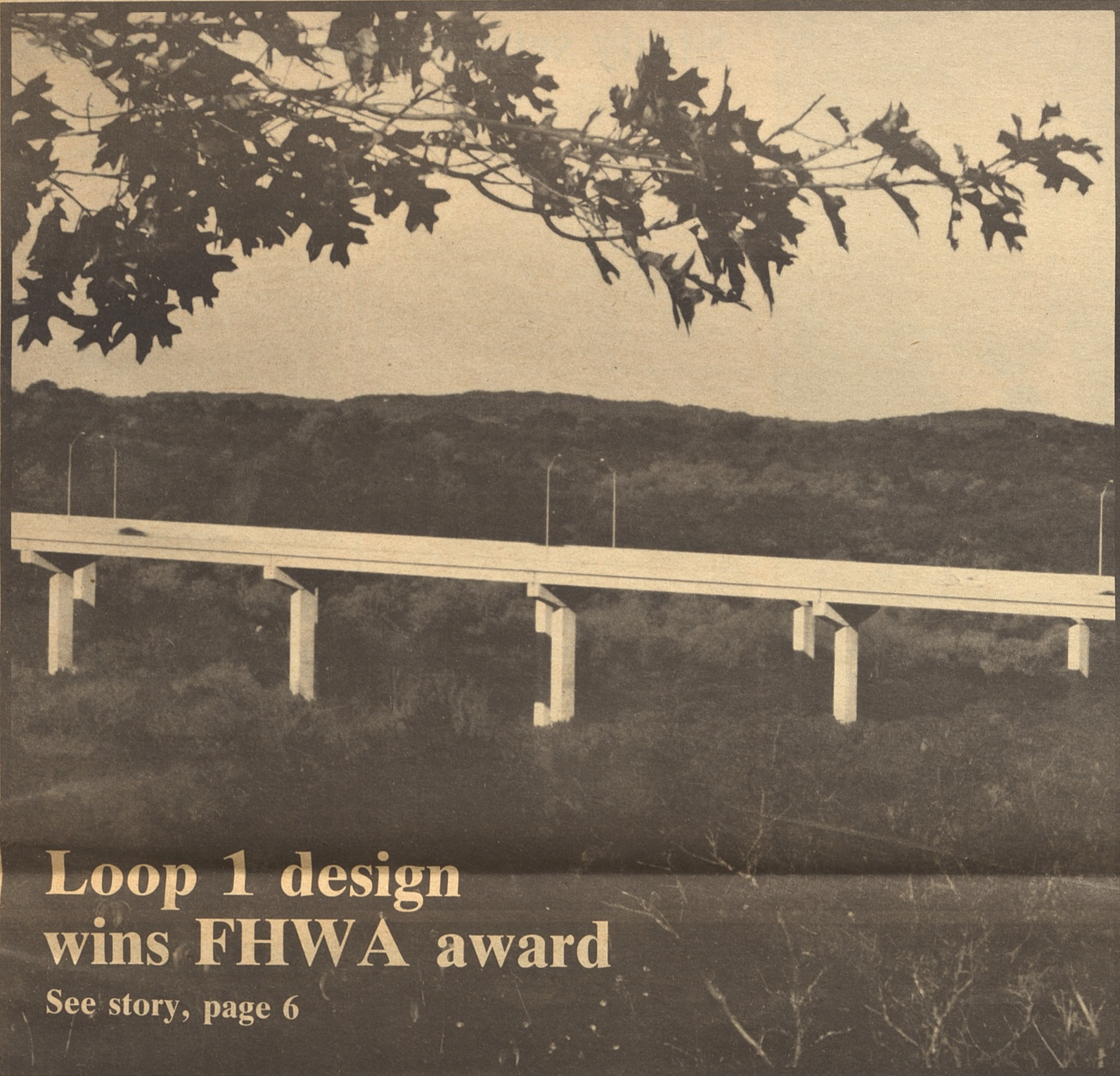


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TEXAS STATE
DOCUMENTS COLLECTION



Loop 1 design wins FHWA award

See story, page 6

Photo by Jack Lewis

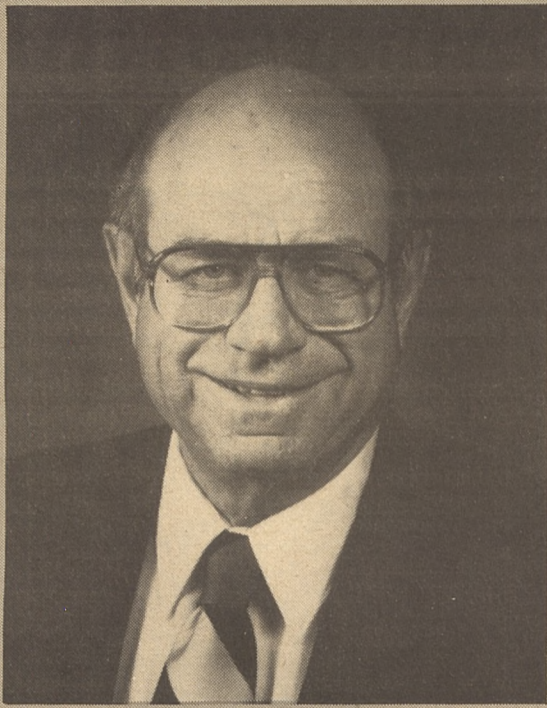
TRANSPORTATION news



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February 1989

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Sometimes it's enough to know in your heart that you're doing a good job. But for most of us, it helps to have someone else admire our efforts, too.

A lot of recognition has come the department's way in recent months, and while the spotlight focuses on a few people directly, it illuminates us all.

The Federal Highway Administration has recognized two Austin District projects — the innovative financing of one project involving a transportation corporation, and the environmentally sensitive design of another.

The district also shone in a national competition to recognize excellence in pavement, with top honors going to the Interstate 35 reconstruction between US 290 and Yager Lane in Austin.

Our achievements are not confined to construction, of course.

Deputy Director Marcus Yancey took home an award recently for outstanding service during his six years as head of the American Association of State Highway and Public Transportation Officials' design subcommittee. AASHTO also recognized the excellence of our legal support team, with an award to Watson Arnold, who served in the Attorney General's highway division.

Another national honor could come the department's way soon. Jill Lacy of the Division of Automation has already swept local and regional competitions for a mainframe computer course she developed.

In the communications field, Travel and Information Division staffers have received honors both locally and nationally.

There's a lot in that glory that's gratifying, but for me, the best part is knowing that these awards reflect only a tiny portion of the excellent work that's being done throughout the state.

Unsung heroes need to know they are not unappreciated.

To all of you who daily give your very best, I offer you my hearty thanks. Why not pass it on? Whenever it's truly deserved, turn to your coworker, your partner, your secretary or boss and give them the best accolade of all— your praise and appreciation. ★

Raymond Stotzer
Engineer-Director

Study set on cross-state routes

The highway department will take a look at the possibility of upgrading two routes crisscrossing the state from north to south. The routes intersect in Abilene.

Local officials and civic groups from West Texas asked the highway commission to upgrade existing two-lane roadways on the routes to four lanes. The commission, at its November meeting, directed the department to assess the feasibility of improving the routes.

State offers to build Red River bridge

A 50-mile stretch of the Red River, without a crossing since 1950, will soon be bridged through a project jointly funded by Texas and Oklahoma.

At its December meeting, the Texas highway commission approved a bridge over the river in Montague County, with attendant farm-to-market roads.

Delegations from the area won commission approval in January 1988 for the highway department to settle on a site and do preliminary planning. County officials have pledged to provide right-of-way and utility adjustments for new roads to serve the crossing.

The selected site is directly south of Courtney, Okla., and lies nearly halfway between bridges on US 81 and Interstate 35. The river channel at that point is stable and not expected to change location.

The bridge will be designed and built by the Texas highway department, but the Oklahoma Department of Transportation will pay for half its cost, which is estimated at \$4.9 million. Four short roads will be built on the Texas side for about \$9.8 million, including relocation assistance.

Four farm-to-market roads totaling nearly 18 miles will be constructed to improve access: from the proposed bridge to FM 677, from that road to near the end of FM 2953, from near the end of FM 103 to FM 2953, and from FM 677 to FM 373 at Bulcher. ★ **Gina McAskill**

\$7 million allocated for highway landscaping work

Highway commission members have approved the largest budget in the department's history for landscaping. The 1988-1989 Construction Landscape Program, totaling \$7 million, was authorized at the commission's December meeting.

This is the fourth year for the annual statewide program, which sets aside beautification funds equal to about 1 percent of the department's construction costs. This year's funding level is the highest so far, according to Paul Northcutt, landscape architect with the highway department.

"Plants will begin to show up in the ground about a year and a half from now," Northcutt said. ★ **Karen LeFevre**

Better highway access from Northwest Texas to the Gulf Coast has been the subject of several presentations to the commission by West Texans.

The commission told the highway department to take a look at a route including parts of US 87, US 84, US 183, US 290, Interstate 610 and I-45. Of the approximately 850 miles from Texline to Galveston, about 130 miles are two-lane highways.

A portion of this route, from Texline to Lubbock, already is included in a study previously authorized for US 87 from Texline to its junction with I-10 at Comfort.

The other new route to be studied extends along US 277 from north of Wichita Falls southward to US 83 and on to Brownsville. Of the approximately 755 miles in this route, 520 miles are two-lane roadways. ★ **Hilton Hagan**

Study set for upgrade of 19

The highway department will look into the feasibility of making Texas 19 a four-lane highway along its entire length from Huntsville to Paris.

The highway commission authorized the study at its December meeting. A large delegation from East Texas had appeared before the commission in November to request improvements to the highway.

Mayor Jane Monday of Huntsville, a member of the Highway 19 Association, noted that the road is the shortest route from Tulsa (and thus other Midwestern cities) to Huntsville and points south. Oklahoma's portion of this north-south route has already been modernized, she said.

In Texas, about 175 miles of the highway is still two lanes, running through towns with four-way stops at major intersections. Members of the delegation said a four-lane divided highway bypassing cities could take pressure off crowded Interstate 45 and improve the area economy.

A lake to be created by 1992 in Delta and Hopkins counties is expected to generate a large number of visitors. The Texas Department of Corrections and the timber industry, heavy users of the road, would also benefit from an improved route, delegates noted.

Texas 19 runs 242 miles through Walker, Trinity, Houston, Anderson, Henderson, Van Zandt, Rains, Hopkins, Delta, and Lamar counties. ★ **Gina McAskill**

TAX TIP

Expenses such as dues paid to professional societies, employment agency fees, medical examinations required by an employer, subscriptions to professional journals, union dues, and certain work clothes and uniforms may be deducted as itemized tax deductions if they are work-related. These are generally claimed as miscellaneous deductions on Schedule A (Form 1040), which are deductible only to the extent the total exceeds two percent of adjusted gross income.

A Public Service of the IRS

Southwest Traffic Safety Workshop III

Safety spurs Southwest efforts

By Karen LeFevre

You didn't have to hunt very hard to find safety enthusiasts in Austin last Nov. 14. More than 250 of them gathered for the third annual Southwest Traffic Safety Workshop.

The three-day workshop drew participants from the National Highway Traffic Safety Association's Region 6, which encompasses five states: Texas, Oklahoma, Louisiana, Arkansas, and New Mexico.

