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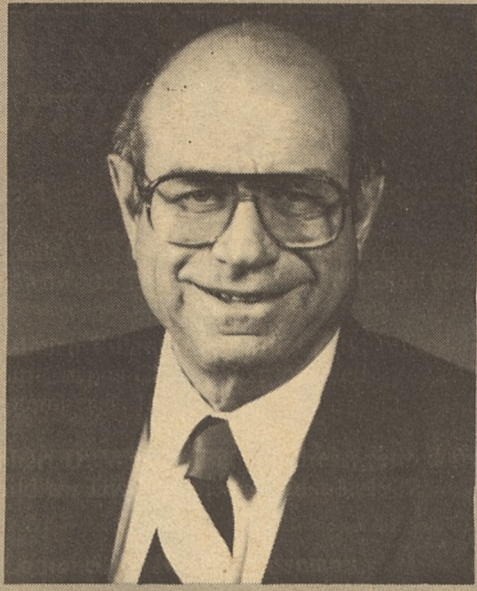
TRANSPORTATION news



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December 1987

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This is the season of home and hearth, when families gather to celebrate Christ's birth, enjoy each other's company, share the harvest bounty, and take delight in the pleasure of gift-giving.

Often, these celebrations are marred by the absence of a loved one. The death or maiming of a family member or friend in a traffic accident is especially bitter, and those of us in the department feel keenly any loss of life on the Texas highway system.

But because of advances in engineering and maintenance as well as campaigns emphasizing sober driving, seat belts, and other safety improvements, traffic fatalities are on the decline.

In 1950, 50,000 people were killed on American highways.

Had that rate persisted, with traffic tripled by 1986, 150,000 lives would have ended. Although 46,000 deaths occurred in 1986 accidents, many more lives were saved.

Thousands of accidents that might have occurred didn't, largely because of improved design and maintenance of our roadways. And many collisions that did take place took a less serious toll than they might have in the past. Such safety features as paved shoulders, wider bridges, breakaway signs, turned-down guard-rails, and safety-end treatments on culverts have allowed people to walk away from accidents that once would have been fatal.

Some highway department employees spend a career involved with safety issues. Those who speak to civic groups, direct traffic, or stripe our highways can see the impact of their efforts. But each of you plays some part in the admirable record we've accrued.

Whether you run laboratory tests, answer telephones, provide travel instructions, or keep payroll records, you're part of the Texas safety net.

And during this season that means so much to families, isn't it good to know that we've played a vital role in helping more families celebrate together?

Raymond L. Stotzer

Engineer-Director



*"I will honor Christmas in my heart, and try to keep it all the year."
It was Ebenezer Scrooge who first spoke these words in Charles Dickens' classic A Christmas Carol. He learned the hard way to appreciate the opportunity for giving that the season provides.*

Members of the "highway family" don't have to be visited by spirits and led on a frightful journey. Our folks just naturally reach out to others.

Whether you celebrate Christmas as a religious observance or a winter festival, you can enjoy the spirit that prevails from Thanksgiving to New Year's. Whatever your religious or cultural background, this season offers gifts of friendship, sharing, and delight.

May you and your families find joy in the holidays ahead. And may you too preserve "Christmas" in your hearts.

Robert Dedmon

Commission Chairman

Jim Bell

Member

Ray Stoker, Jr.

Member

Raymond Stotzer

Engineer-Director

L. C. L.

Deputy Engineer-Director

Henry A. Shousler, Jr.

Deputy Director

Marc Yancey

Deputy Director

Roger M. Melnick

Deputy Director

Al Castello

Deputy Director



Sharing sweetens season

Are you and your co-workers planning holiday festivities that include sharing with your community? *Transportation News* wants to know.

Last year, the spirit of the season prompted several divisions and districts to extend a highway hand to people in need.

The Construction Division invited Santa Claus on a visit bearing toys and food for a needy family. Human Resources Division employees made the holidays brighter for a single mother, her sister, and her two children. Travel and Information Division staffers found a family through the Austin Christmas Bureau and provided furniture, clothing, gifts, and decorations.

In the Corpus Christi District, employees

shared with their neighbors at the state school, contributing clothing, toys, and cosmetics. Austin District personnel "adopted" a family, and found themselves spreading cheer to several branches of the family tree.

Probably many other highway offices also have found ways to spread cheer and good fortune. Most of the people who participated in last year's holiday happiness are eager to "do this again."

Whether it's a tradition, or something new for 1987, *Transportation News* invites you to share your story in an upcoming issue. Stories and photographs should be sent by Jan. 4 to the editor, Rosemary Neff, 11th and Brazos Streets, Austin 78701.

Happy holidays! ★

"Thank you, Bob Lanier"

Former chairman's leadership celebrated

By Hilton Hagan

Commission Chairman Robert Dedman may have said it best: He toasted Bob Lanier as an "incredible man."

A crowd of about 500, mostly department people, gathered on the eve of the 61st annual short course in College Station to pay their respects to the former chairman.

And the night was full of tributes.

Master of Ceremonies Raymond Stotzer called the years Lanier spent on the commission "momentous."

"It is hard to believe that he served a scant four years on the commission," Stotzer said.

"Some might say, facetiously, that it only seems longer," said Stotzer. "But the truth is, those few months between March 30, 1983 and July 28, 1987 were momentous ones in the history of the department."

The engineer-director spoke of Lanier's efforts to obtain—and retain—additional funding for the highway program, not once during his term, but twice.

"Bob Lanier was the brave skipper who took the helm and guided us safely through the rocks and reefs and set us on a new course to meet the waves of the future head-on," Stotzer said.

Commission member John Butler said Lanier is gifted with "rare political insight, guts, fortitude, and (he) engenders the respect of the Legislature."

And commission member Ray Stoker Jr. said serving with Lanier "added another dimension to my life. For that, I am eternally grateful."

Dedman added that Lanier always approaches problems honestly and with the courage to deal with them. In a lighter vein, he repeated a quote of Lanier's—that "a dollar borrowed is a dollar earned, and a dollar paid back is a dollar lost forever."

Bob Neely, who served as Lanier's special assistant before becoming director of the Texas Turnpike Authority, said the years he spent as Lanier's right-hand man were "three of the most interesting years of my life and three of the most productive years as well."

Neely credited Lanier with rejuvenating the Beltway 8 bridge over the Houston Ship Channel. "The bridge is somewhat a memorial to Bob Lanier."

Former Engineer-Director Mark Goode said Lanier "spent hours and hours going around Texas telling people what the true conditions of the roads were." He said Lanier's advocacy was instrumental in securing the motor fuel tax increases. The first increase in the summer of 1984 marked "the first time we felt like we had any money to do anything with."

A feature of the evening was an audio-visual show, full of scenes from Lanier's term and capped with a strain from the honoree's favorite song: "My Way."

Stotzer presented Lanier with a plaque in honor of his commission service and Neely presented an award from the board of directors of the turnpike authority. Lanier also received a scrapbook of photos.

Photos by J. Griffis Smith



Head table dignitaries, above, enjoy conversation at Bob Lanier's tribute dinner. From left are commissioner John Butler and wife Penny; commissioner Ray Stoker; commission chairman Robert Dedman; Elyse and Bob Lanier.



Lanier in a relaxed moment.



Chairman Robert Dedman toasts "an incredible man."

Stoker reviews tenure, plans future service

*A conversation with . . .
Commissioner
Ray Stoker*

This installment in a series of conversations with department leaders focuses on commission member Ray Stoker Jr. A native of Odessa, Stoker attended Odessa High School and received undergraduate and law degrees from Baylor University. He is a partner in an Odessa law firm and specializes in civil trial work. He and his wife, Carole, have a son, Craig, and a daughter, Cathleen. Stoker took time before the October 20 short course session to visit with Transportation News.

You've been on the commission since July 1985. How did that come about? Did you express an interest in highways or was the appointment a surprise to you?

Not really. (Former Gov.) Mark White stated publicly that he intended to appoint someone from West Texas. He and I were friends in undergraduate school and law school. Some local people from Odessa submitted my name and, for some reason unknown to me, I got the appointment.

And you've enjoyed it? Or did it take some getting used to?

Not really. You become a family member in a hurry. And I've felt right at home with the department since July of 1985.

What's your routine like as a commission member? Do you need to take a lot of work home to study? How does that mesh with your law practice?

In a week's time we probably get more material to read than time allows. Typically, my part-time highway department secretary brings my mail to my office or I come by the department to pick up my mail. I make probably 10 or 15 highway department-related telephone calls in a week. I spend an average of five days a month out of the office, going to groundbreakings, short courses, regularly scheduled highway department meetings, making a speech or two to the Rotary Club or Lions Club.

During the special sessions, which began in August of 1986 and really continued up through July of 1987, it seems like the Legislature was in session 11 out of 13 months, and that required the presence of the commissioners in Austin for an inordinate amount of time, probably an average of six or seven days a month. The obvious reason for our presence was to protect the funding level which we were fortunate enough to get in July of 1984.



Commissioner Ray Stoker (Photo by J. Griffis Smith)

How does that much time away affect your family life? How old are your children?

They're 8 and 10. My wife's fortunately a very understanding lady and this hasn't had any adverse effects. I take her with me on trips when I can and the kids have visited Austin two or three times. I'd have to say my whole family's enjoyed the fact that I've been fortunate enough to be a member of the commission.

There was a reference made last night during the dinner (in honor of retired commissioner Bob Lanier) to your working the "night shift."

