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TRANSPORTATION news

State Department of Highways and Public Transportation

April 1991



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What's inside . . .

Highway commission member Ray Stoker has been selected by Gov. Ann Richards to replace commission chairman Bob Dedman. Dedman remains as a commission member.

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Department archaeologists retrieve and record artifacts from road projects, and offer a glimpse into the lives of Texas' earliest inhabitants.

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Most people chart their progress in terms of successes, but not so Lisa Carter Powell of the Bridge Division. Spectacular failures helped her win an award for research.

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Many department employees wear many hats, both on and off the job. Seldom is this more apparent than in the case of employees who are "weekend warriors." Here's the scoop on those who were called up in connection with Operation Desert Storm.

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Annie Stuard of the Equipment and Procurement Division started out as a clerk five years ago. Now she's a purchasing assistant with her sights set on a Ph.D.

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On our cover:

Many photos from the department's historical files show a way of life that few still remember. Equipment like the tractor on the front cover have metamorphosed into sleeker vehicles like the one on the inside cover; and perhaps in not too many years that maintainer will seem primitive too.

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

Manuscripts, photos, news tips invited. Send submissions to above address or telephone the editor at (512) 463-8612 or Tex-An 255-8612.

Associate Editors Jeff Carmack
Gina McAskill



Transitions ... From old to new, rural to urban, low-tech to high-tech, clerk to manager, building to maintaining, the department and its people are always changing. This issue highlights some of the many kinds of transitions the agency and employees experience, some of them day to day and some apparent only over many years.

See pages 7-9

From the Engineer- Director



Back in early March, I had the privilege of attending the Tyler District safety awards banquet. The hall was decorated in a 1950s style, including pictures of many current supervisors taken back then. The organizers also incorporated the new Highway Family logo.

The photos, contrasted with the older, wiser, but still-vibrant faces of the men as they are today, pointed out to me two things. The first was the family-style atmosphere we have in this department, in which we're willing to have a laugh or two and we're interested in each others' lives and successes. The second was that, like a biological family, the department family changes.

One way we change is in what we do. Many of our longtime employees, like me, "grew up" with the building of the Interstate system. That was kind of like the family business. Now, we've changed directions to maintaining and renovating the system we built. We're having to adapt to a world in which you have to quickly accept and apply new ideas to keep up.

We're under scrutiny, and we're asked to do more, better, with less. That means we must get the best out of each member of our family, out of every person's talents.

That brings up another way we change — who we are. As in any family, department folks arrive as youngsters, grow and give of themselves, and eventually leave us. In the past, those who've come along as replacements were in many ways similar to those who left. Now, our faces are more often those of women, blacks, Hispanics. That trend will continue as more and more people from these groups join the highway family.

What makes this a family? We have a kind of loyalty to the organization rarely found anymore, a loyalty that can only come if people feel they are getting something from their jobs besides pay. Each of us must extend to all the other members the respect, encouragement, and opportunity we're all looking for.

No matter what changes in direction and composition we experience in the department, we can remain a family if we keep the ideals of our mission statement: Quality, Integrity, and Mutual Respect.

Highway department helps public transit

The state highway commission authorized in its February meeting funding for 11 public transportation-related projects, including three Intelligent Vehicle/Highway System plans for Houston. The other proposals deal primarily with park-and-ride and park-and-pool facilities. All are designed to smooth traffic flow and decrease congestion.

The Intelligent Vehicle/Highway System (IVHS) plans are for installation of changeable message signs, field communication systems and cameras to detect wrong-way movement on three Houston freeways.

Six districts will receive a total of \$3,087,000 for the new projects.

"We designated \$10 million in 1988 for a similar program," said Arnold Oliver, engineer-director. "After implementing it in February, we had some money left over."

"Most of the projects will give people easier access to public transit," said Richard Christie, director of the Public Transportation Division. "We will be working with local transportation officials to ensure proper use of the new facilities and encourage the use of public transit."

Federal grants for transit systems

providing bus service to rural areas and small cities were allocated by the highway commission during its February meeting.

Almost \$12.5 million was divided among 42 operators that carry passengers in cities under 50,000 population and rural areas.

"These systems form an important link in the development of mass transit for all Texans," Engineer-Director Arnold Oliver said. "Some of the systems provide service on demand and some operate regular route service depending on the needs of their service area."

The highway department administers the funds under the Urban Mass Transportation Administration's Section 18 grant program.

The allocations are equal to fiscal year 1990 grants and will be available at the beginning of the 1992 fiscal year in September.

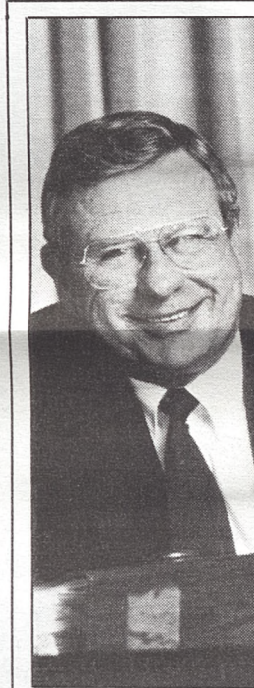
The commission also distributed an additional \$1 million from the state's Public Transportation Fund. The money will help larger transit systems comply with the Federal Americans with Disabilities Act and provide additional operating, planning, administrative and capital improvement funds for smaller transit systems.

Find fabulous flowers — fast!

Wildflowers get thousands of Texans and tourists on the road each spring, looking for the most spectacular stands of bluebonnets, phlox, coreopsis, and many more varieties. To help in this search, the highway department's Wildflower Reporting Service started its fifth year March 25.

Weekly, workers in all 24 highway districts note stands of blooming flowers and, via computer, share the information with other highway department offices. Wildflower seekers can call department headquarters in Austin, one of the 11 Texas Travel Information Centers, or the nearest district office, and get directions to the best places to see flowers.

For more information on the service, contact Gina McAskill of the Travel and Information Division in Austin, 512/463-8954 or TexAN 255-8954. ★



Gov. Ann Richards appointed State Highway and Public Transportation Commission member Ray Stoker Jr. chairman in March. Stoker was first appointed to the commission in 1985. Former chairman Robert Dedman remains on the commission as a member. (Photo by Gay Shackelford, Travel and Information Division)

OSR caravan hits the road

With a flurry of mariachis, antique cars, flags and festivities, the celebration of Texas' oldest road is getting under way with a 10-day caravan following the various paths of the Old San Antonio Road across the state.

Along the way, communities are rolling out the red carpet for the Old San Antonio Road Preservation Commission and their guests. The caravan began in Eagle Pass April 12 and finishes up in Natchitoches, La., on April 20.

The highway department is represented on the commission by Ken Bohuslav, director of environmental design in the Highway Design Division. He has overseen the work of department archaeologists and historians as they have prepared a complete historical review and preservation plan for the road, which is celebrating its 300th anniversary this year.

After lunchtime festivities in Eagle Pass on April 12, the caravan began the journey to San Antonio. Saturday night and Sunday are being spent around San Antonio's missions and the Spanish Governor's Palace before heading for Austin Sunday night. Monday afternoon the caravan heads east, stopping in Caldwell for the evening. Then it's off to Bryan-College Station Tuesday night, Crockett Wednesday, Nacogdoches Thursday and over to Natchitoches Friday.

Stops are planned in many communities all along the route and everyone is invited to come out and be a part of this unique celebration of Texas' history.

Look for pictures from the caravan in a future edition of *Transportation News*.

★Roger Polson, Travel and Information Division

Artifacts give insights into past

By **ANTHONY HORNE**
Highway Design Division

A room at the department's Promontory Point offices in Austin is lined with metal shelving and stacked high with hundreds of cardboard boxes. Within these boxes, packed neatly away in coded paper sacks and plastic bags, is 10,000 years of Texas prehistory, the remains of some of the earliest peoples of the North American continent.

For more than 20 years, archaeologists in the Environmental Section of the Highway Design Division have been methodically retrieving these artifacts from road projects and studying them for clues to the peoples and lifeways of ancient Texas.

Even before the first Spanish explorers ventured into the region, Texas had a long and varied past. It can be surmised from the existence of well-defined dart point types that the aboriginal inhabitants ranged seasonally, following game animals such as deer and the now extinct mastodon, or harvesting wild plants.

One such nomadic camp, the Wilson-Leonard Site on Brushy Creek in Williamson County, was apparently a much-favored stopping place, for it exhibits evidence of thousands of years of occupation.

One of the earliest visitors to this pleasant spot was a young woman whose life appears to have been a hard one. Her collarbone had been broken and had healed imperfectly, and she suffered an abscessed tooth that must have been torturous. It was perhaps the poison from that abscess that killed her, 10,000 years ago, and she was soon after thoughtfully laid to rest by her people, within sight of the creek.

The archaeologist who stumbled upon her grave in 1982, 10 feet below the modern surface, named this woman LeeAnn, after the nearby town of Leander. In truth, we can never know her name, or even the language she spoke.

Hers was a traveling people, and consequently possessed little material culture. And what they did have has been obliterated



Department archaeologists search for artifacts at a road project. Studying such artifacts gives researchers insight into the lives of the earliest inhabitants of what is now Texas. (Photo courtesy Highway Design Division)

by time and nature: the items of wood, hide, hair and bone fashioned and treasured by her people for their usefulness and perhaps their beauty have long since decayed. What is left to be painstakingly excavated by archaeologists is meager, usually a few flint chips that possess no great merit to the untrained eye.

Then there are the dart points, of which the unassuming chips are a byproduct. The craftsmanship of these artifacts is often so exquisite that we forget that their purpose was functional. Most of these points are slight variants of defined types such as Martinville, Frio, or Marcos, usually named after the place of their first discovery.

These projectile points were tools of the hunt, and ancient hunters did not gamble on innovation when the functional and magical powers of their weapons were at stake. Therefore, the type and distribution of dart points is an invaluable guide to the archaeologist.

What is in those boxes at Promontory Point is much more than a haphazard collection of lithic debris. It is prehistory itself, remnants of a human past vague and secretive now. With careful and diligent study, it can give us insight into the environment and people of the past, and into ourselves and our future.★

Briefs

Pat on the back for state workers

Although most of the department's employees won't be in Austin to attend the festivities, they will be honored during State Employees Recognition Day, May 3 at the Capitol. The 1991 observance recognizing the state's 200,000 employees will mark the third year that they have been thanked publicly for a job well done.

"We know the good job our employees do, and we're proud of them," said Byron Blaschke, deputy engineer-director. "This is an occasion to focus public attention on them and their work."

Blaschke is the department's representative on the State Agency Coordinating Council, official sponsor of the event. The council is made up of deputy directors of the 14 largest state agencies.

The celebration, which is part of National Public Employees Recognition Week, will feature state agency exhibits and entertainment from 11 a.m. to 1 p.m. Employees whose suggestions have saved the state money will receive cash awards, presented by the Texas Incentive and Productivity Commission.

Department employees who work outside the Capitol complex and who will attend activities are asked to carpool. They may park on the top level of Garage A at 15th and San Jacinto streets.

Planning meet hosted

The department is hosting the third annual National Conference on Applications of Transportation Planning Methods in Dallas April 22-26. The conference is sponsored by the Transportation Research Board. The gathering will be a forum for planners to exchange their experiences with successful, innovative modeling, evaluation, impact analysis, data collection and forecasting.

