

TXD T1300.6 T687N 30:05
11/10/2005
University of Texas-Pan American

Aug. 2005
Texas State Document 11/10

TRANSPORTATION NEWS

August 2005

Volume 30 Number 5

TEXAS STATE DOCUMENT
UNIVERSITY OF TEXAS PAN AMERICAN
EDINBURG, TEXAS 78539-2999

Federal, state lawmakers OK transportation dollars

■ Pages 3, 6-7

U.S. GOVERNMENT DOCUMENT
DEPOSITORY LIBRARY NO. 610

NOV 08 2005

UNIVERSITY OF TEXAS PAN AMERICAN
EDINBURG, TEXAS 78539-2999



THE UNIVERSITY OF TEXAS-PAN AMERICAN



0 1161 0746 0101

Inside:

- Behrens: Safety helps all of us, Page 2
- Volunteer enriches community, Page 4
- Retiree recalls heat of road work, Page 9

On the cover:

State and federal lawmakers, taking action in their respective capitols, have authorized funding for myriad transportation programs and projects in Texas. The multiple images of the federal and state capitols signify the scope of the legislation that benefits transportation in the state.

— Cover by Jeremy Boehm

Contents

Straight Talk.....	2
Federal reauthorization.....	3
TNotes.....	3
TxDOT Spotlight.....	4
Inside Track.....	5
Kudos.....	5
Legislature gives go ahead.....	6
Roundup.....	8
Hot road work on 67.....	8
Service Awards.....	10
Retirements.....	11
In Memoriam.....	11
Backtracks.....	Back Cover

Transportation News is published by the TxDOT Public Information Office
125 E. 11th St., Austin, TX 78701-2483
Phone: (512) 463-8588
Circulation: 18,252

© Copyright 2005; all rights reserved

EXECUTIVE DIRECTOR

Mike Behrens

DEPUTY EXECUTIVE DIRECTOR

Steve Simmons

PUBLISHER

Randall Dillard

EDITOR

Mike Cox

Managing Editor

Tim Cunningham

ASSOCIATE EDITOR

Judith Curtis

GRAPHIC DESIGN

Jeremy G. Boehm

Copies of this publication have been deposited with the Texas State Library in compliance with the State Depository Law.

Printed on recycled paper by TxDOT, General Services Division



TNews Online (TxDOT computers only):
<http://crossroads.org/pio/tnol.htm>

Straight Talk



Safety: Focus helps all of us

by Mike Behrens

Executive Director



Mike Behrens

The commission and administration focus their appreciation and concern for each employee within TxDOT by incorporating personal health and safety into the TxDOT vision statement.

In the past decade, TxDOT has reduced third-party vehicle incidents, and on-the-job and lost-time injuries. This is because of the hard work and dedication of TxDOT employees.

These achievements have occurred during a time when construction volume and maintenance work have soared. Employees have been asked to do more with less and have met this challenge.

Here are some recent accomplishments:

- On-the-job injuries down 58 percent
- Fewer injuries nine of the last 10 years
- Fewest injuries in TxDOT history, FY 2004

TxDOT is proud of these accomplishments, but there is room for improvement. We must remain aware that vehicle crashes are the primary cause for deaths and serious injury in the workplace. Please drive defensively every time you get in a vehicle.

In our field operations, it is essential that we take time for safety before we begin the job. Crews should think and talk about how injuries occur and should focus on prevention.

With the increase in maintenance and construction activities, work-zone safety is high-priority. Proper traffic control is a must to help protect you, your co-workers and the traveling public.

Protective equipment, including the new orange safety vest, hard hat, and safety footwear is required for those working on the roadway or right of way.

I encourage each of you to remain vigilant and focused on your work. One moment of inattention can have terrible consequences. Please, do not allow tragedy to strike you or your co-workers.

And, please, continue to work with your management and TxDOT safety professionals as we continue to strive for safety excellence. The most important part of your job is personal safety for you and your co-workers.

Keep up the good work.★

Reauthorization: OK on federal bill hands program gains to TxDOT

by Judith Curtis
Associate Editor

Texas transportation projects have gained badly needed funding with passage of the federal transportation reauthorization bill.

"We didn't hit a grand slam, but we did hit a home run," said Steve Simmons, TxDOT deputy executive director.

House Resolution 3, better known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), injects horsepower into the Texas transportation programs enacted two years ago by the legislature through HB 3588.

"This bill took two years to complete, but it was worth the wait," said Simmons. "We and our allies in Congress have been vocal advocates for getting the maximum flexibility to use our federal dollars to the benefit of Texas motorists."

SAFETEA-LU authorizes \$286 billion through fiscal 2009 for the

federal-aid highway program, surface transportation research, highway safety, and transit programs. President Bush signed the bill Aug. 10.

Many of the gains for Texas stem from changes in the reauthorization bill that allow full implementation of the HB 3588 provisions the Texas legislature enacted in 2003 and fine-tuned this last session with HB 2702.

Here's a rundown of what Texas expects from July's legislation:

- An increased rate of return of 92 percent, up from the current 90.5 percent that Texas motorists get back on the gas tax dollars they send to Washington. Texas now receives an average of \$2.1 billion per year from gas taxes; HR 3 raises that by 37.4 percent to \$2.9 billion per year.

