

NON-CIRCULATING

**A DAY IN THE LIFE OF A
MAINTENANCE FOREMAN**
STORY ON PAGE 6



Photo by Clinton Oehlers, San Antonio district

TRANSPORTATION **news**

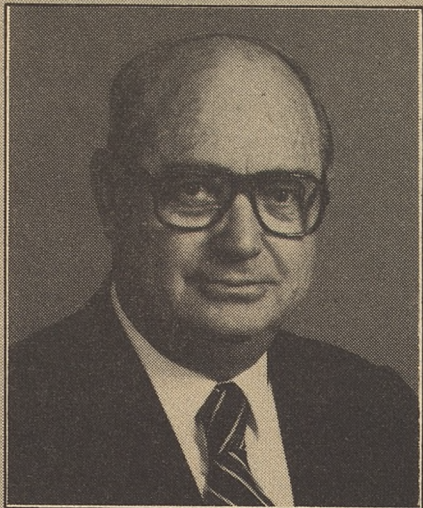


Goode, Henry win top AASHTO awards p.3

New division heads p. 2

January 1985

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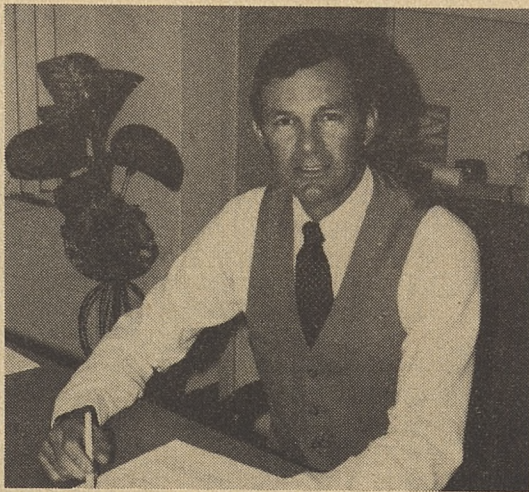
In this edition, on page 8 you will find a report on the questionnaire that was requested by Price Waterhouse concerning employees' opinions, comments and recommendations. I would like to also respond to the questionnaire from the Administration's position. We certainly appreciate the fact that each of you who responded took the time and effort to submit your comments.

First and foremost, I would like to assure all our employees that it is the Administration's intent to consider and utilize all those concerns conveyed by Price Waterhouse regarding working conditions, salaries, employee relations, and work loads to make this Department the most efficient with the most satisfying working situations.

Where possible, we will make changes and/or alterations to policies and procedures to accomplish this. Some of the comments and suggestions would require changes in the statutes. Some of the comments and suggestions were based on local situations and would not reflect the best approach when considering statewide consequences.

Essentially, our goals have been clarified with approval of the 10-year program of construction, rehabilitation and maintenance, and we have been given direction by the Commission through this process. I sincerely believe that some of the best ideas for improving our operations come from you, the workers. It is my intention to utilize all of the comments constructively to help carry this program forward.

Mark Good



Frank Smith...new director of finance.



Milton Dietert...heads safety and maintenance operations.

Smith, Dietert named new division heads

Frank Smith and Milton Dietert were named director of finance and chief engineer of safety and maintenance, respectively, December 15.

Both succeed former division heads who were elevated to deputy director posts in a reorganization earlier in December. Smith replaced Al Castello and Dietert replaces

Henry Thomason.

Smith, 44, is a native of Dallas. He attended public schools in Austin and graduated from The University of Texas at Austin with a degree in Management. He began work with the department in 1961 in the Aid Division (D-7).

He has served on the Financial Task Force, concerned with automating accounting procedures, in the Automation Division on systems and programs and also managed a non-engineering field coordination unit.

He and his wife, Sue, have two children, Ted and Shannon. Frank is first vice-president of the Texas State Agency Business Administrators Association.

Dietert, 45, is a native of Comfort, where he attended elementary and high schools. He attended Southwest Texas State University for two years and graduated from The University of Texas at Austin with a degree in Civil Engineering in 1962.

His first experience with the department was as a summer employee in 1958. He joined the department full-time in 1962, serving in the Kendall and Kerr County residencies. He also served in the north and south Bexar County residencies, the district maintenance office and the district traffic office before moving to Austin in 1982 as assistant chief engineer of safety and maintenance operations.

He is a member of professional engineering societies and served as chairman of Professional Engineers in Government for Bexar County in 1979 and 1980. He and his wife, Diane, are members of St. John Presbyterian Church. ★

Surprising demand

When Transportation News offered copies of the 1973 booklet, "The Texas Highway Department," the staff figured we'd get a demand of fifty or sixty. Were we wrong.

At press time in late December, more than 300 active and retired employees had asked for copies. We also received requests from two former commissioners, Charlie Simons, who now lives in Austin, and Marshall Formby of Plainview.

Incidentally, there are still some copies left. Write or call Transportation News if you want one, (512) 475-6070 or TexAn 822-6070. ★

Mel Pope new DE in Lubbock

William M. (Mel) Pope, former assistant district engineer at Lubbock, took over the leadership of the 17-county South Plains district January 1.

Pope succeeds Ben Alley, who retired. Alley is joining an engineering firm in Houston.

Pope, 54, was born in Motley County. A Civil Engineering graduate of Texas Tech



Mel Pope...heads District 5.

University, he joined the department in 1955 after service in the army.

Starting as an engineering assistant in the Brownfield residency, he became resident engineer in Brownfield before being appointed district maintenance engineer in 1972. He was named assistant district engineer in 1982.

Mel and his wife, Betty, have five sons, three of them still living at home. One of his sons followed him into engineering, but in the field of chemical engineering. Mel is a member of the Texas Society of Professional Engineers and served as president of the South Plains chapter in 1981-82. ★

Goode receives AASHTO's highest, the MacDonald

Engineer-Director Mark Goode was presented the highest award a state highway official can receive last month.

Goode received the Thomas H. MacDonald Award at the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO). The association met in New Orleans.

Goode is the chief administrative officer of the department charged with the construction, maintenance and operation of 73 thousand miles of Interstate, US- and State-numbered highways and Farm and Ranch to Market Roads in Texas.

He has been engineer-director since 1980 and previously served as district engineer in Lufkin and assistant district engineer at Dallas. He joined the department in 1947 after graduating from Texas A&M University.

The award memorializes the late Thomas H. MacDonald, longtime chief of the

Federal Bureau of Public Roads, which became the Federal Highway Administration. MacDonald, after his retirement, came to Texas and was instrumental in the establishment of the Texas Transportation Institute at Texas A&M, now recognized as a leader in transportation research worldwide.

Nominations for the MacDonald Award are accepted only from chief administrative officers of state transportation agencies and chairmen of AASHTO standing committees. The recipient is chosen annually by a panel of chief administrative officers and the award is presented at the AASHTO meeting.

Three other former Texas department heads have received the award: Dewitt C. Greer in 1964, J.C. Dingwall in 1973, and Luther DeBerry in 1977.

Goode was cited for efforts in the field of transportation planning, in recruitment of engineers and other disciplines used in the



Goode shows MacDonald Award to Joan Smelser.

transportation field, for developing a program of training at all levels of the department, for supporting the department's leadership in the development of automated techniques in engineering design programs, and for his support of research and development efforts.

Goode has served on several top AASHTO committees and is past president of the Western Association of State Highway and Transportation Officials. ★

D-8's Mueller heads employee advisory committee for Austin

Leo Mueller of the Highway Design Division was appointed chairman of the Austin Office Affirmative Action Plan and Employees Advisory Committee.

Engineer-Director Mark Goode also designated Sherry Brown of Transportation Planning Division as vice-chairman.

Other members are Marvin Bridges of Human Resources; Clifford Powers of Automation, Al Luedecke of Safety and Maintenance Operations, Mildred Kothmann of Right of Way, Larry Schaefer of Equipment and Procurement, Doris Howdeshell of Travel and Information, Lanny Wadle of Finance, Rae Barho of the Administration and Richard Wilkison of Bridge.

On behalf of all Austin employees, Goode extended appreciation and congratulations to the outgoing committee. Retiring members are Rosemary Williams, Alfred Seeliger, Neal Ballard and Riley Walker. ★

Dedicated employee follows directions

Terry Velasquez, along with many other people in the Highway Design Division, put in a lot of extra effort in getting the 10-year Project Development Plan ready for presentation to the commission at its November 20 meeting.

Terry put in some weekend work, as well as some extra hours during the week getting the plan just so for the commissioners.

The only thing different about Terry from her co-workers was that Terry was pregnant, very pregnant.

Assistant Chief Engineer of Highway Design Billy Rodgers brought the news back to La Costa on the day of the meeting that the plan had won commission approval.

"You can go ahead and have that baby now," Rodgers told Terry.

