

TRANSPORTATION news

State Department of Highways and Public Transportation

September 1990



**Surveying reaches
new heights**

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What's inside . . .

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On our cover:

A Division of Automation employee sets a receiver collecting data from an antenna monitoring satellite signals. The system can pinpoint locations and bring greater accuracy to surveying while increasing efficiency. (Photo courtesy of Division of Automation)

TRANSPORTATION news

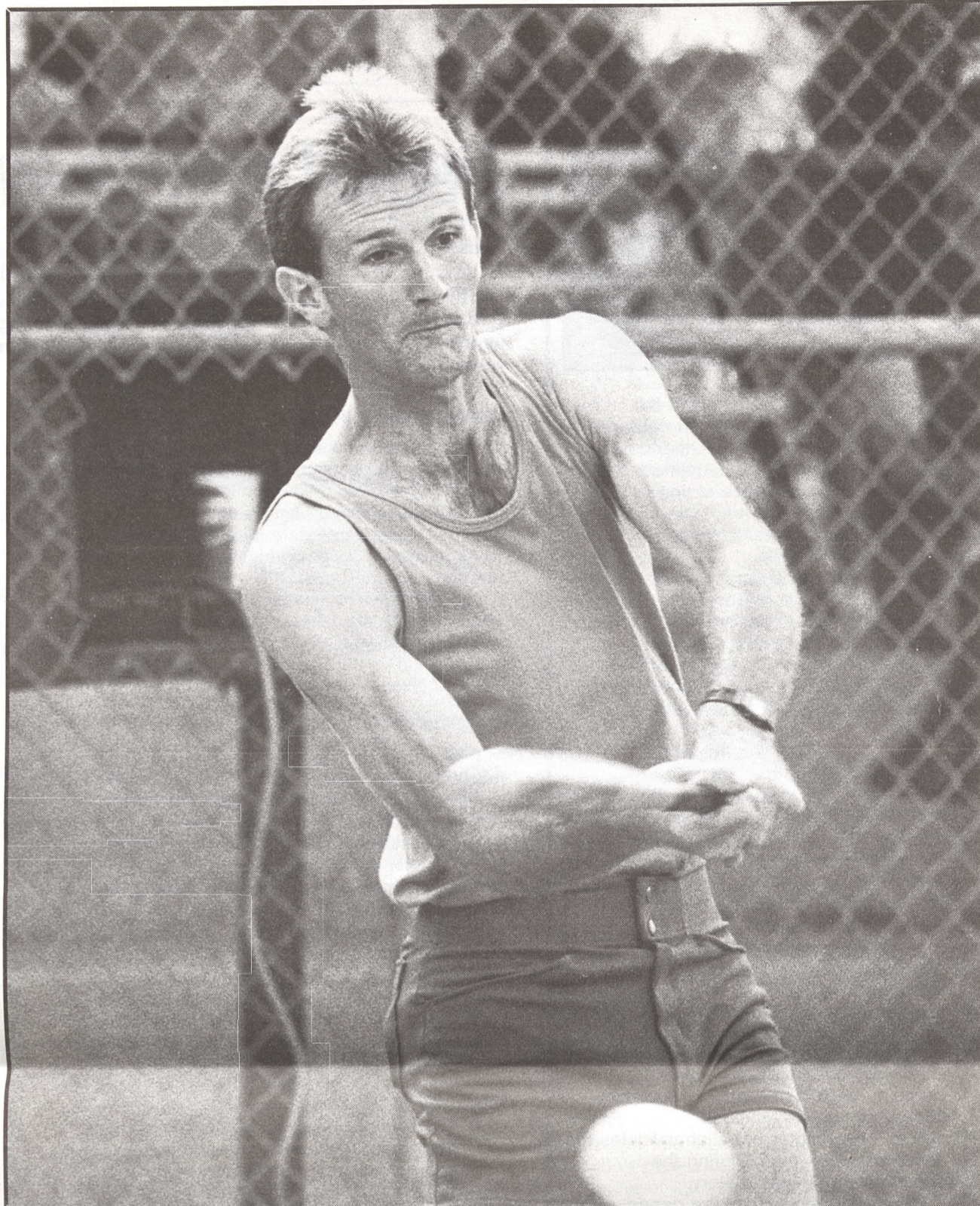
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A newsletter published monthly by the Travel and Information Division of the State Department of Highways and Public Transportation, at 11th and Brazos Streets, Austin, Texas 78701-2483.

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

Editor Rosemary Neff
Associate Editors Jeff Carmack
Gina McAskill



Dodd Vinson of Marshall gets serious about softball in the second annual departmentwide tournament. Forty-two teams gathered in Austin July 7 and 8 to compete for bragging rights in three categories. For more photos and tournament results, see pages 8 and 9. (Photo by Kevin Stillman, Travel and Information Division)

From the Engineer- Director



I'm sure you've heard about the Sunset Review staff report delivered to the department in July. Other columns on this page contain the summary of the report. I encourage each of you to read, discuss, and come to understand why the recommendations were made.

Nothing in the report tells us to stop what we're doing and go back to Square One. Instead, the Sunset staff report, issued after an exhaustive review, offers some fine-tuning to this complex organization of 15,500 dedicated employees with more miles of public roads to preserve than any other state in America.

From places like the July district engineer/division head meeting to the coffee shop at break, I've heard discussion of some elements in the report: expanding the size of the commission, altering contractor payment schedules, developing advisory committees, and recruiting and hiring qualified women and minorities in management positions.

We all must recognize that what we call "the department" is the collection of all our individual energies. And, like each of us, it always has areas where improvements must be made in order to excel.

However, the most significant aspect of the report, one that I do not hear discussed much, is the recommendation that the department be continued for a 12-year period. This recommendation validates the decisions we've made during the department's 73-year history.

The report recognized the department as the primary vehicle to plan, build, and maintain a system of state highways as an essential component for the economic and social progress of the state. The report paid the department the greatest compliment an engineering organization can ask for: "The Texas highway program has been generally *cost effective* in comparison to other states." Each of us must recognize our own contributions to that achievement.

The Sunset Review report is not the ultimate word. After the Sunset Advisory Commission develops final recommendations, a bill will be drafted, introduced, and debated in the Legislature next spring. During this time, we will all face individual challenges. The achievement each of us brings to our formula for success — quality, integrity, and mutual respect — determines the focus and direction of our future, and therefore the department's future. It's a future I am proud to share with you.

Sunset results summarized

The State Department of Highways and Public Transportation is subject to the Sunset Act and will be automatically abolished unless statutorily continued by the 72nd Legislature in 1991. The review of the department included an assessment of: the need for the functions of the agency; benefits that could be gained through transfer of all or part of the agency's functions to another existing agency; and changes needed if the agency were continued using its current organizational structure. The results are summarized below.

Assessment of need

The review concluded that the functions of the highway department should be continued for a 12-year period. The primary functions of the department to plan, build and maintain a system of state highways continue to be needed. The Texas highway program has been generally cost effective in comparison to other states. In addition, abolishing the department without transferring the functions to another agency would result in the loss of almost one billion dollars a year in federal funds.

Organizational alternatives

If the decision is made to continue the functions of the agency, the review concluded that the highway department should be continued as a separate agency. The department already serves as an umbrella transportation agency through its activities in the areas of public transportation, traffic safety, registration of motor vehicles, and the permitting of overweight trucks. As certain other transportation-related agencies, such as the Texas Turnpike Authority and the Department of Aviation, undergo sunset review, an evaluation will be made whether or not the functions of these agencies should be transferred to the highway department.

Recommendations

- The commission should be enlarged from three to six members and the requirement that the director of the department be a registered engineer should be removed.
- The administration of the department should be modified by:
 - requiring the department to make monthly payments to contractors no earlier than the 10th of each month;

- increasing efforts to recruit and hire minority employees at the professional and upper management levels of the department; and
- requiring the department to participate in the state's competitive cost review program.
- The operation of the department's programs should be improved by:
 - developing and adopting the processes for selecting highway projects and performing environmental impact reviews of proposed state-funded projects through the state's formal rulemaking process;
 - creating two advisory committees, one to assist in the development of the project selection and environmental review processes and another to aid in the department's public transportation efforts;
 - removing the statutory requirement that the department pay for moving utility lines on Interstate highway projects;
 - establishing a disadvantaged business program for state-funded construction, maintenance and purchasing contracts; and
 - changing the regulation of overweight vehicles to establish a highway maintenance fee, remove requirements for surety bonds, and provide for a system of administrative, as opposed to criminal, penalties for violations of the state's overweight vehicle laws.

Fiscal impact

Preliminary estimates indicate that the recommendations will produce a new revenue gain of \$19.5 million per year.

Oliver braves the heat in Tyler

By LAURA RAYBURN
Tyler District

Things really heated up in the Tyler District for Arnold Oliver's first visit to the area since becoming engineer-director. Not only was the temperature unusually warm for June, but Oliver was put in the "hotbox" concerning highway commission Chairman Robert Dedman's recent comments about raising the gasoline tax.

Oliver was in District 10 to address a Longview Chamber of Commerce luncheon June 14. He spoke about the importance of highways and changes he would like to see in highway funding, such as using the \$11 billion being held in the Federal Highway Trust fund instead of applying it against the budget deficit.

He told the audience that the top priority of the highway department is to preserve the current highway system and then try to improve it with expansions. "It's just like anything else we take for granted — if we take it for granted long enough, we stand the chance of losing it," he said.

During a news conference that morning at the chamber of commerce headquarters, Oliver fielded questions about the proposal to raise the state gasoline tax. He explained how the tax revenue is distributed, and noted, "The gas tax is also doing things other than building highways."

He commended three projects that are improving highways in the Longview area: the widening of US 80 in downtown Longview, the widening of US 259 in northern Gregg County, and the grade-separation interchange being built at Loop 281 and Alpine Road in Longview.

Later, Oliver toured part of the district and wound up his day at a reception held at District 10 headquarters in Tyler. To accommodate the many employees who attended, it was held in the district shop, which has no air conditioning.

Oliver took it all in stride. He took off his jacket, rolled up his sleeves, and got down to the business of meeting employees and eating cake. During the reception, Oliver was presented a baseball cap emblazoned with University of Texas symbols, which he wore the rest of the afternoon. ★

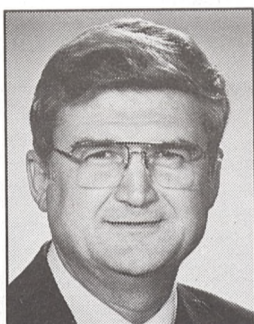
Holzmann named new deputy director

The retirement of highway department Deputy Director Alfred R. Castello has prompted a realignment of duties for the department's four deputy directors and the appointment of Frank Holzmann as the new deputy director for project development.