On Monday afternoon, Maintenance and Operations Division Director Bob Hodge opened the general session and introduced a department employee who had a Halloween tale to tell.

What Portia Salm-Hausmann recounted wasn't a ghost story — just the opposite. It was a real-life incident that occurred on October 31, 1987, exactly three years after state legislation requiring the use of safety seats for children under 4 went into effect. Salm-Hausmann and her then four-month-old son, Hunter, had an accident that night that could have cost them their lives.

Fortunately, no one was seriously hurt. And, though the windshield was blown out on Salm-Hausmann's car, her baby —

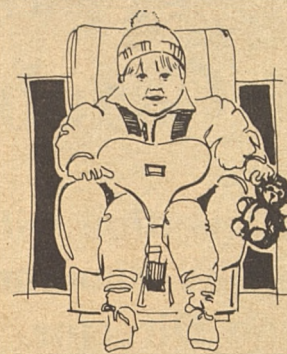
secured in a rear-facing child safety seat — didn't even have a scratch. Salm-Hausmann, her child, and the 80-year-old driver of the other car were all taken to the hospital to check for injuries. Hunter, dressed in a pumpkin costume, rode in the ambulance in his child safety seat.

As she introduced her toddler to the crowd, Salm-Hausmann said, "Hunter's here today and alive because he was in a car safety seat at the time of the crash. This is a Texas law, and it's a good law."

For the rest of the three-day meeting, participants dispersed into concurrent sessions on a variety of safety subjects.

Some breakout groups were devoted to general safety issues, such as managing traffic at the community level and the 55/65 speed limit. More specific sessions featured traffic safety engineering, accident investigation and record-keeping, legislative and judicial impact on traffic safety, medical standards for driver's licensing, and public health problems created by trauma injuries.

Forums for dealing with drug and alcohol abuse ranged from handling substances at sports arenas to current methods on detecting impaired drivers. Some described preventive education programs for youth and for DWI offenders.



In computer technology classes, participants got hands-on practice with software packages that enable law enforcement professionals to track accidents, citations, arrests, and court case information.

Accident prevention programs included "SAFE KIDS," a national injury prevention program, and a review of training to minimize the risks of motorcycles and all-terrain vehicles.

Also on the agenda were several sessions on safety restraint laws, compliance, and technology. A "70 x 90" program, for instance, focused on approaches to reaching 70 percent restraint use by 1990. Other sessions involved how ticketing offenders of safety-belt laws affects use and what kind of education offenders receive. Participants also got an update on automatic and passive restraints.

Workshop coordinator Leigh Ann Bonham called the meeting a "huge success." She said, "People came up to me during the three days to tell me how beneficial everything — especially the breakout sessions — were. And the evaluations were very positive."★

Sharing the wealth

Research areas shuffled to spread work

By Gina McAskill

Increasing interest in "soft" research topics like traffic operations and safety has led the department to reorganize the way it examines each year's research problem statements.

In an administrative circular issued in November, a new list of topics for each research area committee was set out. Members of the Area I committee will review and prioritize problem statements concerning planning, economics, environment, and transit. Area II subjects will be materials, construction, maintenance, and pavement design. Area III will involve traffic operations, geometric design, and right-of-way. Area IV will concern structural design.

Jon Underwood, engineer of research, cited two main reasons for the change. "The Area I committee was swamped with problem statements," he said. "That area was sort of a catch-all when the system was set up 25 years ago."

The old Area I covered geometrics, environment, traffic, right-of-way, safety, and economics. Nationally, the recent trend has been to place more emphasis on these areas than in the past.

How much emphasis? Last year, Area I received about 250 problem statements while other committees received 40 or 50. In addition to the lopsided work load, "a lot of good (Area I) projects fell by the wayside" due to funding constraints, Underwood said.

NEW RESEARCH AREAS STRUCTURE

- I: Planning, economics, environment, transit**
- II: Materials, construction, maintenance, pavement design**
- III: Traffic operations, geometric design, right-of-way**
- IV: Structural design**

Each year, the department's Research and Development Committee determines projects to be funded in each research area. Although department needs are the biggest factor, Underwood said studies must provide continuity for researchers. For example, the department cannot go a year or two without funding traffic operations studies and then expect an institution to have the necessary staff and facilities when it needs one.

A second reason for the shuffle in subject areas was the difficulty in deciding, under the old plan, whether to assign a project to the old Area II (materials, construction, and maintenance) or to Area III (pavements).

The Research and Development Committee, which reviews the

prioritizations handed up from the area committees and decides which to fund, asked the Transportation Planning Division in May to reorganize the committee areas to eliminate the problems.

"The reorganized system has worked well for the fiscal 1989 prioritization procedure," Underwood said. Out of 424 statements, the new Area II received the most (more than 125), but that overrun is insignificant, he said.

Underwood said everyone who submitted a problem statement last year that was not funded was asked to resubmit the idea. Although many did, most didn't bother or decided the problem was not serious enough to warrant research. "The number of statements we got from department people this year was down, but the quality was high," Underwood said.

Assignments of district personnel to the committees have been changed to follow general guidelines from the administration. The most populous districts have representatives on each committee, medium-sized districts have representatives on two, and small districts are involved in one. Division representatives are assigned according to their areas of specialization.

The two research institutions most used by the department, the Texas Transportation Institute at Texas A&M University and the Center for Transportation Research at the University of Texas at Austin, have both expressed support for the new system.

'We provide a different perspective'

Griebel finds strength in diversity

**A conversation with...
Policy and Planning
Division Director
Tom Griebel**

Tom Griebel directs the Planning and Policy Division and oversees departmental staffing needs, program evaluation and policy studies, and coordination of state and federal legislative issues. Griebel received a bachelor of business administration degree in accounting from the University of Texas at Austin and a master's degree in business administration from St. Edward's University. He also serves on the executive committee of the Texas State Agency Business Administrators' Association and is a representative on the Texas Antiquities Committee. He met with Al Zucha of the Travel and Information Division in the Senate chamber, as preparations were under way for the current legislative session.

Your work days are filled with planning and directing. Outside the work environment, what do you do that does not include these activities? What are your hobbies?

I try to spend as much time with my family as possible. We enjoy hiking, camping, and snow skiing. I also enjoy backpacking and reading. I hope to take the older boys backpacking either spring break or this summer. I have three sons, ages 12, 6, and 2. If I'm not trying to keep everything working around the house, we're helping Carol, my wife, with school. She's completing work on a doctorate in educational psychology at the University of Texas at Austin.

Are the stories true about how tough it is to have both marriage partners in professional careers coupled with rearing kids?

Yes, but it's worth it. You have to be flexible.

What are the Planning and Policy Division's main functions?

We have four major functions: policy and procedure development and coordination; state and national legislation analysis and information; planning development and coordination (strategic and tactical); and program analysis. We also support the functional review of the divisions.

How's the functional review going?

Really well. In my opinion, it's given the department an opportunity to do some self-analysis and self-assessment without being threatened by a third party. Also, it has been educational for the work group members who participate.

Will the functional review facilitate the Sunset Review process?

We will start our Sunset Review this summer, but the Legislature will be reviewing our legislation in 1991. [Ed. Note:

The Sunset Review process involves an independent commission's periodic evaluation of state agencies as established in law. The commission determines whether an agency continues operations with or without modifications.] The administration has already been in touch with the Sunset Commission staff and has offered to share any of our functional review information. We are sending completed reports to the Sunset Commission so that they have access to our strengths and weaknesses and recommended remedies. The benefit to us will be enormous.

On a personal level, what has been your most significant achievement?

In the near term, my involvement with the Governor's Office assessing the highway department's funding needs back in 1984. I found that worthwhile from an economic development standpoint for the state and the citizens.

On the job, what goals have you set for the next 10 years?

I would like to see the department maintain a position of being in the forefront of change. Make a commitment to drive change rather than be driven by it. We do this through planning and keeping the planning process as an integral part in the department's decision-making scheme. I intend to be a part of this.

What does it mean to be an integral part of decision-making?

Insisting that before a decision is made all its ramifications are researched; that we are confident that the direction we are heading is where we want to go, and we've got the resources to successfully implement it.

As a non-engineering division within an engineering organization, what particular talents has the division developed to ensure that you communicate well with engineers?

We make every effort to try to understand the perspective that the department comes from in an engineering environment. We attend conferences and meetings that address engineering policy decisions.

We also rely heavily on the two engineers on our staff. We work closely with the bridge, highway design, construction, maintenance and operations, and other divisions to assure us of the soundness of our decisions and recommendations. We also strive to maintain a district perspective. We have close contact with a number of district engineers and their key staff members.

Developing the strategic plan was a major accomplishment of your division last year. Is the plan too broad to have

significant meaning for people, or how is one to derive meaning from it?

If you look at those goals and the 40 strategies, you can sense the direction. Some of the strategies are long range and development may not be appropriate at this time. But we need to keep focused on them. We published the plan in *Transportation News* so each employee would have the opportunity to read and understand the plan, and therefore the long-term goals of the department. We should strive as a department and as units within the organization to develop programs that are effective and efficient and support the goals and strategies delineated in the strategic plan.

What are the wallet cards your division handed out at the Short Course?

The concept came from PennDOT. Surveys showed that there wasn't a clear understanding across the spectrum of the department of what our mission and values are. The card serves as a focal point for capturing the basic ideals and mission of the department which are the basis of the strategic plan. The card's purpose is to provide a clear perspective of our mission. Also, we want to communicate our values throughout the department: the quality of the product we deliver, the integrity of individual performance and behavior, and the mutual respect that we show for each other and the public. The wallet size just makes it portable.

You said the department strives to be "efficient" and "effective." How does one balance efficiency and effectiveness? Do you sense a discrepancy between the two because the department is engineering-oriented?

Engineering is efficient, and it strives for effectiveness. Efficiency is a minimization technique with the objective of least expended resources. Effectiveness is a maximization technique that seeks the most return for combined efforts. The two are not mutually exclusive. We strive to balance them.

The balance comes from assessing the strategic plan, strategic mobility plan, and tactical plan to determine if our resources are tailored to provide the most effective and efficient transportation system. We know that some of our programs may change in scope and size and duration. These plans allow us to look at the whole spectrum of resource allocations and ask the right questions: Are we committing our resources and applying the correct strategies toward goals that we have committed to? Are the amounts right?

How do you think the Planning and Policy Division makes its most significant contributions to the department? What are the division's most outstanding qualities?

We believe our direct support to the administration, and that includes all the deputies, as well as to the other divisions and districts contributes significantly toward attaining departmental goals. We provide a different perspective, do in-depth research, and apply analytical methods to the development of policies and legislative initiatives.

Our most outstanding quality is the diversity of the people in the division. We have talented people including our assistant division head and section head. Walt Paluch, Al Eells, Joanne Walsh, and Lewis LeFevre have done an outstanding job directing and guiding the division's work. We've got a multitude of talents achieved through both education and diverse, solid experience. In addition to most of our staff's having graduate degrees, two at the doctorate level, we have an attorney, a certified public accountant, and two professional engineers. Some areas of expertise are law, public administration, political science, civil and industrial engineering, economics, accounting, personnel, business administration, and computer science.

Is it difficult to manage such an educated group?