Well, during the legislative sessions I cultivated relationships with people who typically vote against highway measures, and was able to convince them to support the gasoline tax when even those at AGC (Associated General Contractors) said that it was impossible. Some of the work I did on those guys happened to occur after the sun went down.

Unfortunately, I didn't get paid time and a half. During the next legislative session we're going to try to get a bill passed so that if we get \$30 a day for daytime work we'll also get paid \$30 a day for nighttime work—I'm just really teasing about that!

Tell us more about these after-hours persuasive talks. What did you do? Did you use your oratory skills as a trial lawyer?

The truth of the matter is we'd just go out and have a drink, eat supper. There wasn't a lot of persuasion involved.

So you won more flies with honey than with vinegar?

That's right.

Do you see yourself as a voice for West Texas and is there a conflict between the big-city, Republican interests and the "sole surviving Democrat," as you were called last night?

Ignorance is no respecter of political parties or geographic locations, and we have West Texans—representatives—who vote against the gasoline tax, just as we have Republicans and Democrats in the larger cities who vote against the gasoline tax. So I feel like I'm not a West Texas highway commissioner; I'm a highway commissioner for the state of Texas, and I'm concerned with maintaining the integrity of the system in addition to being concerned with relieving congestion problems in the metropolitan areas. I'm certain that (commission chairman) Bob Dedman and (commissioner) John Butler have basically the same attitudes with reference to their areas and their decisions as commissioners.

You have expressed an interest in communicating with local governments. What is your philosophy behind this and how is the department doing in that area?

I think we've made great improvements in the last two years and two or three months that I've been on the commission. I think it's really important for the department to make known to the local communities that in truth and in fact it is being responsive to those communities. In other words, when we do something good for a given community, in my judgment, the mayor, the county judge, the county commissioners, and the local media ought to be made aware of it. That sort of communication will improve our standing in the communities and in the state, as a department of state government.

What do you do for relaxation? Maybe partly that involves your work with Baylor.

At the present time I'm on the law school board of directors, and I recently got off of the Bear Club's — a nationwide booster club for Baylor — board of directors. I play golf in the spring and summer and hunt birds in the fall and winter.

What about books? TV? As a lawyer, do you enjoy "L.A. Law"?

I watch sports on television, and programs such as "National Geographic." I'm not much of a sitcom man.

Who do you like in the World Series?

From what I've seen (the first two games of the series), I'd have to go along with Minnesota.

Your part of the country had an incident just last week with little Jessica McClure in the well in Midland. How did you respond to that?

Midland is located about 20 miles east of Odessa, and when I heard about the child in the well, I remembered immediately the Cathy Fiscus incident which occurred in 1949. I was 10 years old and that made quite an impression on me at the time. All of West Texas, and I suppose by the time the episode was over the entire state and the United States and parts of the free world, were vitally concerned for the welfare of the child. From the local community standpoint, the television and radio stations covered the incident from a point in time soon after its beginning until after its happy ending. Frankly, I thought they did an excellent job. All of us obviously were happy that the child was removed safe and sound.

What are your main goals in the four years that remain to your term?

Now that the funding crisis appears to be over, at least for the foreseeable future and hopefully at least until after I'm off the commission, my principal goals are developing policies that will ensure adequate distribution of monies around the state to maintain the system that we have and adequate distribution of monies around the state to afford the maximum congestion relief possible in the major metropolitan areas.

In addition, I'm hopeful that we can continue on with the Adopt-a-Highway program, with "Don't Mess with Texas," and with other programs through which the department will help improve the quality of life of all Texans.

Do you know your DE's?

In the last two years, there have been numerous changes in district engineers. Can you keep them straight? Test your DQ (that's not Dairy Queen, it's District Quotient) below:

District

- | | |
|---------------------|---------------------|
| 1 (Paris) | a. Joe Battle |
| 2 (Fort Worth) | b. J. L. Beard |
| 3 (Wichita Falls) | c. Ben Bohuslav |
| 4 (Amarillo) | d. Bill Burnett |
| 5 (Lubbock) | e. Huck Castleberry |
| 6 (Odessa) | f. Milton Dietert |
| 7 (San Angelo) | g. Bobby Evans |
| 8 (Abilene) | h. Bill Garbade |
| 9 (Waco) | i. G. G. Garcia |
| 10 (Tyler) | j. Nino Gutierrez |
| 11 (Lufkin) | k. Wes Heald |
| 12 (Houston) | l. Marshall Huffman |
| 13 (Yoakum) | m. Lawrence Jester |
| 14 (Austin) | n. Bill Lancaster |
| 15 (San Antonio) | o. Richard Lockhart |
| 16 (Corpus Christi) | p. Bobby Myers |
| 17 (Bryan) | q. Arnold Oliver |
| 18 (Dallas) | r. Kirby Pickett |
| 19 (Atlanta) | s. Mel Pope |
| 20 (Beaumont) | t. Jimmy Stacks |
| 21 (Pharr) | u. J. R. Stone |
| 23 (Brownwood) | v. Leonard Vincik |
| 24 (El Paso) | w. Franklin Young |
| 25 (Childress) | x. Carol Zeigler |

ANSWERS: 1p; 2u; 3t; 4n; 5s; 6f; 7c; 8d; 9r; 10g; 11b; 12f; 13v; 14h; 15o; 16j; 17x; 18q; 19m; 20w; 21i; 22k; 24a; 25e

Railroad crossing improvements set

Three actions were taken October 28 to improve safety and riding conditions at railroad crossings throughout Texas.

One program earmarks \$3.5 million for replanking grade crossings—where highways and railroad tracks meet on the same level—on state-maintained highways. Railroad crossings are probably the roughest spots on the state highway system.

Since 1979, an annual effort has been made to replank 150 of the approximately 2,400 such crossings in the state, which would provide for a replacement cycle of about 16 years.

Timber planking remains the standard on most low-traffic-volume crossings in the state. However, efforts are being made at crossings with 5,000 or more vehicles a day to replace the timbers with smoother riding surfaces. Rubber, concrete, steel, polyethylene, or improved asphalt are among the alternative surfaces.

The program is formulated on statewide priorities, to select the crossings determined to be most in need of improvement. A formula that takes into account costs, traffic, and the length of the crossing is used to rank each project.

Another program approved by the commission allocates \$11.3 million to provide railroad signals at 137 crossings. This program includes locations both on the state highway network and on local roads.

Projects are selected on a statewide priority basis, utilizing a formula that includes such factors as average daily motor vehicle traffic, number of trains per day, speed of trains, existing protection devices, and previous acci-

dent experience.

The third action by the commission which involves railroad-highway crossings authorizes the department to begin selecting projects for a \$1.5 million program to maintain crossing protection devices and provide some additional installations. ★ **Hilton Hagan**

Department extends maintenance help

New rules proposed at the October meeting of the highway commission will give cities a break in maintaining certain roadways.

"We began realizing that the maintenance done on some state highways through cities and towns varies with each area," said Engineer-Director Raymond Stotzer. "Before now, municipalities performed some of the routine maintenance on state highways that pass through their jurisdictions."

Stotzer said the commission's proposed rule change will allow incorporated cities, towns, and villages to request that the department maintain state highways within their limits.

"This will allow us to maintain these highways according to state standards," Stotzer said. "And local communities will gain by the reduction in expense."

Stotzer said the proposed changes will be posted in the Texas Register for public comment. Final adoption will be at a future meeting of the highway commission. ★ **Marcy Goodfleisch**

Don't
mess with
Texas.

Adopt-a-Highway rules approved by commission

New guidelines for the Adopt-a-Highway program are now final.

In July, the department announced new guidelines for the highly successful antilitter program. The temporary guidelines were published in the Texas Register, with a 60-day period for public review and recommendations.

In its October meeting, the highway commission gave its final approval to the guidelines.

The new standards call for four pickups a year by adopting groups and a two-year adoption period, among other requirements.

After feedback from the public, the department has made some modifications in the guidelines. For example, several groups in West Texas felt that their sections of highway did not have enough litter to require pickup four times a year. The department has decided that, in such cases, the district engineer may permit some sections to be cleaned only twice a year.

Comments from school groups noted that it is difficult for them to commit to having one of their four pickups during the department's Great Texas Trash Off in late April. The department agreed to change the groups' participation in the Trash Off from a requirement to a recommendation. ★ **John Cagle**

Jessica wins hearts along with her fight for life

By Evelyn Hughes

It was about 10 a.m. on a Wednesday morning when Jessica McClure was playing in her backyard. The carefree 18-month-old didn't know that she was about to begin an ordeal that would last almost 58 hours.

Jessica's backyard contained an abandoned water well that had never been capped. The shaft was only 8 inches in diameter, but was just large enough for Jessica to fall into.

Local officials discussed what needed to be done to rescue the girl. The decision was made to summon the operator of a drill shaft rig working on a nearby highway interchange. The crew of Robinson Rathole Drilling immediately moved the rig to the backyard where Jessica was trapped. Soon a second shaft was being drilled a few feet from the well.

It wasn't long before people from all walks of life came to offer their assistance. Experienced drillers came from across the country to help. Jim Wilborn, Jessica's grandfather, was called in from his job at the Midland residency. Several of his co-workers decided to lend a hand. Mike McNally, Lee Davis, Steve Lancaster, Kenneth Ford, and E. J. Raschke assisted in the operation.

