



TRANSPORTATION NEWS

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Milestones in Texas growth

by **Mike Behrens**
Executive Director

When I was attending college in 1967, this department was observing its 50th anniversary. After graduation from college, I came to work for the department. Believe it or not, this year the department notes its 85th anniversary. Well, that was then — and this is now.

From the very first days of the Texas Highway Department to today's Texas Department of Transportation, many of the challenges we have faced have been the same over the years.

From the start, Texans have demanded the best transportation system that could be obtained with the available resources.

Also from the start, those resources (money, mostly) have been limited. This has limited the state's ability to provide everything that its citizens have asked for in transportation.

With an ever-growing population that demands ever-more highways and other transportation infrastructure such as airports and public transit, there will always be limited resources standing in the way of our abilities to expand and maintain the Texas transportation system.

But here is some heartening good news: there will be more resources available and we will be able to do more to meet rising demand from our state's citizens. We won't be able to do everything, but we will do more.

Already we are seeing some of this in the Central Texas Turnpike Project

and in the financing methods (new for Texas road projects) that will make it possible to reach project completions that much faster.

Later this month at the annual Transportation Short Course on the campus of Texas A&M University, TxDOT people will confer as they have for the previous 75 years.

Short Course is that special time of year when we get together to learn of new ideas and achievements in transportation. The theme of this year's Short Course is "Creating Tomorrow's Transportation System."

What a great theme — because that is what we have been doing. Back when others and I joined the department over three decades ago, we knew we were there to help build and maintain tomorrow's transportation system. Well, tomorrow has arrived.

It is also a great theme because it's what we will continue to do. Many of our young engineers, perhaps some of them at their very first Short Course, will come to see how they will contribute to the Texas transportation sys-

tem of tomorrow.

Those attending Short Course will have many opportunities to learn about their areas of special interest when it comes to transportation. Topics will be covered in a wide range of categories — from construction and materials to planning, project development, and pavement management. Other categories include the environment, traffic operations, and information systems. And there is more.

As we have in years past, we look forward to Short Course in partnership with the Texas Transportation Institute. This year's gathering promises to be among the most interesting and productive ever held. Those of us who have been with the department for more than a few years will be especially interested in seeing and hearing from those who will be creating tomorrow's transportation system.

If you haven't already, mark your calendars for Oct. 22-23 for the 76th annual Transportation Short Course. I'm looking forward to seeing many of you in College Station. ♣

Letter from the editor

We hope you enjoy this month's cover photo as much as we have.

In varying lighting conditions, San Angelo District PIO Patsy Rainwater-Maddux tried several times to get this picture just right before she finally got it to her satisfaction. It's an excellent photograph, with an interesting story behind it. Please see page 6 for the details.

And while we're passing out compliments, our hard hat's off to Moe Estrada and the TxDOT print shop crew. They've done a great job printing T-News since the first revamped issue came off the press in July.

OK, the buck stops here. One last word in further response to our ongoing

■ See Editor, Page 4

On the cover—

A piece of Texas transportation history lies hidden near San Angelo.

Photo by Patsy Rainwater-Maddux, public information officer, San Angelo District

Story on Page 6.



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Campaign delivers powerful message



"My name is Jacqueline Saburido. This is a picture of me



before I was hit by a drunk driver,
before the car caught fire,
before two of my friends died,
before I needed more than
40 operations."

by Mike Cox
Editor

Three years ago, Jacqueline Saburido says she was merely an "average college kid."

Her life centered on her studies and the things she did for fun: swimming, flamenco dancing and hanging out with family and friends.

A drunk driver changed everything.

These days she wonders whether doctors will ever be able to compensate for her missing hands, open an eye closed with scar tissue or just stop the near constant pain.

The Venezuela native can't reverse what happened to her, but she hopes she can prevent it from happening to others. Beginning this month, Saburido is being featured in the toughest anti-DWI media campaign ever undertaken in Texas.

The TV spot opens with Saburido

Saburido," she begins. "This is a picture of me before I was hit by a drunk driver, before the car caught fire, before two of my friends died, before I needed more than 40 operations. This was me when my life was just like anyone else in college."

She then lowers the photograph to reveal how she looks today. She has no nose, no ears and one eye is covered with scarred skin.

"This is me after being hit by a drunk driver," she continues.

The spot ends with an announcer saying: "Don't drink and drive...ever."