It's a real challenge. It does provide me with an opportunity to maintain a strong level of participative management. We operate best when we fully draw upon the perspectives and experiences of group members.

It is a real asset that the department made a decision to create a division of this nature. Reaction time is enhanced and we have the expertise in-house to do internal management studies. We strive to turn things around as quickly as possible, and you do that by having an educated, experienced, and dedicated staff.

You worked in the Governor's Office before coming to the highway department. What differences are there between agencies headed by elected officials and those led by appointed officials?

They have similar objectives; and you have to develop flexibility as an individual. One thing I learned working with four governors in more than 12 years was a sense of responsiveness. This department has the same degree of urgency and responsiveness. The recent vote of confidence displayed by the electorate on the highway amendment supports this conclusion and serves as an example of the public's confidence in the job we do.



Photo by Geoff Appold

What does the division do during legislative sessions? What types of legislative issues does the department track?

Last session, with its two back-to-back special sessions, there were 5,200 bills filed and we tracked about 800. It's all kinds from the tort claims to the workers' compensation to traffic safety to overweight trucks to our budget.

We subscribe to a daily service that lists the bills that have been filed. One of our legislative analysts reviews the list, as does the legislative section head and general counsel's office. They read the bills and send them to the appropriate divisions or administration for information on those that impact us. A bill summary, impact analysis, and fiscal impact statement is prepared on each bill we track in cooperation with the appropriate divisions.

Throughout the process we track each action on these bills, from committee hearings to floor debate in the House and Senate. During a hearing, someone from the legislative information section attends. We may testify as a resource witness. Our one cardinal rule is: *If you don't know the answer, say so; don't wing it.* As

expeditiously as possible we provide follow-up information to the members and the various committees.

The department has intensified contacts with congressional offices. What are we doing in that area?

Within the division we have a direct responsibility to assist and provide information to members of the Texas delegation and other members of Congress and their staff on the impact legislation would have on the highway program in the state and nationally. And we have some excellent support from the districts and the divisions in keeping us informed of congressional issues in their districts so that we can provide area assistance to representatives and senators at the federal level.

Does it get frustrating not having a concrete, tangible "product" that other employees recognize?

No, not at all. I think everything that we do in the division ultimately ends up in a product that the department is constructing, reconstructing, rehabilitating, or maintaining. We take pride in what the department delivers as a system as well as what we do as an individual part of that system. ★

Loop 1 wins again

Award cites environment-conscious design

By Randall Dillard

The highway department has received an Award of Excellence in Highway Design from the Federal Highway Administration for the southern extension of Loop 1 (MoPac Boulevard) over Barton Creek.

Compatibility with the environment and improvement of mobility were two factors in the selection of the 1.8-mile project for the second-place national award in the Urban Highway category.

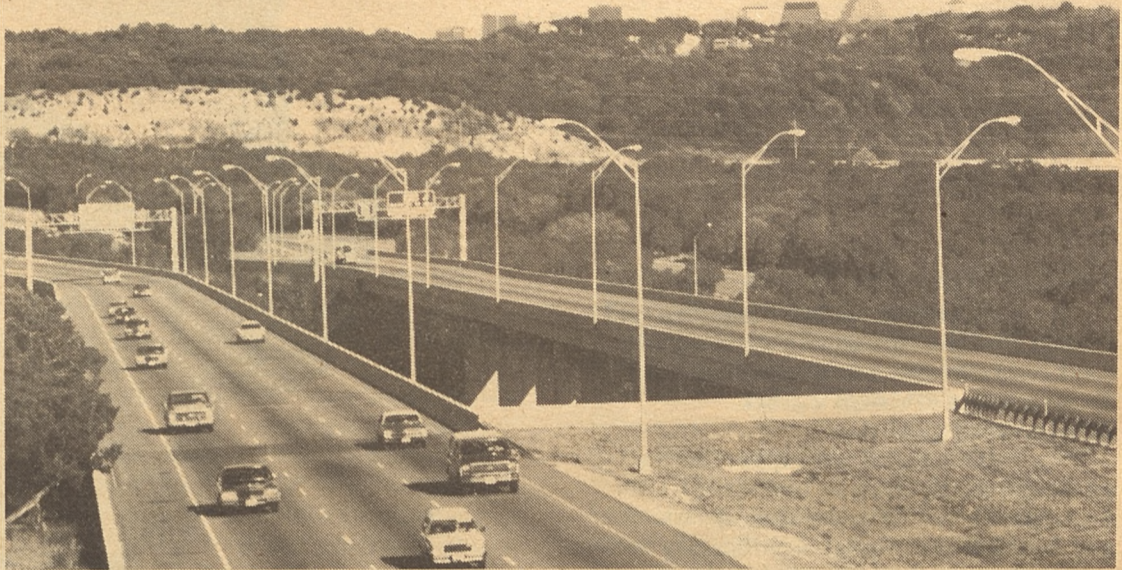
The environmentally sensitive design of the new Loop 1 bridge over Barton Creek is the prototype for future freeways in Central Texas, said state highway officials.

"The Loop 1 extension has improved mobility in southwestern Travis County while protecting the natural beauty that Central Texans cherish," said Austin District Engineer William Garbade.

Completed in October 1986, the bridge keeps rain runoff from going directly into Barton Creek. Runoff from the bridge and several hundred feet of its approaches drains to the east side of the creek, where it flows overland using natural filtration before it enters the creek.

To protect Barton Creek during construction, the highway department limited the level of construction and equipment in the creekbed. Once supports were in place, the rest of the bridge was built from the top, using equipment created especially for the Loop 1 project.

Clearing of right-of-way was limited to only the area needed for the roadway. All



Improving urban mobility while protecting a fragile ecosystem won design award for a 1.8-mile project on Austin's Loop 1. (Photo by Jack Lewis)

other natural vegetation was preserved using retaining walls and similar design features.

Wood timbers were laid in the creekbed to protect it from construction equipment. Construction workers were not allowed to park their cars near the creek, and daily cleanups of the construction area were required.

When construction was nearing completion, the right-of-way along the freeway was seeded with native grasses.

This is the third national award for Loop 1. The FHWA recently presented the department an award for innovative financing of the southern extension of Loop 1, currently under construction. In 1974, the Loop 1 bridge spanning Austin's Town Lake won second place in the U.S. Secretary of Transportation's "Highway and Its Environment" awards competition. ★

Skill recognized in communications

Three Travel and Information Division (D-16) employees earned "Best of Austin" awards for their work in communications, and a public service piece on safety by the division won third place in a national competition.

Public information officers Harvie Jordan and Karen LeFevre won awards of "Excellence" in the 1988 competition sponsored by the Austin chapter of the International Association of Business Communicators. *Transportation News* editor Rosemary Neff won a "Merit" award in the newspaper category. The awards were presented at a luncheon in November.

Jordan's award was in the writing category, for his personality profile stories appearing in August's *Transportation News* issue on women in the department. LeFevre was honored for her comprehensive media campaign, "Safety's Nothing to Toy With." Neff's award recognized her work in editorial design and planning for the highway department's employee newspaper.

At the November awards meeting of the National Association of Government Communicators, D-16 was honored for a public service announcement about school bus safety appearing in the September 2, 1987 issue of the *Austin American-Statesman*. Division Director Don Clark submitted the entry, which was the combined effort of several staff members.

The announcement features a photo of Austin-area singer Jerry Jeff Walker with his two children, reminding motorists to drive carefully when they see school buses. ★



Highway commission chairman Robert Dedman presents a resolution of appreciation to Bobby Evans, Tyler district engineer, and Billy Black, public affairs officer, for their work in spearheading the Adopt-a-Highway program. They received the commendation in December. (Photo by Jack Lewis)

Lacy lauded for learning legacy

By Gina McAskil

Now that she's won local and regional competitions for a training course she developed, Jill Lacy of the Division of Automation will compete with courseware designers from all over the United States and Canada for the PHOEBE Award.

The PHOEBE (or PHOENIX Best) is awarded through the International PHOENIX User Group. It will be given on April 5 at the group's annual convention in Nashville, and Lacy hopes to be there to accept it.

PHOENIX is a computer-based training system that allows the creation of mainframe courseware by in-house designers, as well as the delivery of "store-bought" training programs.

Lacy's award-winning course, "Using ETC," was the first she designed in PHOENIX and the first entered by the department in the three-year-old competition. It beat several other mainframe courses in the Houston user group, then won over entries from four other local winners to take the regional title. Lacy's creation will go up against winners from six regions in the international competition.

"ETC is the most widely available word processing program in the department," said Lacy, an instructional designer. Every district and division throughout the state has access to ETC, and through PHOENIX Lacy can deliver an ETC course to anyone who needs training in it.

"We need computer-based training for ETC as an alternative to classroom or one-on-one training. Users can take this course at their own location whenever it's convenient, and they don't have to travel," she said.

Lacy shares credit for the courseware with content experts Maggie Lowden of the Division of Motor Vehicles and George Kincheon of Automation. "They have experience in teaching ETC, and they defined for me what students needed to know," Lacy said. "They reviewed the course throughout its development to make sure I was on the right track," she added.

"Using ETC" was released last March, and about 400 employees have completed it so far. User evaluations give the course an average overall rating of 4.65 out of 5 points — the highest rating of any PHOENIX course offered by the department.

"Using ETC" is a very good program, and I encouraged Jill to enter it in the competition," said Tom Rebstock, automation training manager and Lacy's supervisor. "We're very proud that it's been recognized by independent experts as high-quality courseware."

Lacy has worked for the department for two years. She handles online user support, troubleshooting, and course development for PHOENIX. Lacy's background outfits her well for her current position: She recently earned a Master of Arts in instructional technology from the University of Texas. Before that she taught eighth-grade English for four years, worked as a technical writer in Denver, and took programming classes at the University of Wyoming. ★



Jill Lacy, left, shares the credit for her two awards with George Kincheon of the Division of Automation and Maggie Lowden of the Division of Motor Vehicles. (Photo by Geoff Appold)

Innovative financing attracts FHWA award

Texas has received a special award from the Federal Highway Administration for innovative financing of the southward extension of MoPac Boulevard in Austin.

Federal Highway Administrator Robert Farris presented the award to Engineer-Director Raymond Stotzer during the annual meeting of the American Association of State Highway and Transportation Officials in December. The award praised "exemplary efforts and dedication in facilitating innovative legislation permitting the creation of nonprofit transportation corporations to help resolve local highway financing problems."

The MoPac extension is being aided by a transportation corporation, a means by which the private sector can help expedite highway development. In MoPac's case, the corporation obtained commitments for more than 80 percent of the needed right-of-way, plus donations for engineering and planning costs. The corporation's total commitment to the project is estimated at \$30 million.

Highway commissioners presented an FHWA award during their December meeting to Gary Bradley of the MoPac South Transportation Corporation, "in recognition of exemplary efforts and dedication in finding new sources of highway funding and

otherwise expediting crucial local highway projects."

On hand for the presentation was John Conrado, Texas division administrator for FHWA. He said the corporation's effort was "an excellent example of creative financing" and deserved the first-place award.

"Transportation corporations enable the private sector to speed up the process of highway development," said Stotzer. The nearly 50-50 public-private sharing in overall costs made it possible to complete the environmental statement and public involvement stages, and develop the project in less than two years, a much shorter time than normal. Construction started in March 1988.