Volunteers worked desperately around the clock to reach Jessica, often chipping away the hard rock by hand. Drills and other supplies were donated and shipped in from across the country. The backyard was filled with people who wanted to help, as well as reporters and photographers from around the country. Chip and Reba McClure were not the only ones waiting for their daughter to come up. The whole world waited, with

lumps in their throats, as deadlines were set — and passed.

The rescue shaft was 25 feet deep, and only 30 inches in diameter. There was barely enough room for a man to move. The workers took turns drilling through the rock. Usually, after an hour, they surfaced again — discouraged and exhausted.

As the hours passed, doctors began to speculate on Jessica's physical condition. Despite their guesses that she could last only 36 to 48 hours without food or water, Jessica stayed strong. She remained 22 feet below the earth's surface, singing, crying, and calling her mommy. But that call not only reached her mother, it reached every parent who followed her plight. Her cries tugged at hearts, and millions shed tears along with her. She became irritated at the noise of the drilling, and those who waited were irritated too.

It was almost 8 p.m. on Friday night, October 16, when Jessica was brought up from the ground, strapped to a board. Jessica's eyes were wide open as she raised her hand to wipe her eye. There was a unanimous sigh of relief around the world that night.

The well has been capped now, and the words inscribed on it have a message from all who followed the rescue: "For Jessica. 10-16-87. With love from all of us." Where the rescue shaft was drilled, there now grows a redbud tree surrounded by pink flowers. It stands as a symbol of Jessica's strength and her parents' unwavering belief that she would return to them. Little Jessica McClure, in holding on to life, reminded millions of supporters to hold on too. ★



A tree blooms in Midland as a sign of life over the capped rescue shaft, only a few feet from the well that trapped Jessica McClure for 58 hours. (Photo by Evelyn Hughes)

Highway hands help Jessica's rescue



Several employees at the Midland residency helped rescue Jim Wilborn's granddaughter. From left to right are Kenneth Ford, E. J. Raschke, Mike McNally, Steve Lancaster, Wilborn, and Lee Davis. (Photo by Evelyn Hughes)

The recent rescue of Jessica McClure, witnessed by people around the world, was due in a large part to the efforts of a subcontractor for the highway department.

Robinson Rathole Drilling, of Albuquerque, N.M., was using a drill shaft rig during construction of an overpass in Midland. Sgt. L. L. Wright of the Midland Police Department approached workers and asked for their help in reaching Jessica. The crew immediately moved the rig to the backyard where she was trapped and began to drill a parallel shaft. It was through this shaft that Jessica was rescued 58 hours later.

If the project had not been under construction at this time, a rig would have had to be shipped into Midland. This type of rig has not been in the area for at least five years.

The crew members who assisted were Kragg Robinson, Scott Sledger, and Carey Mitschelen.

Jon T. Hansen Constructors, Inc., of El Paso, is the contractor for the project. Several of the company's employees also assisted in the rescue operation. They are Edward Conyers, James Shaw, Brett Schmidt, Mark McBeath, and Marcus Mason.

The highway commission and Engineer-Director Raymond Stotzer issued a resolution thanking Robinson Rathole Drilling for their efforts. Marshall Huffman, district engineer in Odessa, presented it to the crew on November 4.

The commission extended its "congratulations to Roscoe Robinson, Robinson Rathole Drilling, and the entire crew for unselfishly contributing their equipment, skill, and dedicated effort to the successful rescue." ★

Evelyn Hughes

61st short course

Department's state is one of change

By Harvie Jordan

Change.

In a word, that's the state of the highway department painted by Engineer-Director Raymond Stotzer Jr. at this year's short course.

Near the end of the first day's general sessions, Stotzer looked out over an audience of hundreds of department employees who filled the Rudder Center auditorium on the Texas A&M University campus.

First, he said that he had no prepared remarks. All there knew that meant he had no one write a "state-of-the-department" speech for him, that he had prepared his own remarks. They were in his head, not on paper.

"Has it only been a little over a year?" he quipped.

He referred, of course, to the little more than one year since he became engineer-director in September 1986. It was a year of change.

Almost 1,000 employees retired during those 12 months, many prompted by legislation that gave them extra benefits if they retired before the end of May.

The department lost more than people. With the retirees went the experience and expertise that come only from a lifetime career.

"In the last year, we lost many key people who had dedicated many years of their lives to the department," Stotzer said. "They did a great job to develop people to take their positions.

"Nothing is more important than development of our people, not just in formal training, but in work assignment. I don't think there is any question that we have the best training program in the nation."



Short course provides continuing education as well as opportunities to rekindle department friendships. Talking shop in front of Texas A&M University's Rudder Center are Montie Wade of the Atlanta District, Billy Parks of the Yoakum District, Allison Goodwin of the Tyler residency, and Kenneth Fults of the Lufkin District. (Photo by J. Griffis Smith)

He urged supervisors to take advantage of the department's growing, multifaceted training program by sending their employees.

"I feel good about the people we have to manage the department. Wherever I go, I find dedicated, conscientious people," he said.

By mid-October, Stotzer had visited 18 district offices since assuming the department's highest administrative post. He announced plans to travel to the remaining six district headquarters in the near future.

One of the marks Stotzer has made is in the way some department functions relate to others. "If I do have anything to offer, and I think I do, it is in the area of operations," he said.

A major change implemented this year was to combine maintenance and engineering operations at the local level under the direction of resident engineers.

"This better enables us to solve problems when and where they occur. It allows maximum use of our resources, and allows maintenance supervisors to do what they do best, under the direction of the resident engineer," Stotzer said.

He remembered that early in his career, at the residency level, there had sometimes been a "let maintenance take care of it" attitude when problems arose in designing some projects. But he said that over the years it has

become obvious that good design saves money on maintenance later.

Another change involves the use of consultant engineers, whose services have been used successfully for the past several years. As the crush of preliminary engineering work levels off, consultants will be used less. They will be enlisted for special projects, such as the North Central Expressway project in Dallas and the Interstate 30 project in Fort Worth.

"Projects won't be delayed if we can't handle all the engineering work ourselves," Stotzer said.

Whatever the project, whether construction or maintenance, Stotzer emphasized the need to minimize traffic disruption. "Keep the public informed of what you're doing, and the public will be much more understanding," he advised.

He reminded the audience that public perception of the department is crucial for continued public support. In the public's eyes, he said, each employee "is" the department. ★



Engineer-Director Raymond Stotzer with DeBerry Award winner Franklin Young, Gilchrist Award winner Leonard Vincik, and Greer Award winner James Huffman. (Photo by J. Griffis Smith)

Highway workers recognized

By Al Zucha

"I have attended the last 35 short courses," Engineer-Director Raymond Stotzer told the crowd assembled for the opening session of the 61st Annual Highway and Transportation Short Course. "And each time I leave, I feel better prepared to handle my assignments."

Stotzer, with other officials of the highway department and the Texas Transportation Institute at Texas A&M University, launched the October 20 session. Short course is a continuing education opportunity for engineering and maintenance professionals, held each fall on the A&M campus.

Participants also heard during the opening session from commission chairman Robert Dedman, commissioners John Butler and Ray Stoker, and Deputy Engineer-Director Byron Blaschke.

The highlight of the opening session was the presentation of the Dewitt C. Greer, Gibb Gilchrist, and Luther DeBerry awards. James Huffman, Dallas assistant district engineer; Leonard Vincik, Yoakum district engineer; and Franklin Young, Beaumont district engineer, received the awards.

Each award consists of a plaque and \$1,000.

The Greer award is named for the man who served longer than any other state highway engineer, Dewitt C. Greer. Huffman's nomination for the award cited his work as construction engineer in charge of the first steel-frame bridge of its kind in the United States, built on Interstate 345 in downtown Dallas.

This section of roadway, which serves as a connector between I-30 and US 75, has been virtually maintenance-free for 14 years. Huffman has 29 years of department service. He has participated in planning, design, and construction of projects from screening junkyards to engineering sophisticated freeway facilities.

Vincik's Gilchrist citation recognized his design work in the Houston District, including plans for the \$91 million Hartman Bridge that will span the Houston Ship Channel and replace the Baytown Tunnel. He supervised

310 department employees and 277 consultant employees last year, resulting in more than \$800 million in highway design work in the Houston area. The Gilchrist award is presented in honor of Gibb Gilchrist, who served as state highway engineer from 1928 until 1937.

In his DeBerry nomination, Franklin Young was cited for his efforts in building and maintaining highways in a region of the state that has extensive rainfall and marshy soil. These constraints have required innovative design and construction methods. The award is named for Luther DeBerry, who served as engineer-director from 1973 until 1980.

The cash prizes for the Gilchrist and Greer awards come from an endowment provided by the late John S. Redditt of Lufkin, who served as chairman of the highway commission in the 1940s. The cash prize for the DeBerry award comes from an endowment by Reagan Houston, chairman of the highway commission during the 1970s. ★

Management strategies explored

By Marcy Goodfleisch

Although the highway department has benefited from improved management strategies in recent years, there is still room to grow in that area. At least, that is the consensus of the presenters at the management session of this year's short course.

In an overview on strategic and tactical planning, Lewis LeFevre, of the Planning and Policy Division, pointed out that two suggestions in the Price Waterhouse management audit strongly affect the department's planning process.

The 1985 audit report, LeFevre said, recommended expanding the scope of the Strategic Mobility Plan. This expansion would include fundamental elements of strategic planning such as the consideration of needs, goals, internal capabilities, alternative strategies, and selected strategies.

A second Price Waterhouse suggestion, LeFevre reported, is to replace the current Project Development Plan with an operational or tactical plan that reviews all departmental programs. This would include an assessment of the needs and goals addressed by these programs, and the resources required to support them.