Good employee that she is, Terry took the instruction and, the following day, did, indeed give birth to a little girl, Jessica Lynn. ★

Hubert Henry recipient of achievement award

The man who guided the department to a preeminent position in the development of automated engineering techniques received a top prize last month.

Hubert A. Henry, automation engineer, received the Alfred E. Johnson Award from the American Association of State Highway and Transportation Officials (AASHTO), during its annual meeting in New Orleans.

Under Henry's guidance, the department has become a world leader in the applications of modern computer techniques to perform some of the more time- and labor-consuming tasks involved in locating, designing and constructing highway facilities.

Surveyors no longer must spend weeks trudging through all kinds of terrain in all kinds of weather to perform surveys. Now they can be accomplished by making aerial photographs which can be linked and converted into maps by computerized equipment.

A new technique uses satellites to take weeks off the time required to perform some surveys.

Henry's organization has been at the forefront of these developments, and representatives of transportation agencies of many other states and of foreign countries have come to Austin to see Texas' setup.

Henry is especially proud of the depart-

ment's work with interactive graphics. Using data acquired by aerial photography and other sources, highway designers can "see" on a computer screen how a design would look to motorists before even starting to prepare construction plans. The machines can also prepare the plans in much less time than by using manual methods.

Henry's award is named for a former executive director of AASHTO, Alfred E. Johnson, who also was a former engineer of the highway department in Arkansas. Henry is the twelfth recipient of the award and the first from Texas.

Henry is a native of Pleasanton and attended public schools in San Antonio and Austin. He served in the Army Air Corps in World War II and has retired after 25 years' service in the Air Force Reserve.

He holds a B.S. degree in geology from The University of Texas at Austin. He joined the highway department in 1948 as a research assistant and pioneered the department's entry into photogrammetry, the use of aerial photography for surveys. When the division of automation was organized in 1965, Henry became its first head. ★

Wyoming magazine takes a look at satellite surveys

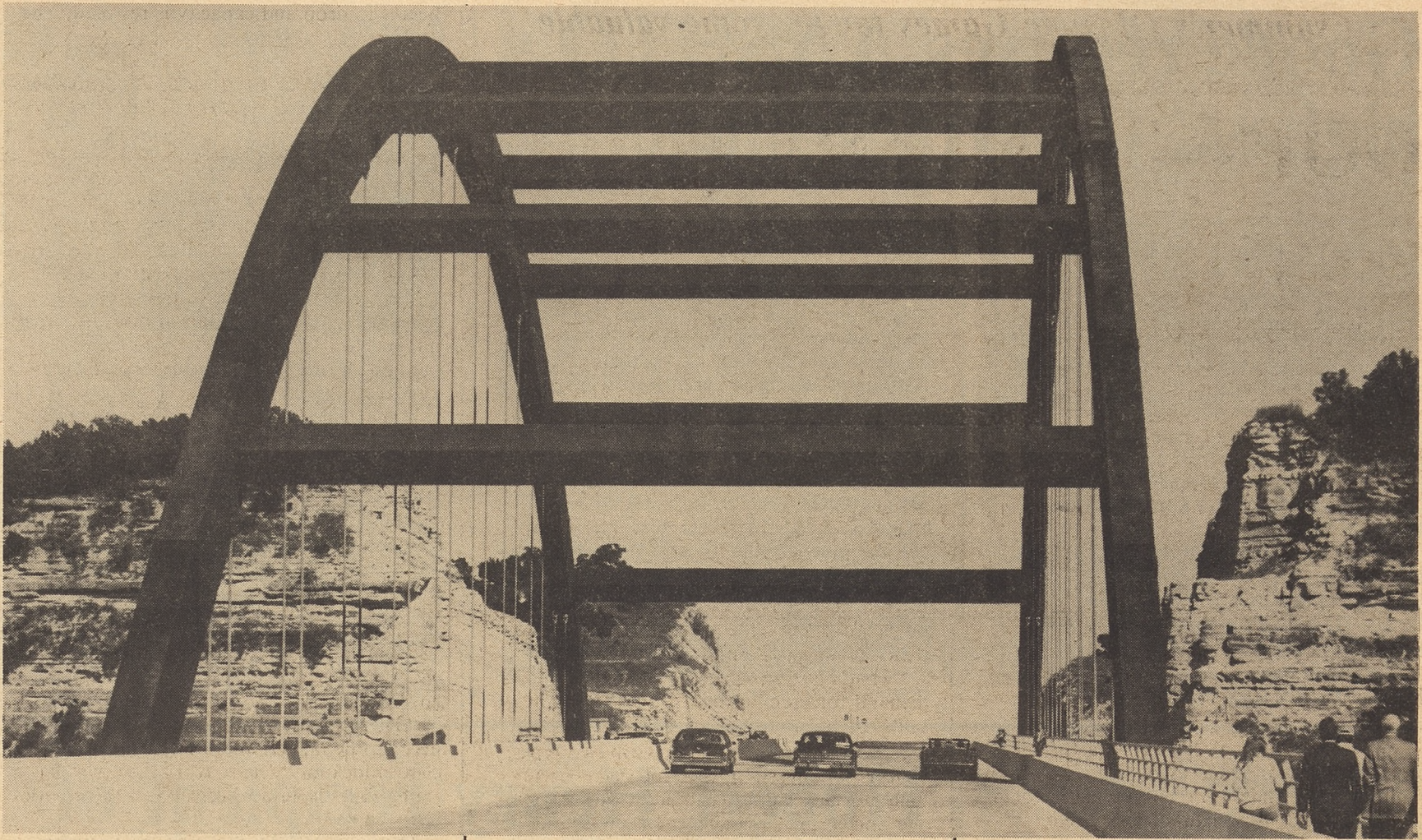
The Highwayman, official publication of the Wyoming Highway Department, has a story in its fall issue on satellite surveying relating the experiences of one of its engineering technicians who came to Texas to look at the system here.

Wyoming is guardedly optimistic about using the satellites to find positions exactly.

Like Texas, the Cowboy State hopes to use the satellites to cut days from the time required to make traverses. "Our control now is on mountain peaks," said Dale Rohlf, who visited the department's Camp Hubbard offices. ★



Henry displays Johnson Award to Helen Horn.



A driver's eye view of the Loop 360 bridge, judged most outstanding in the U.S.

AUSTIN BRIDGE JUDGED BEST

Austin's Loop 360 bridge, a graceful arch that carries traffic over Lake Austin, has been judged outstanding (first place) in the Federal Highway Administration's 1984 "Excellence in Highway Design" awards competition.

The bridge was one of 23 winners selected from 229 entries from highway agencies throughout the nation.

Judges were impressed with the bridge which was built so that structural supports do not intrude into the waters of the popular lake.

Nine designs, including the Loop 360 bridge were judged outstanding. The bridge was the only outstanding entry in the Major Highway Structure category.

Projects were based on five general criteria: compatibility with or adaptation to the environment, visual appeal, safety, functional efficiency, and pleasant driver experience.

Runner-up structures to the Texas bridge were Louisiana's new I-310 Luling-Destrehan bridge, the first cable-stayed structure over

Marshall Formby, former commission chairman, dies

Marshall Formby of Plainview, former chairman and member of the highway commission, died Dec. 26 in Plainview.

Formby was a member of the commission from 1953 until 1957 when he was designated chairman. He served as chairman until 1959.

Formby was born in Hopkins County, but his family moved to West Texas when he was a boy. He grew up in the Dickens County community of McAdoo and served as county judge of Dickens County. He also served in the State Senate. ★

the Mississippi River, and California's new Antioch bridge over the San Joaquin-Sacramento River.

Judges were John J. Desmond, John Desmond Associates, Baton Rouge, LA; William Grecco, Civil Engineering Department, University of Tennessee; Edward M. Hall, retired engineer and administrator, Phoenix, AZ; William F. Kirwin, land planning and landscape architect, Maryland, and Carol Shull, chief of registration, National Register of Historic Places, Washington, DC.

The Austin City Council has dubbed Loop 360 the Capital of Texas Highway. It is part of a loop around the city which includes

Research Boulevard (US 183), Ed Bluestein Boulevard and Texas 71. The jewel in this ring, however, is the bridge.

The roadway is suspended 100 feet above the water from the graceful steel arches which soar from one shore of the lake to the other. The steel is weathering to a rich amber color. About 600 million pounds of steel are in the structure.

Contract for the bridge was let in 1979. Construction began the following year, but was delayed while problems with the steel fabrication in South Korea were ironed out. It was formally dedicated and opened on November 29, 1982. ★

Tax changes affect take-home

January take-home pay is probably going to shrink a bit. Everyone will lose a little ground in net pay because of various adjustments that will be required by the federal government in January.

