Louis Castillo Jr., Maintenance Construction Foreman III; Jose M. Hinojosa Jr., Maintenance Technician III.

## District 23

Billy F. Claborn, Maintenance Construction Supervisor III.

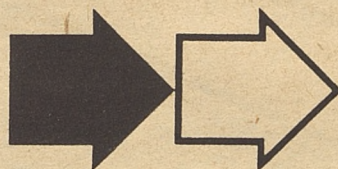
## District 24

Henry C. Holguin, Engineering Technician IV.

## District 25

Russell R. Moore, Maintenance Technician III.

## comings...



**Delfino F. Garcia Jr.** is the new administrative engineer in the Corpus Christi District. A 30-year veteran of the department, he succeeds **James M. (Pete) Jones**, who retired March 31. Garcia was succeeded as resident engineer in Alice by **Mario R. Garza**.

**Walter (Dink) H. Looney**, engineer of field coordination in the Highway Design Division, began work for the department in 1948 as a part-time employee in the Land Service Road Division. He retired April 30 after 38 years' service. **Robert R. Kovar** assumed Looney's former position.

Right-of-Way Supervisor **Harold L. Canup** of Childress ended his 34-year highway career March 31. Canup started with the department in 1953, hiring on as a carpenter in Quanah for what was supposed to be a three-month job building a maintenance warehouse.



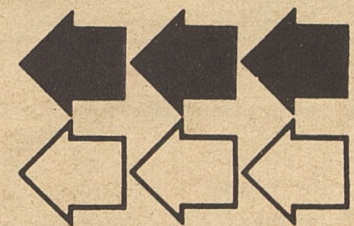
## and goings

**Frank Hebner Jr.**, district construction engineer in Houston since 1966, also will retire this month. He has worked for the department since his graduation from Texas A&M University in 1949.

**Bill Harrington**, assistant district engineer in San Angelo, will retire May 31 after 32 years of service. Harrington began his career in 1974 as a part-time, summer employee in Lubbock. He has been assistant district engineer since 1966.

**Riley Walker**, district design engineer for the Abilene District, retired April 30. He had served in his position since 1973. Walker began working for the department as a rodman 29 years ago.

Another April retiree, **John Blasienz**, left the Bryan District after a 37-year career. For the last 29 years, he was district construction engineer.



**Neal K. Ballard**, manager of reproduction operations in Austin, retired April 30 after 38 years with the department. Ballard began his service as a member of the camera crew preparing negatives for half-scale final plans, and has headed the Reproduction Operations Branch since 1980. **Larry Schaefer** became branch chief May 1.

**John Walthall**, manager of the Coleman County residency for the past eight years, has retired. Walthall began his highway career in 1949.

**Florine Dumke**, who has handled Social Security in the payroll section of the Finance Division since 1967, retired April 30 to travel and play golf.

In Albany, **Bob Gore** retired March 31 with 30 years of service. As "sign man" for the Albany office, one of Gore's final projects has been installing numerous "Adopt-a-Highway" signs. ★





On February 6, we ran out of gas at the 15-mile marker just east of the Texas state line. We were stranded in a rest area on the north side of the highway. Mr. Kenneth Whatley drove through the area on a routine check. We attracted his attention. He took my husband back to a filling station to get gasoline and brought him back to our truck. He waited to see that we could get started.

Mr. Whatley was a fine person to come to our rescue. We believe he is a true "Texan" — kind, courteous, understanding, and helpful.

We commend him for his services. You are fortunate to have him on your staff.

**Dorris and Joe Johnson**  
Albuquerque, NM

*Kenneth Whatley is the maintenance foreman for Oldham County in the Amarillo District.*

This paper was lost, so I did not send the letter I intended to some five or so years ago.

It was New Year's Eve, terribly cold, and a very frightening time to get caught out with a bad motor (a little Volkswagen). I was return-

ing home to Justin and was stalled out on I-35 where the Mobil station was closed at the time. These nice men took me to the Gulf station where I called my son to come and get me.

It saved me from any harm that might have occurred to a woman alone, as the drunks were out on New Year's Eve, and I am very thankful.

I appreciate the courtesy of Mr. Hendrix, Mr. Newman, and the Courtesy Patrol.

**Mrs. Barbara Henry Justin**

*Mrs. Henry's letter accompanied a survey form from Dec. 31, 1981. It's never too late for compliments! Although Ron Hendrix has left the department, Willie Newman still works on the Courtesy Patrol for the Fort Worth District.*

A big "thank you!" to the two men from your department who came to our rescue. You are very dedicated men and should be commended. If you hadn't come along, we would have sat on the road for hours. It is soothing to know there are still good people in the world. I believe Brooks was one of the

men, and I am only sorry I didn't ask. You are good men. God bless you!

**The 3 stranded ladies from Brady**

*Elvin J. Brooks Jr. and Thomas J. Miller were the men who got the car started in Kent County.*

On the evening of February 20, we ran into dense fog while traveling from El Paso to San Antonio.

We were getting very low on gas and couldn't see any fuel stops. When we were almost out of gas, we saw a rest area and decided to stop till morning.

The next morning, we asked the gentleman who maintained the rest area how far it was to the nearest gas station. He replied that the nearest one was 24 miles to the east in Fort Stockton.

Seeing our concern, he asked what the problem was. We explained that our gauge was on empty and there was no way we could drive the 24 miles.

He looked thoughtful for a moment, then said maybe he could help. He disappeared into the rest area and reappeared with a five-gallon container of gasoline. He then proceeded to put the gas into our camper.

We offered to pay for the gasoline but he refused. We were very impressed by this man's kindness and integrity, and we would like to thank him and the State of Texas for making our trip through Texas more enjoyable.

**Anita and Barry Cain**  
Orillia, Ontario  
Canada

*Lonnie Stephans, who helped the Cains on their journey, works for contractor Rebel Leafing Co. in Fort Stockton.*

*Clarence A. Winter, silk screen man in the District 14 sign shop, prepares for the advent of the 65-mph speed limit. Approval of the change, effective May 9, had sign shops across the state hustling. (Photo by Jack Lewis)*

ON OUR COVER:



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