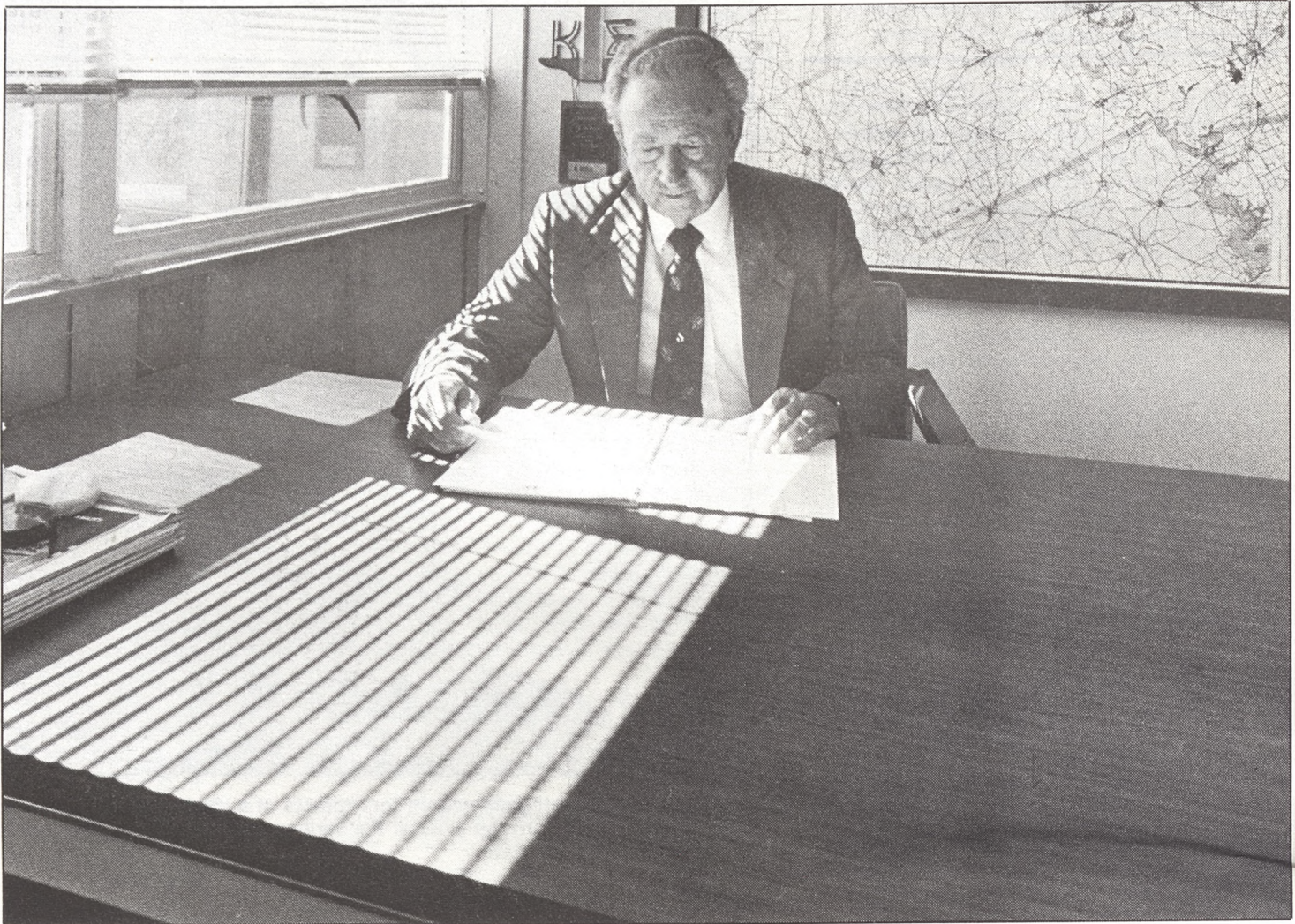
Fort Worth on a roll

The National Highway Traffic Safety Administration presented its "70% Plus Honor Roll" award to the Fort Worth District in January. Employees earned the honor by exceeding 70 percent safety-belt use. Two unannounced usage surveys were performed in the district. NHTSA honors states, cities, schools, work sites and other organizations for high compliance in support of a national goal of 70 percent use by 1992.

Bridge railings lauded

Last fall, the American Concrete Institute adopted a resolution commending the State Department of Highways and Public Transportation for efforts to design attractive concrete bridge railings. The notification letter, dated Dec. 27, noted, "Engineers and other interested persons have noted the success of the Texas highway department in designing and applying a new railing that meets safety criteria, yet preserves the beauty of older bridges."

Stone sees need for legal training



A conversation with ... Fort Worth District Engineer J.R. Stone

J.R. Stone stayed close to home. Except for a stint in the Navy, and while a student at Texas A&M, he has lived and worked in the Fort Worth District. His career with the department began in the Cleburne Residency in 1948. Stone held progressively responsible positions during the years following, becoming district engineer in 1972. He was the first recipient, in 1967, of the department's Gibb Gilchrist Award for outstanding contributions to highway engineering. He was selected as Engineer of the Year in 1987 by the Fort Worth Chapter of the Texas Society of Professional Engineers.

Stone recalled some highlights of the last 43 years and talked about current challenges in a conversation with Harvie Jordan of the Travel and Information Division.

What was it like growing up in Stephenville?

It was a small, friendly town, about 5,000 or less, where you knew everybody and everybody knew you. I enjoyed it. I used to like to follow the grader down some of the streets, barefooted. I loved walking in that freshly graded section. I thought I would like to do road work when I grew up, but it wasn't until I got into high school that I thought I might become an engineer.

You stayed in Stephenville to go to college?

I couldn't go elsewhere, but by living at home I could pay the tuition and buy my books by working three part-time jobs to

make my way through Tarleton (now Tarleton State University). They were part-time jobs on different days of the week. Sometimes I worked as a soda jerk, sometimes as a stock clerk for a grocery store and on Wednesdays I worked at the livestock commission auctions.

I was called into the service the latter part of 1943 and discharged in 1946. After getting out of the Navy I enrolled in A&M.

Tarleton was a small school, probably a little over 1,000 students. I got a lot of personal attention in classes. There was quite a contrast when I got to A&M. We didn't have that kind of opportunity there.

What was it about engineering that captured your imagination?

I liked the construction part of it. Build something and see people using what you worked on. That struck my fancy. I recall my senior year at A&M, we made a field trip to Fort Worth to look at some bridge construction on Interstate 35 West. Little did I know some 40 years later I would be involved in tearing out those bridges and making them longer and wider.

You've spent your entire highway department career in the Fort Worth District. Is there anyone who was a mentor who inspired you more, taught you more than any other?

I learned different things from the different engineers for whom I worked. I picked up patience and how to work with people from all of my supervisors. I have been real fortunate to have a high caliber of supervisors throughout my career.

What is your philosophy for dealing with the people to get work done?

Most motivation comes from within. I do not nor could I do all the thinking for my

people. I try to point them in the right direction and give a little assistance when they need it, but let them determine how to go about doing the job. Give them the job and tell them what you need. Then get out of the way and let them have it.

What makes the Fort Worth District distinct from other districts?

We have our urbanized area. We also have our rural areas. Here in Tarrant County we have some 36 cities around Fort Worth and invariably as we go out to do a project we will go through two or three. That requires some coordination to try to get all cities thinking in the same direction. We think that we are unique in that regard.

Due to my experience in traffic, wherein I traveled all over the district, and my experience in maintenance, where again I traveled all over the district maintaining some 3,000 miles of road, I have had the opportunity to become real familiar with this area. That is an advantage. I know most of these roads here in this district like the back of my hand. When someone calls in with a complaint, I know where they are talking about because I have been there.

The Fort Worth and Dallas districts are unique, with a large metropolitan area overlapping these contiguous districts. There must be a lot of coordination between the districts.

We work very closely with the Dallas District. James Huffman and I serve on the regional transportation council. We visit at that meeting every month. We talk on the phone frequently. And, surprisingly, all of the bridges have met across the district lines and most of the roadways have, too. We've had an excellent working relationship over the years between the two districts. Because of that we don't hesitate to call up the design

engineer or district engineer and visit about some mutual problem. We would like to get a little bit of their money sometimes, but we know better than to try something like that!

How do you explain to the public the financial situation that we're in now, with district budgets cut substantially?

I try to turn it around to let it be their problem as well as our problem and ask them for their help. If there comes an opportunity for a gasoline tax increase, we are going to need resolutions and we are going to need their support and we are going to need their contacts with their representatives. When people come in here, of course their project is number one. Well, we have about 150 number-one projects on the drawing board. We do what we can to move all our projects along, but we are having to cut back because of the funding situation.

What about maintenance?

We had to cut back over the last two years. We are doing more now, more than 25 percent on contract, which helps us on personnel anyway. But you can only reduce maintenance so long until it is going to hurt. It's like your automobile. You put off a tune-up now, put off a tune up-next year, first thing you know you need rings and valves and a total overhaul. You can do some of this patching and base-failure repairs a lot cheaper than you can go out and do a complete rehabilitation job. I think the commission's number one concern, along with safety, is to preserve that public investment, because it would take \$100 billion to replace it.

What accomplishment do you look back on with a sense of satisfaction?

I guess my work in maintenance, which is really not a single project. The maintenance of the highways generally brings a new problem every day. The variety of that job stands out in my mind. There were some long hours during emergencies. Yet, that stands out as a high point in my career.

At one time, you coached baseball.

I've coached Little League. I got my son started and now I can't stop him. He is grown and has a family and still tries to play. I thoroughly enjoyed coaching those kids; it was a revelation. But what was more revealing was the parents and how rabid some of them became. I was secretary one year and I had to write a letter to a friend of mine asking him to not come back to the games. That was before I became district engineer and I seemed to have more time for things like that. I try to work for the Lord and the church and that takes quite a bit of time. I tried never to neglect my family. It is so important that you spend time with the family.

You have been heavily involved in your church, haven't you?

Yes, I have. I have taught a Bible class for some 35 years and served as a deacon and an elder. Takes a lot of night meetings and some Saturdays. But I have time for that and I am glad to do it. I love it.



“
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 ”

What is the most fun you have had working for the department?

That came early on, while working in a field party in the springtime. It was great to be outdoors. I really enjoyed that type of work. In fact, I started to work in the field party my first day with the department in Cleburne. About three months later, the resident engineer gave me a field party to run. It was great.

What is one of the hardest things you ever had to do for the department?

One of the most difficult things has been the court proceedings down there on Interstate 30. The long, drawn-out proceedings and then developing about 15 alternatives for review and study with a working group. That has been some of my most trying times with the department.

It seems like the trial lawyers are chasing me all the time. Since the Tort Claims Act came into existence, I don't think there has

ever been an accident where driver error or mechanical failure was involved. It is always somebody else's fault and usually that's us. We spend an inordinate amount of time in the courthouse or giving depositions. I guess as long as we have the Tort Claims Act that is just going to be a way of life for department engineers.

I believe we need to put some law courses into the curriculum of the engineering schools. I work with a group over at UT-Arlington, the Civil Engineering Technology Advisory Board, and I'm going to try to promote the idea. They need courses on tort claims and legal responsibility and things like that.

I love working with the dean and talking about their problems. Such as, they're not getting the number of engineering students they did a few years back. How are we going to increase enrollment?

How can engineering be made attractive to more people?

I think we need to single out junior high school students, go one on one with them. Talk to them. Encourage them to take certain courses to prepare for engineering in college. I think the Texas Society of Professional Engineers and the American Society of Professional Engineers members are going to have to take the initiative. It's going to take something more than just sending out a little brochure or talking to the high school counselor. We have done that and it has not been successful.