The campaign, a joint effort by TxDOT and the Texas Department of Public Safety, is based on research showing that the target audience for anti-DWI messages — males 16 to 24 years old — respond most to messages that are graphic and realistic.

Another set of numbers demonstrates

holding a framed photograph in front of her face.

The image is of an attractive, dark-haired young lady with an engaging smile.

"My name is Jacqueline

why a message like Saburido's is needed: More than 1,800 persons died in Texas in alcohol-related crashes in 2000, the last year for which full data is available.

In a way, the idea behind the campaign came from Saburido. "Even if it means sitting here in front of a camera with no ears, no nose, no eyebrows, no hair," Saburido said following the trial of the man who caused the crash that disfigured her, "I'll do this a thousand times if it will help someone make a wise decision."

After hearing that, the Traffic Operations Division approached her about the TV ad campaign. That was a year ago. Actually shooting the footage had to wait until Saburido recovered from a series of operations.

"Even though some may find these images disturbing," Deputy Director Steve Simmons said at an Oct. 3 press conference announcing the new campaign, "we are grateful to Jacqui for her willingness to help grab the attention of Texas drivers...and get them to focus on the frightening consequences of drinking and driving."

The TV and radio spots featuring Saburido began a two-week run on Oct. 7. The spots were scheduled so they would reach teenagers to young adults, but not in time periods likely to be seen by pre-teens or younger children.

■ See Jacqui, Page 4



Safe Routes to School program now a reality

by **Bruce Hallock**
Traffic Operations Division

When 11-year-old Matthew Brown was killed while riding his bike in his hometown of Plano, Texas, he might have become just another horrendous statistic. But thanks to the efforts of many individuals and organizations — including Linda Armstrong (mother of Tour de France winner Lance Armstrong) and the Texas Bicycle Coalition — his name is now associated with a comprehensive bicycle and pedestrian safety bill signed into law last year by the governor. The centerpiece of the Matthew Brown Act is the Safe Routes to School program.

TxDOT administers the program and wants to make community leaders aware that local governments can now apply for funds to help improve pedestrian and bicycle safety around schools. The program also aims to

encourage children to walk and ride bikes to school.

Eligible projects include sidewalks, pedestrian and bicycle crossings, on-street bicycle facilities, traffic diversions, off-street bicycle and pedestrian facilities, and (for off-system roads) traffic-calming measures.

Projects must be on public property and within a two-mile radius of a school. Projects built on city or county right of way require a 20 percent local match. No local match is required for projects built on state right of way. The maximum amount for federal reimbursement on any one project is \$500,000. For the 2002 program call, \$3 million is available.

"We are pleased to be part of a program to improve the safety of Texas school children," says Carlos Lopez, director of TxDOT's Traffic Operations Division.

Safe Routes to School projects must be initiated locally. Although applications can be submitted only by cities and counties, TxDOT encourages

school districts and other interested groups to develop potential projects in conjunction with these political subdivisions. For this reason, the Texas Bicycle Coalition urges people to inform friends, local school boards, principals, and parent-teacher associations.

"Children are the most vulnerable of our species," says Gayle Cummins, coalition executive director. "If we can create an environment that is safe for children, it will also be safe for adults, the elderly, and the disabled."

Debra Vermillion is program manager for the Safe Routes to School program. She says applications must be submitted to the appropriate TxDOT district office by Dec. 6. Each district has a program coordinator responsible for administering the program at the local level. Plenty of resources are available to assist applicants, she says, including this Web page: www.dot.state.tx.us/traffic/safety/srs. ★

Letter from the editor

Continued from Page 2

discussion of the deer-in-the-headlight issue:

"FYI," writes Bob Norment of the Austin District, "thought I'd share an experience that a former district employee had with those bumper-mounted deer whistles that you mentioned in your letter. After attaching a pair on the front bumper of his pick up, he immediately knocked one off on a deer the next morning on the way to work! We all got a good, albeit twisted laugh out of this! Life goes on! Keep up the good work!"

Thanks. Let's hope deer season in T-News is officially over. The real deer season starts the first Saturday in November.

Brian Williams e-mailed to say he was glad to see the article we had last month on the West Nile virus,

and provided some fresher numbers than we used in our story: The latest stats on the outbreak are 1,852 reported human cases with 89 deaths. Texas has reported 91 cases with 2 deaths. Though the number of cases in Louisiana has received considerable media attention, the numbers in Illinois actually are worse with 457 reported human cases and 23 deaths. Bottom line, watch out for mosquitoes.