"This realignment makes the most of the considerable abilities of our deputy directors, and we'll need that strength to meet the challenges that lie ahead for this department," said department Engineer-Director Arnold Oliver.

The reorganization also allows the engineer-director to appoint an information resources manager, who will coordinate compliance with Department of Information Resources (DIR) requirements and develop a strategic plan for information resources. The manager, who has not yet been named, will also administer the department's Executive Information System.

The realignment puts Marcus Yancey, deputy director for planning and policy, in charge of the Planning and Policy, Transportation Planning, Public Transportation, and Automation divisions. Roger Welsch becomes deputy director for field operations,



Frank Holzmann

overseeing the Equipment and Procurement, Construction, Materials and Tests, and Maintenance and Operations divisions. Henry Thomason, as deputy director for support operations, is responsible for Finance, Motor Vehicles, Human Resources, Travel and Information, and Occupational Safety divisions.

Holzmann, a 34-year veteran of the highway department, will oversee the department's Bridge, Highway Design, and Right of Way divisions.

"Frank Holzmann brings a long history of experience and accomplishment to this position and will prove extremely valuable in continuing

to provide Texas with a first-class transportation system," said Engineer-Director Arnold Oliver.

Holzmann graduated from the University of Texas at Austin with a degree in civil engineering. He went to work in the department's San Antonio District in 1956, eventually rising to direct the design team responsible for some of San Antonio's biggest highway construction projects. He oversaw the design of the Fratt Interchange in northeastern San Antonio, at the time the largest single contract ever awarded by the department. He was also responsible for initial direction of the \$300 million downtown "Y" project.

For successfully directing one of the largest construction programs in the state, Holzmann received the 1982 Gibb Gilchrist Award, an annual honor for exceptional engineering and managerial accomplishment. He was named the department's chief design engineer in 1984. In 1987, he received the L. I. Hewes Award for development of a training program in design engineering. The prestigious award was presented by the Western Association of State Highway and Transportation Officials. ★**Roger Polson, Travel and Information Division**

Lancaster named design chief; Moss ascends in Amarillo

William A. Lancaster, former Amarillo district engineer, became chief engineer of the Highway Design Division Sept. 1.

James N. Moss, who had been assistant district engineer in Amarillo since 1987, succeeds Lancaster as district engineer.

In his new position, Lancaster will be responsible for policies and procedures for highway design, managing and updating the 10-year Project Development Plan for highway construction, directing the department's design training program, and periodically updating all highway construction specifications.

His highway administration experience in West Texas and the Panhandle spans more than three decades. He began work with the department's Odessa District in 1958. In the 1960s, Lancaster established and directed residency offices in Sanderson and Balmorhea. While in Balmorhea, Lancaster supervised the design and construction of Interstate 10 through the area.

He was the Odessa District's chief of construction from 1968 until 1975, when he

became district design engineer. Two promotions later, Lancaster was named district engineer in 1980. He moved to the Amarillo District in 1987.

A civil engineering graduate of Colorado State University, Lancaster is a recipient of the highway department's Gibb Gilchrist Award for engineering leadership and excellence.

Moss, who received his civil engineering degree from Oklahoma A&M (now Oklahoma State University), began working for the department in 1957 in the Potter County residency. He served two years in the district right-of-way section and nine years as district traffic engineer.

In 1984, Moss became district maintenance engineer. He was appointed assistant district engineer in 1987.

Moss was honored as Engineer of the Year in 1981 by the Panhandle Chapter of the Texas Society of Professional Engineers. ★**Ronda Baker, Travel and Information Division**

Blaschke gets TSABAA award

Deputy-Engineer Byron Blaschke was recently named Administrator of the Year by the Texas State Agency Business Administrators' Association.

The award was presented at the association's annual conference in Corpus Christi in July.

Engineer-Director Arnold Oliver said, "Without question, Byron is one of the most able administrators I have ever known or worked with. He has the respect and admiration of the entire department and continually brings praise and honor to the department. We are proud he is one of us."

"I was most surprised to receive this honor," Blaschke said. "Certainly, any honor of this type is based not only on the accomplishments of the individual, but is also

a reflection of the team with which he works. I look at this as a recognition of what we, as a department, have accomplished."

Blaschke started with the department as a summer hire in 1956, and started full-time as an engineering assistant in the San Antonio District in 1963. He has served as chief engineer of the Safety and Maintenance Operations Division, chief engineer of the Highway Design Division, and deputy director for design and construction. In 1986 he was assigned to his current position as deputy engineer-director.

In 1976 he received the Dewitt C. Greer Award, one of the highest honors bestowed by the department. ★**Jeff Carmack, Travel and Information Division**

Castello retires

Deputy Director Al Castello, who has been battling health problems for months, retired Aug. 31.

The 36-year department veteran served as deputy director for support operations since 1984. Castello was the first non-engineer deputy director in the department's history.

"I am really sorry to see Al Castello leave us," Oliver said. "He has been an excellent administrator and a good friend."

Castello's pioneering work in the development of automation in the department was particularly important, Oliver said. "Al was way ahead of his time," he said. "He was an advocate of automation long before computers were part of the daily landscape. And the sophisticated automation system the department has today is due in large part to his foresight and determination."

Oliver continued, "The people of Texas may not have heard of Al Castello, but they have benefited from his creativity and hard work."

"I'd like to thank everybody for a good 36 years," Castello said. "It was the employees who really did it and made me look good — my compadres."

Castello said he is "Looking forward to just being here" and plans to spend time at his woodworking workbench.

A thanks from Al Castello

Dolores and I would like to thank all our highway friends for the wonderful retirement party (Aug. 28). Your thoughtfulness and generosity will never be forgotten.

The luggage will be used for our travels, the glassware will always be a social reminder of the highway family, and the gift certificate will go toward completing the tools for my shop.

Thank you for all your friendship and caring. Please continue to pray for us; our prayers are with you. Hope to see you soon. God bless you all.

Stacks sticks to tradition of service



Jim Stacks joined the department in 1959, shortly after he received his degree in civil engineering from the University of Texas at Austin. He progressed from engineering assistant through increasingly responsible positions until his appointment as district engineer in 1980. Stacks reflected on his career and his goals in this conversation with Roger Polson of the Travel and Information Division.

A conversation with . . . Wichita Falls District Engineer Jim Stacks

You've been in the district since 1959 and the D.E. since 1980. Tell me a little about the Wichita Falls District.

I'm from this part of the country. This is home to me. We're in between being an East Texas and West Texas district, so our district is quite varied in soil conditions, weather conditions, and so forth. We have some of the problems of both areas of the state. Certainly, weather is a main concern for us in roadways. We have some harsh weather in the winters that causes problems. Then we have extreme heat for a few weeks in the summer. As a result, a lot of our money is spent on rectifying conditions caused by adverse weather.

Have you had to adapt techniques to keep the roads in shape because of the extremes?

Yes, we do. We know that certain times of the year we are going to spend time on problems that arise from weather. Our people have grown up with the problems and as a result they are very good at dealing with them.

You go through a lot of freeze-thaw cycles up here.

That's right. We don't have a lot of ice and snow but we have some every year, enough to cause problems.

Another thing that's interesting about this district is that because you are on the state border, you almost have to be an ambassador in projects that we share with our neighbors.

Yes, we have a very good working relationship with Oklahoma. We work very

closely with them on our bridges and when we have problems at those locations. They've been very receptive to cooperating with us.

The Red River is very changeable. The river bed changes from major flood to major flood. As a result, we have a lot of washing problems, and we have worked out an arrangement with the state of Oklahoma where we pay half of the costs and they pay half. We maintain every other bridge and build every other bridge and they maintain and build the other half. On all the bridges built it's a 50/50 payout. We have to work very closely with them.

We are currently in the process of building two bridges. One is a real exciting project at Nocona. It has been a controversial project as far as location goes. Two cities wanted it, but everything has been resolved. Texas will build it, and there are quite a few farm roads that will be constructed to go along with it. We are also building a new bridge across the Red River on US 70 in Wilbarger County.

A few months ago, a group of Cub Scouts from Nocona presented a large thank-you card to the highway commission for approving the new bridge. Do you still have that?

Sure do. I picked it up in Austin. We've got half of it. The other half they gave to the Oklahoma commission, and when the bridge is done we will bring the two halves together. We are saving our card for when the bridge is completed.

This district has spawned a couple of people who have been very successful in the department, including Engineer-Director Arnold Oliver, Deputy Director Henry Thomason, Paris D.E. Bobby Myers.

That's right, there have been some very outstanding people that we are very proud of in this district. Arnold started in the same residency that I did. Then I took over when the resident engineer retired, and Arnold and I worked there for seven years. Then he became resident engineer in Graham.

He has assumed his position in the department with great confidence. Has he always exhibited that ability?

He has always been an outstanding leader. There has never been any doubt that he was capable of handling anything.

Were you classmates?

Not really. We did attend a semester at the same time, but I didn't know Arnold then. We are both University of Texas graduates. Arnold had gone to school and then into the service. While he was in the service, I was in school, and then as I was finishing he came back. But I didn't know him until we went to work in the residency.

I was trying to figure out this maroon furniture in your office.

Well, I inherited this. Some people have suggested that I could repaint it. Arnold says it's not that I like maroon, but I'm just too tight to have it redone (laughs).

A visitor to the district sees that the employees have a lot of pride. Do you emphasize pride and good morale in the employees?

I think it's a natural course when people work together, they develop this pride. The dedication of the people is contagious. We have a lot of people who feel very strongly about the "highway family" concept. A lot of us in the department for a number of years find that very important, and it's one of the reasons we have stayed with it.

As in the department as a whole, there are a lot of engineers here who have more than 20 years of service. Then there are a group of new engineers, with a gap in the middle. How are the young engineers doing?

They are showing a lot of promise. We have some really outstanding young engineers here. We are making sure that they will have all of the qualifications for registration: that's the most important thing. We try to put them in jobs where they will get the experience that will lead to registration. The residency operation is the place where they are most likely to get that experience. Design is important also.

The department is quite concerned about the environment. Have you been able to incorporate environmental responsibilities in your design and construction activities?

