



# Floods bite Texas roads

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# A flood of help from TxDOT

by **Mike Behrens**  
Executive Director

You've heard the expression: "When it rains, it pours."

Well, that's what it did in late June and early July. It rained and rained and rained — day after day after day. People living in Central Texas, experiencing the catastrophic flooding wrought by the continual rains, know first-hand about this expression. It poured.

The record rains brought waters racing over flood-control dams, washing away entire homes, and bringing ruin and misery to folks in the Abilene, Brownwood, Austin, Yoakum, San Antonio and Corpus Christi districts. The flooding affected transportation in all these districts and elsewhere.

As always, TxDOT people were on the job, helping where and when they could. Perhaps we could consider a new saying, "When it rains, TxDOT people help."

To those who helped and are helping, thank you.

Even while the flooding was going on, transportation folks from other states were gathering in San Antonio for the conference of the Western Association of State Highway and Transportation Officials, also known as WASHTO.

TxDOT hosted the event. It highlighted some of our efforts to serve the people of our state, even as we learned about some of the transportation successes seen in other states.

While everyone kept an eye on the weather, all were keen to learn from

their professional colleagues the latest ideas on how to provide transportation services and projects faster and better. Our out-of-state visitors also watched TxDOT to see how this department's people respond to a wide-area emergency.

Again, you showed them how it can be done. You made us proud.

If you ever encounter a trivia quiz about TxDOT, someone may ask if you know the name of the longest-serving employee in the department. There is only one correct answer: James Grayson of the Houston District, 56 years, seven months.

He began his career with TxDOT in 1946 BAC (before air conditioning). He started as a semi-skilled laborer (paid 75 cents per hour) helping to draft work for maintenance projects. He raised a family, achieved his engineering license and grew a career all in the Houston District over nearly six decades.

Longevity of employment is common

among TxDOT employees, with many people working more than 30 or 40 years before electing to retire. But no one surpasses his years with the department.

We have received word he intends to retire Aug. 31. Between now and then I'm sure he'll be getting a flood of best wishes from those who know him and those who honor his longevity. Joining those other people of TxDOT who recognize the merit and the meaning of his achievement, we add our best wishes for his enjoyment of a well-deserved retirement.

Time is near for the State Employee Charitable Campaign. People in several TxDOT districts already are busy preparing for the annual fundraising effort among state employees. The campaign runs from Sept. 1 and ends Oct. 31.

Last year, TxDOT employees used the convenience of payroll deduction

■ See Straight Talk, Page 13

## Letter from the editor

Wow! Your reaction to our reengineered *Transportation News* has really been gratifying. At last count, we had received more than 25 e-mails, telephone calls or letters from current employees, retirees and folks in the transportation field complimentary of our new look. We appreciate your feedback.

As we said last month, this publication is a work in progress. We hope to be continually adding useful and interesting features. This month, for instance, we've

begun a new column of transportation-related research and news (page 6) put together by Tim Cunningham. If you run across something you think other TxDOTers would be interested in, pass it his way.

Oh, deer...

Bill Powell's story on his close encounter with a deer netted several comments. One Central Texas TxDOT employee said Powell's experience was no big

■ See From the Editor, Page 13

On the cover—

Two citizens get a closer look at flood damage on FM 471 between LaCoste and Castroville.

Photo by John Beakley of the Hondo maintenance office

Story on page 8.



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# Cowboy Colter

by Kathi White  
Lufkin District

Gerald Colter's glad his momma let him grow up to be a cowboy. He's been roping calves since he was nine and can't imagine life any other way.

Now in his 30s, Colter still finds time to compete in his favorite pastime — as a weekend cowboy.

In May, he and his quarter horse, Doughboy, competed in the Cowboys of Color Rodeo in Dallas. The run didn't go exactly as Colter would have liked, but he wouldn't have missed it for anything.

"I didn't make it to the final round because of a weird improper catch," he says. "My rope caught the calf's head and also figure-eighted around his tail causing him to flip and the rope to come off."

But this cowboy doesn't let a bad outing keep him down. He continues to practice and compete in rodeos around the state. In June, he competed in rodeos in Jacksonville and Eustace, and another three in various locations over the July 4 weekend.

Colter, a maintenance contract inspector and office assistant in Houston County, says watching his father compete gave him his first thirst for the rodeo.

"My dad used to participate in open rodeos as a calf roper. After watching him, I just saw it as something I wanted to do. Once I tried it, I was hooked. At the open rodeos, they would have junior classes of break away and tie-down roping and I would compete. I loved it."

Colter says he feels confident that he could make a living as a cowboy.

"It's a lot of travel and I would hate to miss the stages of life my children are going through," Colter says. "I chose to be a weekend cowboy. Besides, I have an 8-to-5 job that I like."

Colter, a third-year inspector and a 12-year department employee, is responsible for inspecting maintenance contracts for such jobs as mowing and seal coat. Before becoming an inspector, he worked as a patcher and a sign man. His duties as office assistant include answering phones, responding to pub-

lic concerns, and reviewing time sheets and orders for equipment repairs.

"As an inspector, I go out on jobs to ensure that TxDOT is getting the best quality work for its money," he says. "I also try to ensure that the traveling public has a safe driving experience through our work zones. Safety has to be a top priority, and it is for me, both on the job and in the rodeo arena."

Colter says he usually feels a bit more at ease competing on a horse than doing his job on the roadway.

"I do feel that rodeo is safer because you have a certain amount of control over what happens," he says. But when you're standing in the road flagging traffic or beside the road inspecting you have no control over the third party — motorists. Both of my jobs require me to do the best I can do in every situation, while always practicing safety."

If practice makes perfect, then Colter and his partner, Joe Hicks, should be getting close. They spend hours after work roping, which means eating and wearing lots of dirt.

"We usually practice two to three hours every other day," Colter says. "That gives the horse time to rest and won't burn your calves out. If there's a rodeo Friday night, a lot of times we'll hit the rodeo and skip practice."

As with any rodeo event, calf roping is dangerous, and it's getting even more dangerous, says Colter.

"There is quite a bit of danger, actually," he says. "The competition has gotten so stiff that some guys are going all out to win. My dad gets on to me a bit because of how much more dangerous it is to hold the rope."

"When you hold the rope it jerks you violently. The rider takes the jerk so the calf will be still standing. In the process, it gets you to the calf quicker."

As if calf roping isn't dangerous enough, Colter says he's now learning the ropes of steer wrestling, also known as bulldogging.

Though he doesn't compete on the Professional Rodeo Cowboy Association (PRCA) circuit, it doesn't make road-

EMPLOYEES  
AT PLAY



TxDOT photo / Kathi White

Gerald Colter prepares his horse, Doughboy, for a calf-roping event.

eoing any easier. In fact, Colter says many of the PRCA participants also compete in the rodeos that he attends.

"Bud Ford competed at one of the rodeos where I participated, so it's not lax competition. Fred Whitfield, the 2000 world champion calf roper, was there two years ago. Just about anywhere you go now calf roping is tough. But it pays well. That's one of the things that draws the PRCA guys," he says.

The rodeo is a family affair for the Colters. While his wife, Kathy, with their son and daughter (Charles and Gerlisa) like to watch, they're not interested in competing. However, the bug has bitten Colter's other daughter, Tenneisha.

"She has started barrel racing," he says. "She's enjoying it, although she feels a little intimidated right now. I feel the more she participates, the better she will be."

