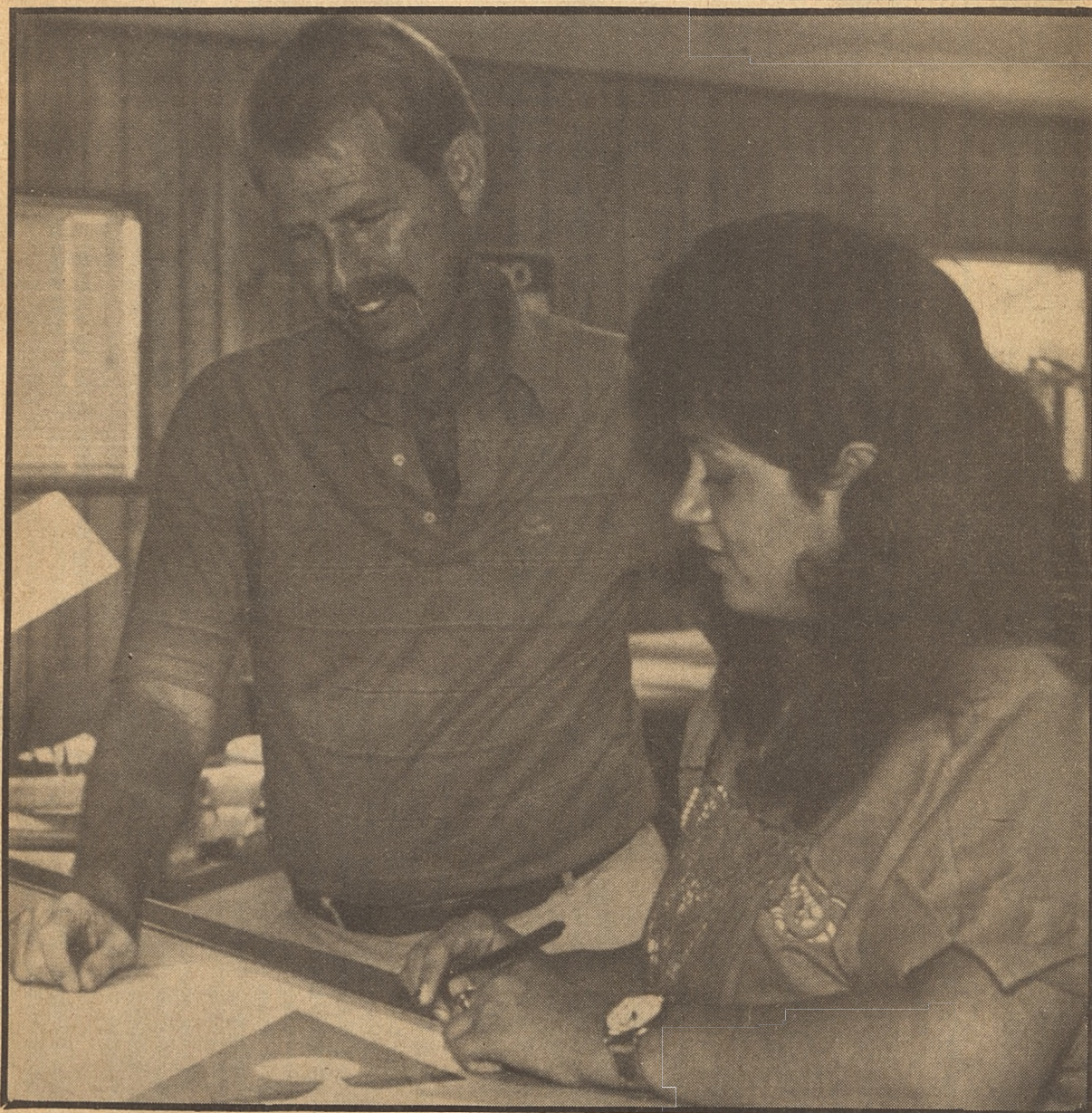


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# TRANSPORTATION news



State Department of Highways  
and Public Transportation

October 1989

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## What's inside . . .

Short Course features new sessions for young engineers and newcomers to the department. Additional technical sessions are on tap, too, for the Oct. 17-19 event.

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The alcohol- and drug-free workplace policy adopted by the highway commission in August emphasizes safety, education, and rehabilitation, department leaders explain. And employees get a chance to show their colors on Red Ribbon Day, a national effort to promote drug-free awareness.

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Bill Burnett of Abilene bridges design generations, equally comfortable with "the old way" and computer-aided methods. The state's youngest district engineer discusses his challenges and successes in this month's "Conversation."

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The Adopt-a-Highway program pioneered in Texas is making a clean sweep across America, and it may soon spread beyond our shores.

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Another kind of cleanup is in progress at the Texarkana Tourist Bureau rest area, where a cooperative venture of two state agencies has halted unsavory activity and returned the park to peaceful pursuits.

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What do you do with the millions of vehicle tires discarded each year? This month's "Tech Trade" offers several promising ideas.

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# TRANSPORTATION news

Volume 15      Number 2

OCTOBER 1989

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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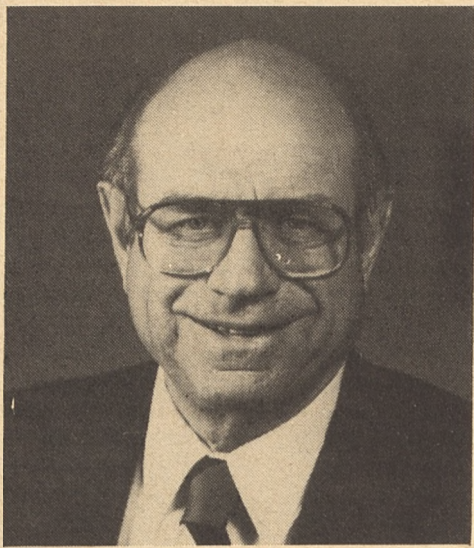
Editor ..... Rosemary Neff  
Associate Editors ..... Jeff Carmack  
Gina McAskill



Photo by Dale Terry

*While the demand for engineers is increasing, interest in the practical sciences is waning among high school students. But the highway department has taken the lead in a exciting new program — the Texas Alliance for Minorities in Engineering — that offers to open new doors for minority students and provide the brainpower that will keep America moving into the 21st century. The program allows students like Ricky Hernandez, right, to meet department employees like E. Joe Johnson of Wichita Falls and learn more about careers in engineering.*

See pages 8-9



Could you do your job without a clear head, a steady hand, a keen eye, all your faculties intact?

It might be difficult. And for many positions in this agency, it would be dangerous — for the employee, his coworkers, and the traveling public.

There's nothing new in saying that alcohol and other drugs have no place in the workplace. People who are hung over or high create problems for themselves and others.

It's that safety issue that inspired the drug-free workplace policy adopted in August by the commission, and supported by the administration. We're not out to hurt any employee. We just want to keep them from hurting themselves, each other, and the motorists and passengers entrusted to our care.

While testing of personnel in sensitive safety positions has attracted most attention, the drug policy has three components:

- Prevention: Employee education will be emphasized.
- Rehabilitation: Employees will be offered assistance in overcoming a drug or alcohol problem.
- Deterrence: Testing will encourage employees to stay clean and sober.

Before any employee becomes worried or excited, he should understand that random testing is the last phase in a systematic plan that begins with testing job applicants and progresses to testing employees involved in accidents and those whose job performance appears to be impaired by substance abuse.

Many details of this plan, including identification of the safety-related jobs subject to testing, are still being decided. And the issue of employee rights versus public safety is before the courts on several levels. We certainly will monitor those cases closely and comply with the law in developing the details of the department's anti-drug efforts.

The goal of providing safe, sane service to the people of Texas is one we can all share. I invite you to make your commitment visible by joining in the department's observance of Red Ribbon Day, a national effort, on October 25. Your participation will tell the world of your choice to live, and work, drug-free.

*Raymond Stotzer*

## Commission acts on tag motto

By **AL ZUCHA**  
Travel and Information Division

"I'm grateful the people of Texas have this much interest in what we put on our plates," highway commission chairman Robert Dedman said after adoption of a new vehicle license plate design August 29. "We listened loud and acted."

In their August meeting, Dedman and commission members Ray Stoker Jr. and Wayne Duddlesten reconsidered a July decision to put the state motto, "The Friendship State," on license plates for passenger vehicles. The newest plates will display the state flag, "TEXAS," an emblem of the state, and the usual combination of letters and numbers. The department recorded several thousand letters and phone calls in opposition to putting the state motto on the plate.

The highway commission also listened to comments on the proposed use of South African steel in the construction of the Fred

Hartman Bridge between Baytown and La Porte, and took the matter under advisement. The next day, the commission requested that the contractor furnish proof of compliance with all state and federal laws within 10 days.

The commission also adopted a department policy for an alcohol- and drug-free workplace. (See related story, page 3.)

Commission members concurred in the development of the Texas Highway Trunk System, a rural four-lane divided network designed to complement and include the Interstate system while serving all major population, employment, military, and port centers. Eight public meetings are scheduled across Texas in October and November to gather public opinion on the new system. The selected cities are El Paso, Amarillo, Arlington, Houston, Corpus Christi, San Angelo, San Antonio, and Austin.

After the public meetings, the department will refine the system and bring it before the commission in early 1990 for final action.★

## Short Course adds features

By **JEFF CARMACK**  
Travel and Information Division

A session based on the requests of engineers new to the department will debut at this year's Highway and Transportation Short Course, scheduled for Oct. 17-19 at Texas A&M University in College Station.

Deputy Engineer-Director Byron Blaschke said the new session, "Special Topics for Young Engineers," was added to the 1989 agenda after a survey showed a need for an overview of the department.

"The Texas Transportation Institute, at our request, questioned all the organizational units, asking the younger engineers to comment on Short Course," Blaschke said. "One idea many suggested was to have more on the basic elements of the department: organization, functions, history, funding, project selection, and so on. After reviewing the survey results, we elected to include that section." It will be presented at 2 p.m. Tuesday.

This year, the opening session has been moved up to 9 a.m. Tuesday, Oct. 17, to accommodate an extra hour of general technical material. Presentation of Extra Mile Awards, which recognize heroic actions, has also been added to the Tuesday morning session.

Also to be presented during the opening session are the Dewitt C. Greer Award, the Gibb Gilchrist Award, the Luther DeBerry Award, and the Russell C. Perry Award. This marks the first presentation of the Perry Award, established to recognize individual citizens for leadership in gaining public awareness of the need for adequate highway and transportation facilities in Texas.

Keynote speaker at the opening session will be Robert Dedman, chairman of the State Highway and Public Transportation Commission.

Blaschke said the 25 half-day sessions that make up Short Course will begin at 2 p.m. Tuesday, so that individual technical sessions can be expanded. There will be six concurrent sessions Tuesday.

Sessions continue Wednesday at 8:30 a.m. (seven concurrent sessions); 1:30 p.m. (six concurrent sessions); and Thursday at 8:30 a.m. (six concurrent sessions).

Short Course sessions typically cover such topics as design, computer graphics, maintenance, and construction.

Blaschke said that, once again, this year's sessions will be videotaped to allow participants to review material from sessions they have to miss. Videotapes will be available through the Technology Transfer Library of the Transportation Planning Division.★

## IN BRIEF

### Policy hearings set

Employees will have a chance to comment on the proposed drug-free workplace rules adopted by the highway commission Sept. 26.

