Perspective '89

TRANSPORTATION NEWS

A Special Report from *Transportation News*

PERSPECTIVE '89 is the second "yearbook" published by *Transportation News.* It offers a look at each district's and division's activities to provide "perspective" on the highlights of the past year as well as on how each reader's responsibilities help create the department whole.

Many people cooperated to produce this special issue. Contributors in each district and division wrote about their activities and either sent photographs or enlisted the services of the Travel and Information Division's Audiovisual Branch.

The magazine format has been adopted only for the January issue each year. You will receive your usual newspaper beginning again in February. Your comments on this special report are welcome.

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ON OUR COVER

San Antonio District employees Roger Cisneros, left, Garland Galm, and Judy Friesenhahn, right, survey a set of plans underneath part of the "Downtown Y." (Photo by Kevin Stillman)

TRANSPORTATION news

January 1990

Volume 15 **Number 5**

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

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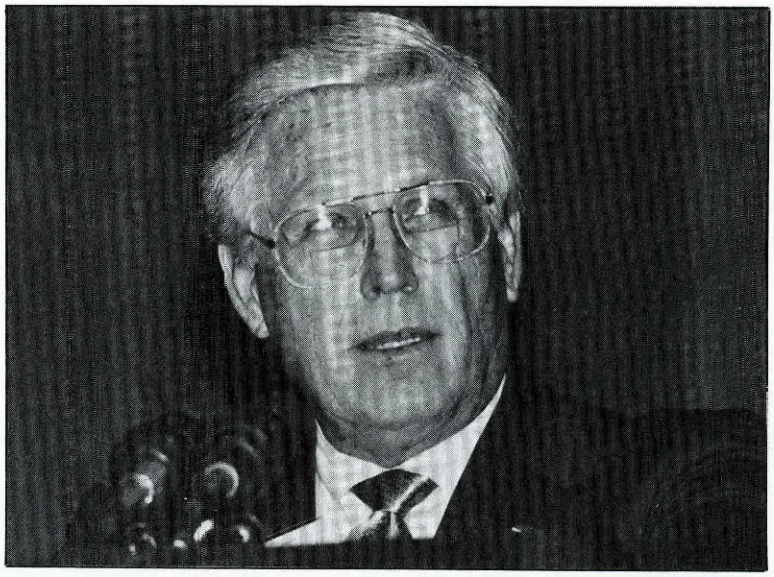
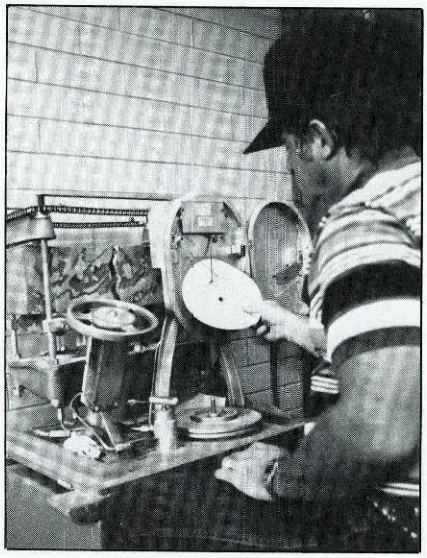
A few words from Engineer-Director Arnold Oliver



No matter what we do, a wise man once said, we all reach the future at exactly the same rate — 60 minutes per hour.

This observation by the writer C.S. Lewis is particularly apt as we embark on a new decade of progress and partnership. Those 60 minutes per hour will tick us through the '90s whether we use them effectively or not.

As stewards of Texas transportation, of course, we will continue to take good care of all our resources, including the precious commodity of time.



Technicians in department labs all over the state help make sure that the materials used in construction projects will produce the high-quality roadways Texas motorists expect.

We have evidence to show that we've done so during 1989. Our accomplishments are many.

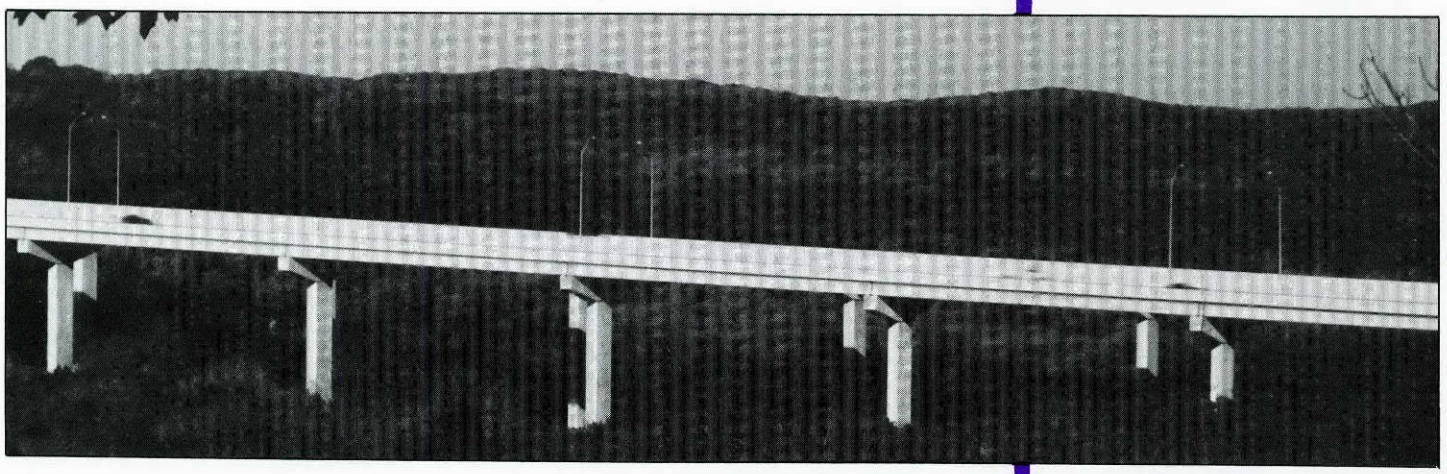
We've launched the development of the Texas Highway Trunk System, a network of four-lane highways that

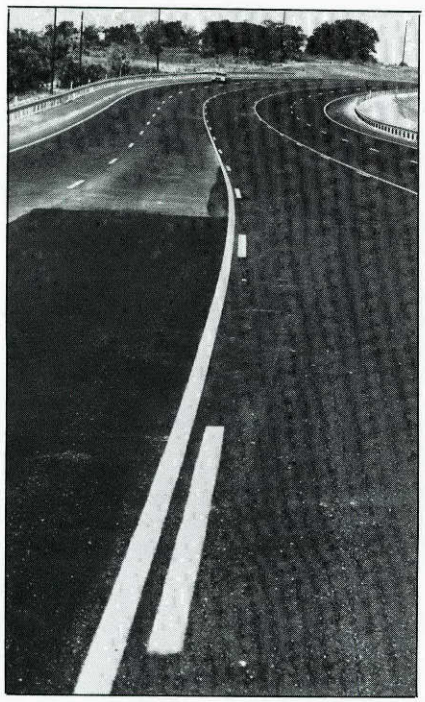
will link cities with rural areas and provide access to major ports and points of entry.

We've actively pursued a new national transportation policy, participating in efforts across the country to develop a sound blueprint for the next century.

We've put new emphasis on freeway traffic management, which uses sophisticated technology and cooperation among many agencies to keep motorists moving through our big cities.

Bridges are spectacular examples of design prowess, but just as important are wide highways constructed for maximum safety and low-volume roadways vital to the state's rural residents.





We've seized the opportunity to use federal funds for a traffic light synchronization program that will conserve fuel and ease travel through Texas towns.

We've led the way in challenging bright young people to embark on engineering careers, through participation in and promotion of the Texas Association for Minorities in Engineering.

We've operated one of our largest construction programs ever, with more than 2,500 miles of roadway under contract now and some $1.4 billion expected in construction contracts before September.

And this progress took place despite a sudden change of leadership for the department. While we all miss Raymond Stotzer, we know that he would be proud of the way his "highway family" has carried on its mission through this transition.

The commitment that pulled us through this change will serve us well as we face future challenges together.★

Administration

A team of experienced leaders with diverse knowledge of the department unites the far-flung and varied activities of the districts and divisions.

With headquarters in the Dewitt C. Greer Building across the street from the Capitol, the administration is headed by Engineer-Director Arnold Oliver. Oliver, former district engineer in Dallas, was selected by the highway commission in October to succeed the late Raymond E. Stotzer Jr.

Deputy Engineer-Director Byron Blaschke leads day-to-day operations and takes charge of the department in the absence of the engineer-director.

Four deputy directors oversee the activities of divisions and districts. Al Castello, deputy director for support operations; Henry Thomason, deputy director for field operations; Roger Welsch, deputy director for design and construction; and Marcus Yancey, deputy director for planning and policy, make up this team of administrators.

Three other units of the administration — the Office of General Counsel, Internal Review and Audit Section, and the Special Projects Office (SPO) — provide specialized services.

Through 1991, SPO will be heavily involved in the legislatively required Sunset Review process. SPO organized production of the department's Self-Evaluation Report, the first step in the review process. As department liaison for interacting with the Sunset Advisory Commission and coordinating specific data requests, SPO will monitor all Sunset Review events and stay in close communication with all levels of the department. During 1989, SPO also completed a comprehensive report describing the department's progress in implementing recommendations of the 1984 Price Waterhouse management audit, and coordinated with other agencies for programs supported with oil overcharge funds and those involving the Superconducting Super Collider.

The general counsel's office last year played a major role in the department's legislative program, the administrative rulemaking process, and legal opinions. The office drafted several pieces of successful legislation and administrative rules controlling outdoor advertising, uniform traffic control devices, the landscape cost-sharing program, and other department concerns. The extensive developmental process for the department's alcohol- and drug-free workplace and substance-abuse programs resulted in the year's most important rules.

The internal review unit conducts evaluations of all financial, operational, and support activities, to ensure fairness and honesty. Last year, the unit implemented legislation requiring a system of internal audits within each district and division. The external audit unit in fiscal year 1989 reviewed $111.7 million of billed costs involving federal, state, and local government funds that resulted in $1.3 million of questioned costs and payment reductions of $844,084.★

The headquarters office in Austin houses the department's top administrators and their support staff.

Paris District 1

Teamwork and cooperation are key elements in the Paris District's planning and operations.

Twelve construction projects were completed across the nine counties of District 1 during the final six months of fiscal year 1989.

An unusual project that required the support and efforts of Fannin County, U.S. Forest Service, Federal Highway Administration, and highway department staff was completed in October. This project involved construction of a bridge and farm-to-market road through a national grassland, allowing public access to and through a park area that at one time could be reached only via a two-rut dirt trail.

Construction began in March on relocated US 82 between Bonham and Paris, which has been in various stages of planning and design for 30 years. The work will be completed in stages over the next several years.

The district received Interpro 32C graphics equipment and a personal computer with graphics capability for the last of five residencies. Both newcomers to the department and experienced engineers and technicians are excited about the opportunity to learn and to increase their productivity with computers. Many district employees have received basic computer training at Paris headquarters.

The district stepped up traffic safety education and saw a significant increase in the number of high schools hosting alcohol- and drug-free events for students.

Celebrating the completion of Farm-to-Market Road 409 in Fannin County Nov. 30 were former Paris district engineers Raymond Lindholm Jr., left, and Arnold Oliver, now engineer-director, with retired county commissioner Johnny Avery and Paris District Engineer Bobby Myers.

In June, Donald W. Nolen and Charles W. Crossland worked together in rising floodwaters to pull a vehicle and driver from Bois D'Arc Creek east of Bonham. For their heroism, they received the department's Extra Mile Award.

Managing Resident Engineer Howard L. Smith and Senior Resident Engineer Royce G. Brooks worked with the district public affairs officer on an intensive public information campaign. This effort proved successful in gaining public acceptance of traffic rerouting during a construction project in Sherman, and won the department's 1989 Public Affairs Award of Excellence.★

Counties:
Delta, Fannin, Franklin, Grayson, Hopkins, Hunt, Lamar, Rains, Red River

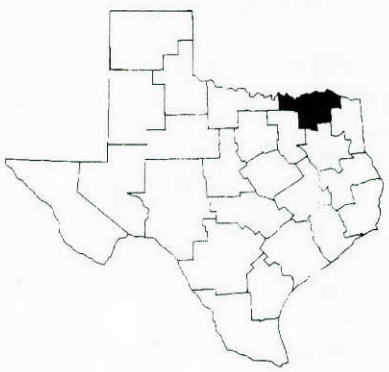
Centerline miles:
3,048

Lane miles:
6,979

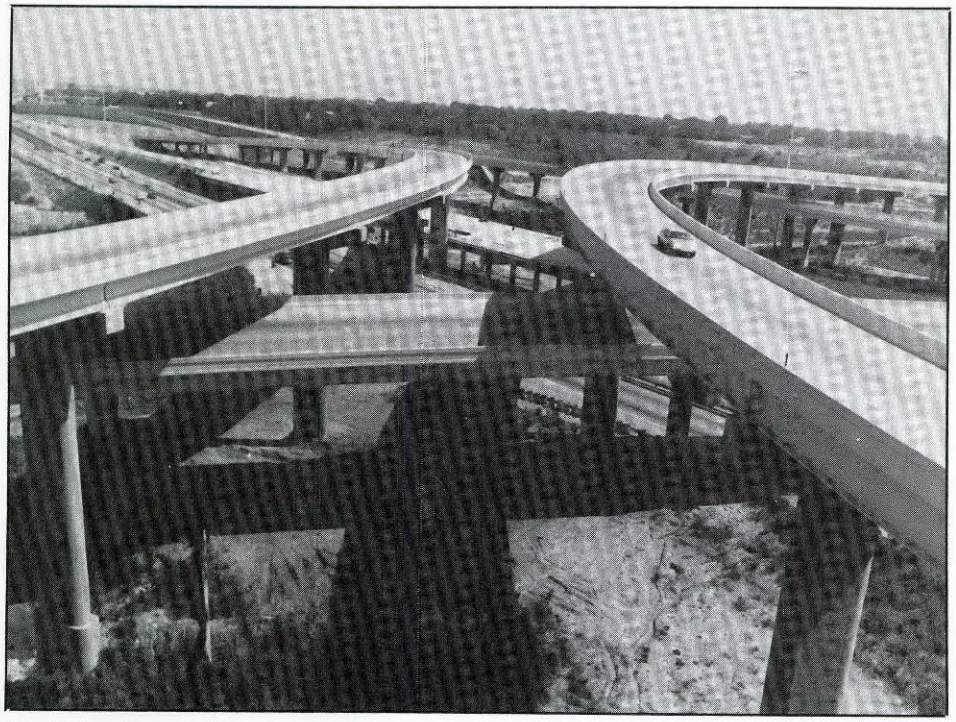
Registered vehicles:
268,357

Employees
406

District Engineer:
Bobby L. Myers, P.E.



2 Fort Worth District



The Interstate 35 West/I-20 interchange in the Fort Worth District is due for completion in the spring of 1991.

Construction work became a familiar sight last year in the Fort Worth District, which had one of the largest construction programs in the state.

Several projects were completed. On Interstate 35 West, north of I-20, the first stages of the district's freeway management system were installed when the highway was widened to eight lanes in each direction. Changeable message signs, overhead lane signals, and other sophisticated technology will help traffic controllers at a central location make travel safer and smoother.

In western Fort Worth, the $39.9 million reconstruction of I-30 from Westridge to Penticost was completed several months ahead of schedule. Another section of I-30 is expected to be finished this spring, also ahead of schedule.

The $24.9 million Texas 183/360 interchange just south of the Dallas-Fort Worth International Airport was completed in the spring of 1989.

Construction on the $27.7 million final increment of the I-820/I-30 multilevel interchange in eastern Fort Worth began last spring, and is set for completion in fall of 1991.

The district made progress on the $68.8 million, five-level interchange at I-35 West and I-20, which is due to be finished in the spring of 1991. During 1989, several of the direct connection interchange ramps were opened to traffic.

The construction pace will not slacken during 1990. Large projects expected to go to contract include Texas 360 northward from Texas 183 to Texas 121, at a cost of $34 million, and three projects on Texas 170 with a combined total cost of $35.2 million.

The long-awaited I-30/I-35W interchange and expansion of the elevated section of I-30 in downtown Fort Worth moved closer to reality with the completion of the public hearing Nov. 30. The I-30 elevated section will be moved southward to a location between the railroad tracks and Vickery Boulevard. The first contract for this $150 million project should be let in early 1993.

Fort Worth District employees committed themselves to making 1989 a rewarding year for the department. The Texas Safety Association presented District 2 with an award for the largest decrease of any district in on-the-job accidents, and Yearby A. Shahan received a Texas Project Award for his efforts on the I-30 project.★

Counties:
Erath, Hood, Jack, Johnson, Palo Pinto, Parker, Somervell, Tarrant, and Wise

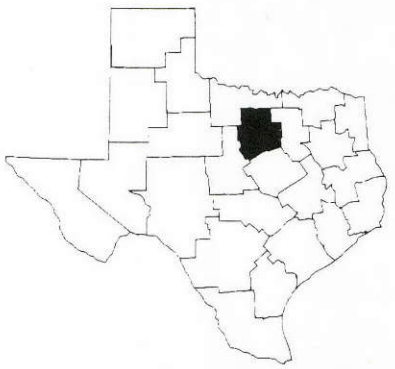
Centerline miles:
2,725

Lane miles:
7,823

Registered vehicles:
1,247,868

Employees:
795

District Engineer:
J. R. Stone, P.E.



Wichita Falls District 3

Above-average rainfall in the Wichita Falls District provided a beautiful landscape for the spring and summer months of 1989.

Right-of-way in Wichita Falls resembles a "sea of trees" due to a cooperative effort of the department and the city.

New main lanes opened on US 287 in Vernon, giving the community a modern look and faster, safer lanes of travel.

Other main lanes opened on Kell Boulevard (US 82), a major freeway project.

Lanes on Interstate 35, in Cooke County, will all be open and in new condition as soon as the current contract is completed.

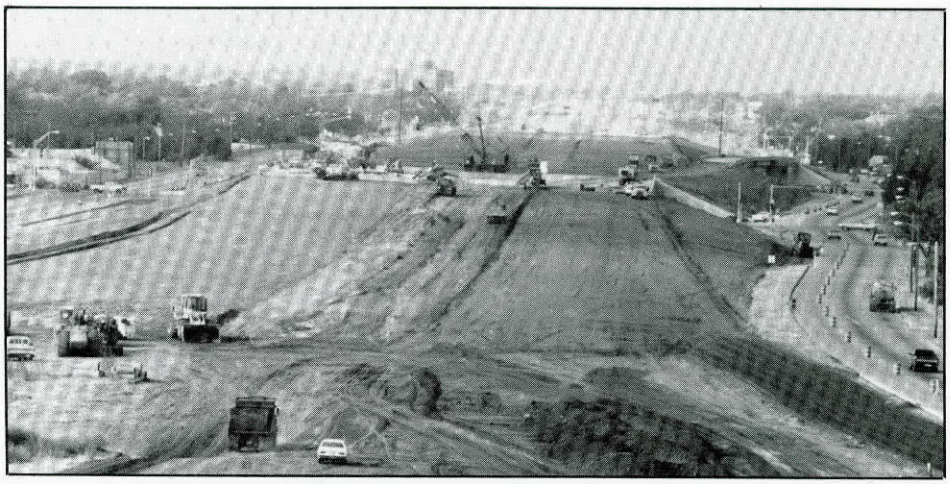
Damp weather in the spring nourished the North Texas wildflower crop. The successful season was recognized when Jerry Lancaster, maintenance foreman at Bowie, became a finalist in the Lady Bird Johnson beautification award competition.

Overhead structures will soon become the main topic around Wichita Falls as plans are finalized for proposed elevated lanes on US 287 in the city.

Lest that project get all the attention, a bridge over the Red River, in Montague County, is also in the planning stages. It will connect Texas and Oklahoma at a point between Nocona and Muenster.

Interest is high in the movie *Texasville,* shot at Archer City and due for release in 1990. Department employees worked "officially" with movie representatives in highway matters and "unofficially" as actors.

Valuable information is being taken to schools and other locations by a chapter of the Texas Alliance for Minorities in Engineering (TAME), organized in Wichita Falls by John Speed of the district design office.



Construction on Kell Boulevard (US 82) in Wichita Falls will take some traffic off the frontage roads that have been in use for years.

Ever important to the traveling public, picnic areas in the district have been getting plenty of attention. More than two dozen have received improvements.

Renovations on Holliday Creek, in Wichita Falls, by the U.S. Army Corps of Engineers have also involved the district because a number of bridges crossing the creek are on the state system.

Official greeters at the two travel information centers in the Wichita Falls District — at Wichita Falls and Gainesville — offered information and friendly welcomes to more than 460,000 visitors to Texas in 1989.