Finally, Steve Haskett emailed a correction on the article, "Turnpike Bond Sale." The line reading "the agency...had earned \$2.2 billion" should read "the agency... borrowed \$2.2 billion." Haskett said it was "a misstatement to characterize a loan as earned income."

Now you know why I got into the word business instead of high finance.

— Mike Cox

Jacqui,
continued from Page 3

In addition to the broadcast spots, billboards showing a blurry red automobile and the words "The number one murder weapon in Texas. Don't Drink & Drive" will be up for 30 days.

Before making the final decision to air the powerful TV spots (produced by Austin's Sherry Matthews Advertising in both English and Spanish), the Traffic Safety Section sought input from focus groups and psychologists.

TxDOT has put up a special Web site offering pointers to parents who might want to discuss the new commercials with their children. That address is www.texasdwi.org. ★

TxDOT family builds a house of love

by Ken Roberts
Waco District

What happens to those abused and neglected children who often are in the news — the ones taken from their parents, for protection, to heal, and perhaps...one day...to return to their families? Where do they go?

In an attractive country house on the outskirts of Hamilton, there is a family that knows. Eleven children, ages 3-20, live in the house built by TxDOTer Eddie Sleeper and his wife Rhonda.

The Sleepers first felt a calling to work with children in 1989. "We just love them," says Rhonda.

So, in addition to their own four children, they began to look into ways of helping other children. Their search led them to various adoption agencies. In the end, they found they wanted children with special problems, children who needed special parents.

The couple found what they were looking for through the Texas Department of Protective and Regulatory Services — the opportunity to become therapeutic foster parents.

Their undertaking was far from easy, with nearly three years of extensive skills training and observations.

In the end, though, their efforts were rewarded. They were allowed to bring their first foster child home. Then there was another, and another and yet another.

By then they needed a bigger house.

"I prayed and made a deal with God," says Rhonda. "If He would help us get a bigger house, I would fill it with children."

Her prayers were answered. The Sleepers were able to build a bigger house and their family continued to grow. "I told Rhonda that the next



TxDOT photo / Ken Roberts

Eddie and Rhonda Sleeper (center) with six of their 11 children. (Personal security prohibits the other children from being photographed.)

time she makes a deal with God to let me in on it," Eddie jokes.

Their foster children each have different physical, emotional and psychological needs. But one need they all have in common is for love and protection. The Sleepers provide plenty of it.

The days start early and end late. There are regular appointments for medication, therapy, counseling, and even visits to their local referral agency. Then there are school classes, after-school activities, sports, and agency-required social events. There are the daily meals, baths, playtime, storytime and bedtime.

Though both Eddie and Rhonda seem to take it in stride, as Eddie says, "Some days are pretty hard."

One of the more sensitive aspects of their parenting is the need for discipline. By law, there can be no spankings. "We have to be firm and creative with punishment, but it always works out one way or another," says Rhonda.

The most difficult aspect for everyone involved is the potential for separation and the return of a child to their birth parents. "Saying goodbye can be really heartbreaking, but God gives us strength," say both Eddie and Rhonda.

The Sleepers' own biological children (three girls and a boy, ages 16 - 20) have been key members in the process.

"Any one who wants to be a therapeutic foster parent has to have a strong family unit," Rhonda says. "We are blessed to have the full support and help of the other members of our family," she adds. ✪

Editor's note: Eddie Sleeper is the office manager in the Waco District's Hamilton Maintenance Section. He has been with the department nearly 12 years. For more information on how to become a therapeutic foster parent contact the local office of the Texas Department of Protective and Regulatory Services or search for "therapeutic foster care - Texas" on the Internet.

Texas trails beco

Highway emblem reflects sign of the times

Editor's Note: The location of the hillside emblem featured in this story is being withheld at the request of the property owner.

by Patsy Rainwater-Maddux
PIO San Angelo District

Hidden along a hillside in the San Angelo District, a piece of Texas transportation history lies embedded in the reddish-brown soil near an abandoned state highway.

Built by road hands in the mid-1930s of concrete and rock, the historical structure — now on private land — depicts the emblem of the state's then young transportation agency. A parallel highway constructed in 1961 replaced the older roadway, hiding the historical emblem from the view of motorists.

Today, the old highway department logo is only a memory for residents

who once drove by it on their way to San Angelo. A few local residents, however, have heard stories about the construction of the department emblem. After all, their relatives helped build the 20-foot star-in-a-circle.