That may sound like a topic fit for a high-security discussion behind military doors. But it is quite a bit simpler.

"Strategic and tactical planning," said LeFevre, "helps establish accountability and control of all resources." LeFevre pointed out that such tracking is essential during a time when the department's budget will be monitored by the Legislative Budget Board and the governor's office.

Kenneth Fults, planning engineer in the Lufkin District, discussed the current Project Development Plan.

"The development and implementation of the PDP," he said, "is the driving force of the department's operation." But more planning is needed in the areas of manpower, materials, and supplies.

With the recent increase in funds prompting accelerated construction activity, Fults said, it has been difficult to meet certain goals. Backlogging enough design work to keep the construction flow going has presented one problem, he said.

At the present time, Fults said, districts lack the knowledge of what funding to expect in the PDP categories that include new Interstate construction, rehabilitation of existing Interstate, and added capacity on non-Interstate highways. This presents a planning handicap when districts attempt to prepare candidate projects for those funding areas.

An improvement to the PDP, Fults suggested, would be the addition of minimum funding allocations for each district in these categories.

Fults also suggested expanding the present 12-month program in category four (non-Interstate rehabilitation) to a two-year or five-year plan.

"Category four is the second highest category in terms of funding amounts," Fults said. "But it is seen as a one-year program." That can create certain problems, he said, if a project presents a difficult utility or right-of-way situation.

"District 11 has a five-year rehabilitation plan at the district level to allow us to prepare better," said Fults. "A one-year plan could cause districts to select only plans they know can be let in a 12-month time. That may not mean those projects have the highest priority."

Longer-range planning in category four would help districts prepare better pavement data as well as deal with right-of-way and utility issues, he said.

Fults' point about the importance of manpower planning was supported by Vern Peterson of Planning and Policy, who pointed out that virtually every aspect of planning—including materials, automation, and maintenance—uses, supports, or affects the manpower of the organization.

And the manpower of the organization, it appears, is the backbone of public affairs. Travel and Information Division Director Don Clark, in his presentation on the topic, demonstrated how a field employee can take control of a media crisis and convert it to a favorable encounter. ★

Fast ferries hover in Corpus' future

By Rosemary Neff

"The B" in Corpus Christi means "bus" to most people. But to planners who are looking at the future of transportation, it also means "boat."

"If you look at a map of the Corpus Christi region, you see that it has a hole in the middle of it," Regional Transit Authority director Tom Niskala told participants in a short-course session on public transportation. "That hole is the Corpus Christi Bay."

But he reminded listeners of a basic geometric principle: "The shortest distance between two points is definitely a straight line."

For example, he said, the distance between the Naval Air Station in Corpus Christi and the proposed home port site at Ingleside is about 40 miles over land. But the trip is reduced to 10 miles via water.

With such savings in mind, the transit authority is looking at several kinds of "fast ferries," operating in excess of 30 knots, to decrease travel time and unify the region.

Hovercraft—vehicles that float on a cushion of air above the water—"have the most sizzle and sex appeal," Niskala said, but other passenger-only vessels under consideration include monohull (conventional) ferries and catamarans.

The hovercraft "captivates the public's imagination" and satisfies environmental concerns because "its footprint is on top of the water," Niskala added. Hovercraft currently operate in the English Channel, but there is no other U.S. city using them.

A demonstration fast-ferry project, probably involving a hovercraft, is expected to operate in the bay during the coming year.

Niskala said a study by the Urban Mass Transportation Administration concluded that the Corpus Christi Bay provides almost ideal conditions for high-speed water transportation. The bay provides good weather and sea conditions, routes that offer shortcuts to prospective users, and relatively modest distances. A fast-ferry system also "would offer a pleasant traveling experience . . . and real savings in time over normal ground transportation," the study says.

But serious questions remain: Is there enough demand to support the service economically? What fares would be required? What types of terminals are needed? Which vessels would be most practical? Answers will

be pursued for the next year as the RTA conducts a feasibility study.

Niskala was among several presenters who discussed public transportation alternatives and solutions at the October 21 session. Also addressed were Dallas Area Rapid Transit's program; Houston transitways; the role of public transportation in Pope John Paul II's September visit to Texas; and rapid rail between Houston and the Dallas-Fort Worth metroplex.

The proposed intercity train project could be operating as soon as 1995, allowing passengers to get from Dallas to Houston in less than two hours.

The Texas Turnpike Authority, which has gathered preliminary information on such a service, embarked on an intensive feasibility study in November, said Executive Director Bob Neely. The study thus far has concentrated on the German Inter City Express (ICE), but will expand to consider rapid-rail operations in France and Japan.

The electrically powered ICE trains cruise at a top speed of 185 mph, with amenities similar to first-class airline accommodations, Neely said. The trains run on precisely laid tracks with continuously welded rails on a concrete slab foundation. Cross ties also are made of concrete.

A Texas version of the ICE would cover about 273 miles from Houston via Dallas to Fort Worth, at an estimated cost of \$1.7 billion. Using existing railroad right-of-way as much as possible, the ICE trackage would be fenced and grade-separated from all crossing streets and railroads. Fares would be competitive, staying about \$10 under air fare, Neely estimated.

A high-speed rail system has advantages beyond transportation, Neely said.

In addition to economic benefits during construction, adoption of such a system could "restore the state's high-rolling, can-do image," he asserted. And the image would have new basis in fact. "The state that implements rapid rail first will be the market base for the entire nation," he predicted. Texas would become the model for other regions and Texas expertise would be sought, resulting in a "substantial economic factor," Neely said.

In addition, the system, which could be expanded to Austin, San Antonio, and other cities, would attract convention and tourist business, he added. ★



Traffic session models cooperation

By John Cagle

A short course session on traffic operations produced more than just ideas on that subject. It evolved into a perfect example of the give and take that conferences like short course are intended to promote.

Several speakers were scheduled to discuss the implementation of the department's new policy for maintenance of traffic signals in cities with populations of 15,000 to 50,000. What apparently was designed as a progress report on the institution of the policy turned into a discussion of the districts' needs for assistance.

John Miller, district traffic engineer in Dallas, began with a summary of the policy, and outlined to the audience his district's situation in relation to the program. His conclusion: that he would need 16 more signal technicians and several million dollars more to do the work within the five-year schedule the administration had outlined.

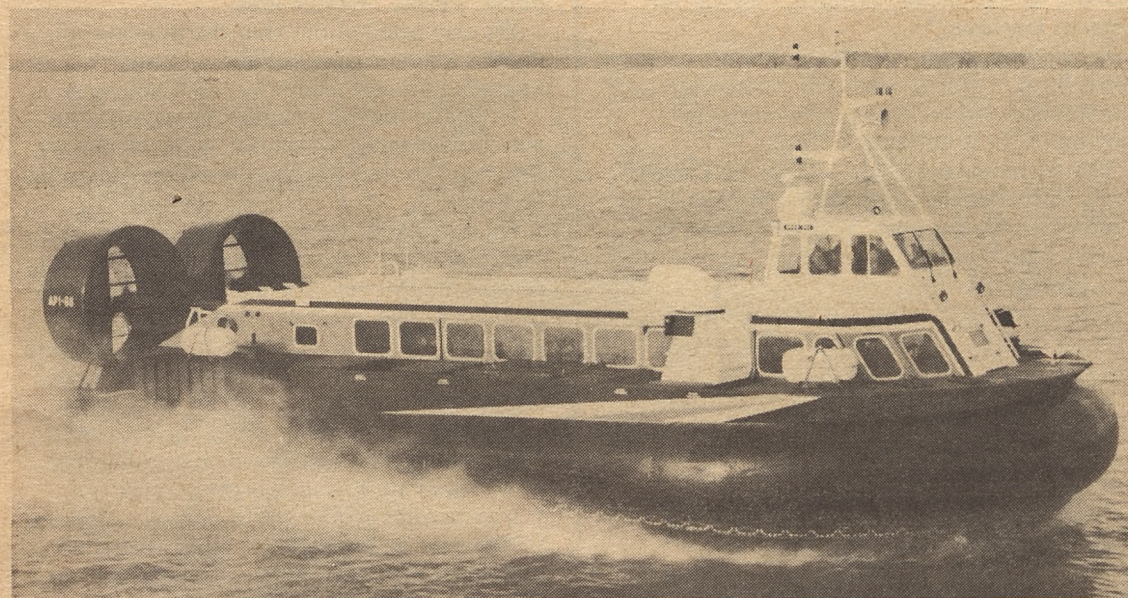
When Miller finished, the first question from the audience was, "Does the word 'help!' cover what you're trying to get across in your presentation?"

Miller responded, "I'll say this: If anybody knows of any signal technicians who are looking for work, send them to see us!"

The dilemma Miller presented was partially answered by the next speaker. Stan Swinton, signal and radio operations engineer for the maintenance division, outlined a massive training effort set to begin in early November.

"It's hard for an engineer to show excitement," Swinton noted, "but I've got to say that I'm *really* excited about this training program." Four courses have already been developed, and the training and development section in Austin has mobilized to get more started soon.

Gary Trietsch, state safety and traffic operations engineer, sought to calm any remaining concern over the department's ability to meet the challenge of the new signalization program. Trietsch closed the session by announcing a meeting in his office November 6. Districts were asked to send representatives to hammer out any difficulties they might have in meeting the program's five-year goals. ★



Hovercraft may soon be crossing Corpus Christi Bay.