"For me, it's still fun after all these years. I get really excited about roping. You've heard the saying 'it's in you.' Well, roping is just in me. It's more than a hobby, and as long as I can ride a horse, I'll probably be roping."

And if daughter Tenneisha grows up to be a cowgirl, that's just fine with her daddy. ♡

# TxDOT bat project a natural success

by Bill Powell  
Public Information Office

Holy flying mammal, Batman!  
In days when “Spiderman” is considered a hot property, TxDOT has its own superhero: “Batman.”

While not known for super powers, bridge engineer Mark Blossock has spent a great deal of time “hanging out” under bridges and in bat caves creating an environmental program that has earned him and TxDOT an award for excellence.

Presented by Bats Conservation International, the award was the first given by the organization to a person outside the field of wildlife conservation.

As progress moves into undeveloped areas, more and more species are finding the places they lived gone. This forces them to find someplace else to live.

Not having as many caves or trees, bats have been moving up to structures of concrete and steel. Unlike



TxDOT photo / Bill Powell

TxDOT bridge engineer Mark Blossock inspects the cave-like crevices under an overpass in Round Rock. Blossock has been instrumental in developing a statewide program to create habitats for bats under bridges and culverts.

their human counterparts in skyscrapers, some bats in Texas have settled underneath bridges and in culverts built by TxDOT.

For the bats that migrate to and from the United States every year, Blossock’s program is a success story that shows what can be achieved when man considers nature as he builds. It also demonstrates how a simple idea can develop into one of ecological responsibility and spread to adjoining states and beyond.

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“We’re all raised as kids to never kick a beehive. We should be just as aware of the adage ‘never handle a grounded bat’.”

— Mark Blossock

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The TxDOT bat habitat project started in 1994 almost by accident when a large colony of bats settled under the Congress Avenue Bridge in Austin.

Blossock and Bat Conservation International began a study to determine why the bats settled there. They were concerned about damage the bats might do to the bridge and the effects their presence might have on human health.

It turns out the bats aren’t that big a bother. But they are big in numbers. More than 1.5 million Mexican free-tail bats migrate from Mexico to the Austin bridge. Another 18.5 million of the bats take up residence elsewhere in Texas, staying from March to October. They love the just-like-a-cave spaces under bridges.

The study also showed that bats do not threaten the highway structures or community health.

The only real danger the bats produce is to the insects they eat and the people who try to handle bats they find on the ground.

“Leave bats on the ground, do not touch them or handle them,” Blossock said.

“We’re all raised as kids to never kick a beehive. We should be just as aware of the adage ‘never handle a grounded bat’.”

In fact, bats are helpful. It’s estimated they eat 10 to 15 tons of insects on their nightly flights.

Seeing hundreds of thousands of bats swirling up from beneath the downtown Austin bridge is impressive. Soon it became evident that TxDOT’s accommodation to nature had an unintended benefit — the evening food flight became a tourist attraction.

Blossock led the way in setting up a program to copy the success of the Austin bridge and has promoted building other bat environmental success stories under Texas bridges and in Texas culverts. He also encouraged and shared the idea with other transportation departments. Two dozen other states have adopted the idea and are studying their areas for usable bat habitats.

The study found that under ideal conditions the bats need a crevice that is three-quarters of an inch to an inch wide and 12 inches deep. They may also consider crevices as wide as 1.5 inches and a half-inch wide and four to eight inches deep. Any larger or smaller and the bats won’t come home to roost.

The flying mammals also are comfortable with culverts and will even settle under wood bridges.

Overall, TxDOT has evaluated 1,060 highway structures out of an inventory of close to 50,000 with 218 that are now used by bats for roosts. This is almost three times as many habitats for bats as any other state taking part in the program. 🦇

# TxDOT Information Highway 'resurfaced'

by Buddy Allison  
Public Information Office

TxDOT's newest super highway doesn't have asphalt, concrete, center-line miles, speed limits or rest areas — it's in cyberspace.

Called the TxDOT Expressway, the department's newly-redesigned 40,000-page Web site is set for unveiling in September.

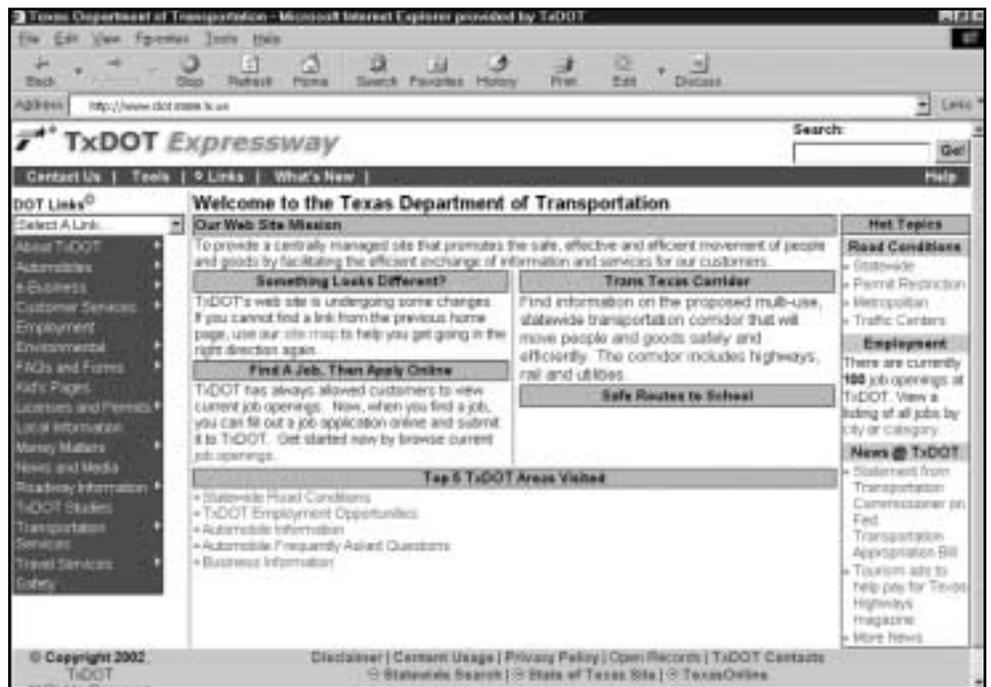
"From the beginning, the site was created to serve TxDOT's internal and external customers — the traveling public, contractors, consultants, anybody wanting information from TxDOT," says James Pennington, Information Systems Division branch manager for Internet/intranet. Involved with the site since its inception in 1995, Pennington outlined the more significant changes in the coming makeover.

"We are going to put more information at users' fingertips with a new menu format, provide more up-to-date information with improved automation, and reduce the chances of error with shorter addresses," Pennington says.

The new home page menu will have 70 or more direct links (up from 28), decreasing the amount of time it takes the user to arrive at their final destination and making it easier to find.

Another feature, separating content from style, will expedite fresh data to the pages while retaining a consistent look and feel. Of the 40,000 site pages, approximately 98 percent can be generated or updated automatically. Site users will benefit by being able to view the most recent information faster than the current system allows.

Pennington explains: "A name is stored in one location, but may appear in a hundred different places on the site. If that name should change, one edit will take care of every occurrence rather than having to change a hundred different pages."



The TxDOT Internet site, called the TxDOT Expressway, is scheduled to launch in September with a new look and improved functionality.

The third user benefit of the redesign is a shortened address system. Shorter names are easier to give out and receive. Also, the likelihood of an error is substantially reduced with the abbreviated page name.