"By providing for important local improvements," Stotzer said, "transportation corporation projects like MoPac South also free up state dollars for maintenance and rehabilitation of existing highways. This allows the department greater flexibility in dealing with transportation needs statewide."

Austin District Engineer Bill Garbade said MoPac South is expected to be ready for traffic sometime in the fall of 1990. ★ Hilton Hagan and Karen LeFevre

Holidays brightened by spirit of season



Austin State School choir helps Camp Hubbard employees ring in the holidays. (Photo by J. Griffis Smith)

Highway employees are a close-knit community all year, but during the Christmas holidays they open their family circle even wider to include needy folks throughout Texas.

Districts and divisions alike reported that their efforts to brighten the 1988 holidays for others enriched givers as well as receivers.

In Amarillo, 21 needy children enjoyed good cheer and fun gifts, thanks to employees in the district headquarters office. They jumped at the opportunity to play Santa to children whose names were provided by the Department of Human Services.

"Through the generous donations of all employees, Becky, Hazel, Melizza, Christy, and Melanie received jam boxes, Damien and Leon received remote control cars, Tory, Kevin, and Ronnie bicycles, Jose a pair of jeans, and much more," said assistant public affairs officer Susan Stockett. "Everyone involved in the project was happy to be a part of the spirit of Christmas."

Austin employees in the Equipment and Procurement Division brightened the holidays of two mothers and five children.

"The people of D-4 donated food, clothes, toys, and \$300 in cash," said Alejandro S. Aviles, who coordinated the service project. "I want to thank all the wonderful people who, for the second year, have made some families very happy on Christmas."

Warm holiday wishes went from the Travel and Information Division to needy children in the Austin area. The highway department spends all summer putting seal coats on roads to protect them from winter weather. So it was only natural that, when looking for a holiday project, division members chose an Austin television station's "Coats for Kids" project.

Members of the division's Austin staff donated 12 new coats in the most-needed sizes for infants and toddlers, as well as about 30 good used coats.



Santa greets visitors during his rest stop at Sonora on Interstate 10. (Photo by Gene Hirschfelt)

Other Austin employees contributed to Blue Santa, "adopted" families through the Christmas Bureau, donated to food drives, and participated in other community efforts.

Bells rang out in the main office building in Austin when employees gathered to hear a high school choir sing holiday carols and perform the tunes with bells. Coffee shop operator A. J. Bell delighted the crowd with his fiddle music, accompanied on the piano by Trina Towery of the Human Resources Division. David Linzey of the Travel and Information Division played guitar and led those attending in song.

Holiday decorations were plentiful throughout Austin and district offices. The Galveston-Port Bolivar ferry landing displayed the holiday spirit with Santa, his elves, a six-foot sleigh with nine-foot reindeer that actually gallop, a snowman and snowwoman, toy soldiers, and multi-colored lights.

"Planning started last January, and the committee spent many hours of their free time making and erecting the decorations," said Capt. Robert F. Ewels, ferry operations manager. Ronnie Rodriguez served as chairman of the decorating committee, which included Juan Gonzales, Louis Lindley, Rick Morris, Tico Perez, Lynn Segura, and Wayne Welsh.

For the second consecutive year, the Yoakum District headquarters took first place in the Garden Gate Club of Yoakum's Commercial Christmas Decorating Contest. Sign supervisor Fred Siecko and his crew decorated the front of the district building with "Santa's Gift to Texas," complete with replicas of the super collider, Shamu of Sea World, and a "Homeport" naval ship.

Shortly before Christmas, Santa took a break from his worldwide trip and made a surprise stop at the rest area on Interstate 10 west of Sonora.

"The pasture next to the rest stop was an ideal spot for his reindeer to relax, refresh themselves, graze a bit, and maybe even visit some of their southern cousins," said Gene Hirschfelt, public affairs officer. "But it was hunting season, so we made sure Santa's reindeer were well hidden from poachers."

The rest area was decorated in holiday fashion and the man in red gave oranges to surprised visitors, gestures that resulted in compliments from several motorists.

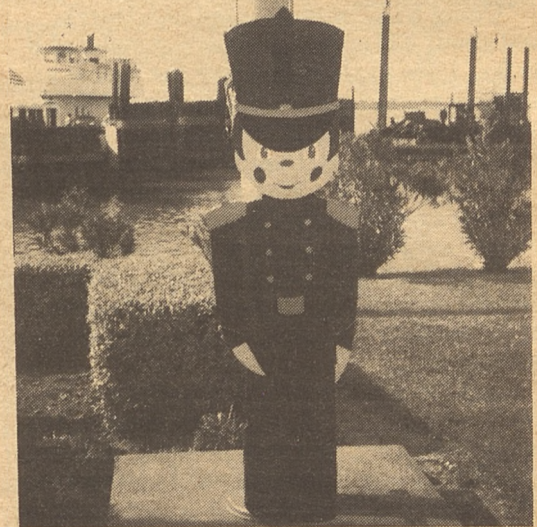
Rebecca Massey of Wilson, N.C., wrote, "We were very impressed with the cleanliness of the rest rooms, grounds, and personal touch of Christmas decorations."

"It is always gratifying to hear good things about the work of our people and those who assist them," said Engineer-Director Raymond Stotzer, praising the efforts of Louis Olenick, Betty Kohutek, and Thomas and Aurora Villarreal.

"What a wonderful surprise for all travelers who stop there. Texas should be very proud to have people like the Villarreal's," wrote Sheila Moody of Hemet, Calif.

But Maryland Heights, Mo., resident Norma Williams perhaps best summed up the holiday giving efforts of all highway department employees in her letter.

"The Sonora rest area was decorated in such a loving and festive way . . . it was like being welcomed to someone's home to share the Christmas holiday." ★ Juliana Fernandez



Galveston/Port Bolivar Ferry Operations Office glowed with good wishes. (Photo by Lonnie Johnson)

Have gripe? Will listen

Headquarters EAC going strong after 44 years

By Al Eells

A group of people sit down in a closed room for three hours and discuss parking problems, fake owls to frighten pigeons, blood donations, the pros and cons of soap dispensers, smoking policies, and the condition of an old piano.

Sound like fun? If so, you're a prime candidate for the Austin headquarters' Affirmative Action Plan and Employee Advisory Committee, familiarly known as EAC.

"This committee is 44 years old and still going strong," said Paula Nichols of the Maintenance and Operations Division, this year's chairperson. But in spite of the EAC's longevity and visibility, she said, not all headquarters employees know what it does and how they can make use of its unique position.

On Dec. 21, 1944, Dewitt C. Greer, then engineer-director, appointed the first five members of the Employee Advisory Committee. These employees came from divisions that current members of the department won't recognize: Maintenance, Certificate of Title, Road Design, Personnel, and Registration.

In May 1974, the committee was given its present name, with the charge to act on any suggestions concerning the Affirmative Action Plan and make recommendations to

the internal Equal Employment Opportunity coordinator.

Although the department and the EAC have changed and grown over the years, the committee's basic mission remains what it was in 1944: to "represent the highway department employees on any and all matters for the mutual good of employees and the department." The committee still offers a forum where employees may express their ideas for the betterment of the department and resolve their problems.

The 11 employees on the committee now serve a two-year term, with about half the panel replaced each year. To further maintain continuity, at the beginning of each year the chairperson and vice chairperson are selected by the committee from among second-year members. Nichols and Ralph Banks of the Bridge Division hold those top posts this year.

The other members of this year's group are Robert Dunlap, Right of Way; Al Eells, Planning and Policy; Cynthia Gonzales, Construction; Anna Isbell, Finance; Jerry Meyers, Materials and Tests; Jeff Pierce, Occupational Safety; Rudy Rivera, Highway Design; Juan Vega, Automation; and Vicki Vitek, Public Transportation.

To assure the widest possible representation, the nominating panel for new members (which consists of the sitting EAC) attempts to place at least one repre-

sentative from each Austin location on the new committee. And, since there are 16 divisions and only 11 slots on the committee, membership rotates so that all divisions are represented about every other year. The names of nominees are forwarded to the engineer-director for approval.

Then the work begins.

The committee accepts suggestions for the improvement of working conditions and department operations, as well as concerns about the Affirmative Action Plan, from any of the suggestion boxes at Austin locations. While members prefer signed suggestions so they can advise the employee of what action has been taken, anonymous suggestions have been acted on when they showed great merit. Complete confidentiality is maintained on all suggestions so that no one outside the committee knows the suggester's identity, Nichols said.

Over the years, suggestions have ranged from the smallest "thorn" bothering an employee to sweeping recommendations for reorganizing the department. Personnel matters or employee grievances regarding pay or promotion are not accepted because there are other department avenues for those actions.

Some of 1945's very first suggestions have become today's employee rights. Most of these would seem to go beyond the committee's responsibility, but they illustrate the very real problems the worker of that day faced. Employees were interested in obtaining such things as coffee breaks, a retirement plan and longevity compensation, group hospitalization insurance, an employee credit union, accumulative vacation and sick leave, a "public relations engineer," and a department newspaper.

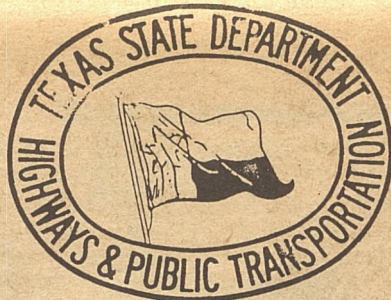
While all these benefits are taken for granted now, they were probably viewed as farfetched and unattainable in that era.

Although the single, specific suggestion takes up most of the committee's time, members also are involved in many ongoing activities. The EAC plans Christmas celebrations within the headquarters and conducts the annual Austin blood drives in cooperation with the Central Texas Regional Blood Center. Blood donated during these drives is available to any department employee or immediate family at no cost, to ease the burden of illness or accident.

The past year was especially active and productive for the committee. One major project, improving the coffee shop in the main office building, resulted from a request by coffee shop operator A. J. Bell for help in upgrading service. An EAC survey of all employees in the building generated numerous suggestions. With the cooperation of Bell and the State Commission for the Blind, the result is more pleasant surroundings, addition of a salad bar, and other enhancements. Some improvements are still coming, with a target completion date in early spring.

Another employee suggestion that was wholeheartedly endorsed by the committee may result in an annual department event.

