

# What's Inside

Asbestos is a miracle fiber that can also be a killer. What is the department doing about the possibility of asbestos in its buildings? **Page 3**

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A new Dallas District program gets district employees, contractors and subcontractors together to learn more about themselves and each other. It's called partnering, and district officials believe it already has helped working relations. **Page 11**

Do you have the mostest of something? Is your crewmate the bestest at something else? Inquiring minds want to know for 'TxDOT Records.' **Page 15**

## On our Covers

Anne Wynne, the newest member of the transportation commission, is also the first woman to serve on the panel. On page 2, read about her appointment, which followed Ray Stoker Jr.'s retirement as transportation commissioner and replacement by member David Bernsen. On our **inside cover**, Charles Gaskin, supervising area engineer in charge of the Southwest Freeway reconstruction in Houston, briefs a bus full of officials touring the facility as part of the ribboncutting ceremony Jan. 8.

# TRANSPORTATION news

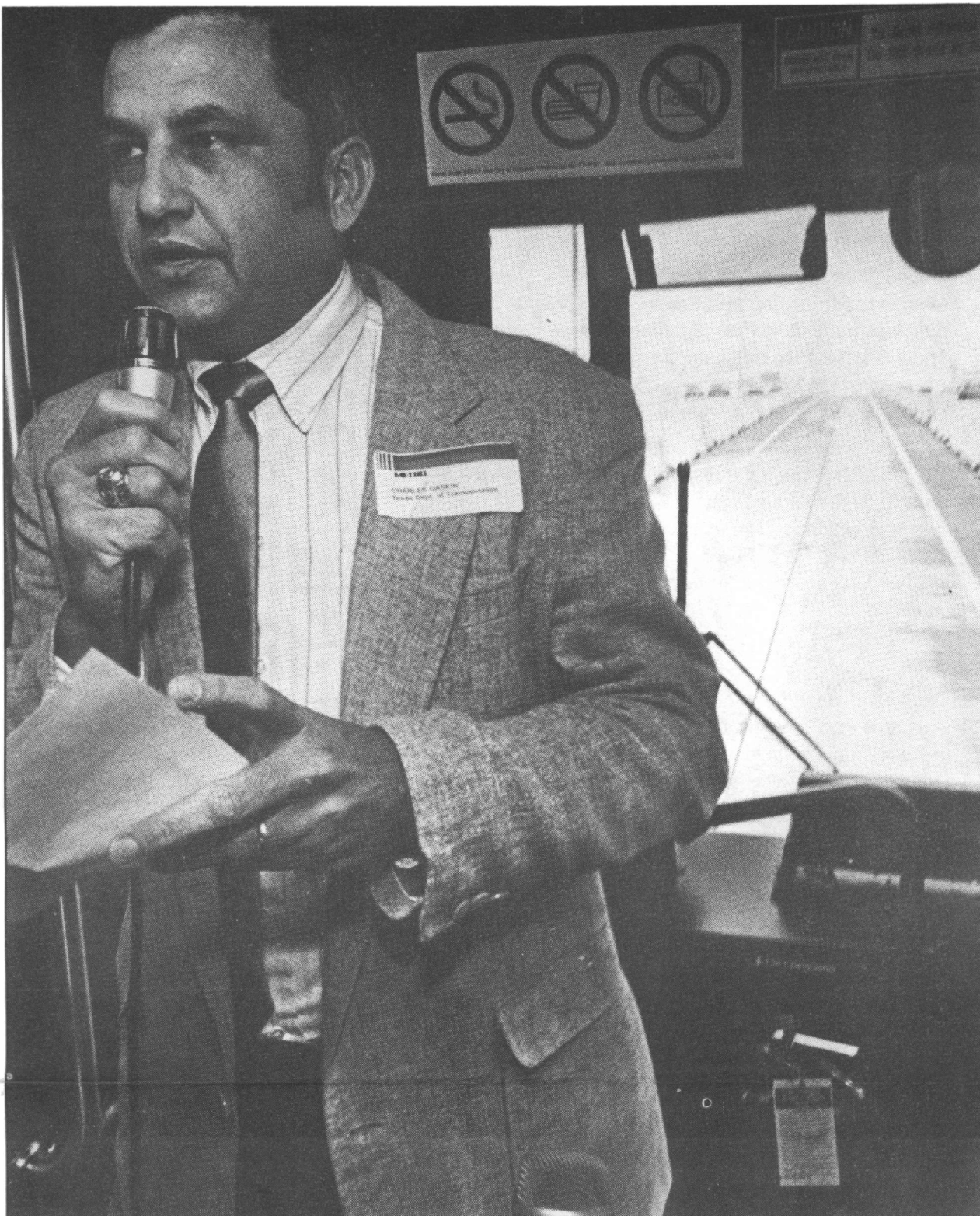
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Geoff Appold

## Southwest Freeway redo gets rave reviews at opening bash

By Roger Polson  
Staff writer

The goal was simple: expand Houston's busiest freeway, amidst more than 200,000 vehicles a day, and do it in a hurry.

On Jan. 8, with a mariachi band playing, TxDOT and Houston's Metropolitan Transit Authority (METRO) gathered a group of dignitaries and interested parties to unveil Houston's latest prize in its highway collection. And what a highway it is.

US 59 is known to Houstonians as the Southwest Freeway. The section between Laredo and Houston was recently designated as the Senator Lloyd Bentsen Highway. No matter what you call it, the new freeway is a real showcase.

It stretches 11 miles from downtown Houston southwest beyond Beltway 8. With up to 14 main lanes, six lanes of frontage road and a high-occupancy-vehicle (HOV) lane or transitway, it promises to save commuters up to 10 minutes a day in each direction. The reconstruction cost more than \$210 million. An additional \$75 million was spent on the transit and HOV facilities.

"Our goal was to increase traffic-handling capacity by 50 percent, reduce travel time and provide a viable alternative to automobile commuting," said Supervising Area Engineer Charles Gaskin. "This corridor is and has been the fastest-growing economic and residential area in Houston and one of the top five in the nation."

Between Beltway 8 and Shepherd Drive, the freeway connects three of the four principal employment centers in Houston, three regional shopping centers and two universities with shopping districts, colleges, hospitals and other major transportation arteries.

The reconstructed freeway features a new regional transit center and three new or renovated park-and-ride facilities, built and operated by METRO. More than 4,300 parking spaces are available for commuters who choose to ride a bus.

The new 11.6-mile, barrier-separated HOV lane brings Houston's total transitway system to 57.2 miles, more than any other North American city. When the planned 95.5-mile system is completed.

See US 59, page 12



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# Bernsen replaces Stoker; Wynne chosen

Texas transportation turned another page in history on Jan. 11 when Gov. Ann Richards appointed the first woman to the Texas Transportation Commission.

The governor selected Austinite Anne Wynne to fill the commission vacancy created by the retirement of Commissioner Ray Stoker Jr. of Odessa. Richards named commission member David Bernsen of Beaumont the new commissioner of transportation.

"I am grateful to Ray Stoker for staying on board and helping the transportation commission through its transformation from the highway department to its current responsibilities," Richards said. "David Bernsen has proven that he is ready to take on the chairmanship."

"The transportation commission has a big challenge ahead of it as we prepare Texas for the North American Free Trade Agreement," Richards said. "We need to build up our infrastructure in the border region, even as we address our rural needs and the issue of urban gridlock. David Bernsen, Henry Muñoz and



Ray Stoker Jr.



David Bernsen

Anne Wynne have a big job in front of them."

Bernsen and Muñoz have served on the commission since November 1991.

Wynne, 39, was born in Dallas. She attended Smith College before receiving her law degree from the University of Texas Law School. She most recently served as a member and chair of the General Services Commission. She is a member and past chairwoman of the St. Edward's Univer-

sity board in Austin and is a past board member of the Austin Chamber of Commerce. She has served as a member of Laguna Gloria Art Museum, Austin Mental Health Association and the UT Women's Athletic Advisory Council.

"I'm honored the governor chose me for a job with such an impact on the state's economy," Wynne said. "I know the issues are complex and the decisions we make will affect a lot of people. I'm sure that one of the most difficult aspects of this job will be making decisions when there isn't enough money to do everything we need or want."

"But I'm most interested in the customer of the transportation system. Not just the people who use it, but also adjacent landowners and various political subdivisions who help make the decisions that shape Texas transportation."

Wynne's appointment is subject to Texas Senate confirmation. ♦ **Roger Polson**

*Editor's note: Next month, Transportation News will begin a three-part series of conversations with the commission members.*

## STIP revisions get commission nod in January meeting

The Statewide Transportation Improvement Program (STIP) approved last October has been revised.

This first revision is part of the new process, spelled out in the federal 1991 Intermodal Surface Transportation and Efficiency Act (ISTEA) and exemplifies the flexibility built into transportation planning.

"ISTEA created a strong partnership between the state's 25 metropolitan planning organizations (MPOs) and TxDOT," said Arnold Oliver, executive director. "This partnership has resulted in a thorough examination of Texas transportation needs and allows more local flexibility."

Oliver said that projects must be listed in the three-year STIP before they are eligible for federal funds.

Public input has been received on the individual MPO transportation improvement plan revisions and now the same process will be followed for the statewide plan.

In its January meeting, the commission approved the local MPO revisions and authorized a statewide public-input process for the STIP.

The proposed revisions and a notice requesting public comments will be published in the *Texas Register*. The public hearing will probably be scheduled for late February.

Public comments and TxDOT's recommendations on those comments will then be reported to the commission for final adoption of the revised plan. ♦ **Roger Polson**

## Outlook bright for improving our partnership with motorist

It's thrilling to think about what's ahead for the department in 1993.

The Intermodal Surface Transportation Efficiency Act has been in effect for a year. We've made many of the adjustments necessary for this new system of federal funding. The groundwork is laid.

ISTEA puts a greater emphasis on partnership, not only with the individual motorist but with contractors, metropolitan planning organizations, local governments and entities regulating other transportation modes.

This month in *Transportation News*, we examine issues relating to our partnership with the Texas highway motorist. The relationship between the department and the millions of drivers out there may seem a simple one—we get the roads built and they drive on them. But it's never been that cut and dried.

The services we provide for motorists become more varied and complex with every year. New issues, like the aging population, demand a reexamination of what we do and how. For example, does sign lettering need to be bigger when a higher percentage of the population has failing eyesight? How do you maintain safety in a congested system serving drivers with slower reflexes?

In addition, both we and the motorist must start thinking about a way to broaden our relationship. ISTEA helps us turn our sights toward alternatives to building more



From the  
Executive  
Director

.....

highways for more vehicles.

Making headway against congestion has become more and more difficult in urban areas. Some possible solutions are exciting alternatives to personal transportation. New technologies in alternative fuels, intelligent vehicles and mass transit coming our way

may astound the world.

It all adds up to great opportunities for us, especially for the department's younger people. I know that with the kind of people we have in TxDOT, we will be able to maintain our transportation leadership, whatever form that takes in the future.

The year 1993 holds bright promise. It's up to us to deliver. ♦

## Earth Watch

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# Asbestos assessment program under way

By Karen LeFevre  
Division of Environmental Affairs

Between 8,000 and 10,000 state office buildings in Texas may contain asbestos. Asbestos may be in ceiling and floor tiles, walls, insulation, steel support structures and especially in heat-producing areas such as boiler rooms.

If left alone, most of these asbestos-containing materials (ACMs) are safe. But many buildings need remodeling and some require historical restoration.

TxDOT undoubtedly has its share of asbestos. While there is no reason to believe that employees are at risk, the department wants to ensure that no one is in danger of exposure. That's why it began a statewide project to assess and manage the problem.

Asbestos coordinator Roger Williams, an architect with the Division of Maintenance and Operations, estimates 200 of the more than 1,500 buildings the department owns or operates have ACMs. At \$30,000 per building, the estimated cost for asbestos abatement would be about \$6 million.

Williams is negotiating with an ACM survey consultant to develop a management plan for the department. "Once the contract is approved, we will begin the first phase of the project," Williams said. It will probably take about a year because of the scope of the work.