"Because TxDOT operations are so diverse, few other transportation departments rival our site. That other DOTs have adopted our models is a testament to Texas' leadership in providing information to our customers," says Pennington.

The Web is becoming increasingly important to everybody's business, regardless of size.

"It has become a mechanism to describe your company as well as a way to conduct business operations," says Pennington. He also understands that consumers like to get things done without leaving the house. "They want to do everything online," he says. With the new site, he continues, that will be easier to do.

A five-person staff handles all Internet and intranet operations for TxDOT. The staff is divided into groups based on specialties, with cross-training among the groups. A staff member is always on call. "No one person is indispensable," Pennington says.

Compliance with the Americans with Disabilities Act proved to be the major obstacle to overcome during the site's redesign. Ensuring that the visually impaired could read and navigate the site with screen reading equipment was imperative.

When TxDOT first put up its Web site in 1995, its developers were charged with the task of making the department more progressive in information sharing. That goal still holds true today.

"We are not the Department of Web Development," Pennington says, "we're still the Department of Transportation." ☺

# Now you know:

★ **Traffic safety:** The National Highway Traffic Safety Administration, looking at data from 2000 (latest available), says the economic effect of vehicle crashes in the United States has passed \$230 billion a year. That's \$820 for every American. The agency's study says the average highway fatality costs \$977,000. The study concludes: using seatbelts prevents deaths and injuries. (*Fort Worth Star Telegram*) ... According to the same study, critical injuries, such as those that leave a victim paralyzed or brain-damaged, cost nearly \$1.1 million in lifetime medical care, lost wages and other expenses. Victims pay about one-quarter of the cost. The rest is covered by those not directly involved through insurance premiums, taxes and travel delays. Alcohol-related crashes resulted in 16,792 deaths and 513,000 injuries at a cost of \$50.9 billion. (*Houston Chronicle*) ... In a company-sponsored survey, cross-country drivers for Atlas Van Lines have named Interstate 10 in Texas as the safest stretch of highway in the United States. The drivers also rated rest stops. Florida was tops, but Georgia and Texas tied for second. (*The Crane News*)

★ **Simplification:** The state wants to simplify how it finances and builds massive road projects, a policy shift within the Texas Department of Transportation that could lead to larger up-front price tags as bigger sections of highways are built. Under the old complex method, projects ranked higher in priority if they were broken into smaller, more affordable sections that had the worst traffic. Most road construction plans were submitted with that in mind. Projects were paid for from one or more of 34 categories that functioned as bank accounts for federal money. The new system features 12 categories. The transportation commission approved the simplified construction methods during its February meeting, but continues to work on details. (Tony Hartzel, *Dallas*

*Morning News*) ... The commissioners wanted to simplify the process and garner more public participation in the road-building process. "This plan makes it more flexible for us to use the different pots of money for different projects. We will be able to spread the money out to more projects," said a TxDOT representative. (*Waco Tribune-Herald*)

★ **Trans Texas Corridor:** TxDOT's deputy executive director, Steve Simmons, spoke to the Killeen-Temple Urban Transportation Study in late July. "Our infrastructure is nearing the end of its life. We have to look at new ways in the future of transportation," he said. One of the "new" ways is toll roads. Simmons said, "We have to start thinking of our roadways as revenue generators. We don't have to wait until we have money in the bank to get it done." (*Killeen Daily Herald*)

★ **Transportation financing:** Georgia transportation and finance officials voted in mid-July to launch an unprecedented \$822 million bond deal to pay for the first phase of the governor's five-year statewide transportation plan that calls for \$8.6 billion in transportation projects. The speaker of the Georgia House, saying he believes committing the state's future federal transportation funding for the next 20 years is risky, was a lone vote against the bond deal. After a meeting of the state's finance commission, where the bond issue was approved, the speaker asked, "What happens if the federal funds don't come?" Earlier this year, state transportation officials in Virginia suspended construction of transportation projects statewide for several months because of revenue problems stemming from its bond-financed plan. (*The Atlanta Journal-Constitution*)

★ **Travel / Tourism:** Based on a survey, the Travel Industry Association of America says Americans will take more trips this summer but will spend

less money, stay closer to home, and spend fewer nights away. An association official said, "People want to travel. But there will be more by auto and less by air. More people will be staying with family and friends than in hotels." The survey said there will be 233.4 million person-trips June-August. A person-trip is one person traveling at least 50 miles, one way, away from home. Since Sept. 11, 2001, people rely more on the highway system and they are taking advantage of some in-state and regional promotions. Seventy percent of the visitors in Texas travel by car, said tourism officials with Texas Economic Development. (*Fort Worth Star Telegram*)

★ **Road rage:** Researchers, in various studies, are learning who gets aggressive while driving and why. The U.S. Department of Transportation estimates that aggressive driving causes two-thirds of traffic deaths. Road rage is aggression in the extreme, involving intimidation or violence. A 1999 survey of law officers hints that road rage happens commonly on Fridays, during afternoon rush hours, in sunny weather, and not necessarily in the heaviest traffic. The AAA Foundation for Traffic Safety sponsored the survey. Another study reported that men age 18-26 accounted for most confrontations, with women accounting for four percent overall. The research found that aggressive drivers tend to be young, poorly educated men with criminal records, histories of violence, or drug or alcohol problems. (*Austin American Statesman*)

★ **Corridor marketing:** Effective Aug. 1, TxDOT's Turnpike Authority Division took on responsibility for establishing procedures for processing requests for information, for marketing and for accepting proposals on the Trans Texas Corridor. While district engineers will promote the corridor, toll projects, toll equity, and regional mobility authorities, the division will develop

# transportation ideas, trends and news

and pursue candidate projects. The division also will provide statewide experience and knowledge to assist districts in answering questions about available toll options. For example, if a district is contacted by a county that wants to form a regional mobility authority, the division will provide expertise to both the district and the county.

★ **Interchange praised:** Earlier this year the Texas Council of Engineering Companies presented a 2002 Engineering Excellence Award to the contractor, Turner Collie & Braden Inc., for the company's work on the I-30/I-35W interchange in the Fort Worth District.

★ **Air cleaner in Denver:** The Environmental Protection Agency in early August formally revoked the Mile High City's status as a "dirty air" city. City officials describe the event as "one of the most significant environmental achievements in U.S. history."

Denver is the first metro area to rebound from years of violating more than 80 percent of the federal pollution standards.

During the 1980s, Denver exceeded the federal pollution standards as many as 250 times per year. In 1987, the city's air was known as the worst in the nation.

Colorado Gov. Bill Owens recalled those days of dirty air and their impact on economic development: "You couldn't sell Colorado because you couldn't see Colorado."

Clean-air vigilance continues in the state because pollution monitors have shown steadily rising ozone levels in recent months.

An attorney at Environmental Defense says, "This (achievement in Denver) sends an important signal to cities across the country that with concerted action, you can do remarkable things." (*Denver Post*)

★ **Rules stiffen for bus, truck drivers:** The Federal Motor Carrier Administration will require states to revoke the commercial licenses of bus

and commercial truck drivers convicted of driving passenger cars under the influence of drugs or alcohol. The agency's rules also target those who lose their regular licenses because of traffic violations. The rules take effect Sept. 30.

Before the rules, these drivers couldn't be penalized by states because of a bad-driving record in passenger vehicles.

States will have three years to comply, allowing them to change their laws to reflect the federal rules. States that don't comply will face the loss of federal highway funds and may be barred

from issuing the commercial licenses. Officials of the bus and trucking associations praised the rules.