Keeping a watchful eye on all matters affecting state employees is Sammie Askins, president of the Texas Public Employees Association. Askins heads the district automation section.★

Counties:
Archer, Baylor, Clay, Cooke, Montague, Throckmorton, Wichita, Wilbarger, and Young

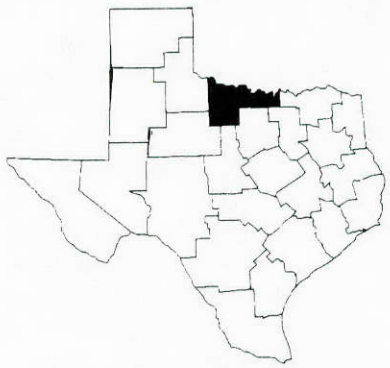
Centerline miles:
2,738

Lane miles:
6,289

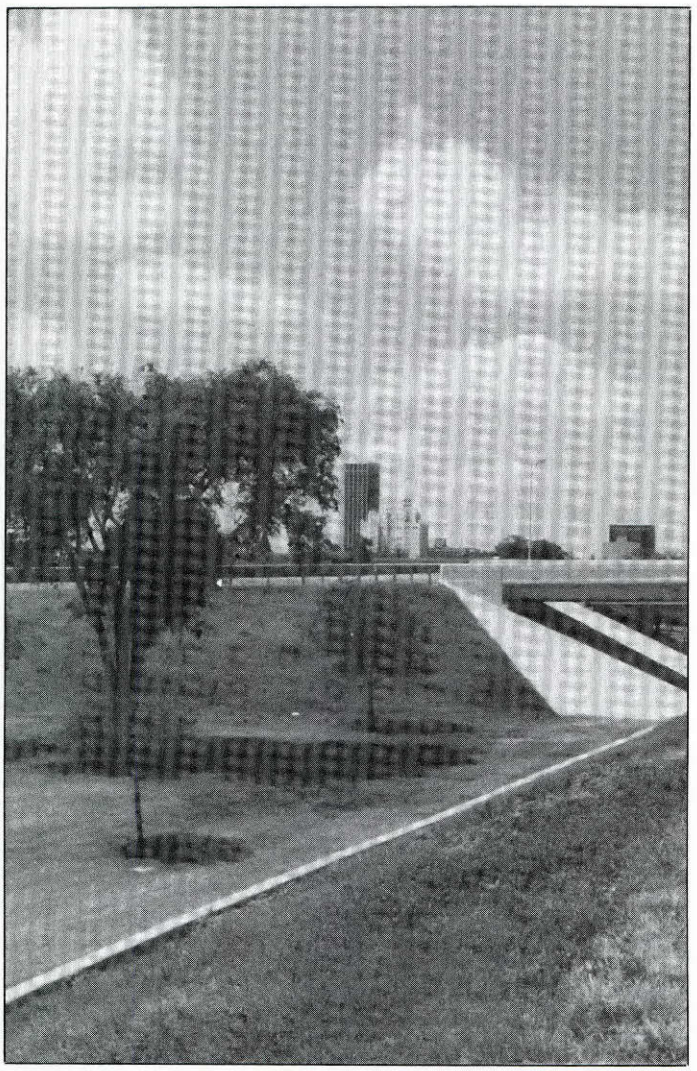
Registered vehicles:
220,257

Employees:
356

District Engineer:
Jimmy Stacks, P.E.



4 Amarillo District



Landscaping brightens the intersection of I-27 and I-40 in Amarillo. The project won its maintenance foreman recognition as a finalist for the 1989 Lady Bird Johnson Award for Highway Beautification.

One of the highlights of 1989 in the Amarillo District came in October, when it received the Scenic Preservation Award given by Lady Bird Johnson. The district was honored in Oct. 4 ceremonies for careful management of hardy native grasses and planting of adaptable trees along Interstate 40 in Gray County. Russell Luther, maintenance supervisor in Amarillo, was a finalist for the 1989 Lady Bird Johnson Award for Highway Beautification.

Earlier in the year, Doyle Webb, a chief inspector, was honored in Austin by the Associated General Contractors and the highway department with a Texas Project Award. Webb was recognized for his cooperation with the contractor in completing the rehabilitation of the northeastern quadrant of Loop 335 in Amarillo.

Major projects now under way in the district include resurfacing and adding safety features to I-40 from Coulter Road to the Santa Fe railroad; completing the southeastern quadrant of Loop 335; rehabilitating part of the I-40/I-27 interchange in Amarillo; and rehabilitating and widening the Georgia, Parker, and Washington street bridge decks on I-27.

The two largest projects scheduled for 1990 involve adding lanes at South 15th Street in Amarillo with widening of an associated bridge, and constructing a four-lane divided highway from Dalhart to Hartley.

The Amarillo District's 17 Panhandle counties feature a wide range of weather that keeps life interesting for District 4 employees, with 346 days of sunshine a year, an annual average temperature of 55.9 degrees, and about 19 inches of rain and 14 inches of snow a year.★

Counties:
Armstrong, Carson, Dallam, Deaf Smith, Gray, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Potter, Randall, Roberts, and Sherman

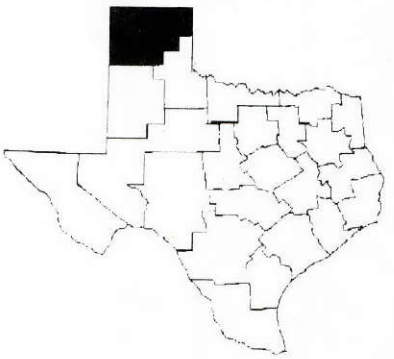
Centerline miles:
3,687

Lane miles:
9,163

Registered vehicles:
334,367

Employees:
456

District Engineer:
William A. Lancaster, P.E.



Lubbock District 5

The Lubbock District takes pride in the construction of Interstate 27, the biggest project ever for the area. The last of seven contracts for this facility was let in October. Three contracts have been completed, and the remaining four are ahead of schedule.

Construction projects totaling $158 million are under way in the district, and plans are being prepared for 38 more projects to be contracted during the next year.

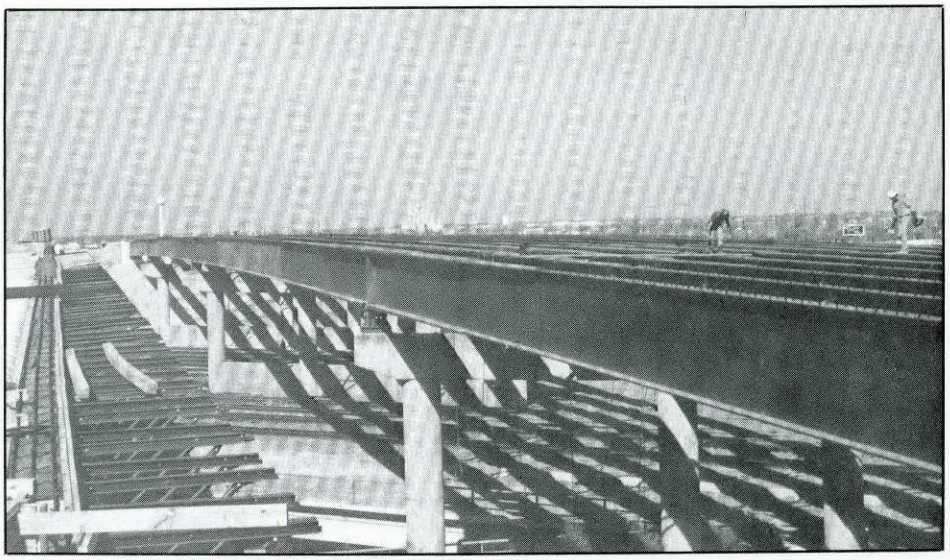
An east-west freeway through Lubbock is the largest project in the planning stage. It will serve as a major connector for I-27, Texas Tech University, and Loop 289. This project will greatly enhance the movement of traffic in the downtown and southwestern areas of the city.

One unique accomplishment this year is the joint development with the Texas Parks and Wildlife Department, the city of Lubbock, and Texas Tech University of the newly designated Lubbock Lake Site State Park. This archeological landmark has yielded artifacts and tools of early man spanning some 12,000 years.

Ron Bales, chief inspector for the Lubbock rural residency, was recognized for his engineering and construction abilities through a Texas Project Award honoring his work on the I-27 Broadway underpass project.

The 17 counties that make up the Lubbock District are located on the vast southern High Plains of Northwest Texas. An extremely level terrain, broken only by playa lakes and small canyons, is the dominant topographical feature of the High Plains. The need to serve hundreds of scattered small communities, farms, and ranches means the Lubbock District has the second highest number of roadway centerline miles and lane miles in the state.

Lubbock is truly the "Hub of the Plains," centered at the intersection of several major highways connecting the surrounding oil and agricultural area to the business, medical, and educational facilities in Lubbock. The area's bountiful resources combine to demand a first-rate transportation system from the men and women of District 5.★



Work continues on Lubbock's Interstate 27 project as the Broadway Overpass progresses.

Counties:
Bailey, Castro, Cochran, Crosby, Dawson, Floyd, Gaines, Garza, Hale, Hockley, Lamb, Lubbock, Lynn, Parmer, Swisher, Terry, and Yoakum

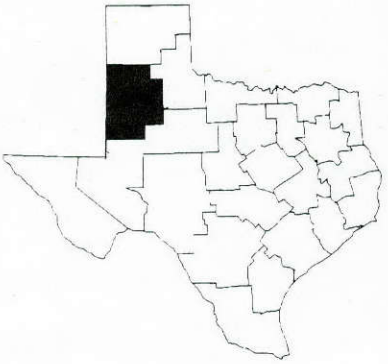
Centerline miles:
4,914

Lane miles:
11,645

Registered vehicles:
360,750

Employees:
505

District Engineer:
Mel Pope, P.E.



6 Odessa District

The Odessa District in West Texas primarily maintains and rehabilitates projects on highways in its 12-county area, with occasional added-capacity or new construction projects.

Notable among these projects in the past year are three interchanges on Texas 191: at Loop 250 in Midland, at FM 1788 near the entrance to the Midland International Airport, and at Loop 338 in Odessa. Texas 191 will become an urban freeway between Midland and Odessa. Four more interchanges, a third level for Loop 250, and construction of freeway main lanes are planned.

Two-thirds of the district design work load is for the Fort Worth and Dallas districts, where major added-capacity projects are routine.

In recent years, District 6 has directed a major thrust of its resources toward landscaping and beautification. This effort is paying off. Midland has won the Governor's Community Achievement Award twice, in 1986 and again in 1989. Odessa has been only a few points behind each year.

The district or its employees have won a beautification award from Lady Bird Johnson every year since 1986. In 1989, Troy King, maintenance construction supervisor for Pecos County, received a special award for his xeriscape approach to landscaping.

The sprawling district is growing in population, rising 19 percent between 1970 and 1980. A census estimate for 1987 reflects a still-increasing district population of 322,800.

The district has a land area of 18,514 square miles, dominated by the twin cities of Midland and Odessa, which are considered a single area in assessing transportation needs. The population of Midland and Ector counties accounts for approximately 70 percent of the total district population. The district also has five smaller urban areas — Andrews, Fort Stockton, Kermit, Monahans, and Pecos.

In the heart of the Permian Basin, the region relies on oil and gas as its economic base. Midland is the administrative center for drilling and production businesses; Odessa is the service center for petroleum operations and also contains a large petrochemical complex. In addition, ranches operate throughout the district, and farms thrive where irrigation is available.★

Counties:
Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward, and Winkler

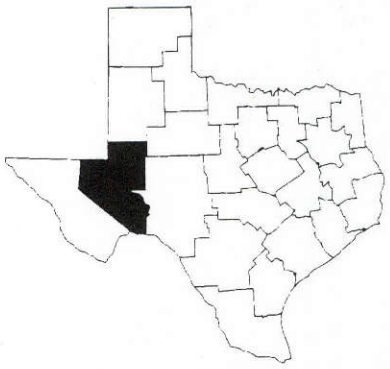
Centerline miles:
3,291

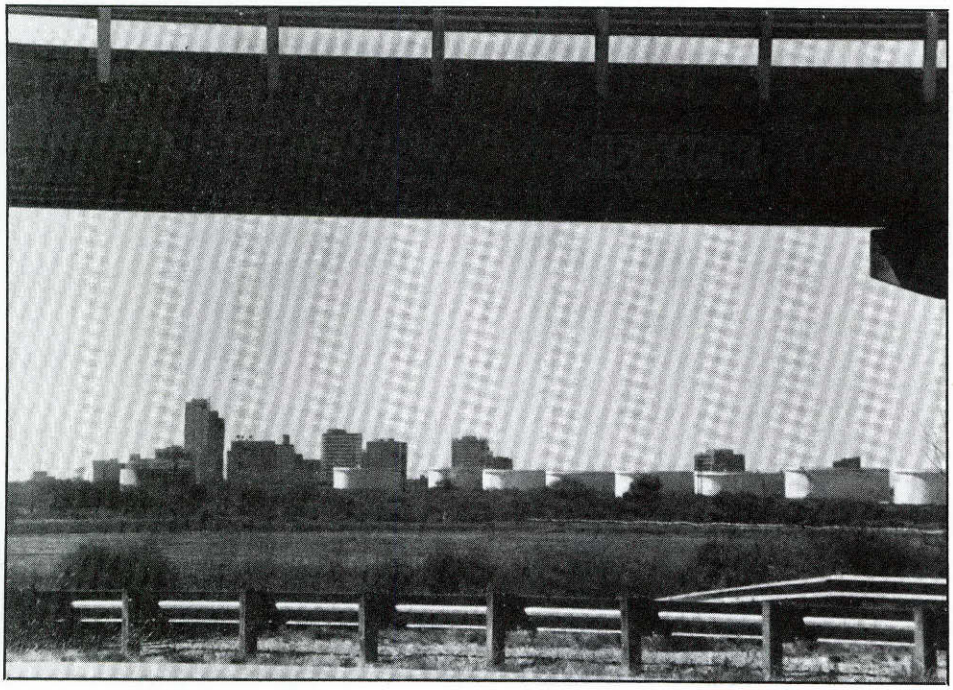
Lane miles:
7,861

Registered vehicles:
287,372

Employees:
376

District Engineer:
Marshall Huffman, P.E.





Interstate 20 in the Odessa District serves hay farms, the oil industry, and a vital hub of West Texas.

San Angelo District 7

The San Angelo District is pleased with the new construction begun in 1989.

Two interchanges on US 67 (East-West Freeway) through San Angelo were let to contract.

Responding to the growth of Goodfellow Air Force Base, the district began upgrading two highways that provide access to the base, expanding them to four lanes.

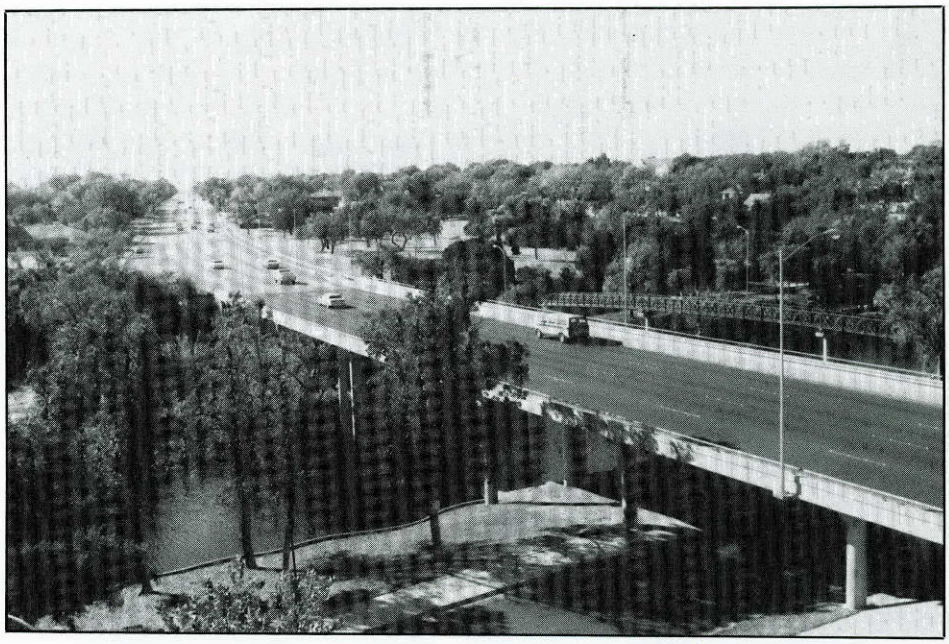
A contract was let to continue widening US 87 to a four-lane divided roadway between San Angelo and Eden. There are 21 active projects throughout the district, and 1990 plans call for an estimated 20 projects at a cost of $36 million.

Emil Gonzales, maintenance construction supervisor in Runnels County, was one of the finalists for the Lady Bird Johnson Award for Highway Beautification in 1989.

District 7 is the state's largest district in area, with 23,567 square miles. Its two major trade centers, San Angelo and Del Rio, serve an area that extends outside district boundaries. The economy of the area is based on farming, ranching, energy production, diverse manufacturing, and health and retirement facilities.

With its mild winters, recreational facilities, and medical centers, the region is growing as a retirement haven. Del Rio, with its warm climate, Lake Amistad, and shopping in Mexico, attracts "Winter Texans" for several months each year.

Stacy Reservoir, nearing completion in Concho County, will add to this region's many lakes and fine fishing areas. Stacy is below the confluence of the Concho and Colorado rivers.★



US 87 in San Angelo takes motorists over the scenic Concho River and its jogging trails and parks. A pedestrian bridge, paralleling the highway, at right, connects two of the park areas.

Counties:
Coke, Concho, Crockett, Edwards, Glasscock, Irion, Kimble, Kinney, Menard, Reagan, Real, Runnels, Schleicher, Sterling, Sutton, Tom Green, and Val Verde

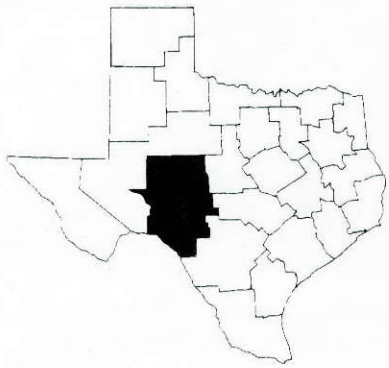
Centerline miles:
3,624

Lane miles:
8,154

Registered vehicles:
174,986

Employees:
421

District Engineer:
Walter G. McCullough, P.E.



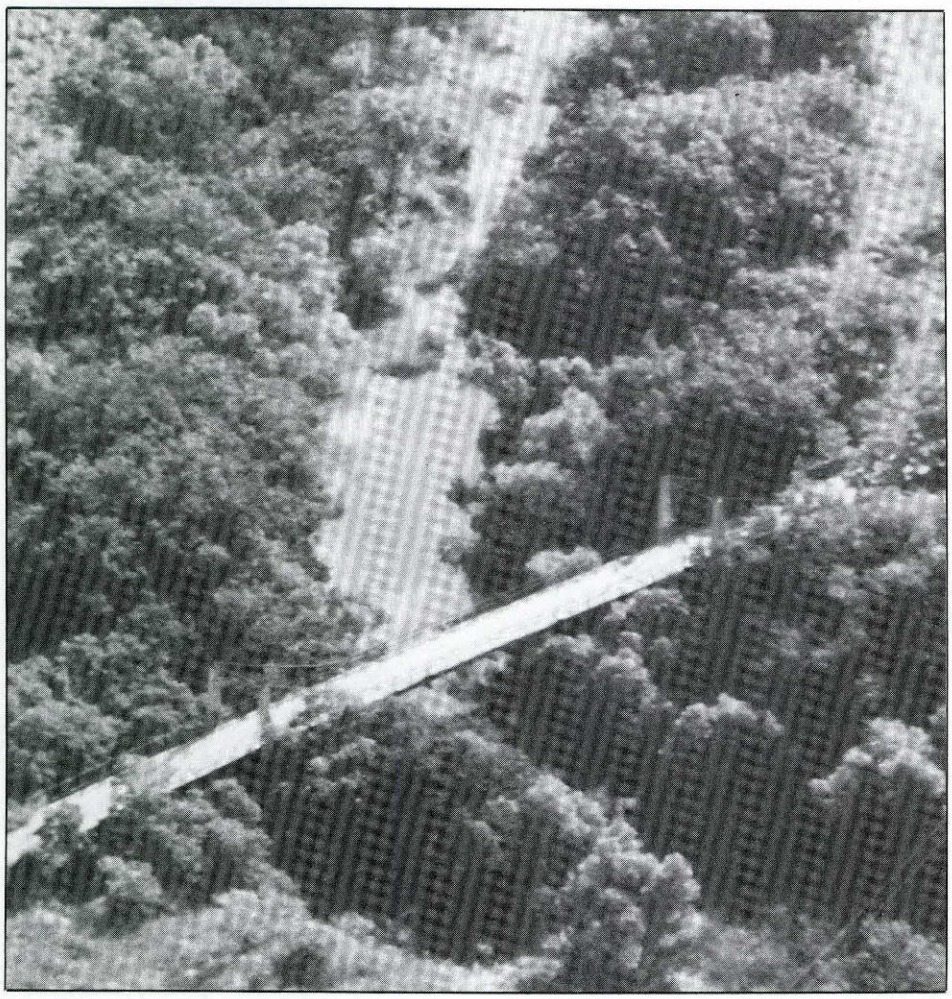
8 Abilene District

Although the historic suspension bridge in District 8 provides an interesting reflection of the past, the district's philosophy is to look toward the future.