"During the first year of the project, a good deal of organization is required, such as establishing procedures and communication channels between the project office at the Riverside Annex in Austin and the field offices," Williams explained.

The next step involves site surveys, including sampling materials for asbestos. "The consultant survey teams will collect samples of all suspected ACMs within walls, ceilings, floors, and pipe and duct areas," Williams said. "We'll also look particularly for areas where suspected ACMs have been damaged."

If they find ACMs, they will determine if there is any exposure risk to employees.

The consultant will then categorize materials, set priorities on future work, prepare a written report to summarize testing methods and findings, and provide documentation, including

photographs," Williams said.

Williams' schedule includes producing floor plans with automated graphics to simplify updating them later. A computer database to summarize findings and help estimate abatement costs will also be developed.

The second phase of the project will involve asbestos removal or encapsulation. For that, the department will contract with licensed asbestos-abatement specialists. Renovating affected offices may require ceiling replacement, as in

the Tyler District headquarters.

When the Tyler District office was expanded, beginning in September 1990, the department complied with Asbestos Hazard Emergency Response Act procedures to find ACMs and develop a plan to abate the asbestos. Tyler District Engineer Bobby Evans said the ACMs found were in blown acoustical ceilings and preformed thermal insulation on water pipes.

Evans said asbestos abatement began in June 1991 after expansion

was complete. Employees from one floor of the older section moved into the new wing, and the abatement contractor removed asbestos from the vacated and sealed-off section. After the area was cleared of hazard, employees from the other floor moved so the ACMs on their level could be removed.

The contractor monitored air inside and outside the contaminated area. Before, during and after the abatement, Environmental Protection Agency-recommended levels of asbestos were never exceeded.

"The important thing was to protect workers through careful handling; not just our employees but the abatement contractor's employees as well," Evans recounted. "You have to keep operations going throughout the procedure. But it only took a month, and we were lucky to have someplace to move everyone while the work was in progress."

Remodeling the Dewitt C. Greer Building, the downtown Austin headquarters of the department, involves removing asbestos-containing insulation from ducts above the first-floor ceiling. Although most of the building's ACMs were abated during a 1970s remodeling, the original first-floor ceilings remained.

Now that area of the building will undergo a restoration to make it more serviceable and still preserve historical and architectural integrity, said Bob Hays, chief architect of the Division of Maintenance and Operations. The cost of the abatement will be \$190,000 of the \$2 million to be spent on the project, he said.

"Our asbestos management plan may not require such extreme measures in every case," Williams noted. "If the asbestos-containing material is in good condition and does not pose a threat to employees, we may just monitor it," he said.

Many materials, such as asbestos-containing floor tiles, can be serviceable for years to come, with no danger to building occupants.

Employees should know where asbestos is present in the work place and take care not to disturb it," said Williams. "That's the best management plan there is." ♣

## The history of asbestos

Asbestos—the miracle material with a name that comes from the Greek word for "indestructible"—has been around for ages. Asbestos occurs naturally in bundles of minute fibrils, 1/100th the diameter of human hair.

The Phoenicians wove asbestos fibers into cloth. Prized for its strength, light weight and resistance to fire, the fabric was a popular trade item more than 20 centuries ago.

By the turn of this century, asbestos was used throughout the world, even though the supply was unreliable and frequently failed to meet demand.

In 1937, a British inventor combined asbestos fibers with adhesive and sprayed the mixture onto structures as fireproofing for the steel framework of buildings.

Not long after, two mines in Canada began producing many times more asbestos as all other sources combined. The two mines supplied enough asbestos to meet the world's needs, even during World War II, when it was used extensively in war vehicles.

Worldwide consumption increased from about 1,000 tons in 1890 to a peak of 6,500,000 tons annually in the 1970s. Because of availability, ease of application and effectiveness, asbestos was common in most buildings constructed in the past 50 years.

But, asbestos has a dark side. Asbestos-containing materials (ACMs) present health risks. The virtual indestructibility of asbestos that garnered it such widespread use also poses a danger to people who inhale or ingest it.

Once the airborne fibers from friable ACMs (which can be crumbled between the fingers) become lodged in a person's lungs, they do not go away. Eventually, exposure may result in asbestosis, a disease that scars the lungs, restricts breathing and can kill; lung cancer; or mesothelioma, a rare, always fatal cancer in which tumor cells grow uncontrolled in the victim's chest or abdomen. Smoking greatly increases the risk of asbestos-related diseases, which typically take decades to develop.

In the 1930s and '40s, workers making asbestos products began showing symptoms of illness. In the '50s and '60s, a wave of asbestos-related illness arose among shipyard workers. Scientists now predict that custodial workers and installers of telephone and computer wiring in buildings with ACMs are at risk.

In the late '70s and early '80s, concern arose for students and teachers when asbestos was found in school buildings nationwide. As a result, Congress passed the Asbestos Hazard Emergency Response Act (AHERA) of 1986, which requires stringent inspections of public schools for ACMs. If asbestos is found, a licensed asbestos planner must develop a management plan for the building that includes removal or encapsulation (sealing) of friable asbestos and management and reinspection of other ACMs.

Subsequent Environmental Protection Agency regulations require that government agencies adopt AHERA standards for inspection and management whenever structures that may contain ACMs are renovated. ♣

Karen LeFevre

# Public hearings are old but important tool

Division of Aviation finds them just the ticket for meeting changing needs

By Cheryl Converse  
Staff writer

Avocados and aviation don't have much in common. Put them in Vega, however, and they become economic allies.

Vega's airport facilities attracted a California-based firm to this Panhandle town. For towns like Vega, building the airport facilities that attract businesses begins with a public meeting.

Some department folks see public meetings as part of the Intermodal Surface Transportation Efficiency Act (ISTEA) era. But these meetings are decades-old tools to the Division of Aviation.

For the past 20 years, aviation officials have met with community and business leaders and local residents to get their input in aviation system planning.

Aviation officials are caretakers of the Texas Aeronautical Facilities Plan (TAFP), an outline for aviation facility improvements for the next 20 years. Public input helps the division determine the needs and priorities of the state system.

"We're here to enhance air transportation and thereby enhance commerce," said Michelle Hannah, an airport facilities planner with the Division of Aviation.

Hannah explained that talking with the public and community leaders is the best way to learn how local needs are changing. "We do our homework. Then we talk

with the town's people to get a better idea of what is going on," she said.

During the 1992 public meetings, division officials learned that the California firm will build two more cold-storage distribution centers in Vega because it has offered easy access to air transportation. With that knowledge, aviation officials assign new priority to improve airport facilities.

Hannah and her travel companions—a Federal Aviation Administration planner and a Texas A&M University consultant—go into each meeting with armsful of paper.

They distribute a brochure that highlights the TAFP, its objectives, and its goal, which is to provide population and economic centers with access to a statewide air transportation system. They also carry with them information about the area's social, economic and aviation trends.

Both documents are important to the success of the public meeting. Hannah said the brochure outlines the TAFP and the steps a project must go through for inclusion in the funding program.

"We use socioeconomic data to stimulate conversation. When we talk about their industries and their needs, people know we've done our homework. They know we care enough to learn about them. Then, they start talking about what's going on, what's in the works. This

For the past 20 years, aviation officials have met with community and business leaders and local residents to get their input in aviation system planning.

is information you don't learn until you get out there," Hannah said.

During the 1992 meetings, the trio visited several facilities in the Panhandle. Hannah said, "That area is hopping. The peanut business in Memphis also is indicative of what is going on. Several international candy and food companies are flying in and out of Memphis to get peanuts," Hannah said.

She said that businesses today often look to smaller towns when building distribution or management centers because they typically offer lower tax rates. But, businesses must have easy access to those centers, which a well-integrated, statewide air transportation system offers.

"Many of our smaller towns are pivoting between growing or diminishing," Hannah said. "Sometimes it's hard to get the message across that an airport can help towns prosper."

During public meetings, officials explain the benefits of community airports, and the process that sponsors must go through to get state and federal money.

"We send out news releases so they'll read in their local papers where the meetings will be. We stress to them that decisions involving their airports affect their communities and we can't make the right decision without their help," Hannah said.

She said this year, the trio saw many of the same faces they had seen before. The meetings were a success because the division received many letters of interest, the first step in getting a project listed in their five-year funding instrument, the Capital Improvement Program.

"Participation in our meetings is a good indicator of the success of our public outreach effort. We're getting information to the public sponsors because we're receiving letters of interest. They see how the process works," she said.

Between March and October of each year, Hannah and her colleagues visit about 100 general aviation airports and their communities. About 250 Texas airports are eligible for state or federal funds. General aviation airports do not provide commercial airline service, but do offer facilities that may accommodate corporate aviation needs. ♦

## Parents show kids love with 'constraint' Feb. 8-14

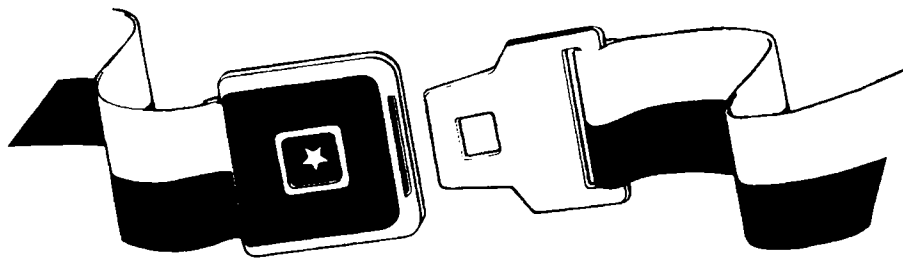
The week before Valentine's Day, a time to show others we love them, was chosen as a time for parents to demonstrate love for their children by properly restraining them while traveling in a car.

TxDOT observed Feb. 8-14 as Child Passenger Safety Awareness Week and urges parents to love with restraint by making sure children are buckled up on every trip.

Executive Director Arnold Oliver said, "The leading cause of death for children is automobile crashes. More than 70 percent of these deaths could be prevented if children were properly secured in safety seats. Parents need to buckle up their children every time they travel."

Texas law requires children under 2 years of age to be restrained in a federally approved child safety seat, and children 2 to 4 to be restrained in either a child safety seat or by a safety belt while a passenger in a car.

Children now die less frequently and suffer fewer injuries in motor vehicle crashes. Con-



tributing to this reduction have been child-restraint laws in all 50 states.

But it appears that having a law isn't enough for some parents to properly restrain their children. According to a 1992 study by the Texas Transportation Institute, only 51 percent of all children covered by Texas law were correctly restrained. This helps explain why 57 children in Texas under the age of 4 were killed and many more were injured in car crashes.

To help reduce such numbers, TxDOT is working with the National Highway Traffic Safety Administration (NHTSA) and other national organizations to promote the use of child-safety seats and belts for children. When correctly used, safety seats are 71 percent

effective in preventing deaths and 67 percent effective in reducing injuries.

NHTSA estimates that as many as 49,000 injuries and 455 deaths could have been prevented in 1991 if every child under the age of 5 had been correctly secured in a

child safety seat.

NHTSA operates the Auto Safety Hotline (800/424-9393), which answers consumers' questions concerning child safety seats and has current information on which car seats have been recalled.

Many parents cannot afford a child safety seat. The Texas Department of Health's SafeRiders Program has information on loaner programs and about child safety seat use and recalls. Parents can call 800/252-8255.

"The No. 1 killer of children is also the most preventable," said Oliver. "Use a child-safety seat or safety belt to protect your child while in the car. Love your kids. Buckle 'em up." ♦ **Jean Oliver, Division of Maintenance and Operations**

# Montrose: The man who would be Prince

By Jeff Carmack  
Associate Editor

How often has this happened to you: You're watching TV, remote control in hand, channel-surfing like crazy, when a music-video image flashes by. Sixteen channels later, the image registers and you say, "Hey! I know that guy!"

If you've seen a video by Austin rapper Candy Fresh, then you've seen the Dallas District's Montrose Cunningham.