A softball tournament open to teams from all divisions and districts is set for July 1 and 2 at the Pleasant Valley Sportsplex in Austin. Employees and family members may vie for team trophies and individual awards in the double-elimination slow-pitch competition. (For more information, see registration form on this page.) ★



FIRST ANNUAL SDHPT CHAMPIONSHIP SOFTBALL TOURNAMENT

- TOURNAMENT: TWO DIVISIONS OF PLAY: COREC 5M/5F & MENS.
- DATES: SATURDAY & SUNDAY, JULY 1ST & 2ND, 1989.
- LOCATION: PLEASANT VALLEY SPORTSPLEX, AUSTIN, TEXAS.
- AWARDS: 1ST THRU 4TH PLACE TEAM TROPHYS
(IN EACH DIV) 1ST & 2ND PLACE INDIVIDUAL AWARDS
12 ALL TOURNEY SELECTIONS
ONE MVP & ONE GOLDEN GLOVE AWARD.
- ELIGIBILITY: ANY SDHPT DISTRICT OR DIVISION MAY ENTER ONE OR MORE TEAMS. ANY SDHPT EMPLOYEE, SPOUSE, OR IMMEDIATE FAMILY MEMBER MAY PLAY.
- FORMAT: DOUBLE ELIMINATION SLOW PITCH. THREE GAME GUARANTEE, USSSA RULES. ANY 12" APPROVED BALL EXCEPT HOT DOT OR T4000, WOMEN HIT 11" BALL. ROSTER REQUIRED BEFORE FIRST GAME.
- OTHER: SPECIAL RATES AT AUSTIN'S WYNDHAM & HOWARD JOHNSONS HOTELS FOR OUT-OF-TOWN PLAYERS. TEAM MANAGERS MEETING FRIDAY EVENING. COVERAGE BY TRANSPORTATION NEWS.
- ENTRY: \$100 TOURNAMENT FEE. MAIL ENTRY FORM & CHECK TO PLEASANT VALLEY SPORTSPLEX.

District/Division	Team Name	<input type="checkbox"/> Corec	<input type="checkbox"/> Men
Team Manager	Work Phone	Home Phone	
Address	City	Zip	
How would you describe your team?	<input type="checkbox"/> Novice <input type="checkbox"/> Not Bad <input type="checkbox"/> Good	Comments	

1225 South Pleasant Valley Road - Austin, Texas 78741 • (512)445-7595



Glenn R. Price "really wasn't hunting" when he bagged this 11-point mule deer in Smith County.

Mule deer story no tall "tail"

By Laura Rayburn-White

It was a typical November Monday morning in the Tyler District. Coffee break conversation, as usual, revolved around football and deer hunting. And with the Dallas Cowboys in a slump, football fans didn't have much to say.

As the hunters were launching into the past weekend's stories, Right of Way Agent Glenn R. Price seemed unusually quiet. He waited for a lull in the conversation. Then he calmly announced that he, too, had killed a deer. The other men were glad for Price, until he remarked that his kill was an 11-point buck.

Until then, hunters in the urban right-of-way office had bagged two eight-point bucks, one with a broken antler and the other with one side of his rack shot off by an anonymous department employee.

But envy was soon replaced by disbelief and laughter when Price told the group that his buck was a mule deer, not a whitetail. Since mule deer are not native to East Texas, Price's coworkers found his story hard to swallow. But after a lunch-time trip to the taxidermist they became believers.

Price bagged the big buck on Veterans Day while he was working cattle on his family's farm in the community of New Harmony, about 15 miles northwest of Tyler.

"I really wasn't hunting. I was at the barn when I first noticed the deer. He was in the winter pasture below the barn," said Price, whose deer hunting has been limited to East Texas. "I didn't know it was a mule deer. From that distance I couldn't tell; all I could see were the horns. I had to go get my gun from my dad's house, then go back and shoot the deer."

Price eased within 150 yards of the deer and brought it down with one hit from his Remington 308. Although the buck didn't look like any whitetail he had ever seen, Price didn't realize it was a mule deer at first. He just thought he had killed a very large deer.

"We (Price and his father) were first going to hang it over a limb to gut it, but we couldn't get it up because it was so heavy.

"Iron Man" creates in Eden

By Gene Hirschfelt

The business card says: "Guy Waggoner, Images in Iron, Phone 915/869-5135 after 6 p.m. or weekends." It should have added, "if you can catch me between Cub Scouts, Little League, T-Ball, etc."

The card is from a man who has been with the Eden maintenance section for three years but who has been welding for over 14 years and using his abilities to make iron cutouts for about two years.

Waggoner uses 3/16-inch scrap steel to cut out wall hangings, free-standing figures, or ornamental gates. He uses a small cutting torch, grinder, file, and paint for the finished product. He paints all his works black, but has worked with a woman who paint them in true colors.

"I'm anxious to see the one she's working on now," he said. "It's a horse outside an outhouse waiting for his cowboy."

The most ornate gate in the area will someday adorn Waggoner's mother's country home. The arch above the gate is decorated with cactus, a roadrunner with rattlesnake, a tree, turkey, windmill and tank, yucca plant, deer, quail, a squirrel, and more cactus. The gate itself features a large tree, a hound dog with a coon treed, cactus, and a bush. One side of the gate will show two buck deer fighting, and the other will probably display a life-sized turkey.

Like a typical mother, Waggoner's mother told him about 12 years ago that he should use his artistic ability. And like a typical son, he ignored her advice, for 10 years.

The Waggoner family includes his wife, Sherri, who teaches special education in Eden, 7-year-old Caleb, 4-year-old Meghann, and baby Victoria.

"I enjoy working with Little League, T-Ball, and Cub Scouts because I remember how much I enjoyed those activities as a boy and I want to help the kids now," Waggoner said.

Waggoner uses a 10-foot-by-12-foot tin shed to store his materials, but he works outside. It's a hobby he enjoys, especially when people like his creations, or even better, buy them. While he has not promoted a retail market, he does take custom orders.

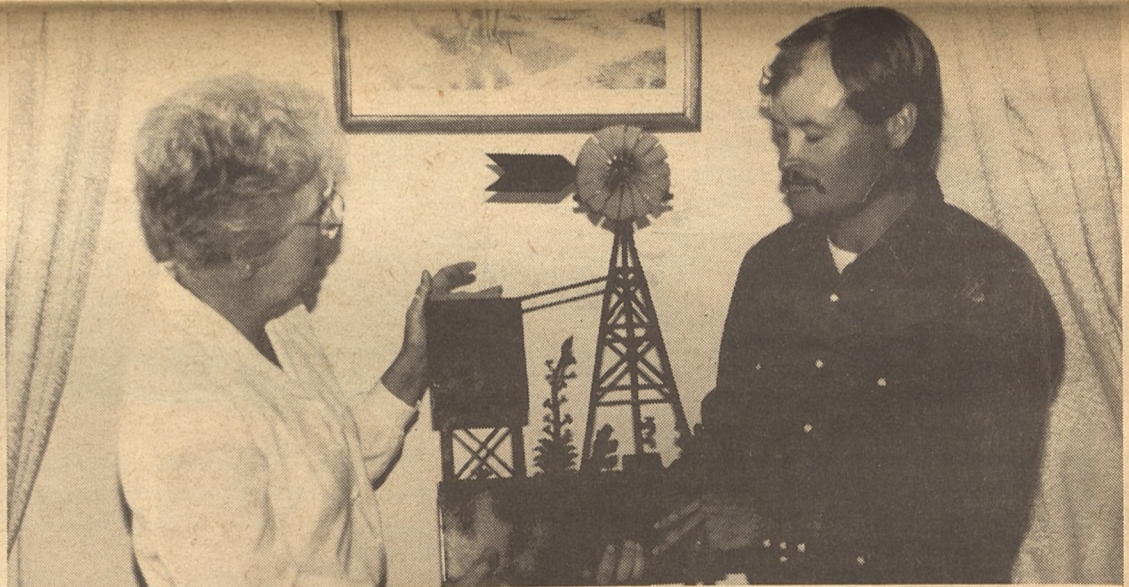
The office of Alene Guice, secretary in the maintenance section, has three of Waggoner's works on the wall.

Clay Miller, roadway maintenance supervisor, said, "Guy is the type person you are proud to have in your organization and town. He also has a very nice family."

Waggoner, whose father followed oilfield work, claims West Texas as his home because he lived in several places while he was in school. He learned his craft from older oilfield welders, and said he appreciates their time and effort.

As a certified welder, Waggoner works with the sign crew and in other maintenance tasks where welding is required. But like most department personnel, he's able to do a wide variety of jobs.

Waggoner likes his work, enjoys his family and all kids, loves the outdoors and wildlife, and sees his iron work as "just a hobby" that brings pleasure to others and to himself.★



Guy Waggoner, right, discusses his latest iron cutout with secretary Alene Guice. (Photo by Gene Hirschfelt)

Finally we put it in the back of the truck and carried it to the house where we had to use a cain hoist. It was all we could do to get it into the truck," said Price. The deer field-dressed out at 180 pounds, and the live weight was estimated at around 250 pounds.

Although he suspected the deer wasn't a full-blooded whitetail, Price tagged the buck with a whitetail license tag. His taxidermist called in a Texas Parks and Wildlife Department biologist who confirmed that the animal was in fact a 2-1/2-year-old mule deer.

The most noticeable differences between a mule deer and a whitetail are different antler configurations, longer ears, and a shorter, black tail, the biologist said. He theorized that the buck was probably brought into East Texas to improve the genetics of the whitetail, was brought in as a

fawn and released, or had escaped from a local game farm.

Technically, Price took the deer illegally since there is no mule deer season in Smith County. However, a regional law enforcement supervisor for the parks department said no charges would be filed because the deer was considered an exotic, free-ranging animal.

Price not only killed the biggest mule deer in Smith County this season, but the *only* one. He wasn't out any lease money, he'll have plenty of deer sausage, and he has a beautiful trophy for his mantle. Not bad for a man who "really wasn't hunting."

Needless to say, Price is the envy of his fellow coworkers at coffee break. They can talk about "the one that got away." Price just sips his coffee and smiles.★

Shops build top-of-the-line herbicide trucks

By Gina McAskill

In the war against weeds, the Texas highway department has a leading edge. High-tech, whiz-bang herbicide trucks give the driver fingertip control of adjustable nozzles that spray a swath up to 40 feet wide. The trucks can be customized, operated by a single person, and have an excellent service record.

So where do the Equipment and Procurement Division (D-4) people buy these gems?

They don't. They make them – more than 200 of them so far.

The D-4 shops at Camp Hubbard in Austin make many items the department either can't buy cheaply or can't find on the market at all. In the case of the herbicide sprayer, skilled employees construct a system – the envy of the industry – designed with input from vegetation management personnel in the Maintenance and Operations Division (D-18).

With the overspray system, "the operator can customize his pattern for the terrain and conditions," says Steve Brown, D-4's maintenance construction supervisor. "The vegetation management people have direct input into the design and any modifications, so we feel it's the best way to get the job done," he says.

The "Flex Five" spray head is mounted at the front right corner of a truck. The rack containing five rows of individually adjustable nozzles can be raised and lowered electrically to customize the spray pattern. The whole assembly is fabricated in the shop and mounted on the front of a cab and chassis from an outside manufacturer.

The shops construct the special truck bed, then mount pumps, water and mixing tanks, and other equipment necessary for fighting roadside weeds. The whole system is controlled from the cab through a special panel – wired, constructed, and installed by the automotive and welding shops.

The department's total cost per unit is \$26,000 to \$32,000 depending on size – 500-, 1,000-, or 1,500-gallon – and options like dual gas tanks. Vendors sell similar models for anywhere from \$65,000 to \$90,000; others will outfit a cab and chassis for about \$28,000.

"When you compare the design and workmanship of commercial sprayers with what we make, it's obvious that ours is the 'Cadillac,'" says Bobby Lafont, D-4's welding shop foreman.



Herbicide trucks featuring "Flex Five" system of sprayers, built by Equipment and Procurement Division shops, give operators fingertip control. (Photo by Bob Gates)

Tech Trade

For 10 years starting in 1975, the shops outfitted flatbed trucks to apply liquid herbicides; before that, they assembled trailers with equipment for mixing and applying dry herbicides. The crude nozzles used then provided only a six-foot-wide pattern.