Among incidents that spurred the federal policy was that of a Dallas bus driver involved in a fatal crash in June. He kept his commercial license even though he had multiple traffic violations over 17 years. These included two convictions for drunken driving and two suspensions of his regular license. Heading to a church camp, the driver and four others died in the June crash. (*Fort Worth Star Telegram/Associated Press*) ☛

## Plan aims to use highway signs to spur rescue of abducted kids

by **Gabriela Garcia**  
Public Information Office

TxDOT is using its resources to do more than move traffic. This month, the department's Traffic Operations Division began developing a statewide plan allowing time-sensitive information on child abductions to be posted on electronic signs along highways. The signs are used primarily to alert motorists to road and traffic conditions.

Gov. Rick Perry on Aug. 12 announced a plan for rapid statewide mobilization when a child is abducted. His plan joins TxDOT with the Department of Public Safety, local enforcement agencies, and media outlets to alert the public to an abduction. The statewide plan is expected to be operational in 30 days.

Used in nearly a dozen cities across Texas, the signs are part of TxDOT intelligent transportation systems providing motorists with roadway information.

Details on how TxDOT will participate in the system known as Amber Alert are still being worked out, but many local law enforcement agencies are eager to include such signs in their alert plan.

Department officials say the use of message signs in these circumstances could be a useful tool, but

coordinating with state and local law enforcement is key to its success.

TxDOT has begun meeting with officials in cities that already have an established alert plan to develop guidelines to post missing child advisories on the electronic signs.

The agency also will review the plan used in California's alert. TxDOT involvement in an alert plan was raised after the Dallas District and local police discussed the successful use of an Amber Alert plan in the recent rescue of two kidnapped California girls. Information on the suspect's vehicle was posted on highway signs and motorists phoned in tips to law enforcement.

The Amber Alert plan, which began in the Dallas/Fort Worth area after a 1996 child abduction and slaying, is a cooperative effort by law enforcement and local media to issue alerts to the public when a child is abducted. It has been credited with leading to the recovery of at least 17 children since its development. A similar plan also is operating in El Paso and more than 40 cities across the nation.

The National Center for Missing and Exploited Children took the plan nationwide in 2001. ☛

# Water,

# Water e



by Mike Cox  
Editor

A lingering barometric low brought flood waters to record highs in July, causing an estimated \$15 million in damage to roads and bridges in central, west and south Texas.

The National Weather Service called it a “catastrophic flood event.” Record and near record flooding occurred on the Medina, San Antonio, Nueces and Guadalupe rivers. Major urban flooding hit San Antonio, Austin, San Marcos, New Braunfels, Abilene and Brownwood.

The flooding claimed nine lives in Bandera, Bexar, Kendall, Travis and Uvalde counties. Twenty-six counties were declared federal disaster areas and property damage was estimated at \$1 billion.

“I’ve never seen it rain like that,” said John Bohuslav, San Antonio director of maintenance. “It just wouldn’t stop.”

As of July 17, the Texas Department of Public Safety’s Division of Emergency Management listed 561 homes destroyed, with 1,572 heavily damaged and 1,724 sustaining minor damage for a total of 3,857 homes damaged or destroyed.

Television news footage captured several houses floating downstream in New Braunfels, where flooding was only slightly less severe than it had been in the disastrous 1998 flood.

At one point, local government officials feared the 90-year-old Medina Dam near San Antonio was in danger. At Canyon Lake, water went over the emergency spillway



Top left: Aerial view of the Canyon Lake waters flooding the spillway for the first time. Photo courtesy Comal County Engineer’s Office

## “Catastrophic fl

for the first time in the dam’s 40-year history.

When the low-pressure weather system finally drifted off to the north, some places in the Texas Hill Country had received more than a year’s worth of rain. Measurements in some locations ran as high as 40 inches.

San Antonio got 9.52 inches on July 1, more than the previous record rainfall for the entire month — 8.29 inches in 1990.

TxDOT reacted quickly to the disaster. Workers assisted in controlling traffic, manning barricades, monitoring water levels, removing debris, and making emergency repairs. At one point, 477 TxDOT employees handled flood-related duties.



Photo courtesy Comal County Engineer’s Office

Spillway runoff cuts through South Access Road at Canyon Lake.

# everywhere...



TxDOT photo / Art Martinez, Corpus Christi District

Above: The Corpus Christi Welcome Center on Interstate 37 becomes a flood victim during the Texas 2002 floods.

## ood event" takes toll on Texas

In hard-hit Gillespie County, maintenance supervisor Danny Crenwelge said crews worked around the clock from July 2 to July 6. TxDOT workers from Mason, Llano, Austin, and as far away as Giddings, came to help out, Crenwelge told the Fredericksburg Standard.

Once the water began to go down, others with TxDOT began assessing the damage. They found crumbled roadways and washed-out culverts.

Executive Director Mike Behrens notified the Federal Highway Administration on July 5 that the agency would be applying for emergency relief to recoup expenses in repairing damaged infrastructure.

"State highways in the Abilene, Austin, Corpus Christi,

Laredo, San Angelo, San Antonio and Yoakum districts were affected by the flood," the Maintenance Division's Jim Daily said. "The worst damage was in the San Antonio District, which probably had three-fourths of the total."

Preliminary estimates of infrastructure damage in that district came to \$11.2 million with the most — \$1.3 million — in Bandera County.

Most repairs in the San Antonio District will be completed within four months, Bohuslav said, but it will be a year before everything is fixed.

*Editor's note: Darah Waldrip and Jim Daily of the Maintenance Division contributed to this report.*



## CORRIDOR PROPOSAL RECEIVED

The Texas Transportation Commission on July 8 received its first unsolicited proposal to build a segment of the Trans Texas Corridor. The proposal seeks to build a portion that would link San Antonio and Austin with the Dallas-Fort Worth area. Receipt of the proposal came within days after the commission approved the Trans Texas Corridor action plan developed by TxDOT. That plan, formally approved on June 27, outlines the basic design of a 4,000 mile, multi-use transportation system involving high-speed trains, cars and commercial trucks, along with providing a dedicated utility zone for electricity, telecommunications, petroleum products, and water. Additional proposals are expected for other segments of the Trans Texas Corridor. Staff is currently reviewing the proposal. If the transportation commission decides to pursue the proposed project, competing proposals will be sought.

## TXDOT VEHICLES MORE VISIBLE

Five-year statistics from the Occupational Safety Division show that TxDOT vehicles on highways and rights of way have been in 502 rear-end collisions attributed to third-party drivers. Parked department vehicles were hit 462 times during the same time. These numbers have led TxDOT to adopt policies making its vehicles more visible to the public and in the hope of reducing the number of accidents. The policies address vehicle markings and configurations of warning lights.

For example, the policies call for on-road vehicles (sedans, trucks, SUVs, etc.) to be marked with two-inch-wide red and white conspicuity tape affixed to the width of the rear bumper. For warning lights, amber is the standard light color for all department on-road equipment, but the policies spell out exceptions.