Computers expand horizons of highway design

By Juliana Fernandez

Coming soon to a residency near you: Drama! Action! And yes, even a bit of suspense may be in store for operators of the InterPro 32C.

That was good news for those attending the automation session at short course. The InterPro 32C is an engineering graphics workstation that will be located in 62 residency offices next year.

Texas has been on the leading edge of computer-aided design from the start. In 1972, the department developed a system called Roadway Design System (RDS), which allowed engineers to design with computers by using a single program, rather than individual routines for geometrics, right-of-way, and other aspects of the design.

Later, the department converted RDS into a program for interactive use and called it Interactive Graphics Roadway Design System (IGRDS). Interactive programs for designing Interstate signs and creating structural plan sheets have also been developed.

These interactive design programs have been in use in Austin headquarters and district offices for several years. Lower costs and technological improvements are now enabling the program to expand to residencies.

"The whole purpose behind the graphics equipment in the residency is to increase productivity and to accomplish the design for our increased work load by using the best automation tools that technology has to offer," said Cliff Powers, director of engineering in the Automation Division.

An ambitious training program will begin in December with week-long sessions for district personnel in Austin. The district participants in turn will provide support and preliminary training to residency personnel in advance of a one-week training workshop in Austin for residency personnel. Follow-up training will be provided in the residencies after their equipment has been installed, and all training is expected to be completed by June.

"The main reason we're doing this is to accomplish as much of the design work load in-house as possible," said Powers.

Over a three-year period from 1984 to 1986, the department's construction work load increased from \$700 million to nearly \$2 billion. The increase meant more projects had to be designed, quickly, and consultants were used extensively for that work, Powers said.

But at the same time, the department started acquiring additional equipment to bolster its automation design capability. Each district has been equipped with a VAX computer, several graphics stations, and plotters for producing construction plans.

The next step takes place next year when the Interpro 32Cs with 19-inch, high-resolution color monitors and keyboards are placed in residency offices. Purchase of another 42 graphics workstations for residency offices is proposed for FY 1988.

"These work stations will increase the ability of residency offices to produce construction plans by providing interactive graphics methods for roadway design, geometric design, right-of-way calculations, and drafting," Powers said. "Districts have reported productivity increases for performing these tasks that range from 2 to 1 to 10 to 1, with an average of about 3 to 1."

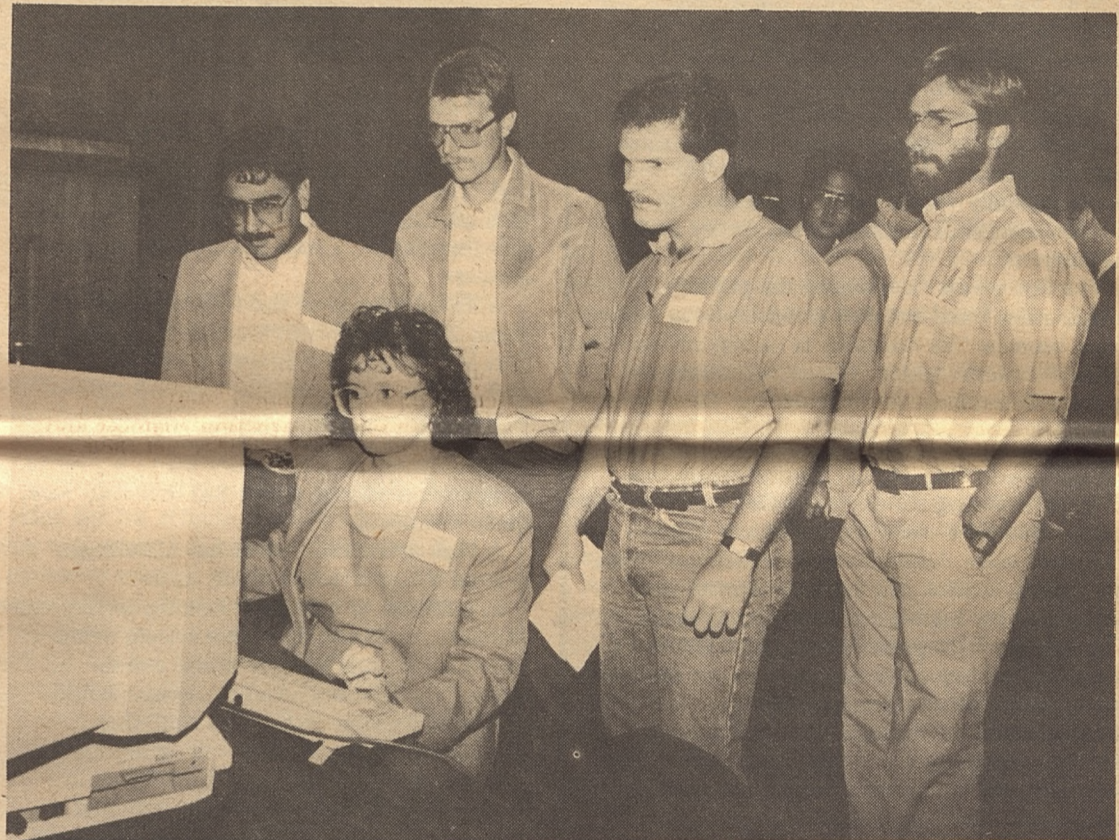
A design project begins by using aerial

photography to produce a digital map in computer form. That map is stored in Intergraph file format and can be exchanged throughout the department using the graphics network.

"Automation gives you the ability to analyze several alternatives for highway design," said Powers. "The interactive graphics equipment gives you instantaneous answers and allows you to see the project much better, analyze the differences in the designs, and select the most economical and most desirable design."

There's no doubt that some long-time employees may fear computers, but most are excited about the new advances, Powers said.

"We talk a lot about people's resistance to change, but I think there is a pretty large group of people who get bored after a while doing the same thing the same old way," he said. "Having the opportunity to do something new and innovative is a challenge and helps keep their jobs alive." ★



Engineering assistant Judy Skeen, seated, demonstrates computer graphics for short course participants, from left, Victor Pinon Jr. and Darwin Myers, both of Corsicana, Matt Carr of Denton, and Michael Taylor of Snyder. (Photo by Juliana Fernandez)

New direction set for maintenance

By Harvie Jordan

Maintenance is no longer "that other half" of the department.

It once had that distinctive designation, but no longer, according to Bobby G. Hodge, chief engineer of the Safety and Maintenance Operations Division.

Hodge made the new status clear during the opening maintenance session at short course. He said the new view of maintenance is tied to the changing concept of the highway department itself.

Over the years, the maintenance program has developed into a substantial activity that Hodge said historically has been "reactive," with reactive funding. The maintenance operation was based more on what historically had been done than on what would be needed in the future.

Hodge said that maintenance is being

repositioned in the department, and "is moving to a proactive posture, looking for ways to improve."

In contrast to the axiom "If it ain't broke, don't fix it," Hodge said that where highway maintenance is concerned, "We must be moving to fix it before it's 'broke.'"

The reorganization this year at the county level, with resident engineers taking responsibility for maintenance, is the first step to involve maintenance in design and construction operations.

"Our philosophy on how to respond to the public's desires is changing and becoming more positive," Hodge said.

The very nature of change includes some difficulty in getting from where you are to where you want to be. Hodge recognizes that, and the benefit to follow.

"The future appears to be difficult, but promising and exciting," he said.

"As the (highway) system ages and construction declines somewhat, maintenance will become more important. The quality of

maintenance is becoming more critical in the public's eyes," Hodge said.

He also pointed out that the position of district maintenance engineer is being upgraded from a supervisor to a manager.

Hodge looks for dramatic changes in the way maintenance is funded, with the dollars dedicated to that purpose based on indicators of need.

From a statewide perspective, Hodge said that funding is adequate. But, he added, some funds are left over in some areas of the state each year. This indicates that some funding is not going to the areas where it is needed, and better management at the district level could improve this imbalance.

Maintenance funding was a difficult area during this year's legislative session because of a lack of projected spending needs.

In summing up the effect of these changes, Hodge said maintenance is being realigned with other elements of the department, "so that it can more effectively work toward achieving the department's objectives." ★



Tech Trade



Rumble strips alert drivers, prevent accidents

By Nancy Stout

It's easy to be lulled by the white lines on the road and the soothing swoosh of the air conditioner on a long, monotonous Texas drive. It would be easy to let your attention wander and your vehicle drift off the road.

But an experimental "rumble strip" project on the westbound shoulder of Interstate 10 just outside of Beaumont may help prevent such occurrences.

Beaumont District Engineer Franklin Young and other safety experts are concerned about motorists' becoming lethargic, even "hypnotized," when traveling the long stretch of Interstate highway in District 20. "With the increased speed limit on the freeways and our flat terrain, motorists tend to become insensitive to super speeds, and are leaving the main lanes of travel in some cases. If this does happen, we want these rumble strips to jostle them enough that they regain control of their vehicles and avoid accidents," Young said.

Janet Manley, engineering assistant in the district's Traffic Engineering Section, was enlisted by Young to do extensive research on the rumble strips.

Early on, she discovered that more than half of all fatal accidents on freeways involve single vehicles running off the road. The strips, she said, "are designed to alert motorists that they have left the main lane of travel. They provide both an audible and a tactile sensation which stimulate the motorists for a reaction that allows for the maximum recovery time and distance needed to avoid an accident."

Manley set out to discover which pattern of strips works best, which material wears longest, and how the strips could be most cost-effective.