How do you deal with the stress that goes along with sitting in the DE's chair?

I am kind of a "fix-it" man. I like to work on automobiles and do electrical and plumbing work. My wife, Maxine, calls me a piddler. I get out some of my frustrations by busting a few knuckles working on my car. I love to do yard work. I try to put the job behind me when I go home at night. Then I'll start worrying about it when I come back the next morning.

My predecessors in here were so smart and so smooth, I thought when I stepped into this job I wouldn't have anything to do. I thought it would be so easy. I just didn't realize what I was stepping into. It's a multitude of problems that you couldn't describe to someone coming in after you.

It gets to the point where it seems like every constituent in the district wants to talk to me and me alone. Some people are on an ego trip; they will talk to nobody but the top man. And they want to talk to their friends about how they told off the district engineer down there in Fort Worth. So I don't refuse to talk to them. Barbara, my secretary, routes many of my calls to people who can do the most for the people who call in. Some people will not talk to anybody but me, and when that is the case we just talk it out.

Are there goals you're still working on?

I would like to finish the Interstate program here in District 2 before I retire. If the lawsuits keep going that will never be accomplished. That is something I would strive to accomplish or at least have it in pretty good shape for my successor.

Failure gains Powell research award

By **MARCY GOODFLEISCH**
Travel and Information Division

Most people like to measure their professional advancement in terms of the successes they've had. But structural engineer Lisa Carter Powell with the Bridge Division credits a failure with helping her win an award for research.

"The failures were great," Powell said of the 2-1/2 years she spent studying deviator behavior on externally post-tensioned bridges. Usually, she said, failures in research tests are small events. So much is known about the limits of the designs and materials before the research work that few tests cause catastrophic failures.

But Powell's research, which recently won her the prestigious T.Y. Lin Award from the American Society of Civil Engineers, was the first of its kind. Before her graduate work at the University of Texas Center for Transportation Research, there were no standardized guidelines for the design of deviator blocks for externally post-tensioned bridges. The award-winning project was sponsored by the highway department, and Powell worked closely with D-5 engineers during her research.

Powell is the first to admit that her graduate project was highly specialized. External post-tensioning, she said, is "a new twist on segmental technology" in bridge design. Rather than draping the tension cables internally, by building a network of ducts into the walls of the bridge girders, external post-tensioning works by threading the tendons through devices called deviators, which are cast onto the bridge's outer structure.

Placement of the deviators, as well as their overall design, changes the angle of the tendons and provides maximum control and efficiency when the tendons are tightened, or tensioned. Much of the downtown "Y" project in San Antonio was built using more conventional segmental post-tensioning techniques. But the most recent section of the project, Powell said, uses deviator blocks for the external post-tensioning.

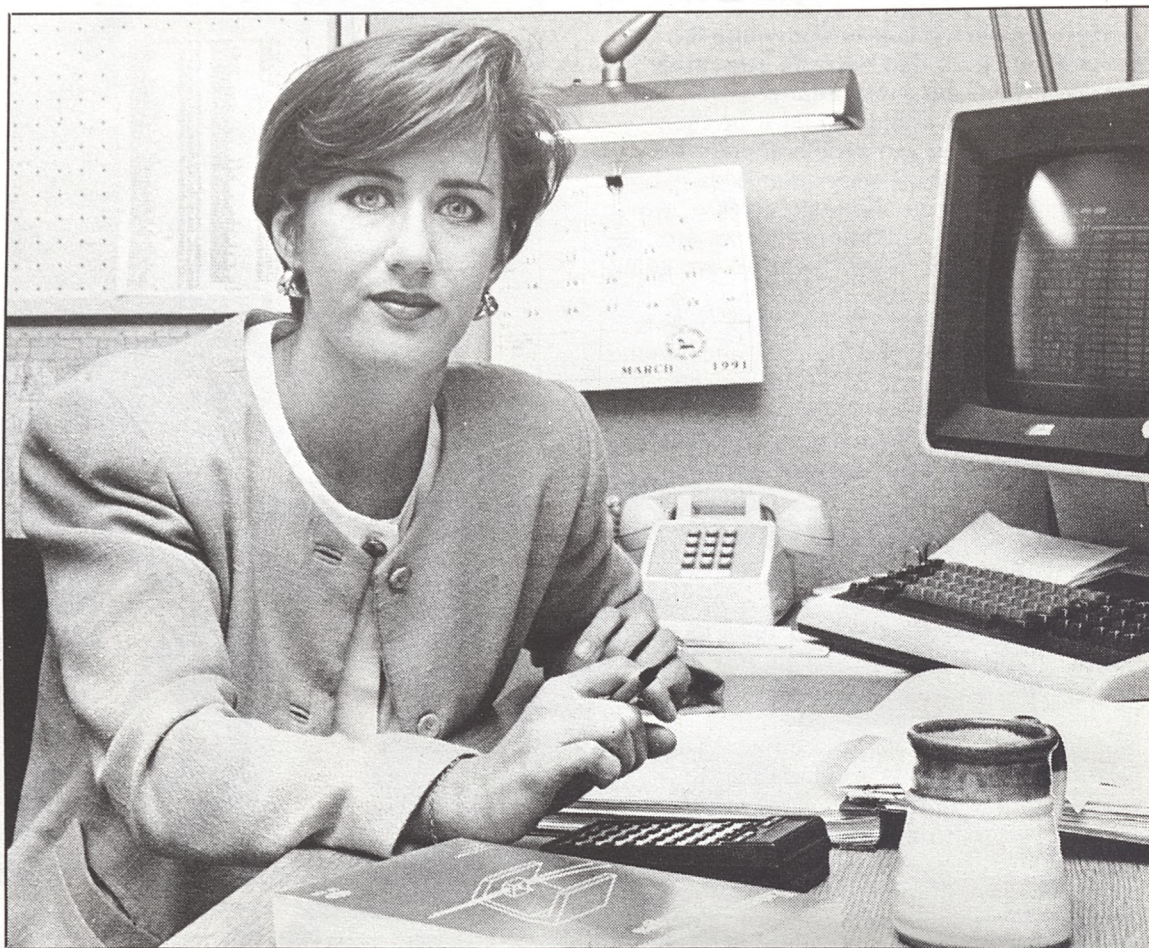
Powell's research required long months in a laboratory, where she started off by building a concrete bridge section on which to run her tests. Not exactly a glamorous job, she says. Much of her research work involved concrete work, tying reinforcing steel, and other grimy tasks. As a result, she left work each day wearing some of her materials.

"I'd stop at the store on the way home and people would ask if I was a mechanic," she said. But knowing her work was pioneering gave her a satisfaction that more than compensated for mucking about in a little concrete.

"I'm more a hands-on type of design person than theoretical," she said. "Segmental technology is very specialized, but it's kind of fun, because it's state-of-the-art."

Powell became interested in studying deviator behavior when she discovered "a pile of research papers written in French," early in her graduate work.

"It just so happens that I speak French, so I spent the first three months translating," she said. External post-tensioning got its start in France, shortly after World War II. One motive for its development, she said, was to evade the patents that prevented copying internal post-tensioning techniques.



Lisa Carter-Powell's 2-1/2 years studying externally post-tensioned bridges won her the prestigious T.Y. Lin Award from the American Society of Civil Engineers. (Photo by Gay Shackelford, Travel and Information Division)

"This has been used in France for a couple of decades," she said. "In France there's a real concern for the ability to replace and maintain the tendons." External post-tensioning offers some advantages in both areas. The tendons are in full view and can be easily inspected and maintained.

In addition, she said, external post-tensioning is thought to offer more efficient use of materials and to be easier to construct. There is less weight in the overall structure, since the walls of the bridge can be thinner without the network of ducts running through them.

But in the history of externally post-tensioned bridge design, before Powell's research there were no tested guidelines for deviators. This assumes an additional significance when the role played by the deviator is fully considered.

"Concrete works through compression," Powell said, "and steel works through tensioning. Deviators change the angle to control the profile of the tendon and provide the only direct attachment of the tendons to the concrete, other than at their ends." The safe design of the deviator, she said, is critical to the overall safety of the bridge.

It was precisely this lack of research that gave Powell one of her biggest thrills during her research — a catastrophic failure.

"We built a model of an actual deviator and applied two times the force it would normally have," said Powell. "We didn't know what load would cause it to fail."

A series of tiny cracks appeared in the concrete. Then the entire deviator block simply blew up, right before her eyes.

"That's the ultimate joy for a structural engineer," she said, "to build something and then go back and bust it all to pieces."

After she earned her master's degree, in 1987, Powell worked for Figg and Muller in Austin, the firm that designed the downtown "Y" project. Her graduate paper was used to

help design the section of that project using external post-tensioning. In October 1989, she came to the highway department as a design engineer for the Bridge Division. In addition, she serves as a technical coordinator for some current research work at CTR.

"I'm getting to see the other side of research now," she said. Her graduate work behind her, she gave no thought to the attention her research paper might receive in the engineering world until a recent telephone call from her former professor, who learned about her award before she did.

"I thought it was a joke," she said. "I kept saying, 'You're kidding, you're kidding.'"

But her former colleague wasn't kidding. Of the hundreds of papers written in the industry, all of which are automatically considered, hers was selected for the 1991 T.Y. Lin Award for its contribution to research in prestressed concrete. Powell said she is still stunned by the honor.

"It just never occurred to me that it (her paper) would be considered useful, because it's so specialized," she said. "I thought, my gosh, somebody reads these things!"

A factor in its selection, she was told, was that her project started out with a problem, researched it fully, and resulted in a solution — guidelines that, eventually, may make their way into engineering code.

Although Powell won other awards during her student years, in her response to the ASCE she said she is especially proud of winning the T. Y. Lin Award, "because it is my first honor as a professional engineer." And yes, she would do it again, grime and all.

"It was a long project," she says. "But looking back, I wouldn't opt for something simpler. I really got to learn."★

Retirees find rewarding lives

By **ROGER POLSON**
Travel and Information Division

Ernest Hemingway said that "retirement is the ugliest word in the English language." But to B.C. Gersch, James Cochran and Dorothy Whisenhunt there are few words that sound as sweet.

Gersch retires from the highway department in August. Cochran and Whisenhunt have both retired in the past year.

For all three, retirement offers new challenges, new careers, a chance to travel and a feeling of accomplishment for a job well done.

Gersch began his highway career with the Bridge Division in 1957. The past 12 years he has worked as planning engineer for the Intercoastal Waterway in the Transportation Planning Division.

After 34 years with the department, he is putting himself out to pasture — literally.

"My first job will be to build a little ranch house on my land near Llano and do some ranching," he said. Gersch and his wife Barbara hope to divide their time on the ranch and their second home on Lake LBJ, west of Austin. The move to the ranch will be something new for Gersch, who grew up in Dallas.

"It scares me a little to know whether I'll be challenged by building the house, raising animals and orchestrating my own time," he said.