While seeing Montrose (in musician mode, he goes by his first name only) in a music video might be a surprise to some, it's yesterday's news to those who know the 25-year-old public affairs officer.

Cunningham said he has been playing music since he was 9. He began by taking piano lessons, but "didn't really like it because I was always having to play what other people wanted, so I started writing songs." He said another 10 years passed before he decided that he really wanted to be a musician and songwriter.

Since then, he's added the guitar to his musical arsenal. He has also written "several hundred songs—pads and books full," he said. Although he has recorded only demos, several record companies are interested in his work. "But they always want to hear more," he said, "so I just keep writing."

Cunningham loves to perform, and his love of playing has taken him to some varied venues. Among them are the Dallas Hard Rock Cafe and Club Clearview at a fund-raiser for a movie about the AIDS Resource Center in Dallas.

One of his most interesting gigs was at a country-western bar. Playing a C&W bar may sound like no *big deal*, but when you look like a young Chuck Berry and have musical influences that range from Sly Stone to Madonna to Prince, the odds the gig will end with your chalk outline on the floor increase dramatically.

"It was basically a talent show; I went just because I like to play. I didn't know it was a country bar till I got there," Cunningham said. The crowd may have been too stunned to get upset. "Some of the stuff I did, like getting on the floor, they didn't get into. I also do this thing where I get the audience to respond, and it was pretty quiet. I think I got over because I was playing a guitar."

He looks at the experience philosophically. "It was cool. I figure if I can play there and not get bottles thrown at me, I can pretty much play anywhere."



Montrose Cunningham, who holds a day job as a public affairs officer in the Dallas District, has a second career as a musician-songwriter.

Cunningham got a part in the Candy Fresh video ("Homey, You Ain't Got an Ounce of Mac in You") after a friend of the producer saw him play at the Hard Rock. "They said they'd been looking for someone (to play the part) and they called me two days before the video was shot," said Cunningham. The project, in

which Cunningham plays "basically the guy who did her wrong," was shot in two days.

He also appeared in a video production of a song he wrote, "You Are My Fantasy," and is now working on a remake of the same song. "A friend shot it and we edited it together," he said. "It was OK but we didn't really have anything planned. We just went out to Deep Ellum (Dallas' music-club district) and shot it. We were lucky; we had a good-looking girl."

The remake will be a different story. "We really prepared for this one," he said. "It'll have different instrumentation, and the soundtrack will be recorded on a 24-track (tape machine)." It will also feature "more good-looking girls," he said.

Cunningham said his music career causes no friction with his co-workers or supervisors. On the contrary, they support his avocation and even venture to clubs to hear him play. He would like to be a full-time professional musician, and doesn't see living in Dallas as a roadblock. He cites the New Bohemians as an example of a band that started out in Deep Ellum and went on to international acclaim.

"Dallas is a growing center for music," he said. "The record companies are starting to look to Dallas for new acts. The (music) scene is kind of dead because bands all sound the same. And the black artists here are either R&B (rhythm and blues) or rap. But that's good for me because what I'm doing is completely different."

Right now, Cunningham is content to stay in Dallas and polish his craft. He said he would like to avoid the East and West coasts, "where lots of musicians are waiting tables and everyone is an aspiring something-or-other." ♣

## Travel center manager gets business club's Athena award

The first local winner of a national women's business award welcomes tourists to the state with a Texas-size smile.

Pam Crew, manager of the Texas Travel Information Center in Orange, received the Athena award recently from the Business and Professional Women (BPW) organization. The award has recognized women for business leadership since 1982.

"I believe in women helping women," Crew said, "but I also believe in women helping themselves with positive ideals and ideas."

Crew, who has managed the Orange center for the Division of Travel and Information since 1987, is active in many civic organizations and projects. She received the department's Roadrunner Award in 1980 as Texas' outstanding travel counselor.

BPW coordinated the Athena award through the Orange Chamber of Commerce and a local automobile dealership. The recognition of outstanding professional women is sponsored by General Motors through 250 chambers of commerce in 45 states. ♣ **Orange Leader**

## State cars exempt from insurance proof

"Can I see some proof of insurance, ma'am?" the trooper might ask.

No, he can't, if you're in a state vehicle.

For more than 10 years, drivers of state vehicles have not been required to show proof of auto liability insurance.

But some law officers are unaware of the exemption to

Texas law and are requesting proof from drivers they stop.

Even though the Division of Occupational Safety has reminded law-enforcement agencies of the exemption, the division is asking district and division administrators to place a copy of the law in state-vehicle glove compartments—just in case a roadside reminder is needed. ♣

# Medicine's loss was department's gain

By Cheryl Converse  
Staff writer

Patsy Stanley's department career started with a cancellation—she canceled her nursing career to help her fiancé become a doctor.

Shortly after she started working for the department, she canceled her wedding plans. Instead of becoming a wife, Stanley became one of the Road Design Division's most loyal employees. She retired in September 1992, after a 33-year career.

"I grew up at the highway department," Stanley said. "I married, had a child, divorced and adjusted to being a single parent—all while working in the Highway Design Division."

Stanley also helped the department grow up. She was among the first employees to push aside her typewriter for a computer. She was on the task force that wrote the famous "pantsuit memo," allowing women to wear pantsuits instead of dresses and skirts to work. From her desk, Stanley watched as Byron Blaschke, Henry Thomason, Frank Holzmann, Tommie Howell and others became department leaders.

Stanley "was instrumental in 'training' us for bigger and better things," said Howell, who now heads the Division of Automation. Others agree.

"You showed great patience, as you influenced decision, and taught each one of us to run the division," Bill Lancaster, director of the Division of Highway Design, wrote in a poem for Stanley's retirement party.

Associate Executive Director Frank Holzmann said he will never forget the first time Stanley called him. It was the day before he left San Antonio to become a division head. Because of a distribution mix-up, Holzmann never received a copy of the announcement that named him Highway Design Engineer. Consequently, he harbored a smidgen of doubt that the Austin folks expected him. Stanley took care of that.

"She said, 'I'm Patsy Stanley, your secretary in D-8. Let me tell you where you need to go tomorrow, where to park and what your schedule is for the next month.' She made me feel at home. Before she hung up, she asked, 'Do you have a place to stay?' When I arrived in Austin, I had reservations at La Quinta."

Holzmann said Stanley also prepared a special packet of information. It included the



saying, 'How did that little thing get in my wallet?' Patsy didn't know what to think. That was 35 years ago," Howell said.

Stanley married in 1962. She worked until 1964, when her husband was transferred to Borger. Although she now had a baby to keep her busy, she missed her work, Stanley said.

Stanley returned to her old job in July 1966. By that time, section head Robert Lewis was the only

**"I grew up at the highway department. I married, had a child, divorced and adjusted to being a single parent — all while working in the Highway Design Division."**

Patsy Stanley

division's organizational structure and, by section, a list of all the division's employees and their career experiences. He said he relied heavily on that packet.

"Patsy took care of everything. All I had to do was walk in and do my job," he said.

Stanley had done her homework by the time Holzmann became Highway Design Engineer in 1984. Though she started out typing research reports, she learned everything she could.

"I never just typed something. I read it and understood it first," Stanley said. "Anyone can learn by listening, observing and asking questions. That's what I did."

Stanley's co-workers made sure she allotted some time for fun, too. Because she collected money for retirements and charities, Howell and three of his colleagues conspired to play a trick on her.

"Stuart Williams had borrowed \$400 in \$100 bills. He gave each of us one bill. When Stanley came to get donations, we each pulled out a \$100 bill and asked for change. Frank Rife pulled out a \$20 bill instead. He looked at it, wadded it up and threw it across the room

person in the section she did not know. But the two became friends and worked together until 1983.

"I was a young, single mother. The people I worked with were most supportive. Vonnie and Bob Lewis were great role models for my daughter," Stanley said.

Two years after Stanley rejoined the department, Lewis was appointed Chief Engineer of Highway Design.

"The morning he (Lewis) was supposed to move in, he came to my desk and said, 'I'm not going without you.' He waited for me to get my purse and pack up my personal belongings and then we walked down the hall together," Stanley said. That walk changed Stanley's life.

She had barely settled into her desk and new responsibilities when computers were installed in each division head's office. That was in the early '70s. Once Lewis discovered how the Extended Text Compiler (ETC) could help Stanley, the computer did not stay in his office long.

"I read the manual and tried out the commands. It was all trial and error," she said. "I didn't know ETC was complicated, so I didn't have any barriers. All the commands were built on abbreviations

and I was good at shorthand. I just gave it shorthand terms I knew."

With a computer keyboard at her fingertips, Stanley's typing speed soared from 80 words per minute to more than 100. It wasn't long before she called the folks at automation and requested a faster keyboard.

"Mr. Lewis asked me to be on a task force to see how computers could help administrative technicians. It wasn't until I introduced myself (to the task force) that someone told me I was nicknamed 'Queen of the ETC.'"

There have been many changes since Stanley became a division head secretary. Most she weathered easily. But, she took one long look at the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and began joking about retirement.

"The Interstate system act was a big bill for its time," she said. "There were changes to be made from time to time, but it's surprising how easily those changes were absorbed once the system was in place."

She said ISTEA was the most unusual legislation of her career. "The funding categories kept increasing and getting more complex. I kept laughing and saying, 'I don't have to do this ... I can retire.'"

ISTEA was just a year old when Stanley retired. In his poem, Lancaster wrote that he kept hoping Stanley would change her mind, until she showed up in a Chevy van: "It's retirement now, come hell or high water, the van's all loaded, to go see your daughter."

But Stanley won't be hanging around her daughter's and new son-in-law's home. She enjoys crafts—crochet, painting and sewing—and plans to travel from craft show to craft show.

"When my daughter was planning her wedding, I kept thinking it was crazy to take on all these bills just before I retire," she said. "But, I'm ready to keep myself company. I have always been able to entertain myself and I'm really enjoying being retired." ♦

## TxDOT and the driver

**W**e build 'em, you drive 'em: The individual driver of a motor vehicle on a highway is one of the department's most obvious and numerous customers. But as Executive Director Arnold Oliver notes in his column this month, TxDOT's partnership with the motorist is more complex than we sometimes think. We serve the driver in a variety of ways. Road engineering, signs, tourist aids, safety programs and rest areas are just a few.



# Free trade or no, trucks a weighty issue

**By Ronda Baker**  
Staff writer

Truck traffic in the Texas border area will continue to make weighty demands on our transportation infrastructure—whether or not the North American Free Trade Agreement (NAFTA) is ever approved.

A Texas Transportation Institute (TTI) study of the effects of United States-Mexico trade on our transportation system appears to point to that conclusion.

Another TTI study seeks to determine that even if NAFTA is never ratified by the three legislatures that must approve it, "the impact of vastly expanded international trade and the continuing growth of the maquiladora industry on the Texas economy and the highway network that binds it together will be enormous."

An estimated 85 percent of freight between Mexico and the United States moves on the ground—most of it by truck.

Between 1986 and 1990, U.S. imports from Mexico increased by nearly 75 percent, and exports to Mexico rose 137 percent. Much of that activity stems from the development of maquiladora manufacturing plants on the Mexican side of the border.

Of the 22 crossings along the Texas-Mexico border, three bridges handled nearly three-fourths of the truck traffic in 1991. Two of them—the Convent Street Bridge and Juarez-Lincoln Bridge in Laredo—carried nearly half the traffic.

At issue is not only the number of trucks but also their weight. NAFTA could encourage an increase in the weight limit of trucks using the highway system. Heavier trucks mean more wear on the pavement—and more maintenance costs to the department.

An 80,000-pound truck with maximum axle loads damages pavement as much as 9,600 cars, according to a road test conducted by the American Association of State Highway and Transportation Officials.

Mexican trucks generally weigh 110,000-140,000 pounds when loaded, and Canadian trucks often weigh 110,000-120,000 pounds. The weight limit for Texas highways is 80,000 pounds (gross weight and axle weight).