- 220 "earmarked" projects totaling \$669 million for highway and transit projects.

- Authorization of a new \$15 billion program of private-activity bonds for intermodal transportation facilities. The bonds encourage

■ See Page 11

Letter from the editor by Mike Cox

Not being an engineer, I'm just taking a wild guess, but I imagine that when you design a bridge or an overpass or any kind of weight-bearing structure, you build in a certain level of tolerance.

In the non-engineering world, this is called "wobble room."

Fortunately, I included some wobble room in last month's TxDOT Spotlight on 93-year-old Burris "Boots" Beaty of Abilene. I wrote that he was "believed" to be TxDOT's oldest retiree.

Not so, it turns out. Betsy Pirie of Austin says she has him beat. She was born in 1911; he arrived in 1912.

"I knew I wasn't dead," the 94-year-old told me in a phone conversation, "but I thought

maybe your records were."

So, for the record, and by way of correction, it appears that Betsy is our most senior retiree, not Beaty. But notice I said "appears."

Betsy retired from the Right of Way Division in January 1976 after 40 years with the department. (Look for a TxDOT Spotlight on her later this year.)

Anyway, we stand corrected. But we'll leave the wobble room, just in case.

■

Our June story on the history of U.S. 67 promoted retired engineer John W. Livingston, P.E., of Atlanta to send us an interesting letter on his experiences on the northeastern leg of the highway back in the late 1940s. We're running that letter on Page 9 in this issue. ☼

TNotes

On the road again

The Texas Transportation Commission is going places in 2006. For four of their monthly meetings, commissioners next year will convene in Conroe in January, Brownsville in April, El Paso in July, and Denton in October. Other monthly meetings, as usual, will be in Austin.

LAO to GBE

On Aug. 1, TxDOT added a new branch called Government and Business Enterprises Division. It replaces the Legislative Affairs Office headed by Coby Chase. He now serves as director of the new division, which has four sections: state legislative affairs, federal legislative affairs, marketing, and research.

Commission acts

At its meeting Aug. 25, the commission approved the Statewide Transportation Improvement Program, a three-year effort comprising more than 4,000 highway and transit projects.

The commission also approved a \$1.5 million feasibility study for the La Entrada al Pacifico Trade Corridor, designated as a national priority. It runs from Lamesa to Midland-Odessa to the port of Topolobampo, Mexico.

The commission also:

- approved proposed rules on priority boarding for the Galveston-Port Bolivar and Port Aransas ferries. Comments will be accepted until Oct. 10.
- selected Raytheon to develop a state-of-the-art, interoperable toll-collection system.
- approved execution of a \$14 million pass-through-toll agreement for the city of Port Arthur. This is the state's third such agreement.
- discussed the Texas Rail System Plan, addressing how TxDOT, with its newly acquired rail responsibilities, will use freight and passenger rail in the years to come to improve mobility and reduce traffic congestion.

— Judith Curtis, Associate Editor



Volunteer enriches her community

Right-of-way agent invests time, talent in Dallas community

by **Angela Loston**
Dallas District
Public Information Office

Life has been trying for Wanda Stafford-Carter, a right-of-way agent in the Dallas District.

Sixteen years ago, she lost her daughter. After her daughter's death, Wanda began tackling the task of caring for her daughter's two children.

A decade later, she was dealt another blow — her husband died.

To cope with her losses, Wanda followed a friend's advice and decided to thrust herself into volunteerism.

For five years, she volunteered at the South Dallas Cultural Center. Her good deeds and many hours of service have drawn notice.

This year on Valentine's Day, Wanda received the Hearts of Hope Award from the Volunteer Center of North Texas. The accolade recognizes volunteers for the work they do within their communities.

"When they announced that I had won, I just sat in my chair in shock thinking, 'How could you be rewarded for something you like to do?'" she says.

One of four finalists, Wanda was nominated for the Hearts of Hope Award in the category for arts and culture. Nominees included community organizations, corporations and the private sector.

Throughout her five years at the South Dallas Cultural Center, she has worn many hats: coordinator of volunteers, trainer, fundraiser, and board member. Now she serves as president of the center's advisory board.

"I have always been interested in our culture, so volunteering at the South Dallas Cultural Center gave me the opportunity to not only help others, but to also immerse myself in African-American culture," Wanda says.

She does not devote her time solely to the South Dallas Cultural Center. To fight illiteracy,



Stafford-Carter

Wanda volunteers as an instructor for the reading program, Literacy Institute for Texas (L.I.F.T.). She also volunteers for the Black Academy of Arts and Letters, the African-American Museum of Dallas, Girls Inc. of Tarrant County, the St. Phillip's Private School, and KERA (Channel 13).

Wanda is a board member for DFW International, an organization representing international culture, and the Scholarship Fund, a foundation which awards scholarships for college-bound students.

In 2004, she found time to establish her own volunteer group, Friends of African-American Culture. "I think it is important for people to volunteer," Wanda says. "I realize how much volunteers do for this country. It would cripple America if there were no volunteers."