The first adjustment, called indexing, revises income tax withholding. Actually, it was designed to reduce and eventually eliminate bracket creep (the frustrating byproduct and double-digit inflation that pushed taxpayers into higher tax brackets when they received raises). By itself, indexing would have *added* a small amount to workers' take-home pay.

The second adjustment, however, is the one that will offset any slight gain. That adjustment is in the amount employees are required to contribute to social security (FICA) taxes. Beginning in January, 1985, the rate will rise from 6.70 percent of gross salary to 7.05 percent. That seemingly slight .35 percentage

difference is the culprit that will reduce paychecks by a few cents or a few dollars.

Nancy Brymer, head of payroll for the department's Finance Division, gave the following general examples of take-home pay changes effective in 1985.

An employee with no dependents, making \$1,215.00 a month, with basic insurance coverage, and no other deductions, took home \$956.06 in December and will take home \$953.70 as of January 31, a difference of -\$2.36.

An employee with three dependents, making \$1,850 a month, with basic insurance coverage for a family, and no other deductions, took home \$1,425.09 in December and will take home \$1,423.91 as of January 31, a difference of -\$1.18.

These examples give a rough idea of what employees can expect. A smaller paycheck—how taxing! ★ Rosemary Williams

Last summer's Olympic Games taught some valuable lessons in freeway operations

GOING FOR THE GOLD!

The manager of the sprawling Los Angeles area freeway system during last summer's Olympic Games, says the time has come in many large American cities to actively manage the operation of the major travel arteries.

David H. Roper, deputy district director of operations of the California Department of Transportation in the Los Angeles area, was the keynote speaker at the Metro Traffic Operations and Safety Conference in Arlington in December. The event was jointly conducted by the department and the Texas Engineering Extension Service of Texas A&M University.

"It's a kind of curious thing," he said, speaking of urban freeways, "it's really one of the few systems that is not managed by the owner of the system."

Essentially, he said, we build the street and highway networks, "and then we turn them over to the user to operate—and manage."

Often nowadays, given heavy traffic demands, "the user simply does not have the knowledge or understanding of what is going on in that system to manage the system adequately."

"One of the problems we are facing now is to convince that user that the system really needs to be managed," Roper said.

A lot of what will be necessary to manage the system may not be popular with the users at that particular time, he added. "Our customers simply don't want to be managed."

"(The freeway network) is really one of the few systems that is not managed by the owner of the system. We build a freeway system and then we turn it over to the user to operate—and manage."

That's why, if we are to do the kind of things that are necessary, we've got to embark on an immense public awareness program."

Roper credited the success of two-and-a-half years of planning that preceded the onslaught of thousands of additional vehicles on L.A.'s freeway network during the Olympics to an active public information effort. "Certainly that's what paid the dividends."

He said there is a need to convince people that "we are imposing these constraints upon them for the greater good of everyone."

It is useful to think of the problems of avoiding or reducing traffic congestion as a balance. "On one side we have capacity, the ability to move vehicles and people. On the other side we've got demand."

As long as there is a tilt in favor of capacity, we have no congestion, he said. We can work on either side of that balance, increasing capacity with such things as adding lanes.

On the other side, managers can do things to reduce the demand, not in terms of people, but in terms of vehicles. "We don't want to reduce the number of people carried, because that's what mobility is all about," Roper said.

"We also are in business to provide safe

mobility," he said, noting that as demand increases and capacity remains constant, accidents increase. Some of the most effective safety efforts are congestion-reduction programs, he said.

"In L.A.," he said, "we've got too many vehicles and not enough facilities and not enough people are riding in those cars on the freeway." He said L.A. ridership is about 1.2 persons per vehicle on the freeways, about the average for a city that has developed mainly in the age of the auto.

There is a latent demand for mobility, he added, that is much larger than we ever can hope to meet by adding capacity. He pointed to experiences in which new freeways were opened or lanes added to others only to have them running full almost immediately.

"That's just an indication of the latent demand for mobility that is out there," he said.

Roper said congestion comes in two types: Recurring congestion, the type that reoccurs each morning and afternoon on workdays, and non-recurring congestion such as that caused by special events.

The magnitude of the problem in L.A., he said, is something on the order of 10 million vehicle hours of delay every year. In delay alone, that's a cost to the public of \$60 million a year.

The other area, the matter of managing non-recurring incidents, including accidents, spills and special events traffic, offers some real possibilities for progress, Roper said. "I think this is an area where we really can make some progress—getting out and managing incidents."

"That's what the Olympics was all about. It was a humongous incident," he said.

The Olympic period covered 16 days, but Roper proudly declares: "It was managed."

Highway people have almost grown to accept that you can't do much about accidents when they occur. Roper disagrees. In Los Angeles, a team concept has been developed and the team rolls when there is a major incident.

Roper defines a major incident as one that blocks two or more freeway lanes for two or more hours. Even though that is admittedly a "pretty heavy incident," Roper says there were 220 major incidents logged in one calendar year. "That's a lot of delay when you are dealing with freeways that are carrying 225,000 to 250,000 vehicles per day," he said.

Sometimes the incidents start as a relatively minor happening. One for example was traced to a tow truck attempting to remove a stalled car from a freeway shoulder—in peak-hour traffic. A lot of management, he says is simply awareness. "You don't go out there and mess up the capacity you have," he said.

As a rule of thumb, he said, for every minute there is an obstruction to the free-flowing of the freeway, a further delay of four or five additional minutes can be expected.

"The key, then, is get out there, remove the obstruction, restore capacity and you will immediately get a four- or five-to-one benefit."

In the peak hours, the factor can soar to 50 to 100 times he said. "In the peak you lose capacity for the entire peak until the demand

begins to drop and capacity is restored," he said.

Roper said there is a critical point at which capacity is reached and just a relatively few more vehicles will send the ability to handle traffic plummeting.

"The trick is to operate the freeway as close to that critical point as you can without going over the edge," Roper said. During the Olympics, "we were right on the edge, but we seldom went over," he said, "and when we did go over we were able to pull it back."

We characterized that to the public and the press as being on the brink of disaster...the public heard us. The public held those patterns in order that they did not drive us over the edge."

Management of the operations may mean some small construction, but it also means preserving the capacity that already exists, Roper said. Some of the solutions include surveillance. "You need to know what's going on out there," he said. Early detection of incidents is important, not the least of which is some citizen reporting it, as well as the police, the maintenance forces and the news media. Add to that such things as automatic detectors and television surveillance of key spots, and the freeway system is reasonably covered.

"There's a lot of information out there that needs to be tapped and brought into some central location," he said. Los Angeles has a room with displays where all this information is assembled.

Then, you need to have a plan to know what you are going to do when trouble starts.

"We have gone through our system segment by segment and we've planned where we will put traffic if that segment is blocked," he said. There are more than 3,300 such contingency plans developed on the freeways in the Los Angeles area.

"Our customers simply don't want to be managed. That's why, if we are to do the kinds of things that are necessary, we've got to embark on an immense public awareness program."

All are cleared with local authorities and ready for use.

"We sat down with the local people, and we said, 'that traffic is not state traffic, it is not city traffic, it is our traffic,'" he said. And from those early understandings, the individual contingency plans were formed. If there is a blockage on the freeway, then much of the freeway traffic is going to divert to city streets, "and the city better be ready to accept it."

Then there are the teams with working relationships already formed between the police, fire, maintenance and operations elements. On major incidents, a special command post is set up where representatives of all the elements needed to deal with the emergency can coordinate their efforts.

Roper said members of the team from his office take specially equipped vehicles home with them at night so that they can respond to an emergency on the freeway immediately with signs, flares, communications and other emergency equipment.

Roper said there doesn't seem to be any alternative to active management of freeway operations. "We don't have the money for other solutions; we don't have the time and we don't have the attitude that will give us the luxury to rely on passive measures." ★

A day in the life of a maintenance foreman

Keeping roads in good shape in central San Antonio a big challenge

Every weekday morning he walks into his office at 7 a.m. Cooper, or more formally, John Phillip Cooper, gets to his desk and is on the job an hour early.

Cooper, maintenance construction supervisor in charge of the central San Antonio section, believes that the boss should set the standard for showing up for work.

Cooper's job is maintaining 48 miles of highways and streets on the state highway system through San Antonio's downtown district. The challenge makes Cooper want to get an early start every morning.

One of the first things he does is sign on the base station radio. The department has its own low band radio communications system. In the San Antonio district it links 16 counties through a network of office base stations and some 500 mobile units. Clicking on the mike, Cooper intones "282, 10-8, KBQ 380" and the central section is on the air. The 10-8 portion of his message is radio code for on the air. The rest identifies the station.

A few minutes later the phone rings. It is 7:17 a.m. and the caller advises Cooper that a tree stump, having fallen off a truckload of brush, is creating a hazard on I-37 at Montana Street. Using the base station, Cooper requests a department Courtesy Patrol Unit to remove it. The day's first problem—and its solution—has been a mild one.