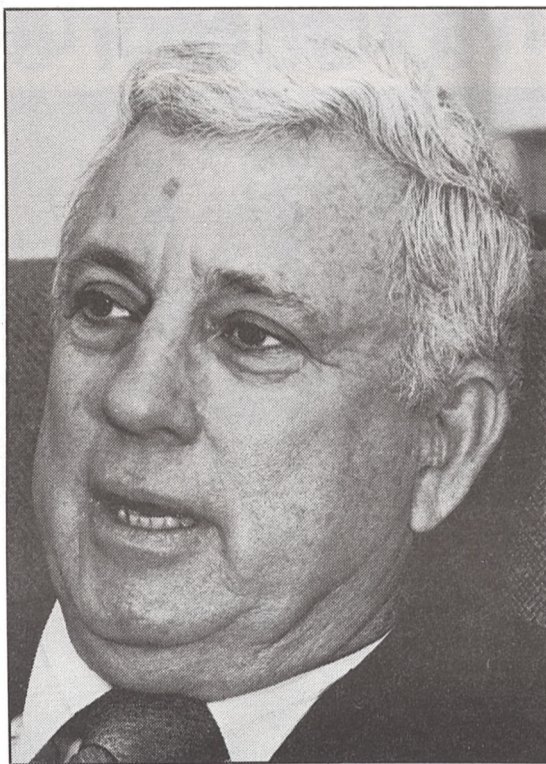
We haven't had a lot of problems with environmental concerns. Right now, the major project we are working on is the overhead lanes on US 287 here in Wichita Falls, and one of the concerns of the local businesses adjacent to the project is the aesthetics. We are meeting with a group to satisfy the area needs if we do decide to go with the overhead lanes.

Environmentally, we are doing a lot in this district. We're planting a lot of trees and shrubs; that is quite evident as you look around. We have been working closely with the city of Wichita Falls to protect the environment.

We are also working with the Keep Texas Beautiful guidelines to improve the environment. We've had winners every year in the (Governor's Community Achievement Awards) contests. There is a \$100,000 contract now for planting in the medians here in Wichita Falls as a result of winning one of the awards. Electra has won one; so has Seymour. Muenster won the first year.

Have there been any interesting developments in archaeological investigations?

There have been some major finds along



“
Our main concern is service to the public and we try to adhere to that.
 ”

the river near the site of the new bridge. The particular location where we are crossing hasn't been found to be archaeologically sensitive, but downstream and upstream they have found some very strong sites, both Indian and Spanish.

We had a major dig just a few years ago in Cooke County where we were building a road near a new lake. A very extensive location was found there.

What major projects are you working on now?

Well, the overhead through downtown Wichita Falls is a big one. And the Kell Freeway is one we've been working on since the '60s. We have one more major leg to complete. I would like to see it built in the next few years before I retire. We are also just about finished resurfacing Interstate 35 through Cooke County.

What are your philosophies toward the public, the news media, and your employees?

If you look at a profile of this district, one of the things that we've preached for many, many years, and something I inherited, is that we are a service organization. Our main concern is service to the public and we try to adhere to that. I think we have very good public relations. Of course, you can't please everybody, but we try to solve our problems at the district level. We have some very talented problem solvers.

As for my philosophy toward our employees, I try to delegate, give the supervisors the authority to deal with their people. We try to solve problems at the lowest level of management.

We also have an open-door policy. Very few people come in here with problems, but if they need to, the door is open. And I answer my own phone; I feel that it's

important to do that. If someone calls and the secretary asks who it is, callers might feel that if they are the wrong person they aren't going to get through. That's a negative right there, and I never liked that.

As you move up in responsibility, you become less an engineer and more a politician, dealing with the county and city leaders. Have you been able to adapt to that role?

That hasn't been that difficult because we are basically after the same thing, building a good transportation system, and it is as advantageous to a county judge to have good roads as it is to us. We did discuss the location of the new Red River bridge for a long time, and finally got an agreement. By and large, they've been very easy to work with.

My background, and Arnold Oliver's too, is with the same resident engineer, A.D. January. We learned a lot from him about being fair to people. He was a real inspiration.

Who else has had an impact on you in your development?

You learn leadership from some people, you learn management from others. Everyone has strengths and Arnold and I paralleled working for the same people, so our values are very similar.

I worked for two other DEs. L.B. Dean and Bob Schleider certainly had an influence. Also, Luther DeBerry, Mark Goode, and Raymond Stotzer were all models and leaders.

It seems that there are always people in the department willing to help others.

Throughout the department there are people who like to help. I try to solve our problems here but if I need to go to one of the divisions, we always get very good cooperation up and down the line.

That sounds like the customer concept again — that if a district is requesting assistance, the district is the customer and the division tries to assist however it can.

There has been a lot of management training in the department but one of the best presentations that I've ever seen was from a professor at Texas A&M who gave a presentation on marketing the department. It's the same as what you are saying — being a service organization and selling our service to the public. He really pointed out the importance of what we do and how we can help more people understand it.

How's the golf game these days?

Not too good. I'm still an avid golfer, have been since I was a young man. I enjoy it. It's my major hobby, I guess. I play a little golf and a little racquetball for some exercise.

Tell us about your family.

I have one boy and one girl, Scott and Leslie. Scott is a research chemist in Fort Worth. Leslie is married and going to night school here in Wichita Falls. My wife, Mary, is a school secretary, and has been for 19 years. She likes to be around the kids.

What is the story behind this old highway sign on the wall?

Well, that's a sign from the old highway between Texarkana and Amarillo. It's not even the same highway now. Dale Terry (district public affairs officer) found these old signs and we made a few up. It's the old design with a star on it.

Spanning Denton's transportation needs



By **BONNIE BECK**
Dallas District

Public transportation in Denton is a success today due to a unique combination of "something old and something new."

Special Programs for Aging Needs, Inc., operates a general-use transit system funded in part by grants administered by the State Department of Highways and Public Transportation.

The "something old" are rubber-tired trolleys that blend in with the historic downtown areas of Denton. Routes serve the central business district, Texas Woman's University, the University of North Texas, and other parts of the community. In fact,

the trolleys have become so popular that regular passengers complain when SPAN has to substitute other vehicles while the trolleys receive routine maintenance.

SPAN's "something new" is the envy of other small urban and rural transit systems in the state — a brand-new facility for the administrative and maintenance staffs. The former director of the agency, Roberta Donsbach, persuaded a local foundation to donate a parcel of land valued at more than \$180,000. The facility was built with \$560,000 in federal and state funds administered by the department.

Like many small transit systems, SPAN has a multitasking staff. "El Conjunto de Pete Garcia," led by a SPAN driver, entertained guests at the facility dedication in

Denton's public transit system is a success due partially to an old formula: "Something old and something new." Passengers are treated to rides in rubber-tired trolleys that blend in with historic downtown areas of Denton. (Photo by Juan Carlos Reynoso, Dallas District)

late May. Volunteers who regularly provide meals for elderly people in Denton provided the refreshments for the ceremony.

As its name suggests, SPAN began as an agency devoted to the needs of elderly and disabled people. Over the years, various local officials discussed the need for general public transportation in the Denton area, and SPAN was the logical choice to operate the system. General service started three years ago, and ridership continues to grow.

SPAN is one of many public transportation contractors that work with the Dallas District office. Dallas Area Rapid Transit, SPAN, and other operators in the region coordinate their efforts with district staff to meet regional mobility needs.★

Newly widened causeway links Corpus Christi, Portland

By **BECKY KURESKA**
Corpus Christi District

A bevy of pedal-powered surreys broke the ribbon that opened the southbound lanes of the widened Nueces Bay Causeway to traffic May 14. The causeway, which carries US 181 between Corpus Christi and Portland, has been widened from two lanes with no shoulders to three lanes with inside and outside emergency parking lanes in both directions.

Engineer-Director Arnold Oliver and Frank Mayer, administrator of the Federal Highway Administration's Texas Division, were special guests at the midafternoon ceremony and the reception that followed in Portland. Corpus Christi Mayor Betty Turner and Portland Mayor Bill Webb, along with

local legislators and representatives from the chambers of commerce, also celebrated the improvement linking their two cities.

The unusual ribbon-cutting method promoted the tourism industry, which is expected to be well served by the widened structure and other ongoing and planned improvements to US 181. The route serves the new Texas State Aquarium, near the north end of the Harbor Bridge on Corpus Christi Beach.

The \$22.6 million widening project began in August 1987. Boh Bros. Construction Co., Inc., of New Orleans, La., was contractor for the project. The southbound causeway structure (built in 1950) was replaced, and the northbound structure (built in 1963) was rehabilitated and widened. The 1.9-mile bridge required 2,330 pilings, which would total 42 miles if laid end to end.★

Problem statements requested

The Research Section of the Transportation Planning Division (D-10R) is soliciting problem statements for possible study under the department's cooperative research program.

Input is needed from employees whose transportation-related problem could be solved if professionals were able to devote enough time to its study.

Employees are invited to submit a short description of their problems (one page or less) to D-10R by Oct. 15, 1990.

Problem statements will be evaluated by subject-area committees and by the departmental Research and Development Committee.

Selected problem statements will be sent to designated universities for conversion into research proposals, which are again reviewed by the Research and Development Committee. Those approved will become research studies on Sept. 1, 1991.

Problem statements should be submitted by Oct. 15 to: Alvin R. Luedicke, State Transportation Planning Engineer, SDHPT, Transportation Planning Division, Attn: D-10R, Box 5051, Austin, TX 78763.

Questions may be directed to Jon Underwood, engineer of research and development; or Lana Ashley or Tanya Pavliska, research program administrators. The telephone number is 241-7403 (TexAN) or 512/465-7403.★

Jackie Barnes keeps on truckin'

By **ROGER POLSON**
Travel and Information Division

Jackie Barnes is proud. He's proud of the highway department job that he's had for 27 years. He's proud of his train collection, which occupies a whole room in his house in Vernon. And he's proud of his truck.

Well, it's not really *his* truck. Barnes drives a dump truck for the Vernon maintenance office in the Wichita Falls District. And though it's not unusual for a Texan to love his truck, Barnes has taken a particular shine to the '87 GMC he drives for the department.

One look, and you know that this is no ordinary truck. Sure, it's painted "Federal Yellow" like all department dump trucks, but Barnes' truck is adorned with chrome. Chrome lug nuts, chrome hubcaps, chrome mirrors, chrome accessories everywhere you look.

Barnes' effort to dress up his truck is not all flash. First of all, most of the accessories are related to safety, allowing others to see him better, the mirrors give Barnes a better view. Secondly, he has found most of the spare parts along the road, making him sort of a self-styled litter collector and recycler.