Although NAFTA is not specific to truck weight, an ad hoc committee with expertise in land transportation standards will work out weight provisions, emissions standards and other considerations, said Harvie Jordan, assistant director of TxDOT's International Relations Office.

The provisions aren't expected for three years, provided NAFTA is ratified by each country's legislature by early next year, Jordan said.

Establishing staging areas on the U.S. side of the border is one solution. "In these staging areas, truck loads could be broken down

and redistributed so they meet the current limit," Jordan said.

One private owner of a bridge over the Rio Grande expressed interest in paying the costs to repave a farm-to-market road from his bridge to a staging area, Jordan said. The road would need to be repaved to support the increased weight.

Another solution is the development of multimodal centers near the border. At the multimodal sites, cargo and passengers could be switched to more efficient modes.

The idea is being studied at the University of Texas' Center for Transportation Research. According to the study, "a whole range of multimodal centers are possible along the border crossings, ranging from a complex of transportation facilities (including rail or shipping modes) to the multimodal transportation terminal, a single common facility shared by different modes."

If the weight limit is increased, many highways around the state will have to be beefed up, according to a position paper written by the Division of Planning and Policy. The only heavy-duty highways are the Interstates, about 4 percent of the state-maintained system. More than half the system is made up of farm- and ranch-to-market roads.

If NAFTA is ratified, truckers will eventually be able to pay border-crossing fees in advance through a computerized charging system—creating "seamless borders" for truck traffic. Changes in the flow of traffic through customs may create a need for new lanes on roads that connect with international bridges, TTI found. In cities with more than one border crossing, some bridges could be made one-way to move truck traffic better. ♦

### Test your safe driving IQ

- When you slow down or stop you should signal by pumping your brakes a few times. (True or False)
- If you are turning from an unpaved road to a paved road, must you yield the right-of-way to traffic on the paved road?
  - Yes, if you have a stop sign.
  - Yes, whether signs indicate it or not.
  - No, unless traffic is moving really fast.
  - No; the road surface is irrelevant.
- When traveling behind an emergency vehicle that is flashing its red lights, you should get no closer than
  - 100 feet
  - 250 feet
  - 500 feet
  - 1,000 feet
- It's OK to pass on the right side of a vehicle in Texas, if there's enough room. (True or False)
- Coasting downhill in neutral is recommended to save wear on the clutch. (True or False)
- An average car traveling 60 mph requires \_\_\_ feet to come to a complete stop.
  - 60
  - 153
  - 272
  - 313
- If you're driving the speed limit, it's OK to stay in the left lane if drivers behind you want to exceed the speed limit and are tailgating you. (True or False)
- If your car begins to skid, you should:
  - Hit the brakes.
  - Turn the steering wheel against the direction of the skid.
  - Let go of the wheel and let destiny take over.
  - Turn the steering wheel in the direction of the skid.

Source: Department of Public Safety Driver's Handbook

- Answers:
- True
  - B
  - True
  - False
  - False—coasting downhill in neutral is illegal.
  - C
  - False. In Texas, the rule is "slower traffic keep right."
  - D

# New map reunites Panhandle, rest of state

## Move follows nearly 20 years of exile in wilds of New Mexico

By Pete Haight  
Division of Travel and Information

After being banished to the wilds of New Mexico for nearly 20 years, the Texas Panhandle is returning to its proper place on the new *Texas Official Highway Travel Map*, scheduled to go into distribution this month.

Simple as it may seem, this undertaking took a year to complete. Consider, for example, that moving the Panhandle necessitated the various indexes reflect a change in virtually all of the 1,986 cities and towns, 254 counties, 124 or so state and national parks, all the state and national forests and grasslands, and a baker's dozen national wildlife refuges. And that's just for openers.

By moving the indexes for the counties, parks, and national facilities to the space formerly occupied by the Panhandle in the New Mexico area, it became possible to increase the type size of the city index, making it easier to read.

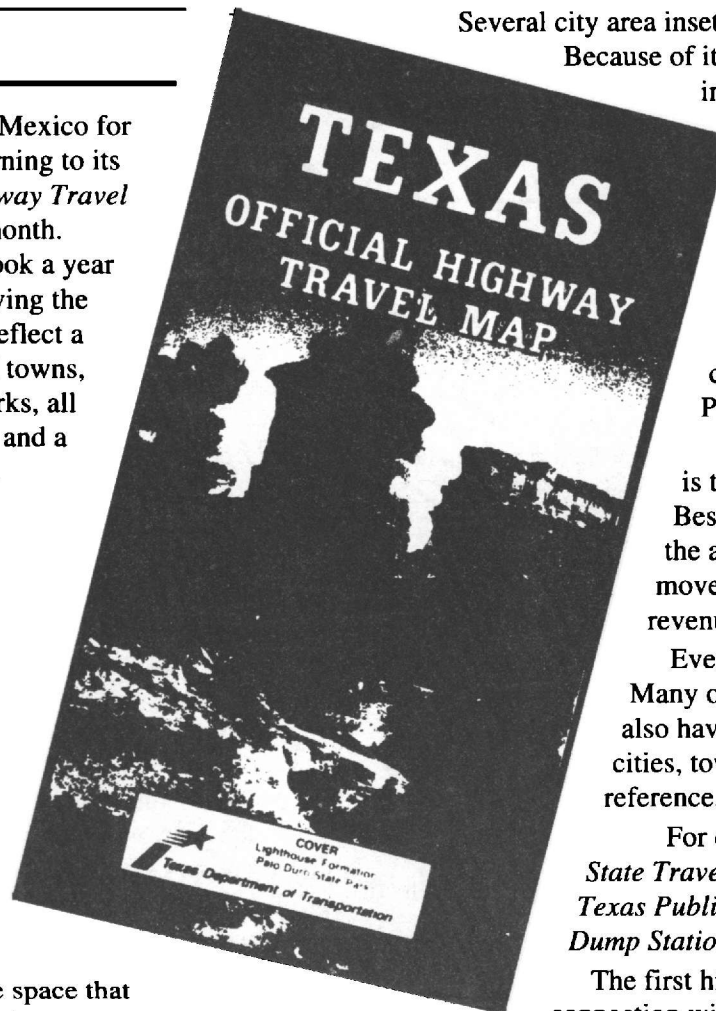
An index of cities and towns offering public transportation systems has been added, as has a toll-free number to call for information about the AMTRAK rail system.

Another new feature is a stylized map and mileage chart showing the distances from Austin to other state capitals. It's in the space that would otherwise be taken up by most of Oklahoma.

Information about highway laws, speed limits, conversion of miles to kilometers, and other useful data have been grouped for easy reference. Included are listings of the TxDOT district offices and Texas Travel Information Centers, as well as the TxDOT toll-free travel information number and the Department of Public Safety emergency hotline number.

A last-minute change requested by the Texas Parks and Wildlife Department to delete several park facilities and add others required renumbering all 105 state parks, both on the map proper and in the parks index.

Overall, 6-1/4 inches have been added to the vertical dimension to accommodate the Panhandle. This made a new fold necessary. This, in turn, required a major redesign of the cover side of the map, since each panel has a new dimension. The map will still be easy to handle in a compact car.



Several city area inset maps were shifted to fit the new fold.

Because of its complexity, the Lower Rio Grande Valley inset map has been enlarged. The expanded format made it possible to add three new area maps: the Temple-Belton-Killeen, Brazosport and Sherman-Denison areas.

Also included on the city inset side, for the first time, are locations of public transportation facilities.

The cover of the 1993 map features a colorful photo of the Lighthouse formation in Palo Duro Canyon.

One of the most obvious changes to the map is the back cover. It bears an advertisement by Best Western International motels. The sale of the ad helped defray the cost of publication, a move approved by the administration as a revenue-increasing measure.

Even with maps, the domino theory is at work. Many of the TxDOT family of travel publications also have been changed, since map coordinates of cities, towns, parks, and forests are listed for easy reference.

For example, the 409 city listings in the *Texas State Travel Guide*, the 443 campground listings in the *Texas Public Campgrounds* guidebook, and even the *RV Dump Stations in Texas* folder had to be changed.

The first highway travel map was published in 1936 in connection with the Texas Centennial. Copies are now rare. The map distribution unit of the Division of Transportation Planning maintains the department's most complete collection of highway maps, including quarter-scale maps dating to 1936. A number of historic highway travel maps are also archived at the Travel Publications Branch of the Division of Travel and Information.

In 1992, the division published a Spanish-language version of the map for the first time as an aid to Spanish-speaking neighbors, such as visitors from Mexico. For now, it will retain the old map format.

The department expects to distribute nearly 2 million maps this year. The maps are generally printed in two batches, one in January and the other in June or July. Keeping the map up to date is an ongoing process, and the Travel Publications Branch, responsible for the production of the *Texas Official Highway Travel Map*, relies heavily on input from the districts. ♣

## Newer travel info center to be built near El Paso

Travelers crossing the Texas/New Mexico border near El Paso will be served by a modern travel information center and new rest area, thanks to action by the commission.

In its January meeting, the commission approved a \$5.8 million Travel Information Center on Interstate 10 near Anthony. The new building will replace the 32-year-old center at the site.

The new, larger travel center will be more accessible to people with disabilities because

it will be built to new federal standards.

About 200,000 people visit the Anthony center each year. The number of visitors is expected to double during the new center's first year.

The complex will have a 24-hour rest area, located across a courtyard from the main building.

Construction can begin once environmental and public input and right-of-way purchases are completed. The new center is expected to open in 1994 or 1995.

The department operates

11 travel information centers around the state. A 12th center, near Denison, is closed and will be replaced by a new building next year. Staffed by professional travel counselors, the tourist centers serve 3 million visitors each year.

Surveys of these visitors show that the travel information given at the centers influences the visitors to extend their stay in Texas, increasing state revenue from taxes on gas and lodging and boosting the economy. ♣ Ronda Baker



# Task force working to accommodate needs of aging population

By Ronda Baker  
Staff writer

In Nebraska recently, a 91-year-old man broke all the Ten Commandments.

Literally.

Sitting in his car, about to take a driving test to renew his license, the man accidentally hit the accelerator and crashed into a monument depicting the Ten Commandments. He and the monument weren't seriously hurt, but the image of the elderly driver probably was.

Whether older drivers should have to face tougher requirements to renew their driver's licenses was one of the issues facing a task force studying the effect of these drivers on roadway safety. The department funded the study.

The study group's aim was not to keep elderly people off the roadways but to work to meet the needs of aging drivers so they can maintain their independence, said Carla Baker, coordinator of the Texas-Based Task Force on Older Drivers.

People older than 55 are the fastest-growing segment of the Texas population, said Baker, who works for the Texas Department of Health. By the year 2000, one of every three Texas drivers will be over 55. One in 12 will be over 80.

Drivers 55 and older are involved in far fewer fatal accidents than those in their '20s and tend to drive less, studies show. Yet senior citizens involved in accidents are three times as likely to die or suffer a serious injury.

In December, the 88-member task force recommended changes in traffic signals and driver licensing and training that would benefit drivers of all age groups, Baker said.

Traffic signals and signs should be designed to be seen by people with less than perfect vision, said Rick Collins, a TxDOT traffic engineer who served on the task force. "Current standards assume a visual acuity better than 20/20, but the standard for a driver's license without restriction (for sight correction) is 20/40," he said.

The night vision of most people—especially elderly people—is worse. "A higher (design) standard such as 20/60 would go far to improve the nighttime legibility of signs," Collins said.

Maintenance of signs should be improved to reduce the number of those that are faded, defaced, obscured or missing, the study recommends.

The amount of variation among signs conveying the same information should be reduced to lessen confusion among drivers, especially when those signs appear along high-speed corridors. Also recommended is limiting the number of commercial signs, to cut down on visual clutter.