Because of its location, the Abilene District is included in any discussion of future highways or planning concepts. Whether it is "Ports to Plains," "Border to Border," "Highways of National Significance" or the "Texas Highway Trunk System," Abilene will be mentioned.

With a construction program of $75 million over the next two years, the district plans and builds with the future in mind.

"Our farm-to-market roads are very old — 94 percent are 22 feet wide or less. We are trying not to preserve obsolescence. When we rebuild a road, we try to upgrade as much as we can and stretch the dollar, taking a look at why we do something and not doing it just because that's the way we have always done it," said District Engineer William G. Burnett.



The National Register of Historic Places lists this suspension bridge, still in use in the Abilene District. The bridge, built in 1889, serves Shackelford County travelers who cross the Clear Fork of the Brazos between Woodson and US 283.

Counties:
Borden, Callahan, Fisher, Haskell, Howard, Jones, Kent, Mitchell, Nolan, Scurry, Shackelford, Stonewall, and Taylor

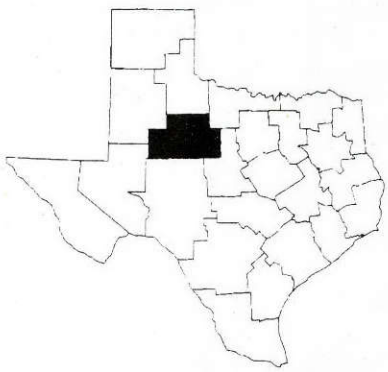
Centerline miles:
3,649

Lane miles:
8,310

Registered vehicles:
234,192

Employees:
402

District Engineer:
William G. Burnett, P.E.



A good example of future thinking is scheduled for letting during 1990. An interchange system on US 84 and Loop 322 north of Abilene Humana Hospital will prepare for rapid growth expected in the area around the medical facility.

The same philosophy prevails in maintenance, safety, and other activities — all integrating with the department's Strategic Plan.

District employees are committed to excellence, as evidenced by such awards as the Dewitt C. Greer, Luther DeBerry, and Lady Bird Johnson. "Dedication to fellow man" — another commitment — is exemplified by employee Cindy Sparks, a 1989 recipient of the Extra Mile Award.★

Waco District 9

The latex-modified slurry seal, another alternative in roadway resurfacing, has been successful in the Waco District. This process, shown here in Waco, was also used on the main lanes of Interstate 35 south of Belton.

The Waco District, described as somewhat urban but mostly rural, faced a variety of challenges and opportunities in 1989.

Reconstructing, resurfacing, and widening the district's main thoroughfare, Interstate 35, has provided the biggest challenge. Four projects, costing approximately $14 million, are currently under way in Bell and McLennan counties.

A project to widen the Interstate from four lanes to six in Waco began in October. The $6.2 million project is the largest on the district's current construction schedule.

Several projects using a relatively new resurfacing process produced excellent results in 1989. Microsurfacing, or latex-modified slurry seal, bridges the gap between a hot-mix overlay and a seal coat. "It gives us another option in extending the life of our roadway surfaces," said District Engineer Kirby Pickett.

The Waco District is fortunate and unique as a non-urban district to have a separate bridge section. Responsible for 1,577 on-system bridges and 1,168 off-system bridges, this section will prepare plans and specifications for 29 bridge replacement and rehabilitation projects this year.

An increase in maintenance contracts continued its upward trend in 1989. The district targeted 30 percent of its maintenance budget to contract items, greatly increased from 1 percent in 1986.

Beautification of the highway rights-of-way in the Waco District continued to be a top priority. The City of Temple worked with the department on beautification projects through the landscape matching program. About $20,000 worth of wildflower seed was planted along various highways around Temple, dubbed the "Wildflower Capital of Texas" by the state Legislature.

Two additional landscape projects are scheduled for the Temple area this spring. Other beautification projects have been completed or are in progress in Killeen, Copperas Cove, Whitney, and Mexia.★

Counties:
Bell, Bosque, Coryell, Falls, Hamilton, Hill, Limestone, and McLennan

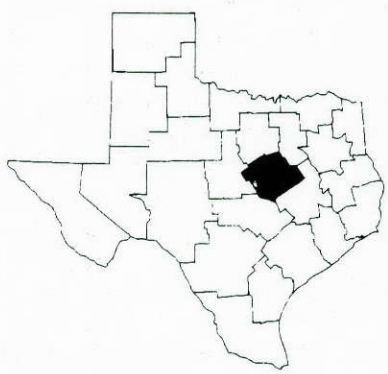
Centerline miles:
3,298

Lane miles:
7,450

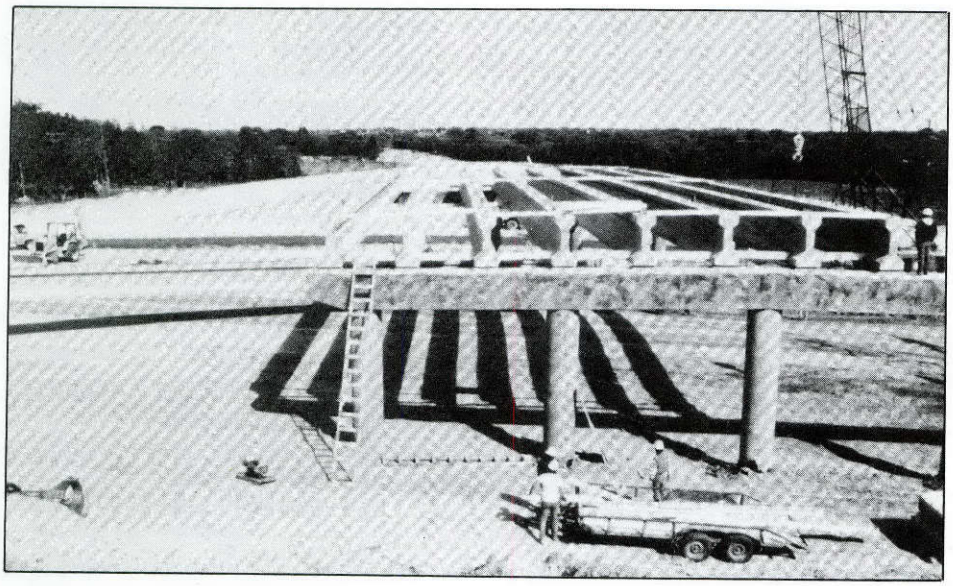
Registered Vehicles:
414,513

Employees:
445

District Engineer:
Kirby Pickett, P.E.



10 Tyler District



Construction is in progress on the north segment of a loop around Athens, named in honor of two past department employees. This north section is named for former construction engineer Jed Robinson, and the south portion honors former engineer-director and commission chairman Dewitt C. Greer.

Located deep in the heart of East Texas, the Tyler District is criss-crossed by more than 3,600 miles of modern four-lane divided highways and tranquil country roads under the care of dedicated highway department employees. Traveling these roads through rolling hills and beneath towering pines can be a delightful experience for motorists.

The history of transportation in the eight counties that make up the district reveals that the roadways haven't always been beautiful. The transportation system in District 10 was born to connect agricultural communities and to accommodate the East Texas oil boom. In the early days, shantytowns and pumping stations appeared around each bend in the road. Oil-well derricks dotted the horizon as far as the eye could see. Today the derricks are gone, except in the department's roadside park on Interstate 20 in Smith County, where derrick replicas shade the picnic tables and recall an early oil field. It is but one of the 35 rest and picnic areas along the roadways of District 10.

The hilly terrain necessitates the 1,145 bridges on the state-maintained system. The upgrading of 44 bridges, both on and off the state system, at a cost of $14.8 million, was a large part of the district's construction load in 1989. Other major construction projects under way in 1989 were the $5.7 million effort to widen the mile-long bridge on Texas 155 that crosses Lake Palestine, the construction of a 6.7-mile loop around the north side of Athens at a cost $15.1 million, and the widening of 6.6 miles of US 80 through downtown Longview at a cost of $9.5 million. The district's September construction report lists 33 projects under construction in the amount of $81.6 million.

James M. "Mac" Norman, supervisor of the North Tyler maintenance section, was honored this year with the Lady Bird Johnson award for encouraging fall color. His section includes the derrick roadside park, the first Adopt-a-Highway section in the country, and fields of flowers that have appeared in *National Geographic* magazine.

A common awareness among the employees of District 10 is that the greatest success is attained by team effort. The bottom line is to develop and maintain a reliable transportation system; but at the same time, natural beauty should be preseved, enhanced, and in some instances even created.★

Counties:
Anderson, Cherokee, Gregg, Henderson, Rusk, Smith, Van Zandt, and Wood

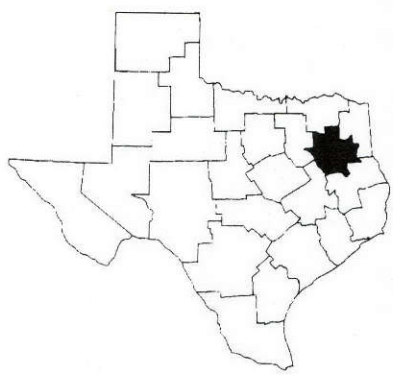
Centerline miles:
3,630

Lane miles:
8,324

Registered vehicles:
480,255

Employees:
440

District Engineer:
Bobby Evans, P.E.



Lufkin District 11

East Texas' Lufkin District is known for its picturesque rolling hills and tall pine trees, and rightly so; more than 80 percent of the state's four national forests and a portion of the Big Thicket National Preserve are located in the district. Also within the district's boundaries are three of the largest reservoirs in Texas, which accounts for the area's popularity for bass fishing and other water sports.

Although many cities and towns in District 11 are noteworthy, Nacogdoches is unique. It was acclaimed by *U.S. News and World Report* as one of the 10 best cities in the nation in which to live. Nacogdoches is noted as the "Oldest Town in Texas." With Stephen F. Austin State University, the Old Stone Fort, its many antique shops, and a main street made of brick laid in the 1920s, Nacogdoches is a favorite stop for tourists vacationing in East Texas.

Counties:
Angelina, Houston, Nacogdoches, Polk, San Augustine, San Jacinto, Sabine, Shelby, and Trinity

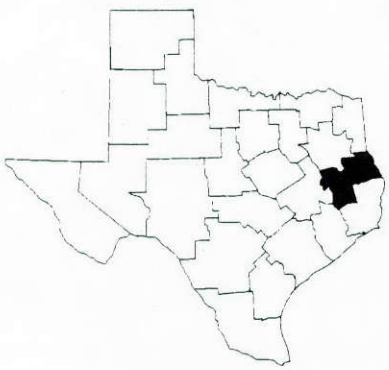
Centerline Miles:
2,831

Lane miles:
6,195

Registered vehicles:
208,841

Employees:
355

District Engineer:
J. L. Beaird, P.E.



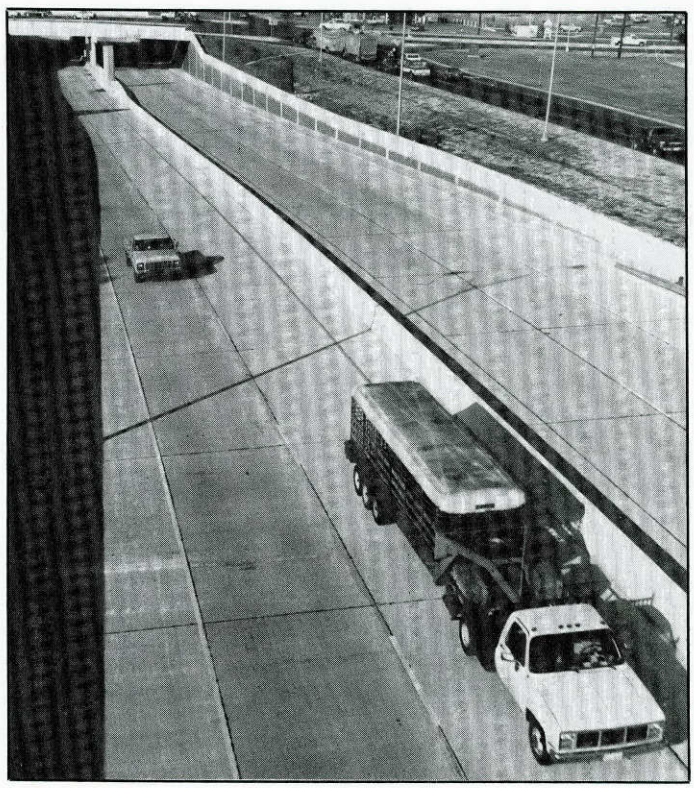
The district recently completed a major expansion of US 59 in Shelby, Rusk, and Nacogdoches counties to four lanes. This was the next to the last section of US 59 in the district that had not been expanded. The last section of 14 miles is between Nacogdoches and Garrison, and the first phase of that section, a six-mile stretch from Garrison southward toward Nacogdoches, is under construction now at a cost of more than $7 million. The second phase, estimated at more than $10 million, is scheduled for letting in late 1990.

Lufkin had more than $30.5 million in work under way in 37 separate contracts for fiscal year 1989. As of Dec. 1, there were $31 million in contracts remaining.

The second phase of the Lufkin interchange project is also under construction. This $16 million interchange, once complete, will make Lufkin the smallest city in Texas with a three-level interchange. The design for this project won District 11's resident engineer Joe Ben Vaughan the Texas Project Award for design in 1988.

The district takes pride in its recently appointed planning engineer, Tina L. Walker, who received the American Society of Civil Engineers' Young Government Engineer of the Year Award for Zone Three, extending from Mississippi to Canada.

"With employees like these and our other dedicated people, District 11 is well equipped to meet the challenges of the 1990s," said District Engineer J. L. Beaird.★



Phase One is complete for the three-level interchange that won District 11 the Texas Project Award in design for 1988. The interchange will make Lufkin the smallest city in Texas with this type of facility.

12 Houston District

Houston District employees had many accomplishments to be proud of in 1989. Contracts totaling $532 million were awarded, and $469 million worth of work was completed, with 238 new lane miles opened to traffic. As the district enters a new decade, $1.5 billion worth of work is under contract.

The year marked the start of several significant projects, including $200 million in reconstruction, widening, and transitway construction on the Southwest Freeway (US 59). Work began on the "Grand Parkway," an ambitious 170-mile parkway circling Houston about 25 miles from the downtown area.

Other major projects include:

- Constructing a $91 million cable-stayed bridge over the Houston Ship Channel on Texas 146;
- Widening and rehabilitating sections of I-610;
- Constructing new freeway main lanes on Texas 225;
- Constructing US 90 on new location in northeastern Harris County; and
- Constructing new sections of Beltway 8, an 88-mile "outer loop" encircling Houston about 12 miles from downtown.

Assistance from the district made possible the release of the 1989 Regional Mobility Plan. The plan, sponsored by the Greater Houston Chamber of Commerce, identifies transportation efforts needed to improve Houston's mobility to 1970s levels.

The first step of the new computerized Transportation Management System is under way. The district, in concert with Houston Metro, the Harris County Sheriff's Office, and the Houston Automobile Dealers Association, implemented the Motorists Assistance Program (MAP), which helps stranded motorists on Houston-area freeways.

During 1989, the department received the Transportation Achievement Award for Facilities from the Institute of Transportation Engineers. This award recognizes the Houston District and Metro for their transitway program. District Engineer Milton M. Dietert was honored with the Luther DeBerry Award at the 63rd annual short course. Extra Mile Award winners from the district are: Willie Thomas and Willie Grayer, who rescued two boys from a burning car; and Vince Cannon and Willis Ardie Jr., who saved a teenager from drowning in the floodwaters of Hurricane Chantal.★

Counties:
Brazoria, Fort Bend, Galveston, Harris, Montgomery, and Waller

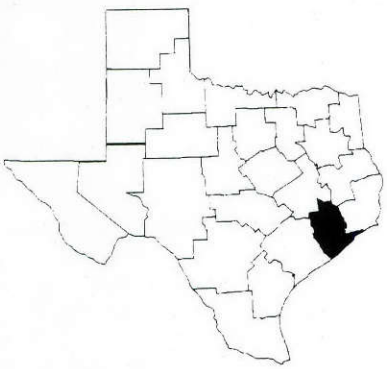
Centerline miles:
2,625

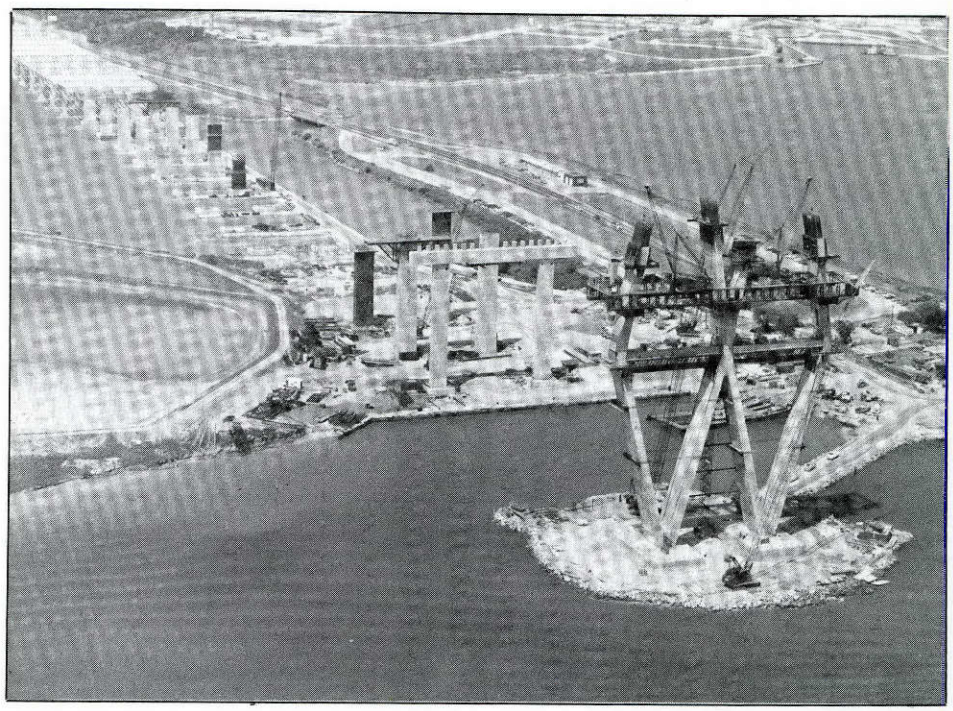
Lane miles:
8,519

Vehicles:
2,725,000

Employees:
1,870

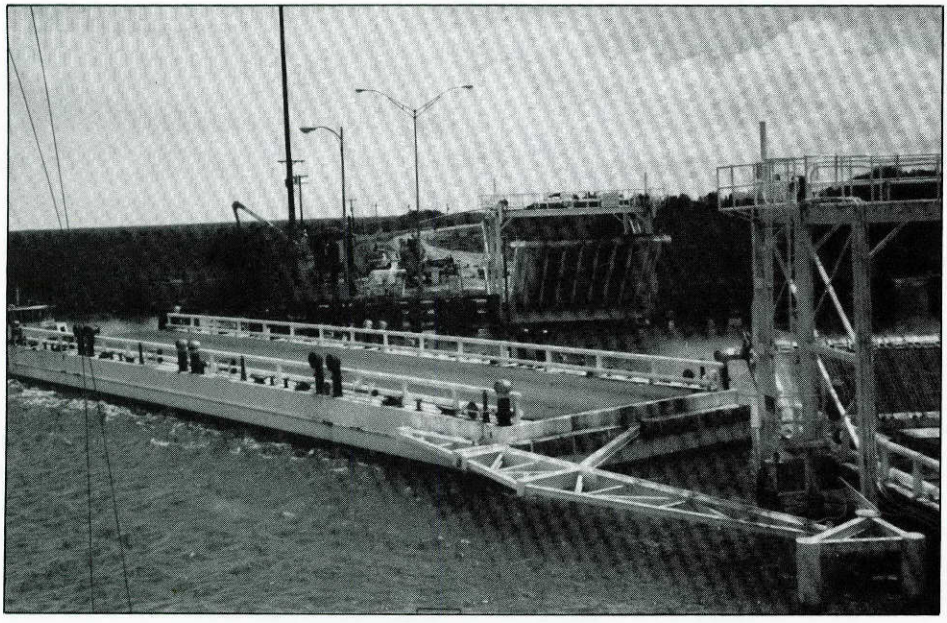
District Engineer:
Milton Dietert, P.E.





The Fred Hartman Bridge in Baytown/La Porte is the largest cable-stayed span in Texas. The bridge, on Texas 146, is expected to be complete in 1992.

Yoakum District 13



Two of the three swing bridges in the state are operated by the Yoakum District. This bridge across the Gulf Intracoastal Waterway swings parallel to the shore to let ships pass.