"When you find a rough joint in the highway, nine times out of 10 you'll find a hubcap or a lug nut 150 to 200 feet on down the road," Barnes said. "I found all the chrome bars, the mud flaps, lug nuts, hubcaps, the little visors on top of the lights. I found all the mirrors; I don't know how they kept from getting broke. I found them out in the grass. It's all out there. All you got to do is look for 'em."

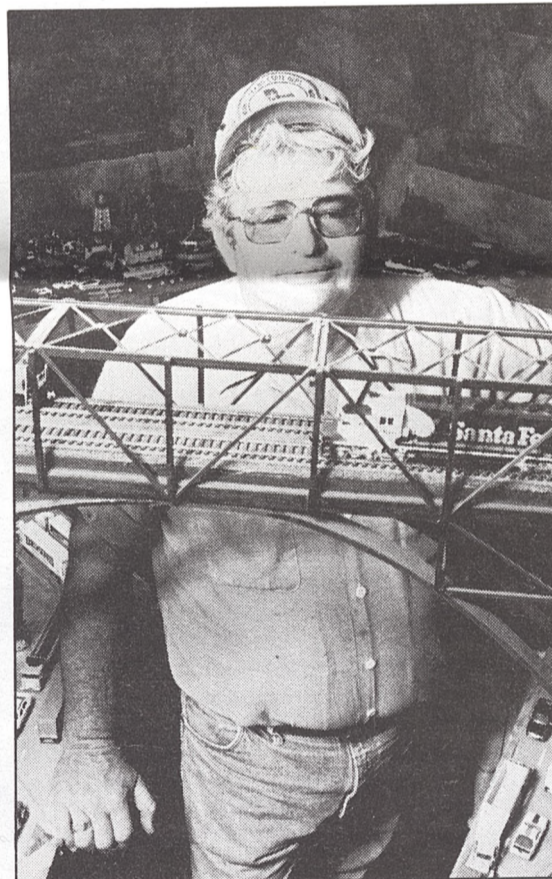
With the mirrors, Barnes can see all around him. "I can see the bottom of the wheels, if anybody's around the water can, if the tool box is open, check how far I can back up, check the load, watch the clearance when I pull under something, and check the emergency lights. I don't like to step out of the truck unless that big rotor light is working on top. When you're on the road, you want to be seen, let the traffic know you're there."

People notice Barnes' truck. He said a lot of them drive by and wave or honk.

"It makes me proud," he beamed. "It's been called a circus wagon, but I can take the jokes. I think when you take care of your equipment it makes people realize you're proud of your work and that makes the state look good."

While he spends a lot of time in and around his truck, Barnes still finds time for his second love, his model trains.

"I fell in love with trains when I rode one to my grandmother's house in Arkansas," Barnes said. "I got my first train for Christmas when I was 6."



Jackie Barnes of the Wichita Falls District is understandably proud of his truck, above, which he has decorated with items found along the roadway. At left, Barnes poses with his beloved model trains. (Photos by Kevin Stillman, Travel and Information Division)

specially built room in the Barnes' home. Several separate tracks wind through a mountainous terrain and a sprawling miniature city built by Barnes, complete with a highway department and, you guessed it, dump trucks. Along the walls of his train room are railroad artifacts of all shapes and sizes and a sign in the corner of the room that says, "I refuse to grow up."

Like any collector, Barnes is always on the lookout for more treasures. He currently has his eyes open for an "I ♥ my Truck" bumper sticker.

You don't have to spend much time with Jackie Barnes to realize how true both the sign and the sticker slogans are.★

Barnes is especially proud of a train given him by Wichita Falls District Engineer Jimmy Stacks. "Mr. Stacks gave me the Lionel train he played with when he was a kid," Barnes said. "There was this guy from Oklahoma that saw that train and wanted to buy it from me. But I said no, he got mad at me, and I said, 'Well, you'd have to know the individual that gave me that train. I really think a lot of him and I wouldn't part with it for anything.'"

The collection numbers more than 45 engines and 150 cars and occupies a

Second annual department softball tournament

The second annual department softball tournament, held July 7-8 at Austin's Pleasant Valley Sportsplex, was by all accounts a resounding success.

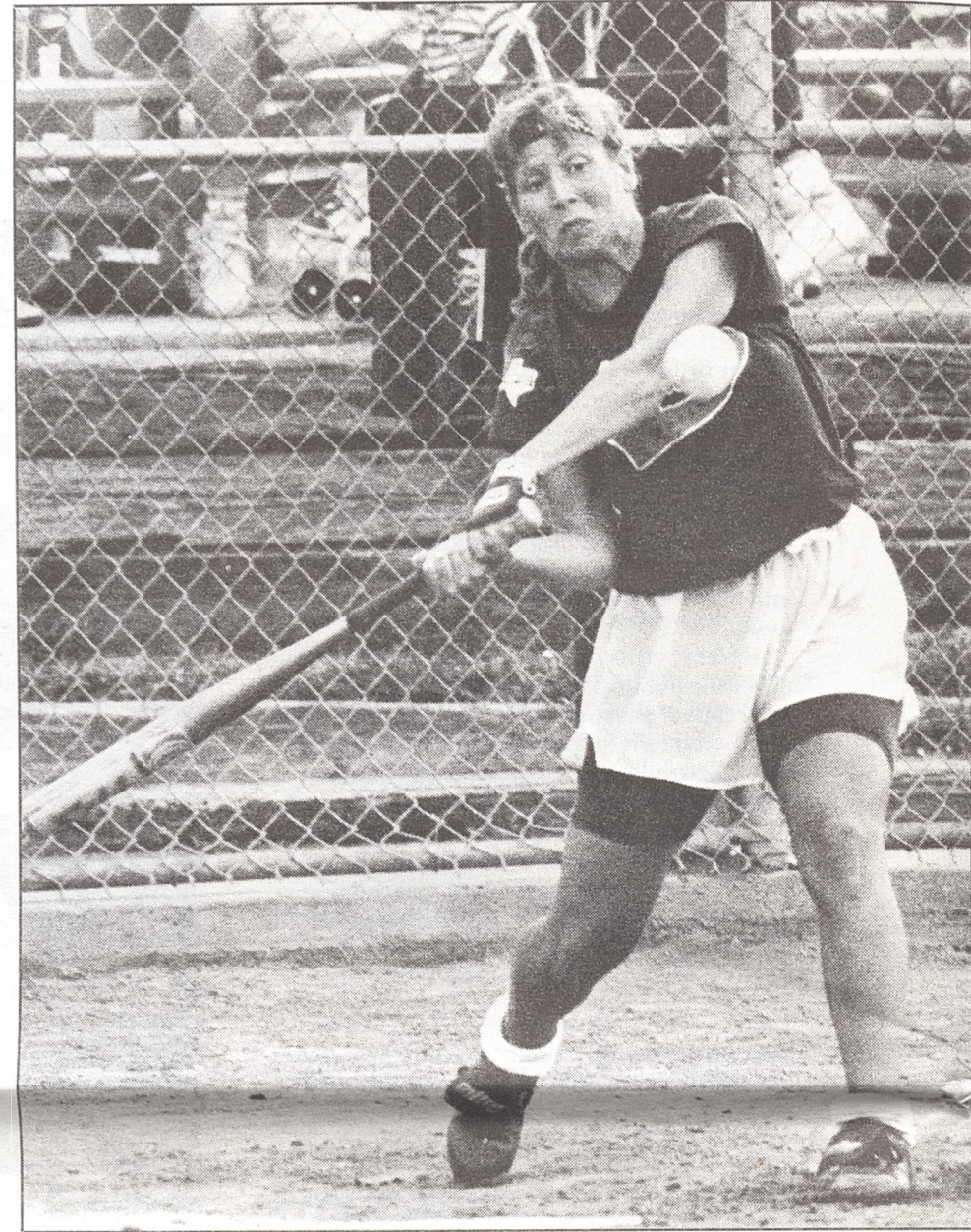
Zachary Graham, program administrator in the Transportation Planning Division, said the tourney attracted 42 teams this year, up from the 37 that played last year. He said that all the divisions, and many of the districts, were well represented. Though the tournament failed to attract any teams from the Valley or West Texas, it did draw representation from as far away as Abilene and Corpus Christi.

Graham said the tournament used the entire sports complex, which allowed nonstop softball. On July 7, a Saturday, games ran from 9 a.m. to 9 p.m. This eliminated the major complaint about last year's tournament — that games started too late. Graham said the latest games last year started as late as 1 a.m.

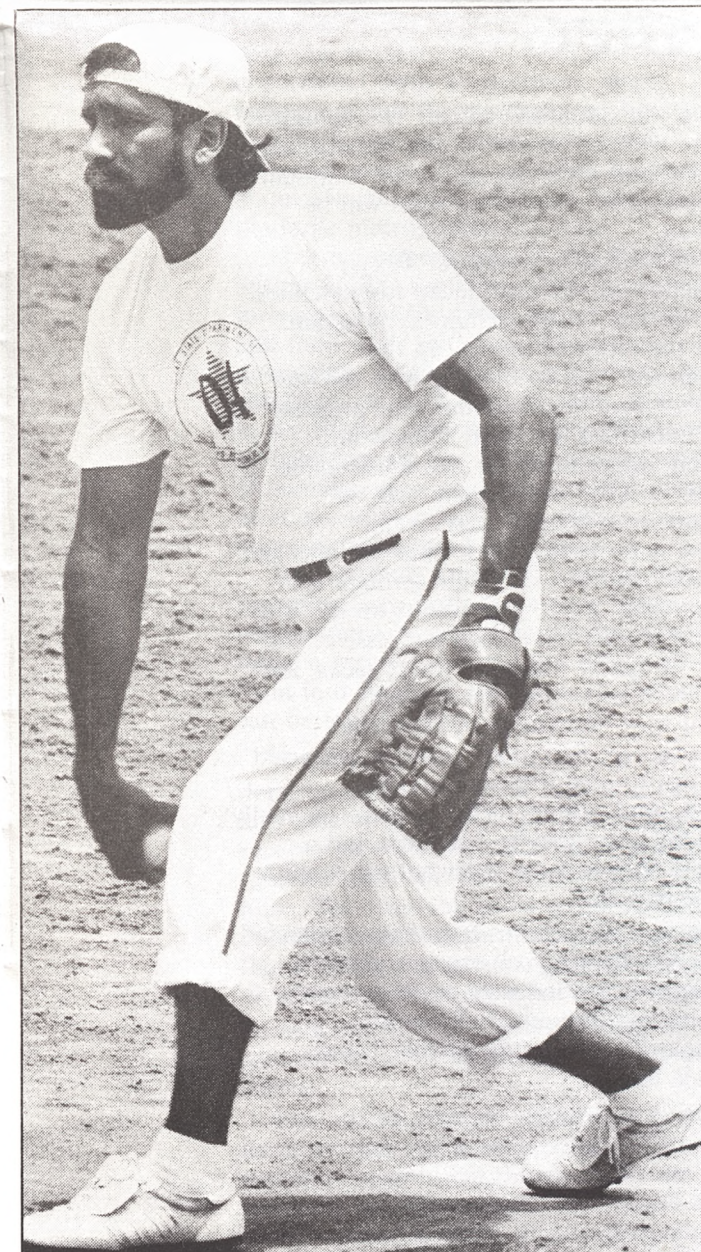
Another major source of complaints last year, that of grossly mismatched teams, was eliminated by dividing the teams into three categories: coed recreational, men's recreational, and men's competitive. This arrangement paired teams of roughly equal skill and zeal, Graham said.