All district engineers and division heads will receive copies of the proposed rules, to be circulated to all employees. Employees may attend a public hearing Oct. 20 in the Main Office large hearing room. Written comments may be addressed to Leslie A. Clark, director of the Human Resources Division, until Nov. 10. The

commission will consider final adoption of the rules at its Nov. 30 meeting.

### 'Tech Trade' error

In September's "Tech Trade" story about slurry seal, the word "yard" somehow got printed as "foot." The story should have said that the successful bid was about 90 cents per square yard of 25-pound-per-square-yard application. T-News regrets the error.

### Story credited

The August cover story, on the Technology Transfer System operated by the Transportation Planning Division, was written by Gina McAskill of the Travel and Information Division.

# Drug-free workplace department goal

By ROSEMARY NEFF  
Travel and Information Division

An alcohol- and drug-free workplace policy adopted by the highway commission in August is intended to protect the health and safety of both employees and the public, according to department leaders.

"The department has a responsibility to provide a safe work environment for our employees and a safe transportation system for the citizens of Texas," said Deputy Engineer-Director Byron Blaschke.

The policy prohibits the use of alcoholic beverages and the illegal use, possession, distribution, dispensation, transportation, sale, or manufacture of drugs in the workplace. And, "in an effort to enhance worker productivity and protect the health and safety of employees and the public," the policy states, applicants for and employees in marine captain, crewmember, and other "sensitive safety" positions will be tested for alcohol and drugs. All information obtained will be kept confidential.

The department will provide employee assistance programs and encourage their voluntary use, the policy continues. In addition, an alcohol- and drug-free awareness program will be conducted to educate all employees about substance abuse and acquaint them with department policy and regulations and the availability of treatment programs.

"Awareness is the bottom line," said Human Resources Division Director Les Clark. He emphasized that the program is designed to help employees who have problems with alcohol or other drugs. Employee assistance programs in Austin and in each district are central to the program's intent, he said.

The policy adopted at the August commission meeting was spurred by U.S. Coast Guard requirements for ferryboat operators, but the principles will be extended to all employees in positions that could affect the safety of employees and the public, explained Clark.

An action plan, approved by commissioners to implement the policy, calls for drug testing of ferry captains and

crewmembers and applicants for captain and crewmember jobs by Dec. 21, 1989, as required by federal regulations. Pre-employment, post-incident, reasonable cause, and random testing of ferry personnel is authorized in this first phase.

For other employees, testing is the end stage in a process that emphasizes prevention and education, Clark said. By October 1991, testing of all employees in "sensitive safety" positions will be in place.

In the action plan, those positions are divided into two categories. Group I includes personnel whose primary job is maintenance of roadways, bridges, and/or right-of-way. Group II encompasses those whose primary responsibility includes construction of roadways or bridges, inspection or evaluation of roadways or bridges, or work in support areas — mechanics, electricians, welders, laboratory technicians, and similar positions.

Identification of specific jobs will begin soon and should be complete by December 1990, according to the action plan.

By June 1, 1990, pre-employment tests will be required of applicants for Group I jobs, and Group I employees will be tested after involvement in serious accidents. This phase also calls for establishment of employee assistance programs throughout the state.

Phase 3 schedules Group II employees for pre-employment and post-incident testing by Dec. 1, 1990.

In Phase 4, targeted for March 1, 1991, employees in Groups I and II may be tested with reasonable cause. Phase 5 calls for random testing of employees in both groups by June 1, 1991. A sixth phase involves identifying and testing those in other sensitive safety positions by Oct. 1, 1991.

In phases 7 and 8, to be implemented in 1992, testing of personnel in security-related work and testing of applicants for all department jobs, "if feasible," would begin.

A rule is being formulated now to establish how tests would be conducted, what action may be taken if an employee tests positive or refuses to take the test, and what appeal process will be available. The rule will be published in the *Texas Register* and subject to a public hearing, Clark said. According to the policy, employees with

positive drug tests will be given an opportunity to successfully complete a rehabilitation treatment program, either in addition to or in lieu of disciplinary action.

"It's important to explain what the program is *not*," Clark said. "It's not punitive in nature. There's no unbridled search. No adverse actions are taken without giving an employee a chance to explain. And it's not meant to deter the use of prescribed medications."

He referred to the policy's emphasis on the commission's desire "to help the department's employees and not hurt them, provide information to all employees, assist those who need help, and equip supervisors with skills for administering the substance abuse program."

While figures are not available on drug use within the department, Clark noted that one district with an employee assistance program reports that 22 percent of the program's activity is in the area of alcohol and drug abuse counseling.

The 1988 National Household Survey on Drug Abuse found that use of illicit drugs has been decreasing since 1979, and that trend has accelerated since 1985. Still, 28 million Americans — 14 percent of the population 12 years old and older — had used marijuana, cocaine, or other illegal drugs at least once during 1988. And among people who used cocaine during the past year, frequency of use increased. Alcohol use also declined, from 59 percent to 53 percent of the population — 106 million people.

In Texas, according to a 1988 survey by the Texas Commission on Alcohol and Drug Abuse, 7 percent of people 18 and older used an illicit drug during the year, and 67 percent drank alcohol. One-half of the adults who had used illegal drugs reported one or more drug-related problems, such as anxiety, confusion, depression, unsafe driving, or trouble on the job. One-third of the alcohol users reported one or more problems, including blackouts, aggression, drinking alone, intoxication at work, or missing work.

"I have to believe our department is not that different" from the general population, said Clark.★

## Red Ribbon Week kicks off Oct. 22

By MARCY GOODFLEISCH  
Travel and Information Division

It may be coincidence that the department's new drug-free workplace policy is being launched at the same time that national efforts against substance abuse are intensifying.

But Red Ribbon Day, sponsored by Texans' War on Drugs and endorsed by Gov. Bill Clements, gives employees the opportunity to show their colors.

"The week of Oct. 22 is set aside for the Texas Red Ribbon Campaign," said Deputy Engineer-Director Byron Blaschke. "We'd like every employee to join those of us in the administration, and the commission, in observing this week. In particular, we hope to see a real team effort on that Wednesday,

which is Red Ribbon Day across the nation."

Activities during the week will promote awareness of problems caused by misuse of alcohol and other drugs, Blaschke said.

"We're inviting all districts and divisions to take this opportunity to hold informational meetings for employees," he said. "And all employees will receive personal letters from commission chairman Robert Dedman inviting them to participate in the event by wearing the ribbon on Oct. 25." Enclosed in each letter will be a 5-by-2-inch red ribbon stamped in silver with the slogan "My Choice . . . Drug-Free."

Blaschke said another visible example of the department's support for this campaign will be red streamers attached to vehicles in the agency's fleet.

"A few years ago, tying a yellow ribbon to your house, or tree, or mailbox, became a national symbol for welcoming people home from hard times," Blaschke said. "Those yellow ribbons united our nation as never before, and they sent out a clear message

that we were a team. The goal this October is to send out a national message to fight substance abuse of all kinds."

Blaschke said alcohol and drug abuse are particularly significant issues for the highway department.

"With our focus on safety, we really need to be leaders in this campaign," he said. "Every substance abuser who gets on our highways represents danger for millions of other motorists."

"We're very proud of our history of providing the safest highway system in the nation. Let's reinforce this image by being leaders in this campaign as a way to keep them safe."

Blaschke said employees will receive more information about the department's Red Ribbon activities in coming weeks.★

# Youngest DE has low-stress philosophy

## A conversation with . . . Abilene District Engineer Bill Burnett

Bill Burnett joined the highway department in the Odessa District in 1971 after graduating from Texas Tech University. He worked at the Pecos residency, then became resident engineer at Odessa and at Midland. Burnett, 40, was named chief of the 13-county Abilene District in 1986. He reflected on his career in this conversation with Transportation News' Roger Polson.

### Did your interest in highway construction begin before college?

No, I started out in chemical engineering and I had to take a course in chemistry. My roommate had just failed that course, and he was a better chemist than I was, so I changed my major to civil engineering in 1968. I was just looking for a job and really didn't know what the highway department did. I worked one summer in Ozona and decided I liked it.

### So you followed the opportunities as the doors opened?

Right. The rest of my time in school I tried to take every transportation course I could take. Texas Tech does not offer the transportation courses that A&M offers, but I took every transportation and highway course and seminar they had.

### Did transportation become a burning thing for you?

I felt that we'd always build highways and there would always be a need for transportation. It's a process you can see from the original idea to the finished product with traffic rolling up and down the highway. You can see your dreams or somebody's dreams come true. And it's an integral part of the community, everything we do in our lives. You drive on a highway to get to work. The clothes you wear, food you eat, are all transported that way.

### When you became district engineer, did you set specific goals for yourself or your district?

No (laughing). I felt in awe of the position and responsibility. Never having worked at the district at the staff level — having not been a district design engineer or construction or maintenance engineer — I was a little uneasy at skipping that step and becoming a DE. I feel it's worked due to the quality of the people in Abilene, the district staff, the Otis Joneses and the Bob Lindleys and the Ray Greens and Charles Clarks; they've been able to guide me.

### Your position deals as much with people as it does with roads.

I think when you get to this position, you do very little engineering anymore. It's pretty much management or public relations. I do enjoy working with the county judges and elected officials. I really like that.

### After you settled into your position and realized that awe wouldn't work, then did you develop some ideas about what to accomplish?

Yes. Roger Welsh was a hard act to follow. Roger left the district in very good shape with very few problems. But everybody has their own preconceived notions of how things should be, and we're



At 40, Bill Burnett is the youngest district engineer in the state. But he credits his success in the department to the dedication and talent of those who work with him in the Abilene District. (Photos by Kevin Stillman, Travel and Information Division)

making a hard effort at the quality of the farm-to-market system. The FM highways are very old — 94 percent are 22 feet wide or less. We're trying not to preserve obsolescence. When we rebuild a road, we're trying to put paved shoulders on it and bring it up to standard as much as possible.

If I've instilled any changes or different philosophies, it's that we try to upgrade as much as we can and stretch the dollars, taking a look at why we do something and not do it just because that the way we've always done it.

### You're the youngest district engineer in the state. Have you had to adapt to that?

Well, I get tired of Bobby Myers in Paris calling me the "boy engineer," and I kid Bobby about being my guru. But I really don't see that age has a lot to do with it.

### You haven't had any problems working with people who have more experience?

No, when I became resident engineer in '78, I was only 29, and had people older than me then and it worked well. In Odessa in '84 I had 25 employees and I was the second youngest in the office. I think that if you present your ideas and if you're level-headed and show common sense, people don't look down on you because of your age.

You've got to treat people like people, and you have to treat them as you want to be treated. I try to be involved with people. If I've got one management flaw, it's that I'm over-involved in some things that I should not be. I probably should listen to Mr. (former engineer-director Dewitt C.) Greer a little more and not sweat the little things. But I like to know what in the heck is going on.

### As DE, what special challenges have you identified?

As RE, you got to design and build, and now under the department set-up you get to maintain, a system. As DE, I have to worry about whether we paid the fuel bill, or if there are enough pencils in the warehouse — and that has surprised me.

The thing that hasn't surprised me, throughout the department, is the quality of the people. It doesn't matter what the challenge is. The routine stuff we handle fine, but when we have an emergency — and since I've been here we've had two — it just amazes me how our people respond. We deployed about 100 people to put out a grass fire at Albany in March '88. Then last July 8, we got a bridge hit over at Sylvester on Saturday morning. The Nolan County maintenance section and other maintenance sections and our shop and our welders worked 30 straight hours trying to hold that bridge up.