Through her volunteer work, Wanda said, she had the opportunity to delve into African-American culture and to meet influential people within the arts.

While organizing an event, she had a chance encounter with one of her favorite musicians, jazz legend David "Fathead" Newman. She says her volunteer experience has allowed her to meet Hollywood actors such as Danny Glover and Phylicia Rashad. This year Wanda says she will coordinate a citywide event that will feature poet Nikki Giovanni.

Wanda continues to garner praise for her work. In April, she received a nomination for the National Awards from the Freedoms Foundation at Valley Forge. The group recognizes people committed to helping their communities. Of the nomination, Wanda said it (along with the Hearts of Hope Award) is a testament to the importance of volunteerism.

"My biggest reward is knowing that my work as a volunteer is a necessity and is genuinely appreciated by other people," she says. ♡

"When they announced that I had won, I just sat in my chair in shock thinking, 'How could you be rewarded for something you like to do?'"

— Wanda Stafford-Carter

(Editor's note: This feature story was adapted for publication in Transportation News from one appearing in the Dallas District's summer newsletter, Dallas Express Quarterly.)



She aids injured workers

By Judith Curtis
Associate Editor

TxDOT employees are accustomed to kudos from the driving public for everything from fixing flat tires to rescuing flood victims. But the tables turned recently when Dwight Jones and Christopher Taylor of the Southwest Dallas Maintenance Office got hit by a motorist in a work zone near Interstate 635 in Mesquite. Jacqueline Hurse, a Rowlett respiratory therapist, saw the crash, and quickly came to their aid, applying a tourniquet to Jones' profusely bleeding arm. Taylor is fine, and Jones is at home recuperating for the next few months.

of the artwork on Texas road structures, forgot his flesh-colored skullcap on his way to the Shriners Children's Burn Center in Galveston for a performance for kids about a year ago. So, with no store in sight for clown accessories, he shaved his head, and has kept it that way since. Ford, recently featured in Transportation News and the Austin American-Statesman for his art on Texas roadways, also has won four first-place awards at this summer's International Shrine Clown Association convention.

Criminals beware ...

Ken McMillan, construction inspector in the Austin District, says he always keeps his head on swivel, looking this way and that for things that aren't quite right. Last month, his trained eyes helped nab a wanted criminal who had parked the latest truck he stole on the roadside and then gone to sleep. McMillan, who volunteers with the Citizens on Patrol, recognized the license plate number and called the sheriff. The TxDOT employee has turned in other lawbreakers as a result of his ability to memorize license plate numbers of the bad guys' vehicles.

He's on the air...

By day, Roger Polson serves as special projects coordinator for TxDOT administration, working closely with the commission. By (some) nights, state holidays, or whenever they need him to fill in, Polson takes on his air name of Roger Allen, radio personality, on the very hip KGSR radio station in Austin. Polson worked full time in radio before coming to TxDOT, and it's still keeping him busy.



"Splatter" Ford

Don't call him Art...

It's OK to ask Mike Ford why he's bald. The answer goes to his dedication as "Splatter the Clown". Ford, a graphics designer with the Bridge Division who creates some

Kudos

The traveling public takes notice of TxDOT. Here is one recent letter that praises the department's eagerness to help motorists.

In the Beaumont District, Sam LaChute Jr. of Harvey, La., writes:

"I want to express my sincere gratitude for the help provided us recently by your roadway crew chief, Michael Campise.

"I had just gone through open-heart surgery and left New Orleans in the threat of Hurricane Dennis and stood overnight in Houston.

"On our return to New Orleans, we had a blowout on Interstate 10 between Beaumont and Lake Charles. As we were contacting (a roadside-assistance service), Mr. Campise arrived on the scene and offered to change the flat tire for us.

This was a godsend as I was incapacitated from the surgery, and my wife and niece couldn't change the tire either.

"I was very impressed with the professionalism, courteousness, and diligence they showed while helping us with our problem.

"I will feel much safer when traveling between New Orleans and Houston in the future knowing that professionals like Mr. Campise are on the highway helping stranded motorists."

Others from TxDOT receiving praise in recent letters to the department:

■ **San Antonio District** — Chris De La Zerda, Victor Gil, Carlos Macias, Allen Samford, Frank Holzmann, Denson Brumley, John Gianotti, Robert Salazar, Ronald Johanningsmeier.

■ **Yoakum District** — Butch Olsovsky, Kenneth DeBord.

Legislature gives TxDOT

Busy future set for rail, roadways, tolls

by Judith Curtis
Associate Editor

The regular session of the 79th Legislature closed with a strong directive to TxDOT — continue the efforts that have accelerated development of transportation projects established under HB 3588 two years earlier.

This year, the legislature dealt with numerous issues on the direction of the state's transportation endeavors and addressed them all in some manner in HB 2702.

Rail, an increasingly crucial component in relieving congestion on highways, was again in the mix this session.

"HB 2702 is a significant step forward and a clear affirmation of what the legislature, TxDOT, and the Transportation Commission worked so hard for last session through HB 3588," said Jefferson Grimes, manager of state legislative affairs. "What 2702 and the session were all about is continuing to grant us greater flexibility to do our job in moving people and goods more safely and quickly than ever before."