Deployment of an improved sprayer was delayed because the department had to consider the patent rights of a vendor who sold a system similar to the Flex Five. But department designers experimented with variations on the theme until they found one that worked better and "was different enough so no one could complain," says Bob Pennybacker, planning technician.

In 1985, the Flex Five head came into use; 15 spray trucks were converted and improved ones designed. "We tried to integrate the system more closely with the structure of the truck, but made the pumping equipment independent from the engine," Pennybacker says.

"The district folks have really enjoyed

these new trucks, because they give them more flexibility," says Roy Smith, head of D-18's vegetation management section. "The quality is much better than the trucks we were purchasing in the early 1980s," he added.

The next step in making sprayers more efficient and safer is to inject herbicide right at the spray nozzle, eliminating the need for the operator to mix the solution and clean up residue in the equipment.

But the desired solution, truck speed, and wind drift must be constantly considered for the correct amount of herbicide to be injected. If you think that sounds like a job for a computer, you're right. The Division of Automation has developed programs to take all those factors into consideration.

The first prototype of the computerized injector system performed poorly last year, but a second prototype with modifications to the pumping system should be tested any day now. Brown says that the new version "looks really good and we have high hopes for it."

When spray trucks are built, the work is a team effort involving every shop: machine, welding, carpentry, auto, and paint. Units usually are constructed several at a time, and 18 to 20 people – about half the shop employees – are involved. When all parts are available, construction time is about three weeks. ★



FEBRUARY

- 19-22 1989 BAMS Users Conference, San Antonio, D-6
20 Holiday, Washington's Birthday

21-22 Equal Employment Opportunity Training, Austin, D-13EEO

27 Commission Meeting, Austin

27-28 Highway Beautification Personnel Training, Basic, Austin, D-15

MARCH

1 EEO Training, Austin, D-13EEO

1-2 Area II Research Advisory Committee Meeting, El Paso, D-10R

2 Holiday, Texas Independence Day

3 EEO Training, Austin, D-13EEO

7-8 Highway Construction Lettings, Austin, D-6

7-8 TEXAS Friendly Course, Austin, D-18STO

7-8 WASHTO Subcommittee on Maintenance Meeting, San Antonio, D-18A

7-8 Seminar on Education, Enforcement, and Engineering for Improved Safety and Mobility, Kerrville, D-18STO

9 EEO Training, Lubbock, D-13EEO

14-15 Construction Engineers Meeting, D-6

14-16 Bridge Painting Inspection Course, Austin, D-13T&D

21-22 EEO Training, Austin, D-13EEO

28 Commission Hearing and Meeting, Austin

Two Texans earn AASHTO acclaim

By Marcy Goodfleisch

Deputy Director Marcus Yancey and former Special Assistant Attorney General Watson Arnold have received national honors from the American Association of State Highway and Transportation Officials (AASHTO). Awards recognizing their contributions to transportation were presented at the December AASHTO meeting in Wichita, Kansas.

Yancey's award, for outstanding service in his six years as chairman of the AASHTO subcommittee on design, was the first such honor bestowed by the group. It is a national version of a regional award that Yancey received in 1984.

"In earlier years, the design committee had been a blue-ribbon group, but attendance and activities had dropped off considerably over the years. In the six years that I served as chair, our attendance at meetings jumped from about 12 to 110 or more people," said Yancey. "We set some eight-year objectives and we achieved many of them before the end of the six years."

Yancey said one of his goals was to enhance professional development for committee members. He developed reading lists for the members covering management and organizational topics, and he worked to increase the committee's participation in AASHTO activities.

"We had about 350 people involved in design committee activities, and about 160 people actively working on various task forces and projects," said Yancey.

When Yancey stepped down from his position, the remaining group members worked behind the scenes to honor him. They sought approval from the AASHTO policy committee to create a new, national award and made Yancey its first recipient.

Yancey's successor on the committee, Bill Schaefer of California, contacted him and asked him personally to attend the meeting in Wichita, using committee business as an excuse.

"He asked me to be there because there was an important issue he said they would discuss," said Yancey. Schaefer's ruse worked, and the unsuspecting Yancey agreed to attend.

"It came as a surprise," says the modest Yancey, "and a tremendous honor."

Texas' other honoree, Watson Arnold, was recognized for his 29 years of legal service, much of it in the field of transportation law.

For two years before his retirement from the Texas attorney general's highway division, Arnold worked on a special project to control overweight trucks. His "Arnold Theory," using civil suits to recover damages done to highways by overloaded trucks, netted the highway department \$1.9 million in the first 10 months.

Arnold has distinguished himself in the area of eminent domain and has several publications on the subject. He has also published papers on highway contracts and liability problems related to drainage.

Arnold received the Joseph D. Buscher Distinguished Transportation Attorney Award. At the presentation, he was thanked for his "unselfish sharing of his legal expertise and time" during his career. ★

AWARDS

(Dec. 31, 1988)

Automation

Tim S. Newman, Felix A. Varela, 20 years; Thomas B. Orton, 15 years; Charles H. Gray, 10 years.

Bridge

John J. Panak, 20 years; Eric R. Friedrich, five years.

Construction

Delia C. Nunez, 10 years.

Equipment and Procurement

Bobby L. Cobbs, Jerry L. Dike, 20 years; Harold D. Gordon, Jesse C. Rangel, Cathy J. Williams, 10 years; Randall W. Tinney, five years.

Highway Design

Geraldine L. Biar, 30 years.

Maintenance and Operations

Donna G. Evans, 15 years; Cathy B. Wood, five years.

Materials and Tests

Howard C. Cochran Jr., 25 years; Barbara H. McCain, 10 years.

Motor Vehicles

Barbara D. Sullivan, 25 years; Paul H. Hancock, John S. Smith, 20 years; Leveda R. Carey, Patricia L. Molina, Nancy S. Plunk, Joaquin Puente Jr., Mary B. Reagan, 15 years; Barbara B. Bates, Carrol M. Thrasher, 10 years.

Transportation Planning

Walter A. Bailey, 20 years; Tanya M. Pavliska, 15 years.

Paris District (1)

Donald R. Pace, William W. Robinson, 20 years; Stanley C. Roberts, Brantley S. Skinner, 10 years; Danny J. Bradford, Tommy G. Maddox, Darrell W. Patterson, five years.

Fort Worth District (2)

Jimmy O. Talley, 35 years; Jerry L. May, 30 years; Glenn E. Elliott, 15 years; Herman B. Daniel, Robert E. Hill, William H. Lasater Jr., Charles R. Singleton, Anne E. Wohlfeil, 10 years; Jeana I. Lamb, five years.

Wichita Falls District (3)

David W. Lawdermilk, 20 years; James M. Black, five years.

Amarillo District (4)

Harold D. Steinle, W. T. Sullivan, 35 years; Jimmy L. Jones, Jerry L. Reynolds, 25 years; Kenneth B. Friemel, Anita A. Linger, 10 years; Joe D. Jones, five years.

Lubbock District (5)

Volney G. Chetty, Daniel N. Rozell, 35 years; Donald J. Bednarz, Jack N. Moore, 30 years; Thomas C. Richardson Jr., 25 years; Dewey P. Engle, John M. Wilson, 20 years; Johnnie W. Clary, Linda P. Washington, 15 years; Bobby A. Beaulieu, Oscar D. Sedgwick Jr., Rhonda K. Smith, five years.

Odessa District (6)

George E. Hopper, Eddie C. James, 30 years; Gabriel G. Rodriguez, five years.

San Angelo District (7)

Gene P. McWilliams, 30 years; Wilbur G. Griffin, 20 years; Tirso Garcia, Joe Lopez, 15 years; Steven D. Plowman, five years.

Abilene District (8)

Roy M. Roberson, 30 years; Santiago Suarez, Kenneth W. Thompson, Donald J. Van Dam, 20 years; David C. Caffey, Marie Green, 10 years.

Waco District (9)

George W. Collins, 30 years; Jimmy W. Rhodes, Harold G. Strand, 25 years; Dorothy E. Carruth, 20 years; Carolyn W. Bood, Charles A. Neatherlin, 15 years; Albert L. Garrett, 10 years.

Tyler District (10)

Darrel G. Adams, 25 years; Willie L. Bobbitt, 15 years; Terry G. Frick, 10 years; Louis K. Sanders, five years.

Lufkin District (11)

James V. Lewis, 20 years; Leon Rather, five years.

Houston District (12)

Bobby S. Davis, John L. Pavlock, 30 years; Willie J. Knesek Jr., 25 years; Suzanne P. Childress, 20 years; Michael L. Amburn, George M. Archer, Dock S. Gee, Judy P. Williams, 10 years; Joseph B. Crabill Jr., Roxanne P. Willey, five years.

Yoakum District (13)

John M. Stallings, Elroy J. Sternadel, 20 years; Diana P. Martinez, 10 years; Nicolasa C. Arrisola, five years.

Austin District (14)

Donald E. Dannheim, 25 years; Paul M. Goertz, Vernon F. Rust, 20 years; James H. Rebold, 15 years; Donald H. Galbreath, James W. Hurt, Espirio J. Puga, 10 years; Paul D. Michalk, five years.

San Antonio District (15)

Edward H. Brown, 35 years; Dorothy B. Deskin, Claude A. Dugie, Wayne L. Marty, James H. Pohl, Billy G. Teague, 30 years; Gilberto G. Cordova Jr., 20 years; Arnulfo T. Garcia, Ignacio Sena Jr., Margaret G. Smith, 15 years; Alejandro Medina, 10 years; Philip E. Kasberg Jr., Rene V. Martinez, five years.

Corpus Christi District (16)

Franklin C. McCumber, 30 years; James W. Barnes, 10 years; Carlos M. Armadillo, Ruben T. Perez, five years.

Bryan District (17)

Billy J. Adams, Walter R. Englemann, Thomas E. Woolley, 30 years; Elaine J. Barron, William H. Coleman, 10 years; Pablo Mendez, five years.

Continued on page 13

AWARDS

Dallas District (18)

Robert P. Hamm, Joe A. Melton, 30 years; William N. Henson Jr., Elvin L. Willhite, 25 years; Linden P. Burgess, Jack D. Haley, David A. Scott, Rodney C. Smith, Michael D. Stroud, 20 years; James F. Weisinger, 15 years; Jennylynn B. Head, Billy E. Hogue, Curney E. Manley, Carl P. Porath, Virgil D. Shaw, 10 years; Tommy C. Stovall, Thomas J. Wooldridge, five years.

Atlanta District (19)

James L. Knox Jr., James R. McCasland, Bobby D. Prator, 30 years; Kenneth P. Williams, Ira G. Wisinger, five years.

Beaumont District (20)

Franklin C. Young, 40 years; Robert T. McFadden, 15 years.

Pharr District (21)

Robert M. Stevens, 35 years; Esmerejildo Y. Ramos, 30 years; Paul Grimes, 25 years; Gustavo O. Lopez, 10 years.

Brownwood District (23)

Jay W. Briggs, 25 years; Duwain Hendley, Billy W. Johnson, 20 years; Carol W. Kinman, 15 years; James J. Shelton III, 10 years.