The policies are covered in more detail in a memo sent to districts in

early June. Don Lewis, Fleet Management, 512-416-2085, or Jerral Wyer, Occupational Safety Division, 512-416-3391, are ready to take questions about the new policies that promote greater visibility of TxDOT vehicles. — Source: Rachele Koczman, General Services Division

## DIRECTOR APPOINTED

Jesse W. Ball Jr., deputy director in the TxDOT Office of Civil Rights in Austin for 10 years, has been appointed director of the office effective Sept. 1. Before joining the department in 1992, he worked 14 years as a Social Actions officer in the U.S. Air Force. Having achieved the rank of major, he retired from the military in 1991 after 20 years of service. Among his assignments at military sites around the world, he held management positions at Air Training Command headquarters (Randolph AFB in Texas) and at the U.S. Air Force Academy (Colorado Springs, CO). He earned a bachelor of arts degree in business administration from Prairie View A&M University in 1970 and a master of arts degree in management from Webster University in 1984.

## LOAN ADVANCES TURNPIKE

The federal government in late July approved a loan of more than \$900 million for the first phase of the Central Texas Turnpike Project, which includes a stretch of State Highway 130, of SH 45 (north), and the northern extension of Loop 1 in Austin. Each of the three roads will be tolled, but at different rates. The loan will help start construction early next year on the 65 miles of new toll road, with the major segment being the 49 miles of SH 130 running parallel to Interstate 35 east of Austin. It is also expected to ease traffic congestion throughout Central Texas. Besides the \$916 million loan from the U.S. Department of Transportation, the state will sell bonds and get financial help from counties and cities.

## DEADLINE APPROACHES

The TxDOT Master's Program application deadline for the spring 2003 semester is Sept. 30. The program helps selected employees in engineering and other specified fields pursue a master's degree and work full time on assigned research projects. Employees who are selected receive funds for tuition, some fees, books and supplies, plus pay and other benefits while in school. More information: the on-line Human Resources Manual, Chapter 7, Section 2, and on the application. For an application, send a GroupWise message to Janet Green. In the subject line, type GET MASTER (all capital letters). The application form will return automatically. More questions? Call Janet Green at (512) 486-5441.

## PLAY BALL

TxDOT employees and family members will gather Sept. 28-29 for the 14th annual softball tournament, this year to be played at the Kreig Softball Complex in Austin. Last year's tournament featured 16 teams and more than 275 players with ties to the department. Entry forms have been distributed throughout the department. Mailed entries, with payment of fees, must be postmarked by Sept. 13. Late entries by phone (to 512-445-6003) must be received by 5 p.m., Sept. 20. The City of Austin Athletics Office (same phone number) will provide start times by phone 1-5 p.m., Sept. 26. The tournament begins Sept. 28 at 9 a.m. More information: Ed Collins of the Austin District at (512) 832-7041.

## GOLFERS RAISE FUNDS

Forty-eight golfers, many from TxDOT, gathered July 20 at the Jimmy Clay Golf Course in Austin to support the work of the department's Hispanic Awareness Committee. The event raised more than \$1,900 through sponsorships and entry fees. All were treated to barbecue and prizes following the golf.

■ See TxDOT Roundup, Page 11



Continued from Page 10

## CUSTOMER SERVICE AWARD

The Vehicle Titles and Registration Division has been recognized for its customer service efforts in dealing with the staggering number of flooded vehicles in the aftermath of Tropical Storm Allison last year. The division received the Customer Service Excellence Award from Region II of the American Association of Motor Vehicle Administrators. The division provided resources to deal with more than 30,000 requests for salvage titles, used the media to inform citizens of the danger of purchasing flooded vehicles, and published a flood-damage database on the Internet.

## FOR A GOOD CAUSE

The 2002 Avon Breast Cancer 3-Day was a 60-mile journey in late April for Fort Worth District employees **Charlotte Baggett** and **Christen Phillips**, and **Ella Ginest**, wife of district employee **Tom Ginest**. With more than 2,400 volunteers, the walk began April 26 in Fort Worth and ended April 28 in Dallas. One of 13 such walks held across the United States this year, the event raised an estimated \$2.5 million for breast cancer research and the Crusade Program, which provides financial support for medical assistance to underinsured women and men. Avon is now halfway to its \$250 million goal. The district's three participants together raised about \$9,900. — Source: Charlotte Baggett, Fort Worth District

## TxDOT HOSTS WASHTO

TxDOT hosted this year's conference of the Western Association of State Highway and Transportation Officials July 7-10, welcoming nearly 600 delegates to San Antonio. An estimated 160 TxDOT employees assisted in providing Texas hospitality to the visitors who gathered for the organization's 81st annual meeting.

## TxDOT NAMES IN THE NEWS

■ **Lance Simmons** has been selected as Special Projects/Bridge Engineer for the Atlanta District, effective Aug 1. He began his career with TxDOT in 1990 as a summer employee in the Atlanta Area Office while attending Texas A&M University. After graduating in 1994 with a bachelor of science degree in civil engineering, he became a full-time employee in the district design section as an engineering assistant. He was promoted last year to transportation engineer.

■ **Doug Beer**, of the Wichita Falls Area Office, recently achieved his license as a professional engineer.

■ **Efrain H. Esparza, P.E.**, has been selected district design engineer for the El Paso District. He began his TxDOT career in 1988 as a summer-hire engineering technician. He received a bachelor of science degree in civil engineering from the University of Texas at El Paso in 1990. He began full-time work with the department in 1992.

■ **Mark E. Tomlinson**, district engineer of the Amarillo District, is one of several Amarillo community members asked to serve on West Texas A & M University's Engineering Advisory Board. The advisory board will represent organizations in the Panhandle that employ engineering graduates or that have interests in engineering. The board will make recommendations for the development of effective engineering programs. It also will provide strate-

gic planning for implementing and evaluating the university's engineering program. The Texas Higher Education Coordinating Board in April granted authority to the university, in Canyon, to develop a plan for an undergraduate degree in mechanical engineering. The advisory board also will consider future plans for other engineering degrees.

■ Presentation of awards were among the highlights in late June at the 2002 Traffic Operations Conference in Union Station, Dallas.

The TxDOT Traffic Operations Division presented the Richard H. Oliver Award, honoring outstanding service in the engineering or technical field in support of traffic operations and safety, to **Terry Sams** of the Dallas District. She has more than 29 years with TxDOT and was cited for her experience, planning ability, and for building relationships with local jurisdictions, community officials and businesses.

The division also presented the Gene Sparks Award, honoring outstanding service for non-engineering personnel in support of traffic operations and safety, to **Cindy Parks** of the Waco District. She was recognized as a "tireless district traffic safety specialist and railroad coordinator with more than 17 years of service to the department."

Four TxDOT districts (Dallas, Fort Worth, San Antonio and Houston) joined to present a special award to **Mel Partee** of the Traffic Operations Division (in Austin) for his work in developing intelligent transportation systems and in traffic management.

Topics covered in the four-day gathering were many, ranging widely from the Trans Texas Corridor to the Queen Isabella Causeway collapse and recovery, and from border safety-inspection facilities to challenges in providing security for transportation

infrastructure. One of the features of the program was a tour of the TransGuide intelligent transportation system operating in the San Antonio District. **Doris Howdeshell**, director of the TxDOT Travel Division, served as general chair of the Host Committee. ☉



Mail  
Drop

**To: Carl Schroeder, maintenance supervisor,  
Navasota**  
**From: Caye Cox, Information Systems Division**

I was contacted by an acquaintance of mine, Bert Koenig, and am writing you this e-mail on his behalf. Bert wanted to thank **Danny Gurka** and **Nathan White** for their assistance. Bert, a businessman in College Station, was traveling on Highway 6 between College Station and Navasota when he had a blowout on one of his tires. He called AAA for assistance but they said it would be an hour before they arrived. Bert was dreading the wait when Danny and Nathan arrived to change the tire. They refused the gratuity offered. I often read the letters in *Transportation News* but I am really pleased to be writing one of these letters on behalf of a friend of mine.