San Angelo Maintenance Section's Ed Smith and Ballinger Maintenance Section's David Killingsworth remember hearing about the role their grandfathers, who worked for the highway department in the 1930s, had in building the emblem. Killingsworth's father said it was done to commemorate the completion of the then new highway.

"At that time the highway was one of the most expensive highways built," says David Killingsworth, Sr. Some have speculated that in 1935 the cost for constructing a concrete roadway was "a million dollars a mile," he says. One of the expenses involved the construction of a crossing at a low water

area near the emblem.

An inventory of highways in the "Unofficial History of the Texas Department of Transportation" identified only 96 concrete highways in 1928. Prior to the completion of the star symbol between 1933 and 1935, most roads in Texas were just plain dirt. The list of roads for 1928 included 10,000 dirt roads, 1,060 asphalt roads, and 5,000 gravel, shell or stone roads

Smith says that most of the family stories he's heard about his grandfather came from his mother Emma Lou Smith and aunt Ruby Wearden. Both remember their father Herbert Lee (Pete) Cowlishaw and an uncle, Earl Killingsworth, talking about working on the star project.

"He was very proud that he worked on it," Mrs. Smith says of her father.

■ See West Texas, Page 8

Early Texas roads evolved from trails

by Ross McSwain
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The Pinta Trail has long been forgotten, but remains today as one of the most picturesque routes through the Texas Hill Country. The trail extended for approximately 180 miles northwest from San Antonio to the site of the Santa Cruz de San Saba Mission near Menard. It has served as a transportation route through the Hill Country from the time of the Plains Indians to the present. Indians, Spanish explorers, Mexicans, German immigrants, Forty-niners, and U.S. soldiers used the trail.

Early-day pioneer Army engineer Lt. W.H.C. Whiting described a portion of the trail when he was ordered

to find a permanent route from the Gulf of Mexico to El Paso by the upper region of western Texas. He was one of the first white men to travel into Comanche territory and live to tell about his ventures. Whiting left San Antonio on Feb. 13, 1849, for Fredericksburg, then a small frontier village populated by German immigrants.

After making sure his expedition was adequately supplied, Whiting and his small party of 16 men headed westward on Feb. 21, 1849. Their first camp was about five miles from Fredericksburg on Live Oak Creek.

Noting in his diary that the countryside was capped by mostly limestone, Whiting and a guide scouted a valley near Threadgill's Creek, a

stream that flowed into the Llano River and which is located in what is now Mason County. Whiting was seeing for the first time the Pinta Trail. It would lead him into Menard County toward the old Spanish presidio and mission.

Many Texas residents have traveled the same trail, but they know it now as U.S. Highways 87 and 290, Texas Highway 29 and Interstate 10.

The Pinta Trail's origin dates back to the time before Spanish explorers came into the area in the 1700s. The pathway was used by nomadic Indians, especially the Comanche and Apache peoples. Later, the trail was the main highway for Mexican expeditions.

The trail has had several names —

■ See Main Streets, Page 8

West Texas road hands left enduring mark on landscape

Continued from Page 6

Her sister agreed with the pride exhibited by her father and uncle.

“They worked very hard but felt very fortunate to have a job,” Wearden says. (She is the wife of Charles Wearden, a recent Ballinger Maintenance retiree.)

During the 30s, Americans faced tough times because of the Great Depression. However, road building was a way of getting Americans to work at useful tasks, according to the unofficial TxDOT history. Average pay ranged from 30 to 45 cents an hour for a 30-hour week. Some workers, like Cowlshaw, got \$8 a day for their labor and use of their truck and shovels.

Construction of the highway department emblem also reflected a new trend. State Highway Engineer Gibb Gilchrist and Commissioner W.R. Ely from Abilene invited the district engineers in the 18 divisions to

join in roadway beautification efforts.

Gilchrist challenged the division leaders “to immediately become imbued with the idea of making Texas highways the most beautiful in the U.S.” and “at a small cost.” Because of his commitment to highway beautification, Gilchrist hired Jac Gubbels as the department’s first landscape architect. Gubbels started in 1933 as a contractor, becoming an employee of the department a year later.

No additional dollars were appropriated in 1935 for highway beautification. Therefore, “imagination, hard work, and using what was at hand” were necessary, according to the unofficial TxDOT history book.