Texas created its own good fortune in 2003 with passage of HB 3588, landmark legislation that put transportation funding into the 21st century by injecting flexibility into the way money gets spent and generated.

In the past, pay-as-you go funding ruled. But with population growth in Texas, NAFTA-related traffic increases, and directives for clean air, such funding couldn't meet the needs of the growing state.

At the same time, the gas tax as a sole source of funding for transportation has begun to lose its edge as vehicles become more energy-efficient.

Enter HB 3588. And now, HB 2702 further alters the landscape of transportation funding in Texas. What's more, the 79th Legislature has stated its desire that TxDOT continue the strategies initiated in 2003 with passage of HB 3588.

Rail

Here's a rundown of the changes and their effects on rail:
■ Voters in November will consider Proposition 1, a proposed constitutional amendment that would allow TxDOT to issue debt to relocate and improve privately

held rail lines. "There's a compelling public interest in using freight rail to ease congestion on our highways," says Patrick Marotta, the policy analyst charged with overseeing TxDOT's interest in passage of HB 2702 this year and HB 3588 two years ago.

■ The department can now enter into comprehensive development agreements (CDAs) to design, construct, finance, acquire, maintain and operate a rail facility. As they have done for roadways, CDAs for rail will speed rail project development.

■ Texas can use pass-through fares for rail projects, similar to the pass-through tolls used on highways. A local government or business could develop a rail project and receive reimbursement from TxDOT.

■ Dedicated road funds cannot be used on rail. However, the legislature repealed the \$12.5 million cap on rail expenditures and allowed the department to spend any available funds such as federal grants and concession fees.

■ TxDOT now has all the powers and duties of the Railroad Commission that relate to railroads and their regulation. Sixteen employees from the Railroad Commission will join TxDOT on Oct. 1.

Roadways

The new legislation also affects tolls and regional-mobility authorities by:



TxDOT Illustration

go-ahead to move ahead

Legislature OKs pay increases for employees

The state employee pay raise starts ticking on Sept. 1. Every employee will see a four percent paycheck increase, with a minimum of \$100 a month. The increase will show up in October.

A year from now, all state employees will get another 3 percent across-the-board raise, with a minimum of \$50.

Longevity pay of \$20 a month increases for every two years of service, instead of every three. The change is retroactive, further fattening state employee paychecks.

Online: http://crossroads.org/hrd/HRDInfo/HRMemos/2005/07-14_ERSLegislativeInfo.pdf

■ Increasing financial flexibility by authorizing comprehensive-development agreements (CDAs) for projects that have both tolled and non-tolled elements; and projects that have both tolled and rail elements.

■ Authorizing a local entity to contract with a private partner to build and maintain a pass-through toll project. The pass-through toll payments could even be assigned to the private entity. This provision brings more partners into building transportation solutions.

■ Allowing regional mobility authorities to offer transit services.

■ Creating a framework under which a regional-mobility authority and existing toll authorities may transfer assets and projects.

■ Expanding the cap on toll equity from \$800 million a year to a floating, five-year average of no more than \$2 billion. This change is significant, says Marotta. "It gives locals greater flexibility in addressing congestion because TxDOT could contribute more equity toward projects, thereby making them more feasible," he says.

"This is money that helps build projects without having to be paid back from toll revenues." Without the change, the needs would have exceeded the \$800 million cap in 2006 and 2007, and toll projects would have had to be removed from mobility plans.

Toll issues

In addressing the public's concerns about the Trans-Texas Corridor, legislators focused on some issues posed by property owners.

The results:

■ Conversion of existing highways to toll roads must go to a popular vote.

■ If TxDOT contracts with a private entity to collect tolls, the department must approve the method for setting, collecting and increasing tolls.

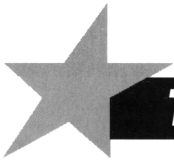
■ The department must restore the utility lines of any roadway it alters when constructing the Trans-Texas Corridor.

■ Allows property owners to build alternative access between tracts of their property if they are severed by the Trans-Texas Corridor.

■ Commercial development on the Trans-Texas Corridor is limited to gas stations and convenience stores at locations in the median. Property owners would have the option to retain the development rights for such facilities.

■ Requires the department to purchase severed properties when a remainder has little or no value to the owner.

"With all these refinements," says Grimes, "TxDOT is really well-equipped to apply multi-modal solutions to the state's transportation issues." ❖



Annual SECC kicks off

The 2005 State Employees Charitable Campaign (SECC) kicked off Sept. 1 at the Texas Capitol in Austin and runs through Oct. 31. Coordinators in TxDOT districts, divisions and offices will be working to see that each employee has the opportunity to support charitable organizations through the convenience of payroll deduction. All contributions are strictly voluntary. Trish Murphy, with the Human Resources Division, has been designated TxDOT's agency coordinator this year. She can be reached at 512-486-5455.

Texas joins crackdown

Texas is part of a national effort to remove drunk drivers from the nation's streets and highways. Between Aug. 19 and Sept. 5, state troopers and local law enforcement officers stepped up enforcement of the state's DWI laws.