**To: Robert Ratcliff, district engineer, Atlanta  
District**  
**From: Line Bane, Ore City, Texas**

I want to commend **Rusty Turner** (engineering technician, Marshall Area Office), the cheerful and courteous field person who truly saved our necks when we recently had car trouble on Highway 9 just north of Waskom.

We had paused at a stop sign in the middle of a dirt road intersection and our car simply died. Miles from nowhere, the alternator had failed to keep the battery charged enough to turn over the engine again. We had no idea where we were or how in the world we would get anyone out to tow the car to where it could be fixed. If Mr. Turner hadn't come along and gotten us started, and followed us to a Waskom repair shop, we would have still been sitting there when darkness fell. You know how dark it gets in East Texas! With Mr. Turner's help we were home by sundown. We appreciated Mr. Turner's optimism, kindness and generosity at a time when he was close to quittin' time himself.

**To: James Freeman, district engineer, Paris District**  
**From: Kay Baker, Paris District office**

I was returning to Paris after a holiday trip to Missouri. When I reached Clarksville, my car overheated. I tried everyone I could think of to call, but everyone was "out of pocket." Then I thought of **Don Eudy**, maintenance supervisor in the Red River County maintenance office. I called him to ask if he knew of any place in Clarksville that might be open. He told me the only place he knew, but if they weren't able to fix it to call him back. Two hours later I called him again, and he volunteered to come pick me up. A few minutes later, he and his wife arrived and drove me to Paris. Not only did they take me home, he even took my car keys, said he would check out my car for me the next day, and drive it back to Paris. Sure enough, the next morning he was here with my car. I thanked Mr. Eudy personally, but wanted you to know of his kindness and consideration in my "emergency."

**To: Myron Broussard, Beaumont District**  
**From: Philip Cook, city manager, Cleveland,  
Texas**

Thank you very much for your role in coordinating the recent cleanup at the intersection of highways 59 and 105. The Cleveland City Council has named cleanup as one of its major goals, and we appreciate your help. The city would like to change Cleveland's appearance and, with the help of agencies like TxDOT, we can accomplish this goal.

(Editor's note: Myron Broussard is the maintenance supervisor for South Liberty County.)

**TO: TxDOT**  
**From: Pat Miller, Zwolle, LA**

I had a good day and a bad day April 28. It started out with a flat tire on I-20 in Canton, Texas. Then **Daren E. Turner** (construction inspector for the Mineola Area Office in the Tyler District.) showed up. He changed the tire, gave me some water to drink, and took the tire into Canton for repair. Afterward, I was happily on my way home. Thanks for hiring such a wonderful person.

## Straight Talk

continued from page 2

to pledge more than \$290,000 — a 37 percent increase over the prior year. This was a great achievement. The potential exists to do even better for the upcoming campaign because last year fewer than one out of four TxDOT employees chose to participate.

Some will say the campaign will not meet last year's level. The economy has changed. The public will not repeat its outpouring of charity seen in the wake of Sept. 11, 2001. People are watching their money, what they have left of it in the wake of business scandals such as Enron and WorldCom, more closely.

No doubt about it — these are factors in everyone's personal decision to participate. These also are reasons why participation will be more important than ever — because the need will be greater than ever.

TxDOT supports the convenience of payroll deduction for all its employees. But the choice to participate is yours alone. This is another way in which TxDOT people help in their communities. Thank you for helping. ✪

## From the Editor

continued from page 2

deal. He has hit six deer on the job! Fortunately, he said, only one of the crashes resulted in damage.

"Thank you for your deer watcher article," e-mailed Ruthie Roller from the Lubbock district. "I recently returned from a vacation to California and could really have used this knowledge prior to my trip...thus relieving some of the stress as one drives through Flagstaff and other deer-infested locations."

A writer from the Dallas District complained that Powell's article showed a lack of sensitivity for the dearly departed deer that heavily damaged his subcompact and could have sent him to the hospital. The point of the story was to warn TxDOT employees of the dangers inherent in driving through deer habitat. We're sorry the deer died, too, but people are still more important.

Driverless cars...

A TxDOT reader from the Paris District liked our new format but had concerns about the cover, which featured a computer rendering of the proposed Trans Texas Corridor.

"I noticed that several of the trees were in the clear zone," he wrote. "Also,

the vehicles appear not to have any drivers..." Hey, we said the corridor was going to be state-of-the-art. Who needs drivers? Just kidding. Remember that this was just a rendering, not a final design.

Don't mess with Jessie...

Finally, I went to Junction July 25 to attend a ceremony honoring 94-year-old Jessie Stewart for her dedication in keeping her segment of FM 385 litter free. The San Angelo District recognized her for all the hard work she and her family have put in over the years collecting trash along the roadway in this beautiful stretch of Kimble County.

She's only one member of 3,778 volunteer groups participating in the Adopt-a-Highway program, but anyone who litters better hope she never gets hold of them.

Stay in touch.  
— Mike Cox



Jessie Stewart

## IN MEMORIAM

Abilene District  
R B Cain  
Maintenance Technician  
retired 1975  
died May 22, 2002

Royce J. Sanders  
Maintenance Technician  
retired 1977  
died April 19, 2002

Amarillo District  
Stephen V. Shultz, Jr.  
Maintenance Technician  
retired 1986  
died May 26, 2002

Austin District  
Richard M. McCan  
Maintenance Technician  
retired 1991  
died May 2, 2002

Bryan District  
Hayward O. Caldwell  
Maintenance Construction  
Supervisor  
retired 1973  
died May 20, 2002

Childress District  
Charley F. Tate  
Maintenance Technician  
retired 1981  
died June 13, 2001

Corpus Christi District  
Michael E. Johnson  
Program Administrator  
died July 5, 2002

Frank R. Mims  
Maintenance Technician  
retired 1995  
died March 11, 2002

Edwardo Ocanas  
Transportation Maintenance  
Specialist  
retired 1998  
died October 20, 2001

Dallas District  
John R. Wall  
Right of Way Agent  
retired 1982  
died February 4, 2002

Houston District  
Donald R. Loesch  
Manager  
retired 2001  
died April 19, 2002

William L. McClure  
Engineer V  
retired 1983  
died May 10, 2002

Alex L. Phillips  
Maintenance Technician  
retired 1984  
died May 23, 2002

Lubbock District  
Hubert B. Bryan  
Engineer  
retired 1972  
died May 13, 2002

James W. Stevens  
Engineer  
retired 1974  
died May 5, 2002

Odessa District  
Jesus G. Lopez  
Maintenance Technician  
retired 1985  
died May 25, 2002

Terrell District  
Fermin Rodriguez  
Engineering Technician  
retired 1999  
died May 5, 2002

Paris District  
James R. Beckham  
Maintenance Construction  
Supervisor  
retired 1986  
died June 14, 2002

Elgin District  
Elgin Fowler, Jr.  
Engineering Technician  
retired 1985  
died June 15, 2002

San Antonio District  
Allen W. Abshier  
Maintenance Technician  
retired 1977  
died December 28, 2001