The winners in the co-rec division were the D-9 Testers and Ringers of the Materials and Tests Division; men's recreational winners were the District 16 Rejex of Corpus Christi; men's competitive winners were from Ennis in the Dallas District.

Graham said a third tournament is planned for next summer.*



Starting at the top of the opposite page and moving clockwise, here's action from the second annual SDHPT softball tournament: Tami Bowander, of the Waskom Travel Information Center, takes a cut at a pitch. Lisa Ranney, Division of Motor Vehicles, stretches in vain for a ball. A dejected player waits for play to resume during a summer shower. Billy McDade, Ennis, is safe at second as Rick Stafford, Port Lavaca, drops a ball. Guadalupe Delafuente, Equipment and Procurement Division, shows his stuff on the mound.



Photos by Kevin Stillman, Travel and Information Division

ON THE JOB

Odessa finds 'hometown hero' in Mikesell

By EVELYN HUGHES
Odessa District

Heroes are hard to come by these days, but the United Way of Odessa recently found one in Ken Mikesell of the Odessa District.

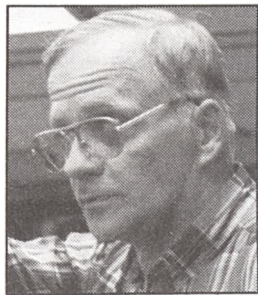
Mikesell is a maintenance technician who works in the district's main office, where his duties include "changing light bulbs, repairing things, moving furniture, a little bit of everything."

On his off hours, Mikesell serves as a driver for the Permian Basin Center for Battered Women. For the past two years, he has volunteered to transport abused women and their kids from a "safe house" to the center. He is the first man to serve as a volunteer driver.

His efforts at the center, as well as his other volunteer activities, earned him a "Hometown Hero" designation from the United Way of Odessa. Mikesell was nominated by the center for the monthly award and won the honor in July.

Although he lives in Odessa, his volunteer work often takes him many miles from home, as the center serves a 15-county area. He must also keep odd hours, since most of the calls to the center come in between midnight and 3 a.m.

"If the calls come in after 9 p.m., they



usually call me. I told them I would be glad to go," he said, explaining that, as a bachelor, he has a flexible schedule.

Not only does he work regularly scheduled shifts each month, he often volunteers for duty during holidays and emergencies. "I volunteer to fill in on holidays so those volunteers who have families can be at home."

In addition to volunteering at the center, Mikesell also spends a good deal of his spare time at a local nursing home, where he regularly visits an 82-year-old man. The home has cited him for his "unselfish commitment, inspired leadership, and sensitivity to the needs of others."

Mikesell, 42, is a 12-year veteran of the department. Originally from Denver, he moved with his parents to Midland in 1955, then lived in Albuquerque for a couple of years. The family later returned to Midland,

where Mikesell graduated from high school.

He once took a stab at higher education, he said. He went to New Jersey and spent six months attending what was purported to be a Bible college, but turned out to be a cult, where "they wanted you to send all your money to a guy in Ohio." He said he and the school's administration didn't see eye to eye on many things, "so I decided it was time for me to leave."

Despite this experience, his faith remains. Mikesell feels that his volunteer work not only helps others, but it is also beneficial to him. "Whenever I get down," he says, "the Lord sends a call for me to help out. It reminds me of all I've got going for me." Even when Mikesell is in a potentially dangerous situation, he feels that he is protected.

Mikesell said he likes working for the department. "I've got some good supervisors," he said. "They're great people to work with."

When he was applying for his job, he discussed the position with the supervisor. "He told me all the bad things about the job, and said if I still wanted to work, to come back in the morning. I got a kick out of that," he said.

"I have no regrets; I couldn't ask for a better place to work." **Jeff Carmack of the Travel and Information Division contributed to this story.**

Tyler contractor 'pitches in' against litter

By LAURA RAYBURN
Tyler District

A Tyler highway contractor has tossed his hard hat into the ring in the latest round in the fight against litter in Texas.

A.E. Shull & Co. has committed to keeping its construction project on US 69 north of Tyler litter-free until completion.

The commitment is the first of its kind in the nation, under a new program known as "Adopt-a-Project." The spinoff of the successful Adopt-a-Highway program, which began in the Tyler District in 1985, will give the construction industry a chance to combat highway litter.

The new program was unveiled June 21 in Alabama by Bobby Evans, district engineer in Tyler, and Gene Shull of A.E. Shull & Co. at the annual management conference of the Associated General Contractors of Texas Highway, Heavy, Utilities, and Industrial Branch. Shull is state president of the AGC branch.

"If highway contractors will get involved as our citizens have gotten involved in the Adopt-a-Highway program, we will take another giant step toward solving our highway litter problem," Evans said at the conference.

Evans, who conceived of the Adopt-a-Highway program, came up with Adopt-a-Project while he and public affairs staff were preparing a slide show on Adopt-a-Highway. "It just seemed a logical extension of the program," said Evans. "You're talking about more than 10,000 miles of highway under construction in Texas, not to mention the thousands of construction



Gene Shull, left, state president of Associated General Contractors of Texas' Highways, Heavy, Utilities, and Industrial Branch, helps bag litter on US 69 north of Tyler. Shull's company is the first contracting firm to participate in the new "Adopt-a-Project" program. (Photo by Laura Rayburn, Tyler District)

employees who will become directly involved with the department's antilitter stand."

With this new program, pride will be the motivating factor for contractors' employees. Adopt-a-Project signs, similar to Adopt-a-Highway signs, will be placed at the

limits of the adopted project. The volunteer venture will not be part of the construction contract, and if the group fails to maintain adequate litter control the signs will be removed.

As the program develops, Texas contractors will be introduced to guidelines based on the Adopt-a-Highway program. "With the renewed interest in the environment that is dawning with the new decade, I don't see how this new program can do anything but good. This is an excellent opportunity for the construction industry to take a leadership role on environmental issues," said Evans.

Shull is furnishing leadership not only in the Tyler area but statewide through his position with AGC. The results on the first adopted project have been impressive. No longer do candy wrappers, cans, sacks, and other trash appear on the project's right-of-way. According to Shull, the employees on the project make a concerted effort not to contribute to the litter.

And, Shull added, "The workers get really ticked off when they're out there and a motorist pitches some trash out his window as he drives by."

Already, other contractors have expressed interest in adopting construction projects. The construction industry could prove a powerful and influential ally to the department in the battle against Texas roadside litter.★

Satellites serve down-to-earth purpose

By GINA McASKILL
Travel and Information Division

While most department people consider themselves down-to-earth folks, they may suspect that some coworkers have their heads in the clouds. But they might be startled to learn that a few of those colleagues have their heads high *above* the clouds.

They're people who work with the department's satellite surveying program. Although their thinking may be in orbit, they apply it to very down-to-earth purposes.

"We can use satellites to measure long distances and to pinpoint positions on the ground. A way to do that using less money and staff obviously has a lot of potential for an agency like the highway department," says Roger Merrell, head of the Photogrammetry and Satellite Survey Development Section in the Division of Automation.

"Where it's applicable to use satellite surveying — small jobs may be more quickly done traditionally — we can achieve a 10-to-one or better manpower savings," says Merrell.

"The department uses satellite positioning almost daily," he says. "The longest we've measured so far is about 2,000 kilometers, which is about 1,200 miles." Surveying useful for mapping, design, and construction can be done by using a National Geodetic Survey reference station of known latitude and longitude as a reference point.

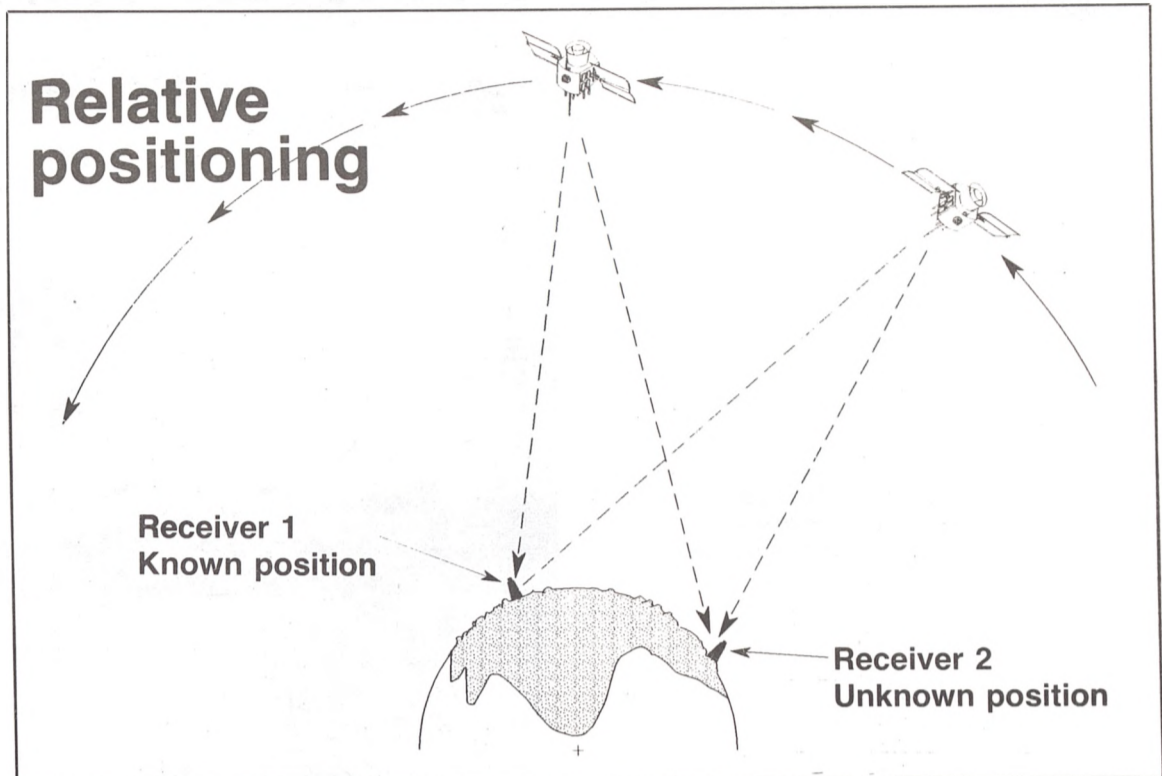
The department began dabbling in satellite usage in 1979, and a development plan was adopted in 1983. The department's first three satellite receivers were purchased in 1982. The 90-pound model, costing \$110,000 each and using a card-table-size antenna, was the only one commercially available. Now, the department owns 40 receivers, since technology has shrunk them to about the size of a VCR and the antennas to about 10 inches across. The price has dropped to about \$50,000 each. Most are being used in the large metropolitan districts.