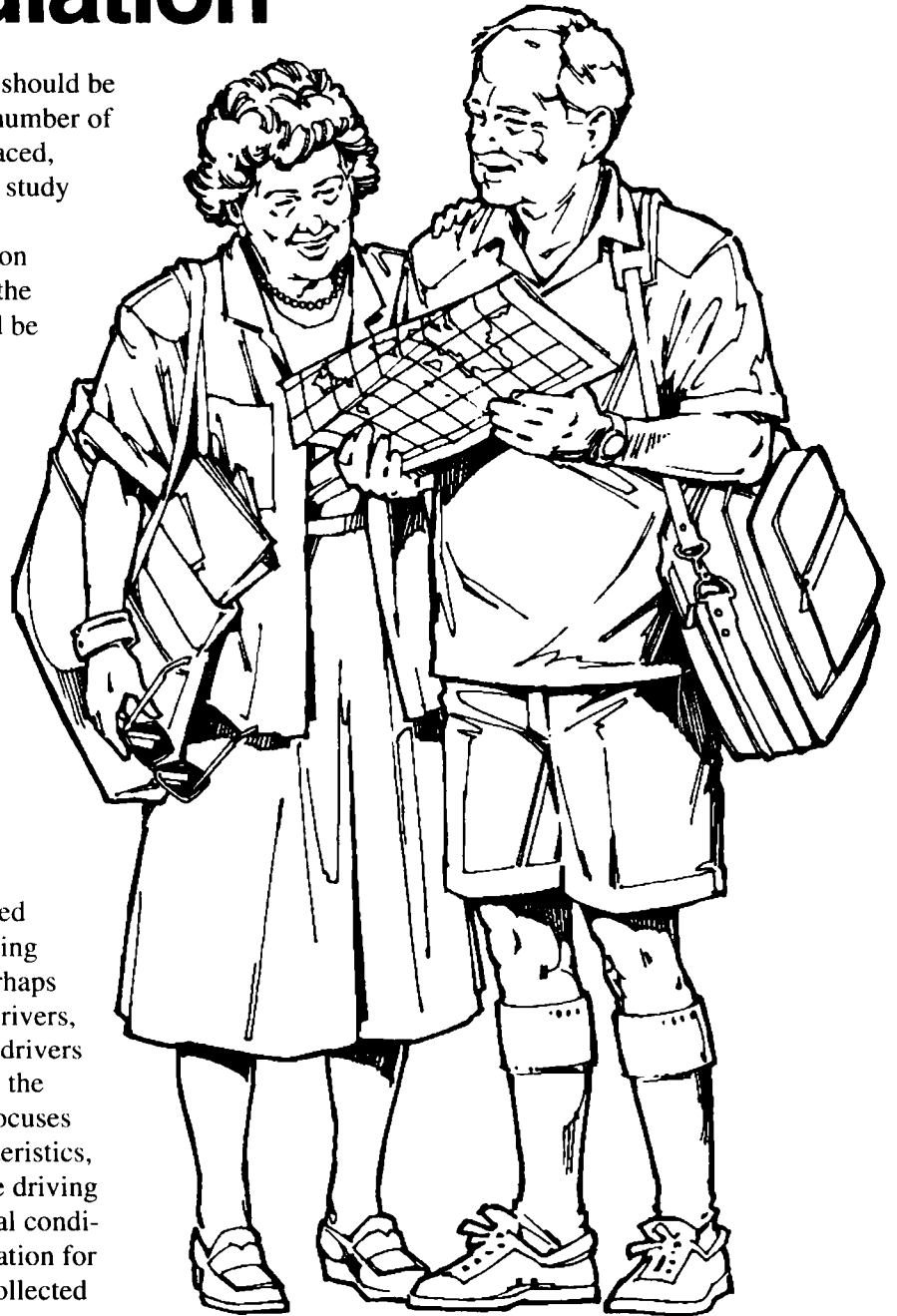
"Basically, more human factors need to be incorporated into transportation engineering," Collins said.

The driver-licensing process should be changed to require periodic retesting of at-risk drivers and perhaps random retesting of all drivers, the study found. At-risk drivers would be identified with the help of a database that focuses on these drivers' characteristics, the skills needed for safe driving and the effects of medical conditions on driving. Information for the database would be collected through a pilot project at one or two licensing stations.

More comprehensive testing for hearing and vision should be required, the study found. Also suggested were mandatory education to update driver knowledge and consideration of administrative procedures for revoking a driver's license.

"The goal is to keep competent older drivers driving safely on Texas roadways," Baker said. "We need better procedures to accommodate their special needs, procedures that preserve their mobility and dignity to the greatest extent possible."

After all, the 91-year-old who ran over the Ten Commandments apparently had had a perfect driving record since 1917. ♣



People older than 55 are the fastest-growing segment of the Texas population. By the year 2000, one of every three Texas drivers will be over 55. One in 12 will be over 80.

## Wild Texas drivers a myth, according to accident stats

People continually write letters to newspaper editors complaining about the way fellow Texans drive. In Austin, a universal gripe is people who whip through intersections no matter what color the signal.

In Houston, failure to signal lane changes irks many residents. And a recent letter in a Texas newspaper opined that 18-wheeler drivers must be above the law in Texas

because they are never stopped for speeding.

Well, there's a surprise in store for these folks. It could be worse. In fact, in other states, it is.

Texas ranked 29th in driving fatalities per 100,000 population in 1991. All of our bordering states, except New Mexico, reported worse figures. The death rate per million miles traveled is falling here, even though the number of

drivers, vehicles and miles traveled is going up.

A story in the *Fort Worth Star-Telegram* confirms that on a relative scale, Texas is a good place to drive. People interviewed for the story moved here from other states. Their positive comments included kudos to Texas drivers for letting people merge, and politely insisting the other driver go first at four-way stops.

Many believe that the most gracious motorists are found in rural Texas. Anyone who has ever driven a Texas country road should be familiar with the steering-wheel wave. Practitioners grasp the top of the wheel firmly, as a good driver should. When a car approaches, they lift four fingers in a wave, keeping the thumb hooked around the wheel. That's the Texas wave. It's part of driving Texas friendly. ♣ Emily Willingham

# Houston District aids eager-to-learn students

## Tutorial program participants get field trip to new Space Center

By Norm Wigington  
Houston District

When 54 inquisitive students from Albert Thomas Middle School in Houston visited the newly opened Space Center Houston, the challenge of space exploration fueled their imaginations.

The field trip was sponsored by the Gulf Coast Association for Minorities in Engineering (GCAME) as a reward for students who participated in GCAME's tutorial program at the middle school. Each Tuesday, 32 Houston District employees spend an hour tutoring the students in math and science.

"Our program is so active. I don't think anyone could have foreseen the immediate success we have had," said GCAME's coordinator, Elvia Cardinal. "These kids don't have many choices or opportunities, but getting them out and showing them the careers that could be theirs is a real motivational tool."

Although many of the students come from disadvantaged backgrounds, they are eager to learn about the world around them.

At the Living in Space Exhibit, Kasey Coleman, 14, volunteered to help demonstrate the effects of weightlessness in the habitat module. Kasey imitated the floating motion of weightless astro-

nauts in space, grabbing the handlebars to assist herself as she made her way through the galley. Kasey learned the squatty "space walk" and how to fix breakfast at zero gravity.

George Coleman, 15, thought the spacesuits were OK, but wondered how anybody could see out of the reflective gold face of the helmet. Racquel Woodward, 14, thought it looked like "something out of a creature movie."

Tiffany Nicklos, 14, wants to be an engineer and follow her sister into the Air Force. "I can go to Mars if I want to," she said over a lunch of cheese and crackers, "but I don't want to have to eat food like that." She made a face as she

pointed to the dried and specially packaged foods. "I'd have to have a hamburger."

Felisha Groves and Litesa McDowell, both 12, want to be scientists. They stood before the flight simulators, pushing the screen to activate automated descriptions of the space shuttle.

There was more at the center to learn than could be absorbed in one visit. By providing a chance to visit Space Center Houston, GCAME and 32 TxDOT volunteers shared the future with the next generation.

But the most important lesson the students learned is that the future—their future—depends on learning. ♦

## Austin conference one of 11 to address ISTEA benefits

The Transportation Planning for Livable Communities conference March 5 and 6 in Austin is one of 11 two-day conferences across the country to address the benefits of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

Workshops will include community-based transportation planning, an overview of ISTEA, planning processes, metropolitan planning organizations and state DOT perspectives.

The conference is sponsored by a coalition including the Bicycle Federation of America; Federal Highway Administration; the National Trust for Historic Preservation; Rivers, Trails and Conservation Programs of the National Park Service; Scenic America; the Surface Transportation Policy Project, and the Environmental Protection Agency.

The Austin conference will be at the Driskill Hotel, and registration is \$50. ♦

## Division blood drive set

The Austin divisions' Employees Advisory Committee is holding a blood drive in late March to replenish the department's fund at the Central Texas Regional Blood Center.

### Camp Hubbard

D-4 Conference Room, Building 9  
March 24, 9-4

### Riverside Annex

Room 102, 200 Building  
March 25, 9-4

For more information about the blood drive or obtaining blood credits, contact Marjorie Hamby of the Division of Right-of-Way, 512/416-2899 (TexAN 249-2899). ♦

## Brownwood duo makes life brighter for Mexican orphans

The children of the Casa Hogar Bautista orphanage in Piedras Negras, Mexico, received some Brownwood District goodwill this fall.

Joyce Reed and Oscar Hurtado of the Brown County Area Office traveled to the Mexican border city at the end of October to clean and repair the orphanage. At the time, the building housed 28 children and teens. Through the help of people like Reed and Hurtado, the orphanage now can house almost 80.

Reed and Hurtado were among almost 50 volunteers of all ages from the Brown and Comanche county areas who hauled building supplies, mattresses and bed frames, screens, glass, linens and food across the border. The group paid their own travel expenses, but Reed says it was a small price to pay for all the good the group accomplished.

"You would've had to have seen the condition of the facility before we moved in to appreciate all the improvements we made," Reed said. "The children will really be able to benefit from our work, which we enjoyed immensely."

Hurtado, who is from Piedras Negras, said the work was doubly rewarding because he was able to help the people of his homeland.

"I have seen myself in the same poverty as some of those children," Hurtado said. "Since I've had an opportunity to overcome those conditions, I wanted to give someone else that chance."

"I feel so good about the work we're doing. And there's still so much more to do."

Joyce Reed  
Brown County Area Office

The group painted most of the orphanage, repaired plumbing and installed the orphanage's first water heater.

"The children were so genuine and so appreciative," Reed said. "Sometimes as adults we let language become a barrier. But, children are able to overlook that and don't have to use words to communicate."

Hurtado helped the group to overcome some of those barriers by serving as a translator and helping the group buy supplies at the markets.

"I didn't realize until I got to Mexico how rusty my Spanish had gotten," Hurtado said. "It was frustrating at times, but I think I got the message across. Hand gestures help a lot."

Reed said she first became interested in the missionary program through her church and "became consumed with going," she said.

"Something happened to me while I was there. There was such a feeling of fellowship that I almost didn't want to come home," she said.

It won't be long before Reed and Hurtado do return to Mexico for a second missionary visit. They'll return during the middle of March to catch up on repair work and conduct a vacation Bible school.

"I feel so good about the work we're doing," she said. "And there's still so much more to do." ♦ Katy Kalk, Brownwood District

# Better communication goal of workshops

By Sharon Fox  
Dallas District

Recently, Dallas District employees, contractors and subcontractors working on North Central Expressway got away from the project to learn more about themselves and each other.

They didn't bang on drums or share deep, personal secrets. What they did do is talk.

That may sound basic, but for anyone who has worked with a contractor, or been a contractor working with the department, it is significant.

"This was part of our 'partnering program,'" said Dallas District Engineer James Huffman.

"TxDOT initiated the program to improve relations with contractors. This is the fourth such workshop we have held in the district. Although this section of North Central has been under way for about two years, the ideal situation is to hold these meetings before the project begins. It is a voluntary arrangement on the

## Dallas District employees, contractors and subcontractors get away from work to learn more about themselves and each other.

part of the contractor and TxDOT."