Apparently, the highway department road hands in the San Angelo Division did what was necessary. They used their creativity in designing the emblem on the hillside. They worked hard, pouring the concrete by hand,

placing each stone around the star. And, they used what they had. Stones came from the area and the concrete was left over from the road and low-water crossing construction.

Progress and more highway dollars replaced the crossing in 1940 with a bridge. However, while motorists could still view the star symbol from the new bridge, the work also caught the attention of Texas historians.

“I remember seeing the star in a Texas history book,” the 63-year-old Killingsworth, Sr. says. A photo and caption also appeared in a 1995 issue of *Texas Highways*.

Sixty-seven years later, time has not taken too much of a toll on the hillside department symbol. In fact, when the West Texas sun shines just right, the silver-painted rocks around the star still reflect light — truly a sign of the times. ☆

Main Streets and interstates had beginnings as Indian trails

Continued from Page 6

Pinta, Pinto, Pintos, Pinetas and the Paint Road. Apparently the route was named for the small pinto horse that many of the Indians rode in early days. The Pinta Trail seemed to be the most preferred name among early settlers.

There is little surviving physical evidence of the trail and no markers designating its location. The orientation of Main Street in Fredericksburg and the house arrangement in the Cain City area provide some clues to the trail’s location. Natural geographic features such as river bends and the Cain City Mountain pass in Gillespie County serve as directional indicators. Also, the Puerta Pinta, or Paint Mountain Pass located northwest of San Antonio near the three granches of the Salado River headwaters, was a prominent landmark on an 1829 Mexican map.

Benjamin L. Enderle, a Gillespie County surveyor for more than 60 years, heard about the Pinta Trail from local ranchers and passed on the story about the route to his high school students and friends. In addition, field notes of Republic of Texas land grant surveys and county maps noted the trail location. Enderle referred to the trail as the Pinta Pony Trail.

Ferdinand von Roemer, a German naturalist who explored the Texas Hill Country from 1845 to 1847, described the Pinta Trail as an old Indian trail and related its use by German immigrants, especially teamsters.

There’s little doubt that the trail played an important role in the early exploration of West Texas. Spanish explorations through the Texas Hill Country began in 1758. The Spanish campaigns against the Lipan Apaches reportedly followed a northwesterly route from San Antonio de Bexar to

the San Saba River.

Among the earliest freighters serving West Texas — by the Pinta Trail — was George T. Howard, who hauled building materials, forage and supplies to Fort McKavett and to Fort Chadbourne in 1856

The end of long-distance army freighting in Texas came in 1884 when virtually every Texas post was just a short distance from a railroad.

In the 1870s and 1880s, mass transit was limited to crowding a lot of people into a wagon or stagecoach. Many of these wheeled vehicles traveled the Pinta Trail, as well as other early-day roadways.

The next time you travel portions of the roads crossing this old trail, try to visualize what those early-day travelers were seeing. It must have been spectacular. ☆

Ross McSwain is the retired state editor of the San Angelo Standard-Times.

To: TxDOT, Waco District
From: Kayla Weigand, Richardson, TX

I had to write and commend your department and one man in particular, **Mike Ward**. On August 15, I was driving home to Dallas with my best friend and five small children.

As we were driving through Belton I had a major blowout of my left front tire. I was able to get my Suburban to the side of the road but, of course, I was terribly shaken.

Within minutes, Mike Ward showed up on the scene. He was a godsend. He was everything you hope for in a situation like this. He had to unload our car (we had been on vacation), find the spare, and change the tire. His main concern was always our safety. I was so fearful for his life as he changed the tire on a very busy and dangerous highway.

He got us off the highway quickly and we followed him to a tire store for a new tire. Mr. Ward was friendly, amazingly quick, and very much in control of the situation. It could have been a very serious situation but Mr. Ward kept that from happening. Our families are deeply grateful to your department and Mr. Ward for his help.

(Editor's note: Mike Ward is a maintenance inspector in the Belton Maintenance Office.)

TO: TxDOT, Amarillo District
FROM: Karen Morrow, Grand Prairie, TX

I have had the pleasure of being rescued by the head of your office in Dalhart, Texas. I can't remember his name, but my husband and I were eight miles into Texas when our vehicle failed. The gentleman who helped us took care of calling a towing company and stayed with us until I requested that he take me to Dalhart to relatives of ours who live there — which he did willingly. His concern and cooperation were above and beyond what is required of any employee.

(Editor's note: This message was received as e-mail in the Amarillo District. Royce Howell is the Dalhart maintenance supervisor and the subject of this message of appreciation.)