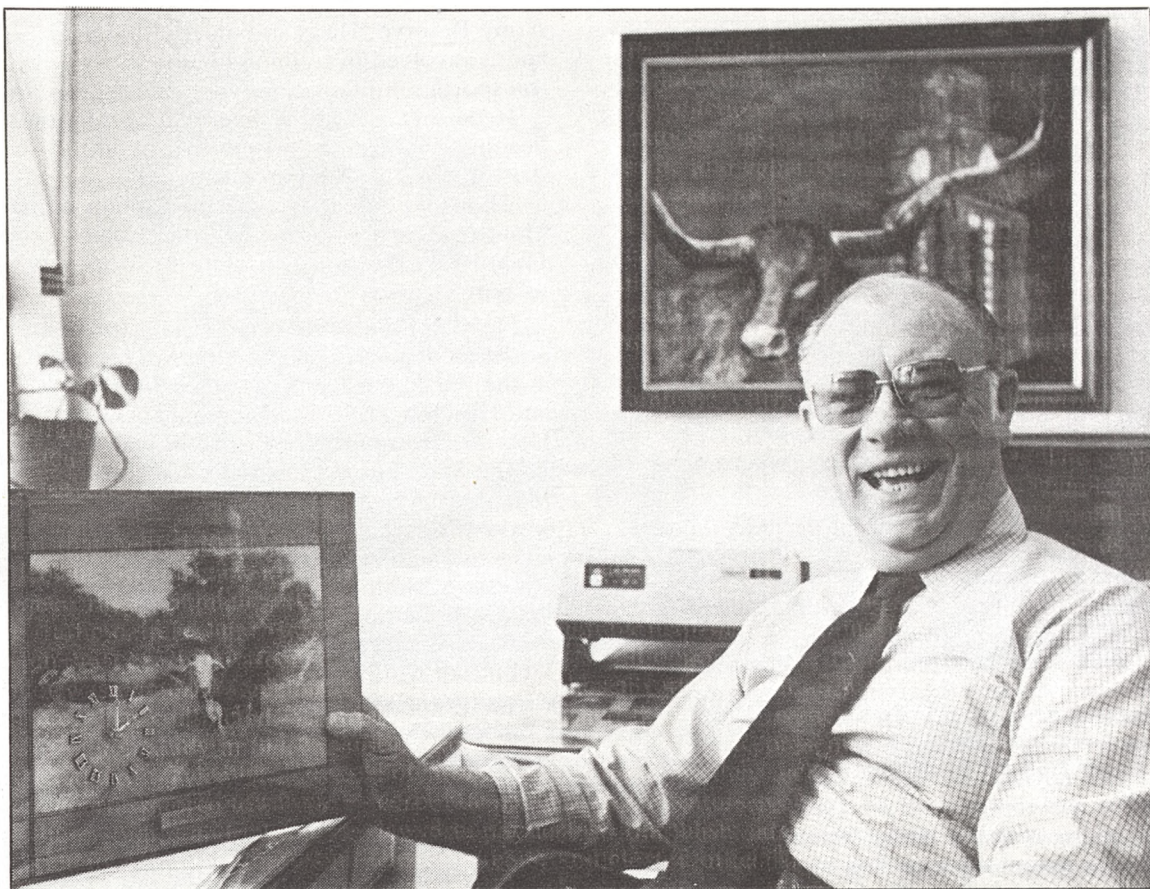
"I'm going to miss my job, it's so interesting. And I work with great people," he said. "There is quite a bit of social life that I'll miss, too."

In addition to running cattle, travel also figures into Gersch's retirement. "I'd like to see the East Coast, England, maybe even Australia," he said. "I have some relatives Down Under."

Travel is also in the plans of James Cochran, who retired in November after working 37 years in the Lufkin District.

"We have our kids in Colorado and plan to make frequent trips up to visit them," Cochran said. He also plans to return to California, where he was stationed in the service. "I'd really like to drive all the way up the coast highway, U.S. 1."

Cochran admits he is still making the transition to his new life. "I've been doing a little shopping, looking for a good traveling vehicle," he said.



B.C. Gersch, who is retiring after 34 years with the department, is looking forward to ranching on land he and his wife own near Llano. (Photo by Kevin Stillman, Travel and Information Division)

"I've also been looking into doing some volunteer work," perhaps working with handicapped or mentally retarded people. "I worked with them a lot at the rest areas here in Nacogdoches," he said. "I found that if you treat them right they can do a lot. I enjoyed that."

Cochran admits to missing his coworkers. "I feel like I grew up with them," he said.

"They gave me a real nice party when I retired. I didn't expect that."

His advice? "I think a fellow should work as long as he can because you'll find that there is a lot of time on your hands and it's good to earn enough benefits so you'll be able to really enjoy it."

An example of someone who is really enjoying retirement is Dorothy Whisenhunt. She spent the majority of her 36 years in the Abilene District as secretary to the district engineer. Since her retirement last summer, she and husband, Stanley, have divided their time between Abilene and Ruidoso, N.M.,

where they just bought a second home, and turning her avocation as a decorative painter into a full-fledged second career.

Decorative painting is an art form that uses a variety of media to decorate functional objects like old milk cans and furniture.

"I spend easily 40 hours a week painting," she said. She is active in the National Society of Tole and Decorative Painters. She designs and paints, teaches decorative painting, publishes pattern packets and attends trade shows and conventions across the country to promote decorative painting and her own business, "Art with Heart."

Her work has become well known in Abilene and Ruidoso and has even been exhibited in the Smithsonian Institute.

"I really miss the people I worked with in the highway department. They were like a part of my family," she said. "I especially liked working with task forces that would bring several people together to accomplish a specific goal. But I enjoy being able to control my own time. Now, if I want to get up and paint at three in the morning, I can."

Whisenhunt's fascination with painting began years before her retirement. She began painting in 1973. She feels that the development of her new avocation is an important reason she has been able to enjoy her retirement. "It's wise to have a plan," she said. "I think you are a lot happier when you have an activity that you really love. And I love painting."

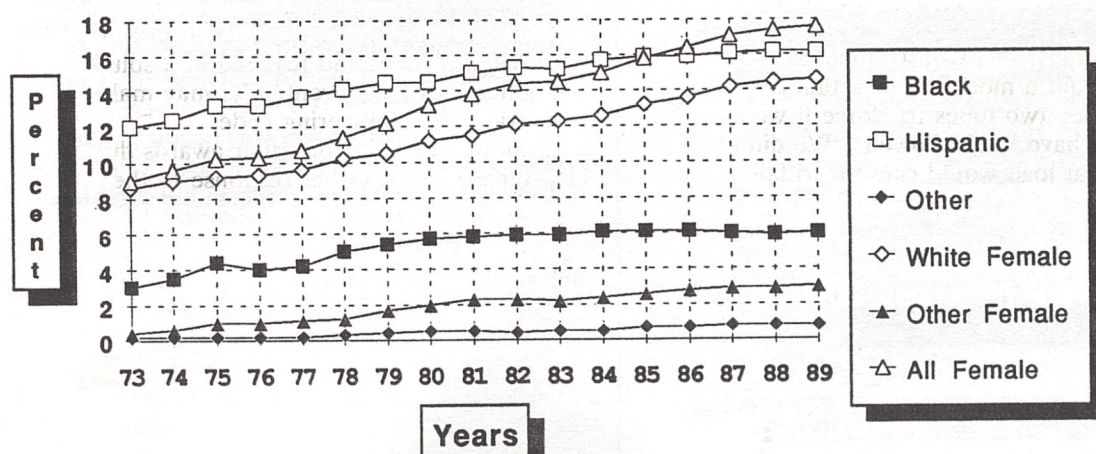
"I would definitely advise someone to get involved with something that pleases them, makes them happy, and makes them grow and learn new things while they are still working. Do it now," she said.

For Dorothy Whisenhunt, James Cochran and B.C. Gersch, good planning seems to be paying them back for the many years they gave to their work.

Retirement is a big transition, perhaps one of the biggest of life's many. Seemingly, these three have found something in the process that Hemingway didn't understand.★

Transitions

EEO Progress 1973-1989



Department reservists called to duty

By **JEFF CARMACK**
Travel and Information Division

When National Guard and Reserve units were activated recently during Operation Desert Shield and Operation Desert Storm, many department employees were among those nationwide who answered the call.

Some never left the state. Others made it as far as Saudi Arabia and Kuwait. To the best of our knowledge, these are the men and women who were called up.

Financial reporting accountant Glen T. Knipstein of the Finance Division is at Fort Hood with the Army Reserve, where he is chief of pay and examination.

The Equipment and Procurement Division's James D. Markle, a personnel manager, is stationed at Kelly Air Force Base with the Air Force Reserve's 433rd Combat Support Group.

Also from D-4, word processing operator Barbara Ahuero is serving at Bergstrom Air Force Base with the Air Force Reserve's 924th Tactical Fighter Group.

The Division of Motor Vehicles' Dallas office was represented by Tyrone Bell, who is serving with the Army National Guard. D-12 assistant director Tony Reda said all he knows about Bell is that he has a New York American Post Office address. "We don't know where he is or what he's doing," Reda said.

José Ruelas Jr., a field auditor in D-12's El Paso office, is a master sergeant in the

Army Reserve. He is stationed in Virginia and is involved in training for the transportation of special fuels, Reda said.

Reda said Edward J. Sheridan of division headquarters could say only that he left Austin with the Air Force Reserve.

Thomas F. Geiger, a marine captain in the Houston District serving with the Coast Guard Reserve, was activated for local duty as port security.

Floyd C. Karstetter, an assistant foreman in the Austin District and a master sergeant in the Air Force Reserve, was activated in late December and went to Saudi Arabia Dec. 27. He returned to work in mid-March.

The San Antonio District's Urbano L. Martinez, a maintenance technician who works with a San Antonio striping crew, went to Saudi Arabia with the Army Reserve's 340th Service and Supply Unit and is now in Kuwait.

Ambrose Rymers, a maintenance technician working in Hondo in District 15, is a sergeant with the Army National Guard's Company D, 1st Cavalry. Rymers is stationed in California.

Hadley B. Elikor, also of District 15, is an assistant maintenance foreman with the Bandera County Maintenance Section. He is at Kelly Air Force Base with the Air Force Reserve's 433rd Military Airlift Wing, where he inspects planes returning from the Middle East.

District 15's Robert H. Bonn, an engineering technician in the South Bexar County residency, is a chief petty officer in

the Navy Reserve and is now en route to Korea.

The Atlanta District's Timothy S. Daniels is a truck driver for the Mount Pleasant Maintenance Section, and a private in the 6th Motor Transportation Battalion of the Marine Reserve. He is in Saudi Arabia where he was to supervise fuel transportation. He also transported Iraqi prisoners of war.

Robert E. Davidson, District 19, is a maintenance supervisor for the Jefferson Maintenance Section and is at Fort Hood, where he is a major in the 526th Infantry Brigade (Mechanized) of the Louisiana Army National Guard.

District 19's Todd E. Henry, an engineering assistant in the Marshall Residency, is a 1st lieutenant with the 527th Engineering Division of the Louisiana Army National Guard. He is stationed in Saudi Arabia.

Thomas A. Bergman, who works in the Beaumont resident engineer's office as a construction inspector, is a staff sergeant in the Army Reserve's 644th Transportation Company. He was ordered to Fort Polk, La., in December.

Stephen A. Monk is a security officer at the Beaumont District office and is now stationed at Fort Polk with the Army Reserve.

The Pharr District has four representatives serving with the 141st Infantry Division of the Texas National Guard and stationed in Fort Irving, Cal. They are Emilio Vela, roadway maintenance supervisor; Esteban Flores Jr., roadway maintenance supervisor; Alberto Quintanilla, Engineer I, and Daniel Llanes, Maintenance Technician I. **★Editor's note: Thanks to the public affairs officers and personnel staff in the aforementioned divisions and districts.**

30 rest areas to get rehab

Motorists in Texas will be treated to spruced-up rest areas soon.