All of our people are quite talented. They are dedicated, and they really make this organization what it is.

### Is it true you have a big interest in baseball?

Marshall Huffman (Odessa District engineer) and I, and our wives, go every March for one week to Phoenix to watch spring training. We can probably watch two games a day and get in about two or three practices. I'm still a season ticketholder to the Midland Angels.

My biggest baseball mistake in the last few months is going to Austin and playing in the department softball tournament. I realized when you get to my size and my age and my shape, you don't belong in that. It's a young

man's game.

#### Are you still coaching Little League?

I've been out of that for a few years, but from '72 to '86 in Pecos and Midland I either coached, umpired, or was a league officer. My boy, Michael, got to be 18 and he doesn't play anymore. Catherine, my daughter, is interested in soccer, and I don't understand soccer. So I just go watch baseball games.

#### What else do you enjoy away from the job?

Not a whole heck of a lot. I like '50s and '60s music. I like TV and movies, if they're not too deep. I like to read sports autobiographies. I used to like travel, but I've been commuting to Midland for three years, and that just ended when my family moved here.

#### What programs do you have for Abilene employees?

We just had our second district picnic. I thought that went over pretty well — maybe 20 percent of our employees districtwide attended, and next year we'll get a little bigger turnout.

We've started an employee assistance program to offer counseling for personal problems — financial, marital, drugs, or drinking problems; it's worked pretty well. We have a contract with an agency in Abilene, paid for out of our district budget. It's all confidential.

#### Is that a standard feature in districts?

No, there are only about five districts that do it. The biggest problem with ours is that it's here in Abilene and an old boy in Big Spring is 108 miles away. That makes it tough.

#### You've got the youngest district design engineer in the state. Are you doing something special to train the youth in the department and bring them up through the ranks?

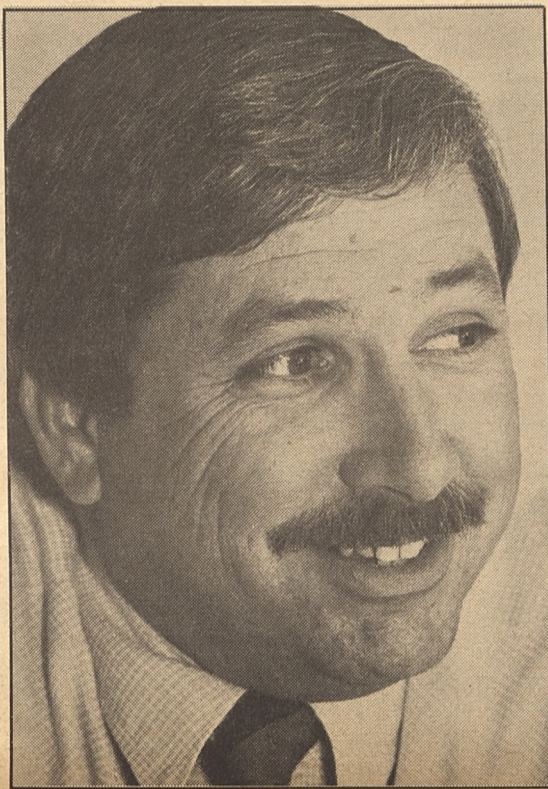
When I started out, I was fortunate that I worked for three district engineers who gave you the job and you either sank or swam. We're trying to stress to our resident engineers who have young engineers or unlicensed graduate engineers that we don't have 10 years to train them — you have to throw them out to the wolves, and they'll survive. We've got to put them out there to accelerate our pace.

We have four residencies in the district; two of the REs have been with the department for about 30 years, one 20, and one eight. So you can see pretty quick that we're going to have some openings for some REs. I think we need to put our young engineers out there. They'll make some bad decisions, but as long as we learn from those decisions, then I think we go on. I don't think they'll make a decision that will bring this organization to its knees.

I use an idea I got from (Pharr District Engineer) G.G. Garcia. We have nine or 10 unlicensed engineers on a committee that meets quarterly. One of their assignments was to develop a training program for young engineers. It's a flexible, 4 1/2-year program that gives them experience in design and construction. It helps them get registered because we cover everything they need for registration, but there is also time in there for other things, like personnel and the warehouse, so they understand how the department operates. When the time comes for them to have more responsibility they'll be better equipped.

#### So you're growing your own here?

I think so. I think I'm telling the young engineers here — and I know the design engineers hate to hear it, and I know everybody reads it in the paper every month — that the RE is the best job in the department. And I tell the young engineers that, depending on their skills and their attitudes, they can accelerate to a position of responsibility much faster in this size district than in Houston or Dallas. Now we'll never build a \$100 million bridge that Houston



**“I can walk out this door tonight and never come back in this building again, and this department won't sink. The strength of this department really is the people, and we can't forget that our biggest resource is our people.”**

builds or these gigantic interchanges or North Central expressway. All our jobs are cut and dried — plow it up, smooth it up, and pave it. But there is a challenge to that kind of work. We only get so many dollars, and one challenge is to stretch that money to get the most amount of work. But, we tell the young engineer, if you stay with us — and I believe after three years we've got them hooked, especially if they are professionals — they can grow in this size district pretty fast.

#### What about your future?

My wife, Pamela, hopes we stay here. She just moved to Abilene and she doesn't want to move again. I really like it here; I grew up in San Angelo and I like the people here.

This was never my goal when I went to work for the department. My goal was not to be DE, and my goals now are not to be anything above that. I don't even think my goal was to be an RE. I liked it best when I could go out and be an inspector and build

the road and wear ratty old blue jeans and chew tobacco and work outside.

One other thing I really like that I'm doing is chairing the automated plan preparation system task force. It has 10 people from engineering divisions and two or three other districts. Up until now everything has been fragmented: You have your hydraulic system here and earthwork design over here, but they don't talk to each other. We're in the process of making it interactive on graphics where the designer can see it. The task force was organized in October 1987 and will conclude in 1994. It's going to be quite a system when we get through with it. It could become a prototype for a national system.

#### Are the people who are being trained now missing something because so much is done on computers?

I think so. I feel I'm in between. A lot of designers who can do it conventionally don't understand the automated way, and some of the young designers can *only* do it the automated way. I feel that if that machine cratered, I could still do it by hand.

#### Do you have a mentor in the department?

I've got four. There is an engineering technician in Pecos named Kendall Osbourne. Back when I was still wet behind the ears, Kendall taught me common sense. I did something and he said, "Boy, you really screwed that up. You should have thrown the book away and done this."

There's a retired engineering tech in Midland named Owen Parrish who used to do all my plan work for me. Owen would sit down and show me how to lay out something to design it step by step.

Then when I went to Odessa there were two technicians. Cy Ussery taught me how to manage about five things at one time. I'd go across the street and pick up all this work, then I'd watch Cy walk around the room and one guy ask him a question about a project we were designing for Dallas and then he'd have to answer a question about something we were doing for Tyler. Watching him change hats helped me a lot. Another inspector named Neal Buckalew taught me how to work with people. All four of those men were a big aid to me.

But probably my best friend in the department and one who has helped me the most and is like a father to me is Marshall Huffman. He was my first boss, and he was my boss for 16 years till I came to Abilene. We were neighbors for a while; we vacation together. Marshall calls me "Hip Shot," and he's the closest thing I have to a guru.

#### What words do you live by?

I think you ought to treat people like you want to be treated. I don't think you can be too impressed with yourself. I can walk out this door tonight and never come back in this building again, and this department won't sink. The strength of this department really is the people, and we can't ever forget that our biggest resource is our people.

We've tried to keep the district pretty laid back. I'm probably the only one in the district who wears a tie on a semi-regular basis. We have an open-door policy where people can come in and visit anybody in the district.

I try to operate under the philosophy of keeping stress out of my life. When we have a bad day or they call me at home on Saturday and tell me we've got a bridge hit, I say it could be worse. When I go home and turn up 7th Street, I actually do turn the highway department off — till the next morning when I get back on the freeway.★

## APPS building bridge to the future

By **ROGER POLSON**  
Travel and Information Division

Breaking new ground in computer-aided design, the highway department is working on an automated system that experts say can't be done.

The Automated Plan Preparation System (APPS), with a targeted completion date of 1996, is under development now by a blue-ribbon task force of engineers and designers and a staff of engineers trained as computer programmers.

"We're cutting some ground on computer-aided drafting and design work that the industry and other states tell us we just can't do. They tell us we're crazy. So far we've shown them that we can do it," said Abilene District Engineer Bill Burnett, APPS task force chairman.

In October 1987, the administration created a task force with an 18-month mission: to develop an automated drafting system. After a few meetings, task force members realized that their direction was only compounding the fragmentation of the design process. What was really needed was a completely new automated system that would integrate all aspects of roadway design, allowing systems currently used by department designers to interact with one another and exchange information.

The new system will help standardize

plans throughout the 24 districts. This will assist in the review of plans at the district level and result in more accurate cost estimates. Contractors will find such consistency useful when preparing bids on projects statewide. Inspectors will be better equipped because the information they require on a set of plans will always be presented at the same location on the plans and in the same manner.

"One of the biggest benefits," said Burnett, "is that a process that has required multiple designers working on different phases in the design at different times is now accomplished by APPS all at once. It really is going to be quite a system."

The computer programs are being designed and written by a staff of 11 specialists who have been hired especially for this project. Dan Wyly and Judy Skeen of the Automation Division oversee the work and serve as staff liaisons for the task force. Representatives from Automation, the four engineering divisions of the department, and three districts — Austin, Houston, and Abilene — make up the task force. About 70 other people throughout the department are involved in various subcommittees.

The system they are creating utilizes current automated design programs, such as the Interactive Graphics Roadway Design System (IGRDS), brought together by several custom-made subsystems. These subsystems allow for creation of the Project Data Base (PDB) and the Master Design File (MDF) that drive APPS, distribute information throughout the system, and compose individual drawing files for the many plan sheets produced in the design process.

When a highway designer begins a project, project-specific information is loaded into the PDB/MDF. A map file is created with

topographical information, and design parameters relating to the specific highway classification are stored. The system can then issue a warning when the design fails to meet criteria.

As the designer specifies alignment, earthwork, and miscellaneous features, such as fences and markers, information is stored and sorted into various sections of the PDB/MDF. If conflicting information is entered later in the design process — for instance, if different lengths of guardrail are ordered at the same location — the system alerts the designer. When all elements of the design have been entered, the system prepares plan sheets for the entire design, everything from bridges to traffic lights.

"The most important concept in the development of this system is the ability for users to work closely with the programmers," Skeen said.

As subsystems are completed, they are released to the field designers. Promising results already are being reported. In one case, a design process that took four weeks to complete under the old system was accomplished in 1-1/2 hours with APPS.

With APPS, the department is creating a system that could become a prototype for highway designers in other states and other industries involved in multi-faceted design activities. As one task force member said, "The possibilities are beyond the scope of the imagination."★

## Classification system should clear confusion

By **GINA McASKILL**  
Travel and Information Division

Many people in this department can tell the story of meeting someone from another district or division who has the same job title but very different responsibilities. Such discrepancies not only cause confusion but also hinder a uniform salary structure and make human resources planning difficult.