With the help of researchers in the Transportation Planning Division, Manley began her study last spring. "I tried to get my



Beaumont District crews apply asphaltic concrete material in Pattern "A" rumble strip on Interstate 10 shoulder. (Photo by Janet Manley)

hands on any article that had been written on rumble strips in the United States. Of course, rumble strips are not new. They have been used in the past at locations where a physical stimulus was needed to alert motorists of a potential hazard," Manley said.

"I met with our construction engineer and our maintenance supervisor to get their opinions of the various types of materials available and applicable to the product," she said.

It finally was decided that three types of materials would be used. Rubber asphalts and polymer asphalts, which had been used in other applications, would provide a durable and satisfying combination when mixed with grade-two aggregate. The third option was hot mix-cold laid asphaltic concrete pavement, due to its availability and conformity.

Manley then decided on four different patterns for the strips: Pattern "A" consisted of 11 strips, three inches wide and one-half inch high, spaced nine inches apart. Pattern "B" had three strips that size, spaced five feet apart. Pattern "C" offered three strips, 12 inches wide and one-half inch high, five feet apart. Finally, Pattern "D" consisted of one strip, 10 feet square and one-half inch

high. Each pattern was applied 10 times with each of the three material types.

Manley said that applying the ACP was most time-consuming because wooden forms had to be used. The ACP has a better appearance and produces the desired sensations better than the other two materials, Manley said. But she estimates that all of the hand work involved with the ACP application will affect its cost-effectiveness.

"We have found from our research that Pattern 'B' is the optimum pattern. With that pattern the three-inch strips give a good rumble effect without the sense of losing control of the vehicle, and the five-foot spacings allow the wheels of the vehicle to descend between each strip and provide more surface contact," Manley said.

Young said that after the review of the project is complete and its cost-effectiveness is determined, he anticipates using the strips on the inside and outside shoulders of the Interstate highway through the Beaumont District.

"Saving lives, preventing accidents, and making our transportation system the safest in the nation is what it's all about," Young said. ★



Engineer-Director Raymond Stotzer, right, and Deputy Engineer-Director Byron Blaschke on left flank Extra Mile Award winners at short course. From left to right, those cited for heroic actions are: Kenneth Harlow of the Austin District, Ed Flores of the Houston District, Stuart Callison of the Atlanta District, and Joseph Bujnoch and Ray Renkan of the Yoakum District. (Photo by J. Griffis Smith)

Women's growth supported in Houston District group

By Marcy Goodfleisch

When only 17 percent of an agency's employees are women, with limited exposure to career development workshops, what can be done to help them develop professionally on a par with men?

Recently, the Houston District took some action to provide an opportunity for women to meet in a professional setting. With District Engineer Milton Dietert's blessing, a group of Houston women formed the Career Women organization.

The organization was the brainchild of traffic safety employee Kay Johnson, who began working for the department in 1985. Johnson's career before then had ranged from a quality-control position with General Dynamics to serving as a chef on an offshore oil rig. Soon after coming to the department, she realized that the diverse careers and far-flung locations of the district's 350-plus women made it difficult to share ideas for professional growth.

"We're spread out all over the district," said Johnson. "With so few of us in any given career field or office, it wasn't easy to meet each other or learn what we all have to offer."

Johnson said she first proposed the idea of forming an organization in November 1985. But the busy conditions in the Houston District, combined with personnel turnover, made it difficult to initiate then.

In spring of this year, Johnson and a small committee of women from the district took the idea to Dietert. After some planning sessions, an organizational meeting was held on July 16 and the group formally began.

Dietert says he lent his support to the group because he could see both the need and the potential benefits.

"It's a worthwhile organization," he said. "Women can get a better picture of what the department has to offer, and it will further their chances for professional growth."

At the July meeting, the group began first and foremost to clarify the purpose of the organization.

"It was overwhelmingly decided that this group will have a positive focus," Johnson said. "Nobody wanted to give the idea that we would have gripe sessions. We're here to learn and share."

With that in mind, seven basic goals were outlined:

- To promote and enhance women's careers within the department.
- To form group cohesiveness among women employees by getting to know one another better.
- To help each other through the mentor system.
- To keep the group informed on career opportunities within each department.
- To educate members on ways to promote their careers.
- To share ideas learned from career seminars.
- To build self-esteem.

In addition to setting goals, a nominating committee was formed. And the new members decided to meet at a local cafeteria the third Thursday of each month, early in the evening.

"This gives everyone the maximum opportunity to come right after work; they don't have to go home first," Johnson said. "People may eat if they wish, or just attend the meeting."

At the August 20 meeting, the nominating committee proposed candidates and the group elected its first officers. Dietert, serving as

special guest and swearing-in official, installed the officers and spoke to the group.

With women comprising only 17 percent of the more than 15,000 employees in the department, this organization could do much to help women gain insight into the agency's opportunities, Dietert said. He congratulated them and wished them well in their future as a professional group.

More than 70 women attended the first two meetings. Many drove several miles from outlying residency and maintenance offices to be there.

Although a group of district-office women meets quarterly in the Beaumont district, Johnson and others believe that theirs is the first districtwide organization for women in the department. And the high level of interest has been an encouragement both to the group's founders and to Dietert.

"I'm happy at the number of women who are participating," he said. "And I'm especially pleased that the organization is districtwide."

Johnson would like to see the idea catch on around the state. Such groups, she feels, will offer much to the women who participate.

"We plan to have Mayor Kathy Whitmire speak in the near future," said Johnson. "She can teach us a lot about women in government. But we also want to have fun. We're going to have meetings that discuss color analysis and dress-for-success techniques as well as people like Whitmire and Melanie Lawson, who is a lawyer and a news anchor."

Deputy Director Al Castello said there is little formality involved in starting a professional group.

"We have many organizations involving highway employees, from bowling to professional groups," Castello said. "Basically, anyone may start it. We appreciate being informed, and support the idea that it be used to enhance the agency overall."

Dietert agrees that a major gain may be had for the department through groups such as the one in Houston.

"As women learn the opportunities within the highway department, they will begin to recognize their own potential," Dietert said. "This will help people gain self-confidence in their capabilities and begin to utilize their own resources in the best way. Our employees shouldn't hold themselves back. They have much to offer each other as well as the highway department." ★



Officers of the Houston women's group were installed by District Engineer Milton Dietert, left. The officers, from left, are Ann Walker, president; Kay Johnson, founder and historian; Tonya Talje, vice president; Rosealee Weidner, secretary; and Sylvia Warren, treasurer. (Photo by Lonnie Johnson)



Aleshia Nicole Henze, 6, was chosen third runner-up in the 1987 Texas American Princess Pageant in Houston. Aleshia was one of 35 girls chosen from over 2,000 entrants to appear in the contest. She is the daughter of Margaret Henze, who works in the Plans and Projects section of the Highway Design Division. (Photo courtesy of the Elgin Courier)

“Tax shelter” bill concerns state workers

By Karen LeFevre

Since House Bill 2252 passed in last spring's legislative session, state employees have expressed concern about changes in the way their retirement contributions will be made. The bill, which is largely responsible for those changes, takes effect January 1.

The questions most frequently asked are: whether gross income will be reduced; whether employees with less than 10 years' state service will be able to withdraw their contributions; whether the changes will affect Social Security benefits; and whether the final average salary for retirement (based on the “best three years” formula) would be affected.

The anxiety some workers feel stems from the confusing nature of the legislation. Many think that, as one employee put it, they will “lose money somewhere down the line.”

Well, there's good news. That's not going to happen, according to Brenda Blythe, director of the member benefits division of the Employee Retirement System. “There are only benefits, no negatives at all,” she said.

Until recently, the state contributed 7.4 percent of employees' gross income toward their retirement, and employees contributed 6 percent. But, due to the passage of H.B. 21, the state began contributing

7 percent on September 1. And, beginning January 1, employees' 6 percent will be taken “off the top” *before income tax is withheld*.

The effect of the changes is that employees will pay taxes on a lower payroll amount—their gross pay *minus 6 percent*. This reduces taxable income, but not gross income. So, it would not affect the salary level used for credit applications and other business purposes. Even better, it may increase net income—take-home pay—by a few dollars each month.

The Internal Revenue Service carefully scrutinized the legislation and ruled that “‘before tax’ contributions do not constitute wages for federal income tax withholding purposes until the amounts are distributed to the employee.” In plain English, your 6 percent (from Jan. 1, 1988 onward) stays in the retirement fund untaxed. When you retire—or leave state employment before retirement—you pay income tax on that money computed in terms of the rate when it was *earned*, not when it is *paid out* (withdrawn). What you paid into the system before Jan. 1, 1988 (and already paid taxes on) remains unaffected.

Joseph Froh, director of governmental retiree and member relations for ERS, says, “You pay taxes on the money only once.

Before one day, you pay when it goes in, and after that day, you pay when it comes out.” Blythe says to think of it “along the lines of deferred compensation. You just have to pay taxes on it when you withdraw it.”

While that may be a good way to understand the mechanics of the legislation, there is the possibility that the bill could affect an individual's deferred compensation plan, 401(k) plan, or tax shelter annuity plan. The ERS recommends that if you have salary deductions for such plans you should contact your plan administrator, agent, or tax advisor.

The 6 percent “before tax” deduction is mandatory, however. State workers do not have the option to have the retirement contribution amount applied to any other plan.

Social Security benefits will not be affected by the legislation. The retirement contribution is included in the gross salary for Social Security purposes. The method of calculating the state's share of Social Security will not change.