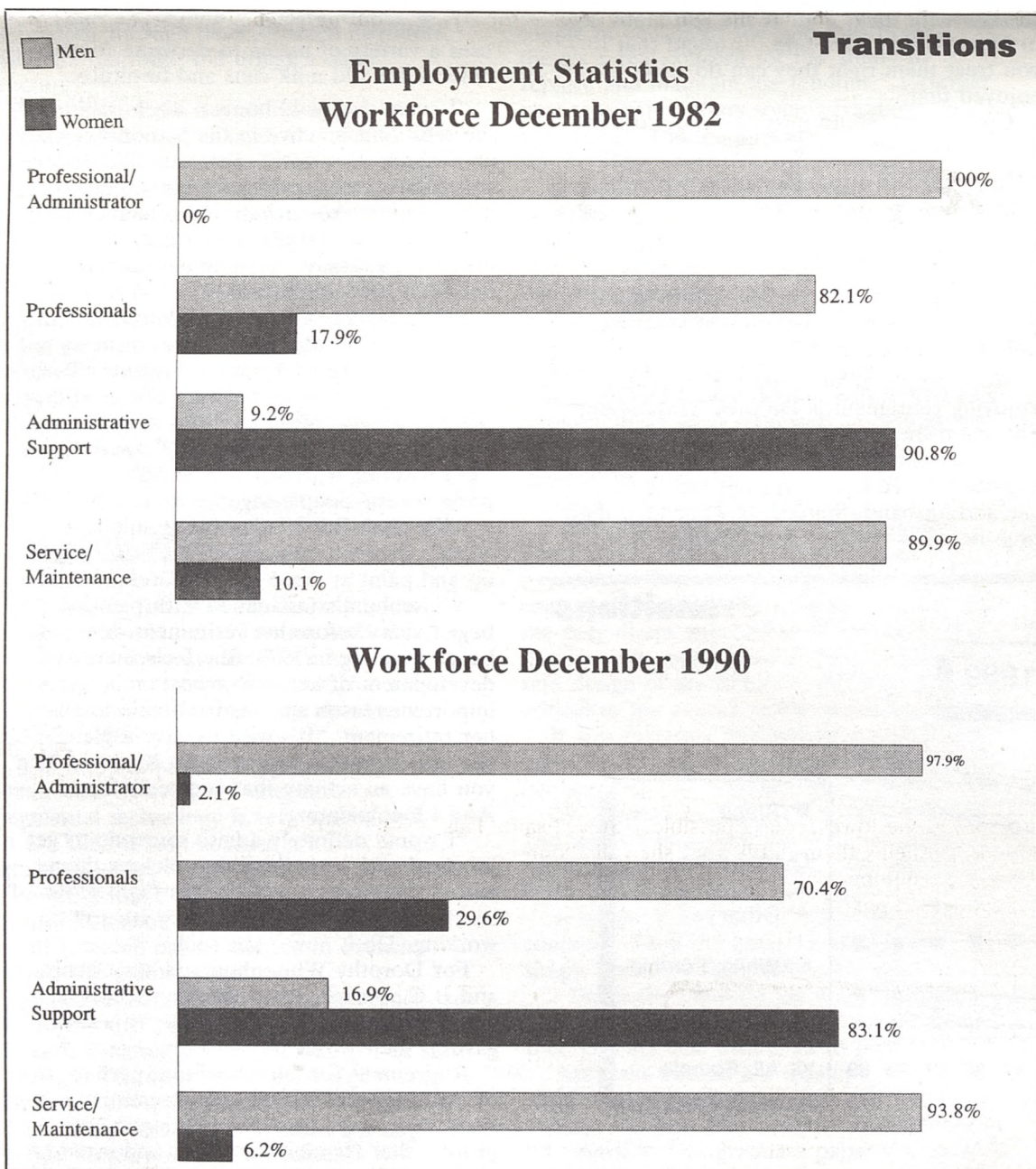
Over the next two years, the highway department will rehabilitate 30 such areas at a cost of nearly \$8.5 million.

At its February meeting, the highway commission approved a two-year program for rehabilitation or reconstruction of 30 rest areas at 17 sites across the state.

The estimated total cost of the project is \$8,425,000. The cost for each rest area ranges from \$62,500 to \$1,100,000, depending on its size and condition.

Engineer-Director Arnold Oliver said, "Some areas need to be enlarged, and most need to be upgraded to comply with current requirements for security, sanitation and accessibility." He added that rest areas are rehabilitated every five to seven years.

The rest area system was begun in 1965 and includes 111 areas at 67 sites. **★Jeff Carmack, Travel and Information Division**



Ex-students boost TAME chapter

By **ROGER POLSON**
Travel and Information Division

The trip up the long curved driveway toward Fort Worth's Monsignor Nolan High School is a familiar one for Dianna Flores Noble. After all, it hasn't been that long since she was a student there.

Now, Noble is a civil engineer in the environmental and advance planning section in the Fort Worth District.

She is also involved in a project sponsored by the Texas Alliance for Minorities in Engineering (TAME). Through TAME, the Fort Worth District sponsors activities at Nolan through the engineering club. The aim is to help students develop an interest in engineering and provide professional guidance, materials for engineering projects and even jobs for students who want to continue their education in engineering.

The opportunities at Nolan are especially appropriate since the curriculum is geared directly toward students planning for college.

The Fort Worth District's assistant district engineer, Frank Durda, originally became involved in the Nolan High School project about four years ago through the Fort Worth TAME chapter. "Our real purpose is to encourage young people to study math and sciences so that if they do decide they would like to become engineers, they have the foundation for it," Durda said.

Durda said that working with the students, helping them develop projects, providing materials for model competitions and telling them about career opportunities helps them get an idea about what it takes to be an engineer.

"TAME's philosophy is that if it can help



Nolan High School student Donald Walker, the department's Dianna Flores Noble (a former Nolan student) and Nolan's Engineering Club faculty sponsor Gloria Lawley view an exhibit spotlighting some of the department's environmental activities in a special display at the Fort Worth school. (Photo by Kevin Stillman, Travel and Information Division)

develop the potential of just one student, then the effort is worthwhile," he said. "The important thing for them to know is that if they don't take the hard courses, they are boxing themselves in, limiting their options later on."

The faculty moderator for Nolan's Engineering Club is biology teacher Gloria Lawley. She credits Durda and Noble for providing strong examples for the students. "Mr. Durda has always been accessible and cooperative in our activities," she said. "And as a former student at Nolan, Dianna has

come and talked about her career and the value of getting a good educational foundation. She went through the school and understands what they are going through."

Noble's enthusiasm adds excitement about the projects at the high school. She developed an exhibit on highway design and the environment for display in the school during Engineering Week in March, and assisted the engineering club construct a model of a solar/thermal power plant that won several prizes in a citywide contest during Engineering Week festivities.★

Hard work pays off for D-4's Stuard

By **JEFF CARMACK**
Travel and Information Division

Note to vendors of heavy equipment: Don't try to pull wool over Annie Stuard's eyes. She can kick the tires on "the big stuff" with the best of them.

Stuard is a purchasing assistant in the Equipment and Procurement Division. She's held that position since January. But she started with the division five years earlier as a statistical clerk in the budget and records section of D-4.

She became a purchasing assistant after graduating magna cum laude from Austin Community College last December with a bachelor's degree in communications.

Stuard said she started college in 1969, with her sights set on becoming a commercial artist. She went to school for about two years, but never got her degree. Then, one of her supervisors suggested she investigate the possibility of finishing her course work and having the department pick up the tab.

And that's just what she did.

"I knew I needed to finish," she said. "With the job market the way it is, I knew it was important. I also wanted to set an example for my kids."

And now she assists the D-4 purchaser who buys heavy equipment for the department — things like motor graders, bulldozers, and front-end loaders. "The big stuff," as she puts it.



Annie Stuard

Her job also entails doing market research and keeping current on what's available. She also writes and rewrites specifications for purchases of heavy equipment. Another aspect of her job is seeing that competition for state purchases is healthy. "We want as much competition as possible so we can get the lowest prices possible," Stuard said. This helps them fulfill what she calls "our number-one mission: to be fiscally responsible."

Stuard said she doesn't feel intimidated by being a woman in a field that might be perceived as a strictly male domain, but added that "people don't envision a woman buying this kind of commodity."

She said she rarely encounters overt sexism from the vendors she deals with. "I have run into it with some vendors but that doesn't last long. They know pretty quickly if you know what you're talking about," she

said.

The intensive training she has received has boosted her self-confidence. She said she attended her first purchasing class in 1987, and her education in the field has continued since then. And knowledge is essential to doing a good job. "If you don't know about meat, you can't go to the meat counter and get the cut of meat you need for your purpose."

Stuard's practical education includes going to the districts and checking out the equipment she has helped purchase, and making sure district personnel are happy with their acquisitions. "My bosses Mr. (Bob) Flaherty and Mr. (Jerry) Dike always stress that we are a service division," she said. "We are here to serve the districts, and the best thing we can do is give good customer service. We're here to see they get what they need."

Stuard isn't content to rest on her laurels. She is now in graduate school at St. Edward's University, working on her master of human services degree, with a concentration in management. She should graduate in the fall of '93, "if I can get through statistics. I have a math phobia," she said.

The department paid for Stuard's books and tuition while she worked on her undergraduate degree, and is also paying for her graduate work. Ultimately, she said, she wants to get her Ph.D. "I want people to have to call me 'Doctor,'" she laughed.★

Noble tapped for program

An Atlanta District employee has been selected as one of 92 women to participate in this year's Leadership Texas program. Sponsored by the Foundation for Women's Resources, the program offers "a select group of women leaders the opportunity to be challenged, enlightened and encouraged to make a positive difference."

Susan Noble, a planning engineer for the district, was selected in November to take part in the year-long series of seminars due to her leadership abilities, job performance and "problem-solving" attitude. She was one of three women nominated from the highway department this year — the others were Laura Moore, public affairs officer for the Dallas District, and Linda Beene, first assistant division head for the Human Resources Division.

One accomplishment that helped Noble earn the honor included the organization and management of a unique origin-destination survey for forecasting traffic patterns and transportation needs for the Texarkana area. Since this \$100,000 pilot was demonstrated to be feasible, the department has contracted similar studies — a \$1 million study in San Antonio and a \$500,000 study in Tyler. Noble currently serves on a task force to monitor and evaluate these studies and two contracts for similar amounts anticipated in

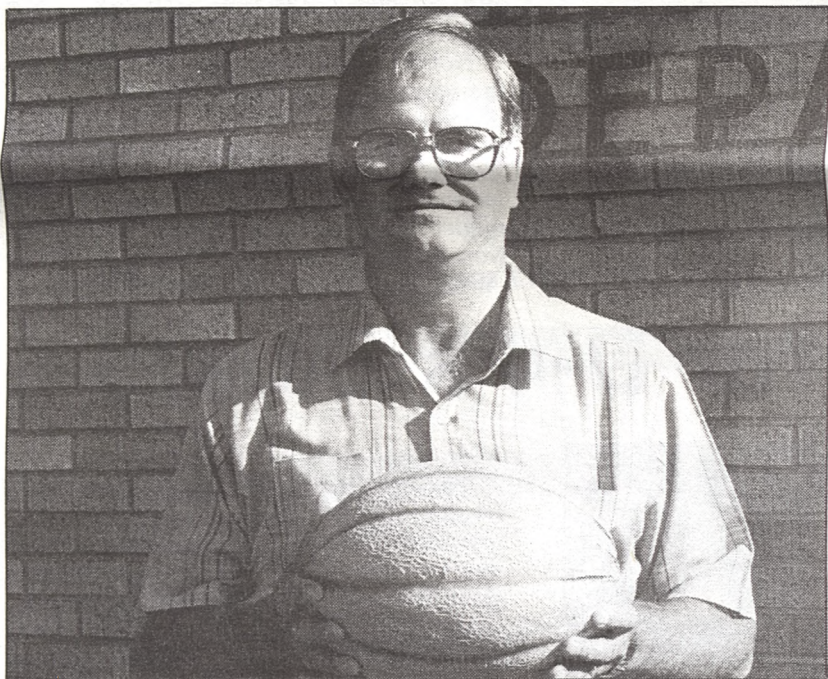
1991.