El Paso District (24)

Charles T. Hall, 35 years; Ernesto G. Fuentes, 25 years; Espiridion Muniz, 15 years; Thomas R. Mangrem, 10 years.

Childress District (25)

Elbert G. Gaines, 25 years; Hubert C. Moore, Malcom N. Seale, 20 years; Hollis A. Stephens Jr., 10 years; Jeffery S. Cagle, five years.



Tammy Wilson, daughter of John Wilson in the Tyler County maintenance section of the Beaumont District, represented Texas A&M University at the 1989 Cotton Bowl. Tammy, a senior at A&M, also was queen of the 1989 Hurricane Bowl game against Alabama.

(Nov. 30, 1988)

Automation

William E. Holt, 10 years; Sarah J. Batey, Elmo J. Roberts, five years.

Bridge

Kimberly K. Day, five years.

Equipment and Procurement

Thomas D. Brown, McKinley Clark Jr., Ernest L. Spradling, 20 years.

Maintenance and Operations

Larry J. Buttler, 30 years; Terry A. Palmer, 20 years; Doris W. Berryman, Betty K. Hobson, Curtis M. Wagner, 15 years.

Materials and Tests

Charles D. Jenkins, 25 years; Joseph R. Johnston, 20 years.

Motor Vehicles

Melburn N. Lewallen, 30 years; Patricia R. Batiste, Eddie A. Thorp III, 15 years; Mary H. Davenport, Patricia C. House, Helen C. Sanders, 10 years; Charles H. Nail Jr., Mimi E. Wheeler, five years.

Paris District (1)

Jerry C. Dudley, 35 years; James O. Lee, Clarmon S. Ramsey, 30 years; James S. Hill, Bobby R. Kennedy, Charles W. McAdams, 25 years; Jerry W. Baker, Michael D. Griffith, 20 years.

Fort Worth District (2)

Sidney A. Adami, 15 years; Lloyd H. Biggs, Ahe W. Crayton, Jose P. Esquivel Jr., Ouita D. Putnam, 10 years; Sherman L. Edwards, Harold G. Hall, Dimas V. Moreno, five years.

Wichita Falls District (3)

Lowell D. Lynn, 30 years; Timothy S. Weber, five years.

Amarillo District (4)

Alton L. Carpenter, William A. Lancaster, 30 years; Carl W. Robertson, 20 years; Ella B. Hale, Glenn E. Knost, Kenneth J. Oliver, 10 years; Troy D. Stubblefield, five years.

Lubbock District (5)

J. W. Putman, 25 years; Edward P. Hensley, 20 years; Tracy L. Cumby, 10 years; Kyle D. Hill, Carol E. Jackson, Melinda K. Sutton, five years.

Odessa District (6)

Hipolito H. Vasquez, 30 years; Jose Lopez, 20 years; Esequiel C. Chavarria Jr., Hector Flores, five years.

San Angelo District (7)

Thomas C. Atchison, Simon B. Rodriguez, 35 years; Gary L. Maricle, 25 years; Cecil L. Robbins, five years.

Abilene District (8)

Glen E. Bohannon, Charles L. Clark, 30 years; Robert E. Hallford, 25 years; Glenda P. Eaton, Don L. Lunday, Charles S. Morris, Patsy J. Rowden, 20 years.

Waco District (9)

Ellis D. Crow, Paul R. Spear, 15 years; Curtis W. Hefelfinger, Daryl E. Sanders, 10 years.

Tyler District (10)

George L. Humphrey, 20 years; James D. Akin, 10 years; Julie A. Barnes, Odis M. cates, Millard C. Martin, Bryan K. O'Neal, Stanley L. Rushing, five years.

Lufkin District (11)

Robert L. Faver, 15 years.

Houston District (12)

Hilliard H. Butler, 30 years; Armando Diego, 25 years; Wilbert W. Riewe, 20 years; Angel M. Barela Jr., Allen Clark III, Cynthia S. Sauer, Frieda L. Smith, 10 years; Larry R. Briscoe, Gerald G. Foster, Carl O. Hoskins, Alfred L. Jones, Michael R. Tello, Sharon H. Vannolan, Alan E. Watts, five years.

Yoakum District (13)

James E. Kahanek, 30 years; Melvin B. Bayless, Freddie L. Duebbe, Patrick J. Kram, Richard A. Pereiro, 20 years; Ernest D. Aleman, Milton J. Barta, William J. Eisman, Guadalupe Gomez Jr., Rodney G. Strait, five years.

Austin District (14)

Elfrieda K. Cruse, 35 years; Claude H. Garrett III, 30 years; Leonard D. James, 25 years; Myron L. McKelvey, 15 years; Samuel E. Holland, Gene C. Rice, David A. Till, 10 years; Glenn A. Bandy, five years.

San Antonio District (15)

Richard F. Herms, 30 years; Dennis W. Zuber, 20 years; Ruth M. Tschirhart, 10 years; Joe L. Espinoza, Judith L. Friesenhahn, Matias H. Galvan, five years.

Corpus Christi District (16)

Harold G. Franke, 30 years; Creston L. Foerster, 25 years; Deverne Bethel, Frank Jozwiak Jr., 20 years; Grace L. Greenlee, Ruben G. Lopez, five years.

Bryan District (17)

T. C. King Jr., 30 years; Jerry S. Fagan, Marvin Liner, 20 years; Michael M. Greig, five years.

Dallas District (18)

Nancy M. Hyden, Jerry D. Shepherd, 25 years; James H. Bell, Hershel W. Derryberry, Lynn R. Griffin, Gregory G. Richards, 20 years; Van M. McElroy, 15 years; Johnny F. Greer, five years.

Beaumont District (20)

James O. Dennard Jr., 25 years; Leonard H. Estes, 20 years.

Pharr District (21)

Miguel M. Tijerina, 30 years; Jose M. Cortez, Juan Martinez, Jose A. Ochoa, 20 years; Rodolfo Amesquita Jr., Roel Valenzuela, 10 years.

Brownwood District (23)

David C. Wilson, 20 years; Ben A. Mackey, 10 years.

El Paso District (24)

Jesus P. Castillo, 25 years; Flavio G. Ybarra, 15 years; Norman Aguilar, five years.

Childress District (25)

Jack Skinner, 20 years.

Retirements

In response to reader requests, we have added the amount of service time to notices in the Retirements column. Service time, rounded to the closest year, appears after the person's title.

(Oct. 31, 1988)

Fort Worth District (2)

Charles T. Ryan, Drafter III, 20 years.

San Angelo District (7)

Charles M. Churchill, Engineering Technician II, 23 years.

Waco District (9)

James H. Sydow, Maintenance Technician II, 22 years.

Lufkin District (11)

Lonnie Ellison Jr., Maintenance Technician III, 37 years; W. S. Fortune, Maintenance Technician III, 10 years.

Houston District (12)

Clinton R. Findley, Engineering Technician V, 31 years.

Yoakum District (13)

Frank C. Josey Jr., Maintenance Technician III, 22 years.

San Antonio District (15)

Gustavo Salinas, Maintenance Technician II, 29 years.

Dallas District (18)

Jewel C. Cross, Maintenance Technician III, 36 years; Donald Hester, Maintenance Technician III, 18 years.

Beaumont District (20)

James E. Carter, Maintenance Mechanic IV, 19 years; Daniel Estrello, Engineering Technician V, 30 years.

Pharr District (21)

Robert Van Cise, Maintenance Technician III, 33 years.

(Sept. 30, 1988)

Equipment and Procurement

Lilly T. Croslin, Administrative Technician IV, 25 years.

Motor Vehicles

J. R. Hunnicutt Jr., Chief of Staff Services, 36 years.

Transportation Planning

Delbert V. Paenitz, Administrator of Technical Programs I, 33 years.

Fort Worth District (2)

Robert E. Whatley, Maintenance Technician III, 16 years.

Wichita Falls District (3)

Joe H. Youngblood Jr., Maintenance Technician III, 28 years; Jimmie W. Lee, Accountant I, 25 years.

Amarillo District (4)

John M. Pipes, Security Officer I, 10 years.

San Angelo District (7)

Antonio Cruz, Maintenance Technician II, 22 years; James L. Martin, Engineering Technician IV, 30 years; Rafael Sierra, Maintenance Technician III, 21 years.

Abilene District

Hollis H. Head, Maintenance Technician II, 20 years.

Lufkin District (11)

Robert V. Clark, Maintenance Technician III, 21 years.

Houston District (12)

Robert F. Carter, District Roadway Maintenance Supervisor, 33 years.

San Antonio District (15)

Elton J. Oetken Jr., Drafter III, 36 years.

Bryan District (17)

Marvin D. Byrd, Engineering Technician V, 32 years.

Dallas District (18)

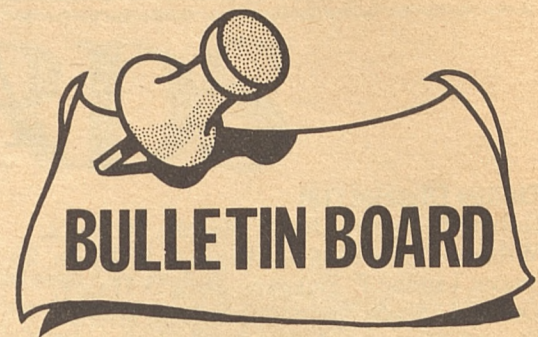
Billy B. Tinkle, Engineering Technician V, 26 years.

Beaumont District (20)

Perry Henry Jr., Maintenance Technician II, 45 years.

Brownwood District (23)

Douglas D. Hillhouse, Maintenance Technician II, 23 years.



for retired highway hands

By R. S. "Bubba" Williamson

Milton Watkins, former Dallas District maintenance engineer, retired in 1984, and advises me he has been extremely busy with his "honey-do" list, gardening, and looking after property. In 1986, he and his wife, Eirma, went to Korea, China, Hong Kong, and Japan, and last year they went to England. He also has been traveling the states.

Milton advises that a bunch of "retired highway hands" meet once a month for lunch in Dallas every third Wednesday at 11 a.m. at Furr's Cafeteria at Interstate 30 and Jim Miller Road, about a mile west of the District 18 office. For about an hour and a half they eat, tell lies, critique the SDHPT, and then go home. Milton invites all to come and join them but bring your own money. He makes the trip from Waxahachie each month.

Bill Girardeau, former bridge engineer in the Bridge Division, retired in 1982. Bill has been doing volunteer work at an adult day care center and also at a senior housing development (St. George's Court), and finds the work very fulfilling.

Bill's World War II Air Force bomb group holds biennial reunions and along with his wife, Gerry, he has attended three—in Nashville, Tenn., Manitowoc, Wis., and Orlando, Fla. In the years between reunions, some of his bomb group friends and spouses have gone on tours.

In 1985, Bill visited Italy and after considerable difficulty found the site of an old airfield that his bombing group flew missions from in 1944. It is now a grain field and olive grove. In 1987, they toured Great Britain, and he is saving his money in hopes of a trip in 1989 to the Scandinavian countries. Bill Girardeau and I go back to the '50s when we both worked in the Beaumont District.

Jose J. Correa, former Houston District planning engineer, and his wife, Lila, just returned from a fantastic trip to the People's Republic of China.