Counties:
Austin, Calhoun, Colorado, De Witt, Fayette, Gonzales, Jackson, Lavaca, Matagorda, Victoria, and Wharton

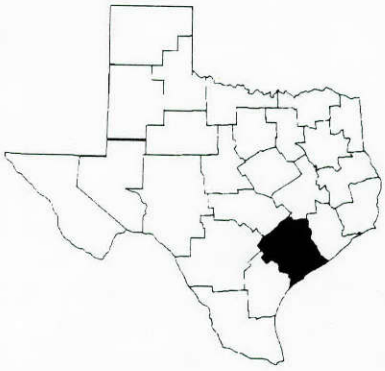
Centerline miles:
3,384

Lane miles:
7,751

Registered vehicles:
272,539

Employees:
465

District Engineer:
Ben Bohuslav, P.E.



The Yoakum District opened 1989 with a ribbon-cutting ceremony at the newly completed railroad overpass in Placedo on US 87 between Victoria and Port Lavaca.

Work began to upgrade US 290 to a four-lane divided highway from the Washington County line near Carmine to the Lee County line near Ledbetter in Fayette County.

Relocation plans for US 183 at Gonzales have proceeded to the right-of-way acquisition phase, following an extensive archeological study. Artifacts discovered there are not believed to be related to Sam Houston's encampment on the Guadalupe River during the Texas Revolution, as originally suspected.

Right-of-way was purchased along the Gulf Intracoastal Waterway for disposal of material the Army Corps of Engineers will dump when dredging the buildup of silt in the GIWW. As non-federal sponsor of the waterway, the department is responsible for acquiring dredge disposal sites.

State-of-the-art rest areas are under construction on US 59 between Victoria and Edna. Double restroom facilities, map display boards, and separate parking for trucks and recreational vechicles are some of the ideas incorporated into the design.

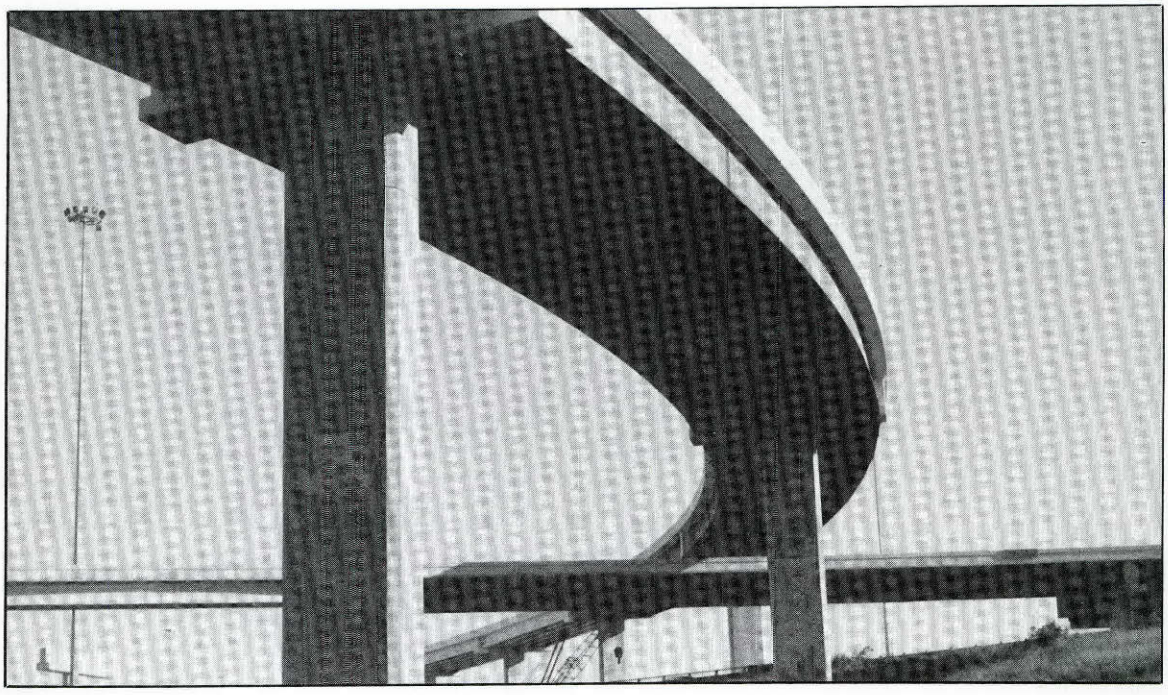
La Grange residency and maintenance employees moved into new offices during the summer. Located on the yet-to-be-completed Texas 71 bypass around La Grange, the building offers many new features that the old offices, constructed in 1949, lacked.

One of the major projects on tap for 1990 is the widening of US 87 (Main Street) from downtown Victoria to the rural community of Nursery, at an estimated cost of $13.4 million.

Planning for the increased traffic flow to the Formosa Plastics Corporation USA plant expansion in Calhoun County is also a district project.

The 11-county Yoakum District has four residencies and 11 maintenance offices that direct construction and maintenance operations in the district.★

14 Austin District



Construction continued in 1989 on Loop 1/US 183 interchange, the biggest in the Austin area. Completion is due in 1990.

A one-of-a-kind cooperative effort between the highway department and the City of Austin highlighted 1989 in the Austin District. District Engineer Bill Garbade and Austin Mayor Lee Cooke formed Texas' first state/city joint right-of-way task force.

Officially launched on Jan. 1, 1989, the task force is made up of 11 state and six city employees. The Texas attorney general's office and the city's law department have committed staff to the effort, to speed right-of-way acquisition on two major projects in Austin — the upgrading of US 183 and improvements to US 290/Texas 71. Right-of-way for the two projects is estimated to cost nearly half a billion dollars.

Goals identified for the task force are to increase personal contact with landowners, reduce the number of condemnations and excess awards, and maintain the department's construction schedule.

While work to widen Interstate 35 north of Austin continued in 1989, construction on I-35 south of the city began with the first of four projects to widen the Interstate through Hays County. Once the work in Hays County is complete, I-35 will be at least three lanes in each direction between Austin and the southern district line.

In early 1989, construction was completed on a three-mile northern extension of Loop 1, a major north/south highway in west Austin.

In late 1989, the highway commission approved a contract for the first construction project on Texas 45, a roadway that will eventually form an 84-mile loop around Austin.★

Counties:
Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis, and Williamson.

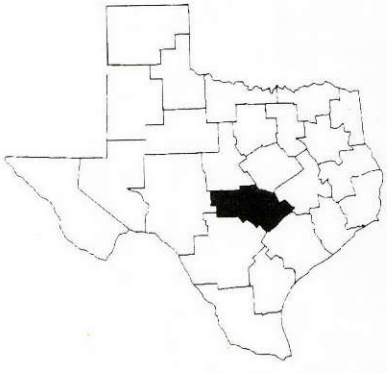
Centerline miles:
3,116

Lane miles:
8,061

Registered vehicles:
731,398

Employees:
653

District Engineer:
William C. Garbade, P.E.



San Antonio District 15

Poised on the threshold of a new decade, the San Antonio District has embarked on construction and maintenance activities aimed at meeting the transportation challenges of the 1990s.

"Diverse" best describes the 16-county district. From the Rio Grande in the west, it stretches eastward across the Alamo City to the neatly tilled farmlands of Guadalupe County. To the north is the Hill Country with its limestone outcroppings and rugged terrain. The southern half of the district is characterized by sandy soil and gently rolling ranch lands.

A comprehensive expansion of the highway system is under way to accommodate San Antonio's spiraling population and traffic growth. Currently, 70 projects are under contract in the district, totaling almost $280 million.

Significant milestones were reached in 1989 on the massive $294 million "double decking" of Interstate 10 and I-35 in downtown San Antonio. Three major projects opened to traffic this year, including the first elevated sections of I-35 North and I-10 West. Work began in October on the remainder of I-10, and the final project for I-35 is slated to start in 1990.

A $40 million construction project on US 281 began in early 1988. US 281 has been transformed from a four-lane divided highway to a six-lane freeway with frontage roads. This project should be complete in early 1990, more than a year ahead of schedule.

Challenges for the new year include the first of many projects to expand 14 miles of I-410 to eight lanes. The six-lane facility currently serves more than 180,000 vehicles a day across North San Antonio. A new five-level interchange is planned at I-10/I-410, along with the widening of 11 miles of I-10.

1990 should also see the beginning of construction on the new East-West Parkway. Planned along a 10-mile stretch of San Antonio's north side, this Principal Arterial Street System Project should relieve congestion on I-410.

In addition to construction, the district enjoyed several notable achievements in 1989. District Maintenance Engineer Walter Collier was presented the Gibb Gilcrhist Award in recognition of his accomplishments during a 40-year career. During the year, 689 district employees were honored for nearly 7,000 years of accident-free driving. Twenty heavy-equipment operators were recognized for 212 years of safe handling of their machinery.★

Counties:
Atascosa, Bandera, Bexar, Comal, Dimmit, Frio, Guadalupe, Kendall, Kerr, La Salle, Maverick, McMullen, Medina, Uvalde, Wilson, and Zavala.

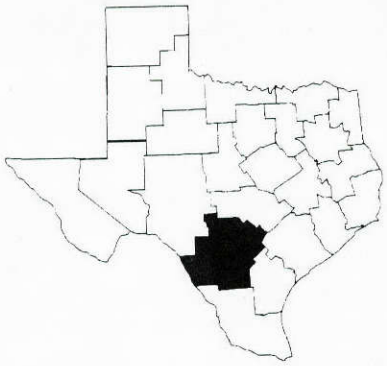
Centerline miles:
5,133

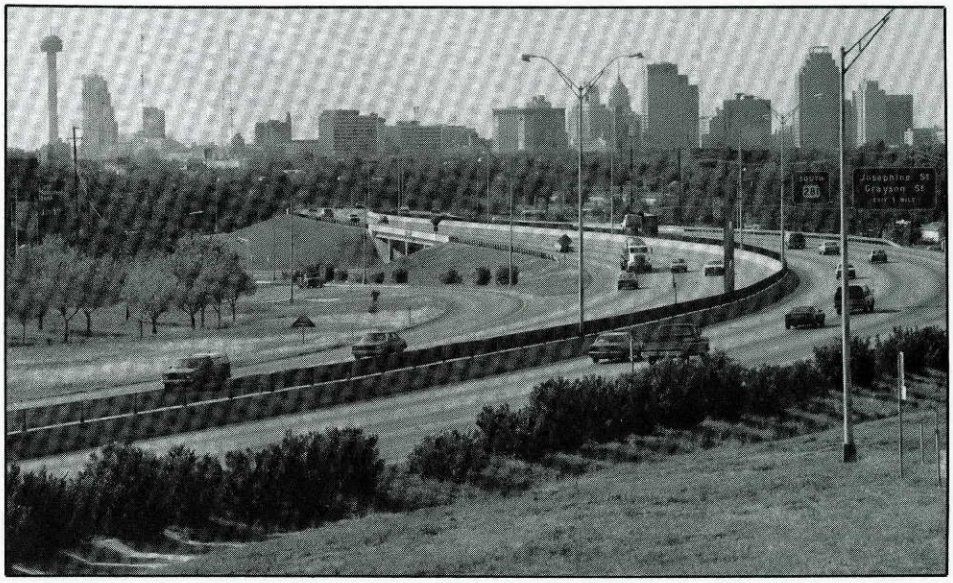
Lane miles:
12,256

Registered vehicles:
1,150,737

Employees:
1,055

District Engineer:
Richard D. Lockhart, P.E.





San Antonio skyline greets motorists traveling on McAllister Freeway (US 281).

16 Corpus Christi District

Major roadway projects under way now will serve an increasingly diversified economy as the Corpus Christi Bay area moves into the 1990s.

The last two segments of Texas 358 (Padre Island Drive) linking Interstate 37 to the Naval Air Station, with a connection to Park Road 22 and Padre Island, are under construction. The two contracts, with a combined total of more than $52 million, are the culmination of nearly 20 years of planning and construction on the route, which serves the major residential and shopping areas of Corpus Christi, the air station, and North Padre Island.

Counties:
Aransas, Bee, Goliad, Jim Wells, Karnes, Kleberg, Live Oak, Nueces, Refugio, and San Patricio

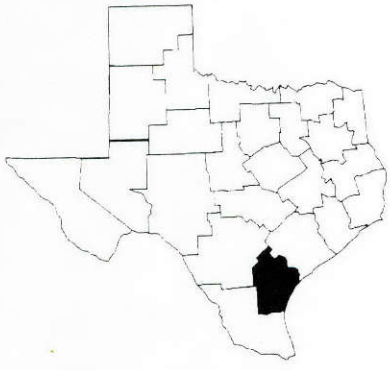
Centerline miles:
2,668

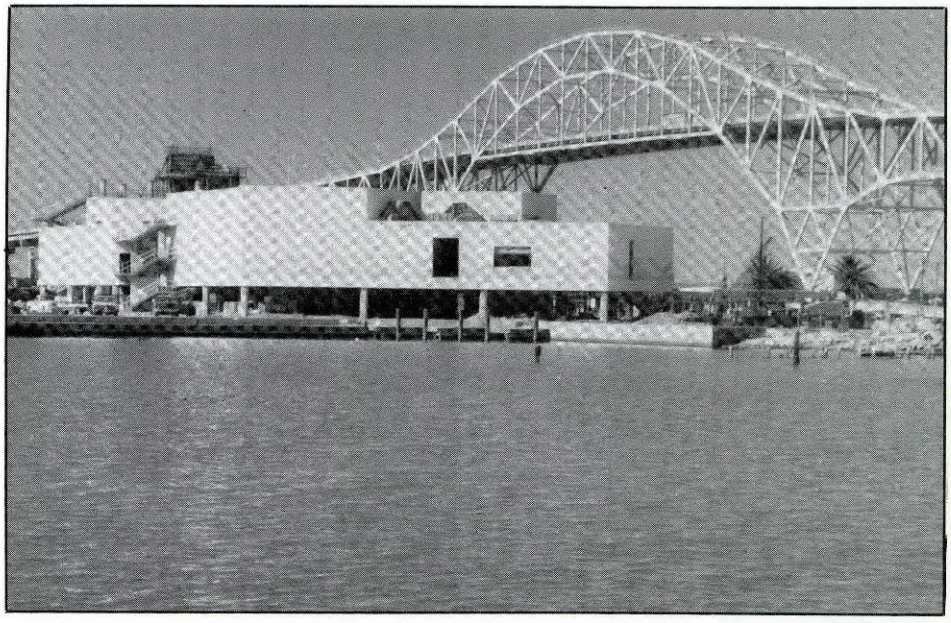
Lane miles:
6,665

Registered vehicles:
347,161

Employees:
505

District Engineer:
Nino Gutierrez, P.E.





In the shadow of the Corpus Christi Harbor Bridge, the Texas State Aquarium is expected to bring more than 600,000 visitors to the city beginning in July.

A $26.6 million project in progress on I-37 in northwestern Corpus Christi will improve the connection to US 77 and upgrade the section to Interstate standards. These roadways become vital in hurricane evacuation, serving not only the Corpus Christi area but the rest of South Texas.

I-37 begins in downtown Corpus Christi and provides access to the Port of Corpus Christi, convention facilities, the Corpus Christi Museum, and the state's first greyhound racetrack, expected to open next year. As of May 1989, the port ranked as the sixth busiest facility among the nation's 50 largest ports. Expansion and improvements to the port are under way and will serve the increasing flow of containerized cargo and the shipping associated with *maquiladoras*. Cargo Dock One is being renovated to serve as a community pavilion and tourist attraction.

Access to the port area from the north is by US 181, which crosses Nueces Bay. A $22.6 million project currently is widening this Nueces Bay Causeway from two lanes in each direction, with no shoulders, to three lanes in each direction plus 10-foot inside and outside shoulders. The project is expected to be complete by late spring.

Improvements to the causeway will tie into an $8 million construction project begun in mid-August to improve the route between the causeway and the harbor bridge to a full freeway. These improvements will serve an increasing traffic volume and the Texas State Aquarium currently under construction. The aquarium, scheduled to open on July 4, 1990, is expected to draw 600,000 visitors per year.

Construction continues on Naval Station Ingleside. The first stage of construction will be operational by late fall 1990. The station will be home port for the battleship *Wisconsin*, the aircraft carrier *Lexington*, and other ships.★

Bryan District 17

The Bryan District expects 1990 to be a banner year. More than $70 million of construction is scheduled for letting this fiscal year. In some of the largest new projects, the district will be constructing a new railroad underpass and widening Texas 21 to five lanes in Caldwell, building a new four-lane divided section on Texas 36 from Brenham north to Yegua Creek, and extending the Texas 6 freeway section 4.7 miles south of College Station.

The Bryan District completed 28 projects in 1989 totaling more than $49 million. Currently, 16 projects are under construction with a contract price in excess of $25 million.

Right-of-way purchases will begin soon on Texas 47, a new route that will provide a western entrance to the Bryan-College Station area. The planning section is still proceeding with LoTrak, a project that would include lowering the railroad tracks and Farm-to-Market Road 2154 through the Texas A&M University campus.

The district's maintenance program met its goals last year in performing needed repairs and resurfacing. The district also expects to meet its requirement to contract at least 30 percent of its maintenance work this fiscal year.

Numerous district employees participated in training programs this past year, and several have served on functional review committees.

"The successful year that District 17 has enjoyed is because of its dedicated employees," said District Engineer Carol Zeigler.★

Counties:
Brazos, Burleson, Freestone, Grimes, Leon, Madison, Milam, Robertson, Walker, and Washington

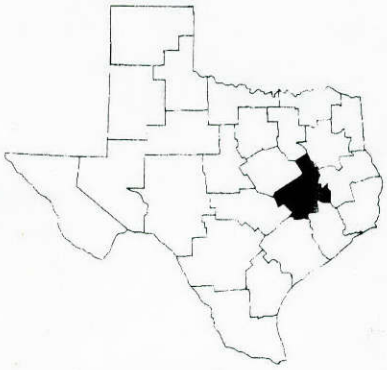
Centerline miles:
2,909

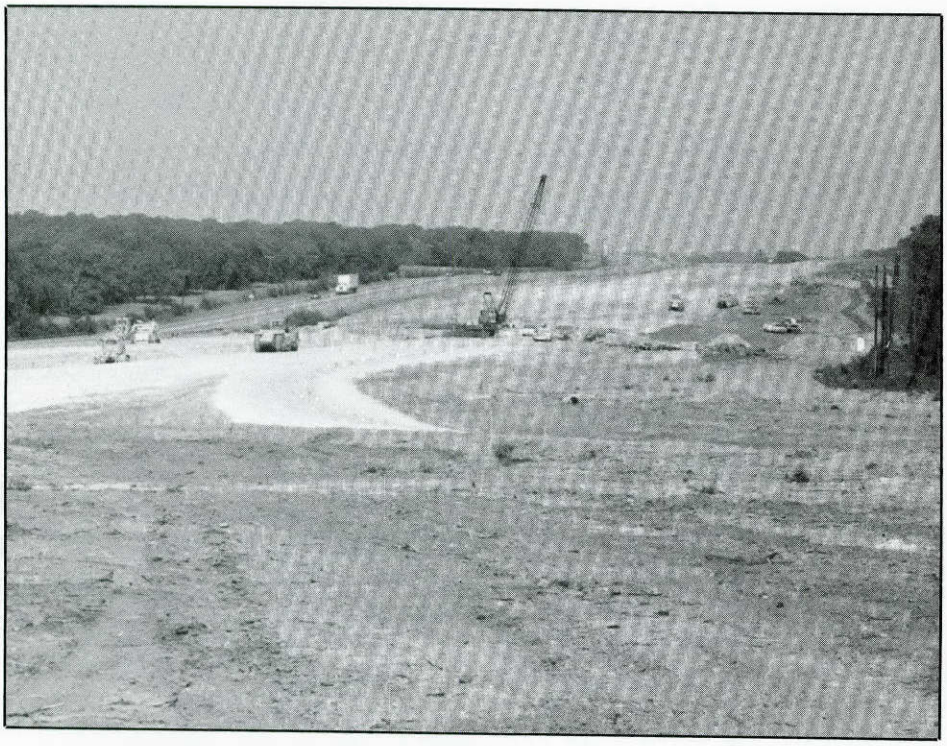
Lane miles:
6,739

Registered vehicles:
226,807

Employees:
366

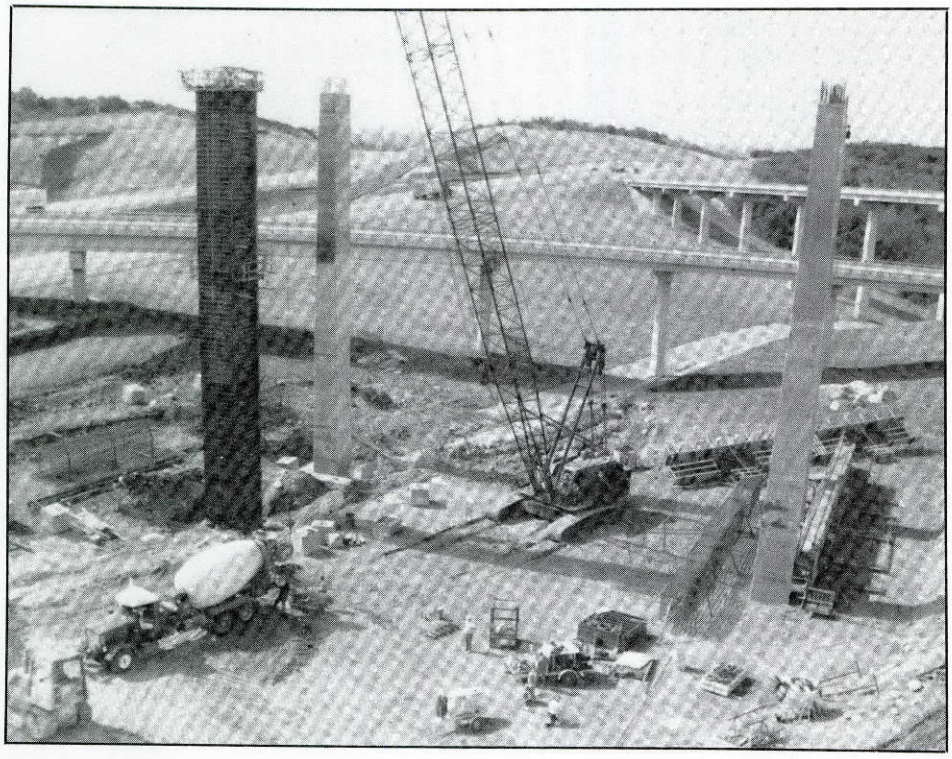
District Engineer:
Carol Zeigler, P.E.