Finally, in terms of the amount of retirement benefits an employee can collect, the change has no effect on calculating a future retiree's final average salary. This is because the 6 percent contribution is based on gross salary before any reductions. ★

Retirements

(August 31, 1987)

Equipment and Procurement

Freddie Brown, Reproduction Equipment Operator III.

Materials and Tests

Charles R. Duke, Administrator of Technical Programs I.

Tyler District

Auther M. Bishop, Maintenance Technician III.

Houston District

Charles B. Mylius, Engineer V; Adan Reyna, Administrative Technician II.

Yoakum District

Carl V. Ramert, District Engineer.

Austin District

John G. Smith, Purchasing and Supply Officer II.

San Antonio District

Juan P. Montemayor Jr., Maintenance Technician II.

Bryan District

Edward E. Nichols, Maintenance Technician III.

Dallas District

Wilburne C. Gromatzky, Director II.

Beaumont District

Wilson Adaway, Maintenance Technician III.

El Paso District

Alfredo T. Estrada, Maintenance Technician II.

Paris District (1)

Delma F. Vaughan, 35 years; Larry F. Roberts, 10 years; Tomas G. Valadez, five years.

Fort Worth District (2)

William R. Miller, 30 years; Hulen L. Humphries, Chris C. Nachtigall Jr., 20 years; William T. Bennett, Lincy D. Clemmons Jr., Randy J. Moon, five years.

Wichita Falls District (3)

Weldon R. Pollard, 35 years; Fred E. Lewis, 30 years; Jerry L. Lancaster, Arlen C. Powers, 20 years; Hugh S. Rixford, 10 years; Deborah S. McIver, five years.

Amarillo District (4)

Carl R. Harris, 30 years; Jimmie T. Williams, 25 years; Kenneth R. Dillard, 20 years; Guadalupe Lovato Jr., 15 years.

Lubbock District (5)

Jerry D. Chancellor, 20 years; Juan O. Ramirez, 15 years; Bobby C. Beale, Bobby G. Stewart Jr., 10 years; Eddie D. Hickson, Alice T. Ogden, Brady M. Ray, five years.

Odessa District (6)

Emil J. Raschke, James A. Wilborn, 25 years; J. T. Haggard, five years.

San Angelo District (7)

Robert H. Reyes, 30 years; Arnulfo F. Arredondo, 25 years; Cecil R. Cunningham, Roy L. Stanley, 10 years.

Abilene District (8)

Freddie W. Stacy, 35 years; Ray C. Hudson, Eldon H. McCoy, 30 years; Gabriel Ramirez, 15 years; Steve R. Beasley, Larry E. Gruben, 10 years.



Mark Goode

Mark Goode receives ASCE's Smith Award

Former engineer-director Mark G. Goode has received the American Society of Civil Engineers' (ASCE) 1987 Wilbur S. Smith Award.

The presentation, made during ASCE's fall convention October 26, recognizes Goode's contribution to enhancing the role of the civil engineer in highway engineering.

The award was established in 1984 by ASCE's Highway Division in recognition of the outstanding professional accomplishments of Wilbur S. Smith, an ASCE honorary member.

Goode, who served with the highway department from 1947 until 1986, is currently a consulting engineer in Dallas. ★

AWARDS

(October 31, 1987)

Administration

Henry L. Motley, 25 years; Nancy S. Handrick, 15 years.

Automation

Larry D. Stanford, 25 years; Armando G. Flores, John A. Goth, Walter T. Heaton, Otto H. Ludwig III, 10 years.

Bridge

H. D. Butler, 25 years.

Equipment and Procurement

Arlon R. Jahns Jr., 25 years; Guillermo T. Hernandez, 10 years; Vickie S. McHorse, five years.

Highway Design

Margaret N. Henze, 20 years.

Materials and Tests

James T. Zimmerman, 20 years; Mickey A. Dammann, 10 years.

Motor Vehicles

Sally B. Rohlack, 25 years; Donald R. Jahnsen, Magdalene D. Tyler, 20 years; Ronald K. Haferkamp, Tula H. Taylor, 15 years; Sherry W. Martinez, 10 years; Carolyn F. Coverson, Delores R. Lovington, Debbie S. Nelson, five years.

Planning and Policy

Wendell W. McAdams, Tammy G. Sturm, five years.

Right of Way

Louis E. Clarke, 35 years; Marjorie B. Hamby, 25 years; Betty F. Daughtry, five years.

Safety and Maintenance Operations

Wayne G. White, 30 years; Laura R. Dodd, 20 years.

Transportation Planning

Thomas L. Alford, Dayton R. Grumbles, 25 years; Martin G. Broad, David Hustace, 20 years; Sean D. Permenter, five years.

Paris District (1)

Delma F. Vaughan, 35 years; Larry F. Roberts, 10 years; Tomas G. Valadez, five years.

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Abilene District (8)

Freddie W. Stacy, 35 years; Ray C. Hudson, Eldon H. McCoy, 30 years; Gabriel Ramirez, 15 years; Steve R. Beasley, Larry E. Gruben, 10 years.

Waco District (9)

Pat D. Lillard, 30 years; Darrel L. Grote, 20 years; Ruth C. Estelle, 15 years; Austin B. Cochran, 10 years; Doyle G. Lechler, Ricky L. Siegeler, five years.

Tyler District (10)

Jack R. Green, Windell R. Tedford, 30 years; Charles A. Gage, Michael W. Perry, 20 years; Daniel A. Aylor, 15 years; Larne S. Ellis, John P. Goss, Barry J. Mace, five years.

Lufkin District (11)

Robert V. Clark, 20 years.

Houston District (12)

Kenneth R. Evans, Wilfred J. Norris Jr., 25 years; Paul W. Briscoe, Cruz Gonzales, 15 years; Jo A. Bolton, David L. Schomer, 10 years; Joe L. Cobb, Catherine D. Hastings, Arnold L. Jordan, Wesley D. Naumann, Mahmood J. Poorsafar, John S. Seelbach, Steven E. Simmons, Thomas B. Tucker, Scott R. Valentine, Samuel F. Wilson, Raymond F. Zadrowski, five years.

Yoakum District (13)

Robert L. Tucker, 30 years; John T. Byrnes, Esteban C. Navarro, William S. Schramek, 20 years; Anthony L. Kresta, 15 years; John Johnson, 10 years; Peggy A. Krejci, Justin C. Wostarek, five years.

Austin District (14)

Otis H. Person, 35 years; Lawrence R. House, Enoch N. Needham, 30 years; Gerald M. Palmer, 20 years; Amiel L. Dove, George M. McMillan, Andrew Sanchez, 10 years.

San Antonio District (15)

Stanley G. Brown, 35 years; James W. Witten, 30 years; Carolyn H. Goodall, 25 years; Preston J. Streicher, 20 years; Alfonso E. Chervinskis, Joe M. Magdaleno, Rodney R. Perez, 15 years; Armando S. Aguirre, Federico H. Cervantez, Arthur R. Henderson, Raul S. Martinez, Guadalupe G. Santos, 10 years; Patricia M. Greenwood, five years.

Corpus Christi District (16)

Thomas H. Bell, 30 years; Eliseo Trevino Jr., 25 years; Deette J. Koenke, 15 years; Roel H. Garcia, 10 years; Mario M. Ybarra, five years.

Bryan District (17)

Albert D. Mahlmann, 20 years; JoAnn Y. Carr, 15 years; Joseph C. Gallagher, five years.

Dallas District (18)

Jack D. Bilderback, 35 years; George E. Lawson, 30 years; Odie G. Adams, 20 years; Richard E. Cook, Bennie F. McCormack, Jay R. Nelson, 15 years; Wade E. Goodwin Jr., Roland Paradez, Richard E. Uhlmann, five years.

Atlanta District (19)

Willard K. McMellon, 25 years; Harold R. Baldwin, 20 years; James E. Garner, 15 years; Judy B. Griffin, 10 years; Eddie J. Thompson, five years.

Beaumont District (20)

Paul Broussard, 15 years; Ann K. Camp, Nancy L. Stout, 10 years; Jesse P. Domingue, five years.

Pharr District (21)

Lawrence R. Wilks, 35 years; Ronald L. Kochert, 30 years; Roberto Mendoza, Rafaela B. Olivarez, 10 years; Oscar Cantu, Linda R. Flores, Ambrosio Marines, five years.

Brownwood District (23)

Larry D. Butts, 25 years; Donald R. Krause, Gustavus A. Morgan III, 10 years.

El Paso District (24)

William C. Carson, 30 years; Jesus J. Gonzalez, Florencio Morales, 25 years; Pablo O. Cardoza, Lionel B. Flores, 10 years.

Childress District (25)

Lon W. Hall, 25 years; James L. Ford, Clyde M. Martin, 10 years.



The third annual golf tournament for the San Angelo, Abilene, and Brownwood districts brought 61 competitors to Shady Oaks Golf Course in Baird during the summer. Winning the three-person scramble was the team of Troy Pallette, left, Brownwood District; Kenneth McPherson, Abilene District; and Charlie Jones, San Angelo District. Next year's event will be at Brownwood.

In Memoriam

Employees:

Winfred C. Haire, Amarillo District, died November 7, 1987.

Retirees:

Walter C. Boring, Austin, retired from Austin District, died September 30, 1987.

Arthur T. Boyd, Campbell, retired from Paris District, died October 31, 1987.

James E. Carlson, Mission, retired from Pharr District, died September 16, 1987.