By this time, the assistant foreman, Nathan Weed, arrives. He settles behind a desk and places an assignment board before him. Senior Crew Leader Roy Terrazas enters the office. The three men quietly discuss the day's tasks.

Weed begins to arrange magnetic nametags on the board under the various crew designations: Litter, guard rail, sign, herbicide, and

"If drivers are observing the 55 mph speed limit, these vehicles, weighing a ton or better, are moving at 80 feet per second. The margin for error isn't very great."

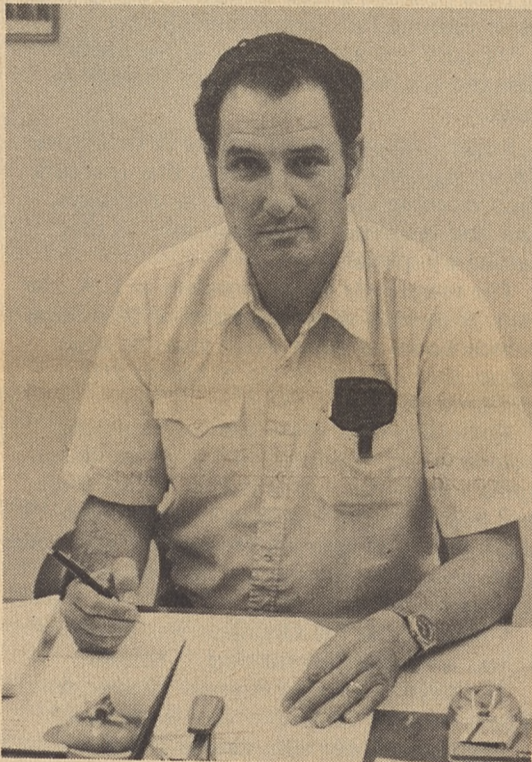
special jobs. One-by-one they take shape. Terrazas suggests shifting two men to other crews, since both have welding experience and are needed at different locations. Cooper, almost imperceptibly, nods assent as Weed shuffles their tags.

At exactly 7:55, Weed carries the board into the meeting room where the employees are gathered. With a casual air that belies their dedication, they cluster about their crew leaders as Cooper explains what needs doing.

"Each morning I discuss with Weed and Roy how we ought to get things done. It's clear to me, but I give the men directions, I always ask that they repeat what's been said to see if it still makes sense. It doesn't always.

Sometimes I can confuse things beautifully."

With the work crews gone, Cooper gets into his pickup. Each day he covers the principle routes in the section. Although Weed or Terrazas may also drive them, he likes to check things out personally. Today he swings



Cooper spends lots of hours daily with paper work.

east on I-10. At Loop 13, he reaches for the radio mike on the dash. "3533-5, this is 3533. There's a 'DO NOT ENTER' sign down on the exit ramp at Loop 13." The sign crew, with its already ample work schedule, will arrive shortly. They take such interruptions in stride. No big deal. The damaged sign is a hazard and it will be fixed. Just some of that dedication their earlier casualness had tried to conceal.

The next stop on Cooper's route is the I-35 pump house at St. Mary's Street. To solve the drainage problems presented by constructing a section of I-35 below normal ground on the north side of the central business district, engineers designed concrete holding tanks and a pumping system.

A storm-sewer network sends water into the holding tank. Pumps, controlled by a float switch, empty the water into the San Antonio River. Fueled with natural gas, they can handle 30,000 gallons a minute.

The pumps are mounted in concrete block buildings which are surrounded by chain-link fencing. Although transients frequent the area, little vandalism occurs. The only indications of intruders are empty whiskey and wine bottles and burned-out fire sites.

"The street people are not too thick here,

but over at Nolan Street (under I-37) they really congregate on our road material stockpiles." As his pickup nears Nolan Street, several people can be seen under the I-37 overpass. Most are apparently napping, with a few reading newspapers and one walking about.

During cold weather some transients climb atop the stockpiles and dig foxholes to sleep in, shielded from the wind. "We try to discourage them, and have even called the police on different occasions," Cooper noted.

"They are a real problem." The last downtown I-10/35 mud flood was attributed to this."

The radio crackles to life. The office is calling. "Mr. Cooper, please tell Cruz to call home immediately." He points the pickup back onto I-37 and heads for US 281. Cruz is with the mowing crew near Jones-Maltsberger Road. Pulling into the intersection, Cooper signals to the employee and stops the pickup.

Cruz Torres is an intense, serious-faced man. He receives the message without changing expression. In 1979, while mowing on this same highway, Cruz stopped his mower to remove some wire entangled in it. As he climbed off, he accidentally kicked the tractor into gear. It ran over him, injuring one leg and leaving severe lacerations on his stomach.

Accepting the incident with stoic indifference, Cruz returned to mowing as soon as he could.

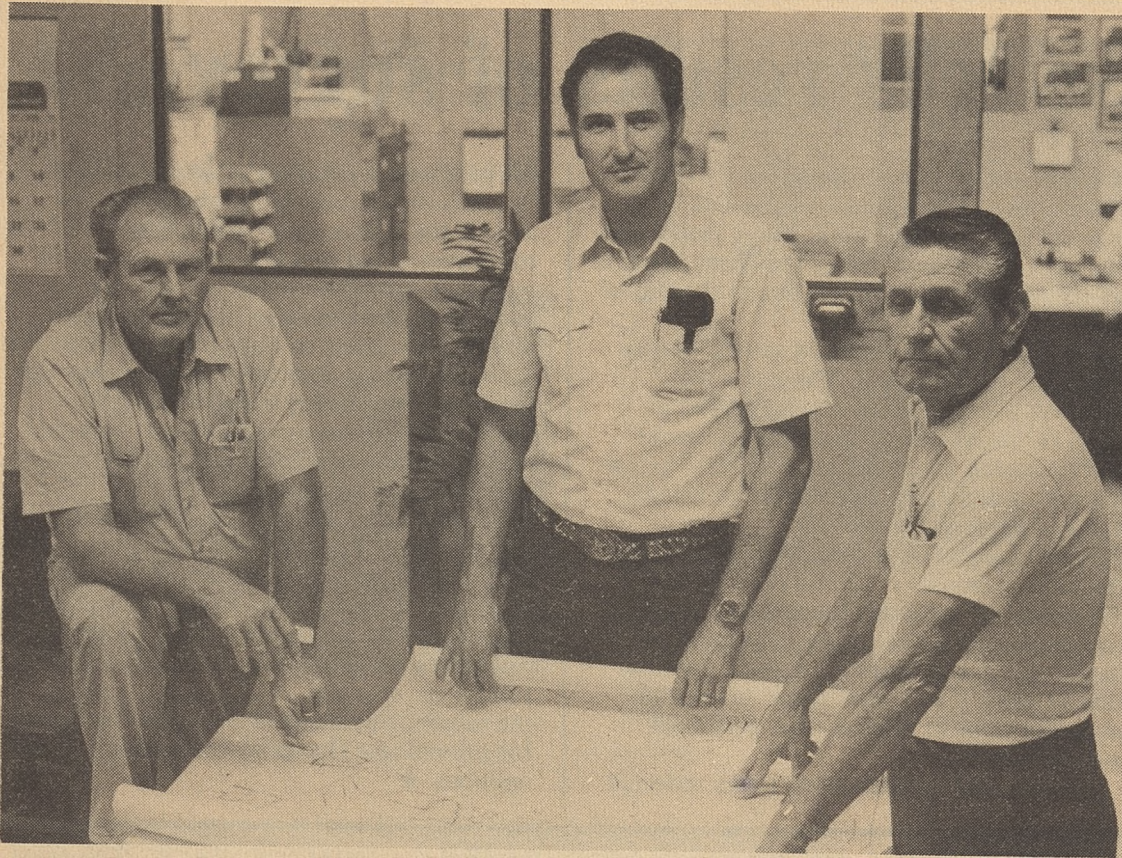
By noon, Cooper has returned to his office. Opening his lunch box, he joins Weed and Terrazas at a table in the meeting room. Their talk turns to the recent weekend and local sporting events. A subtle change in atmosphere manifests itself. During this 30-minute lunch break, rank is discarded. These are simply three friends breaking bread. An old

"Because horses and mules were used widely, the first section warehouses and offices came to be known as barns."

maintenance maxim comes to mind: "There's a time to work and a time to play—just don't ever confuse the two."

With lunch over, each man assumes his mantle of responsibility. It's time to work again. After making some calls to the district office to check on material and to schedule a pavement striping operation for tomorrow, Cooper drives to Rigsby Avenue. The special job crew is doing some seal coating.