This project, between Bryan and Hearne, is the final stretch needed to make Texas 6 four lanes from Hearne to Houston. Work is scheduled for completion in about a year.

18 Dallas District



When completed in December, this overpass connecting Spur 408 and Clark Road will provide a north-south traffic corridor for motorists traveling in southwestern Dallas County.

Over the last year, the dollar volume for construction expenditures in the Dallas District has doubled. And it is expected to double again in the next year.

Noticeable progress has been made in building or upgrading major infrastructure in the district. After years of planning, Texas 190, Texas 121, and the first US 75 project are under way. These three projects will lead the district into major construction work planned for the 1990s.

For the first time in 12 years, construction crews are rehabilitating roadways at night. Dallas-area motorists are fighting fewer traffic hassles on Interstate 35 East near downtown Dallas because of the district's commitment to perform overlay work during evening hours.

Construction crews in Kaufman County are completing the last stretch of US 175 throughout the Dallas District. With the completion of the current project, US 175 will be a four-lane facility from its western terminus with I-45 to the eastern end of the district.

The Ellis County residency continues its involvement with transportation systems that will support the Superconducting Super Collider project. The federal government approved the super collider late last year, and the district completed aerial flight data for roadway projects planned near the site.

Numerous organizational changes occurred in the Dallas District during 1989. A new district engineer and assistant district engineer were appointed, and a district administrative engineer position was created and filled. In addition, a public affairs section was created to assist in meeting the district's communication challenges.

The long-awaited US 75 project is already bringing recognition to the district. The architectural and landscape elements of the projects won an Honor Award from the Texas Chapter of the American Society of Landscape Architects. The "Rumors Are True" video won a second-place award from the Society for Marketing Professional Services, and the public awareness campaign was a finalist in the International Association of Business Communicators' annual competition.★

Counties:
Collin, Dallas, Denton, Ellis, Kaufman, Navarro, and Rockwall

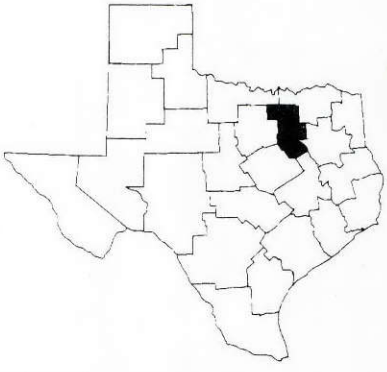
Centerline miles:
3,366

Lane miles:
9,726

Registered vehicles:
2,139,812

Employees:
1,013

District Engineer:
James Huffman, P.E.



Atlanta District 19

Sharing borders with Arkansas, Louisiana, and Oklahoma, the Atlanta District serves as the gateway to and from the northeastern region of the United States.

Interstates 20 and 30 carry much of the east and west traffic, but north and south traffic must rely on US 59, US 259, and US 271. Because of the traffic loads on these routes, the Atlanta District dedicates much of its construction funds to widening and improving these major highways.

Topping the list is US 59, which has four major construction projects under way within the district. On most of its unimproved sections, the highway has four undivided lanes without paved shoulders. Within the next decade, the district hopes to have all sections of this artery upgraded to a four-lane divided highway.

During 1990, the Atlanta District plans to contract a final section of the highway in southern Panola County that will complete the upgrading from the Shelby County line to Jefferson in Marion County.

Always striving to get the most out of its highway dollars, the Atlanta District has begun using asphalt recycling methods on several resurfacing projects. A 32-mile recycling project completed on I-20 in Harrison County last year was one of the largest such projects in the United States.

The past year has also been successful for awards in the district. In October, two employees were honored with significant awards in their fields. Tommie Jones, highway maintenance supervisor for Cass County, won the 20th annual Lady Bird Johnson Award for Highway Beautification, and District Administrative Engineer Elvin Rousseau received the 1989 Dewitt C. Greer Award during the 63rd annual Highway and Transportation Short Course at Texas A&M University.★

Counties:
Bowie, Camp, Cass, Harrison, Marion, Morris, Panola, Titus, and Upshur.

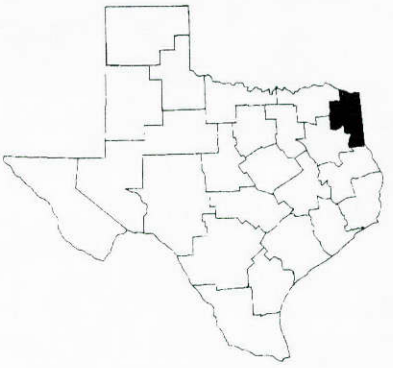
Centerline miles:
2,654

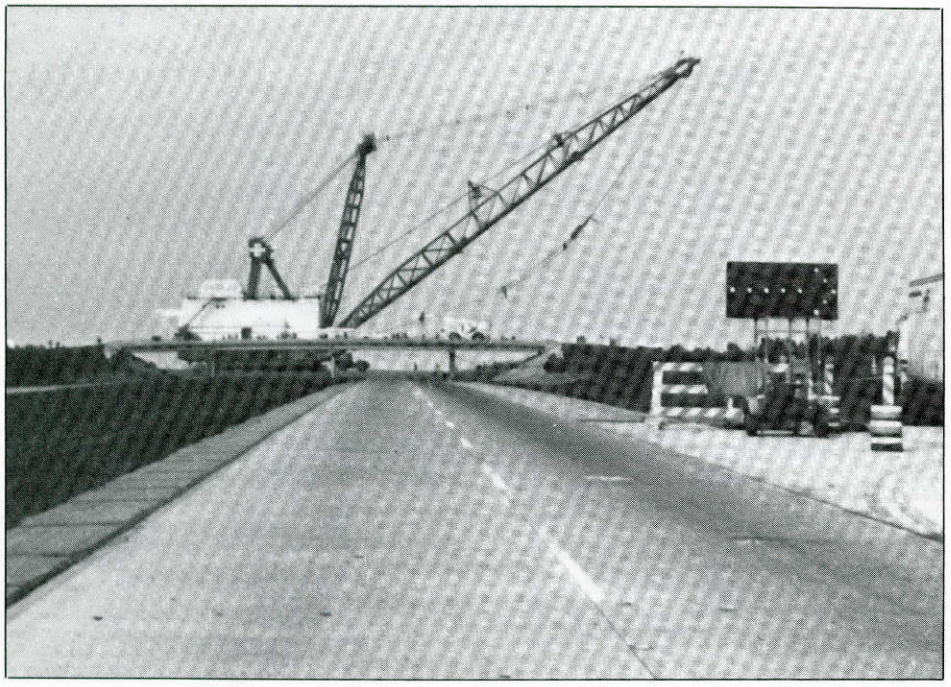
Lane miles:
6,192

Registered vehicles:
250,950

Employees:
410

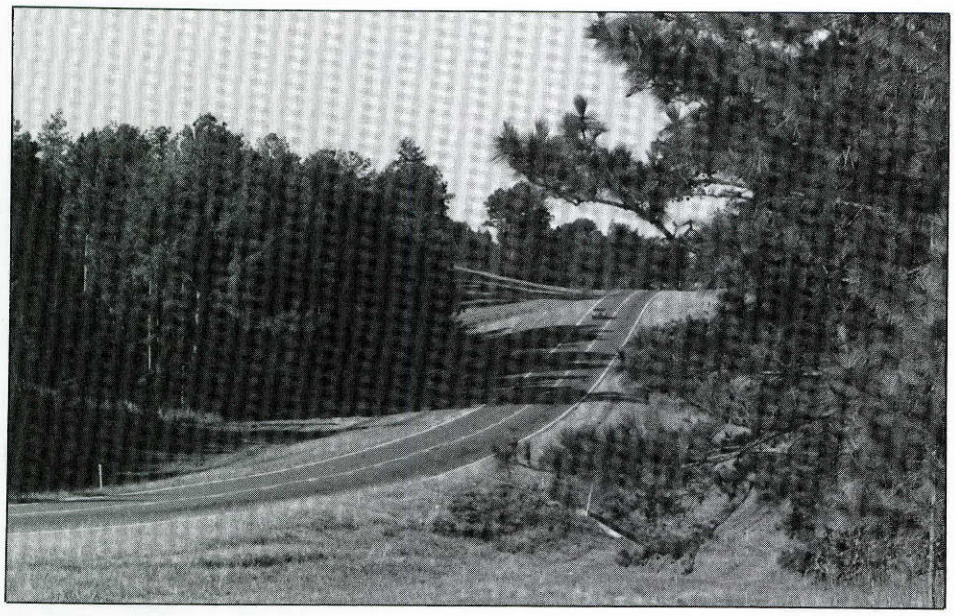
District Engineer:
Lawrence L. Jester, P.E.





The Atlanta District has twice assisted in moving the 2,650-ton draglines used in mining across Interstate 30 in Titus County. Both crossings were completed within 24 hours, with little inconvenience to motorists and no damage to the roadway. About 40 percent of the state's total production of lignite coal is mined in the district.

20 Beaumont District



Recreation Road 255 is an example of the many picturesque highways that meander through the Piney Woods.

Over the past year, the "Golden Triangle" (Beaumont, Port Arthur, and Orange) has seen a marked increase in new industries locating in the area. This increase in economic activity has amplified the need for continued improvement to the highway system in order to adequately move people, raw materials, and finished products. This challenge is being met head-on with the highest level of highway construction in district history.

A recently completed $28.6 million project on a two-mile section of Interstate 10 along Beaumont's urban route has improved access, increased capacity, and eased congestion through a previously troubled area. Improvements to Farm-to-Market Road 366 will connect communities in southern and mid-Jefferson County with a four-lane facility. Half of the eight-mile project is currently under contract with the remainder to be let this year.

Counties:
Chambers, Hardin, Jasper, Jefferson, Liberty, Newton, Orange, and Tyler

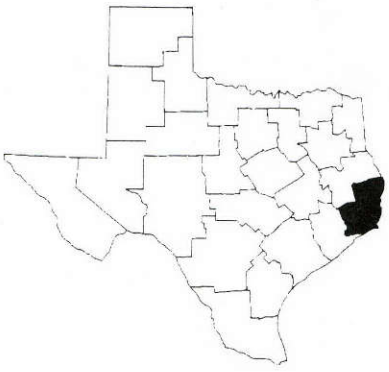
Centerline miles:
2,202

Lane miles:
5,392

Registered vehicles:
422,632

Employees:
485

District Engineer:
Franklin Young, P.E.



Construction on the $55 million cable-stayed bridge spanning the Neches River on Texas 87 is progressing well. Currently, the cable stays are being erected on the main spans of the twin crossing to the famous Rainbow Bridge, with the north span expected to be complete early next year.

A project now under way that has all of Beaumont talking is the $19.2 million reconstruction of the interchange at I-10 and US 69 let in January 1989. The project will increase capacity and ease congestion for the 100,000-plus daily travelers through the interchange. Another important added-capacity project now under construction is a $30.6 million, 11-mile stretch of I-10 through Chambers County.

The Beaumont District's tradition of "winners" continued this past year with John Hutto, project engineer in the Beaumont residency, receiving a Texas Project Award in construction for his efforts in widening a three-mile segment of US 90 through Beaumont. Martin Flood, engineering technician in the Port Arthur residency, received an Extra Mile Award for a heroic rescue.

An economic boost is in store for the area with the coming extension of Spur 380 through Beaumont. The three-mile project is expected to be let this year in two phases at a combined cost of $60 million. The spur, also known as the Martin Luther King Parkway, will provide six lanes to connect US 69 and Lamar University in the south with I-10 and the central business district in the north. The Spur 380 project should lessen pressure on I-10 and US 69, the only other major north-south arteries through the city, and provide favorable economic repercussions in an otherwise depressed area of Beaumont.★

Pharr District 21

Agriculture, retail trade, and tourism, along with the expanding *maquiladora* industry in Mexico, have placed a greater demand than ever on the Pharr District's highway system.

The district's challenge is due to year-round agriculture production, 81,000 visiting Winter Texans, and an estimated 302 *maquiladoras* operating on a twin-plant system. In addition, the district's 10-county area borders Mexico, and more than a million residents of that country travel across the border throughout the year. With several new bridges planned at border crossings, the district will continue to work closely with Mexico in the coming year.

To meet such challenges and all the other needs of motorists, the district completed a major goal this year. Forty-seven miles of US 77 through Kenedy County were improved to divided-highway standards. Total construction cost for the project was $25 million, an average of $530,000 per mile.

Another district achievement was the renovation of two of the district's major rest areas. The traveling public is enjoying the remodeled facilities in Brooks County on US 281 and in Kenedy County on US 77.

The district's commitment to the department's landscape and beautification programs has brought improvements not only in the aesthetics of highway construction but also in the appearance of maintenance sections and the district office grounds. Major cities participating in the department's diverse beautification programs are Brownsville, Harlingen, McAllen, and Laredo.

Dividing US 281 in Brooks County, reconstructing US 77/83 in Cameron County to controlled access, and constructing an interchange at US 281 and US 83 will be the projects most emphasized in 1990. The three projects are estimated to cost $60 million.

Counties:
Brooks, Cameron, Duval, Hidalgo, Jim Hogg, Kenedy, Starr, Webb, Willacy, and Zapata

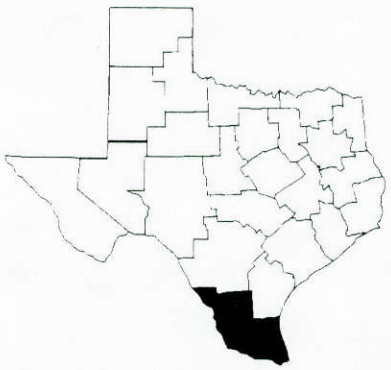
Centerline miles:
2,836

Lane miles:
6,808

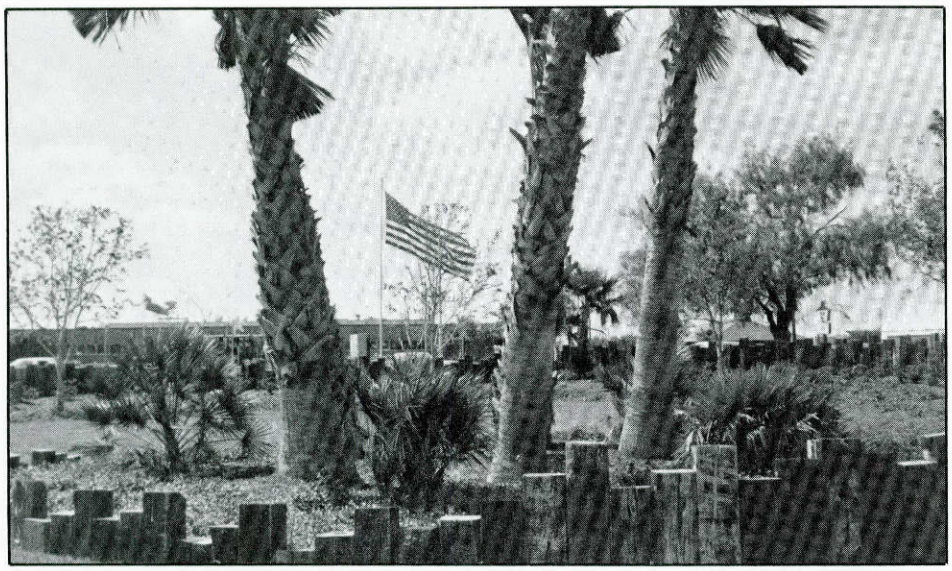
Registered vehicles:
470,215

Employees:
444

District Engineer:
G. G. Garcia, P.E.



The first safety awards meeting in the state was held in the Pharr District 35 years ago. Continuing the tradition, the district honored 253 employees at its 1990 safety awards meeting.★



Landscaping at this traffic island in Harlingen was completed last summer in the Pharr District through a cost-sharing project with a local beautification committee.

23 Brownwood District

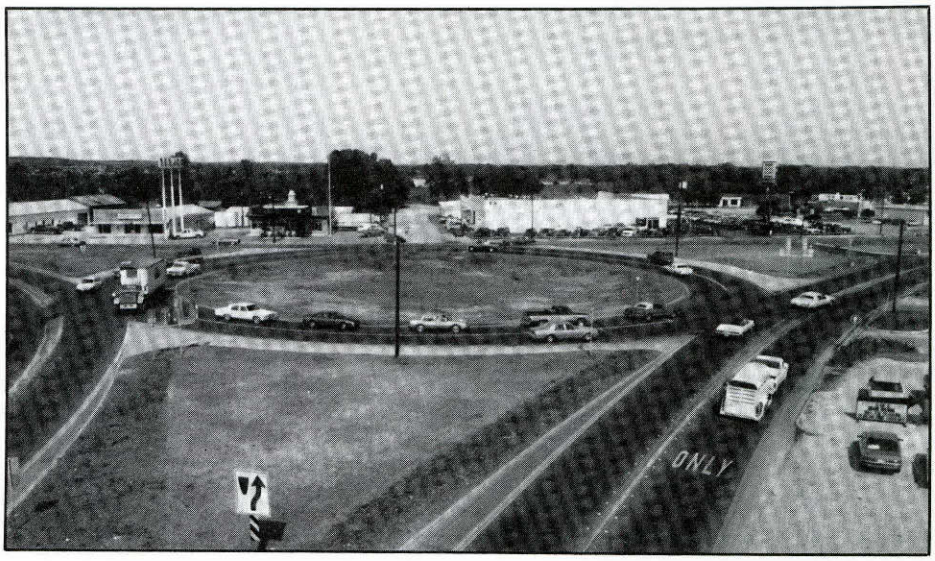
The most significant accomplishment of Brownwood District employees in 1989 was the widening of US 190 from Lampasas to Copperas Cove. The completion of this long-awaited project was acclaimed enthusiastically by area residents. The two-lane highway was converted to four lanes with a continuous left-turn lane to accommodate increased traffic generated by Fort Hood commuters and the growth of the area's population.

Another plus is a new Lampasas residency building, with a larger laboratory and improved grounds, completed in August with an open house held in October.

A new bridge over the Colorado River on US 377 at Winchell, between Brownwood and Brady, was completed in May. The realignment of US 377 at its approach to the new structure makes driving this route much safer. The 22-foot-wide Winchell Bridge, erected in 1932, is historically significant as a Parker truss bridge and has been left standing. Motorists have a clear view of this picture of the past as they cross the new structure.

Reconstruction of the Brownwood traffic circle to a signalized T-intersection is scheduled in 1990, and a North Brownwood loop is being planned. Next summer, an important project south of Goldthwaite will widen seven miles of US 183 to four lanes.

In the northern part of the district, all ramps on Interstate 20 in Eastland County were rehabilitated in 1989, landscaping projects are planned for I-20 and Farm-to-Market Road 570, and a new building will be constructed to house both residency and maintenance operations. Work has begun on a new farm-to-market road in Stephens County.



The Brownwood Traffic Circle, one of the few remaining in Texas, was state-of-the-art when it was built in 1948. With increased traffic, it has become outmoded, and traffic sometimes backs up for blocks. Reconstruction to a signalized T-intersection begins this January.

District Engineer Wes Heald is proud of the Brownwood District's hard-working employees, whom he describes as versatile, dedicated, of high quality, and always willing to go that "extra mile."

District 23's employees were honored to receive an award of merit for reducing personal injuries this year from the Texas Safety Association. Jerry Godfrey, an engineering specialist, received a Texas Project Award for his cooperation with the contractor on a Texas 206 project in Coleman, which resulted in saving seven months in work time. James Hair, maintenance foreman in Brown County, was named runner-up for the Lady Bird Johnson Award for Highway Beautification.