The long-awaited functional classification system should ease these problems. It has now reached a major milestone in its evolution — pilot implementation in two districts.

And in January, the Human Resources Division (D-13) will distribute manuals containing job descriptions for each functional title identified in the department.

The official state job titles used to

designate pay grades are open to interpretation, so one person might be making a different salary than others doing the same job but under a different state classification. "We want to get people who do the same job at the same pay level and the same state title," said Debbie Westbrook, Classification Branch manager in the Human Resources Division.

Westbrook said some position classifications will adjust upward, and others will adjust downward, but changes will be minimal. "Every effort will be made to see that no one loses money," she added.

The new classifications will give more accurate information on assignments — how many people the department has doing what. Job descriptions are already out for most maintenance and engineering jobs, but soon descriptions for jobs in other areas will be distributed also.

Revamping of the system began back in 1980, when the State Classification Office discovered misclassifications in the highway department during a routine audit. That office suggested the department establish a focal point for improving the system, so the D-13 Classification Branch was founded in 1982.

The new branch researched and chose a job analysis method, and a committee of district engineers and division heads was formed to advise the branch in policy matters.

In 1985, the Price Waterhouse management audit of the department recommended the job analysis program be expedited. To date, most jobs have been studied. Most of those left are one-of-a-kind jobs and positions that combine widely varying responsibilities.

Implementation in the districts will begin in Atlanta and Dallas during the week of Oct. 9, when D-13 staff meets with supervisors to explain the new system and pass on books of job descriptions. These will replace the classification manual distributed in 1985, which contains policies and procedures only.

During October, supervisors will match their employees to the titles described, then enter the information into the Human Resources Management System database. As the two pilot districts progress, D-13 will adapt the system where needed.★

# Texas tracks growth of an idea



Adopt-a-Highway signs have sprouted like wildflowers across the nation, as 23 other states have taken up the community effort pioneered by the Texas highway department. Another 16 states are planning to start similar programs. (Travel and Information Division photo)

By LONA REEVES  
Travel and Information Division

The latest craze to sweep the nation is doing just that — sweeping America clean. The Adopt-a-Highway program, which originated in the Texas highway department, is being adopted nationwide.

"It's a plan we're proud to see the rest of the nation copy," said Don Clark, director of the department's Travel and Information Division.

A recent survey by the department discovered that 40 of the 50 states — 80 percent — have or want to have Adopt-a-Highway programs.

From sea to sea and sometimes beneath it, Americans are cleaning up. Volunteers in 24 states regularly don orange safety vests and give their state's highways the spic-and-span treatment.

A dozen of these states have had up to three years of experience with concerned citizens volunteering to clean adopted stretches of highway. The survey reveals that two-thirds of the states with established programs are in the South — Alabama, Arkansas, Louisiana, Mississippi, North Carolina, Oklahoma, as well as Texas. Arizona, Colorado, Missouri, and Utah, are the other four Adopt-a-Highway veterans.

The other 12 states with active programs launched them in the first six months of this year. Sixteen more states are developing plans for a program. Several will activate programs this fall, while other states plan to initiate their versions in the next two years.

Under Adopt-a-Highway programs, organizations volunteer to keep a segment of highway clean for a set time period. States vary in the number of required cleanups and the length of the adoptions, the survey found.

Most plans stipulate two miles of highway for two years with at least four scheduled pickups each year. Other states use the more flexible "clean as necessary" policy. In exchange, highway departments supply safety vests and trash bags and collect the filled bags.

North Carolina reports the most volunteers. "We're very pleased to have reached the 10 percent (of highway miles adopted) mark," said John Roghrock, Adopt-a-Highway coordinator. He said the litter-conscious state has 3,578 groups committed to keeping almost 8,000 miles of roadways clean.

But Texas' pioneering program continues to grow. Today, 3,320 volunteer groups work to keep 6,858 miles of Texas highways free of litter.

South Carolina is also seeing a rapid spread of the concept within its borders. In one year, 650 groups adopted 1,615 miles of roadway, proving the truth of the state's antilitter slogan: "It adds up."

The programs in Virginia and West Virginia generate high interest as well. Between them, more than 4,000 miles are cared for by almost 1,600 groups. West Virginia, actively recruiting volunteers since January, has more than 2,300 miles adopted. The state that says "Dare to Care about Virginia" has 1,750 miles committed to volunteer cleanups.

Missouri reports an almost 1,000 percent increase in volunteers. Established in 1987, the Show Me state had only 26 groups starting the spring cleanup season. The program mushroomed to 2,370 groups as of July 1.

Louisiana, Mississippi, and Oklahoma are three other states with more than 1,000 miles adopted. While they love the popularity of the idea, they find it hard to keep up with the public's demand for more stretches of

roadway to adopt.

New twists have improved the Adopt-a-Highway concept for some states. "We encourage individuals, businesses, and garden clubs to submit their beautification project ideas to us for approval," said Barbara Petrarca of the Rhode Island Department of Transportation's landscape section. The volunteers supply the dollars as well as the labor for the improvements, she explained.

For those who don't want to make long-term commitments, Minnesota promotes a one-day, one-shot deal — the "Pick-a-Highway."

Michigan has yet another angle on the program, with emphasis on law enforcement. Litter watchdogs call 1-800-44-TRASH to report violations. The system is trunked through police phone lines in Detroit and Kalamazoo, and eventually it will operate statewide.

While the Adopt-a-Highway program is proving to be a popular way to keep highways beautiful and litter-free, the concept is not immediately adaptable in some states. Safety requirements, union dissent, and other obstacles must be overcome before programs can be implemented.

But where there are Adopt-a-Highway programs, there are also reduced litter figures. Texas leads the country with a reported 64 percent reduction in total roadside litter statewide since 1985.

"It seems to appeal to everyone," said Clark. "Not only is there an Adopt-a-Highway plan being established in practically every state from coast to coast and border to border, but even beyond our borders there is real interest in the program. Just next door, Canada is taking a closer look to see how the concept would work there. We've also had requests for start-up information from Europe, Australia, and Brazil." ★



## Department helps TAME bright minds

By LONA REEVES  
Travel and Information Division

Picture the freeways of 2010. Will they be neverending streams of canned commuters, frustrated and overwhelmed by the trip between home and work?

Or will they be smoother, safer, swifter than the highways of today?

The answer could lie in the highway department's commitment to the Texas Alliance for Minorities in Engineering (TAME), designed to bring today's talented youngsters into tomorrow's work force.

Because of TAME, 2010 may mark the date that potential employees like Jennifer Lopez, Denise Villareal, Dante Corsey, and Lidell Fincher cut the ribbon on some trendsetting transportation project undreamed of today.

In 1988, department leaders imagined the bleak future that would greet Texans if current trends continued. Students were avoiding the practical sciences that would prepare them for engineering careers, while the need for minds trained in these disciplines was growing. In an international competition last year, the United States placed last in math and next to last in science.

Marvin Bridges, the department's equal opportunity officer in the Human Resources Division (D-13), believes TAME will be critical in staving off the crisis that could result in 15 years.

"I see TAME as being vital to the department in its never-ending search for qualified engineers to satisfy future demands," he said.

It was Bridges who, observing highway employees' involvement with TAME in two districts, proposed a department commitment to the partnership.

In the Beaumont District, Golden Triangle TAME had caught the attention of supervising planning engineer Walter Crook, who saw the organization as an important part of his recruitment efforts.

Allison Goodwin, associate resident engineer in Rusk, looked into the future and saw the need for TAME in her area. She co-founded the Tyler alliance in 1986.

In 1988, the department started working to develop a program in each district promoting engineering careers among minority students through involvement in TAME chapters.

The chapters are dedicated to encouraging students to take the often-dreaded math and science courses that could lead to fulfilling careers. Most programs are targeted to the high school student, but some are also geared to attract students in junior high.

TAME gives students a close look at technology in action. It also promotes involvement. TAME students may travel to technological fairs, exhibits, and contests. They may meet engineers on field trips to different corporations and at college career days. The ambitious student might spend summers gaining experience and knowledge through internships.

"By the year 2000, America will need 400,000 more scientists and engineers," Fred Cross of IBM Corporation told participants at a recent training session in Dallas. Cross served as moderator at the TAME Chairperson Workshop, where about a quarter of the workshop attendees were department employees.



Engineering technician E. Joe Johnson, left, works with summer employee Ricky Hernandez on drawings to be used in a public meeting in the Wichita Falls District. While starting their TAME chapter, the district identified minority students to invite to become temporary employees. (Photo by Dale Terry, Wichita Falls District)

With less than 20 percent of today's high school students taking math or science courses, the engineering field is ripe for entry by minority and women candidates. All but 3.7 percent of today's registered engineers are white, and because of affirmative action goals, both government and private businesses are looking for minority and female engineers.

"TAME is the window of opportunity for today's students to become tomorrow's leaders," explains Deputy Engineer-Director Byron Blaschke. "Through TAME, we — the highway department and private industry — can realize a hopeful future, because we are providing the role models that inspire those students to excel and achieve beyond their imaginations."

The nomination of Leslie Clark, director of the department's Human Resources Division, to TAME's state board of directors means the department will be involved with TAME from the top down, from the board room to the local chapter level.

Jack Robotom, TAME's executive director, especially appreciates the department's intensive efforts. "In the 1990s and beyond, we will all be facing serious shortages in technically trained young people," he said. "To my knowledge, the highway department is the only state agency to have recognized that it has an opportunity

to contribute to the solution, and has done so," continued Robotom, University of Texas-Arlington assistant dean of engineering, in a letter to highway commission chairman Robert Dedman.

One of the department's major contributions to the TAME organization is requiring that every district participate in a local chapter. Several districts will be instrumental in forming new chapters.

Bridges said a few districts are finding it tough to get a chapter started. But it's "pedal to the metal" for new chapters forming in Longview, San Angelo, and Wichita Falls.

John Speed, engineering assistant and district environmental coordinator, is the driving force behind the new chapter in Wichita Falls. "The seven interns we had this summer are some of the best employees we've had in years," he says. And, he adds, the school year is off to a good start. Each of the professional organizations participating in the Wichita Falls chapter will sponsor one of the seven local high schools, including a math and science magnet school.

Sheppard Air Force Base is a plus for the district, says Speed. Many technological professionals are stationed at the pilot training base, forming a valuable resource pool for students.

Thanks to the highway department,  
Please see TAME, Page 9

# TAME puts Tyler freshman on career track

By LAURA RAYBURN-WHITE  
Tyler District

Many students started college this fall without a clear idea of the degree they wanted to pursue. Not Sheree Crawford, a freshman at Tyler Junior College.

Crawford knew as a junior in high school that she wanted to become an engineer. Through the Texas Alliance for Minorities in Engineering (TAME) and the highway department, she should accomplish this goal in a few years.

Crawford was enrolled in honors classes in high school and excelled in math and science. After a TAME representative visited her school and talked with students about a career in engineering, Crawford decided this was the field for her. To be sure of her decision, she has worked for the past two



Sheree Crawford

summers in the Tyler District under a work program sponsored by the department and TAME.

Under the plan, the Tyler TAME chapter solicits and reviews applications from high school juniors, at least 17 years old, who have participated in TAME activities and want to work for the department. TAME then sends the best three or four candidates to the district office, where the final selection is made. From 11th grade through college,

the chosen intern spends each summer from 11th grade through college working for the department in different assignments, both in residencies and in the district office. Finally, the goal of the program is to hire the student full-time.