MAIL
DROP

To: Keith Johnson, Tyler District
From: Murray Meadow, Hoover, AL

I am writing you about the work of two of your employees. **Marlin Cooper** and **Adam McMahon** went above and beyond their call of duty. After an all-night bus ride, I was driving from Dallas to Birmingham. The car I was driving broke down on the side of I-20. Rendered helpless on the side of the road, I decided to start walking the five miles back to the last exit. Before I started my hike, Mr. Cooper and Mr. McMahon pulled off to the side of the road and asked me if I needed help. (If their truck had had wings, I'd have thought they were angels.) They arranged for a tow truck to pick up my car and gave me a ride to a garage. At the garage, I got the help that I needed to be able to get back to Birmingham.

(Editor's note: Marlin Cooper is a maintenance technician and Adam McMahon is a 2002 summer worker for the Mineola Maintenance Section in the Tyler District.)

To: Commissioner John W. Johnson
From: Jacob E. Way, San Angelo, TX

I am new in Texas and I want you to know that I am very pleased with the way your department and people operate. After Illinois, it is a very pleasant surprise.

I just had to do some business with the San Angelo Office and **Bonnie Brown** (of the Vehicle Titles and Registration office) looked after me and was most gracious and helpful.

It has been a pleasure working with everyone we have encountered so far in getting drivers licenses, auto license, and title work. They all get 4.0 ratings.



Service Awards

Abilene District
25 years
Steve R. Beasley
Larry E. Gruben
5 years
Edward L. Hart
Paul W. Martin
Isabel A. Valero
Michael T. Walker

Amarillo District
5 years
Irvin R. Hopkins
Robert L. Lehmann

Atlanta District
30 years
James E. Garner
20 years
Eddie J. Thompson
15 years
Diana C. Fulks

Austin District
25 years
George M. McMillan
Andrew Sanchez
15 years
Donna S. Eschberger
Anthony J. Reitan
Randolph P. Tesch
Andrew W. Vanmeter
10 years
Bryce A. Gray
John M. Nevares
Gary C. Rice
Scott D. Scott
5 years
Anthony W. Paidle
Christopher S. Wickham

Beaumont District
20 years
Jesse P. Domingue
Wesley D. Naumann
10 years
Mark A. Cox
Thomas W. Hawthorne
Cheryl A. McCray

Brownwood District
25 years
Donald R. Krause
20 years
Charles E. Rust
10 years
Joseph D. Finnigan
Larry M. Schwartz
Glenn A. Turner
5 years
Kent A. Clements
Richard E. Martin III

Bryan District
10 years
Patrick A. Braun
5 years
Carlos Neveu Jr.

Childress District
25 years
James L. Ford
Clyde M. Martin

Corpus Christi District
20 years
Mario M. Ybarra
15 years
Hilario Chapa III
10 years
Roland L. Pena

Dallas District
30 years
Bennie F. McCormack
20 years
Wade E. Goodwin Jr.
15 years
Richard A. Cortez
Kelly D. Davis
Kevin W. Perkins
Hal T. Stanford
10 years
Michael T. Isbell
Regina M. Kresge
Steven J. Lawrence
Brenda K. Morris
5 years
A.T.M.(Bob) Chowdhury
Jimmie L. Johnson
Michael A. Pete
Trinidad Sanchez Jr.

El Paso District
25 years
Pablo O. Cardoza
Lionel B. Flores
Gustavus A. Morgan III
15 years
Avelardo Ponce

Fort Worth District
35 years
Hulen L. Humphries
20 years
William T. Bennett
15 years
Robert C. Freeman
10 years
Freddie D. Goble
Anthony X. Ragland
5 years
Kelly A. Creamier
Tanya L. Fitzgerald
Bruce L. Gipson
Sheryl E. Hood

Houston District
30 years
Cruz Gonzales
20 years
Joe L. Cobb
Lydia R. Kehlenbeck
Catherine D. Rector
Thomas B. Tucker
Scott R. Valentine
15 years
Robert S. Bissett Jr.
Judith H. McLin
Matthew K. Stevens
Jeffrey J. Suderski
Fredrick K. Yeboah
10 years
Paulette M. Cotrone
David W. Moore
Maria M. Pantovic
Tapas K. Tarafder
5 years
Michael Blackshear
Terry U. Childress
Roberto Espinosa