The process involves applying a coat of heated liquid asphalt to the pavement and then covering it with crushed stone, called aggregate. Cracks in the pavement are sealed, protecting the base material from moisture. The process extends pavement life and



Photos by Clinton Oehlers

Nathan Weed, left, Cooper and Roy Terrazas plan the day's work.

increases skid-resistance.

The aggregate was once applied either by men using large shovels (No. 2 scoops in department slang) or by raising the bed of a dump truck and backing onto the oil while the stone poured out of the end gate. The former method requires strong backs and many hands; the latter requires the truck driver to maintain a careful balance between speed and the flow of the rock. Both have become obsolete since the introduction of the spreader box. Although there are different types, the crew on Rigsby is using a small version mounted on the back of a dump truck.

Traffic control is an important part of the seal coating on Rigsby, as it is on any roadway operation. The men not only try to do their work as efficiently as possible, they also try not to get run over in the process. It has happened before and it will happen again if they let down their guard.



Today some of the downtown expressways carry between 90,000 to 95,000 vehicles per day. This means that highway employees may face 150 to 200 vehicles each minute. If drivers observe the 55 mph speed limit, these vehicles, weighing a ton or better, are moving at 80 feet per second. The margin for error isn't very great. There are many safer occupations.

In the early days of the highway department, maintenance crews simply put out a warning sign on each end of the work area. Sometimes a flagman would direct motorists around the operation. Today, crews utilize signs with warning flags, electric flashing arrows and electronic message signs. Even then, it's hazardous. As the distributor which puts down the liquid asphalt is turning around, traffic on westbound Rigsby is momentarily halted. An irate motorist honks, exasperated at the delay. The crew seems to ignore it, but later, Cooper observes "They just don't understand, I guess. All we're trying to do is keep Rigsby from falling apart."

With the sealing going well, Cooper leaves. Back at the office, he leafs through job applications. Four openings must be filled. It isn't unusual to have nearly 100 people apply. After eliminating the bulk of them for lack of experience or other disqualifying factors, Cooper will ask those remaining "Why should I hire you over these others? What can you offer the citizens of this state that they can't?"

If the questions sound odd for the type of work involved, they aren't. Almost every employee, at every level, grasps the fact that those payday checks come from the taxpayers. Very few personnel view their employment as a job. It's a career. In the San Antonio district, 40% of all employees have 20 years of service or more.

Cooper admits to "Being fooled twice when hiring someone. Either I wasn't listening or something. However, they didn't stay with us long. It was their decision, though."

Harry Truman once described his office as the place where the buck stopped. Cooper feels "This is where we work together to resolve matters. These are fine people here. Like most humans, they sometimes have problems. I try to never forget that they are human, they have feelings and that basically, all they want is to be treated right. I try my very best to do just that."

Although the department was organized in 1917, it didn't take over maintenance of the state road system until 1924. Prior to that year, the counties had the responsibility for keeping roads in shape. In 1924, then-State Highway Engineer Gibb Gilchrist, understood

the importance of the change. "We realize that the public will judge the Highway Department by the maintenance men..." Then he outlined what came to be the credo for maintenance employees: "We want work and not brag...doers and not talkers."

Because mules and horses were widely used, the first section warehouses and offices came to be known as Maintenance Barns. NO LOAFING signs helped enforce the notion that there was work enough for everyone and it had best get done.

Phil Cooper came to his present post in 1973 from the District Maintenance Office where he headed a pavement repair crew. He first worked for the department as a draftsman in the Tyler district. That same year, 1961, he enlisted in the U.S. Air Force and found himself in Morocco.

"My tour of duty was four years, but within nine months the base closed. I was among the last of my outfit to fly out. It is an interesting country but it didn't break my heart to leave. The balance of my enlistment was spent in San Antonio."

While completing his tour of duty in the Alamo City, Cooper, 25 at the time, met his future bride. Linda Jo Marks, a pretty, vivacious 18-year-old senior at Burbank High School, was introduced to him at a party. A year later, they were married.

They moved to Tyler following his discharge from the air force in 1965. Cooper grew up in the nearby community of Troup, where he graduated from high school. Prior to entering the service, Cooper had earned an associate degree in petroleum engineering technology from Tyler Junior College. After working in the district design section in Tyler

"There's a time to work and a time to play—just don't ever confuse the two."

two years, Cooper and his wife returned to the Alamo City.

The Coopers have two daughters, Laura, 16, and Susan 13. Their father, with pardonable pride in his voice, describes them as almost exact opposites. Laura hopes to study at The University of Texas at Austin, toward an education or coaching career. Susan, although exhibiting teaching talents, isn't sure what studies she'll pursue. But, she is sure of one thing—she wants to pursue them at Texas A & M.

Linda Cooper works as an office aide at Montgomery Elementary School. After their children complete their education, she and her husband want to spend more time coast fishing.

It's 5 p.m. as Cooper leaves his office. The road crews have been gone half an hour. The section yard is quiet. The only sounds are traffic noise from nearby Roosevelt Avenue.

For 60 years, department maintenance crews have labored long and hard to see to it that the world-renowned transportation network, designed and constructed by dedicated and innovative engineers, stayed that way. In all sorts of weather at all hours of day and night, they have not only kept the roads in good repair, but have given them a deserved reputation for natural beauty.

John Phillip Cooper follows in the footsteps of many honorable men, all those who, since 1924, have served the citizens of Texas as maintenance foremen. The problems from those early times are the same today and so are the solutions—hard work, dedication, honesty and integrity. ★ Gary G. Johnston

Price Waterhouse tells results of survey

On October 24, 1984, Price Waterhouse distributed a survey to department employees affording each employee the opportunity to submit their "ideas, suggestions, complaints and concerns with department management and operation." Price Waterhouse, one of the "big eight" management and accounting consulting firms, is conducting a management audit of the department which was required by House Bill 89 enacted by the 68th Texas Legislature, Second Called Session.

James M. Holec, Jr., the audit project manager, reports that a total of 2,044 responses were received or about 14.2 percent of the department's employees felt the need to express their comments and took the trouble to voice their concerns. The survey allowed employees to express their concerns and ideas with little guidance or format, permitting a substantial amount of freedom to respond with candid and open comments. Analysis of the survey results has contributed to the

development of recommendations by Price Waterhouse to strengthen department management and operation. These recommendations will be presented to the Department in a final formal report that is due at the end of January.

Many employees expressed satisfaction or pride in the department. There was also, however, substantial agreement on certain areas for improvement in the management and operation of the department. The following survey highlights indicate the principal areas of employee concerns.

Human resources management issues drew the most responses in the survey with about 40 percent of the total. Employees' responses concerned job classification, allocation of personnel to assignments, training, distribution of work load, recruitment, promotion and advancement policies, and personnel evaluation.

Benefits and compensation issues reflected

the next largest category of responses, with the majority of complaints about low pay and/or the insurance program. Many employees noted that last year's increase in insurance premiums wiped out the pay increase. Employees also overwhelmingly preferred overtime to compensatory time with several responses indicating concern over differences in this policy between districts. Employees also expressed concern regarding promotion opportunities, compensation levels, and frequency of pay days.

In addition to specific suggestions for improvement, Price Waterhouse's evaluation notes that many long term employees speak movingly of the old days when the department's mission was more clear-cut and employees felt more directly involved in the fulfillment of goals. A significant number of the respondents thanked the audit committee for providing a chance to voice their opinions. ★

D-10 chiefs chefs for a day

Bring on the brisket! It's Christmas barbecue time again in Transportation Planning Division. Or, rather, it *was*. And was it good!

For the past eight years, D-10 chiefs have become chefs and have prepared a sumptuous barbecue luncheon for their employees and colleagues. They serve the meal on the last working day before the Christmas holidays begin.

Division head Phil Wilson, along with section heads Tom Alford, Jack Housworth, and Jon Underwood, took vacation time a day prior to 'The Day,' and had a jolly good time marinating, seasoning, chopping, peeling, stirring, grilling, broiling, and sampling the next day's fare. Everett Keese and David Luedecke helped out with the preparations this year.

"We really have fun fixing this meal," said Wilson. "Except for chopping the onions,"

said Housworth. "Oh, how I hate to chop all those onions."

Wilson had the idea for the luncheon back in 1977. He and his section heads wanted some way to express their appreciation to division employees for their hard work and support. They figured treating the staff to a luncheon was a great way to do it and what better time than during the holiday season.

So, continuing the tradition, on December 21, 'midst seasonal decorations and jovial banter, the cooks dished up brisket, sausage, beans, potato salad, pickles, and Housworth's favorite—onions. The chefs wore distinctive aprons that proclaimed "Everyone is someone in D-10." The aprons were definitely not seasonal in color. Wilson wore white on blue, Underwood's was maroon on white, Housworth's was white on red, and Alford's was white on orange.