The goal of the partnering program is for TxDOT personnel and the contractors and subcontractors they work with to meet face-to-face. During two days of team building, they develop a working relationship and agree on goals and objectives and how to measure their results.

"On the Central project, we wanted to improve communication," said Huffman. "In a casual and friendly atmosphere, we learned how best to work together to attain our joint goal—produce the best possible product at a minimal cost to the taxpayer."

They got to know each other better by analyzing their job behavioral characteristics.

"We participated in activities that showed what our strengths and

weaknesses are," said Huffman.

"For example, I learned that I tend to be a fairly good listener and base my decisions on facts from both parties. But, I need to demonstrate more patience."

Huffman said that by knowing more about each other's strengths and weaknesses, they can learn how best to approach each other in order to get the results they want.

To make sure the workshop doesn't get out of hand, a facilitator from the Falls Management Institute conducts each day's activities.

Engineers and inspectors were not the only TxDOT employees who were involved. Jay Kemp, public affairs officer for the North Central project, also attended.

"I thought it was beneficial," said Kemp. "I think all PAOs

should go. It gave me an appreciation of the day-to-day problems that our people encounter. I think I will be able to do my job better now that I understand theirs a little more."

Director of Construction Dick Rawles said the facilitator's fee is split equally between the department and the contractor.

The criteria used to determine which projects will be involved in the partnering program are usually the project's cost and anticipated problems.

"We will probably do it for any project over \$15 million," said Rawles. "We'll also consider conducting these meetings in cases where we have already encountered problems and the contractor has requested the arrangement. However, we plan to begin writing our contracts with the partnering program included so we never get to the position of encountering a problem that could have been solved before it became a problem." ♦

## Chinese delegation finds public works to admire in Texas visit

The Austin District and several divisions participated in free trade of a different kind in December when they welcomed a 14-member delegation from China's capital to Texas' capital.

This time, the department emphasized the free trade of information. The visitors, mostly transportation officials from Beijing municipality and the national government, were in the United States to observe the construction and operation of highways in Texas, New York and California.

They toured Austin and enjoyed several presentations on TxDOT activities and procedures.

But how did this free exchange of information work? As you may suspect, language was a barrier. Enter Jim Yang, an engineer with the Division of Bridges and Structures every day, and Chinese interpreter that day.

Yang said the group was interested in bridge design. They seemed most enthusiastic about the US 183/Loop 1 interchange and the retaining-wall designs at Lamar Boulevard and US 183.



Officials from Beijing pause during their tour of the Photogrammetry Section at Austin's Camp Hubbard. The group also toured other divisions' operations and the Austin District.

"They asked me so many questions," Yang said. "They were very interested in the cost of everything. I had a little trouble explaining some things to them because I would have to convert into metric, which is what they use."

Yang also said the group was especially

interested in the computerized 3-D views they were shown by the Division of Automation during a demonstration of computer-aided design. The delegates said they would recommend acquiring a similar system when they return to China. ♦ Emily Willingham

## Teleconference introduces info security to 7,000

A new training era began Jan. 14 when about 7,000 automation users participated in TxDOT's first live, statewide teleconference.

The new format introduced the Security Awareness Program to as many employees as possible in the most cost-effective way. The cost per attendee dropped from the

original estimate of \$8.50 to less than \$8. And the security message was heard loud and clear.

Executive Director Arnold Oliver and top automation administrators opened the conference. Security administrators from 22 districts and divisions presented training on policy, standards, procedures and guidelines.

Seven times during the morning, moderators at each "downlink" site

phoned in questions from attendees to a three-member panel. Answers to questions not presented during the teleconference will be published periodically, in an effort to remind employees to keep information security in mind every time they use automation resources. ♦



Geoff Appold

Officials prepare to cut the ribbon on the newly reconstructed Southwest Freeway (US 59) in Houston on Jan. 8. From left are Sheila Jackson Lee, Houston City Council member; Billy Burge, chairman, METRO Board of Directors; U.S. Rep. Tom DeLay; Texas Rep. Debra Danburg; Texas Rep. Robert Eckels; Milton Dietert, district engineer in Houston; and P.J. Lionetti, METRO board member.

# US 59

## From inside cover

it will be larger than all the barrier-separated transitways in all other cities in the world combined.

"This project signifies the outstanding cooperation between TxDOT, METRO and the Federal Highway Administration," METRO's board chairman Billy Burge said during the ribbon-cutting ceremony.

U.S. Rep. Tom DeLay, whose district includes the US 59 corridor, lauded participants for creating a model for urban freeway design and construction. "You created a new art in what you did. It was absolutely phenomenal, not only in facilitating the traffic using the freeway, but to bring this project in two years ahead of time."

The project was constructed in three phases and four separate contract areas.

During the ceremony, Houston District Engineer Milton Dietert praised the close coordination of the four contractors on the project, the timely, under-budget results and the outstanding safety record.

"When you have these crews working around 200,000 vehicles a day and doing it safely, it is truly an amazing feat," Dietert said.

"People put their lives on the line every time they go out there and work on the roads. To make it through this project without any serious accidents is amazing."

Through the three-and-a-half years of construction, the critical path method (CPM) of engineering planning contributed to the efficient completion of the project. METRO and TxDOT engineers tracked the project with computer programs to evaluate the length of time certain tasks would take and the number of people necessary to do them.

CPM is a 1960s-vintage resource management concept that is coming of age with the spread of computer technology. With CPM, planners determine an optimal solution to complex construction processes, charting project completion in the minimum feasible time with the most efficient use of resources.

The computer models developed by METRO and TxDOT planners shortened the planned construction time from 60 months to 40 months. Project specifications were written to ensure contractor compliance

with completion schedules. The Texas Transportation Institute studied the project before it began and calculated a \$270 million savings to the public in avoided inconvenience because of the shortened project duration.

"We were able to coordinate the numerous contractors, phase the work schedules and maximize the resources," Gaskin said. "We required a lot of night work because we couldn't close main lanes during the day."

Gaskin estimates that traffic handling accounted for about 25 percent of the total project cost.

Another successful aspect of the project was the close coordination with property owners and businesses along the route. Throughout the project, TxDOT assigned a public affairs officer to keeping businesses and news media informed of traffic changes and construction schedules.

Twice during the project, freeway main lanes were closed over a weekend to shift traffic from old sections to new pavement.

Gaskin said, "You can imagine someone saying, 'We're going to shut down the Southwest Freeway for 11 miles and put all the traffic on the frontage roads and do it

from Friday evening and leave it that way until Sunday afternoon.' Well, that's what we had to do.

"With the positive media blitz we had prior to the operation and the cooperation we had from property owners along the corridor, we were able to complete that process, get the traffic to move off the old main lanes onto the frontage roads and adjacent roadways. Before rush hour traffic Monday morning, traffic was back onto all new concrete pavement and new ramps," Gaskin said.

Gaskin said some reports credit Operation Big Switch in September 1991 with generating news media saturation that helped reduce congestion by 65 percent over the weekend. Remarkably, there were no accidents reported during the period.

"We did something similar called Operation Big Switch II in November of last year for eight miles, and it came out just as good," he said.

Now that the project is complete, motorists are shaving about a minute a mile from their travel time and saving about \$122,000 a day in road-user costs. A decent return for the \$285 million spent on the new road and transitway. ♣

## Calendar



### FEBRUARY

23 Commission Meeting, Austin

### MARCH

2 Texas Independence Day (Holiday)  
 3-4 Highway Construction Lettings, Austin, D-6  
 8-11 Achieving Service Excellence, Boerne, D-16  
 10-11 District Laboratory Meeting, San Angelo, D-9  
 16-18 Construction and Contract Administration Spring Meeting, D-6  
 23-25 Maintenance Conference, Austin, D-18  
 24 Commission Hearing and Meeting, Austin

### APRIL

5-9 Texas Travel Counselors Conference, El Paso, D-16  
 6-7 Highway Construction Lettings, Austin, D-6  
 21 San Jacinto Day (Holiday)  
 27 Commission Meeting, Austin

### MAY

6-7 Highway Construction Lettings, Austin, D-6  
 25 Commission Hearing and Meeting, Austin  
 31 Memorial Day (Holiday)

### JUNE

2-3 Highway Construction Lettings, Austin, D-6  
 29 Commission Meeting, Austin

### JULY

7-9 Transportation Planning Conference, Corpus Christi, D-10  
 20-21 Highway Construction Lettings, Austin, D-6  
 29 Commission Hearing and Meeting, Austin

### AUGUST

12-13 Highway Construction Lettings, Austin, D-6  
 24 Commission Meeting, Austin  
 27 LBJ's Birthday (Holiday)

### Looking ahead

Sept. 14-15 Highway Construction Lettings, Austin, D-6  
 Sept. 28 Commission Hearing and Meeting, Austin  
 Oct. 13-14 Highway Construction Lettings, Austin, D-6  
 Oct. 18 District Engineers and Division Directors Meeting, College Station, BCB  
 Oct. 19-21 Transportation Short Course, College Station  
 Oct. 28 Commission Meeting, Austin  
 Nov. 16-17 Highway Construction Lettings, Austin, D-6  
 Nov. 25 Thanksgiving Day (Holiday)  
 Nov. 26 Holiday  
 Nov. 30 Commission Hearing and Meeting, Austin  
 Dec. 14-15 Highway Construction Lettings, Austin, D-6  
 Dec. 24 Christmas Eve (Holiday)  
 Dec. 29 Commission Meeting, Austin

## Tech Trade

.....

# Dump truck's got a flat? Who ya gonna call?

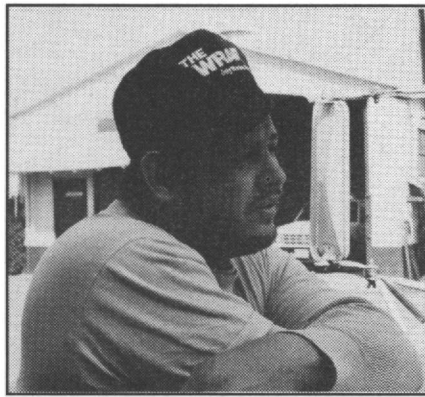
## Pecos Maintenance Section benefits from Gilbert Gonzales' ingenuity

West Texans enjoy miles and miles of rural highways with nothing in sight. But when equipment breaks down, distance can be a real inconvenience.

When a dump truck gets a flat tire 30 miles from the shop, what do you do? Rather than waste time sending someone out with an air compressor, Gilbert Gonzales created an air supply on the dump trucks.

Gonzales, who works as a mechanic at the Pecos Maintenance Section, installed an air hose connection from the air tank on the trucks' brakes. An attached hose will reach the tires, making it simple to air up the tires. Using inexpensive couplings and hoses, the vehicles are now equipped with a reliable air supply.

The air supply is only one way Gonzales uses creativity to save time and money.



**Gilbert Gonzales**

Gonzales began to look at how much money was spent on replacing mud flaps for dump trucks. When the dump bed is raised, the flaps often touch the ground. When the truck is in reverse, the tires sometimes run over the mud flaps. They may need replacing several times each year.

To Gonzales, the only logical solution was to get the mud flaps out of the way. He devised a way

to raise the flaps simultaneously with the dump bed. A small rod, attached to each flap, is pulled up with a cable each time the bed is raised.

Gonzales also found that the West Texas wind makes it difficult to put tarps on dump trucks, so he devised a way to roll the tarp across the dump truck.

He is also saving money by preventing broken taillights. Steel bars installed around the lights protect them from being hit from the sides.

Many of Gonzales' ideas have come from his experience in the private sector. Before his tenure with the state, he worked extensively as an auto and diesel mechanic and inspector. He developed the skill to do things efficiently.

Gonzales believes the best ideas are the simplest.

"They are simple things that are very handy," he said. "All of them save me time. I just try to make work easier and prevent downtime."

His ideas may be simple, but his supervisor thinks they are all worthwhile.

"Gilbert is self-motivated," said Larry Levario, maintenance supervisor. "He is hard-working and intelligent."