Laredo District
15 years
Luis F. Hernandez
5 years
Guillermo A. Dougherty Jr.
Francisco Jauregui
Manuel Martinez

Lubbock District
25 years
Bobby G. Stewart Jr.
20 years
Eddie D. Hickson
Alice T. Ogden
10 years
William M. Mull
5 years
Lindsey M. Hatcher

Lufkin District
20 years
Sean D. Permenter
15 years
Don H. Vaughn
10 years
Charles E. Hall
Thomas E. Ivey
5 years
Abigail B. Bell
Elizabeth D. Chamberlain

Odessa District
15 years
John M. Tijerina
10 years
Alexander Strambler Jr.
5 years
Federico Avila
Cijifredo T. Zuniga

Paris District
25 years
Larry F. Roberts
15 years
Ray R. Crabtree
10 years
Corinna W. Clark
Bill D. McBride
Laura E. McCoin
5 years
Shari L. Coker
James R. Luman
Ray Mucker
Michael C. Reeves

Pharr District
20 years
Oscar Cantu
Linda R. Flores
Ambrosio Marines
15 years
Arturo Hernandez
Donato Solis

San Angelo District
25 years
Roy L. Stanley
5 years
Stephanie Anderson
Alysa L. Powers

San Antonio District
40 years
Carolyn H. Goodall
35 years
Preston J. Streicher
25 years
Armando S. Aguirre
Arthur R. Henderson
20 years
Patricia M. Greenwood
Robert Sanchez
5 years
Deanna J. Berry
Jeffery W. Cole
Roxane R. Johnson

Tyler District
30 years
Daniel A. Aylor
20 years
John P. Goss
Barry J. Mace
Roland Paredes
5 years
Bentley R. Jarrett

Waco District
35 years
Darrel L. Grote
20 years
Ricky L. Siegeler
15 years
Lisa A. Haussner
10 years
Duane E. Biels
Ross O. Lewis
5 years
David L. Nutt

Wichita Falls District
35 years
Jerry L. Lancaster
Arlen C. Powers
10 years
Cecil C. York

Yoakum District
35 years
John T. Byrnes
William S. Schramek
30 years
Anthony L. Kresta
25 years
John Johnson
20 years
Peggy A. Krejci
Justin C. Wostarek
15 years
Mary Lou Fritsch
Anita K. Yarborough
5 years
Chris W. Berger

Administration
30 years
Nancy S. Handrick
20 years
Steven E. Simmons

Aviation Division
20 years
Tammy G. Stone

Construction Division
25 years
Mickey A. Dammann
10 years
Brian K. Michalk

Contract Services Office
15 years
Patricia A. Bittner

Environmental Affairs
Division
10 years
Thomas C. Bruechert

General Services Division
20 years
Vickie L. Graff
10 years
Garry L. Vail

Information Systems
Division
25 years
Armando G. Flores
John A. Goth
Otto H. Ludwig III
15 years
Harnek S. Bains
10 years
Jerry D. Thompson
5 years
Christopher W. Burford
Michael J. Kline
Alfred Valdez

Maintenance Division
15 years
Tammy S. Sims

Motor Carrier Division
15 years
Robin M. Moten
Carol C. Vinton
5 years
Bryan K. Evans
Donna L. Minor
Cynthia A. Turi

Motor Vehicle Division
5 years
Richard D. Russell

Transportation Planning &
Programming Division
35 years
Martin G. Broad
10 years
Cindy E. Frey

Vehicle Titles &
Registration Division
30 years
Ronald K. Haferkamp
Tula H. Taylor
20 years
Carolyn F. Coverson
Debbie S. Nelson
5 years
Mark J. Krupa
Ida M. Woods



IN
MEMORIAM

Abilene District
Joshua Scott
Maintenance Technician
retired 1991
died July 8, 2002

Dallas District
Stanley T. Burney
Right of Way Agent
retired 1980
died July 03, 2002

Lubbock District
William C. Seal
Engineer Technician
retired 1987
died July 1, 2002

Wyndell E. Russell
Engineer Technician
retired 1987
died August 30, 2002

Atlanta District
John E. Davis
Engineering Technician
retired 1999
died July 02, 2002

Herred M. Hood
Engineer
retired 1984
died April 22, 2002

Lufkin District
Leon Gage
Assistant Foreman
retired 1985
died July 21, 2002

Pharr District
Maurillo S. Gutierrez
Maintenance Technician
retired 1977
died June 18, 2002