Housworth kept repeating, "These colors

are going to the Cotton Bowl, these colors're going to the Cotton Bowl." The other chefs grimaced and resorted to an uncharacteristic silence.

Wilson said meals were served to about 200 people. Among honored guests were Engineer-Director Mark Goode, Deputies Marcus Yancey, Byron Blaschke, Al Castello, and Henry Thomason, and members of the Administration staff, including Joan Smelser, Bobby Adcock, Myrna Klipple, Rae Barho, Ruth Cox, and Janet Owen.

Also enjoying the flavorful luncheon was a very fortunate assistant editor of Transportation News. ★ Rosemary Williams

TRANSPORTATION news

Volume 10

Number 4

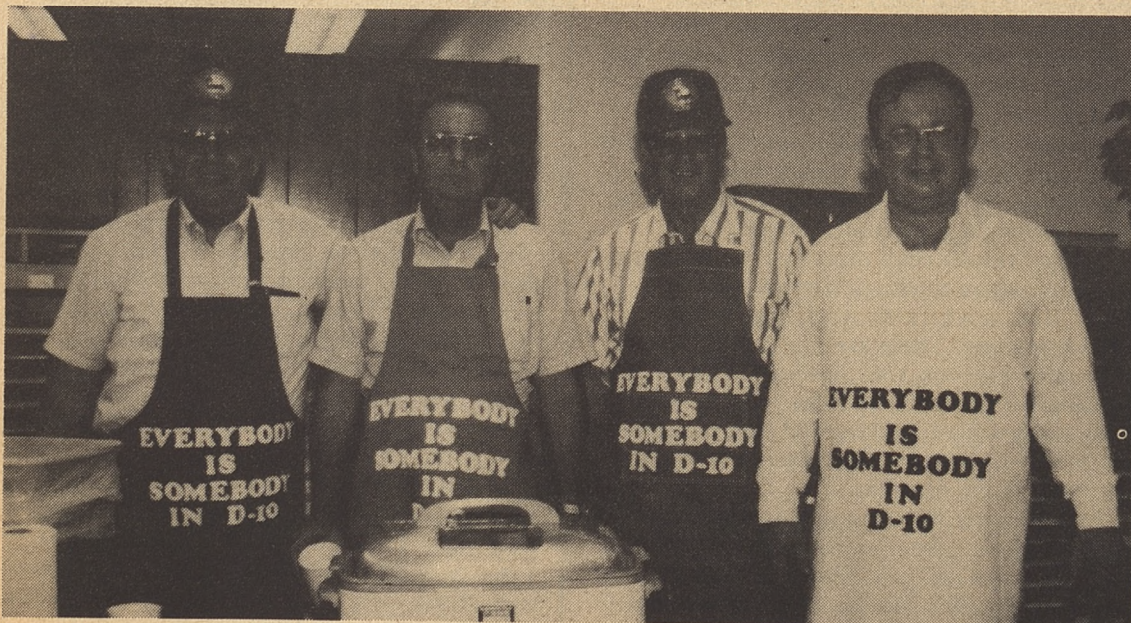
A newsletter published monthly by the Travel and Information Division of the State Department of Highways and Public Transportation at 11th and Brazos Sts., Austin, Texas 78701.

Hilton Hagan, editor; Rosemary Williams, assistant editor; Ernest Jordan, art editor; John Cagle, Don Clark, Pete Haight, Bo McCarver, Matt Samaripa, contributing editors; Lisa Fields, administrative aide. Typesetting by Main Office Word Processing Center.

Manuscripts, photos, news tips invited. Telephone (512) 475-6070, or Tex-An 822-6070.



Best Internal Publication
1984 AASHTO Public
Affairs Skills Contest



D-10's 'chief' cooks: Housworth, Alford, Wilson and Underwood.

Main Office:

Holiday decorations spark competition



Les Clark and Frances Ratliff receive a third place award from Ted Powers.



Mildred Banks of Human Resources receives a blue ribbon for needlework wise men who grace her wreath. Dee Nunez of Construction makes the award.



Cindy Beran presents a third place award to Bonnie Schaefer of Finance.



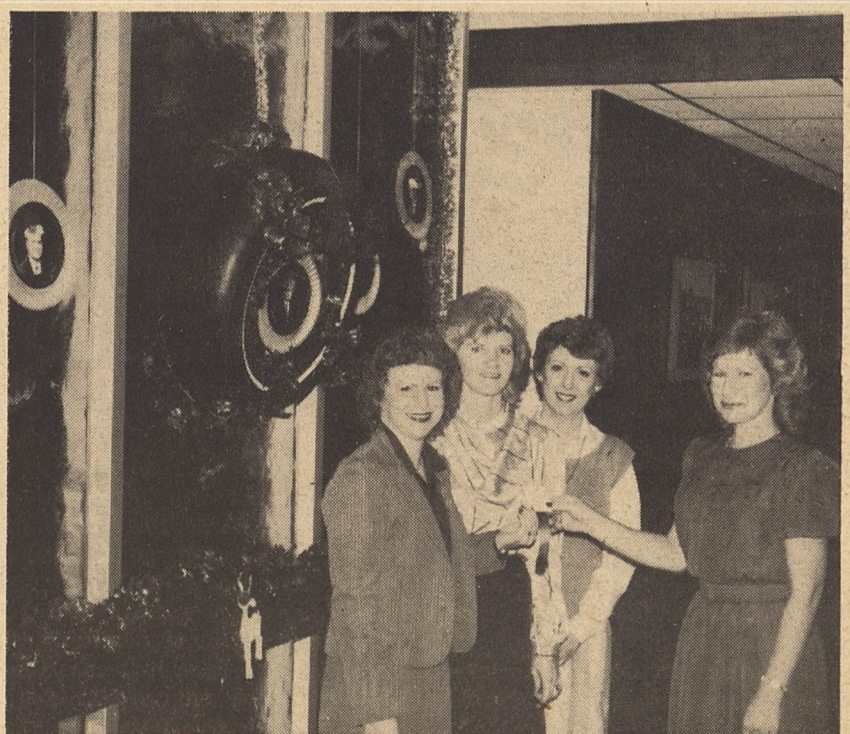
Real doves were part of Russell Cummings' entry which won the second place ribbon, here being presented by committee person Frances Ratliff.



Celebrity judges mingle with winners and committee members for the Main Office holiday decoration contest. Shown from left are Tonia Cook of Channel 36, D-18 decorators Brenda Braziel and Janet Owen, Radio Personality Dave Jarrott, Channel 7's Steve Rambo, Jaye Jaye Wilson of D-18, Committee Member Frances Ratliff, D-18's Mary Amstead and Committee Member Ted Powers. D-18 won a grand prize for a marshmallow wreath.



Frances Ratliff presents a blue ribbon to the MIPR group who wished "May all your potholes be filled." From left are Walt Paluch, John Staha, Al Eells, Larry Zatopek, Vic Holubec, Jim Bisson, Sandy Carmona, Cassie Carlson, and Ruth Frost.



The Administration's greeting from the "big wheels" won a second place award for Nancy Handrick, Myrna Klipple and Diane Northam. Presenting the award is Ruth Frost.

AWARDS & RETIREMENTS

Service Awards

January 1985

Automation Division

William L. Crawford, 25 years; Rene A. Gonzales, 20 years; Vernon N. Wright Jr., five years.

Bridge Division

Vernon C. Harris Jr., 25 years.

Construction Division

Verlina C. Hutchins, 10 years.

Equipment and Procurement Division

Wesley M. Burford, Stephen J. Thompson, 20 years; Ester M. Anderson, 10 years.

Finance Division

Edwin K. Kiesling, 25 years.

Highway Design Division

Bobby G. Dye Jr., five years.

Human Resources Division

Leslie A. Clark, 20 years.

Materials and Tests Division

Leroy N. Walker, 30 years; Charles A. Dumas, 25 years; Leon R. Behrens, Ronnie A. Gill, 15 years.

Motor Vehicle Division

William D. Litton, 35 years; Clifford Pate, 20 years; James D. McAdams, Lawrence R. Smith, Harold L. Wiesenhutter, William J. Wilson Jr., 15 years.

Safety and Maintenance Operations Division

Ernest W. Kanak, 20 years; James E. Hodges, Roy L. Smith, 15 years; Kathryn A. Hejl, five years.

Transportation Planning Division

James M. Wyatt, 15 years; Harold L. Gurley, 10 years; Jeffrey C. Reding, five years.

Travel and Information Division

David G. Linzey, 15 years; Deborah G. Tolliver, five years.

District 1

Patricia G. Hicks, Linda V. Thurman, 20 years; Jimmy A. Hall, Tom C. Skeen, 10 years.