The department uses Global Positioning System (GPS) satellites. They are under the jurisdiction of the Department of Defense, and their basic purpose is for military navigation. When the "constellation" is complete, perhaps in early 1993, 24 satellites in six orbits 12,500 miles above the earth will be available for use 24 hours a day. The 10 satellites now available provide a window of about six hours per day when measurements can be made.

The satellites broadcast a signal that transmits their position (among other information) on two different frequencies. After a receiver collects this information from four different satellites, its own position can be found within several yards.

A more exact method, the one the department uses most, is relative positioning, also known as differential positioning. A receiver at a known point and a portable receiver track the same satellites for about an hour. The resulting point positions of the antennas are related to each other through the common satellite tracking data. Accuracy of relative positioning is about one-fourth of an inch per mile — and can even be as accurate as a few inches across the breadth of Texas.

One reason relative positioning is more accurate than point positioning is that satellite position and timing errors are common to both receivers and cancel out in the computation stage. For security reasons,



the Department of Defense "dithers" the signal so that point positioning can be off up to 100 meters. (Don't worry — the U.S. military has receivers that decode the signal.)

The department's portable units are conserved by the installation of permanent receivers that continuously track satellites at "Regional Reference Points." These serve approximately 160-mile radii and are located in Arlington, Houston, Austin, San Antonio, Corpus Christi, and soon in Beaumont and El Paso. "Since their positions are all known in relation to one another, relative positioning techniques using this network can achieve an accuracy of two parts per million — for example, an error of just more than one hundredth of a foot over one mile," says Merrell.

The GPS system is intended primarily for navigation — a moving vehicle carrying a receiver can continually fix its position within three feet. A possible application of this ability for the department would be in database mapping. After technicians drive along a route collecting GPS data, software can use the results to correct existing maps, or use the GPS data directly to make new maps. As the department moves slowly toward map database digitization, this technique could provide a more accurate picture of reality than old maps, and increase the ability to share such information with other agencies that use GPS.

Currently, Merrell's five-member staff is experimenting with techniques to increase accuracy for photogrammetry — using aerial photographs for precise mapping and surveying. A receiver mounted on the aircraft records the exact moment the on-board camera exposes a frame. Aircraft position data for the trip, obtained through relative positioning, and information about when the photos were taken can be processed later by computer to fix the position of the objects in the photographs.

Data on 15 existing projects has been collected so far, so that the accuracy can be checked against ground-surveyed photogrammetric markers. Accuracy has stayed within about 2 inches, "and we think the GPS method might be more accurate than the ground-survey method we're checking it against," says Merrell.

This eliminates the need for large markers to be placed and pinpointed on the ground

so they will show up in the frames and provide reference. But without the markers, it's difficult for the pilots to know where they are supposed to fly. So the navigation abilities of GPS are being called into play.

A course can be plotted on a computer-screen grid, and the pilot can watch an icon of his flying plane on the grid. Numbers on the screen tell him how far he needs to fly up, down, left, or right to match the ideal course. The plane's actual course will be remembered by the computer from information provided by the on-board antenna and fixed-location receiver. Navigation accuracy of 1 to 5 meters can be achieved.

In a more down-to-earth experiment, D-19 staffers have tracked an antenna-carrying truck on a computer screen in their office as the driver maneuvered down a nearby freeway. "We could even see him change lanes," Merrell marvels.

In the future, after fixing a pothole, a maintenance technician could use a computer in his truck plugged in with a satellite receiver. He would signal it to note the location of the patch, then input more information about the repair. The computer could automatically update an electronic database, saving paperwork.

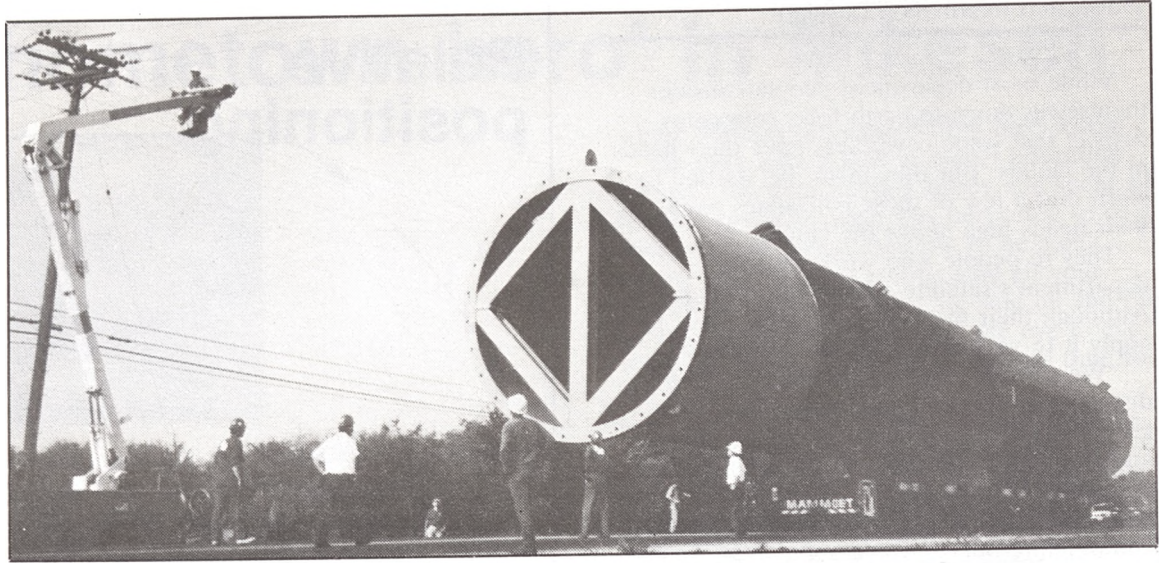
As an increasing number of satellites and Regional Reference Points become operational, applications requiring very high accuracy will become feasible. One is detecting movement in large bridges. Antennas placed on parts of a bridge could trigger an alarm if they move more than a certain distance.

Although raw data gained quickly by the receivers can be helpful, their accuracy and usefulness skyrockets when corrected and analyzed by special software. Currently, Merrell's team does the post-processing for data gathered by districts. An hour's tracking data takes about an hour to process on a microcomputer, and data from multiple receivers doesn't take much longer.

Merrell says the plan is, however, to get software and training to the districts so users can do their own processing. Although some of the capabilities of GPS systems might sound startlingly futuristic, it's more startling to realize that in the world of satellite positioning, the future is upon us.★

Yoakum District aids cracking tower move

Dwarfed by immense towers on the move, a crew lifts power lines so the load can progress down Texas 35 in the Yoakum District. (Photo by Pearlie Bushong, Yoakum District)



By PEARLIE BUSHONG
Yoakum District

What has 176 tires, weighs more than 2 million pounds, measures approximately 300 feet long and 28 feet high, and travels 5 miles an hour?

The Yoakum District discovered the answer to that question in early July, when three cracking towers were delivered to the Formosa Plastics plant in Point Comfort from a dock 2.5 miles away. Cracking towers are giant distillation columns that make up the heart of the purification and distillation process at the \$1.5 million expansion of the Point Comfort plant.

The move along Texas 35 took place in three installments on consecutive days. Each two-hour move was made early in the morning before the pavement got too hot and soft.

The moves were made using innovative platform trailers from Mammoet Transport — self-propelled modular transporters with microprocessor-controlled steering and hydraulic suspensions systems.

Even when fully loaded, the wheels can turn up to 360 degrees. This allows the transporter to drive forward, backward, sideways, diagonally, and in a circle. With the use of hydraulics, loads may be delivered onto supports without using any extra equipment, even in tight spaces.

Maneuvers are controlled from one central panel, either from the driver's cabin or from outside by remote control. Combinations of axle units provide almost unlimited carrying capacity. Support points are kept even to avoid twisting the load.

Twenty-two axles with eight tires each were used to move the towers on Texas 35. The 176 tires allowed the highway to support the weight without rutting or cracking.

Due to the height of the load, electric power had to be turned off, and in some places lines had to be removed to allow the towers to pass beneath them.

Traffic congestion was held to a minimum by allowing traffic to pass around the towers.★

Austin District tries new hearing format

By TIFFANY BLASCHKE
Austin District

Austin District officials are giving a "thumbs up" to a new format for public hearings.

Instead of a formal presentation followed by questions and remarks from audience members, the June 14 hearing on the extension of Farm-to-Market Road 734 in Travis County used an informal structure.

The new format allowed several engineers and staff members who have worked on the project to answer questions and meet with the public individually or in small groups. District officials believe the hearing was the first time in the state such a format was used.

"As with everything new, there are a few small bugs to be worked out, but overall we felt the new format went very well," said District Engineer William Garbade.

As citizens entered the hearing room, they were given an information packet and were greeted by staff members who explained the hearing format. From there, they were directed to displays mapping the proposed project. Department representatives were available to answer questions and discuss the displays.

In another part of the room, an audiovisual show explained the state's Relocation Assistance Program. Another table allowed citizens to review the project's environmental assessment. Those attending the hearing were able to submit written comments or record oral comments on equipment set up in an adjoining room.