On this rotation plan, Crawford will gain hands-on experience with various aspects of department work.

Crawford, who spent the summer of 1989 working in the district lab, says she learned a lot and found her coworkers helpful and friendly.

Crawford credits her mother with inspiring her to continue her education.

"My mother has always been behind me 110 percent to become an engineer," she said. "She tells my younger brother Brian and me that we can achieve whatever we want to as long as we try hard enough."★

## TAME

Continued from Page 8

another TAME chapter is active again. Nellie Gomez, engineering assistant and TAME chairperson, spearheaded the drive to revitalize the Lubbock-area chapter. The group caught the attention of junior high school students with an Engineering Exhibit Fair in April.

The fair included 43 staffed exhibits and three panels of professionals, engineering students, and representatives of financial-aid agencies.

"It seemed like talking to someone was what they really wanted to do," said Gomez. The youngsters' excitement was contagious, she noted. The engineers wanted to know what else they could do. The teachers wanted the professionals to visit the classroom.

This academic year should prove to be the inaugural year for the Abilene District's involvement with schoolchildren through TAME. Lauren Garduno, engineering assistant, expects to select interns next summer.

"We want to be as professional as possible with the companies, school administration, and the children," said Garduno, explaining the importance of a successful first year. "We want to offer some really good quality activities."

The Dallas District Alliance for Minorities in Engineering (DAME) helped several students participate in daily engineering duties this summer. Four students worked as interns at the Northside and Northeast residency offices.

One intern, Jennifer Lopez, plans to follow her father, a civil engineer, into a high-tech career, architecture. She said her experience helping her parents gather plans to build a house three years ago altered her ambition to become a teacher. Lopez embarked on her studies at the University of Texas this fall.

For Denise Villareal, her Dallas internship was a big plus in her summer and career plans. "You can learn a lot and really see what engineering is like," she said. "I, personally, want to leave something behind."★

Shelby Peoples, public affairs officer in the Lubbock District, also contributed to this story.



Jennifer Lopez, DAME intern, studies the plan profile for the Belt Line Road reconstruction in the Dallas District.

## IN BRIEF...

### Maintenance lauded

The Atlanta District's Carthage maintenance section was recognized by the Rusk County Electric Cooperative for its assistance in storm cleanup following a June 7 tornado near Geary.

On the front page of the cooperative's July newsletter to customers, RCEC Construction Supervisor David Guy said, "Someone ought to commend the highway department (employees) for their work during the storm. They not only cleared roads, but they helped people get trees off their houses, cutting limbs and hauling dirt."★

### Blood drive set

The Employees' Advisory Committee in Austin is sponsoring a blood drive to replenish the highway department's blood fund, maintained by the Central Texas Regional Blood Center.

Blood drives will be held at La Costa Nov. 14, at Camp Hubbard Nov. 15,

and at the Main Office Nov. 16.

Sign-up sheets will be provided in the near future for employees who wish to donate.

Employees in Austin can help meet the demand for blood and, at the same time, benefit from participation in an organizational blood donor fund. This fund is available to any employee or immediate family member who needs blood, whether they have contributed to the fund or not.

For more information, call Rudy Rivera, Highway Design Division, at 465-6118, or Cynthia Gonzales, Construction Division, at 463-8869.★

### Picnic splash hit

Under the shade of the great oak and pecan trees of the Brownwood District office, 275 employees, retirees and family members gathered for the second annual district picnic in July. The revelers enjoyed barbecue prepared by a district team and homegrown melon. Gene Christian of Coleman and his band of five guitarists entertained with bluegrass and country music.

## Spread the Word . . .

Kathy Eltringham, assistant public affairs officer in the Abilene District, has a new role that complements her department responsibilities with antilitter and beautification efforts. She recently became chairperson of the Schools Committee of Abilene Clean and Proud, where she will promote educational programs, including the department's "Spread the Word . . . Not the Waste" campaign for middle schools.

### "License to Care"

The Deansville Community Betterment Committee has awarded a "License to Care" to the Burleson County office of the highway department, whose personnel provided valuable assistance to the Deansville community in making plans for Adopt-a-Spots in the city and for other cleanup plans.

# Rest area returned to travelers

By **ROGER POLSON**  
Travel and Information Division

A crackdown by the Department of Public Safety, at the request of the highway department, has stopped a plague of drug dealing, prostitution, and other sexual activity that had invaded the rest area next to the Texarkana Tourist Bureau.

The success of the patrols, originally scheduled to end September 1, has prompted the two agencies to extend indefinitely an interagency security service contract.

Before increased patrols began in May, the area had been troubled by illegal activities, creating an unsavory impression for visitors entering Texas on Interstate 30 from Arkansas.

Bureau manager Ann Dean describes the situation: "Six months ago I wouldn't go into the park alone. There were too many shady characters. Tourists couldn't use the picnic tables because there would be someone sitting on them, soliciting. You couldn't keep the rest rooms clean. In the parking lot near the phones, the prostitutes would be making gestures to the truckers and motorists. We got constant complaints from motorists who were being solicited. We got phone calls from the local people expressing concern over the situation. It was terrible."

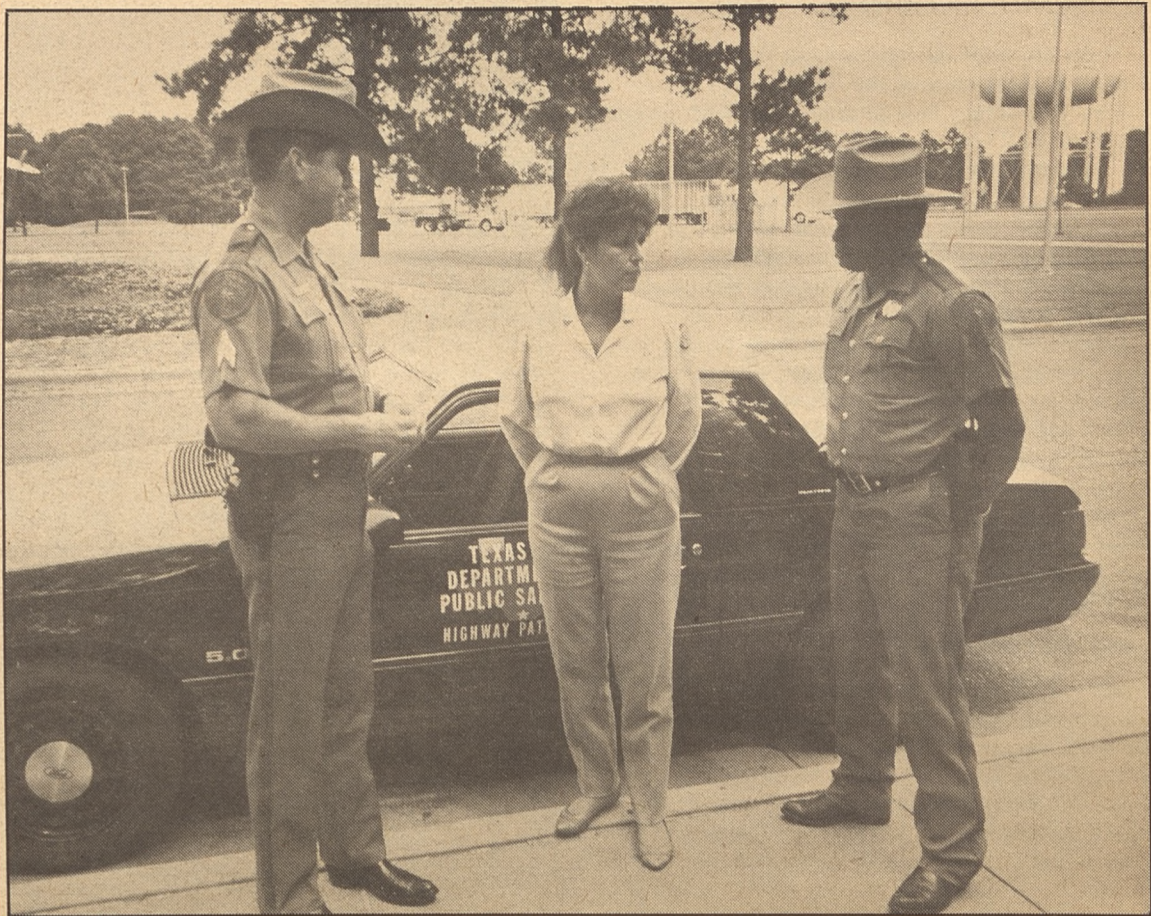
Dean says local police tried to help but had insufficient resources to deal with the problem. Periodic "sting" operations would round up a few people but, Dean says, "they would be released and back the next day."

Help came during consultation with the Department of Public Safety. Officials of the highway department and DPS negotiated a three-month trial contract to provide off-duty officers to patrol the rest area.

The officer in charge of the detail, Sergeant Bill Estes, says, "For people coming to Texas, at the first opportunity they had to stop, they ran into women in little miniskirts, knocking on truck doors." Some prostitutes would contact interstate truckers by CB radio and arrange to meet at the rest area. Others would loiter in the parking lot or park area. "People would solicit motorists for drugs or homosexual activity or whatever," Estes said. "Our presence has stopped that and it has removed that reputation from the community."

Results were immediate. "Since the third day of the contract, the complaints have stopped," says Dean. "Now it's a pleasure to walk through the facility and see families using the park in peace."

The highway department established tourist bureaus during the state's Centennial in 1936 to welcome travelers to Texas and provide free maps and travel information. Since then, the bureaus, located near major



**Ann Dean, manager of the Texarkana Tourist Bureau, discusses with Department of Public Safety officers an interagency effort that has driven unsavory activity from the rest area. (Photo by Marcus Sandifer, Atlanta District)**

entry points around the state, have welcomed millions of visitors and provided a safe place for weary travelers to take a break from the road.

The Texarkana bureau is one of the busiest, assisting almost 235,000 visitors already this year. Over the Labor Day weekend, the bureau provided information and assistance to more than 2,700 people from 34 states and seven foreign countries.

What Labor Day visitors found was different from what they would have seen a few months ago. DPS trooper Randy Nixon says, "When I first started out here, there would be trucks all over the parking lot and up onto the shoulder of the Interstate. Those drivers wouldn't be sleeping, either."

Routine checks revealed that many people in the rest area were local residents, not tourists. "Now," he continues, "you can come in here any time of the day or night, and people are using the facility for what it was intended."

The DPS officers patrol in uniform from marked cars, which give them high visibility. Although the patrol is not continuous, the schedule is rotated to provide patrols at all times of the day and night, seven days a week. The officers spend plenty of time talking with tourists, even handing out maps and answering questions in the evening after the bureau is closed.

"It helps improve our image," says Nixon. "A lot of people never see us unless we're writing a ticket. This gives us a chance to talk to them about Texas and also about their states. Last week, a trucker from College Station stopped to say he was really

proud about the improvement we'd made."

Dean agrees. "The patrols are an asset to our operation," she says. "The officers have been very friendly to the tourists. You'll see them walking around the rest area visiting with the people who have stopped. I think the people who are here for the right reasons feel a sense of security, and the others get nervous and leave."

Engineer-Director Raymond Stotzer is proud of the way the problem was confronted. "Our people have acted admirably in dealing with the situation," he said. "Using a creative approach through interagency cooperation, we have given this facility back to the people."