District 2

George W. McDowell, 30 years; Willie J. Brannon, Tim E. Eads Jr., Kenneth H. Mayo, Eddie E. Raby, Imogene S. Travers, 20 years; John E. Bailey, Ronald R. Baker, David L. Clapp, Ronald O. Newman, Barbara S. Stills, Alan L. Walters, Lee W. Yates, 15 years; Jimmy W. Banner, Wendell L. Barrett, Charles B. Hale, William R. Henry Jr., Donald H. Hudson, Agustin J. Martinez, Lisa R. Stone, five years.

District 3

Billy L. Dickenson, 35 years; Troy L. Berry, Charles D. Boswell, J. P. Coffelt, Valentin Martinez, Louis S. Maxwell, 15 years; Earl R. Biggs, five years.

District 4

Robert L. Arnold, Lee J. Clark, Alvie L. McKee, 35 years; Charles N. Bright, Monty J. Parr, 30 years; Alvin D. Tipton, 25 years; Omev T. Carter, 20 years; Garry L. Cathey, 10 years; Sammy J. Harris Jr., Robert Revell, five years.

District 5

Rhea E. Bradley, 35 years; Darrell D. Nichols, 25 years; Leonard J. Albus Jr., David L. Rich, 20 years; William J. Angerer, 15 years; Edward W. Alexander, Charles L. Bolton, Leo J. Durbin, Foy D. Hill, Arvadie Thompson, Higinio Vasquez Jr., 10 years; Chris D. Cunningham, Jimmy B. Schwartz, Johnnie W. Skeen, five years.

District 6

Isedro G. Garcia, 30 years; Russell S. Neal, 25 years; Samuel C. Lagow, five years.

District 7

John H. Henry, 30 years; Manuel G. Rendon, Joe M. Rodriguez, five years.

District 8

Joseph H. Smoot, 35 years; George L. Garrett, 30 years; Louis F. Young, 20 years; Donald E. Davis, J. C. Phariss Jr., 15 years.

District 9

Jimmy C. Miller, 25 years; Otto C. Turner, 20 years; John V. Dulock, Ronald E. Koester, Raymond E. Lenart, 15 years; Jerry E. Handy, Kenneth B. Hunley Jr., five years.

District 10

Charles H. Reasonover, 35 years; Paul Lockhart Jr., 30 years; Gary L. Mathis, 15 years; Lawrence R. Gates, 10 years; Walter R. Gibson, Rita K. Sitton, five years.

District 11

Verbal R. Christie, 25 years; Burl J. Taylor, 20 years; Stephen R. Allen, five years.

District 12

George H. McDonald, 30 years; Jerry J. Drabek, Scottie J. Miller, Langston N. Strahan, 25 years; Guadalupe G. Benavides, Robert P. Kocich, Larry W. Pflughaupt, Milton M. Richard, 20 years; Willie S. Cross, Ruben Martinez, Donald J. Samuels, 15 years; Sharla C. Bridges, Henry F. Browning, Henry L. Davis, Charles E. Gaskin Jr., Jules L. Laird Sr., Carl W. Ramert, Ronald J. Tryner, 10 years; Sherry B. Chuter, Jose M. Gonzalez Jr., Clarence E. Hamilton Jr., Brian L. Hohle, Nelson Holloway, Dianne Paradowski, Margie B. Salinas, five years.

District 13

John P. Pustka, 30 years; Edward C. Kirby, 25 years; Gladys B. Kaiser, Albert H. Loehr Jr., 20 years; Henry O. Newman Jr., 15 years.

District 14

Leroy O. Marx, 25 years; Gary W. Comer, 15 years; Gary J. Dunman, James W. Wilkerson, Wyyette P. Williams, five years.

District 15

Daniel W. Burks, 35 years; Helmuth E. Bartling, Alfred O. Hilgers, Harry Pantermuehl Jr., 30 years; William C. Garbade, Robert L. McCulloch, 20 years; Gilbert G. Gavia, Patrick H. Mezzetti, 15 years; Richard S. Butler, Arturo Fuentes, five years.

District 16

Miguel O. Garcia Jr., Jose C. Morales, 30 years; Frank R. Mims, Billy E. Valentine, 20 years; James P. McCarley, 15 years; Carmela P. Garza, 10 years; Warren D. Brown, Manuel S. Vega, five years.

District 17

John A. Blasienz, 35 years; Joe T. Shafer, John E. Taden, 30 years; Elaine C. Gregg, 25 years; Billy W. Albright, Wayne Bosse, 20 years; George Bell, James H. Liner, Leo E. Maresh, James H. Williams Jr., 15 years; Facundo Martinez, Juan B. Pineda, 10 years; Manuel V. Aguillon, Joe N. Phillips, five years.

District 18

Nona G. David, James C. Simmons, 25 years; Michael D. Allison, L.D. Aplin Jr., Thomas A. Christian, Marlin L. Crabb, Donald P. Green, 20 years; Dennis D. Emerson, Nevil G. Moore Jr., Otis W. Morris, Lonny G. Traweek, 15 years; Earl A. Kelley Jr., Mickey R. Matthews, 10 years; Kenneth R. Gage, Carolyn K. Lewelling, Walter Williams, Arvel L. Worley Jr., five years.

District 19

Herbert E. Snider, 35 years; Delton I. Washington, 30 years; William G. Latham, Walter D. Lindsay, Jimmie L. Minton, Joe B. Robinson, 20 years; Tommy P. Bynum, 15 years; Stevie E. Rawls, five years.

District 20

Thomas M. McNamara, 40 years; Alda G. Jones, 10 years; Clyde O. Baker, T.J. Shelton, Steven R. Templeton, five years.

District 21

Robert W. Beattie Jr., 30 years; Noe R. Rodriguez, 15 years; Behrooz Badiozzamani, Maria Carranza, Gerald S. Halbert, five years.

District 23

James R. Willen, 20 years; Clarkie G. Dellis, Silas B. Hays, Robert K. Pearce Jr., five years.

District 24

Joseph M. Battle, 45 years; Jose L. Pinedo, 20 years; Donaciano Fuentez, 15 years; Leopoldo Betancourt, Santiago Cadena Jr., Rodney O. Cantwell, George C. McGuire Jr., Jimmy R. Roe, Martin D. Sandate, five years.

Retirements

October, 1984

Administration

Billy B. Hines, Chief of Staff Services.

Highway Design Division

Howard W. Mittel, Engineer IV.

District 1

Alvin D. Smallwood, Maintenance Technician III; Delbert L. Smith, Maintenance Technician III.

District 2

Gene A. Farley, Engineering Technician V; Bobby R. McClure, Engineering Technician IV.

District 3

Alton C. Cole, Engineering Technician V; Edward H. Ming, Maintenance Technician III.

District 7

Charles L. Kelly, Engineering Technician V; Alva R. Mixon, Engineering Technician V; Julius C. Schroeder, Engineering Technician V.

District 9

Adolph A. Abel, Maintenance Technician III; Nettie B. Tweedle, Stock Clerk III.

District 12

Forest W. Goodrum, Engineer IV; Audean Haddox, Maintenance Construction Supervisor III; Dennis G. Smalley, Administrator, Technical Programs II.

District 13

Jesus V. Cerrillo, Maintenance Technician III; Gerald J. Fougerat, Draftsman III.

District 14

Viola D. Fisbeck, Engineering Technician V.

District 15

Cruz B. Munoz, Maintenance Technician III; Floyd N. Tyler, Assistant Foreman.

District 17

Joe T. Shafer, Engineering Technician V.

District 18

Manuel H. Arnold, Maintenance Technician III.

District 19

James A. Clark, Engineering Technician III; William N. Henry, Maintenance Technician III

District 20

Verlie J. Bergeron, Maintenance Technician III.

District 21

Juan F. Serna, Engineering Aide IV; Tomas Trevino, Maintenance Technician II.

District 24

George H. Kypfer, Maintenance Construction Superintendent II.

District 25

Ronald J. Burchett, Maintenance Technician III; Albert O'Neal, Maintenance Technician III.

Two DHT engineers named SWE officers

Construction Division Engineering Assistant Elizabeth Bielenberg and Austin District Lab Supervisor Katherine Hargett were recently elected vice-president and secretary, respectively, of the Southwest Texas Section (Austin-San Antonio) of the Society of Women Engineers.

The nationwide organization, with some 14,000 members, is a non-profit, educational



Elizabeth Bielenberg, regional VP of engineers' group.

association of graduate engineers, both men and women, dedicated to the advancement of women in the engineering profession.

The specific objectives of the society are:

- To inform young women, their parents, counselors, and the general public of the qualifications and achievements of women engineers and the opportunities open to them.
- To assist women engineers in readying themselves for a return to active work after temporary retirement.
- To serve as a center of information on women in engineering.
- To encourage women engineers to attain

high levels of education and professional achievement.