Living "deep in the heart of Texas," District 23's employees are always delighted to welcome visitors.★

Counties:
Brown, Coleman, Comanche, Eastland, Lampasas, McCulloch, Mills, San Saba, and Stephens

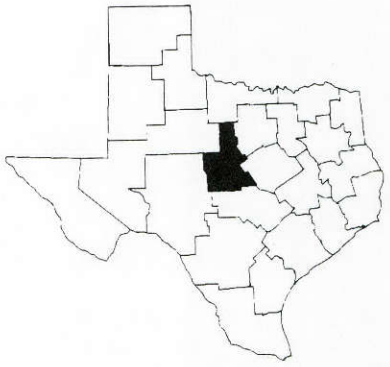
Centerline miles:
2,645

Lane miles:
5,695

Registered vehicles:
117,273

Employees:
257

District Engineer:
Charles W. "Wes" Heald, P.E.



El Paso District 24

There's a party brewing in El Paso — a "FreewayFest" to celebrate the completion of about 7.5 miles of Interstate 10 widening projects within the city limits.

Motorists on El Paso's east side are delighted with the results of the three-year construction that added a lane in each direction, turnarounds, and other features to increase the efficiency of the oldest section of I-10 in El Paso. About 140,000 vehicles a day, including at least 4,700 heavy trucks, whiz through this stretch.

Manufacturing giants such as General Motors Corp., General Electric, Hallmark Cards, and Ford Motor Co. are among the estimated 1,500 *maquiladora* "twin plants" in Mexico whose supplies and products cross the U.S. border at El Paso's international bridges. New twin bridges will replace the old two-lane structure over the Rio Grande at Zaragosa Road by next fall; one bridge is for cars, the other for trucks. The crossing will help relieve the long lines now plaguing the city's international bridges.

Projects to increase the capacity of Zaragosa Road and Loop 375 (Avenue of the Americas) from I-10 to the Mexican border are also under construction.

US 54, the North-South Freeway, is now complete to the New Mexico state line. The highway begins near the Bridge of the Americas (Cordova Bridge) into Mexico. And motorists on the west side of the city now have improved access to I-10 with the completion of the Resler Drive interchange.

In the vast rural area of the district, a $3.8 million project reconstructed about 11 miles of US 385 between Marathon and Big Bend National Park.

The district considers 1989 a successful year that brought valuable contributions to the region's transportation.★

Counties:
Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, and Presidio

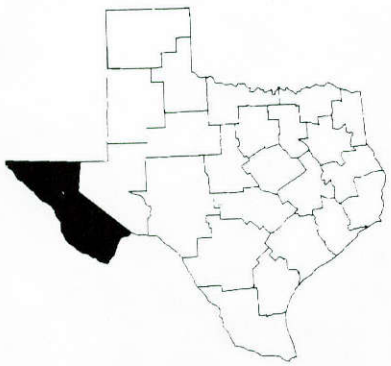
Centerline miles:
1,820

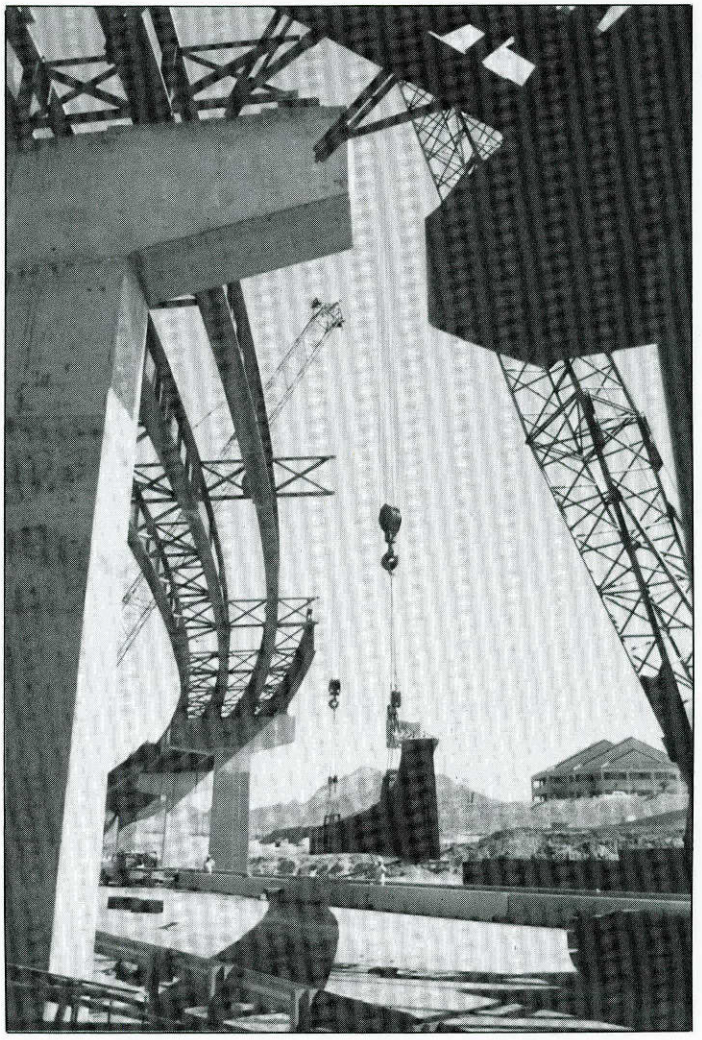
Lane miles:
4,602

Registered vehicles:
382,391

Employees:
335

District Engineer:
Joe M. Battle, P.E.





New Interstate 10 interchange is under construction on the west side of El Paso.

25 Childress District

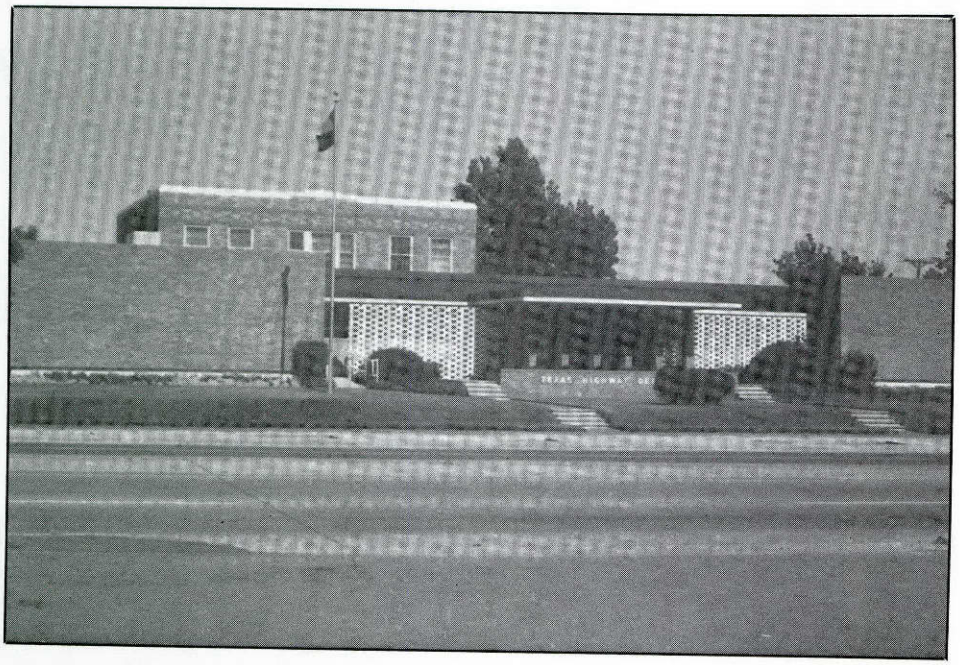
The term "land of contrasts" wasn't coined by the Childress District, but it fits when trying to describe the confines of District 25. The land, weather, and highway system illustrate the diversity of the area.

Weather extremes are the norm with the state's record low and high temperatures recorded just outside the district boundaries. Journeying across the district, travelers follow the hills and canyons westward to the last great stronghold of the Comanche in the rugged Cap Rock region that forms the eastern border of the High Plains area.

Wrapped around the southwestern corner of Oklahoma, the 13-county district encompasses a varied highway system. From Interstate to farm roads, the network serves an agricultural region and cross-country traffic in this sparsely populated area.

One of the major challenges the district faces is meeting the 12-month letting schedule for a relatively heavy construction program. Two major rehabilitation projects are scheduled in Hardeman and Hall counties on US 287, a divided highway with heavy truck traffic. A major bridge replacement across Red River in Childress County and other major rehabilitations in Wheeler and Dickens counties are planned, as are three new farm-to-market roads, on- and off-system bridge replacements, safety enhancements, and maintenance contracts. A new comfort station will be built on US 82 in Knox County.

With the limited number of employees in District 25, the challenge looms large. While this group of dedicated and experienced personnel will see their projects to success, the district may face its greatest challenge yet when it must replace employees who plan to retire in the near future.★



The Childress District manages transportation needs of rural residents and cross-country travelers in a sparsely populated region.

Counties:
Briscoe, Childress, Collingsworth, Cottle, Dickens, Donley, Foard, Hall, Hardeman, King, Knox, Motley, and Wheeler

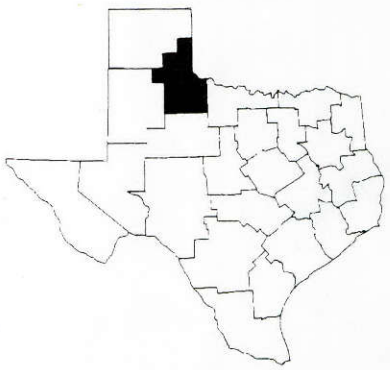
Centerline miles:
2,427

Lane miles:
5,391

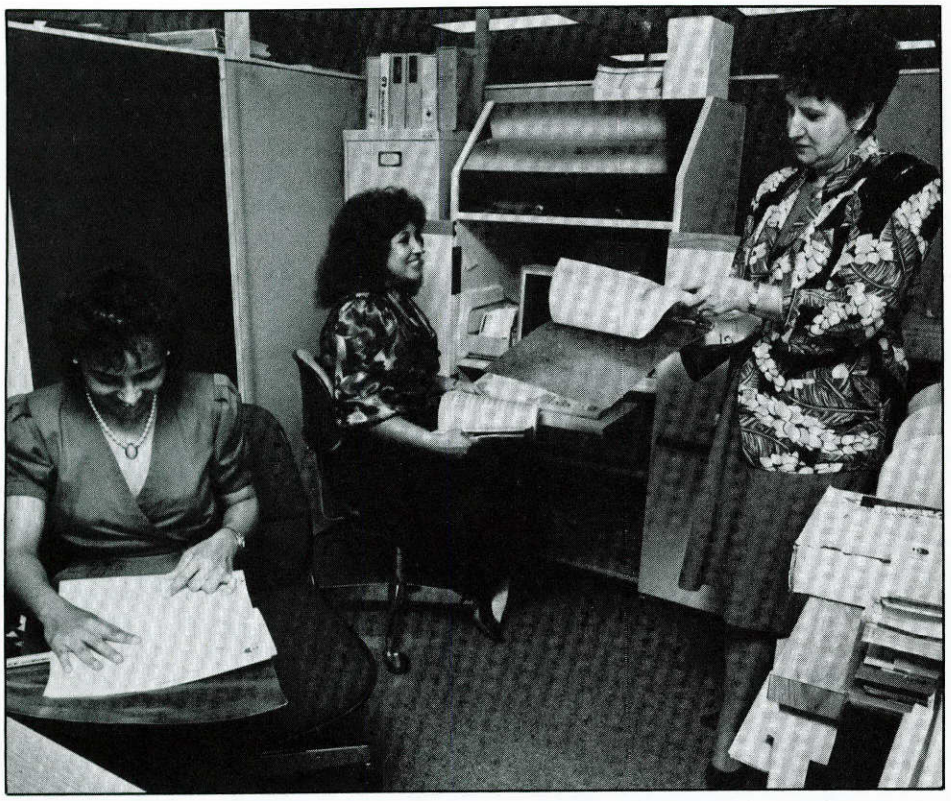
Registered vehicles:
47,263

Employees:
217

District Engineer:
Vance L. "Huck" Castleberry, P.E.



Finance Division D-3



The Finance Division is proud of its quick, accurate service to fellow employees when travel vouchers are processed. Margaret Rawls, front, Barbara Gittinger, standing, and Rosalinda Soto are among D-3's 95 employees.

Created:
1969

Sections:
Accounting Management;
Claims Management;
Contract Management; and
Funds Management

Location:
Dewitt C. Greer Building in Austin

Employees:
95

Division Director:
Frank Smith

Fiscal year 1989 was exciting for the Finance Division. A cash-flow problem that surfaced in August 1988 and continued through August 1989 required D-3 to employ extraordinary cash-management techniques. The staff accepted this challenge and developed the necessary plans and procedures to assure a minimum of disruption to contractors, vendors, and the department.

The State of Texas Travel Management Program was implemented in January 1989 in cooperation with the State Purchasing and General Services Commission. D-3 administers this program to aid employees who travel for the department and to respond to legislative requests for travel expense information.

The division is trying to increase its recognition as a service organization by promoting assistance to districts and divisions that may have problems with payroll and travel expenses, by financial planning, and by evaluating cost efficiency.

Four section directors and 13 managers offer constant support and provide almost daily contact with all divisions and districts.

The Accounting Management Section established, performs, and monitors accounting procedures throughout the department to guarantee that general accounting principles are followed.

The Claims Management Section is responsible for payment of all department obligations to contractors, vendors, and employees. It bills the federal government and other entities for money due the department.

The Contract Management Section develops contract policies and procedures, writes and reviews negotiated contracts, processes highway construction and maintenance contracts, and maintains contract information.

The Funds Management Section develops and monitors the department's budget, records all receipts, collects and disseminates economic information, forecasts financial position, and coordinates Financial Information Management Systems processing.

Challenges and critical issues are commonplace within the Finance Division because the dollars available for transportation are not keeping pace with inflation. Challenges will continue as financial issues become even more critical in coming years.★

D-4 Equipment and Procurement Division

The diversity of the Equipment and Procurement Division, the second oldest division in the department, can be illustrated by the wide range of projects completed in fiscal year 1989 and under way for fiscal year 1990.

Examples of diversity over the past year include the recent procurement and daily operation of a $360,000 specialty crane that assists districts with bridge inspections. The division also assisted in upgrading or adding capacity to numerous large telephone systems statewide.

The division automated the herbicide injection process for herbicide spray rigs; fine-tuned the use of laser printers in the bid proposal system to save manpower, time, and supplies by automating page insertions, graphics, and labeling; provided half-scale plan sheets to districts via fax transmission; and continued development of the Automated Purchase System.

In fiscal year 1990, the division is involved in activities including testing of truck-mounted crash attenuators; a demonstration project to determine the feasibility of compressed natural gas as an alternative fuel for department vehicles; a cost analysis of automatic transmissions for dump trucks; and analysis of automotive shop diagnostic equipment.

In one way or another, D-4's operations affect every department employee. In Austin, the division is responsible for providing a comfortable, clean, secure work area for each employee with the furniture, supplies, services, and equipment necessary to perform his or her job.

The division manages such service operations as electronic publishing, duplication, reproduction and printing, word processing, mail, building security and housekeeping, and building and grounds maintenance. Seven shops range from automotive to office machine repair. Management of the Austin vehicle fleet and coordination of office layouts and moves also fall under D-4's purview, as does responsibility for forms and manuals management.

Statewide, the division processes some $315 million in purchases annually, representing approximately 40 percent of all state agencies' purchases. In addition, D-4 manages the department's equipment fleet (the sixth largest in the nation) with a replacement cost value of some $360 million; administers three Management Information System subsystems and surplus property disposal; coordinates telephone and fax communications; provides core drilling for bridge foundations; and operates three regional warehouses. D-4 also administers the department's records depository and microfilming operations; conducts quality inspections of sign and dump body manufacturing; and coordinates the department's energy management program, among other activities.★

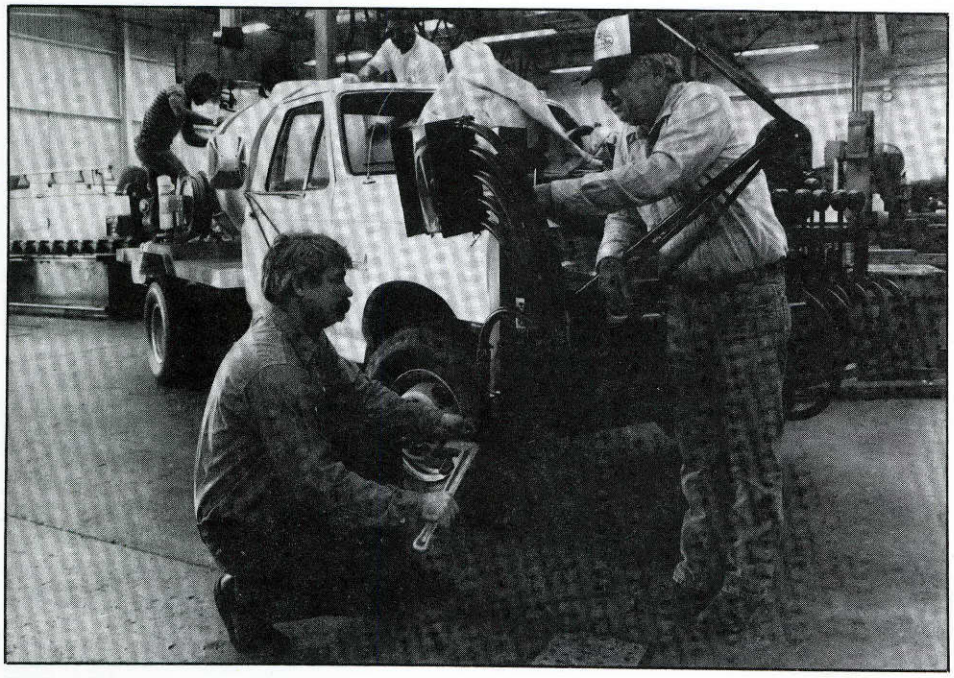
Created:
1919

Sections:
Purchasing and Equipment; Supplies and Services; Information and Records; Property Management; and Internal Review and Budget

Locations:
Five locations in Austin; three regional warehouses; and TDC Sign and Dump Body Inspection Operations

Employees:
343

Division Director:
Robert E. Flaherty



Danny Morrow and Junior Millegan, front, work with Donald Walker and Robert Campbell at the D-4 shops to build herbicide units for the department's trucks.

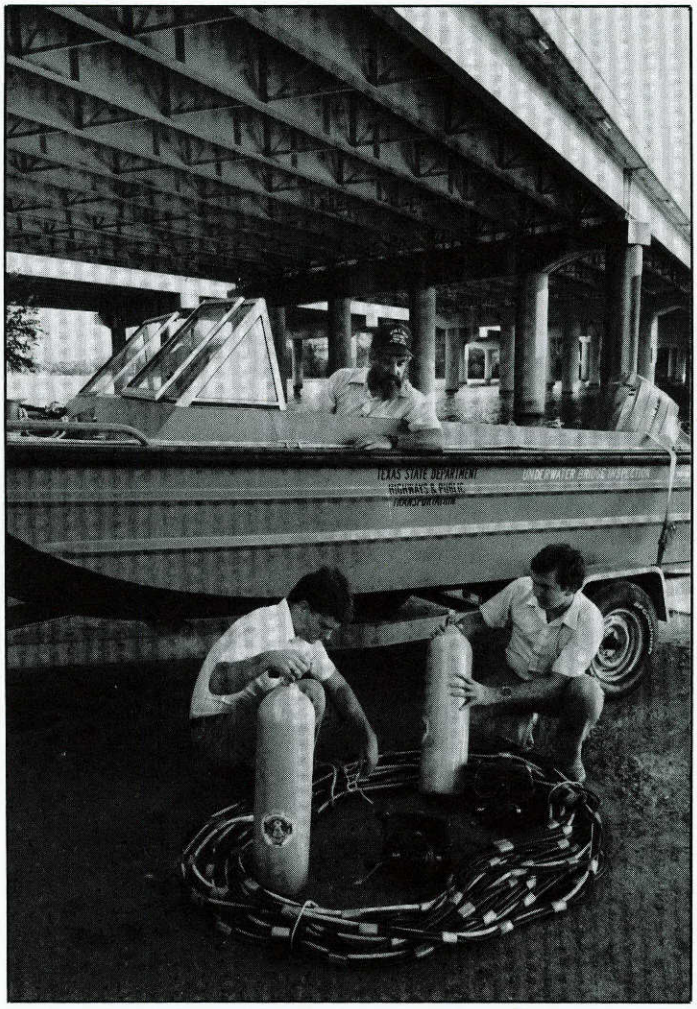
Bridge Division D-5

If you see a boat on a trailer being towed by a van bearing the department's logo, don't conclude that Bridge Division employees are enjoying a new program of rest and relaxation. Although these employees enjoy donning wetsuits and seeing the natural environment beneath the water's surface, their real mission is to inspect and evaluate the condition of bridge components that are not often seen.