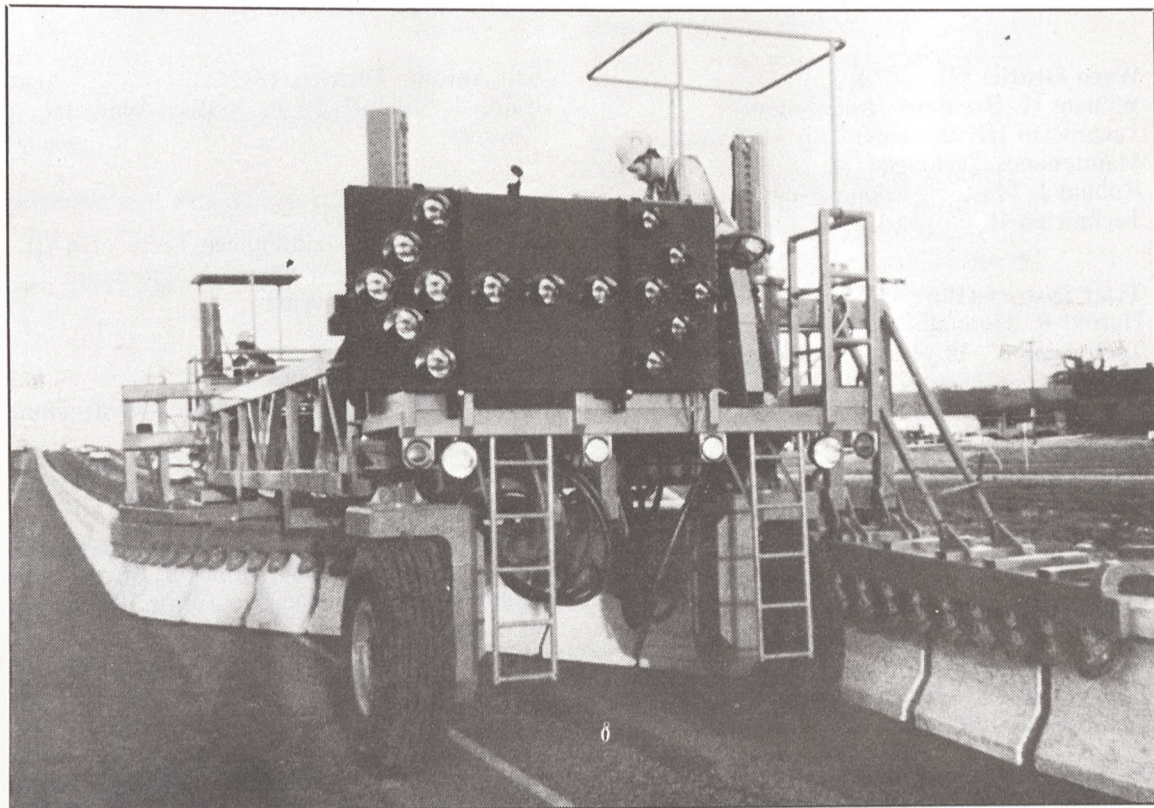
Sixty-nine people attended the four-hour public hearing. Sixteen people recorded comments, and 17 submitted written statements. "We were really able to give more personal attention and get better feedback" than with the traditional public hearing format, said Randall Dillard, District 14 public affairs officer.

The new format was "discovered" by Roland Gamble, district planning engineer, on a trip to Tennessee. Gamble said he stopped at a Tennessee highway department office to "see how they do things there" and was impressed with the personalized approach used at this type of hearing. While this hearing worked under the new style, Gamble said, "It may not work as well if we have a really huge turnout. But in one form or another, I think we'll continue to look at using this format again."★

Tiffany Blaschke was a summer employee in the Austin District.

TECH TRADE

Barrier mover represents two firsts for Dallas



By BRENTEN SEAKS
Dallas District

It looks like a centipede and moves like a sidewinder, but don't be afraid. The only thing the new Quickchange Movable Concrete Barrier system will take a bite out of is Dallas traffic.

The Transport and Transfer Vehicle (TTV) is the heart of this system, which first appeared in the United States three years ago on Fort Worth's Interstate 35 West. Since then, Barrier Systems Inc. of Sausalito, Calif., has produced TTVs to aid in constructing roads and bridges all over the United States.

Now the TTV is ready to make a new Texas debut, this time on Dallas' I-30. Two new custom-made TTVs will play a vital role in Dallas' first contraflow lane project — the first U.S. use of TTVs for relieving traffic congestion.

"This novel system creates an extra lane for high-occupancy vehicles without widening the roadway," said Dallas District Engineer James Huffman. "It not only saves money, but gives motorists using the lane an average travel-time savings of nine minutes during the morning peak period and seven minutes during the evening period."

During I-30's morning rush, more than 65 percent of traffic flows inbound. During the evening, the ratio is the exact opposite. As a solution to the congestion caused by this uneven flow, a contraflow lane has been designed to allow buses, van pools, and, eventually, car pools to bypass other traffic.

For example, I-30 currently has four lanes running west and four lanes running east. The TTVs will add one westbound lane and take away one eastbound lane in the morning along a five-mile stretch. Then they will reverse the process in the afternoon.

"We are setting a new standard for the country," said district traffic operations engineer Leroy Wallen. "These vehicles will improve traffic flow efficiently and safely."

Sections of concrete shaped like the letter "T" form a barrier along the roadway and are connected to the TTVs for moving. When the vehicles are driven forward, the concrete sections are picked up by a conveyor belt and moved laterally into place. Each vehicle forms one mile of lane every 10 to 20 minutes.

Although the vehicles have an operator for emergency situations, their steering is radio-controlled by sensor loops in the pavement. Because of the novelty of these vehicles, there are concerns about possible mechanical breakdowns, but project manager Mary May is not worried.

A vehicle similar to this one will help relieve traffic congestion on Dallas' I-30 by making an extra lane for high-occupancy vehicles without widening the roadway. This will be Dallas' first contraflow lane. (Photo courtesy of Barrier Systems Inc.)

"These vehicles will be powered by diesel engines, so there should be no difficulties in finding parts," said May. "And even in the unlikely event of a breakdown, a tow truck can allow the vehicles to operate simply by pulling them along."

The highway department and Dallas Area Rapid Transit (DART) have agreed to cosponsor the development of this project and will share equally the \$11.5 million total cost.

"This is the first time the highway department and DART have jointly sponsored a project," said Huffman. "We're looking forward to accomplishing great things with DART."

Construction of the contraflow lane is scheduled to begin this year and should be completed by 1991.★

RETIREMENTS

Equipment and Procurement

Clyde A. Lake, Procurement Specialist, 17 years.

Planning and Policy

Walter P. Paluch, Director III, 12 years.

Human Resources

Mildred S. Banks, Administrative Technician III, 16 years.

Fort Worth District (2)

Billy J. Johnston, Engineering Specialist II, 37 years.

Wichita Falls District (3)

Combs H. Kirby, Engineering Technician V, 35 years; Ray N. Edwards, Assistant Foreman, 28 years; Hillard E. Snow, Motor Vehicle Mechanic III, 20 years.

Amarillo District (4)

Clarence G. Collier, Maintenance Technician III, 29 years; Lillian J. Pulse, Administrative Technician III, 25 years.

Lubbock District (5)

Melba P. Swinford, Key Entry Operator III, 17 years.

Odessa District (6)

Berry W. Childs, Engineering Technician V, 23 years; Rita J. Taylor, Chief Accountant I, 18 years.

Waco District (9)

William H. Bradbury, Maintenance Technician III, 36 years; Ellis D. Crow, Maintenance Technician II, 16 years; Roland J. Masters, Engineering Technician II, 15 years.

Tyler District (10)

Harold R. Hudnall, Engineering Technician V, 38 years; Freddie L. Phelps, Maintenance Technician II, 15 years.

Houston District (12)

James A. Hogan Sr., Maintenance Technician III, 29 years; Daniel W. Duncan, Maintenance Technician III, 10 years.

Yoakum District (13)

Jerry J. Polasek, Maintenance Technician III, 30 years; Esteban C. Navarro, Maintenance Technician II, 23 years; Lawrence Harris, Maintenance Technician II, 11 years.

Austin District (14)

George A. Hale, Maintenance Technician III, 36 years; Alvin Partridge, Maintenance Technician II, 12 years.

San Antonio District (15)

Ralph J. Stumpff, Right of Way Agent III, 29 years.

Bryan District (17)

Billy J. Adams, Maintenance Technician III, 31 years; Evan J. Williams, Maintenance Technician III, 27 years.

Beaumont District (20)

John L. Singleton, Maintenance Construction Chief III, 28 years.

Brownwood District (23)

Harley E. Fox Jr., Engineering Technician V, 30 years; Bobby J. Snow, Roadway Maintenance Supervisor III, 30 years.

(April 30, 1990)

IN MEMORIAM

Employees:

Donald C. Truitt, Wichita Falls District, 21 years service, died July 16, 1990.

Robert E. Haines, Lubbock District, 28 years service, died June 18, 1990.

Vicente Morales, San Angelo District, 21 years service, died June 6, 1990.

Richard Bodenhamer, Houston District, two years service, died June 24, 1990.

Jack L. Smith, Atlanta District, 30 years service, died June 14, 1990.

Robert B. Lummus, Beaumont District, seven years service, died June 27, 1990.

Retirees:

Roy B. Arnett, Madisonville, retired from Bryan District in 1971, died June 14, 1990.

Fred J. Ayers, Paris, retired from Paris District in 1975, died June 4, 1990.

*Compiled by Glenda Wall,
Human Resources Division

Thomas E. Barker, San Antonio, retired from San Antonio District in 1976, died May 2, 1990.

Donald M. Boone, Fort Worth, retired from Fort Worth District in 1986, died April 21, 1990.

Emmett B. Brown, Denton, retired from Dallas District in 1970, died June 1, 1990.

Clyde B. Cummings, Pampa, retired from Amarillo District in 1964, died May 16, 1990.

Norval L. Davis, Austin, retired from Austin District in 1976, died July 16, 1990.

Luther H. Devin, Amarillo, retired from Amarillo District in 1972, died May 20, 1990.

Myrna L. Ferris, Austin, retired from Transportation Planning Division in 1968, died May 13, 1990.

John E. Holik, Bryan, retired from Bryan District in 1986, died July 2, 1990.

David M. Linville, Brownfield, retired from Lubbock District in 1966, died May 25, 1990.

Homer C. Morton, Victoria, retired from Yoakum District in 1969, died June 2, 1990.

Filomeno Pena, Pharr, retired from Pharr District in 1976, died May 10, 1990.

Dennis D. Rousseau, Henderson, retired from Tyler District in 1968, died April 22, 1990.