Mary H. Urton
Engineering Aide
retired 1973
died June 2, 2001

Beaumont District
Edward M. Burdine
Maintenance Technician
retired 1982
died July 31, 2002

Reva C. Stakes
Clerical Supervisor
retired 1983
died July 28, 2002

Odessa District
Anastacio U. Zuniga
Maintenance Technician
retired 1991
died July 2, 2002

San Angelo District
John H. Passow
Right of Way Agent
retired 1976
died December 22, 2001

Wichita Falls District
Robert M. Langford
Maintenance Technician
retired 1987
died June 20, 2002

Corpus Christi District
Marshall H. Stobbs
Maintenance Construction
Supervisor
retired 1977
died July 29, 2002

Carl W. Sturdivant
Maintenance Technician
retired 1995
died July 2, 2002

Paris District
Stephen H. Gilliam, Jr.
Maintenance Technician
retired 1983
died August 12, 2002

San Antonio District
Gary J. Henk
Right of Way Agent
died August 20, 2002

Jimmy M. Otts
Transportation Maintenance
Technician
died August 19, 2002

General Services Division
Clyde A. Lake
Procurement Specialist
retired 1990
died July 22, 2002

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Retirees



EXIT
RAMP

August 2002
Atlanta District
Ernest G. Childress
Director of Maintenance
38 Years

Beaumont District
Nolan R. Wagner
Engineering Technician
31 Years

Corpus Christi District
Ephraim Leos, Jr.
Maintenance Supervisor
31 Years

Fort Worth District
Baltazar T. Fierro
Right of Way Agent
32 Years

Houston District
Malachi Levi Robinson
Inventory Coordinator
43 Years

Charles R. Parker
Transportation Maint. Technician
28 Years

Lubbock District
John M Wilson
Maintenance Supervisor
34 Years

San Antonio District
Lawrence C. Smith
Transportation Maintenance
Specialist
37 Years

Yoakum District
Otto O. Kocian, Jr.
Maintenance Section Supervisor
37 Years

Construction Division
Vernie F. Swartz, Jr.
Engineer Specialist
36 Years

September 2002
Austin District
Donald G. Gall
Engineering Technician
32 Years

Beaumont District
Raymond Tyler
Administrative Technician
23 Years

Billy R. Chambliss
Engineer Technician
22 Years

Gary L. Giblin
Engineering Technician
8 Years

Brownwood District
Victor O. Ortegon
Maintenance Supervisor
32 Years

Fort Worth District
Carol B. Whiteside
Secretary
15 Years

Houston District
Lee Roy Hay
Maintenance Mechanic and Welder
34 Years

Lydia R. Kehlenbeck
Engineering Technician
20 Years

Faye Watson
Administrative Technician
13 Years

Laredo District
David A. Galindo
Engineering Specialist
30 Years

Lufkin District
Durwood J. Long
Transportation Maintenance
Technician
31 Years

Odessa District
Serapio Picaso
Transportation Maintenance Crew
Chief
24 Years

San Antonio District
Carlos R. Vinton
Motor Vehicle Technician
30 Years

Tyler District
Jackie L. Hopmann
Auditor
30 Years

Larry B. Walker
Engineering Technician
24 Years

Information Systems Division
Jaime Gonzalez
Network Specialist
8 Years

backtracks



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Calendar



2002

OCTOBER

- 9-10 Bid letting, Austin, CST
- 11 Texas Vegetation Mgmt Assoc CEU Workshop, Lubbock, MNT
- 21-23 Transportation Short Course, College Station
- 24-25 Customer Service — Key to Success in Procurement, Austin, GSD
- 28-30 Texas Vegetation Management Assoc. Conf., Galveston, MNT
- 30-11/1 Truck Rodeo & Accident Prevention mtg, College Station, OCC
- 31 Commission meeting, Austin

NOVEMBER

- 1 Truck Rodeo & Accident Prevention mtg, College Station, OCC
- 4-7 Research Management Committee meeting, San Antonio, RTI
- 7-8 Bid Letting, Austin, CST
- 11 Veterans' Day (holiday)
- 15 Texas Recycles Day, statewide, GSD
- 21 Commission meeting, Austin
- 28 Thanksgiving Day (holiday)
- 29 Day after Thanksgiving (holiday)

DECEMBER

- 3 Research Oversight Committee meeting, Austin, RTI
- 5-6 Bid letting, Austin, CST

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



Texas Department of Transportation



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