The performance of this task, which requires both engineering and diving skills, was formerly accomplished by contract. With the special equipment and trained personnel now available in the Bridge Division, the department will realize a net savings of about $7,000 per bridge. The benefits of this in-house capability will continue to accrue with the inspection of some 200 bridges at intervals of two to five years.

The ability to inspect fracture-critical bridge members has been enhanced by the recent purchase of a truck-mounted bridge inspection "snooper." More than 200 bridges with fracture-critical details have been identified throughout the state, and these too will be inspected by Bridge Division personnel at regular intervals. This ability to detect fractures in steel bridge components is further enhanced by the availability of ultrasonic and radiographic equipment from the Materials and Tests Division.

With the increase in public awareness of bridge safety and renewed emphasis on the frequency and thoroughness of bridge inspections, it is sometimes easy to overlook equally significant efforts by the Bridge Division to ensure the safety of the public. For example, in the current fiscal year, 14 research projects will focus on improving bridge design. Significant design improvements will be incorporated into plans for some 250 bridges produced by the division annually. The transformation of new technology to practical bridge designs is thus a challenge and a source of pride for design personnel.★



Underwater bridge inspections are performed by engineers and divers who need special equipment, including a boat outfitted with a depth-finder, underwater camera, and two-way communications system.

Created:
1928

Sections:
Design; Construction (including BRINSAP); Planning; Plan Review; Hydraulics; Railroad; Automation; and Consultant Contracts

Location:
La Costa Centre in Austin

Employees:
119

Division Director:
Luis Ybañez, P.E.

D-6 Construction Division

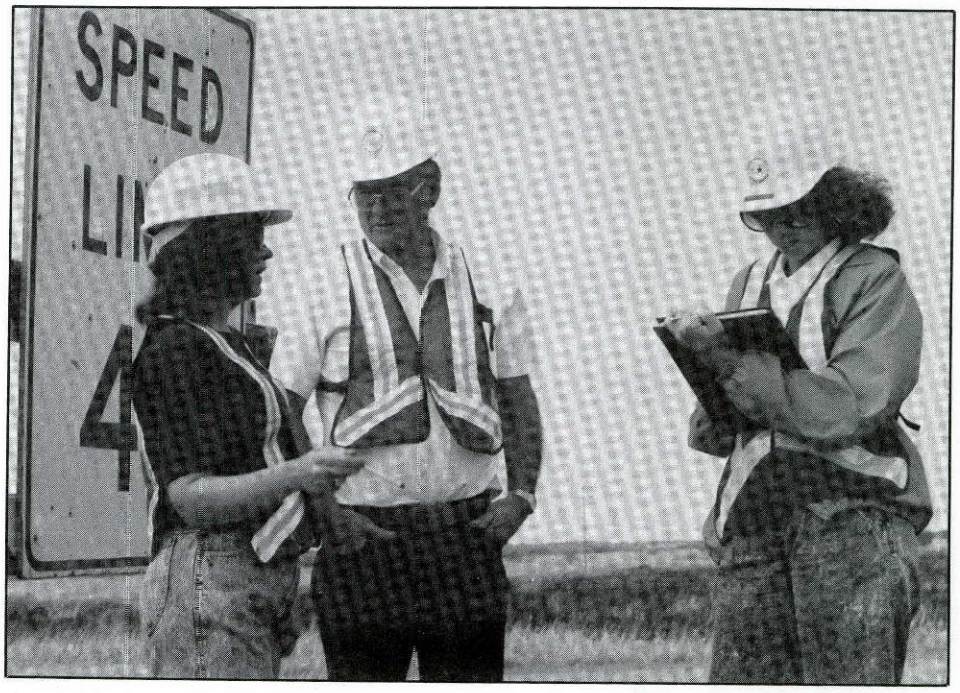
The diverse expertise of the Construction Division can be seen in the duties performed by each of its vital sections.

The Prequalification Section has seen the transfer of approximately 4,000 contractor record files to an automated system. Automation will eliminate several time-consuming manual functions and allow on-line inquiry. Proposal production and issuance now feature automated processes as well. The automated functions of prequalification and proposal issuance will be further enhanced with an interface phase in early 1990.

The Automated Data Processing Section is working to streamline construction management statewide. Employees look forward to implementing the Bid Analysis Management System, which will verify that bids received during lettings are competitive. The section monitors the Construction Cost Index monthly and is analyzing the system to improve projections.

The Field Engineering Section is continuing to cross-train its young engineers with the districts. Last year, this section was responsible for the review and processing of about 3,200 field changes, extra work orders, and supplemental agreements, as well as nearly 900 final estimates. In the coming year, the section will undertake more extensive field inspections. The section is also responsible for coordinating a review team to analyze the effectiveness of the traffic control procedures used on current construction projects.

The Administrative Section includes the labor compliance/ training area, which provides guidance and technical expertise to districts and divisions.



Construction Division representative Cheryl Lovell, far right, takes notes while Meg Moore of Maintenance and Operations and Glen Bohannon of the Abilene District discuss traffic control procedures necessary on construction projects. Abilene is just one of several districts that the Major Project Review Team visited this year.

The Equal Employment Opportunity Section certifies eligible disadvantaged business enterprises and monitors compliance with EEO requirements. In the past year, the staff also was given the responsibility for monitoring compliance with Title 6 of the Civil Rights Act, both internally and externally.

The Claims Section works with districts to reduce contractor claims against the department statewide and to assist with dispute resolutions. The section also assists the Contractor Claims Committee on formal claims.

The Project Staffing Section has developed a program to estimate the number of personnel needed per project in the future. This program is currently being fine-tuned to improve its accuracy.

The division's major goals for 1990 are to implement the new automated procedures and to continue to offer other divisions and districts the assistance in construction management they have come to expect.★

Created:
1923

Sections:
Pre-Qualification; Automated Data Processing; Field Engineering; Equal Employment Opportunity; Claims; Project Staffing; and Administration

Locations:
Dewitt C. Greer Building in Austin

Employees:
67

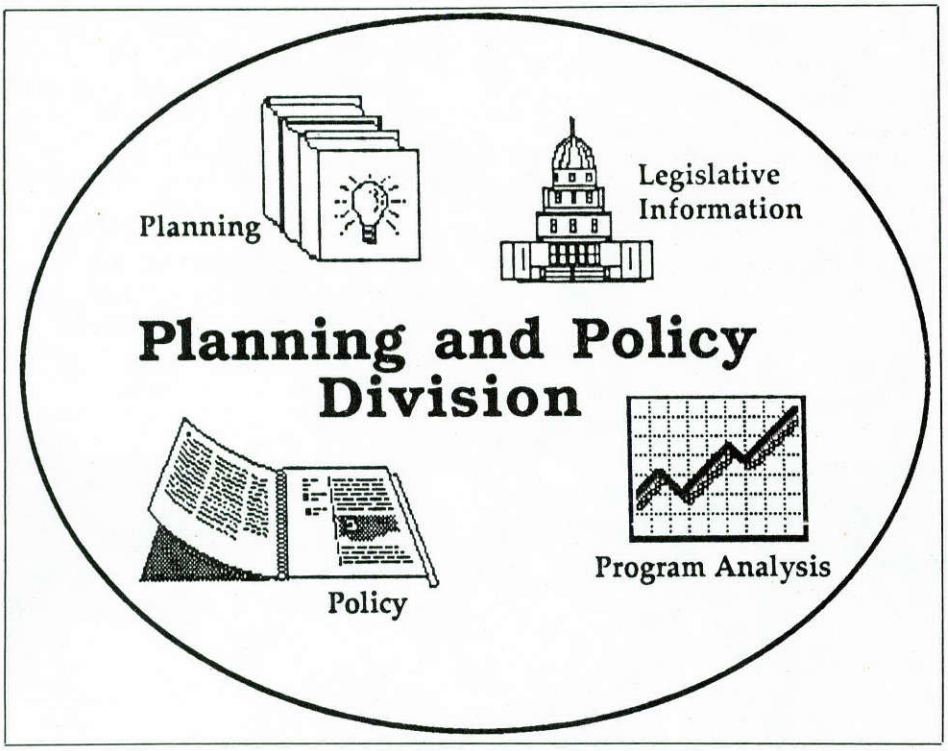
Division Director:
Bob Templeton, P.E.

Planning and Policy Division D-7

During 1989, the Planning and Policy Division revamped and updated the Strategic Mobility Plan, which identifies the department's needs for the next 20 years. Also, the first-ever tactical, or operating, plan for the department was completed. This identifies the needs, scope, and direction of all programs and functions for the coming five-year period.

The Highway Performance Monitoring System, a sophisticated computer simulation used to determine highway needs as well as to analyze various investment scenarios, was refined and used in the planning process. In addition, the division has been involved in developing long-range plans for a national Intelligent Vehicle Highway System program.

The Legislative Information Section analyzed proposed state legislation during the 71st legislative session to evaluate potential impact on the department's operations and budget. Activity also increased in monitoring proposed federal legislation. A new intitiative in the legislative area concerned development of "legislative issues" for consideration by the highway commission for the 1991 legislative session.



The Program Analysis and Policy Section continued to coordinate the functional review of the divisions. Also, a major effort began to coordinate assessment and revision of department policy and procedure manuals with emphasis on simplicity and understandability. A goal of developing a single document containing all department policies has been established by the administration.

In 1990, the Strategic Plan and the Strategic Mobility Plan will be updated. The division will continue to support Transportation 2020 and efforts to reauthorize federal transportation funding with improved apportionment formulas. Staff also will emphasize monitoring federal legislation and complete research on legislative issues for the next lawmaking session. The conclusion of functional review also is expected this year.★

Created:
1985

Sections:
Planning; Legislative Information; and Program Analysis and Policy

Location:
Dewitt C. Greer Building in Austin

Employees:
26

Division Director:
Tom Griebel

D-8 Highway Design Division

Created:
1929 as Road Design Division

Sections:
Administration; Programming and Scheduling; Geometric Design; Pavement Design; Project Services; Field Coordination I, II, and III; and Environmental

Locations:
La Costa Annex and Promontory Point in Austin

Employees:
112

Division Director:
Frank D. Holzmann, P.E.

In 1929, the highway department created a Road Design Division to assume responsibility for location, planning, and designing roads and handling details up to the award of contract for construction. Since then, the division has been given more responsibility over statewide design policy, procedure, and programming functions for highway construction. In 1957, the division was reorganized and renamed the Highway Design Division.

The Highway Design Division has lead roles in the development and implementation of the in-house design training program, the specifications book update, and the Strategic Highway Research Program.

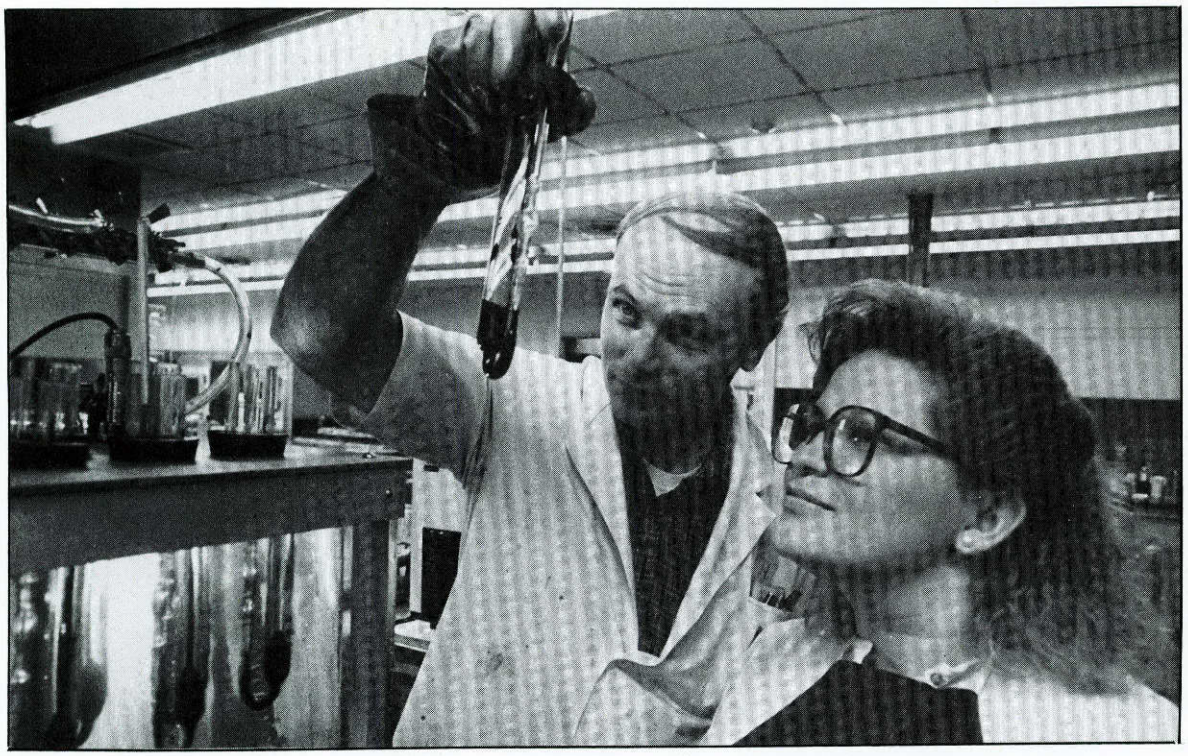
More than 500 engineering employees have completed Level II of the in-house design training program. A recent survey has indicated that the Level II course has been very effective in addressing design training needs. Level I will be under way in early 1990. Three Level III courses are already under way, and the remaining five courses will be started by late 1990.

The 1982 edition of *Standard Specifications for the Construction of Highways, Streets, and Bridges* is being updated to capture the current specifications for construction methods, materials, and processes. Under the direction of the department's Specifications Committee, six work groups of district and division personnel have been assigned to the update. Others participating in the revision process are contractors, the Federal Highway Administration, suppliers, and other appropriate industry representatives.

During 1989, the division was assigned responsibility for state coordination of permits issued by the U.S. Army Corps of Engineers for projects affecting waters of the United States and their adjacent wetlands.★

Highway Design Division employees Howard E. Johnson, Peggy S. Chandler, and Willie O. Lindsey review specifications for the 1990 Specification Book update.

Materials and Tests Division D-9



Technicians Larry Miller and Cathy Teinert observe the results of an asphalt viscosity test.

The Materials and Tests Division's Austin laboratory has become one of the first in the United States to become accredited under the new American Association of State Highway and Transportation Officials (AASHTO) Materials Reference Laboratory (AMRL) program. A part of this program includes periodic inspections of equipment and witnessing of test procedures performed by Austin technicians by teams of inspectors from AMRL and the Cement and Concrete Reference Laboratory (CCRL).

The Austin laboratory also participates in the AMRL and CCRL split-sample testing program, which permits comparison with other laboratories throughout the country. The Austin lab offers similar split-sample testing with district laboratories, and test results are tabulated for statistical comparison and evaluation. The goal of this program is to improve the quality and uniformity of testing throughout the department.

Created:
1918

Sections:
Physical Testing; Coatings and Traffic Materials; Asphalt and Chemical; Soils and Aggregate; Bituminous; Structural Field; Calibration; General Services; and Administration

Locations:
Camp Hubbard in Austin; Amarillo, Arlington, Baytown, Chico, Corpus Christi, El Paso, Fort Worth, Houston, New Braunfels, Port Neches, San Antonio, San Marcos, Uvalde, Victoria, Waco, Weatherford, and Apple, Okla.

Employees:
220 (half in Austin)

Division Director:
Billy R. Neeley

Materials and Tests is a service division, responding to the needs of the districts by assisting them with any materials problems they may have. The division also conducts some research on materials.

The division is responsible for testing many of the materials used in highway construction, including cement, paints, lime, asphalt, sealers, joint materials, and signing and lighting items. D-9 also inspects the fabrication of precast concrete and steel items and related materials at locations throughout Texas and the United States. Staff members have inspected structural steel members in Japan and Korea.

This division represents the department at the national level on materials subcommittees of AASHTO and the American Society for Testing and Materials. As members of these organizations, D-9 participates in writing materials standards for the nation's industry.★

D-10 Transportation Planning Division

Ten meetings on the proposed Texas Highway Trunk System attracted dozens of speakers on the four-lane rural network.

The Transportation Planning Division undertook several major projects during 1989 that will improve mobility in Texas and contribute to greater operating efficiency throughout the department.

The division is developing a long-range, rural, four-lane divided highway network called the Texas Highway Trunk System based on criteria developed by the department, the Center for Transportation Research at the University of Texas at Austin, and the Texas Transportation Institute at Texas A&M University. The system will connect all major urban areas, ports of entry, and military installations. Ten public hearings were held statewide to obtain input on the proposed system. This information was analyzed, and a revised system will be presented to the highway commission for approval in 1990.

In 1989, the number of county maps automated more than tripled. New procedures were established to update Functional Classification and Federal Aid maps monthly for automated distribution. A United States map depicting the principal arterial system was automated, and graphics capabilities and technology to support the Geographic Information System are being investigated. More than a million specialized maps were distributed during the past year.

A travel-demand modeling package for microcomputers has been purchased to help department and city planners analyze how employment, housing growth, and various highway alternatives will affect future mobility.

The division collects and projects traffic data for the state and conducts route feasibility studies. Six route studies were completed in 1989, and seven more are in progress.

Development is continuing on the design and implementation of the Texas Reference Marker System that will replace the existing control, section, and milepoint identification system now in use.

The acquisition of 943 acres of dredge disposal sites for the Gulf Intracoastal Waterway was completed at a cost of more than $672,000.

The $10 million cooperative research program administered by D-10 included approximately 120 research projects in 1989 that were contracted with state universities. About $3 million in federal metropolitan planning funds were passed through the division to Texas communities.

During 1989, 30 employees received awards for a total of 435 years of service. Nine employees are attending college part time, and one employee is enrolled in the MBA II program at the University of Texas at Austin.★

Created:
1936

Section:
Administrative Operations;
Transportation Systems Planning;
Research and Development

Location:
Camp Hubbard in Austin

Employees:
186

Division Director:
Al Luedecke

Public Transportation Division D-11

The first anniversary of the new Public Transportation Division, dedicated to providing the best possible transportation to the people of Texas, passed without fanfare. But public transportation is on the move in the department.

While many people think transit means subways or diesel buses, public transportation in Texas has many facets. High-occupancy-vehicle (HOV) lanes on some urban freeways ease congestion by promoting the use of commuter buses, car pools, and van pools. Park-and-ride lots range from very large facilities to five- or 10-car lots. Picturesque trolleys traverse the streets of Galveston. And hundreds of vans provide daily service to elderly, handicapped, and rural residents throughout the state.

The division has grown from its original eight-member staff to 17 people as of October. In the spring, the division cooperated with the Texas transit industry in hosting the 17th Annual Texas Public Transportation Conference in San Antonio and returned there to host the 9th National Conference on Rural Public Transportation in October.

In addition to routine contract administration, the D-11 grant staff is helping distribute $6.9 million in oil overcharge funds for various transit projects. The Texas Mass Transit Drug Control demonstration project will be completed by April, providing training and technical assistance for rural and small urban transit systems, which are required to comply with federal drug-testing regulations. Other training materials — covering such topics as substance abuse, the needs of special passengers, and emergency procedures — are also being disseminated to transit operators through the Rural Transit Assistance Program.

Public transportation is on the move in Texas, and so is the year-old Public Transportation Division.

The division also offers technical expertise to assist local governments and nonprofit organizations in providing affordable public transportation. Division staff members are available to perform feasibility studies, provide training courses, and conduct research on special topics of interest to public transportation providers.★

Created:
1988

Sections:
Planning Research and Development; Grants Management; and Special Projects

Location:
Training Center in Austin

Employees:
17

Division Director:
Richard G. Christie

D-12 Division of Motor Vehicles

License plates have come a long way. In 1917, the department issued the first license plates for Texas motor vehicles. For proof of registration, a seal was also issued to affix to the vehicle's radiator. The plates and seals were issued through county tax offices.

About 300,000 license plates were manufactured in 1917 by a company in St. Louis. Today, the department's manufacturing plant at the Texas Department of Corrections in Huntsville produces 5 million plates a year.

The division issues not only regular passenger license plates but 27 special-category plates as well. Nine of these special plates are the result of legislation passed in the Texas Legislature's 1989 regular session. These include plates for, or featuring, Armed Forces, Armed Forces Reserves, Texas Wing Civil Air Patrol, Pearl Harbor survivors, Purple Heart recipients, the state Capitol, antique motorcycles, classic autos and trucks, and colleges. The individualized collegiate plates will bear the name and insignia of eligible institutions.

The division administers the statewide system of collecting fees for motor vehicle registrations as well as certificates of title. Last year, the division registered 13.6 million vehicles and issued 4 million titles. The related fees collected totaled about $675 million, making up approximately 23 percent of the total department receipts. The 254 county tax assessor-collectors are the department's designated agents to collect the majority of these fees.

An automated Registration and Title System is under development to provide faster turnaround time on title issuance and vehicle registration processing and record updating. County tax offices and the division will use the new system, scheduled for implementation in 1991.