Noble has also served as team captain of the statewide recruiting team for the department, supervises the Atlanta District's traffic counting and reproduction departments, reviews public transportation programs, performs traffic and capacity studies and develops software for in-house and interagency use.

Her achievements and enthusiasm also qualified her as one of seven finalists from the department for the 1990 Outstanding Women in Texas Government awards. Her civic pursuits include volunteer work for renovation of Union Station, a historical landmark in downtown Texarkana.

Now entering its ninth year, Leadership Texas helps to strengthen participants' understanding of the issues of the day as they explore the cultural, geographical and philosophical diversity of Texas. Interactive sessions, led by recognized experts and newsmakers, equip participants to respond to new developments and opportunities.

The women chosen for the program have already distinguished themselves in their communities and professions. Representing both rural and urban areas, they include corporate executives, educators, volunteers, lawyers, physicians, journalists, artists, entrepreneurs, and elected officials.★



Bobby Kennedy of the Paris District shows off an 11-pound, 13-ounce cantaloupe he grew in this garden near Paris last year. Kennedy says he may try to break the 12-pound barrier this year. (Photo by Paul Douglas, Paris District)

New logo contest set

Everyone wants to leave a mark in this life. Well, now's the chance for highway department employees, retirees, and their families and friends to make a mark — in the form of a logo for the highway department.

The department is having a statewide contest to develop the concept for a new logo to be used on everything from department stationery to department vehicles.

Any member of the "highway family" can enter. The rules are simple:

- The contest is open to the "highway family" — all employees, retired employees, and their families and friends. **All entries must be submitted to the Travel and Information Division on the 7th floor of the Dewitt C. Greer building in Austin by 5 p.m., Monday, July 1, 1991.** All entries automatically become the property of the Texas Department of Highways and Public Transportation and will not be returned.
- The logo should be in keeping with the department's mission and its values of quality, integrity, and mutual respect.
- The design must be no larger than 8-1/2 by 11-1/2 inches and rendered in black and white. A color rendition may also be included.
- Judging will be conducted by the Image Task Force, Travel and Information Division, and a panel of professionals from the advertising, marketing, design and public relations fields.
- The judges may select one or more designs, and the final official design may be a composite of selected entries. Judging will involve field testing of the finalist logo(s) both inside and outside the department.
- The winning designs will be submitted to the highway commission for final approval during the August commission meeting.
- The designer(s) of the selected entry(ies) will be recognized at the Highway and Transportation Short Course in October 1991.

The target date for the new logo to be refined and ready for use is Sept. 30, 1991. So get those pens and paper and get on your marks.★**Emily Guinan, Travel and Information Division**

This month in department history

- 1917:** The Texas Legislature passed an act creating a state highway department.
- 1936:** The highway commission ordered on April 28 that "information houses" would be established along Texas borders. These eventually became today's busy travel information centers.
- 1938:** On April 22, Leah Moncure became the first woman to be registered as a professional engineer in the state. For many years she was the only female member of the Texas Society of Professional Engineers. A graduate of the University of Texas, Moncure worked in various districts, Highway Design Division, and Right-of-Way Division.

- 1941:** The Interstate highway system had its official beginning on April 14, when President Franklin Roosevelt appointed a committee to recommend a system of national highways for improved interregional transportation.
- 1950:** On April 22, the ferries *R.S. Sterling* and *Cone Johnson* were christened. They replaced two boats half their size on the Galveston-to-Port Bolivar run.
- 1950:** Mileage records were shattered April 8 - 19 when bids were taken on 1,262 miles of highways.
- 1952:** Personnel on the top few floors of the Austin headquarters building were shaken by a mild earthquake on April 9. The tremor reached from Kansas south as far as Austin, with the epicenter in Oklahoma.

- 1953:** At the April 27 meeting of the Texas Public Employees Association, the first 30 minutes were occupied with watching "I Love Lucy" on a large television in the big hearing room.
- 1957:** The new U.S. 90 high bridge over the Pecos River was dedicated April 27. The structure is the highest bridge in Texas and was probably the 10th highest in the United States at the time. It stands 273 feet above the riverbed.
- 1969:** On April 1, Dewitt C. Greer was sworn in as chairman of the highway commission. Never before or since has a state highway engineer retired and then returned in that capacity.
- 1973:** On April 4, the first InfoBords were unveiled near New Braunfels. The displays, featured at full-service rest areas, present information on nearby tourist attractions.

TECH TRADE

Barn layout eases snowy burden

By MARCY GOODFLEISCH
Travel and Information Division

Before this past winter, when Carson County's maintenance crews prepared to clear the roads of snow, just getting the equipment ready was a big job. But this year, a new maintenance barn with some innovative designs has changed the situation.

"All the equipment was stored outside before," said Jackie Miller, a maintenance technician at the warehouse. "When a storm came, the trucks and plows would be iced over. Sometimes it took 15 or 20 minutes just to defrost everything before we could hook up the plows."

When the new barn was completed last March, Miller and his supervisor, Bobby Head, added some features to streamline snow operations even further. Seven of the eight bays in the building are designed specifically for snow-removal trucks and their plows. Each piece of equipment has its own bracket, so that crews can readily attach the blades and get onto the roads. The eighth bay is used to service vehicles, Miller said.

"Bobby's the one who developed everything," Miller said. "He told me where he wanted things, and I designed and built the brackets."

Miller, a 21-year veteran of the department, said the trickiest part of the project, at his end, was figuring out how to



Carson County maintenance technician Jackie Miller designed the inside of the section's new equipment building. Each bay was laid out to fit the needs of each piece of snow-removal equipment housed there.

make a bracket for each type of equipment, and then deciding how to hang it. But now that the set-up is in place, the crews can see a difference.

"We've used it all winter," Miller said. "The crews come in, change their blades, and then go back out."

The comfort of the building alone offers advantages over the open-air operations in past years. Miller said the building is equipped with water, an air compressor and everything else needed to maintain the

operation. And the designs developed by Head and Miller save time and keep equipment off the floors but within easy reach.

"Everything is convenient," Miller said in praise of Head's idea. "All the equipment is hanging right where you need it."

And it goes without saying that the crews appreciate the efficient design when they finally reach the warehouse during winter storms and find their job is much easier than in years past.★

CALENDAR

APRIL

- 7-13 Regional Publishers Association Annual Conference, Kerrville, D-16
- 8-11 Nondestructive Test Methods for Steel Bridges, Austin, NHI
- 8-12 EEO Compliance Training Sessions, Austin, D-13
- 9-11 Maintenance Conference, Austin, D-18M
- 11-12 Highway Construction Lettings, Austin, D-6
- 15-18 Security Administrators Planning Meeting, Austin, D-19
- 15-19 Traffic Safety Training, Lago Vista, D-18STO
- 15-19 Texas Travel Counselors Conference, Corpus Christi, D-16
- 16-19 EEO Compliance Training Sessions, Austin, D-13
- 22-26 Basics of Bridge Inspection, Austin, D-5

- 22-26 EEO Compliance Training Sessions, Austin, D-13
- 22-26 Training Workshop for Recruiters, Austin, D-13
- 22-26 National Conference on Transportation Planning Application, Dallas, D-10P
- 22-26 Soils and Foundations Workshop, Austin, NHI
- 23-24 Routine Maintenance Contract Inspector Training, Beaumont, Austin, D-18M
- 23-24 TEXAS Friendly Training, Austin, D-18TE
- 25-26 Construction Engineers' Meeting, Tyler, D-6
- 29-30 Internal Review and Audit Conference, Austin (continued through May 3)
- 29 Simp. Micro Planning Methods Workshop, Austin, NHI (continued through May 1)
- 30 Commission Meeting, Austin
- 30 Routine Maintenance Contract Inspector Training, Dallas, Paris, D-18M (continued May 1)
- 30-31 Traffic Safety Training, Lago Vista, D-18STO (continued through May 3)

MAY

- 1 Simp. Micro Planning Methods Workshop, Austin, NHI (continued from April 29)
- 1 Routine Maintenance Contract Inspector Training, Dallas, Paris, D-18M (continued from April 30)
- 1-2 Area II Research Advisory Committee Meeting, Beaumont, D-10R

- 1-3 Internal Review and Audit Conference, Austin (continued from April 29)
- 1-3 Traffic Safety Training, Lago Vista, D-18STO (continued from April 30)
- 6-9 Transportation Alternatives During Highway Reconstruction, Austin, NHI
- 6-10 Bridge Backwater Program, Austin, NHI
- 6-10 Basics of Bridge Inspection, Austin, D-5
- 7-8 Highway Construction Lettings, Austin, D-6
- 7-8 Routine Maintenance Contract Inspector Training, San Antonio, Dallas, D-18M
- 7-8 Human Factors: The Role, Austin, NHI
- 13-14 Slope Maintenance and Slide Restoration, Austin, NHI
- 13-16 AASHTO-FHWA Cost Estimation Workshop, Austin, D-8A
- 14-15 Routine Maintenance Contract Inspector Training, Amarillo, Atlanta, D-18M
- 20-23 Econ. and Fatigue Res. Steel Bridge Detail, Austin, NHI
- 20-23 Access Management and Traffic Analysis, Austin, NHI

Earth Tip

Which is kinder to the natural environment — using plastic or paper bags? The debate rages on, involving issues of biodegradability, recycling, deforestation and energy consumed in manufacture. The best solution is to avoid the whole dilemma by reusing bags or moving to sturdy totes made of materials such as canvas or string.

For the most complete and up-to-date calendar listings, see PIC (Public Information Coordinator), available on computers throughout the department. For more information, see your automation administrator.

IN MEMORIAM

Employees:

Joyce A. Ramsey, Occupational Safety, 11 years service, died Jan. 28, 1991.

Jerry D. Dodge, Waco District, 14 years service, died Feb. 8, 1991.

Alma R. Tarver, Houston District, 6 years service died Feb. 18, 1991.

Retirees:

James L. Billingsley, Amarillo, retired from Amarillo District in 1987, died Dec. 14, 1990.

Woodrow D. Carson, Denison, retired from Fort Worth District in 1976, died Jan. 22, 1991.

William C. Dickinson, Atlanta, retired from Atlanta District in 1972, died Dec. 24, 1990.

Rex DuBose, Corsicana, retired from Dallas District in 1984, died Sept. 27, 1990.

J.C. Gaston, Rowlett, retired from Atlanta District in 1970, died Nov. 28, 1990.

B.A. Glasscock, Silsbee, retired from Beaumont District in 1974, died Dec. 9, 1990.

Leonel Gonzales, San Diego, retired from Pharr District in 1977, died Oct. 12, 1990.

Amando Gutierrez, Falfurrias, retired from Pharr District in 1985, died Jan. 9, 1991.

George P. Kocian, Penelope, retired from Waco District in 1973, died Jan. 28, 1991.

David F. Law, El Paso, retired from El Paso District in 1965, died Jan. 27, 1991.

Edmund G. Post, Abilene, retired from Fort Worth District in 1968, died Aug. 14, 1990.