Gonzales can be found in the shop by following the sound of his voice. The singing mechanic is often under a dump truck, making repairs to the rhythm of the radio. He is also known for his art. He keeps a record of his ideas by drawing them, and he often pens cartoon characters. When asked about these other talents, he just grins and says, "Hey, I'm just a mechanic!" ♦ **Evelyn Hughes, Odessa District**

## Research problem statements sought for 1994 program

The Research Section of the Division of Transportation Planning is soliciting problem statements for possible study under the department's cooperative research program.

The section wants input from employees whose transportation-related problems could be solved if professionals were able to devote enough time to its study. Employees are invited to submit a short description of problems (one page or less) to file D-10R by May 1.

Problem statements will be evaluated by subject-area committees and by the department's

Research and Development Committee. Selected problem statements will be sent to universities for conversion into research proposals, which are again reviewed by the Research and Development Committee. Those approved by the committee will become research studies on Sept. 1, 1994.

Problem statements should be submitted by May 1, 1993, to Alvin Luedecke Jr., P.E., Attn: D-10R, P.O. Box 5051, Austin, Texas 78763. Direct questions to Lana Ashley or Sylvia Medina at 512/465-7404, TexAN 241-7404. ♦

## Crumb rubber workshop set for March

The first Southwest Crumb Rubber Modifier Workshop will be held March 30-31 in Arlington under the auspices of the U.S. Department of Transportation and the Federal Highway Administration.

The Intermodal Surface Transportation Efficiency Act of 1991 requires state transportation agencies to satisfy a minimum use of crumb rubber modifier (CRM) by 1994.

The workshop addresses technical guidance for design, construction and application of CRM

technology. It is intended to help transportation agencies and the asphalt paving industry choose the best CRM application for their areas.

The workshop is hosted by TxDOT's Technology Transfer and by the Texas Engineering Extension Service. Deputy Executive Director Byron Blaschke and Paul Krugler of the Division of Materials and Tests will be two of many speakers.

Registration is \$50. To register, contact Nelson Evans of TEEX at 409/845-2901. ♦



**Pete Hare shows off the sign trailer he designed for the Panhandle Maintenance Office, Amarillo District, where he is assistant maintenance supervisor. Fellow employee Jackie Miller built the trailer, used in situations such as emergency lane closures for accidents.**

## Oliver wins prestigious TSPE honor

Executive Director Arnold Oliver has been selected as the 1992-93 Engineer of the Year for the Travis Chapter of the Texas Society of Professional Engineers.

The honor, which is the most prestigious the chapter can bestow, was first awarded in 1953, and

previous winners include former district engineers P.V. Pennybacker and Ed Bluestein. The only previous head of the department to have won the award was J.C. Dingwall, in 1972. ♦

# Service Awards

## Paris (1)

**35 years**  
Robert N. Bench  
Richard W. Floyd  
**25 years**  
Jerry W. Allen  
**20 years**  
Clarence R. Stroud  
**15 years**  
Keith Norris  
Edward R. Nowell  
**10 years**  
Ghassem Ganji  
Curtis M. Long  
Kenneth W. Parker  
Elaine E. Pinson

## Fort Worth (2)

**35 years**  
Billy A. Gilbert  
**30 years**  
Stanley McFarland  
**20 years**  
Larry Pack  
**15 years**  
James W. Clarke  
Todd J. Western  
**10 years**  
Lincy D. Clemmons Jr.  
Charles D. Doss  
**5 years**  
Kenneth R. Long  
Jimmy N. Wallace  
Jacqueline T. White

## Wichita Falls (3)

**10 years**  
Grace M. Davis  
Joyce E. Holzer  
**5 years**  
Jon P. Leary  
James R. Shelton

## Amarillo (4)

**35 years**  
Ronald L. Hiller  
**20 years**  
Dale O. Chick  
**15 years**  
Benton M. Rogers  
10 years  
Junior D. Ireland  
**5 years**  
Ronald A. Herr

## Lubbock (5)

**20 years**  
Silviano Mendez  
**10 years**  
John M. Craig  
Terry W. Lee  
Cecil J. Norris  
Wesley D. Ross  
**5 years**  
Ricky L. Westbrook

## Odessa (6)

**30 years**  
Luciano C. Garcia  
**10 years**  
Douglas E. Paup

## San Angelo (7)

**40 years**  
Walter L. Hoes  
Lilton R. Stringer  
**30 years**  
Ruby C. Brown  
**15 years**  
Ted O. Burleson  
William C. Kleypas  
Estela Rodriguez  
**5 years**  
Candelario M. Landin

## Abilene (8)

**20 years**  
Joseph T. Locke  
**10 years**  
Blair W. Haynie

## Waco (9)

**35 years**  
John C. Harvey  
**10 years**  
Johnny D. Fulton  
Susan W. Ussery

## Tyler (10)

**25 years**  
Lewis V. Allen Jr.  
Bernie K. Dodd  
**15 years**  
John T. Fonville  
**10 years**  
Rodney D. English  
John B. Goodwin  
John H. Herndon

## Lufkin (11)

**30 years**  
Walter L. Hearnberger  
**15 years**  
Harry W. Thompson  
**5 years**  
Richard W. Bentley

## Houston (12)

**35 years**  
Dwight A. Allen  
**30 years**  
Jerls L. Hancock  
**20 years**  
Don P. Maniha  
**15 years**  
Allen L. Duncan  
William J. Kilpatrick  
Linda W. Moss  
**10 years**  
Janey D. Binder  
Larry W. Clark  
Sharlene A. Rothen  
Miguel A. Ruiz  
Charles M. Shine  
Thomas J. Whitaker  
Rosie G. Williams  
**5 years**  
Jesse G. Aguilar  
Trent R. Bush  
Gerardo Carmona  
James A. Layne  
David E. Read

## Yoakum (13)

**25 years**  
Carolyn Schroeder  
**5 years**  
Barbara J. Barton

## Austin (14)

**35 years**  
William R. Ashbranner  
**20 years**  
Elgin O. Wendel  
**10 years**  
Shirley T. Ashbrook  
**5 years**  
William W. Benningfield  
Eugene J. Heinemann  
Terry J. Martin  
John D. Murray  
Carlos Villalpando

## San Antonio (15)

**35 years**  
Christopher O. Brandes  
William E. Dorrington  
**25 years**  
Max D. Below  
Wilfred Jaimes  
Martin Ramos  
**20 years**  
David A. Hallenbeck  
Jose E. Mendez  
Reymundo Silva  
**15 years**  
John W. Davis  
Lorenzo H. Garza  
Dolores S. Peña  
**10 years**  
Winifred M. Bishop  
Jeff F. Caron  
Roger E. Schultz  
**5 years**  
Alfredo V. Alvizo  
Mauro Galvan Jr.  
Manuel Jaime Jr.

## Corpus Christi (16)

**35 years**  
Jack R. Stanford  
**25 years**  
Jesus R. Adame  
Jose S. Martinez  
**15 years**  
John H. Toliver  
**5 years**  
Mark L. Dennis  
Humberto Martinez  
Daniel O. Rios

## Bryan (17)

**30 years**  
Billy H. Guyton  
**25 years**  
John W. Parsons  
**5 years**  
Robert A. Appleton

## Dallas (18)

**30 years**  
Grace B. Hickman  
**25 years**  
John R. Gage  
Bobby G. Hilliard  
Donald R. Sikes  
Karen S. Wade  
**20 years**  
Venetia C. Scott  
Claud Smith  
**15 years**  
Sherman L. Putman  
Thomas P. Beckendorf  
**10 years**  
Katharine D. Nees  
Norman E. Thompson  
**5 years**  
Joseph S. Jancuska  
Brenda G. Martin  
Suja G. Mathew  
James G. Reiser  
Michael A. Renfrow

## Atlanta (19)

**40 years**  
Billy R. Harper  
**25 years**  
James R. Grafton  
**10 years**  
Leland R. Cooper  
James G. Joslin  
Walter H. Norwood

## Beaumont (20)

**35 years**  
Phillip Drodody  
**25 years**  
James R. Daigle  
Raymond F. Dickerson  
**5 years**  
Stacey L. Bridges

## Pharr (21)

**30 years**  
Jose I. Garza  
**25 years**  
Esteban Flores Jr.  
Reynaldo Garza Jr.  
Jose Gonzalez  
**15 years**  
Rosa B. Ramos  
**5 years**  
Benito Campos Jr.

## Brownwood (23)

**30 years**  
John J. Hutt  
John L. Stroud Jr.  
**25 years**  
Tim L. Ehrler  
Joe T. Kirby  
Bobby G. Tunnell  
**15 years**  
Randall L. Baggett  
**5 years**  
Cody L. Sanderson

## El Paso (24)

**25 years**  
Simon Franco

## Childress (25)

**15 years**  
Servando H. Canales Jr.  
**10 years**  
Larry A. Davis  
Winfred L. McBride  
Timothy J. Weight  
**5 years**  
Michael A. Breedlove  
James W. Harris

## Automation

**15 years**  
Sarah D. Tooke  
**10 years**  
Marshall Hinton

## Equipment and Procurement

**20 years**  
Donald W. Morrison  
**15 years**  
Randall D. Hartsook  
**10 years**  
James V. Collier  
Regis H. Frank  
Joseph D. Santos  
Aurora V. Zavala

## Finance

**15 years**  
Joyce E. Cumpton  
**5 years**  
Brad E. Gatlin

## Highway Design

**10 years**  
Howard J. Nelson  
**5 years**  
Christopher J. Clark  
George B. Reeves

## Maintenance and Operations

**5 years**  
Taylor J. Dodd  
Suzanne R. Warren

## Materials and Tests

**30 years**  
John P. Casto Jr.  
**25 years**  
Erich V. Weese  
**5 years**  
Ernesto Gomez

## Motor Vehicle Titles and Registration

**25 years**  
Wanda A. Burns  
**15 years**  
Andra B. Evans  
**10 years**  
Monica H. Blackwell  
**5 years**  
Enrique Garcia

## Motor Vehicles

**5 years**  
Adrian F. Muñoz

## Right-of-Way

**5 years**  
James P. Hutchinson

## Transportation Planning

**20 years**  
Shirley F. Gattis

## Travel and Information

**35 years**  
Robert R. Gates  
**20 years**  
Patricia C. Lukens  
**5 years**  
Devon V. Armstrong

# Retirements

## November

### Paris (1)

Jackie D. Couch, 31 years  
Engineering Technician IV

### Amarillo (4)

Melvin G. Fowlkes, 42 years  
Engineering Specialist I  
Burl E. Painter, 10 years  
Maintenance Technician II

### Lubbock (5)

Edward P. Hensley, 24 years  
Engineer V

### Odessa (6)

Santiago T. Orona Jr., 21 years  
Maintenance Technician III

### San Angelo (7)

Luis T. Bernal Jr., 39 years  
Maintenance Technician III

### Abilene (8)

Leonard E. Posey, 20 years  
Administrative Technician II

### Tyler (10)

Jerry E. Palmer, 24 years  
Maintenance Technician II

### Austin (14)

Bobbie J. Doherty, 30 years  
Roadway Maintenance  
Supervisor II

### Corpus Christi (16)

Wayne A. Stone, 5 years  
Engineering Technician V

### Bryan (17)

James W. Starkey, 40 years  
Engineering Technician V

### Dallas (18)

Ethel A. Wilson, 21 years  
Procurement Specialist

### Pharr (21)

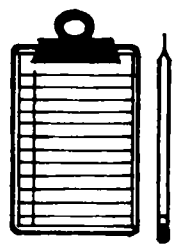
Jose Maria G. Sanchez, 29 years  
Maintenance Technician III

### Brownwood (23)

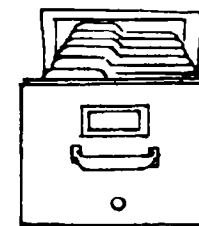
Gayland L. Smith, 28 years  
Roadway Maintenance  
Supervisor II

### Equipment and Procurement

Rosie L. Bunton, 21 years  
Building Custodian II



# Seeking Unofficial TxDOT Recordkeepers!



Do you know a department employee with more pets than Dr. Doolittle? Or more college degrees than anyone else? Or who drives a car so old it predates the dinosaurs? Now is the chance to show off employees who stand head and shoulders above everyone else. We want to know your nominations for record-setters in the following categories. The employee or retiree who . . .