At the invitation of the Chinese Ministry of Communication, the Citizen Ambassador Program of People-to-People International selected a team of highway and expressway design and construction specialists to visit the People's Republic of China. Twenty-five civil engineers from 13 states, the District of Columbia, and Puerto Rico, accompanied by 15 spouses, made the historic trip.

The team met with government officials and professional societies, visited major highway projects and civil engineering colleges, and discussed topics of mutual interest with Chinese officials. Jose's presentation, one of the most popular made by the delegation, was on "Geometric Design of Interchanges."

You don't have to be a world traveler to have news worth sharing. Send your tidbits to Bubba Williamson, 3601 Vara Dr., Austin, TX 78754.



Fort Worth District Engineer J. R. Stone, with Mayor Bob Bolen in the background, addresses participants in the Town Center Shopping Mall ribbon cutting. The thank-you ceremony was held by local merchants to express appreciation that the Seminary Drive ramp off Interstate 35 West was opened ahead of schedule and before the Christmas shopping rush. (Photo by Dave Clapp)

In Memoriam

In response to reader requests, we have added information to the In Memoriam column. For active employees, the length of department service is included. For retired employees, the year of retirement is now part of the column.

Employees:

Royce B. Collard, Paris District, 21 years service, died Nov. 26, 1988.

Richard B. Howard, Houston District, 27 years service, died Dec. 25, 1988.

Retirees:

Verna N. Batson, Bryan, retired from Bryan District in 1972, died Nov. 1, 1988.

Edmond A. Bilski, Brenham, retired from Bryan District in 1985, died Nov. 2, 1988.

Floyd C. Burge, Albany, retired from Abilene District in 1975, died Nov. 4, 1988.

Carmen A. Cook, Lufkin, retired from Lufkin District in 1978, died Nov. 8, 1988.

Vollie Cook, Edna, retired from Yoakum District in 1970, died Dec. 15, 1988.

William G. Darden, Athens, retired from Tyler District in 1971, died Nov. 18, 1988.

Henry G. Douglas, Tyler, retired from Tyler District in 1969, died Oct. 24, 1988.

Raymond E. Downs, Seguin, retired from San Antonio District in 1965, died Nov. 6, 1988.

John W. Frost, Weatherford, retired from Fort Worth District in 1977, died Nov. 28, 1988.

Bertram T. Gazaway, Whitsett, retired from San Antonio District in 1984, died June 2, 1988.

Frances G. Glio, Fort Worth, retired from Fort Worth District in 1987, died Dec. 1, 1988.

Roy J. Greer, El Paso, retired from El Paso District in 1976, died Dec. 3, 1988.

Esteban G. Guebara, Balmorhea, retired from Odessa District in 1974, died Oct. 21, 1988.

Harold M. Hamer, Colorado City, retired from Abilene District in 1978, died Oct. 8, 1988.

Freddie Higginbotham, Beaumont, retired from Beaumont District in 1987, died Sept. 21, 1988.

John V. Hooker, Tenaha, retired from Atlanta District in 1971, died Nov. 25, 1988.

Albert W. Jennings, Austin, retired from Austin District in 1976, died Dec. 27, 1988.

Tommy L. Johnson, Rhome, retired from Fort Worth District in 1977, died Dec. 15, 1988.

Joseph J. Juricek, Jourdanton, retired from San Antonio District in 1984, died Oct. 10, 1988.

Troy M. Kee, Marshall, resigned from Atlanta District in 1980, died Oct. 10, 1988.

Rolla W. Kuhlman, Houston, retired from Waco District in 1972, died Oct. 9, 1988.

Jesus M. Medina, Laredo, retired from Pharr District in 1971, died Nov. 9, 1988.

Reginald B. Moffett, Galveston, retired from Houston District in 1974, died July 6, 1988.

Eradio Molina, Edinburg, retired from Pharr District in 1985, died Sept. 29, 1988.

Samuel A. Morse, The Woodlands, retired from El Paso District in 1976, died Nov. 10, 1988.

William M. Moseley, Austin, resigned from Equipment and Procurement Division in 1979, died Dec. 18, 1988.

Herman A. Mylius Jr., Yoakum, retired from Yoakum District in 1985, died Dec. 15, 1988.

Joe C. Nerren, Lufkin, retired from Division of Motor Vehicles in 1966, died Dec. 17, 1988.

Clyde N. Nobles, Borger, retired from Amarillo District in 1976, died Oct. 11, 1988.

Mary S. Pearson, Austin, resigned from Accounting Division in 1948, died Nov. 5, 1988.

Olin W. Pettijohn, Georgetown, retired from Transportation Planning Division in 1972, died Nov. 3, 1988.

Ernest D. Polk, Mason, retired from Austin District in 1973, died Nov. 8, 1988.

Jeanie B. Prewitt, Austin, retired from Aid Division in 1963, died Dec. 10, 1988.

Christopher W. Price, Baird, retired from Abilene District in 1970, died Oct. 25, 1988.

Clovis H. Reid, Wichita Falls, retired from Childress District in 1973, died Oct. 30, 1988.

D. L. Roach, San Angelo, retired from San Angelo District in 1977, died Sept. 13, 1988.

Ricardo Salcido, Richmond, retired from Division of Motor Vehicles in 1977, died Dec. 1, 1988.

Robert D. Self, Mathis, retired from Corpus Christi District in 1984, died Dec. 11, 1988.

Martha T. Shapiro, Orange, retired from Travel and Information Division in 1983, died Nov. 5, 1988.

Ellis L. Shuptrine, Silsbee, retired from Beaumont District in 1977, died Nov. 19, 1988.

Alvin D. Smallwood, Paris, retired from Paris District in 1984, died Dec. 8, 1988.

James A. Stone, Henderson, retired from Tyler District in 1984, died Oct. 29, 1988.

Lester F. Thompson, Houston, retired from Houston District in 1976, died Oct. 28, 1988.

Robert C. Vogt, Schulenberg, retired from Yoakum District in 1962, died Dec. 21, 1988.

Jessie L. White, Marshall, retired from Atlanta District in 1975, died Nov. 28, 1988.

Benjamin F. Whitwell, Montgomery, retired from Lufkin District in 1963, died Nov. 30, 1988.

Allie D. Wiese, Austin, retired from Division of Motor Vehicles in 1966, died Oct. 10, 1988.

Homer C. Wilkins, Kemp, retired from Dallas District in 1976, died Sept. 25, 1988.

Allen M. Wilson, Waco, retired from Waco District in 1987, died Sept. 30, 1988.

Henry G. Wittbecker III, Brenham, retired from Division of Automation in 1974, died July 21, 1988.

Compiled by Bernice Kissman, Human Resources Division.

Beaumont three win credentials

Three Beaumont District employees recently earned new sets of initials to wear behind their names.

Louis D. Bryant III and Victoria L. Duke have received accreditation as professional public buyers (PPB) from the National Institute of Governmental Purchasing. Betty L. Brown has earned her bachelor of business administration (BBA) from Lamar University.

Bryant, warehouse supervisor, and Duke, accounts examiner of the general warehouse shipping and receiving section, demonstrated their proficiency by passing a two-part written examination. The test covered purchasing, materials management, inventory control, specifications writing, and related fields.

Bryant has been with the department seven years, and Duke has 10 years' service. Both intend to work toward the Certified Public Purchasing Officer Certificate, also offered by the NIGP.

Brown, accounts examiner in the district accounting office, has worked for the department 10 years. She expressed her gratitude at earning her degree after years of effort and hard work. ★



When my wife and I were driving back from El Paso recently, we developed car problems about 10 miles outside of Sealy. It was later found that we had water in the gas.

As the car lurched to a stop on a rather desolate stretch of highway, I noticed a Texas Department of Highways and Public Transportation truck across the median headed in the opposite direction. I jumped out of the car and started yelling and waving my arms, and the highway department person drove across the median and offered his help.

He was gracious and kind enough to volunteer to follow us into Sealy to see if we could get our car fixed or to offer us transportation if the car could not be started. He followed us into Sealy, and we made it into a gas station.

Bobby Barrett's courtesy and his willingness to help saved me a long walk and earned my deepest appreciation. He was very kind and considerate and does great service to your department. I was very impressed with his attitude and his willingness to be a nice guy.

**Donald L. Boudreaux
 Beaumont**

Barrett works in the Austin County maintenance section.

I would like to thank **Carlos Dominguez** for his courtesy in responding to my phone call of July 21. I was inquiring about the dumping of rubble from the teardown of the Trowbridge overpass in an area behind our home off Horizon Boulevard, which was creating a great deal of noise during the nighttime hours.

Thanks to his courteous phone call, I sincerely understand why this was taking place. The loss of a night's sleep is worth it for a highway department that is doing a great job to make our highways the very best and safe. It's reassuring to get a courteous and sound response to a situation that could otherwise have become a problem.

I also thank **Carolos Ahumada** for his time and for referring my call to Mr. Dominguez.

**Beverly P. Jackson
 El Paso**

Carolos Dominguez is supervising resident engineer on widening Interstate 10, Phase III, between Chelsea and Robert E. Lee. Carlos Ahumada is the project engineer on widening phase IV. And Betty Best, public affairs officer in the El Paso District, says it's nice to hear from folks who "appreciate us and understand what's happening!"

While returning home from a trip to Colorado, I developed car trouble just east of Memphis, Texas, with the temperature at 100 degrees or more.

I had been concentrating on my heat gauge, as I was pulling a 25-foot trailer and my vehicle was barely staying out of the "hot" position. Suddenly it stopped completely. With no electricity, I had no CB to call for help.

Suddenly a highway pickup, driven by **Bob Zuber**, District 25, stopped and asked if I needed assistance. I thought I had checked everything and had arrived at the conclusion that my battery needed replacing. Mr. Zuber asked only one question: What about the alternator belt? And that was the answer.

Mr. Zuber said he would return to town and send me assistance, which he did, and within an hour or so we were on our way again. Mr. Zuber is indeed a credit to the Texas highway department and a person two elderly people will never forget.

**John F. Kasper
 Corpus Christi**

Zuber is a maintenance technician on the Childress District's special jobs crew.

This is to inform you of my gratitude for the availability of **John Cernoch** on Highway 288. I was traveling with my three young children when I experienced a blow-out. Mr. Cernoch came, it seemed, out of nowhere and offered his assistance.

For a vulnerable woman traveling alone on an undeveloped highway, he came to the rescue. I appreciate the services of the State Department of Highways and Public Transportation more than ever before.

Kathleen Benbrook

Cernoch works in the Alvin maintenance section, Houston District.

The Loop I bridge over Barton Creek demanded a balancing feat between ecology and economy — protecting the environment while moving traffic in a thriving city. Its success was rewarded with an Award of Excellence in Highway Design from the Federal Highway Administration. See story, page 6. (Photo by Jack Lewis)

ON OUR COVER

Editor.....Rosemary Neff
 Associate Editors.....Juliana Fernandez
 Marcy Goodfisch
 Karen Lefevre

Manuscripts, photos, news tips invited.
 Telephone the editor at (512) 463-8612, or
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Volume 14 Number 6

TRANSPORTATION NEWS

HIGHWAY HUMOR



I JUST WANTED TO THANK THE SHORT, FAT, BALD MAN WITH GLASSES THAT HELPED MY WIFE ON THE HIGHWAY.

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