Ralph R. Renshaw, Sherman, retired from Tyler District in 1967, died Aug. 24, 1990.

Archie R. Reynolds, Clarendon, retired from Amarillo District in 1990, died Jan. 30, 1991.

Carl R. Runge, San Angelo, retired from San Angelo District in 1985, died Dec. 31, 1990.

Raymond E. Sheffy Jr., Dimmitt, retired from Lubbock District in 1985, died Dec. 12, 1990.

Charles E. Thompson, Chester, retired from Beaumont District in 1985, died Dec. 17, 1990.

Joe L. Villareal, Mathis, retired from Corpus Christi District in 1989, died Dec. 24, 1990.

Victoriano Villarreal, Corpus Christi, retired from Corpus Christi District in 1984, died Nov. 25, 1990.

George W. Wardlaw, Seymour, retired from Wichita Falls District in 1980, died Jan. 1, 1991.

Fred B. Wilson, Conroe, retired from Houston District in 1983, died Dec. 6, 1990.

RETIREMENTS

September

Materials and Tests

H.L. Giese, 27 years
Manufacturing Process/Plant Inspector

Transportation Planning

Margaret L. LaForge, 31 years
Methods Analyst

Fort Worth District (2)

Clovis R. Stone, 19 years
Maintenance Technician III

Wichita Falls District (3)

Leonard M. Branch, 21 years
Maintenance Technician III

San Angelo District (7)

Saul F. Moya, 10 years
Maintenance Technician II

Waco District (9)

Robert D. Kendrick, 31 years
Engineering Specialist

Lufkin District (11)

A.R. Worry, 24 years
Maintenance Technician III

Houston District (12)

Atwell Boone, 18 years
Marine Technician III
Rodrick H. Neal, 30 years
General Construction Inspector
Richard R. Shattles, 25 years
Senior Marine Captain

Yoakum District (13)

Jimmie V. Smolik, 38 years
Maintenance Technician III

Austin District (14)

Erven Heiligmann, 35 years
Maintenance Technician III

Corpus Christi District (16)

Leland C. Sorrell, 11 years
Maintenance Technician III

Bryan District (17)

Leland M. Burnett, 30 years
Maintenance Technician III

Dallas District (18)

Thomas A. Fitzgerald Sr., 27 years
Maintenance Technician III

Pharr District (21)

Jose R. Canales, 38 years
Engineer IV

December

Motor Vehicles

Martha N. Hodges, 25 years
Accountant I
Ray P. Sackett Jr., 28 years
Staff Services Assistant

Paris District (1)

Bobbie E. Easterwood, 39 years
Chief Accountant I

Fort Worth District (2)

Thomas C. Barger, 38 years
Maintenance Technician III
Billy H. McLin, 22 years
Maintenance Technician III
Emmett F. Robinson, 20 years
Administrative Technician IV

Wichita Falls District (3)

Victor E. Christian, 35 years
Maintenance Technician III
Oscar H. Oakley, 10 years
Maintenance Technician III

Amarillo District (4)

Henry L. Gallegly, 42 years
Engineer V
Norman R. Gillispie, 40 years
Engineering Technician IV

Lubbock District (5)

Raymond B. Haywood, 19 years
Maintenance Technician III

Odessa District (6)

Honorato F. Garcia, 35 years
Maintenance Technician III

Abilene District (8)

Cleburne J. Box, 33 years
Maintenance Technician III
Oleta C. Clifton, 21 years
Administrative Technician II
Travis R. Smith, 35 years
Roadway Maintenance Supervisor III

Waco District (9)

Charles R. Fox, 36 years
Engineering Technician V

Lufkin District (11)

Julius Evans, 22 years
Maintenance Technician III
Daniel M. Newburn, 13 years
Purchasing Assistant

Houston District (12)

Jerry R. Temple, 27 years
Roadway Maintenance Supervisor V
Bobbie V. Wade, 32 years
Maintenance Technician III
Charles E. Yeamans, 33 years
Maintenance Technician III

Yoakum District (13)

Edwin Bortel, 20 years
Maintenance Technician III
Charles F. Svatek, 26 years
Maintenance Technician III

Austin District (14)

Francisco R. Flores, 38 years
Maintenance Construction Supervisor I
Cecil R. Malone, 36 years
Maintenance Technician III

San Antonio District (15)

Milton H. Doege, 26 years
Maintenance Technician III
Richard A. Moore, 25 years
Maintenance Technician III
Jesus S. Villareal, 28 years
Engineering Technician III
Lester R. Wetzig, 32 years
Engineer V

Bryan District (17)

Jimmy L. Crook, 35 years
Engineering Technician IV
Lavaughn Thomas, 19 years
Maintenance Technician III

Dallas District (18)

Derris Dupree Jr., 22 years
Maintenance Technician III

Beaumont District (20)

Joe C. Perkins, 24 years
Maintenance Technician III
Henry M. Zorn, 30 years
Engineering Technician II

Pharr District (21)

Gilberto Garza, 27 years
Maintenance Technician III
Jaime Rivera, 38 years
Maintenance Construction Supervisor III

Brownwood District (23)

J.C. Jones, 24 years
Maintenance Construction Supervisor III

El Paso District (24)

Frederick M. Orr, 26 years
Engineering Technician IV

Childress District (25)

Jimmy H. Green, 35 years
Assistant Foreman

SERVICE AWARDS

February

Administration

5 years
Wanda L. Burton

Automation

25 years
James A. Demmer
Harold W. Walker

10 years
Robert P. Davis

5 years
Jane A. Hager
Tre Montigue
James H. Parkhurst
Jeff A. Teitelbaum

Bridge

10 years
Paul Ysaguirre

5 years
Robert A. Cochrane
Norman K. Friedman
Mark A. Sturrock

Construction and Contract Administration

25 years
Stanley B. Petty

5 years
Barbara A. Mallon
Lisa A. Unnasch

Equipment and Procurement

25 years
William D. Lemburg
Helen S. McCarther

10 years
Robert A. McClatchey
Lubeca M. Mims

5 years
Sandra D. Horton

Finance Division

10 years
Wilbur L. Mehaffey

5 years
Bobby R. Killebrew
Cheryl L. Mazur

Highway Design

20 years
Daymond D. Crawford
Patrick L. Killgore

10 years
William M. Pitchford II

5 years
Jesus G. Gonzalez
Alfred J. McGraw

Maintenance and Operations

15 years
Joyce K. Martinets

10 years
Katherine B. Harrison

5 years
Ronald T. Barnes
Nancy R. Beavers

Materials and Tests

30 years
Gilbert M. Barr

25 years
Jo Ann S. McAlister

20 years
Alice C. Daws

5 years
Heberto Gonzalez Jr.

Motor Vehicles

30 years
Darwin R. Karkoska

25 years
Gerda K. Dubose
David L. Giles
Peggy C. Hudson
Ronnie L. McKee

20 years
Allan H. Neighbors III
Stephen F. Wier

10 years
Kevin M. Childers
Becky T. Nichols

Planning and Policy

5 years
Kelly D. Billingsley

Right of Way

20 years
Robert J. Dunlap

5 years
Richard L. Ferguson

Transportation Planning

35 years
Allan B. Hubbard

20 years
Kenneth W. Morris

10 years
Irasema H. Sanchez
Shelia W. Stifflemire

5 years
Susan L. Howell

Travel and Information

10 years
Margelete Faulkner

Paris District (1)

25 years
Harvey L. Dowdy
Larry W. Holland
James H. Kelton

10 years
Paul L. Helms
Lee M. McDonald

5 years
Kathy G. Dyer
Stanley L. Evans
Michael R. Williams

Fort Worth District (2)

25 years
Bobby D. Terrell

20 years
Max Baird
Malcolm Z. Blackwell Jr.
Michael N. Carter
Howard R. Hill
Danny L. Oakley
Teddy L. Pickrell

10 years
William D. Brock
Bobby L. Triplett

5 years
James V. Delise
William O. Igbinovia
Henry E. King
Gregory A. Lockard
Hossein Moghaddas
Chester R. Neal
Rohit T. Parikh
James M. Porter Jr.
Michael J. Shea

Wichita Falls District (3)

25 years
Robert Ryle Jr.

20 years
Patrick R. Harris

5 years
Guy A. Bindel
Douglas W. Jones
Richard K. Steger

Amarillo District (4)

25 years
George C. Moore
Jerry L. Raines

10 years
Roy D. McGlohon

5 years
Dale A. Herbst
Larry D. Pool

Lubbock District (5)

10 years
John W. Mapp
Bobby L. Payne

5 years
Dennis D. Quisenberry

Odessa District (6)

30 years
Charles W. Emerson

25 years
Valentin M. Barrera Jr.
Winnie E. Kidd

20 years
Jerry D. LeFevre

10 years
William E. Brown
Jamshid Jahangiri

5 years
Agustin T. Aguirre
Samuel Deluna
James O. Quick
Victor W. Rodriguez

San Angelo District (7)

20 years
Elzy E. Beam

15 years
Eulalio Ruiz

10 years
Youvonne C. Busby
Julian Gonzales

Abilene District (8)

40 years
James W. Carter

30 years
William C. Keeney
James H. Smith

25 years
James B. Magill Jr.

10 years
Stanley L. Booker
Juan G. Flores
Cheryl G. Jones

Waco District (9)

35 years
Harmon L. Hocker
Lester E. Wood

25 years
Richard A. May
Robert H. Pelham
Linda T. Roming

10 years
Richard R. Sulak

Waco District (10)

35 years
George L. Covington

10 years
Billy R. Bailey
Michael C. Blaser
Manuel M. Escueta
Harold D. Gilley

5 years
Peggy S. Craft
Glenn H. Green
Shirley J. Thiberville

Lufkin District (11)

30 years
David S. Safley Jr.

25 years
Thomas E. Bourghs
Charles R. McDonald
Bruce W. Modisette Jr.

20 years
Joe H. Buller
David K. McCoy
David L. Parrish

10 years
Michael M. Morgan
Autry L. Walton
Larry W. Wilson

5 years
William L. Dhone

(Service Awards
continued next page)

SERVICE AWARDS

Houston District (12)

35 years

Delton Loesch
Wesley E. Rosenbaum

30 years

Anthony J. Devona
Leslie G. Kovar
Larry W. Thomas
Lee E. Wooley

25 years

Laura E. Fry
Bebbe S. Rice
John W. Rosenauer III

20 years

David M. Dozier Jr.