"We're putting drivers on notice: If you drink and drive during the upcoming Labor Day holiday, you're asking for trouble," warned Steve Simmons, TxDOT's deputy executive director. "TxDOT is joining the National Highway Traffic Safety Administration (NHTSA), the Texas Department of Public Safety, and local law enforcement organizations statewide to get drunk drivers off the road."

NHTSA reports that alcohol was involved in almost half of the traffic deaths that occurred in Texas in 2003.

Praise for adopters

At the Keep Texas Beautiful conference hosted in Houston in late June, the Travel Division honored groups and individuals with Adopt-a-Highway awards.

Volunteer group: Glasscock Family Girls (Austin District), first place; and the El Paso County Master Gardeners Association and

the Trans-Pecos Chapter of the Texas Master Naturalists (El Paso District), honorable mention. Maintenance employee: Teresa T. James (Waco District), first place; Jill R. Collett (Abilene District), honorable mention.

Program fights litter

Through the Don't Mess with Texas program comes a new campaign targeting the youngest Texans. With the help of the "Litter Force," Don't Mess with Texas teaches children in elementary schools about the perils of littering and how they can "blast the Trash" and protect Texas roadways from litter.

The new effort began in mid-July and visited nine cities in two weeks. Events featured animated superheroes and villains who tell children about the consequences of littering and encourage them to join the Litter Force.

The Litter Force aims to excite and inspire children to become litter-savvy and join their team.

Each character uses special powers to "blast the Trash." Hawk sees litter that may be hidden or is miles away; Ultra shoots a beam from magic bracelets to catch trash; Bolt hears litter as soon as it is dropped and races to catch it; and the half-bulldog, half-robot K-900 uses his sense of smell to detect litter and teleports himself anywhere to pick it up.

The Litter Force protects the environment against the Trash, a gang of messy villains. These include a ketchup-squirting Mr. Packet; a sticky Madam Gum; a snack bag known as the Chipinator that hurls uneaten potato chips; a spit-wad-shooting Sloppy Straw; and Pop-Top, a soda can that flings metal tabs at the Litter Force.

— *Brenda Flores-Dollar,*
Travel Division

More click safety belts

More people than ever are using safety belts while in a vehicle. According to a recent survey conducted by the Texas Transportation Institute, nearly 9 of every 10 people use safety belts — a record. That number represents an increase of nearly seven percentage points over the same survey conducted in 2004. ☺

Crash claims 2nd TxDOT worker

ABILENE — Juan "Tata" D. Martinez, a 19-year TxDOT employee, died Aug. 9 of injuries suffered when a skidding vehicle struck him as he worked in the right of way of Interstate 20.

Martinez, 59, was rushed to Hendrick's Memorial Hospital but died at 4 p.m. that day.

He is the 268th employee to die in a work-related incident since the organization of the department in 1917, according to TxDOT records.

Less than a month before Martinez' death, 44-year-old Jeffrey McNeil, an assistant maintenance supervisor, was killed on the job in the Beaumont District.

Martinez, who lived at Merkel, had been working to replace a delineator on the I-20 entrance ramp at Elmdale Road.



Photo courtesy of John W. Livingston

Covered by the black substance, workers pump asphalt through holes in the slabs to under-seal a road.

Retiree recalls heat of road work

Editor's note — We have adapted the following from a letter received from John W. Livingston, P.E., who retired from TxDOT and now resides in Atlanta, Texas. His recollections were inspired by the three-page article by Mike Cox about U.S. Highway 67 that was published in the June 2005 issue of Transportation News.

The article on U.S. 67 brought some fine memories of days long ago. In 1946, when I returned from Europe following WW II, I was a 21-year-old kid needing a job. I found one at the Highway Department in Atlanta.

Along with other returning veterans, I worked in survey crews as efforts were being made to bring the highway system back into needed order.

Of course, one of the major roads in this area at this time was U.S. 67, which had been in place for a number of years and was in desperate need for total replacement.

Funds were not available to make a replacement, so it was proposed to under-seal the roadway with asphalt by pumping through holes drilled in the slabs.

A contract was awarded and we started to work. Under the direction of Engineer Guy "Pappy" Gullion, a crew consisting of Millard Glass, Red Sharrer and James Henderson and myself went to Mount Pleasant to start by calibrating the asphalt distributor.

It was a cold, blustery winter day with an occasional mist of rain. We found the truck too large to get into the building, so we worked outside.

You can guess who had to enter the tank to take measurements of the internal features of the tank — me — because I was the latest-hired and because I was the only one small enough to go through the hatch. But it did get me out of the cold wind.

Once the internal features were documented, the tank was filled using measured 10-gallon containers of water and the depths were recorded. After a long day, the measurements were completed and a calibration chart was created for the unit.

The next day, Millard and I found a hotel room in Mount Pleasant and prepared to start supervising the work.

The contractor had created a trailer with a high-pressure pump and a cone-shaped nozzle that would fit into holes drilled in the concrete slabs. The drilling machine was mounted with five air-driven hammers and an air compressor that would drill five holes in a slab at a time.