Created:
1945

Sections:
Accounting; Administration; Correspondence; File Maintenance; Operations; Perscnnel; Production Control; Registration Audit; Special Plates; Special Services; and Title Control Systems

Location:
Camp Hubbard in Austin

Regional offices:
Abilene, Amarillo, Austin, Beaumont, Corpus Christi, Dallas-Carrollton, El Paso, Fort Worth-Arlington, Houston, Longview, Lubbock, Midland-Odessa, Pharr, San Angelo, San Antonio, Waco, and Wichita Falls

Employees:
484

Division Director:
Dian Neill

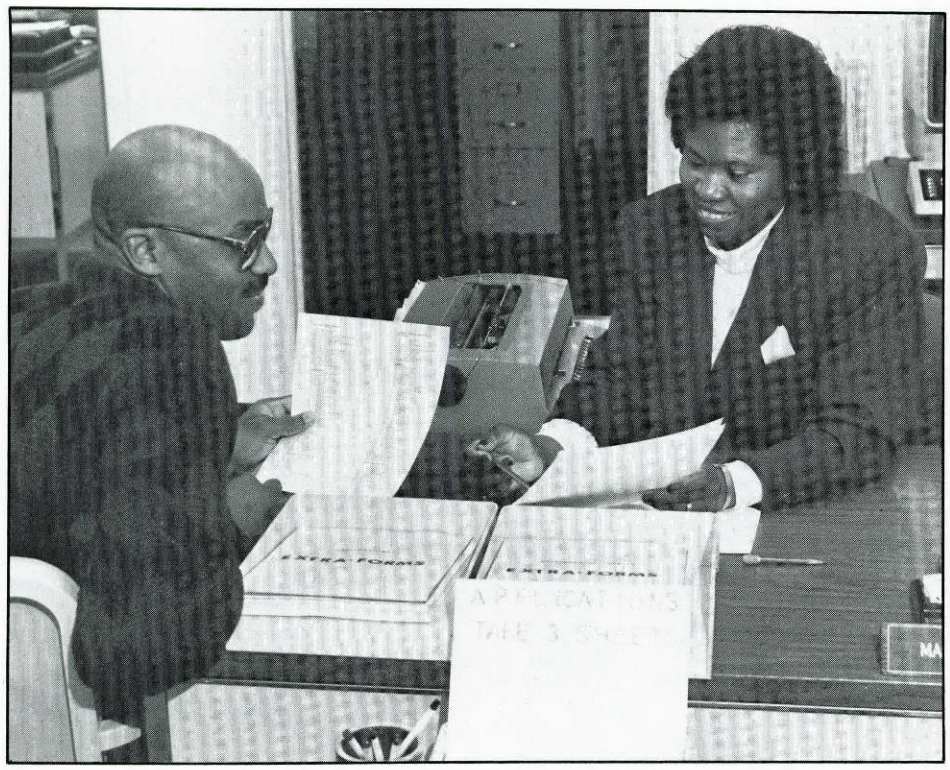
License plates underwent a facelift in 1989, and motorists will begin receiving the new design in April.

To help reduce vehicle theft in Texas, the Division of Motor Vehicles, with the help of the Travel and Information Division, has produced a videotape to increase public awareness of this problem. "Auto Theft — Texas Chop Shop Massacre" is available to the districts and divisions.

During the last legislative session, a bill was passed requiring the disclosure of vehicle mileage on certificates of title. A new title with enhanced security features, including odometer requirements, will be in use April 30.

The division is actively involved with the American Association of Motor Vehicle Administrators. Key division personnel serve on AAMVA international standing committees to help establish uniform policies and standards on motor vehicle issues.★

Human Resources Division D-13



Marie Thompson, right, interviews applicant Andrew McCall in the Human Resources Division's Austin offices.

The Human Resources Division has initiated a substance abuse program to maintain an alcohol- and drug-free workplace that protects the health and safety of employees as well as that of the public.

The program, which began Dec. 21, 1989, will be phased in during fiscal years 1990 and 1991. It includes alcohol and drug testing of employees who work as captains and crewmembers on department ferries and of those in safety-sensitive positions.

As part of the program, a statewide employee assistance program will be launched, to provide assessment, counseling, and referral of employees who have alcohol- or drug-abuse problems as well as marital, emotional, or work-related problems.

The department has increased its emphasis on attracting minorities through cooperation with the Texas Association for Minorities in Engineering (TAME). Under the direction and guidance of the Human Resources Division, three districts — Wichita Falls, San Angelo, and Abilene — have established new TAME chapters.

During 1989, the division contracted with a management consulting firm to provide EEO training to nearly 700 department managers and supervisors.

During fiscal '90, the Training Development Section will conduct management training for one class of 22 resident engineers each month. In addition, a technical, operations-oriented maintenance training course will be conducted for all maintenance supervisors and assistant supervisors during this fiscal year.

As a part of the administration's push to establish staffing standards, the Plans Branch developed a method for predicting manpower required by districts in administration and support work centers. A proposal for studying division standards has also been submitted for approval.

The Classification Branch has rewritten, coordinated, and received approval for a revised version of the classification manual, which includes many more functional job descriptions than before and provides Fair Labor Standards Act (FLSA) category determinations. The Functional Title Classification System, of which the manual is a part, will benefit every employee in ensuring that all are paid fairly. Plans call for departmentwide use by April 1.

In its 1989 activities, the division carried out its responsibilities for the employment, retention, education, and equitable treatment of a qualified work force to accomplish the department's goals.★

Created:
1950

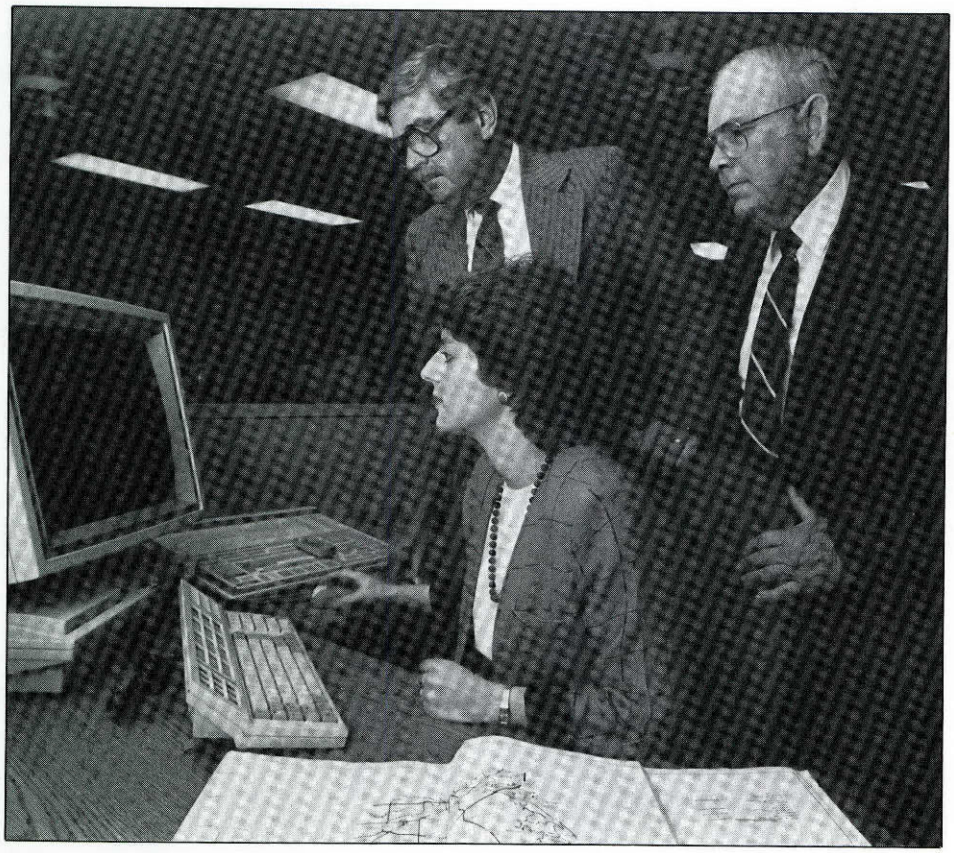
Sections:
Classification and Planning; Resource Management; Training and Development; and Employee Relations

Locations:
Dewitt C. Greer Building, Camp Hubbard, and Training Center in Austin

Employees:
63

Division Director:
Leslie A. Clark

D-15 Right of Way Division



Max Fariss, Carol Damron, and John Warren inspect the Right of Way Division's newly installed graphics workstation, which will accelerate the preparation and review of right-of-way maps and aid in other areas.

Created:
1956

Sections:
Engineering; Legal; Appraisal; Administrative; Utility; and Accounting

Location:
Walnut Creek Business Park in Austin

Employees:
65

Division Director:
Gary Bernethy, P.E.

Real property acquisition is the name of the Right of Way Division's game.

Because of its experience, the division has been asked to assist the Texas National Research Laboratory Commission, the organization responsible for the Superconducting Super Collider project, in acquiring the site for the facility. D-15 will continue to provide the TNRLC with support in advisory and monitoring capacities until site acquisition is completed. The site is estimated to require 10,288 surface acres and 6,884 subsurface acres involving some 694 parcels. Acquisition is now under contract and is scheduled to be finished within 22 months.

In 1989, the process of automating right-of-way activities as much as possible really took off. This automation, which began in 1988, will provide much greater flexibility and enhanced productivity, enabling the division to assist districts in the current escalated leve of right-of-way activity.

Since its creation, the Right of Way Division has been involved in the acquisition of 108,974 separate parcels, totaling about 274,000 acres, at a cost of more than $1.7 billion.

Innovative efforts, such as the creation of right-of-way task forces in Houston and Austin, are expected to accelerate the acquisition process and help keep pace with construction needs.

The division looks to the future with keen anticipation that it will be able to find new, better, and faster ways to get the job done.★

Travel and Information Division D-16

Adapting service to changing needs characterizes Travel and Information Division operations in 1989. Both the adoption of a new name for tourist bureaus — Travel Information Centers — and increased video services to other divisions enhance the division's primary mission of communication.

Eleven travel information centers ring the Texas border, and an Austin center offers travel services both in the Dewitt C. Greer Building and at the state Capitol. Last year, the division's 54 travel counselors gave information and literature to more than 3.4 million Texas visitors. An additional 880,000 requests for information were fulfilled, most to support the advertising efforts of the Tourism Division of the Department of Commerce.

The division distributed more than a million copies of the *Texas State Travel Guide*, "the big book with the horses on front," which won the Distinguished Tourism Award of the Discover Texas Association.

The division produced video programs to assist other divisions with seminar documentation, training needs, and public service messages. In addition to videotaping all sessions at the 1989 short course and recording other department seminars, D-16 produced an orientation to the department and several public service features.

The state's official travel magazine, *Texas Highways*, continues as a major force in Texas tourism enjoyed by almost 500,000 households every month throughout the United States and in 94 foreign countries.

The division secured corporate sponsors for the successful "Don't Mess with Texas" campaign, which had reduced roadside litter by 64 percent at last count. The program was awarded the Pro Bono Publico Award by the Dallas Ad League, the first time in the 28-year history of the award that it has gone to a public agency. ADWEEK magazine named the "Don't Mess with Texas " campaign as one of the six best in the Southwest during the decade. The Federal Highway Administration also recognized Texas as "the state highway or transportation agency showing the most progress in the prevention and collection of litter."

D-16 representatives presented information about the department at Texas Business Council forums sponsored by the Texas Employment Commission. To illustrate the department's mission in state government for the business council, *Spanning the State*, a departmental general distribution brochure, was produced and is in its second printing.

In the months ahead, the division plans to launch a certification program designed to enhance the skills of communicators throughout the department. Staff members also are working to upgrade the emergency road condition information offered to travelers from a central office in Austin through cooperation with other state and private agencies.★

Created:
1953 as Division of Information and Statistics

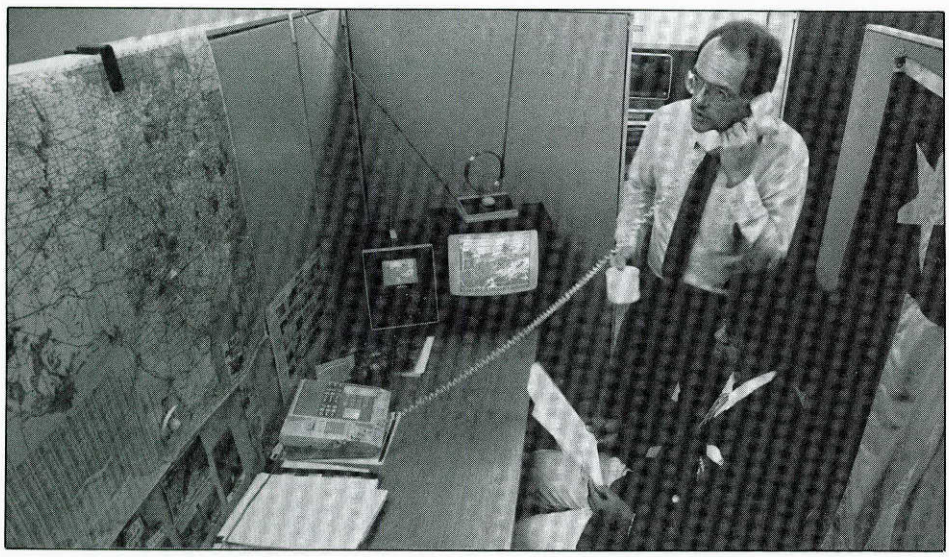
Sections:
Travel Services; Information Services; Support Services; and *Texas Highways*

Locations:
Dewitt C. Greer Building, Camp Hubbard, and Training Center in Austin

Travel Information Centers:
Amarillo, Anthony, Denison, Gainesville, Langtry, Laredo, Orange, Texarkana, Harlingen, Waskom, Wichita Falls, and Austin

Employees:
118

Division Director:
J. Don Clark



Roger Polson, left, and Lona Reeves are among the Travel and Information Division staffers who provide information on road conditions when travelers face ice storms, flooding, and other emergencies.

D-18 Maintenance and Operations Division

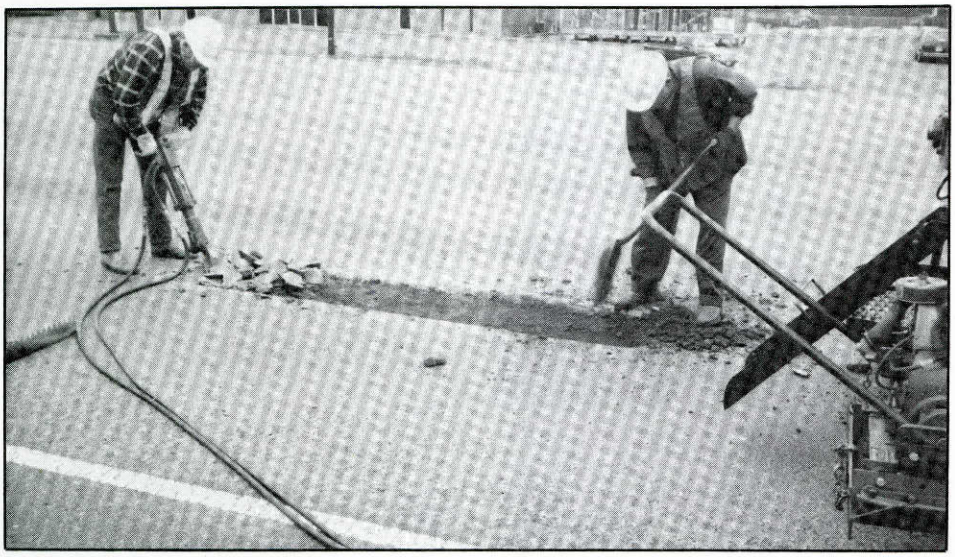
Legislation passed during 1989 will affect the Maintenance and Operations Division as well as maintenance and operations work throughout the department. These legislative actions will result in new programs such as the issuance of an annual overweight permit and fuel-tank management.

Perhaps the greatest impact on the division and districts will come from Rider 28 to the General Appropriations Act. This rider requires the department to evaluate the cost-effectiveness of contracting for maintenance work, and to contract a minimum of 25 percent of the maintenance budget as well as any activities in which cost-effectiveness can be proven. With the help of the Automation and Finance divisions, and personnel from several districts, the division implemented procedures to obtain the information needed to determine cost-effectiveness and to meet the requirements of the rider.

The division continued to expand its support of district maintenance and operations with developments such as an interactive graphics program for sign sizing and pricing guidelines for negotiation of set-aside litter removal agreements. In addition to completing training and implementation of the Maintenance Management Information System, the division conducted training seminars on pavement evaluation, striper operation, herbicide application, and police officers' TRASER (Traffic Services) data base applications. The division also directed the development of a statewide training program aimed at improving the technical and operational skills of maintenance supervisors and assistant supervisors.

The newest challenge for the division in 1990 is the development of a statewide traffic management plan with traffic management systems planned for urban areas. The highway commission recently approved a new category of funding in the department's Project Development Plan for this purpose.

Texas will become a national leader in this field within the next five years, said Division Director Bob Hodge.★



Maintenance operations like this pothole-patching project are undertaken to maintain the integrity of the highway system.

Created:
1923

Sections:
Purchasing and Personnel; Buildings and Real Estate; Central Permit Operations; Landscape; Maintenance; Pavement Management; Planning and Administrative Support; and Safety and Traffic Operations

Locations:
La Costa, Promontory Point, and Camp Hubbard in Austin

Employees:
225

Division Director:
Bob G. Hodge, P.E.

Division of Automation D-19

Chuck Oldroyd of the Division of Automation manipulates an engineering workstation. Computerization, helped along by D-19, is changing the way the department gets its work done.

Created:
1955

Sections:
Administrative and Fiscal Services; Automation Research and Training; Data Processing; Engineering Graphics and Satellite Survey; Engineering Systems; Planning and Information Systems; and Systems and Programming

Locations:
Camp Hubbard in Austin

Employees:
340

Division Director:
Tommie F. Howell, P.E.

One of the Automation Division's chief activities during 1989 was assisting in the design, development, and implementation of automated highway design training classrooms and a supporting automation service center in the department's new training facility. D-19 develops and conducts automation classes at the Training Center and provides training materials and visual aids on a continuing basis.

The Maintenance Management Information System (MMIS) was implemented in fiscal year 1989. This system provides detailed and timely reports regarding work loads and the cost of maintenance activities. These reports help maintenance supervisors budget and plan their operations, and provide information to analyze maintenance activities for improved productivity and efficiency.

Through the efforts of the Automation Division, Texas has been a leader in the development, implementation, and application of satellite surveying technology as related to transportation. Global positioning system (GPS) technology provides ground control for highway mapping projects. Further development of this technology for airborne GPS photogrammetry promises elimination or drastic reductions of ground control prior to flight, and savings in time and surveying costs.

D-19 is currently preparing a strategic plan for automation. Tactical plans reflecting department direction as related to functional areas will be completed after all district and divisional Operational Plans for Automation are received. The tactical plans will permit the division to identify departmental program development requirements related to systems rather than individual projects as in the past, for submission to the Department of Information Resources and the Legislative Budget Board.

The division has continued the development of an Automated Plan Preparation System (APPS) that will standardize plan sheets and procedures through the use of graphics-aided software. The Plan Profile Subsystem, which allows users to create plan profile sheets six times faster than with previous methods, was completed in fiscal year 1989. Additional applications that will reduce the time and cost of plan preparation will be released during 1990.

The Division of Automation provides overall management direction in support of the department's administrative and engineering automation activities. Administrative support is accomplished primarily through a central computer system and six regional computer centers, operating an extensive statewide management system and motor vehicle title and registration system. Engineering support is achieved through a network of computer systems in each of the districts and engineering divisions with interactive graphics workstations in all design offices, including more than 90 resident engineer offices.★

D-20 Occupational Safety Division

Industrial hygienists with D-20 examine equipment on a department striping truck.

Created:
1938

Sections:
Workers' Compensation; Tort; Safety; Industrial Hygiene; and Liability

Location:
Camp Hubbard in Austin; field representatives in Houston, Abilene, Tyler, and Dallas

Employees:
32

Division Director:
Quinner F. Williams

Accident prevention milestones made 1989 a year to remember.

For the first time since 1938, the department completed the year without the loss of any employee's life in a work-related accident. Also, two other key indicators of safety performance showed significant improvement: The vehicle accident rate was 19 percent lower than in the previous year, and the lost-time injury rate dropped by seven percent during the same period. These figures reverse upward trends in both rates.

During the year, representatives of the Occupational Safety Division, three districts, and several other divisions spent about eight weeks developing a new proposed occupational safety manual under the direction of the deputy director for support operations. The single-source manual on departmental safety requirements is expected to guide accident-prevention efforts for many years.

The Occupational Safety Division administers programs created by several laws unique to the state. One of these is a workers' compensation law that allows the department to be self-insured for this purpose. Another is the Texas Tort Claims Act, which permits people to be reimbursed for the department's negligent actions under prescribed circumstances. Still another special law lets the department buy insurance to protect its employees while operating state-owned vehicles and equipment.

These laws are demanding in many respects, as is the claims work that they produce. But the biggest challenge to those who run the division's business is in its name — to keep employees safe on the job. ★