10 years

Kathy D. Connolly
Dan T. Markum
Bobbie B. Shelnett
Ronald D. Turner
Victor E. Vann

5 years

Miliam Allen
Thomas A. Bockholt
Edward W. Bowers
J. B. Burks
Rosina A. Busa
Luis E. De Los Santos
Daniel K. Donnelly
William I. Ghant
James A. Heacock
Lance Humbarger
Leslie B. Jarosz
Dennis E. Jefferson
Dora T. Jones
Dale M. Jones
Clifford Leach
David Munoz
Lonnie W. Plank Jr.
Charles W. Ragain
Raymond Ramirez
Heath S. Strachan
Douglas G. Streetman
Richard A. Torres
Morris M. Towns
John R. Weeks
Stacey O. Wiseman
José A. Yrigoyen

Yoakum District (13)

25 years

Charles A. Netardus

5 years

Aaron K. Gaertner
Jimmie C. Styles

Austin District (14)

35 years

Jimmie J. Parker

30 years

Eugene W. Gersbach

25 years

James C. Beesley
Daniel W. Kordzik
Marvin E. Wilhelm

20 years

Ricardo Hernandez

5 years

Vernice C. Ansley
Sharon Q. Callahan
Tammy S. Clopton
Hollin D. Haberman
Larry W. Hargraves
Joe G. Lantrip
Cecilia A. Stalmach
John R. Wagner

San Antonio District (15)

30 years

Clyde W. Burkett
Porfirio N. Bustillos

25 years

Kenneth R. Roemer
Bobby R. Schneider
Don W. Toalson

10 years

George A. Burke
Henry A. Cortez

5 years

William E. Atkins
Mark C. Davis
Xavier Gonzales
Douglas M. Jackson
Iris B. Mosley

Corpus Christi District (16)

30 years

William S. Minor III

25 years

Hector R. Rodriguez
José Ybarra

5 years

Noe L. Cabazos
Robert A. Contreras
Kip R. Dove
James D. Mitchell
William S. Randall

Bryan District (17)

35 years

Marvin R. Brown
Jesse L. Cooper

25 years

Robert R. Odstrcil

15 years

Michael F. McGee

10 years

Janice W. Robbins

5 years

Betty R. Cargle
Jimmy G. Lambert
Bonnie F. Reed
Henry C. Schroeder

Dallas District (18)

30 years

Billy N. Lay
Ronnie O. McManus

20 years

Ted L. Anderson
Michael A. McDougald

15 years

James V. Deford Jr.

10 years

Otis R. Swindle

5 years

John C. Beck III
Danny S. Clanton
Bobby H. Cunningham
Robert W. Delaney
Larry J. Gilbert
David G. Lewis
David K. McBride
Evert F. McKee
Ralph C. Miser
Larry W. Raines

Atlanta District (19)

30 years

Jerry D. Thomas

10 years

Bradford H. Ford

5 years

Leslie T. Davidson
Marcus E. Sandifer
Glenda A. Solley
Tracy L. Stovall
Kendall W. Vader
Lee A. Waggoner

Beaumont District (20)

40 years

Richard N. Cardwell

25 years

Wilbert J. Kibodeaux
Charles E. Risinger

15 years

Allen Trahan

Pharr District (21)

25 years

Rafael Narvaez
Jesus E. Pena
Lloyd D. Varnell

10 years

Adan C. Canales
Palmira R. Gutierrez

5 years

Raul A. Lozano

Brownwood District (23)

30 years

Charles W. Heald

10 years

Ralph Q. Atchison

5 years

Jeffery T. Jones

El Paso District (24)

25 years

José Herrera Jr.

Childress District (25)

10 years

Chano G. Martinez Jr.

5 years

Benny E. Osburn
George L. Scott
Keitha B. Tiffin

March

Automation

20 years

Roberta D. Conklin
Jerry W. Vinyard

10 years

Severo Castillo Jr.

5 years

Michael G. Hubbard

Bridge

5 years

Marcus J. Galvan

Equipment and Procurement

25 years

William F. Mercer
Duwayne D. Murdock
Timothy Torres Jr.

20 years

Cherry C. Jackson

10 years

Donna E. Bandy

5 years

Guadalupe de la Fuente
Daryl D. Starkes

Finance

20 years

Thomas H. Doebner Jr.
Gordon L. Lehman

10 years

Cathy L. Williams

Highway Design

15 years

Sostenes Palomo

Human Resources

10 years

Kim H. Young

Maintenance and Operations

5 years

Marie M. Clarke
Tonnaga J. Polk

Materials and Tests

25 years

Richard L. Hamilton
John G. McKenna

10 years

Raymond B. Merrill

Motor Vehicles

20 years

Joel W. Lehman
Bobby J. Meeks

10 years

Nancy S. Bradley

5 years

Caroline P. Byrd
Shannon S. Gregory
Debra S. Taylor

Paris District (1)

25 years

Scott F. King
Jerry D. Stone

5 years

Deborah L. Howard
Carol A. Lowery
Michael L. Smith

(Service Awards
continued next page)

SERVICE AWARDS

Fort Worth District (2)

25 years

Jeff M. Lewis Jr.
Allen E. Smith
Carl R. Utley

20 years

Luis Rodriguez

10 years

Harlan K. Stucker

5 years

John W. Broussard
William F. Gilpin Jr.
Randy D. Moore
Brett D. Riggs
Weldon E. York

Wichita Falls (3)

25 years

Jesse J. Chaney

5 years

Elizabeth N. Hamner
David N. Ozee Jr.

Amarillo District (4)

35 years

William E. Bryan Jr.

25 years

James F. Davenport

20 years

James R. Oles

10 years

Marilyn B. Morrow

Lubbock District (5)

30 years

Alvin L. Howell

25 years

Joe T. Brown Jr.

20 years

Gonzalo Gonzalez
Roberto Moreno

15 years

José Tijerino

10 years

James H. Gehring
Thomas E. Martin II
John W. Rantz
Darron L. Sanders
Jarod G. Withrow

5 years

Kenneth G. Williams

Odessa District (6)

10 years

Raul J. Rubio

5 years

Camilo E. Aguirre
Ramon M. Prieto Jr.
Gary E. Rumbaugh Jr.

San Angelo District (7)

30 years

Jimmy N. Hanson

20 years

James W. Shipman

10 years

Efrain Santana

Abilene District (8)

35 years

Hubbert E. Vaughan Jr.

30 years

Antone B. Bernstein

25 years

Doyle L. Donham
Wesley W. Fortenberry

10 years

Arvol D. Boland
Dennis W. Brawley
Jimmy D. Clanton
Benigno N. Godina

5 years

Demectrio M. Moreno

Waco District (9)

35 years

Henry W. Papendorf

25 years

Billy W. Lemons

10 years

Leesa C. Brueggeman
John A. Vincent

5 years

Charlotte A. Markum

Tyler District (10)

30 years

Elgie W. Owen

10 years

Danny R. Scott

5 years

Billy B. Ferguson
Barnie M. Trussell Jr.

Lufkin District (11)

35 years

Glen C. Cathy

30 years

Rex Ivy

25 years

Willie B. Collins

10 years

J.I. Brittain
Margaret L. McBride

5 years

Weldon K. Gaston

Houston District (12)

35 years

Melvin A. Kovar

30 years

Milton M. Dietert
Jerry C. Steffek

25 years

Keith D. Carlton

10 years

Stephen Gbur
Paula K. Hamric
Pilar M. Rodriguez
Stephen L. Shaw
Jimmy A. Turner

5 years

Ricky J. Alcocer
Dennis E. Burt
Joe Cantu
Eufemio S. Guerra Sr.
Ronald L. Lorraine
Kenneth R. McKee
Ramon Navarro
Jimmie R. Rogers

Yoakum District (13)

30 years

Leon C. Steffek

25 years

Louis Nunez

10 years

Eduigen F. Rodriguez

Austin District (14)

30 years

Roosevelt J. Pohler

25 years

Michael N. Borden
Dannie R. Crawford
Waldine A. Hernandez
Marvin W. Stahl Jr.
Epimenio C. Urrutia

20 years

Howard J. Waneck

5 years

Angela M. Arnett
Imelda L. Barrett
Lucky L. Fitzgerald Jr.
Lee A. Hayes
Wade A. Shaff
Raymond W. Smith
Clayton K. Weber

San Antonio District (15)

30 years

Alfred A. Maspero

25 years

Benno Haecker Jr.
Pedro L. Lopez
Pedro G. Mainez

20 years

Bobbie L. Biermann
Franklin H. Herber
Jesse M. Mesa

5 years

Gregorio G. Aguilar
Arturo Canales
Clarence D. Deskin
Ronald M. Gregurek
James R. Kniejski Jr.
Carol G. Luschen
Gerardo M. Martinez
William T. Shuler
Craig F. Stong

Corpus Christi District (16)

35 years

Crisoforo G. Garcia
Jacqueline M. Tschoerner

30 years

José Lopez Jr.

25 years

Pedro Hernandez
Roldan Pena
Jesse R. Porras
Juan C. Rodriguez
Raul Valdez

15 years

Jack Mircovich

5 years

Armando G. Chapa
David A. Sanders
Juan D. Villarreal Jr.

Bryan District (17)

35 years

James L. Manning

5 years

Linda S. Brantner

Dallas District (18)

30 years

Carrol L. Miller

25 years

Raymond L. Lewis

20 years

Clarence B. Laza
Oscar Rogers Jr.

10 years

Johnny M. Haley
Philip Navarro
Donald E. Rush

5 years

Stephen Vanderslice
Vincent D. Washington

Atlanta District (19)

25 years

Truman A. Bradshaw
Robert E. Scott

20 years

Mahan K. McCord

5 years

Don R. Carter
Wendy P. Lawson
David W. Orr
William M. Stillwell

Beaumont District (20)

35 years

Thomas R. Hines Jr.
Thomas W. Trahan
Lonnie Traxler

25 years

Archie Humphrey Jr.
Frank B. James Jr.
Richard M. Littlepage
Jimmie E. Poplin Jr.

10 years

Rose Pugh
David E. Wise

Pharr District (21)

25 years

George Barrera
David Salinas

10 years

Sandra G. Bowers
Abelardo Mireles III

El Paso District (24)

30 years

Manuel C. Botello

25 years

Roderick Olivas

20 years

Robert Lagos

5 years

Frank W. Ford
Jorge L. Gomez
Ernesto S. Nigro Jr.

Childress District (25)

5 years

James F. Baker
Brent W. Foard
Jarry D. Reed
Robert C. Simpson
Robert L. Snider

Brownwood District (23)

10 years

Thomas R. Bohuslav
Lyle F. Greene
Jerry A. Lobstein
Claude G. Russell

5 years

Robert B. Ray

LETTERS

I want to thank two employees of your command who stopped to help me assist a gentleman with car trouble. On my way home one afternoon a young man waved me down. He had a flat, his spare was out, but in very broken English said he had no jack. In the process of unloading my truck, your employees rolled up and offered their help. They volunteered without being asked. Thank you for promoting a policy of assistance on our beautiful highways.

Bart Kolodziejczak and Michael Sepeda are maintenance technicians in the Tom Green County Maintenance Section, San Angelo District.

Last Sunday, when driving from Carlsbad to El Paso, we stopped at a rest area about 10 miles past New Mexico state line. We were surprised how spotless everything was: green lawns trimmed, garbage bins clean and freshly lined, bathrooms and washbasins squeaky clean and nary a sliver of garbage on the whole premises.

A disabled attendant who was scrubbing the cement tables with soapsuds told us that a private contractor services that rest stop and keeps it staffed around the clock. Congratulations!

Rafaela Schuller
El Paso

The contractor that maintains this El Paso District rest area is B&M Service Co. of Lubbock.

I want to express my sincere appreciation for the Dallas courtesy patrol service and to the two young men that assisted my family with our flat tire. **Scott Gonzales** and **Tim Chambers** were very friendly and courteous and should be noted for their superior public service. They represented the department in a very professional manner.

I certainly recommend that the program be continued. I have seen these vehicles driving around many times, but never had the need for their help. When I did have the need for the service, they were there in less than a minute. It was a relief to my family and myself to see these gentlemen pull up behind us.

Timothy M. Tumulty
Carrollton City Engineer

On Nov. 30, my wife and I were on U.S. 290 approaching Austin from the east when we had a tire blow out. The toy jack supplied with our car bent so we were forced to call AAA and settle down for a long wait. **Wynn Wilkerson**, passing by in his own pickup, stopped and used his jack to help change the tire.

Mr. Wilkerson was a fine representative for the Texas highway department and while we weren't in dire straits, his help certainly sped us on our way. Our sincere thanks to him.

Bob Bailey
Port Arthur

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