The pump trailer was pulled by the asphalt distributor, with lines feeding the pressure pump. Distribution lines connected to the nozzle, and over-flow lines returned excess flow to the tank.

Wearing face shields, a nozzle operator and a helper dressed in heavy rain gear would insert the nozzle into a hole and hammer it tight and inject the asphalt.

We were using the heaviest oil asphalt at a temperature of 450 degrees.

We inspectors would stand at the side of the pavement and signal when to stop pumping as we watched the asphalt fill the voids under the slabs and lift them back to match the adjacent slab.

Using this procedure, we traveled along U.S. 67 as it crosses Cass, Morris and Titus counties in the Atlanta District. We started at daylight every morning and quit at dark. We worked going with the traffic as we used the patching truck to shield the crew from traffic. Of course, in 1947, traffic was not too much of a problem and the road had become so bad people avoided it.

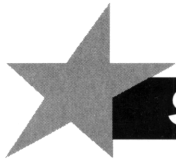
There was some danger to the operation in that the overflow line would jump every time the nozzle was shut off. One day it worked itself loose and jumped out, whipping and spraying asphalt (more than 400 degrees hot) over everything.

Fortunately, it was a cold and windy day and everyone had on heavy coats. When it happened, I saw a black cloud coming at me and turned my back and ran.

From then on, the back of my coat was waterproof and I had received only a couple of small blisters where drops hit my check

The fix to the road worked and, with an overlay on it, the ride was much smoother. In later years, Highway 67 was widened to provide a four-lane roadway to detour Interstate 30 traffic while that roadway was being constructed.

The road's present condition is good. In years to come, though, I can imagine the surprise of someone making a repair who removes that slab to find a thick layer of asphalt underneath. ☺



Service Awards

() = service years

■ DISTRICTS

ABILENE

25 — Hesmergild O. Munoz; 15 — Charlie V. Tischler; 10 — Paul A. Bishop; 5 — Russell D. Chapman, Gregory R. McAdams, Debra D. Paylor

AMARILLO

15 — Rory R. Gomez, Harold L. Moore; 10 — Rodney D. Denson; 5 — Darsey K. Mathes, Aubrey D. Self

ATLANTA

25 — Michael C. Hamilton; 5 — James T. Green

AUSTIN

25 — Ronald T. Bailey, Shelly W. Easley; 20 — David A. Boone, Sherman M. Coots III, Donald E. Nyland; 15 — Gerald D. Pohlmeier, Glen M. Straube; 5 — Scott R. Cunningham, Rebecca A. Garza, Michael V. Mace, Jason W. Whitworth

BEAUMONT

25 — Richard L. Clow, John C. Sims Jr.; 20 — Robert B. Hulgan, Georgette M. Pillitere, Grady O. Simmons II; 5 — Ernest H. Lewis, David R. York

BROWNWOOD

25 — Tommie R. Jones; 15 — Efrain Almodova, Fred H. Holland; 5 — Jason H. Scantling

BRYAN

10 — Allison C. Kurwitz, Mark A. Schoenemann; 5 — Craig O. Gardner, Joe Koite, Timothy R. Ramirez

CHILDRESS

20 — James L. Bettis, Gregory C. Cheyne; 15 — Jimmy C. Braker; 5 — Marty D. Navarrette, Arty R. Tucker

CORPUS CHRISTI

15 — Raul E. Guerra; 5 — Jose M. Escamilla Jr., Otis K. Hinze

DALLAS

35 — Flo C. McCallum; 25 — Charles T. Hervey Jr., Melvin R. Kannady, Charles E. Massay, Van C. Page, David Quintanilla, Deborah C. Williamson; 20 — Edward L. Chisenhall, Tammy J. Hager, James E. Harris; 15 — E. J.

Deford, Charles U. Lankford, Mark L. Shelton, Angel A. Velez; 10 — David L. Breshears, Dianne H. May, Jerry A. Newsom; 5 — Christopher B. Bohannon, Gustavo J. Garcia, Murray D. Johnson Jr., David R. Oberle Sr., Jamshid Shirali, Cody V. Smith

EL PASO

10 — Walter R. Devine Jr., Ramon Ruiz; 5 — Pedro Ramos

FORT WORTH

25 — Timothy L. Robbins; 15 — Billy J. Manning, Phillip S. May, Walter A. McKinney Jr.; 10 — Jeffrey L. Clack, Paul A. Fierro, Robert H. Hall; 5 — Mohammad A. Al Hwell, Otice C. Boyle, Annette G. Cuevas, Timmy R. Cunningham, Curry L. Phillips, Anthony S. Rowland

HOUSTON

35 — Charles M. Jones, Nicolas Saucedo Jr.; 30 — Ronnie L. McCrimmon; 25 — Greta F. Blankenship, Merrill G. Culver Jr., Alvaris Jackson Jr., Curtis A. Long, Cynthia G. Price, Chu K. Vu; 20 — Linda A. Brown, Gary L. Buss, Carolyn D. Huser, Robert W. Kluna Jr., Jose M. Ramirez; 15 — Jon F. Holt, Frederick N. Jones, Jeffrey M. Schwartz, Frank M. Wadlington, Embry Woods; 10 — Martin E. Aguilar, Joshua L. Puckett; 5 — Edward H. Brenner, Donald E. Caraway, Monica Hetherington, Richard L. Kelly, Scotty W. McGee, Richard A. Nicholson, Jeanne K. Pate, Barbara D. Russell, Carlos M. Zepeda Jr.