Isidro I. Carrisalez, Pearsall, retired from San Antonio District, died August 7, 1987.

Benjamin W. Cooper, Conroe, retired from Houston District, died September 4, 1987.

Martin L. (Jack) Drennan, Sonora, retired from San Angelo District, died September 25, 1987.

Launita F. Earl, Cleburne, retired from Fort Worth District, died July 26, 1987.

Michael Florian, Orchard, retired from Houston District, died September 12, 1987.

Bunio C. Freeman, Canyon, retired from Amarillo District, died August 11, 1987.

Santiago Galvan Jr., Kingsville, retired from Corpus Christi District, died October 12, 1987.

A. B. Garner, Nacogdoches, retired from Lufkin District, died September 24, 1987.

Jesus B. Gonzalez, Laredo, retired from Pharr District, died September 13, 1987.

John B. Hoffmann, Longview, retired from Tyler District, died July 26, 1987.

Booger R. Hunter, Wichita Falls, retired from Wichita Falls District, died November 5, 1987.

Luke W. Klafka, Lubbock, retired from Lubbock District, died August 31, 1987.

Roland C. Krueger, Bellville, retired from Yoakum District, died September 30, 1987.

Alpheus H. Malone, Waco, retired from Waco District, died September 29, 1987.

Frank Marx, Austin, retired from Austin District, died October 18, 1987.

George L. Meads, Beaumont, retired from Beaumont District, died August 19, 1987.

Narciso C. Melendez Jr., El Paso, retired from El Paso District, died April 23, 1987.

Howard R. Pipkin, Fort Worth, retired from Fort Worth District, died June 5, 1987.

Obert T. Stevens, Childress, retired from Childress District, died September 14, 1987.

Roy O. Switzer, Bagdad, Arizona, retired from Amarillo District, died October 1, 1987.

Donald L. Tatum, Early, retired from Brownwood District, died August 21, 1987.

Casimiro Villanueva, Karnes City, retired from Corpus Christi District, died September 8, 1987.

Robert D. Waltermire, Childress, retired from Childress District, died August 3, 1987.

★ **Compiled by Bernice Kissmann,**
Human Resources Division



Twenty years of safe driving in the Dallas District earned awards recently for (from left, top) Jimmie White, Moses Hernandez, Edwin Krajca, and Rayford Novy; (bottom) George Douglas, Herman Lawrence, and Carroll Miller.

EVENTS DHT CALENDAR

DECEMBER

- 1-3 Relocation Training Seminar, Austin, D-15
- 7-11 InterPro 32C Workstation User Training, Austin, D-19
- 8-9 Highway Construction Lettings, Austin, D-6
- 17-18 FREQ Workshop 1, Austin, D-18STO
- 21 Commission Meeting, Austin

JANUARY

- 11-15 InterPro 32C Workstation User Training, Austin, D-19
- 12-13 Accident Prevention Management Meeting, Austin, D-20
- 12-13 Highway Construction Lettings, Austin, D-6
- 27 Commission Hearing, Austin
- 28 Commission Meeting, Austin

FEBRUARY

- 1-5 InterPro 32C Workstation User Training, Austin, D-19
- 9-10 Highway Construction Lettings, Austin, D-6
- 10-11 Purchasing Conference, Austin, D-4
- 22-25 InterPro 32C Workstation User Training, D-19
- 23-25 Basics of Bridge Inspection, Austin, D-18M
- 24-25 Commission Meeting, Austin

MARCH

- 8-9 Highway Construction Lettings, Austin, D-6
- 8-10 Basics of Bridge Inspection, Austin, D-18M

- 14-18 InterPro 32C Workstation User Training, Austin, D-19
- 15-16 Equipment Conference, Austin, D-4
- 23-24 District Laboratory-Engineering Personnel Meeting, Abilene, D-9
- 29 Commission Hearing, Austin
- 29-31 Eastern Regional Maintenance Conference, Beaumont, D-18M
- 30 Commission Meeting, Austin

APRIL

- 4-8 InterPro 32C Workstation User Training, Austin, D-19
- 5-6 Highway Construction Lettings, Austin, D-6
- 5-7 Basics of Bridge Inspection, Austin, D-18M
- 6-8 Sixteenth Annual Texas Public Transportation Conference, Dallas, D-10P
- 12-14 Western Regional Maintenance Conference, San Angelo, D-18M
- 25-29 InterPro 32C Workstation User Training, Austin, D-19
- 26-28 Basics of Bridge Inspection, Austin, D-18M
- 27-28 Commission Meeting, Austin

MAY

- 3-4 Highway Construction Lettings, Austin, D-6
- 16-20 InterPro 32C Workstation User Training, Austin, D-19
- 17-18 1988 Safety and Traffic Conference, Austin, D-18 STO
- 25 Commission Hearing, Austin
- 26 Commission Meeting, Austin



RESOLUTION NO. 09-10-87-04

A RESOLUTION EXPRESSING THE APPRECIATION OF THE CITY OF COLLEGE STATION FOR THE STATE HIGHWAY 30 PROJECT COMPLETED BY THE HIGHWAY DEPARTMENT OF THE STATE OF TEXAS.

WHEREAS, the City of College Station, Texas, a progressive and growing community, includes an area where rapid development has occurred near State Highway 30; and

WHEREAS, the Highway Department of the State of Texas, in response to the changes in this area, did plan and effect State Highway Project No. G81-81-13, now completed; and

WHEREAS, this construction benefits the City of College Station by providing the Highway 30-Harvey Road corridor with improved drainage facilities, a

better component for street traffic, and increased safety characteristics; and

WHEREAS, the project is also responsible for enhancing the overall aesthetics of the Highway 30-Harvey Road corridor, and for promoting in general the public health and welfare.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS, at its meeting on the 10th day of September 1987.

THAT the City Council recognizes and appreciates the time and efforts of District Engineer Carol Zeigler and the dedicated employees of the State Highway Department who have been involved in this project, and commends the cooperation and close working relationship between the State Staff and the City Staff;

AND, BE IT FURTHER RESOLVED, THAT the City Council hereby expresses its gratitude to the Highway Department of the State of Texas for the construction

project to Highway 30-Harvey Road; and, that the City Secretary shall forward a copy of this Resolution to the Highway Department.

This resolution was passed by the City of College Station on September 10.

Thank you for your thoughtfulness in sharing the flower information with me.

San Marcos, indeed Hays County, is very fortunate to have such a knowledgeable and caring person guiding people interested in sensible and responsible horticulture.

I for one appreciate what you do for our community and our Texas highways!

Frances Breihan San Marcos

This letter was written to Delbert Chance, maintenance construction supervisor in the Hays County residency.

After visiting several northwestern states this year, I had the opportunity, or should I say the privilege, of driving through your state. I have never been confronted with more courteous drivers in the many years I've been driving. When the highway has two lanes, the slower traffic pulls to the shoulder allowing others to pass. FANTASTIC!

It made the last few tiresome miles very bearable. I hope weary travelers find our state just as amicable.

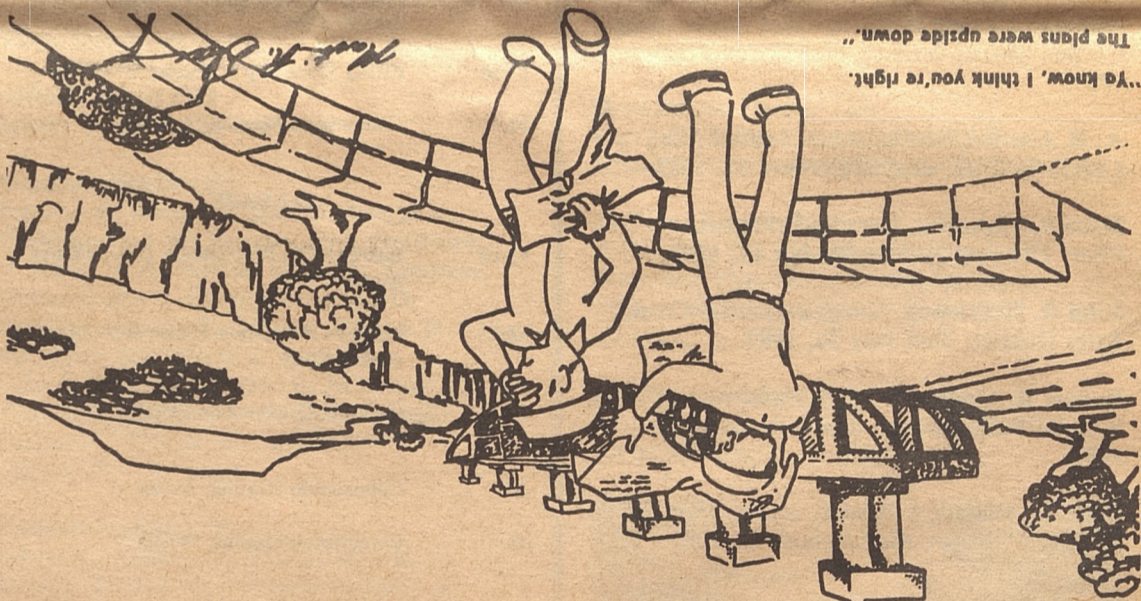
Maybe some of your drivers should give the drivers in California lessons in driving.

Connie Rogers Moore, Oklahoma

ON OUR COVER: Participants in the 61st Annual Highway and Transportation Short Course enter Rudder Tower on the A&M University campus. For coverage of short course, see pages 7-10. (Photo by J. Griffiths Smith)

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