To obtain more information about the organization, contact:

In the Austin-San Antonio area—Mary McCarthy, 2902 Stoneway Drive, Austin, TX 78731, call (512) 459-1718 (home), or (512) 448-6480 (office).

In the Dallas area—Mary Mazzei, 2235 Springleaf Drive, Carrollton, TX 75000, call (214) 242-8841 (home).

In the Houston area—Frances Wainwright, 9908 Cedardale, Houston, TX 77055, call (713) 465-3927 (home), or (713) 492-0222 (office).

Or call southwest area Vice-President Bielenberg at TexAn 822-6026, or Secretary Hargett at TexAn 820-3593. They'll be glad to talk to you about participating in the Society of Women Engineers. ★

**JANUARY**

- | | |
|-----------|---|
| 1 | Holiday, New Year's Day |
| 7-9 | Motor Vehicle Division Supervisors In-service Training, Arlington, D-12 |
| 7-10 | Seminar on Urban Transportation Planning Using the 1980 Census, Austin, D-10P |
| 8 | Research Area A (Planning, Policy and Management), Austin, D-10R |
| 8-9 | Highway Construction Lettings, Austin |
| 22-23 | Permit Seminar (Districts 7, 8, 14, 15, 16 and 23), San Angelo, D-18P |
| 23-24 | Research Area II (Materials, Construction, and Maintenance), Kerrville, D-10R |
| 28 | Commission Meeting, Austin |
| 29 | Commission Public Hearings, Austin |
| 29-Feb. 1 | Bridge Inspector Training, College Station, D-18M |

FEBRUARY

- | | |
|-------|---|
| 5-6 | Highway Construction Lettings, Austin |
| 12-14 | Internal Review and Audit Meeting, Austin, IR |
| 18 | Holiday, Washington's Birthday Celebration |
| 18-19 | Environmental Workshop for Traffic Noise and Air Quality Analyses, Austin, D-8E |
| 20-21 | Environmental Workshop for Traffic Noise and Air Quality Analyses, Austin, D-8E |
| 26 | District Construction Engineers Meeting, Austin, D-6 |
| 27-28 | Commission Meeting, Austin |

Committee named to host AASHTO maintenance group

A committee made up of personnel from the Safety and Maintenance Operations and Equipment and Procurement Divisions and the San Antonio district has begun plans for hosting the 1985 AASHTO maintenance subcommittee meeting in San Antonio.

The subcommittee, which includes representatives of all states and Canadian provinces that are members of AASHTO, will meet July 9-11 at the Palacio del Rio Hilton.

Russell Cummings is chairman of the arrangements committee and Jim Davis is vice-chairman. Other members include Bob Hays, Wes Burford, Laura Dodd, Richard Oliver, Stan Eichen, Randy Kier, Stan Swinton, Milton Dietert, Craig Steffens, Jack Gerling, Shirley Lynch, Ron Eberhardt, Bob Myers, Joyce Martinets, Patricia Fox, Glenn Hagler, Bob Guinn, Marianne Wines, Bob Jackson and Walter Collier and Margaret Richards of the district office. ★

Interstate highways said 96.3% done

Some 182 new miles of Interstate highways have been put into service since June 30, 1983, according to FHWA Administrator Ray Barnhart. This brings the total Interstate mileage now open to traffic to 40,935 miles, or 96.3 percent of the total 42,500-mile Interstate Highway System. ★

December's letting is the biggest

The largest highway construction contract letting in the history of the department was held in December, with more than \$200 million worth of work obligated.

More than 70 contracts were included in the letting Dec. 12 and 13. It is a reflection of the additional revenues provided by the special session of the Legislature last summer.

Approximately \$112.9 million was generated by fuel taxes and registration fees in September and October, 1984, compared to approximately \$62.4 million for the same period in 1983.

The previous record letting was in January 1980 when the \$63 million contract for the reconstruction of the Fratt interchange in San Antonio swelled the monthly letting.

December's letting was larger than the total capital outlays for highways of at least 24 other states for the entire year of 1983. A study by the Federal Highway Administration showed those states with less than \$200 million programs, with no data reported for the additional states of Alaska, Colorado, Connecticut, Florida, Iowa, Louisiana and Maryland.

Both the dollar volume and the number of contracts were about double in December what the letting had averaged in the immediately preceding months. ★

Katy transitway use growing faster than North transitway

After just one month of operation, the Katy Transitway in Houston began pulling its load and promises to build passenger volume much faster than the now five-year-old express bus service on the North Freeway.

Passenger counts now show that more than 5,000 persons are using the Katy Transitway in rush hours. In terms of persons carried per freeway lane, that volume makes the transitway almost equal to adjacent peak direction freeway lanes in the most heavily used traffic periods. The I-10 freeway lanes, however, are at capacity, whereas passenger volume is just now beginning to build on the transitway.

The transitway was developed jointly by the department and Houston's METRO.

"The North Transitway, which began as the Contraflow lane in 1979, now carries almost as many people in the peak morning and evening rush hours as all the other peak-direction freeway lanes put together," said Alan F. Kiepper, METRO's general manager. "We expect the Katy Transitway to build up to that over the course of the next two or three years."

The North Transitway carries an average of 3,329 persons per hour during the p.m. rush hours. The Katy Transitway averages 1,069 persons per hour. These figures compare with an average of 1,800 persons carried on each freeway lane during the rush period. Both freeways, however, have approximately an hour rush-hour peak. It is in that hour when



The purpose of this letter is to commend the responsibility and goodwill demonstrated by Houston district employees Steve Wilkins and Woodrow Livingston on Nov. 16.

On that date two European-based executives of FMC Corporation were en route from their North Houston hotel to a meeting at our facilities on Katy Freeway. They were driving a rental car which sustained a flat tire on I-45. The day was particularly cold and rainy and the tire-changing was further complicated by Houston's early morning rush hour traffic.

Your employees noted the difficulties incurred by our executives and stopped their vehicle and completed the tire-changing with minimal delay. This action was far and above their normal responsibilities and deserves special consideration.

It is encouraging that the assistance by your employees was much appreciated and allowed FMC's French executives a firsthand view of Texas hospitality. Please extend our appreciation to Mr. Wilkins and Mr. Livingston for their unselfish assistance.

Arch Payne
Houston

I'm sure you folks get many complaints about employees in your department but I want to compliment one in particular for his help and extreme courtesy.

On Nov. 2, our car broke down at the rest stop six miles west of Sonora on I-10. The car just wouldn't start and after a while a gentleman in a pickup saw our hood up and asked if he could be of help. After he, too, could not get it started (the starter burned out) he asked if he could call someone for us.

Because of that help, we got towed into Sonora and

were on our way in a comparatively short time and we are able to keep an appointment in San Antonio that afternoon.

The gentleman was Pat Brown who, I understand, is in charge of the rest area. My wife and I wanted you to know of his courtesy and we are sure he is equally as nice to others who are at that rest stop. Both the department and Mr. Brown are to be complimented in this instance.

Herbert Roth
El Paso

David Hoefling Jr., operations supervisor with the Automation Division in Austin, ended a 14-year career with the department recently. He started with the department as a computer operator on the second shift after serving a tour with the United States Army, including a tour in Viet Nam.

For 12 years, he served in different capacities in the Automation Division, including being part of the teleprocessing section.

Today, this unit provides a model technological role in computer networks all around the state. According to Harold Walker, computer operations manager, "Hoefling looks on the ever-changing environment as an opportunity to add value to the organization in terms of providing ways to get the job done that people want done."

In August 1983 he took over responsibility of VAX (a type of computer) operations as a supervisor when it was combined with the computer operations section.

Hoefling was honored with a luncheon where many of his fellow employees were present, including Ted Ball, director of computer operations; Don Drew, director of teleprocessing, and Harold Walker, director of systems and programming.

Hoefling is a native of Yorktown. He and his wife have two children. He moved back to Yorktown a year ago and has been commuting to and from Austin each day, driving 200 miles daily to serve the department.

Jimmy A. Castro
Austin

the North Transitway carries the bulk of its traffic and the Katy Transitway passenger count approximates flow in parallel freeway lanes. ★

	Buses	Vans	Passengers
North Freeway (I-45N)			
At Opening (1979) —	27	100	3,699
Present	152	305	16,645
Katy Freeway (I-10W)			
At Opening (Nov. 84) —	36	80	4,068
Present	41	135	5,344

TRANSPORTATION NEWS
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Users group launches study of Idaho DOT

The Highway Users Federation, in cooperation with the Idaho Transportation Department, is evaluating that state's highway program to see how road-use taxes are being spent and how well the needs of Idaho's road-users are being met.

Called the "Idaho Highway Program Review," it is expected to be completed in April 1985, when the findings will be submitted to the transportation department director. Major strengths and concerns in the road program will be identified in the report. ★