LAREDO

15 — Juan R. Campos, Arturo Smith Jr.; 5 — Danny Magee, Sergio Reyna

LUBBOCK

35 — Steven L. Ferguson; 20 — Lehmon C. Jacobs; 5 — Orfila E. Banda, Andy Peralez, Daniel T. Richter

LUFKIN

25 — William C. Johniken, Timothy A. Thompson; 20 — Daron W. Webb; 15 — Howard S. Looney; 5 — Zachary D. Mott

ODESSA

25 — Philip Corrales; 10 — Joe M. Robledo; 5 — Alfredo Gonzales, Kristi L. Wink

PARIS

5 — Daniel S. Bly, Jim B. Jacks

PHARR

5 — Joaquin D. Gonzalez

SAN ANGELO

15 — Ray E. Douglas; 5 — John O. Baker

SAN ANTONIO

40 — Elias H. Jimenez Jr.; 25 — George W. Gorman, Michael R. Maloch; 20 — Terry G. Gentry, Cheryl L. Ives, Paul Kieke; 5 — Charles A. Bendele II, Frank Bermea, Francine B. Elkins, Louis C. Ugarte, David K. Zimmerman

TYLER

25 — James L. Beard; 20 — Robert W. Echols; 15 — Josh C. Logan, Curtis N. Rice; 5 — Kenneth W. Burks, Johnny R. Johnson

WACO

30 — Glenn E. Psencik; 15 — Julie L. Durham, Gregory N. Holecek, Ricky D. Pierce; 10 — Carroll L. Starkey; 5 — Chad M. Gregory, Donald W. Hampton, Donald E. Wilganowski

WICHITA FALLS

25 — Anthony W. Breyen, James A. Woods; 20 — David C. Galliton; 10 — Michael L. Carriger, Claudio Leal Jr.

YOAKUM

25 — Daryl L. Honc; 15 — Kitty N. Vincik; 10 — Rhonda L. Branecky; 5 — Timothy J. Kocian

■ DIVISIONS

CONSTRUCTION

25 — Bunny M. Neible, Rosalinda S. Zamora; 20 — Elma G. Araujo, Jorge R. Besa; 15 — Judith A. Mitchell; 10 — Ann H. Campbell, Harry C. Pan

DESIGN

15 — Michael R. Norris; 5 — John R. Anhaizer, Vincent J. Parker, Shirley A. Wilkerson

ENVIRONMENTAL AFFAIRS

20 — Dianna F. Noble; 15 — Graham R. Price; 5 — Jonathan H. Budd

FINANCE

25 — Lanny C. Wadle; 10 — Jimmie B. Broaders

GENERAL SERVICES

10 — Gary C. Quinn; 5 — David W. Coleman, Charles A. Wallace

HUMAN RESOURCES

20 — Jeanne E. Huston

INFORMATION SYSTEMS

25 — William E. Spooner; 15 — Michael S. Calogridis, Cynthia E. Gendron, John T. Jennings; 10 — Jim C. Patterson; 5 — Christina Dannug, Michelle M. Flores, Gladys L. Harper, Priscilla A. Ortuno, Casandra D. Williams

MAINTENANCE

5 — James B. Bowers, Shane A. Phillips

MOTOR CARRIER

10 — Michael C. Ellis, Mark H. Fetzer, Gracie A. Jaber, Robin M. Moten

MOTOR VEHICLE

15 — Zellena P. Jay; 5 — Brian H. Clapp, Janet M. Redfern, Rayna B. Squires

PUBLIC TRANSPORTATION

5 — Carol V. Garcia

TRAFFIC OPERATIONS

5 — James H. Hollis

TRANSPORTATION PLANNING & PROGRAMMING

5 — Brandon R. Banta

VEHICLE TITLES & REGISTRATION

25 — Candelaria J. Rayos; 20 — Olivia Calvo; 10 — Mary R. Vasquez; 5 — Torris Beasley Sr., Tammy R. Belk, Debra A. Davis, James M. Hall, Lance E. New, William C. Sneed

■ OFFICES

PUBLIC INFORMATION

15 — Danna K. Kemble, Kerry B. Neely; 5 — Timothy G. Cunningham

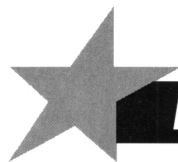
GENERAL COUNSEL

15 — Dana P. Snokhous

BRIDGE

5 — Gary D. Campbell

■ **NOTICE** — Due to a problem with computer programming, errors were found in the Service Awards for June and July listed in the last issue. Some sharp-eyed readers pointed them out to us. It has taken some time to correct the error, but we expect to publish the correct lists in the next issue of *Transportation News*.