John W. Simpson, Jacksboro, retired from Fort Worth District in 1976, died April 14, 1990.

James A. Sturdevant, Aubrey, retired from Dallas District in 1969, died May 19, 1990.

CALENDAR

SEPTEMBER

- 7 Division Heads Meeting, Austin, BCB
- 11-12 Highway Construction Lettings, Austin, D-6
- 12-13 Highway Performance Monitoring System Workshop, Austin, D-10
- 18-21 Public Affairs Conference, Galveston, D-16
- 26 Commission Hearing and Meeting, Austin

OCTOBER

- 3-4 West Texas Microcomputer Users Group Meeting, Amarillo, Dist. 4
- 9-10 Managing Materials workshop, Austin, D-4
- 11-12 Purchasing/Material and Equipment Conference, Austin, D-4
- 11-12 Highway Construction Lettings, Austin, D-6
- 15 District Engineers and Division Heads Meeting, College Station, BCB
- 16-18 Highway and Transportation Short Course, College Station, BCB
- 19 Highway Beautification Awards, Houston, D-18L
- 25 Commission Meeting, Austin

NOVEMBER

- 7-8 Construction Engineers' Meeting, Wichita Falls, D-6
- 13-14 Highway Construction Lettings, Austin, D-6
- 15-16 Rural Public Transportation Workshop, Austin, D-11
- 15-16 Traffic Safety Meeting, San Antonio, D-18STO

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.

SERVICE AWARDS

Automation

Jon B. Hall, 25 years; Douglas C. Herold, Neil E. Powell, Jeffrey C. Woodard, 10 years; Thelma Garcia, Linda E. Hopkins, five years.

Bridge

Allen R. Steves, 40 years; Charles C. Terry, 25 years.

Equipment and Procurement

Harvey O. Meiske, Linda E. Moos, 10 years.

Highway Design

Billy R. Rogers, 30 years; Audrey W. Laster, 25 years; Josephine W. Pellegrino, Frank A. Weir, 20 years; Peggy S. Chandler, 10 years; Mark J. Seerey, five years.

Human Resources

Delores W. Ouellette, 30 years.

Maintenance and Operations

John H. Gerling, 35 years; Karl A. Burkett, 10 years; Henry H. Wickes, five years.

Materials and Tests

Nellie B. Ranney, 30 years; Zepha C. Kugle, 25 years; Antonio R. Gonzales Jr., 10 years; Consuelo M. Avalos, Roy F. Collins Jr., Eugene E. May Jr., five years.

Motor Vehicles

William E. Bryant, Carl G. Kokernot, Don G. Kullenberg, 25 years; Susan E. DeVries, 15 years; Lisa M. Coy, 10 years; Eva G. Moore, Carmen G. Vasquez, five years.

Occupational Safety

Albert O. Wicker, 25 years; Edwin M. Sims, 10 years.

Transportation Planning

David N. Welch, 10 years; Patricia S. Beard, five years.

Travel and Information

Thelma L. Herwig, five years.

Paris District (1)

Jimmy N. Hardy, 20 years; William F. Englutt, Robert C. Slider, five years.

Fort Worth District (2)

Jackie L. Leake, 35 years; Perry G. Bailey, 15 years; Jimmey F. Bodiford, Richard T. Howell, Richard L. Sessums, five years.

Wichita Falls District (3)

Jimmy N. Glenn, 25 years; Elmer H. Adkins Jr., Clifton W. Bell, Jerry B. Davis, James D. Terry, 20 years; Davis L. Powell, 10 years; Phillip Lujan, Jerry L. Martin, Homer Monroe Jr., John R. Speed, five years.

Amarillo District (4)

Harold W. Fleming, 30 years; Royce J. Howell, 15 years; Virgil L. Adams, Darrell J. Gililand, Kenneth L. Mooney, 10 years; Jerry W. Betzen, five years.

Lubbock District (5)

Bobby G. Long, 15 years; Oura B. Clare, Harold W. Roller, 10 years; Frank A. Vaughn, five years.

Odessa District (6)

Olive B. Farmer, 10 years; Alberto Flores, Rosalio S. Munoz, five years.

San Angelo District (7)

John K. Williamson, 10 years; James A. Bates, five years.

Abilene District (8)

Theodore J. Brueggeman, 20 years; Wayne V. Mize, 15 years.

Waco District (9)

Charles R. Fox, Thomas O. Walker, 35 years; Angie G. Cook, William C. Krause, Allin L. Tipton, 20 years; Thomas C. Myers, 10 years; Benito A. Galvan Jr., Paul J. Plant, five years.

Tyler District (10)

William T. Brown, 35 years; Robert A. Carlile, Larry R. Tiner, 20 years; Dale E. Talley, 15 years; David M. Boyd, Gilbert R. Herndon, Sherri C. Ralson, Edith S. Watson, five years.

Lufkin District (11)

William H. Windham, 25 years; Shirley L. Reynolds, 15 years.

Houston District (12)

Samuel E. Carter, 35 years; Milan Trojan, 25 years; Billy W. Wilson, William T. Wycoff, 20 years; Louis Hawkins Jr., Ronnie L. McCrimmon, Rosalie S. Weidner, 15 years; William J. Beichner, Delvin L. Dennis, Sara A. Eliaz, Clyde D. Moss, Carl F. Short, 10 years; Sharmarion E. Brown, Cleo Gates, Mark E. Holt, Karen E. Jacobs, Ella B. Kidder, Ramon Lopez Jr., Royce R. McNeill, Carlos M. Olmos, Hughlon L. Painter, David P. Peoples III, Issam C. Talje, Adrian O. Tamayo, five years.

Yoakum District (13)

Emilio Barrera Jr., James A. Caddell, Roy A. Goehring, 25 years; Randy C. Zimmerman, five years.

Austin District (14)

Don E. Glover, 35 years; James D. Schuchardt, 20 years; Jeffery D. Tolson, 10 years; Christopher E. Grose, Richard D. Hull, Michael R. Jenkins, Alfred Jones, Wanda L. Melton, Thomas J. Rickard, five years.

San Antonio District (15)

Jefferson L. Condry, Frank A. Mutz Jr., 25 years; Joe E. Bird, Charles R. England, Arturo R. Gutierrez, Norman D. Phinney Jr., Louis Rodriguez, 20 years; Jesus M. Jimenez, 15 years; Manuel C. Martinez Jr., Martha P. Medina, Mary S. Nelson, Martin M. Rocha, Victoria G. Zambrano, 10 years; Enrique M. Carrales, Samuel C. Moss, five years.

Corpus Christi District (16)

James B. Opiela, 40 years; Waylan S. Wallis, 35 years; Don L. Mixon, Manuel L. Salinas, 25 years; James G. Sexton, 20 years; John R. Kelly, Lisa G. McCumber, five years.

Bryan District (17)

Thomas S. Berger, 35 years; Jerry W. Fannin, 25 years; Steve F. Brown Jr., Henry C. Hubnik, Perry D. Mitchell, Dina D. Splane, five years.

Dallas District (18)

Paul D. Hollabaugh, 30 years; Milton R. Gurecky, John W. Hawkins, Raymond J.

Huschke, James B. Taylor, 25 years; Addison E. Oliver, 20 years; Claude S. Jones Jr., 15 years; Ira B. Bradley, Rodney Judge Jr., Woodroe T. Portley, Hulen Whitfield, Charyl E. Williams, 10 years; John A. Babovec, James K. Barnes, Chris W. Behnke, Steven W. Chambers, Randall C. Gleaves, five years.

Atlanta District (19)

Boyd W. Daniel, 20 years; Mickey W. Davidson, Shannon D. Smith, five years.

Beaumont District (20)

William F. Leopard, 20 years; Georgette M. Pillitere, Shelly J. Rider, Leanna F. Sheppard, Clinton H. Smith, five years.

Pharr District (21)

George L. Young, 30 years; Ramiro Cano, 10 years; Robert W. Delafuente, Velma N. Garcia, Camilo Garcia Jr., Reynaldo G. Nino, Eduardo Pedraza, Leonel Saenz Jr., Arnoldo H. Trevino, five years.

Brownwood District (23)

Lucy B. Roden, 25 years; Victor O. Ortegon, 20 years; Odis R. Holsenbeck, Rickey C. Payne, 10 years; Bruce R. Ransberger, five years.

El Paso District (24)

Juan R. Urbina, Ramon Velasco, 30 years; Manuel S. Colmenero, 25 years; Hector Chanez Jr., Daniel L. Dalager, Thomas M. Hughes, Roberto P. Saenz, Ruben G. Valenzuela, five years.

Childress District (25)

Frank D. Newberry, 30 years; James S. Heath, 10 years; Bluford D. Booth, five years.

(June 30, 1990)

This month in department history

- 1950:** The play *A Womanless Wedding* is presented Sept. 19 in the big hearing room at the headquarters building in Austin. Thirty-five men present the comedy, and \$75 is raised to purchase sheet music for future programs.
- 1974:** The Queen Isabella Causeway is dedicated Sept. 28. Activities include a turtle show, causeway walk, dance, fish fry, and talent show.
- 1983:** San Antonio's Fratt Interchange (Interstate 35 and I-410), built under the largest single contract ever let by the department at the time, opens Sept. 7.

Correction

In the July "This month in history," the year that employees moved into Building 1 at Camp Hubbard in Austin was listed incorrectly — it was 1955. *Transportation News* regrets the error.

LETTERS

On March 3, my wife and I were on our way to Abilene. Just outside Sweetwater a tire blew, causing me some anxious moments wondering what to do. But not for long. A pickup from the highway department came up and **Frank Leal** and **Dennis Brawley** changed our tire. Those boys were a blessing.

J.A. Moore
Retired SDHPT employee
Sweetwater

Leal and Brawley are maintenance technicians in the district striping crew, Abilene District.

I would like to express my appreciation to **Oliver J. Weishuhn** of the Bellville maintenance section in Austin County, in the Yoakum District.

On May 29, Mr. Weishuhn was kind enough to stop and render aid to my wife and me about five miles west of Sealy on Interstate 10. It is comforting to know that there are state employees who are willing to go out of their way to help in times of need. Since I am a retired Austin police officer, I understand the value of persons such as Mr. Weishuhn and commend him and his department.

Howard Brownlow
Buda

Remember the Alamo!

And remember to send in your renewal for *Transportation News*, if you didn't do so last month. State law requires us to update our mailing list annually. If you receive T-News through the U.S. mail, and wish to continue receiving it, please cut out this box, including your mailing label (with any corrections noted) and send to:

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