Today, the tourist bureau and rest area host a continuous flow of traffic. Families picnic at the covered tables, dogs romp across the grassy oval, and Frisbees sail through the air. Motorists can always count on free maps and information. And Texas hospitality is the rule.

Through the continued cooperation of the highway department and the Department of Public Safety, things will stay that way.★

## Austin District lauded for widening project

By **RANDALL DILLARD**  
Austin District

The widening of a section of highway in southwestern Travis County improved mobility, increased safety, and pumped millions of dollars into the local economy, Travis County Commissioner Pam Reed said at recent ribbon-cutting ceremonies.

Reed, whose precinct encompasses the 6.7-mile section of Ranch-to-Market Road 2244 (Bee Caves Road), was the main speaker at an Aug. 29 ceremony. Also attending were highway commission chairman Robert Dedman, U.S. Rep. Jake Pickle, and other elected officials and dignitaries.

The ceremony, sponsored by the Austin Chamber of Commerce, was held at Barton Creek Country Club.

Reed said the project demonstrates the positive results that can come from cooperation among the county, the state, and the private sector.

Students in the Eanes Independent School District will benefit from the new, five-lane roadway, Reed said. Improved sight distance and a continuous left-turn lane will mean a savings of both time and money for the school district.

Traffic on Bee Caves Road, which was built as a two-lane roadway in 1957, has increased 600 percent during the past 17 years.

Prime contractor for the project, Garey Construction Co. Inc., of Austin, provided numerous jobs and put millions of dollars into the local economy during construction. Payroll alone for the project was about \$1 million.★



Celebrating the completion of the Bee Caves Road project were contractor Jack Garey; Charles Bergh of Travis County; Hank Gonzalez, Travis County commissioner; Gordon Pate with the county; Mark Tongate, a local contractor; Pam Reed, county commissioner; County Judge Bill Aleshire; U.S. Rep. Jake Pickle; Austin mayor Lee Cooke; an unidentified man; and highway commission chairman Robert Dedman. (Photo by Kevin Stillman, Travel and Information Division)

## D-4 buyers TAPPed for recognition

By **GINA McASKILL**  
Travel and Information Division

The department's Equipment and Procurement Division (D-4) swept the Texas Association of Public Purchasers' top awards this year with the selection of Wes Burford as Professional Purchasing Manager of the Year and Janet Hasty as Professional Buyer of the Year.

TAPP honored the pair Sept. 7 at its awards banquet. This is the first year the awards have been given by the 4-year-old Texas chapter of the National Institute of Governmental Purchasing. Burford was nominated by his supervisor, Steve Thompson, and Hasty was nominated by Burford.

Another honor went to Georgene Devine, D-4 senior purchaser, who was installed as TAPP treasurer.



**Janet Hasty**



**Wes Burford**

Burford, a 25-year veteran of the department, is manager of general purchasing. He helps oversee about 200,000 purchases worth about \$300 million every year. Major equipment specifications developed under Burford's guidance are used by other agencies and private industry all over the country.

Burford was instrumental in forming the Specification Review Committee for large purchases. With a fleet that has a replacement value of some \$360 million (the sixth largest in the nation), review and care in major equipment specifications becomes very important.

"It's easy to win an award if you've got professional purchasing staff and the support of your management," Burford said.

Hasty, manager of purchasing services, oversees 50,000 purchases a year, worth about \$25 million. Her position carries even

more responsibility than supplies purchasing, because the state purchasing commission has delegated to the department the power to advertise and accept bids for services.

Innovative purchasing methods are strong points for Hasty. She introduced, for example, a two-step screening/bidding method to the department to hire the advertising agency for the "Don't Mess with Texas" campaign. That purchasing innovation was featured in a display this year at the NIGP convention.

Hasty has worked for the highway department 12-1/2 years and has held a number of different jobs in purchasing.

"It's a great honor for the department that both of us got these awards at the same time," Hasty said. She added, "Purchasing is very stressful, but this is one of the rewards."★

## Tom Judson: an 'Ordinary' kind of guy

By KEVIN STILLMAN  
Travel and Information Division

Tom Judson's "Ordinary" bikes are anything but ordinary.

The "Ordinary" was the name given to an early bicycle that featured a 56-inch front wheel. These bikes, manufactured between 1871 and 1892, were the predecessors of the modern bicycles now ridden by millions of Americans.

These old bikes are just a few of the multitude owned by Judson, of the Bridge Division, who says he has had a love affair with bikes since he was 6 years old. It was during World War II, when Judson helped a friend rebuild an old bicycle, that he decided he wanted one for himself.

Today, you'll find a bike in just about every room of his house. But the pride and joy of his collection is not the nickel-plated Ordinary that a cousin brought home from Connecticut. He takes his greatest delight in his first bike, which he bought with a little help from his father.

"When I was 7 years old my grandfather used to let me sweep the family store in San Antonio for one silver dollar a week," Judson said. "By spring I had earned 31 silver dollars and thought I was rich. My father and I went down to Mueller Home and Supply to look at bikes. My father surprised me by helping me buy a new red bike."

After his father's death in 1984, Judson was getting his estate in order when he came across an old cloth sack.

"I opened a drawer in the bedroom bureau and saw an old bag full of silver dollars. There were 31 silver dollars and the receipt for my bicycle," Judson said.

Judson has maintained the bike all these years, and still rides it. On his 49th birthday he was out riding it when he got a flat and had to carry the bike



Tom Judson with two of his favorite bicycles: the one on the left is the first bike he owned, and the other is a nickel-plated "Ordinary." (Photo by Kevin Stillman, Travel and Information Division)

eight miles back home. He said his wife, Sue, laughed when she saw him carrying the bike.

"She said she never knew a man who, at 49, would still ride a bike 15 miles and carry it eight," he said.

The Judsons sometimes dress in period costumes from the late 1800s and ride their antique bikes in parades. In July, they rode in the Spring Ho parade in Lampasas.

Judson also enjoys riding his bikes around Austin. He often rides to Amy's Ice Cream, or to the Capitol, a 16-mile

round trip from his home.

In addition to riding bikes, Judson repairs them. He keeps all the family bikes roadworthy, and fabricates special parts for the older bikes in his own machine shop. He even experimented with a bicycle of his own design, but never completed a functioning prototype.

This fall, Judson will transfer to a Brownwood District job in Lampasas, where he owns an old building that will one day become a bike museum.

And on nice days, he can ride his bike to work.★

## Six vie for 1989 Lady Bird award

By GINA McASKILL  
Travel and Information Division

Six finalists are in the running for the 1989 Lady Bird Johnson Award for Highway Beautification.

Each year, the former first lady presents a plaque and \$1,000 to the highway department maintenance supervisor judged to have done the best job of beautifying roadsides under his care. A runner-up will receive a \$500 award.

This year's finalists are:

- Emiliano R. Gonzales, roadway maintenance supervisor for Runnels County in the San Angelo District;
- James Hair, roadway maintenance supervisor for Brown County in the Brownwood District;

- Tommie D. Jones, roadway maintenance supervisor for Cass County in the Atlanta District;
- Jerry L. Lancaster, foreman of the Montague County maintenance section in the Wichita Falls District;
- Russell Luther, foreman of the Amarillo expressway maintenance section; and
- Glenwood Vierus, roadway maintenance supervisor for Washington County in the Bryan District.

The finalists and their wives will be Mrs. Johnson's guests at ceremonies and a luncheon at the Lyndon B. Johnson State Park at Stonewall on Oct. 4.

A Scenic Preservation Award will also be presented to the highway district that has best enhanced the natural beauty along its highways. Another award recognizes success in propagating colorful fall foliage.★

## Myers gets Guard promotion

Bobby Myers, Paris district engineer, was recently promoted to the rank of brevet-brigadier general in the Texas National Guard.

Myers, who retired from the Texas National Guard's 49th Armored Division in 1983, received the honorary promotion effective July 6, according to a proclamation signed by Gov. Bill Clements.

Myers is a 29-year veteran of the department.

## Paris drivers honored

The Paris District recently honored more than 90 employees for both safe driving and safe operation of heavy equipment.

The awards included safe vehicle driving — five years or longer — for 75 district employees. Awards for safe operation of heavy equipment went to 16 district employees.

District Engineer Bobby Myers praised the work and safety efforts of the employees.★

## TECH TRADE

# Discarded tires can be cheap resource

By GINA McASKILL  
Travel and Information Division

An astounding 200 million automobile tires and 40 million truck tires are discarded each year in the United States. Most of these tires linger in dumps, forming a haven for mosquito larvae and creating a fire hazard.

So public works agencies and private businesses have been seeking ways to use the smelly rubber for many years. Discarded tires have been used for purposes ranging from artificial reefs to energy sources. Such alternatives look more attractive every year as the number of discarded tires mounts and the prices of new materials increase.

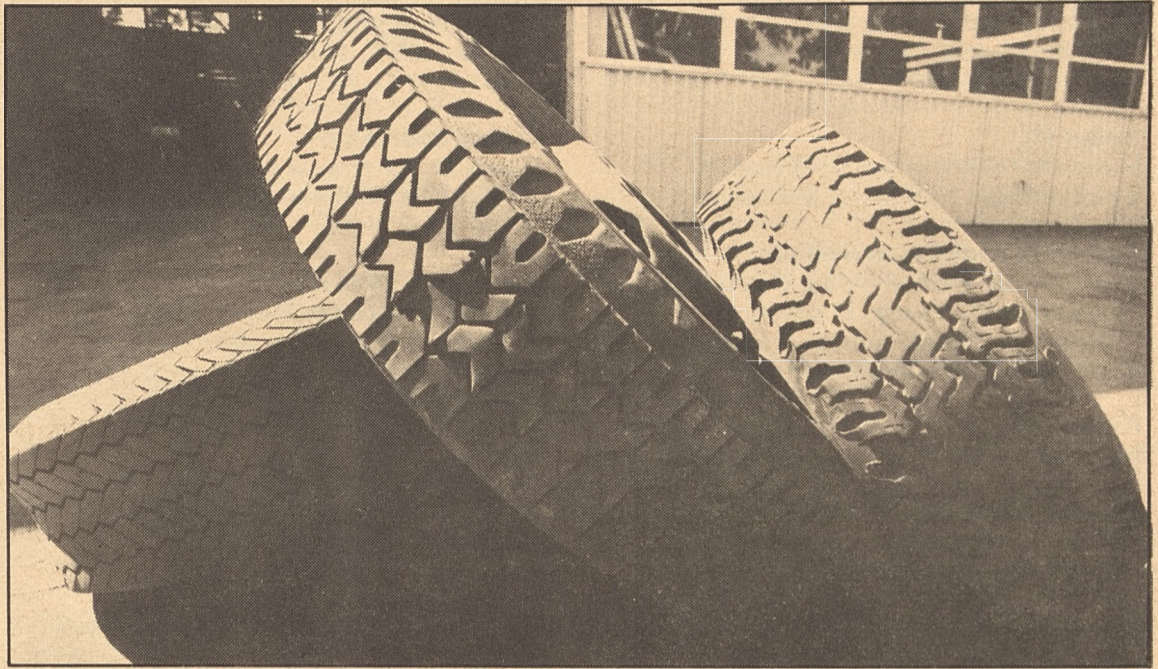
Some of the most promising uses of tires in the highway arena include their use in erosion control. The California Department of Transportation has neatly outlined many of these uses in a collection of guidelines on using whole tires in highway maintenance.