Exit Ramp

() = service years for retirement

■ DISTRICTS

AMARILLO

William Harvey (31)

AUSTIN

Leland Gebert (32)
George McMillan (28)
Clifford Pellar (11)

CORPUS CHRISTI

Leonardo Villareal (36)

DALLAS

William Crosby (31)
Charles Proctor (24)

FORT WORTH

Isom Davis III (21)

HOUSTON

Alvin Scott Jr. (25)
Katherine Harrison (24)
Rae Rhodes (22)

ODESSA

Roman Gonzales Jr. (33)

SAN ANGELO

Patsy Rainwater-Maddux (8)

SAN ANTONIO

David Lozano (31)
Jeffery Howard (28)
Bryan Vickery (23)

TYLER

Bobby Hutson (13)

WICHITA FALLS

Allen Wood (35)
Robert Johnson (28)

■ DIVISIONS

CONSTRUCTION

Baltazar Rodriguez (31)

GENERAL SERVICES

Walter Laas Jr. (25)

HUMAN RESOURCES

Christine White (21)

INFORMATION SYSTEMS

Marilyn Barrows (21)

MAINTENANCE

Seferina Chavez (21)

PUBLIC TRANSPORTATION

Ann Suniga (25)

TRAVEL

Vernon Billings (19)
Allen Hayes (8)

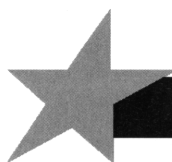
VEHICLE TITLES AND REGISTRATION

Virginia Lewis (33)
Dorothy Beckhusen (23)

■ OFFICES

GENERAL COUNSEL

Juliet King (23)



In Memoriam

ATLANTA

Theotis L. Morrow
Engineering Technician IV
died Aug. 3, 2005

DALLAS

Joe D. Fisher
Assistant Maintenance
Supervisor
retired August 1993
died April 7, 2005

FORT WORTH

Robert Whiteside
Maintenance Specialist
retired 2002
died June 22, 2005

Donald C. Stanley Sr.
Mechanic
retired 2003
died Aug. 19, 2005

LUBBOCK

Shane G. Anderson
Engineering Technician II
died July 24, 2005

PARIS

Alvis H. Jones
Maintenance Technician III
retired December 1981
died July 10, 2005

PHARR

Juan R. Mendez
Engineering Aide
died July 9, 2005

SAN ANGELO

James E. Alexander
retired March 31, 1988
died May 22, 2005

James E. Hubbell
retired December 1979
died May 20, 2005

Harry Helmers
retired October 1982
died July 13, 2005

SAN ANTONIO

Larry G. Byington
Engineering Technician IV
died July 21, 2005

YOAKUM

Frank H. Anders Jr.
retired August 1981
died July 16, 2005

Wilfred Frank Gustafson
Resident Engineer, Gonzalez
retired December 1977
died July 31, 2005

Calendar

2005

SEPTEMBER

20-22 2005 PIO Conference, Galveston
29 Commission Meeting, Austin

OCTOBER

11-12 Transportation Short Course,
College Station
27 Commission Meeting,
Corpus Christi

NOVEMBER

7-10 Research Management
Committee Meeting, CC, RTI
17 Commission Meeting, Austin

DECEMBER

7 Research Oversight
Committee Meeting, Austin, RTI
15 Commission Meeting, Austin

* = all agencies closed

** = skeleton crew holiday

*** = optional holiday (in lieu of any state
holiday where a skeleton crew is required)

The complete TxDOT Calendar is on the intranet at
<http://crossroads.org/pio/articles/calendar.htm>

Reauthorization: TxDOT gains with federal legislation

■ Continued from Page 3

private-sector investments and partnerships, especially those involving the Trans-Texas Corridor.

■ Additional options to toll new federal roadways to relieve congestion and deliver projects faster.

■ Increased options in the use of credits for transportation development (formerly called toll credits). These will help communities meet their federal requirements for matching road and transit funds.

■ Selection of Texas as one of five pilot states to assume

Federal Highway Administration responsibilities to oversee compliance of the National Environmental Policy Act.

■ Instructions to the Secretary of Transportation granting states broader authority to experiment with design-build method of project delivery.

■ Creation of a grant program for states to use in rail relocation projects. The program provides \$350 million from 2006 through 2009. At least half the grants will be for \$20 million or less. ☛

backtracks



This bridge offers some clues to its identity in this undated photo. The pedestrian hints at a long walk across the span above a stream that apparently has its highs and lows. But where and when and by whom might this photo have been taken? If you have more information about this picture, contact Anne Cook at (512) 486-5838 or by e-mail at acook@dot.state.tx.us



David Boone, of the Austin District's Georgetown Area Office, identified the above photo by Clifford Ward of Pflugerville. A restaurant now occupies the site, but it had been a gas station on FM 1825 near Pflugerville, north of Austin. 📍



Looking Back...

"I have built a home fallout shelter because it is the only possible measure I can take to protect my family against radiation effects of nuclear attack. By no means will it give protection against a ground-zero blast, nor a neutron bomb— if such is used." — Anonymous TxDOT employee in a poll about civil defense.

— Highway News,

Texas Highway Department newsletter, August 1961



125 E. 11th St.
Austin, Texas 78701

ADDRESS SERVICE REQUESTED