Luis R. Ortiz  
Maintenance Mechanic  
retired 1993  
died April 22, 2002

Mark D. Staley  
Engineering Technician  
died June 12, 2002

John A. Tarro  
Engineering Technician  
died June 23, 2002

Feliberto Zertuche  
Maintenance Technician  
retired 1981  
died May 20, 2002

Waco District  
George E. Krupa  
Maintenance Technician  
retired 1976  
died May 5, 2002

Yoakum District  
Connie L. Richter  
Maintenance Technician  
retired 1981  
died June 26, 2002

Construction Division  
Thomas C. Connolly  
Engineering Technician  
died June 17, 2002

General Services Division  
Wendell A. Shaffer  
Equipment Operator  
retired 1987  
died May 31, 2002

Materials and Tests Division  
Clarence R. Rea  
Engineer  
retired 1985  
died March 7, 2002

Traffic Operations Division  
Benjamin J. Lednický  
Landscape Architect  
retired 1976  
died April 21, 2002

Vehicle Titles and  
Registration Division  
Floy R. McLemore  
Clerk  
retired 1970  
died September 24, 2001

Virginia V. Stuessy  
Secretary  
retired 1995  
died May 27, 2002



# Mile Markers

## Service Awards

Abilene District  
35 years  
Claudie J. Horn  
30 years  
Kendall R. Bullard  
Dale E. Tollett  
25 years  
Bruce E. Sanders  
15 years  
David W. Adams  
5 years  
Brian J. Klinksiek  
Timothy Lisenbee  
Johnny K. Page

Amarillo District  
25 years  
Patricia C. Marlow  
Fred B. Ramirez  
15 years  
Timothy R. Like  
10 years  
Dana R. Kleman

Atlanta District  
25 years  
Alfred E. Point  
20 years  
Orville M. Ball Jr.  
Leslie C. Cathcart  
15 years  
John L. Graf  
10 years  
Carl E. Preston  
5 years  
Derek W. Rodgers

Austin District  
30 years  
Carl E. Burkland  
Henry E. Ferguson  
Ronald L. Ullmann  
25 years  
Nellum L. Craven Jr.  
15 years  
Donald R. Morgan  
Gary W. Smith  
Timothy S. Wilhelm  
10 years  
Chuck A. Goertz  
5 years  
Kenra J. De Leon  
Lucy A. Ross  
Ronnie J. Scott  
Alberta S. Villalobos

Beaumont District  
30 years  
Dudley S. Rollins  
15 years  
Kenneth J. Deyoung  
Joseph W. Kibodeaux  
10 years  
Brian L. Dodge  
5 years  
Cindy L. Maxedon

Brownwood District  
30 years  
Lynn G. Passmore  
15 years  
Jose A. Carbajal  
Johnny L. Williams

Bryan District  
35 years  
Barbara K. Jones  
20 years  
Michael W. Crouch  
Jerroll E. Hensley  
5 years  
Jacob L. Petersen

Corpus Christi District  
20 years  
Alvin R. Keeney Jr.  
15 years  
Bernabe Elizondo

Childress District  
10 years  
Leslie J. Gilbreath  
Willie J. Wright  
5 years  
David G. Seal

Dallas District  
25 years  
Dario R. Arriaga  
George W. Coppock  
Martin G. Kuykendall  
Donald J. Morris  
20 years  
Travis W. Bartlow  
George H. Kubicek  
15 years  
Judy A. Kyser  
Bobby L. Lawson  
10 years  
Robert G. Bacon  
Jerry M. Blakemore  
Daniel D. Kendrick  
Dan Loving  
Marwan F. Muwaquet  
Jimmy R. Potter  
Duane R. Smith  
Steve M. Tolbert  
Jerome G. Waters  
Edward L. Wetzel  
5 years  
Alva D. Caraway  
Aleeta R. Connelley  
Scott G. Duncan  
Brad E. Partee  
Byron E. Stephens

El Paso District  
35 years  
Manuel F. Aguilera  
Roberto M. Tejada  
25 years  
Paul F. Lewis  
George P. Vickers  
10 years  
Hector C. Pulido  
Antonio Uribe Jr.  
Hector T. Zuniga  
5 years  
Victoria M. Armijo  
Robert Flores Jr.

Fort Worth District  
30 years  
Sam O. Glover Jr.  
25 years  
James A. Ward

Fort Worth District (cont.)  
15 years  
Richard D. Colbert  
John G. Griffith  
Donald R. Lively  
Gary R. Meador  
Andrew R. Perrier Jr.  
10 years  
Kevin S. Baasch  
Bobby L. Gillispie  
Kysha M. Holland  
Samuel S. Jones  
Michele M. Martinez  
5 years  
Nicholas S. Martin  
Otis R. Skinner Jr.

Houston District  
40 years  
Robert Moss  
25 years  
Pete M. Alvarado  
Margaret B. Barrett  
Jackie R. Logan  
20 years  
Jennifer L. Brock  
Agapito S. Montalvo  
Karen S. Patterson  
James F. Richardson  
Mark D. Rogerson  
15 years  
Wendy C. Croft  
Roxie R. Foster-mckinney  
James V. Hunt  
Greg W. Lehde  
Hoyle Sampson  
Karen D. Smith  
10 years  
Cynthia K. Salcido  
Stephen N. Wainaina  
David G. Wolford  
David A. Zepeda  
5 years  
Joe G. Cantu  
Mike L. Joines  
Lane C. Kovar  
Ronald J. Masek  
Theo Ughanze

Laredo District  
15 years  
Francisco A. Perez  
10 years  
Daniel De Luna  
5 years  
Jose L. Chavarria  
Walter J. Kolodziej

Lubbock District  
20 years  
Gerald R. Dupler  
Donald R. Mandrell  
15 years  
Harva A. Finley  
Danny M. Sappington  
10 years  
Christy T. Johnson  
Oscar D. Valdez  
5 years  
David L. Box  
Terry L. Harris  
Anselmo L. Luna  
Sherlann E. White

Lufkin District  
15 years  
Toni B. Kirkland  
20 years  
Melvin L. Moorman  
Ronald C. Seal  
15 years  
Rita F. Chandler  
Barbara S. Smith  
10 years  
David C. Beckett  
5 years  
Billy W. Jones

Odessa District  
20 years  
Lonnie G. Lara  
Phyllis S. Taylor  
15 years  
Douglas W. Eichorst II  
5 years  
Eduardo Benavidez

Paris District  
30 years  
Jimmy D. Hewitt  
5 years  
Randy L. Shields

Pharr District  
25 years  
Rafael A. Madrigal  
15 years  
Basilio R. Aguilar  
Michael A. Vela

San Angelo District  
30 years  
Ricardo M. Dominguez  
John M. Villarreal  
25 years  
Frank C. Bates Jr.  
Alfred G. Davenport  
10 years  
Robert L. Ensley

San Antonio District  
25 years  
Harold L. Dillashaw III  
20 years  
Santos R. Munoz  
Saul Pompa Jr.  
David L. Sutherland  
15 years  
George R. Black  
William R. Waid  
5 years  
Beningo A. Lopez III

Tyler District  
35 years  
Rose R. Aune  
20 years  
Mary M. Owen  
5 years  
Jimmy L. Harvey

Waco District  
30 years  
David F. Miller  
20 years  
Charles R. Cunningham  
15 years  
Christine E. Campbell  
Timothy J. Schulte

Waco District (cont.)  
10 years  
Edgar L. Jackson  
5 years  
Valerio V. Regalado

Wichita Falls District  
35 years  
Rita H. Lingnau  
20 years  
Chanda D. Norman  
10 years  
Michael D. Hallum  
5 years  
Mohammad H. Jannesari

Yoakum District  
35 years  
Jerry W. Tietz  
30 years  
Woodrow G. Hluchan  
25 years  
Robert W. Anderson  
Keith W. Gohlke  
15 years  
Freddie M. Kile  
5 years  
Emull Greathouse

Audit Office  
10 years  
Augustine E. Nwoko

Aviation Division  
30 years  
Karon K. Wiedemann

Bridge Division  
10 years  
Kevin R. Pruski

Civil Rights Office  
10 years  
Jesse W. Ball Jr.  
Bettye J. Taylor  
5 years  
Joe V. Sosa

Construction Division  
20 years  
John S. Nichols  
15 years  
Ricky R. Moore  
10 years  
Brenda J. Callison  
John S. Carson  
Shirley A. Middleton  
Emmitt T. Wilborn Jr.