Caltrans' use of tires as protective barriers for plants and cuttings proved effective, but the labor-intensive installation process made other measures more economically prudent. The agency found that the most satisfactory and cost-effective uses were in temporarily stabilizing eroding drainage ditches and eroding shoulders in hilly areas.

Stacks or mats of tires were embedded in the problem areas, secured together with plastic strapping or "clips" made of rebar, anchored with salvaged posts, covered with engineering fabric, and backfilled.

Minimal settling occurred, and erosion proved negligible over the term of the trials. Revegetation improves the aesthetic appeal of the tire walls to acceptable levels.

Installing a 5-foot tire wall for channel slope protection cost Caltrans about \$40 per linear foot, compared to having a contractor install conventional rock slope protection for



Old tires — unsightly, smelly, even dangerous — can have a second round of usefulness as tools for erosion control in highway maintenance. (Photo by Kevin Stillman, Travel and Information Division)

\$95 a linear foot, or reinforced concrete at \$250 a foot. For shoulder slope protection, the figures were \$60 a linear foot for tire installation by maintenance forces, versus \$175 for a concrete crib wall or \$250 for a reinforced concrete all installed by contract.

One reason for the low cost was that Caltrans received many of the tires free — stockpilers simply wanted to get rid of them.

Tires can be used in other highway applications, too, such as in seal coat materials. One manufacturer even turns old tires into flexible guardrail posts.

Caltrans also tried using chopped-up tires as permeable aggregate. Although the two-inch rubber pieces performed acceptably,

the materials were generally too expensive for cost-effective use. This is because of the expense of processing the tires and the demand for recycled rubber in other industrial purposes.

As the demand for landfill space increases, the benefits of recycling ugly old tires will become more apparent and more attractive. Who knows? One day, instead of just "putting the road under the rubber," we may often be putting rubber under the road.★

A copy of the Caltrans report, "Guidelines for Using Recycled Tire Carcasses in Highway Maintenance," is available from the Transportation Planning Research Library. (D-10R), call number 88-19#9.

## CALENDAR

### OCTOBER

- 2-5 Basics of Bridge Inspection, Austin, D-5
- 4 Lady Bird Johnson Beautification Award Ceremonies, Stonewall, D-18
- 4-6 Drilled Shafts Training, Austin, D-13
- 5-6 Area III Research Advisory Committee Meeting, Amarillo, D-10R
- 10-11 Equipment Conference, Austin, D-4
- 10-11 Highway Construction Lettings, Austin, D-6
- 16 District Engineers/Division Heads Meeting, College Station, BCB
- 17-19 63rd Annual Highway and Public Transportation Short Course, College Station, BCB
- 23-25 Basic Interactive Graphics Roadway Design System Workshop, Austin, D-19
- 23-26 Basics of Bridge Inspection, Austin, D-5
- 24-26 DBE Program Administration, Austin, D-6
- 25 Commission Meeting, Austin

- 25-27 Basic Interactive Graphics Roadway Design System Workshop, Austin, D-19

- 30-31 Ninth National Conference on Rural Public Transportation (cont'd Nov. 1), San Antonio, D-11

- 31 1989 Washto Personnel Officers Conference (cont'd Nov. 1-2), Austin

### NOVEMBER

- 1 Ninth National Conference on Rural Public Transportation (continued), San Antonio, D-11
- 1-2 1989 WASHTO Personnel Officers Conference (continued), Austin
- 6-9 Basics of Bridge Inspection, Austin, D-5
- 6-10 Value Engineering Workshop, Lufkin, D-13
- 8-9 Highway Construction Lettings, Austin, D-6
- 13-15 Southwest Traffic Safety Workshop, San Antonio, D-18STO
- 14 Vegetation Management Seminar, Austin, D-18L
- 14-15 1989 Construction Engineers Conference, San Antonio, D-6

- 21 Human Factors: Role of Driver Expectancy and Behavior in Highway Design and Traffic Control, Austin, D-13

- 23-24 Holiday, Thanksgiving

- 27-30 Basics of Bridge Inspection, Austin, D-5

- 28-29 District Laboratory Supervisors Meeting, Austin, D-9 30 Commission Hearing and Meeting, Austin

- 30 Commission Hearing and Meeting, Austin

### DECEMBER

- 5-6 Highway Construction Lettings, Austin, D-6

- 14 Commission Meeting, Austin

- 25-26 Holiday, Christmas

### JANUARY

- 1 Holiday, New Years' Day

- 9-11 Bridge Pinting Inspection, Austin, D-13

- 17-18 Microcomputer Applications in Planning and Programming, Austin, D-13

- 17-18 District Engineers/Division Heads Meeting, Austin, BCB

# SERVICE AWARDS

## Automation (19)

David T. Varner, 25 years; Terrance R. Crawford, 20 years; Justino Castillo, 10 years; Linda R. McGehee, Don E. Watson, five years.

## Bridge (5)

Marion M. Mays, 15 years; Michael R. Lynch, Charles E. Walker, five years.

## Equipment and Procurement (4)

Bobby W. La Font, 20 years; Carolyn S. Flores, Lois M. Young, 15 years; Francisco S. Espana, Jane E. Rubino, Kelvin E. Thomas, five years.

## Finance (3)

Jan T. Filla, Joyce D. Sarria, five years.

## Highway Design (8)

William S. Newberry, 35 years; Nancy S. Wilson, 15 years.

## Human Resources (13)

Leslie A. Clark, 25 years.

## Materials and Tests (9)

David T. Kight, Billy R. Neeley, 30 years; Glenn A. Spann, 20 years; Michele M. Grounds, five years.

## Motor Vehicle (12)

Ronny L. Hamilton, 30 years; Frances V. Brooks, 25 years; Gary G. Herzik, 20 years; Peggy W. Faulkner, Deborah R. Foust, Louis Keys Jr., Linda R. Martinez, Judy E. Ward, 15 years; Beverly G. Biar, Linda R. Bingham, Linda R. Butler, 10 years; Cynthia A. Wright, five years.

## Planning and Policy (7)

Diane D. Sullivan, 20 years.

## Right of Way (15)

Billy G. Owens, 30 years; Verna J. Record, 20 years; Cheryl W. Bennett, five years.

## Transportation Planning (10)

Lana L. Ashley, 20 years; Terry M. Warner, 15 years; Mary S. Deleon, 10 years.

## Travel and Information (16)

Michael A. Flores, Sonda S. Landry, five years.

## Paris District (1)

Clarence D. Gillean, 30 years; Thomas R. Anderson, George W. Foster, Howard L. Smith Jr., 25 years; D. B. Gregg Jr., Joe D. Orr, 15 years.

## Fort Worth District (2)

Roy L. Hausler, 25 years; Jerry D. Brewer, Jack D. Eaton, Lawrence M. Rosenbach, Richard D. Swanner, 20 years; Jacky W. Rutledge, 15 years; Shiraz H. Dhanani, Donnell Evans Sr., Judy J. Hoyack, 10 years; Mark L. Bradshaw, Ross A. Isom, five years.

## Wichita Falls District (3)

George G. Dickey, 25 years; James M. Bryan, Roy W. Proctor, 20 years; Harold G. Hodges, 10 years; Joe S. Arledge, Carol O. Nunn, Matthew W. Smith, five years.

## Amarillo District (4)

John H. Bedenk, 25 years; Danny L. Shields, 20 years; Ruth W. Kuhler, Troy G. Miller, Jesse J. Velasquez, 15 years; Eugene R. Hinds, 10 years; Roger B. Wells, five years.

## Lubbock District (5)

Jimmie C. Bass, 30 years; Zane Gray, Evelyn B. Moore, William R. Sedgwick, 20 years; Jill C. Henry, Bobby S. Sims, 15 years; Jerry D. McCune, 10 years.

## Odessa District (6)

Santos G. Barrera, William R. Stebbins Jr., 15 years; Delia Parras, 10 years; John R. Salcido, five years.

## San Angelo District (6)

Winston A. Koerth, Billy T. Young, 35 years; Milton R. Cavaness, 25 years; Peggy W. Jackson, 15 years; Lupe L. Gonzales, five years.

## Abilene District (8)

Kenneth W. McPherson, 35 years; Gary L. Turnbow, 10 years; Heriberto Sarinana, five years.

## Waco District (9)

William R. Casbeer, Billy J. Nutt, 35 years; Jimmy N. Dyson, Roy L. Jennings, 15 years; Willis L. Patton Jr., Billy S. Pigg, 10 years; Richard F. Kinsey, Gary L. Proctor, five years.

## Tyler District (10)

Royce E. Dunlap, James T. McCune, Louie M. O'Neal, 30 years; Harland E. Cannon, 25 years; Carol H. Holle, 20 years; Ralph R. Walters, 15 years.

## Lufkin District (11)

Andrew Scott, 20 years; Dorothy F. Lyons, Johnny L. Mills, Henry E. Vasquez, 15 years; Joe E. Oliver, Karen L. Oliver, 10 years; Thomas G. Hunter III, five years.

## Houston District (12)

Horrace R. Conley, Billie Walker, 30 years; Jerry D. Gilbreath, Marshall L. Goolsby, 25 years; Ronnie D. Chatham, Charles L. Davidson, Janis B. Frank, John W. Franklin, Jo Ann K. Hirsch, Jerry R. Lofland, Herrael P. Montalvo, Naseer A. Siddiqi, Benjamin P. Unruh, Hezekiah Whaley Jr., 20 years; Raymond Ramirez Jr., 15 years; Harriett C. Callahan, Evelyn D. Gibson, Effie C. Henry, Raymond P. Jaap, A. G. King, Eligia R. Martinez, Tesfaye Mesfin, Mike C. Salazar, 10 years; John M. Beasley, Robert L. Holsomback, Alphonso W. Marullo Jr., Thomas Solis, Matthew K. Stevens, Elizabeth G. Uhas, five years.

## Yoakum District (13)

Walter W. Petrosky, 35 years; Charles F. Sheblak, Victor J. Stary, 30 years; Edward L. Bennett, Charles H. Hanzelka, 25 years; Alroy P. Malina, Robert L. Meyer Jr., 20 years; Larry D. Rutherford, 15 years; Jesse J. Kovar, Leroy J. Mueller, 10 years; Aida C. Chapa, Robert J. Wagner, five years.

## Austin District (14)

George A. Hale, Donald Marx, 35 years; Clarence E. Jatzlau, Glenn R. Widmer, 30 years; Robert J. Deflorian, Gary L. Lilja, Johnny C. Polasek, 20 years; Charles A. Norris, Ernest E. Welch Jr., 15 years.

## San Antonio District (15)

Carl A. Rodriguez, 35 years; Leonard C. Calonge, 30 years; Roberto A. Alvarez, Simon S. Arcos, George A. Dillon, Henry A. Geigenmiller, David G. Kienbaum, 25 years; Ralph S. Arredondo, Frank D. Deleon, Juan Farias, Leonel G.

Garcia, Carlos Guerra, Enrique E. Moreno, 20 years; Joe H. Macias, Cathie B. Williams, 15 years; Mike Alvarado, Anthony J. Novak, Armando S. Placencia, Lee J. Taylor, 10 years; Christopher W. Chidester, Robert T. Crenwelge, Patrick F. McGowan, five years.

## Corpus Christi District (16)

Richard R. Potts, James C. Pugh, 30 years; John A. Cofas, Ira J. Knox Jr., Rubin A. Schultz Jr., 25 years; Reyes S. Reyes, 10 years; Paula M. Cantu, Hilda P. Correa, five years.