Is the oldest	Has the most supervisors	Is the tallest/shortest	Owens most personal vehicles
Has overseen the most projects or designed most plans	Has the most relatives who have worked for the department	Whose place of birth is the farthest away from current residence	Has the largest number of children, grandchildren or great-grandchildren
Has most animals (house, farm, ranch)	Has most unusual animals	Has held the highest government office	Has worked the most regular work days in a row
Drives the oldest personal vehicle	Has most miles on personal vehicle	Has longest commute (in miles)	Spends the most time in volunteer service
Speaks the most languages	Has donated the most blood	Has the most unusual hobby	Has the most household pets
Is the fastest typist	Has the longest hair	Has the messiest office	Has the biggest/smallest feet
Plays the most musical instruments	Has traveled to the most countries	Has gone the longest time without a vehicle accident	Has most interesting or unusual second job

Please send your nominations, including name, title, work unit and measurements that entitle them to a place in our TxDOT Book of World Records. Do you have pictures to illustrate the record? Send them along. Include your own name and return address so we can send the pictures back if you want us to. If you have any other suggestions for record categories, please send them in with YOUR nominee for that category.

**Send nominations to: Transportation News, Division of Travel and Information, Main Office, 125 E. 11th Street, Austin 78701, Attn: Emily Willingham. Results will appear as soon as they can be tabulated.**

Questions? Call Emily Willingham at 512/463-8610, TexAN 255-8610.

## In Memoriam

### Employees

**Tommy V. Cruse**, Childress District, 13 years service, died Jan. 5, 1993.

**Rhea T. Stanley**, Corpus Christi District, 13 years service, died Dec. 7, 1992.

### Retirees

**Henderson Brasfield**, Vidor, retired from Beaumont District in 1977, died Nov. 30, 1992.

**L.J. Chapman**, Austin, retired from Austin District in 1974, died Nov. 1, 1992.

**Eldred A. Collier**, Roanoke, retired from Wichita Falls District in 1976, died Dec. 5, 1992.

**Robert G. Condra**, Ballinger, retired from San Angelo District in 1983, died Nov. 13, 1992.

**Daniel W. Cooper**, Houston, retired from Houston District in 1977, died June 13, 1992.

**Jesus De La Garza**, Eagle Pass, retired from San Antonio District in 1982, died Oct. 22, 1992.

**Harold H. Grebe**, Bellville, retired from Houston District in 1974, died Nov. 1, 1992.

**Bill F. Griffin**, Deer Park, retired from Lufkin in 1962, died Oct. 24, 1992.

**Virgil C. Haydon**, Austin, retired from Austin District in 1983, died Oct. 23, 1992.

**Linda E. Hodges**, Austin, retired from Division of Transportation Planning in 1992, died Nov. 26, 1992.

**Earl A. Hux**, Houston, retired from Houston District in 1989, died Nov. 2, 1992.

**Sidney F. Krohn**, El Paso, retired from El Paso District in 1986, died Nov. 4, 1992.

**James L. Lawrence**, El Paso, retired from El Paso District in 1984, died Oct. 26, 1992.

**William M. Miller**, Pasadena, retired from Houston District in 1986, died Nov. 8, 1992.

**Albert G. Minze**, Houston, retired from Houston District in 1973, died Oct. 9, 1992.

**Willard O. Posey**, Aspermont, retired from Abilene District in 1991, died Nov. 17, 1992.

**Robert B. Prause**, Columbus, retired from Yoakum District in 1985, died Oct. 26, 1992.

**Carrle L. Stanley**, Lufkin, retired from Lufkin District in 1974, died Nov. 27, 1992.

**Warren D. Stout**, Pasadena, retired from Houston District in 1990, died Dec. 5, 1992.

**William W. VanCleave**, Tuscola, retired from Abilene District in 1977, died Nov. 7, 1992.

**James R. White**, Paris, retired from Paris District in 1964, died Nov. 28, 1992.

## Transitions

The six field offices of the Division of Civil Rights became operational on Dec. 14. The office locations and districts they will serve are as follows:

**Dallas** Paris, Fort Worth, Tyler, Dallas  
**Austin** Waco, Austin, Bryan, Brownwood  
**El Paso** Odessa, San Angelo, El Paso  
**Houston** Lufkin, Houston, Atlanta, Beaumont  
**Lubbock** Wichita Falls, Amarillo, Lubbock, Abilene, Childress  
**San Antonio** Yoakum, San Antonio, Corpus Christi, Pharr, Laredo

### Appointments

**Josie Pellegrino**, executive assistant to new Texas Transportation Commission member Anne Wynne.

Division Child Care Task Force, appointed by Associate Executive Director Henry Thomason:

**Jessie W. Ball**, Division of Civil Rights  
**Scott F. Burford**, Division of Automation  
**Carolyn S. Flores**, Division of Equipment and Procurement  
**Carol R. LeFevre**, Division of Human Resources  
**Mary Lou Ralls**, Division of Bridges and Structures

## Letters

On Sept. 10, I was driving from Brownsville to my home. I lost my wallet while changing drivers.

On Sept. 14, I received a call from **Dina Olvera** telling me that **Guadalupe Hernandez** had found my wallet. Ms. Olvera mailed my wallet to me, and I received it on Sept. 15. Needless to say, all my cards and money were intact.

I wish to express my extreme gratitude to both Ms. Olvera and Mr. Hernandez for their thoughtfulness and promptness in this matter.

**C. John Kuno**  
Aransas Pass

*Olvera is administrative secretary and Hernandez is maintenance crew chief with the Raymondsville Maintenance Section, Pharr District.*

\* \* \* \* \*

My husband and I are deeply grateful for your kind employees.

We were driving home on Interstate 20, southwest of Dallas, when all of a sudden a tire blew out. Your men noticed us on the side of the road and stopped to ask if we needed help.

Since my husband's health wouldn't allow him to change the tire, I sure needed help. Your very nice men, **Mike Nunn** and **Martin Broad**, changed the tire.

Texas should be proud of our highways and this kind of employee.

**Blanche Orr**  
Fort Worth

*Nunn is a field inventory technician and Broad is a supervisor of field inventory technicians for the Division of Transportation Planning.*

\* \* \* \* \*

On Sept. 15, I had a vehicle breakdown 10 miles west of Van Horn on Interstate 10.

One of your employees stopped to see if we needed assistance. He was kind enough to radio his

dispatcher. She then called a wrecker from Van Horn.

His kindness was certainly appreciated and I hope you will again extend my thanks to both him and the dispatcher.

**Lynn C. Steed**  
Beaumont

*The employees were **Hubert Sanchez**, maintenance technician, and **Laura Harper**, administrative technician, both of the Van Horn Maintenance Section, El Paso District.*

\* \* \* \* \*

A warm Phoenix hello to a great group of guys! The snowstorm of Nov. 21 stranded us. Your kindness made the day brighter. Keep up the great work!

**Will and Laura Rogers,**  
our six children and Granny  
Scottsdale, Ariz.

*The Rogers were stranded on US 60 near Bovina. **Frank Galvan Jr.** and **Charles Gilbreath** took them to the maintenance warehouse, where the Rogers spent about five hours. Galvan and Gilbreath are maintenance technicians for the Bovina Maintenance Section, Lubbock District.*

As I was driving from Clarksville to Dallas on Interstate 30, one of my tires blew out. I had never changed a tire in my life, and was not looking forward to learning. By the time I had pulled over and opened my trunk, one of your employees, **Brad Haugh**, was there. He changed my tire for me, then followed to make sure I got to Dallas safely.

I wanted to tell you what a caring, personable young man you have working for you. I really appreciated his kindness to me.

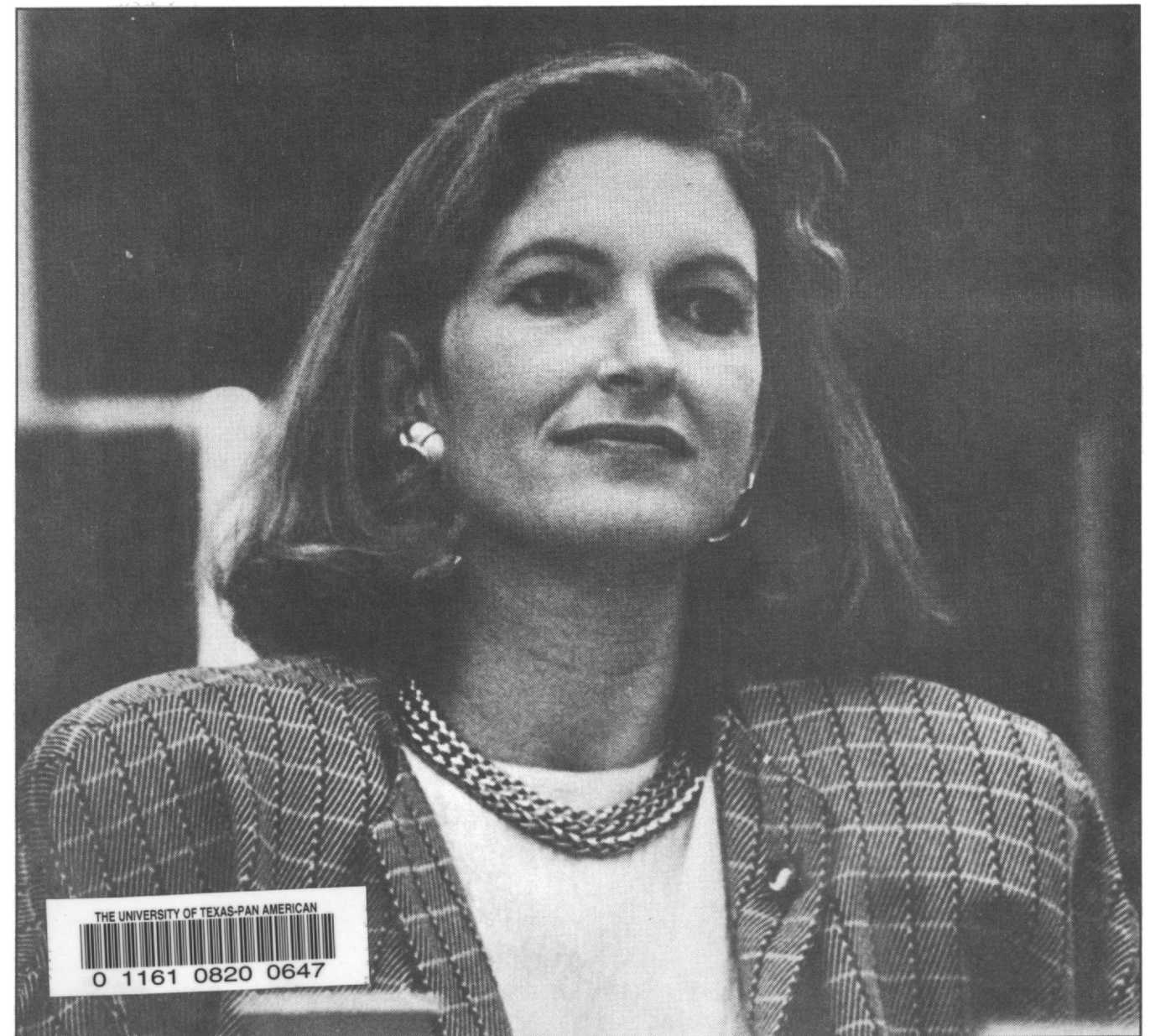
**Mary Selby**  
Spring

*Haugh is a records auditor, Atlanta District office.*

# TRANSPORTATION news

Texas Department of Transportation

February 1993



**New commission member**

See page 2

TRANSPORTATION  
**news**  
P.O. BOX 5064  
AUSTIN, TEXAS 78763

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