Design Division  
10 years  
Terry A. Jones  
Jeanette L. Soileau  
5 years  
Jesus A. Araiza

Finance Division  
10 years  
Judy Castillo  
Diane L. Greene  
5 years  
Nicolasa M. Satterfield

■ See  
MILE MARKERS, Page 15

## Service Awards



Mile  
Markers

Continued from Page 14

<p>General Services Division 25 years Robert C. Campbell Frank Saucedo</p> <p>Human Resources Division 5 years Kit Bennett Robert B. De La Rosa Sharon D. Whitehurst</p> <p>Information Systems Division 10 years Patricia A. Bowen 5 years Barbara R. McAlister</p>	<p>Maintenance Division 40 years Larry Buttler</p> <p>Motor Carrier Division 15 years Robert R. Anderson Stephanie L. Early</p> <p>Motor Vehicle Division 20 years Mark C. Baker</p> <p>Occupational Safety Division 15 years Ronald E. Schroeder 10 years Cissy C. Pitner</p>	<p>Traffic Operations Division 25 years Susan N. Bryant 15 years Judy C. Leviser Henry H. Wickes</p> <p>Transportation Planning &amp; Programming Division 15 years Marcus P. Riker</p> <p>Travel 10 years Cynthia M. Walker</p>	<p>Turnpike Authority Division 15 years Robert B. Daigh</p> <p>Vehicle Titles &amp; Registration Division 30 years William H. Dobson Glenn Simpson Anita K. Walden 25 years Linda M. Marshall Robin D. Sievert Judy B. Thorp 10 years Shebia M. Harrison 5 years Robert E. Fuentes</p>
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## Retirees



EXIT  
RAMP

<p>February 2002 Dallas District Cecil H. Everitt, Jr. Engineer Specialist 36 Years</p> <p>March 2002 Dallas District Carroll W. Collier Engineer Specialist 39 Years</p> <p>May 2002 Corpus Christi District Ruben T. Perez Preventative Maintenance Coordinator 19 Years</p> <p>Pharr District Antonio "Tony" Casso, Jr. Administrative Technician 36 Years</p> <p>June 2002 Amarillo District Richard A. Jennings, Jr. Engineering Technician 23 Years</p> <p>El Paso District Rodolfo A. Lugo Manager 28 Years</p> <p>Ruben G. Valenzuela Engineering Technician 17 Years</p> <p>Houston District Nolan G. Terry Welder 23 Years</p> <p>Lufkin District Garth A. Pillows Transportation Maintenance Technician 18 Years</p>	<p>Lubbock District Ronald K. Ivy Transportation Maintenance Technician 23 Years</p> <p>Pharr District Faustino Ramirez Maintenance Section Supervisor 34 Years</p> <p>Antonio Mercado Transportation Maintenance Technician 33 Years</p> <p>Jerrel D. Stewart Transportation Maintenance Technician 30 Years</p> <p>San Angelo District Robert Cortez Transportation Maintenance Specialist 33 Years</p> <p>Ernest R. Gomez Transportation Maintenance Specialist 30 Years</p> <p>Yoakum District Fred E. Barnard Engineer Technician 35 Years</p> <p>General Services Division George B. Blackson Maintenance Technician 23 Years</p> <p>Tommy Miller Machinist 19 Years</p> <p>Glen C. Welch Electric/Air Conditioning Mechanic 18 Years</p> <p>Information Systems Division James A. Demmer System Analyst 36 Years</p>	<p>Vehicle Titles &amp; Registration Division Michael Cawfield Administrative Technician 27 Years</p> <p>July 2002 Amarillo District Earl E. Nollner Telecommunications Specialist 6 Years</p> <p>Corpus Christi District Jack Higson Attorney 30 Years</p> <p>Dallas District Gail D. Richardson Administrative Technician 23 Years</p> <p>Fort Worth District William D. "Bill" Jones Construction Inspector 36 Years</p> <p>Alan L. Walters Design Project Coordinator 33 Years</p> <p>Pat Young Office Technician 22 Years</p> <p>Houston District William P. Davis Maintenance Technician 28 Years</p> <p>Paris District James C. Hawkins Motor Vehicle Technician 14 Years</p> <p>Pharr District Emilio Vela Maintenance Supervisor 43 Years</p>	<p>Omar Salinas Transportation Maintenance Crew Chief 33 Years</p> <p>Waco District Richard A. Smith Engineering Specialist 30 Years</p> <p>Sharon W. Wiese Contract Specialist 27 Years</p> <p>Wichita Falls District Ed C. "Red" Brown Transportation Maintenance Section Specialist 38 Years</p> <p>Aviation Division Charlotte E. Bergfeld Program Specialist 26 Years</p> <p>Kathryn J. Griffin Program Specialist 18 Years</p> <p>General Services Division James L. Krause Printing Service Technician 24 Years</p> <p>Ronald D. Eberhardt Manager 19 Years</p> <p>Vehicle Titles &amp; Registration Division Stephen Elsner Manager 31 Years</p>
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Emitt E. Currie, Yoakum District, was incorrectly listed in the July issue as having retired. He is still an active TxDOT employee.

# backtracks



Congratulations to R.S. "Bubba" Williamson of Austin, first to identify last month's Backtracks photo as the railroad bridge in Beaumont with the Jefferson County Courthouse in the background. Bubba retired from the Design Division in 1984.

Now our mission is to identify the above photo. If you know where this photo was taken please call Quevarra Moten at (512) 463-6397 or e-mail [qmoten@dot.state.tx.us](mailto:qmoten@dot.state.tx.us).

## Calendar



2002

### AUGUST

27 LBJ's Birthday (skeleton crew holiday)  
29 Commission Meeting, Austin

### SEPTEMBER

2 Labor Day (holiday)  
5-6 Bid Letting, Austin, CST  
16 Yom Kippur (optional holiday)  
16-18 Environmental Coordinators Conference, Austin, ENV  
18-20 PIO/MLO Conference, San Angelo, PIO  
20 Managing the Government Supply Chain, Austin, GSD  
26 Commission Meeting, Austin

### OCTOBER

8-9 District Equipment Administrators and District Purchasing and Materials Administrators Meeting, Austin, GSD  
9-10 Bid Letting, Austin, CST  
21-23 Transportation Short Course, College Station  
24-25 Customer Service - Key to Success in Procurement, Austin, GSD  
31 Commission Meeting, Austin

### NOVEMBER

4-7 Research Management Committee Meeting, San Antonio, RTI  
7-8 Bid Letting, Austin, CST  
11 Veteran's Day (holiday)  
15 Texas Recycles Day, Statewide, GSD

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



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