## Bryan District (17)

Daniel T. Ayers, Glenwood Vierus, 35 years; Larry J. Lacina, 20 years; Jose R. Flores, Paul J. Hightower, James C. Lawson Jr., 10 years; Charles E. Heath Jr., Betty H. Kolkhorst, Denise K. Schott, five years.

## Dallas District (18)

Billy E. Cofer, Clarence M. Graves, Charles H. Little, Keith Townsend, 35 years; Howell E. Hogue, 30 years; Lester R. Baggett, Brenda G. Blain, Billy G. Hyde, 20 years; Robert C. Rawlings, Larry D. Treadway, 15 years; Judy C. Anderson, Floyd W. Ervin, Fredrick Polk, Lewis T. Session Jr., Jerry M. Slater, Floyd E. Wingrove Jr., 10 years; Donald R. Duke, Karl W. Franks, Robert Island Jr., Darwin J. Myers, Johnny Smith, Larry D. Tegmeyer, David A. Williams, Gordon R. Williams, five years.

## Atlanta District (19)

Donald D. Dupree, Ray D. Shurbet, John W. Watkins, 35 years; Duran C. Duncan, Aubrey E. Kight, Kenneth W. Peacock, 30 years; Tommie D. Jones, 20 years; Suzanne G. Foster, 15 years; Dennis M. Beckham, Sandra E. Burden, Dennis L. Massey, 10 years.

## Beaumont District (20)

Frank L. Gore, Jerry M. Murray, 30 years; Kenneth C. Carter, Wilbert C. Johnson, Johnnie D. Kelley, James E. Luckey, Izell Ward, 20 years; Ruby G. Shurgin, 10 years; Roy E. Floyd, George W. Ford, Betty J. Peters, five years.

## Pharr District (21)

Francisco J. Cobarrubias Jr., Martin Garza, Alice O. Pope, 20 years; Simon Aguirre Jr., Judith H. Mangum, 15 years; Ernesto Lopez, 10 years.

## Brownwood District (23)

Rosevelt Duffie, 20 years; Charles D. Barker, 15 years; Clinton R. Brown, 10 years; Joyce K. Reed, five years.

## El Paso District (24)

Fred H. Campos, 25 years; Alfredo Aguilar, David A. Torres, 20 years; Linda Provencio, 15 years; Jesús J. Gonzalez Jr., 10 years.

## Childress District (25)

Aaron H. Brooks, Lonnie E. Lynn, 35 years; Joe B. Hall, Don R. Warren, 30 years; R. L. Hunnicutt, 15 years; Billy L. Prentice, Jerry L. Wren, 10 years; John D. Cooper, Billy K. Trosper, five years.

## IN MEMORIAM

### Employees:

**Thomas J. Austin**, Houston District, 23 years service, died Aug. 26, 1989.

**Eugene B. Daniels**, Dallas District, three years service, died Sept. 2, 1989.

**James E. Moses**, Lufkin District, three months service, died Aug. 18, 1989.

**Pablo D. Perales Jr.**, Corpus Christi District, 33 years service, died Aug. 31, 1989.

### Retirees:

**Garnett M. Allen**, Denton, retired from Dallas District in 1977, died June 27, 1989.

**Orville G. Cox**, Greenville, retired from Paris District in 1972, died Aug. 28, 1989.

**Booker F. Evans**, Bandera, retired from San Antonio District in 1975, died July 18, 1989.

**Jerome Havel**, Columbus, retired from Yoakum District in 1977, died Aug. 27, 1989.

**Claude E. Hill**, Levelland, retired from Lubbock District in 1974, died July 3, 1989.

**Winifred G. Lewis**, Greenville, retired from Paris District in 1974, died July 11, 1989.

**Joe A. Luce**, Tyler, retired from Tyler District in 1969, died July 14, 1989.

**James A. Parks**, Hamilton, retired from Waco District in 1964, died July 24, 1989.

**John J. Philp**, Marlin, retired from Waco District in 1976, died June 13, 1989.

**Lonnie L. Pickle**, Palestine, retired from Tyler District in 1972, died July 26, 1989.

**Herman H. Rankin**, Rosenberg, retired from Houston District in 1964, died Aug. 6, 1989.

**Raymond B. Rockwell**, Longview, retired from Tyler District in 1983, died July 10, 1989.

**Leonard F. Rushing**, Seymour, retired from Wichita Falls District in 1984, died Aug. 18, 1989.

**James W. Thompson**, Alvord, retired from Fort Worth District in 1977, died June 15, 1989.

**James A. Ullom Jr.**, Canadian, retired from Amarillo District in 1976, died July 25, 1989.

**Bernice W. Woolsey**, Fort Worth, retired from Fort Worth District in 1987, died Aug. 20, 1989.

**William B. York**, Lufkin, retired from Lufkin District in 1961, died Sept. 2, 1989.

★Compiled by **Bernice Kissmann**,  
Human Resources Division

## RETIREMENTS

### Equipment and Procurement Division

J. W. Thompson, Material Analyst III, 14 years.

### Paris District (1)

Weldon W. Smith, Maintenance Technician II, 17 years.

### Fort Worth District (2)

Arthur E. Cox, Maintenance Technician II, 18 years.

### Odessa District (6)

Francisco Herrera, Maintenance Technician III, 27 years.

### San Angelo District (7)

Milton R. Cavaness, Engineering Specialist I, 25 years; Howard L. Goree, Maintenance Technician III, 18 years.

### Bryan District (17)

Joyce H. Cates, Maintenance Technician III, 31 years.

### Dallas District (18)

William J. Bugelhoff, ADP Supervisor III, 19 years.

### Beaumont District (20)

Elmer J. DeRouen, Maintenance Technician III, 24 years; Marvin R. Mueller, Maintenance Technician III, 27 years.

### Childress District (25)

Lon W. Hall, Purchasing and Supply Officer I, 27 years.

### El Paso District (24)

Guillermo Molinar, Maintenance Technician III, 28 years.

## Purchasers earn certification

During the past year, 24 department employees have been tested and certified by the National Institute of Governmental Purchasing as Professional Public Buyers (PPBs). Certification requires four years of experience and the successful completion of a four-hour written examination. Joining 16 department employees who already had earned certification are: Ed White and Rick Lynch, Paris District; Leona Morgan, Wichita Falls; Linda Wilcox, Lubbock; Mike Decker and Peggy Jackson,

San Angelo; Allen Morgan, Letha Morris, and Richard Wasson, Abilene; Janet Carlisle, Waco; Terry Frick, Tyler; Cindy Sauer, Houston; E. V. Ray, Atlanta; Vickie Duke, Louis Bryant, Royce Brannen, and Alton McCurly, Beaumont; Bettie Valenzuela, Childress; Donna Evans, Maintenance and Operations Division; Mary Ann Rickey, Automation Division; and Jerry Maroney, Carolyn Shanley, Jim Powell, and Scott Koczman, Equipment and Procurement Division.

## This month in department history

**1917:** The first Short Course for highway engineers was conducted by Texas A&M College. It was supplemented by a correspondence course conducted through the civil engineering department. Short Course was not held regularly, however, until 1924.

**1949:** The 35th annual meeting of the American Association of State Highway Officials was held in San Antonio Oct. 10-13. On the last day of the meeting, Dewitt C. Greer was elected president of the association.

**1950:** The department announced that 10,000 miles of farm-to-market roads had been completed. The 10,000th mile was on FM 1402 in Titus County. At the time, the department was contracting rural roads at the rate of 3,500 miles per year.

**1954:** In the October edition of *Highway News*, an editorial suggested that closing the window blinds in the main office in the evenings would "add considerably to the outside appearance of the building."

**1955:** With the October 1955 letting, the department surpassed its previous one-year letting by a million dollars — with two more lettings to go. The record-breaking total was \$132 million.

**1956:** The Right of Way Division began operation Oct. 1, to handle acquisition of land for the Interstate system.

**1959:** The *Corpus Christi Harbor Bridge*, 243 feet to the crown of its arch, opened on Oct. 23.

**1966:** October's letting set a record with \$50 million worth of projects awarded. Also that month, a Dallas County project on Interstate 635 became the largest single project to date in dollar volume — worth about \$12 million.

**1970:** The first Lady Bird Johnson Award for Highway Beautification was presented to Joe Derrick Sr. of Stephenville on Oct. 2.

**1974:** During the evening rush hour Oct. 28, a tornado wreaked havoc among cars at the south end of the Baytown-La Porte tunnel. Cars and drivers were thrown violently about, and one man was killed. More than a dozen were injured, including a highway department tunnel guard. The tunnel was cleared and operating normally again two hours later.

**1981:** On Oct. 21, the Austin headquarters building was renamed the Dewitt C. Greer Building. Greer was presented with a unique certificate of service — embellished with maroon and white ribbons — marking his record 52-1/2 years.

**1984:** The highway commission approved the first transportation corporation in October 1984.

**1986:** In October, Dian Neill became the department's first female division head. She replaced Bob Townsley as director of the Division of Motor Vehicles.

★Compiled by **Gina McAskill**



# LETTERS

In my crude but sincere way, I would like to express my gratitude to two of your staff members.

On July 18, my wife and I were en route from Dallas to Sinton, and stopped at the rest stop on Interstate 45 near Fairfield. After we had driven south for about 15 minutes, my wife informed me she had left her purse in the rest room. As I turned around and headed back to the rest area, I thought we had seen the last of that purse. Sure enough, no purse when we finally reached the rest stop.

When we arrived home that evening, our phone was ringing: Mrs. **Leroy Wallen** told us she had the purse at her home in Richardson.

**Irene Carlson** had found the purse at the rest stop and turned it over to Leroy Wallen.

Mrs. Wallen had called us long-distance to tell us the good news. And good news it was, because I had worried all the way to Sinton.

This was a very pleasant ending to a frightening situation. Many thanks for the helpful use of your two staffers. You don't find that kind of people very often. It reaffirms my faith in people.

I commend both for such an honest and sincere deed.

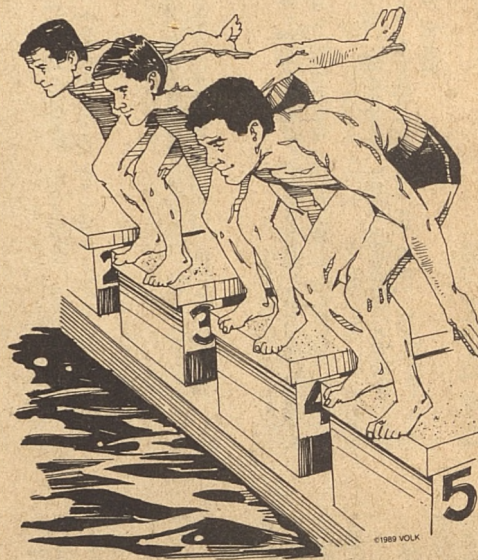
**Robert L. Hutchins**  
**Sinton**

*Wallen is district transportation engineer in the Dallas District. Mrs. Wallen and Mrs. Carlson, while not employed at the department, certainly rank as members of the "highway family" in spirit!*

## STAY IN THE SWIM!

Don't miss upcoming issues of *Transportation News*. State law requires us to update our mailing list annually. If you receive T-News through the U.S. mail, and wish to continue receiving it, please cut out this box, including your mailing label (with any corrections noted) and send to:

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