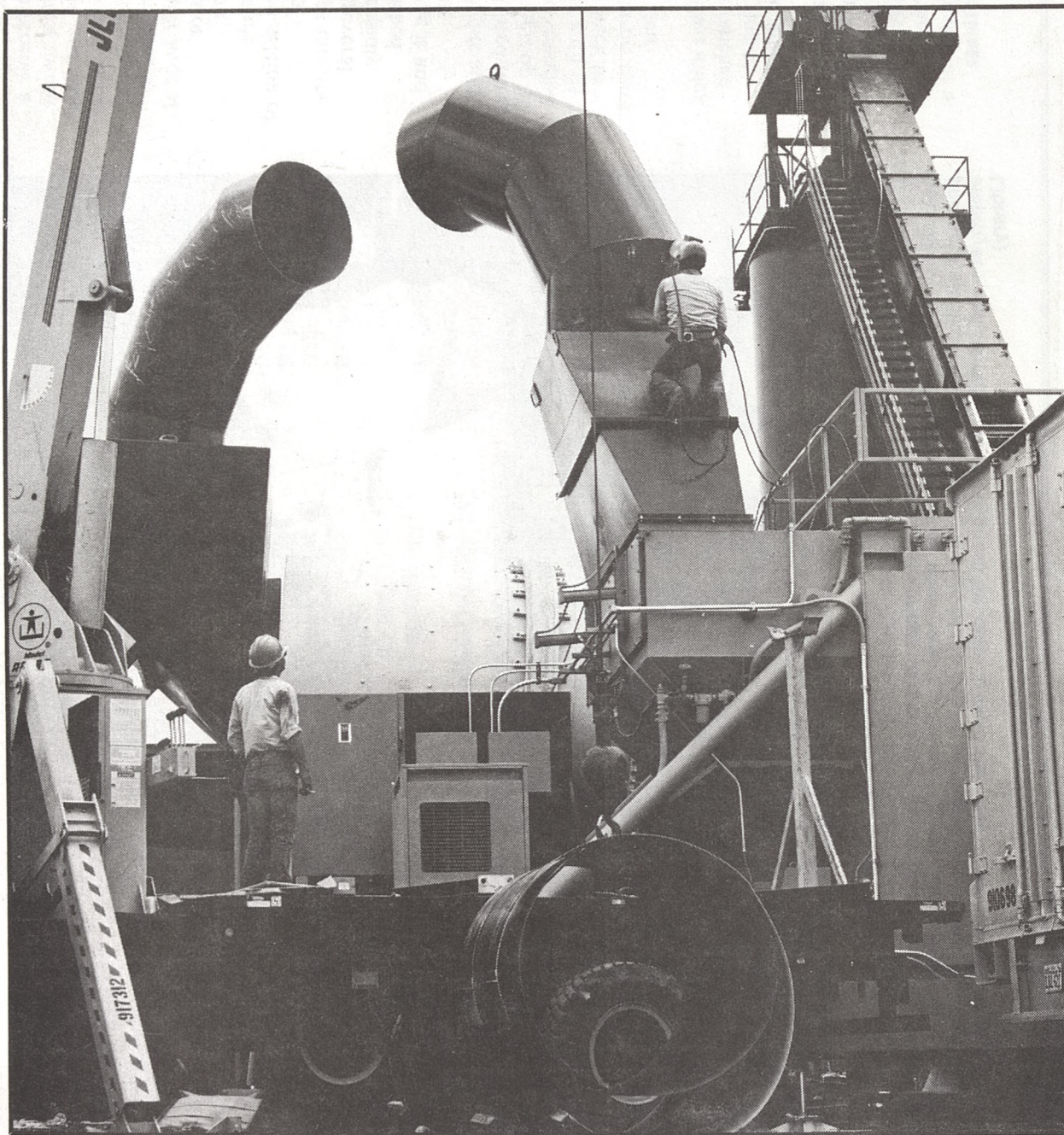


TRANSPORTATION news

State Department of Highways and Public Transportation

July 1991



Dallas takes the RAP

See page 12

What's Inside

President Bush outlined his administration's transportation "wish list" June 21 before the AASHTO policy committee. Engineer-Director Arnold Oliver offers the department's response.

See page 3

The Legislature has provisionally renewed the department until Dec. 31 under the Sunset Act. Find out about some of the changes the legislation will bring in the way we do things.

See page 6

For some, helping a DPS trooper faced with an armed suspect would be heroism. For Robert Blankenship of the Dallas District, it's just doing his duty.

See page 7

To attract more people of color, the department is beefing up its recruiting efforts. Check out the department's recipe for better minority representation.

See page 8

Organ transplant recipients have mental and physical problems that can be hard for others to understand. One employee would like to start a support group to help them cope.

See page 11

On our cover:

This asphalt recycling plant in the Dallas District is the first in the state to use microwaves in recycling pavement. The recycled material will be used to rehabilitate a long section of Interstate 35E near Dallas. (Photo by Kevin Stillman, Travel and Information Division)

TRANSPORTATION news

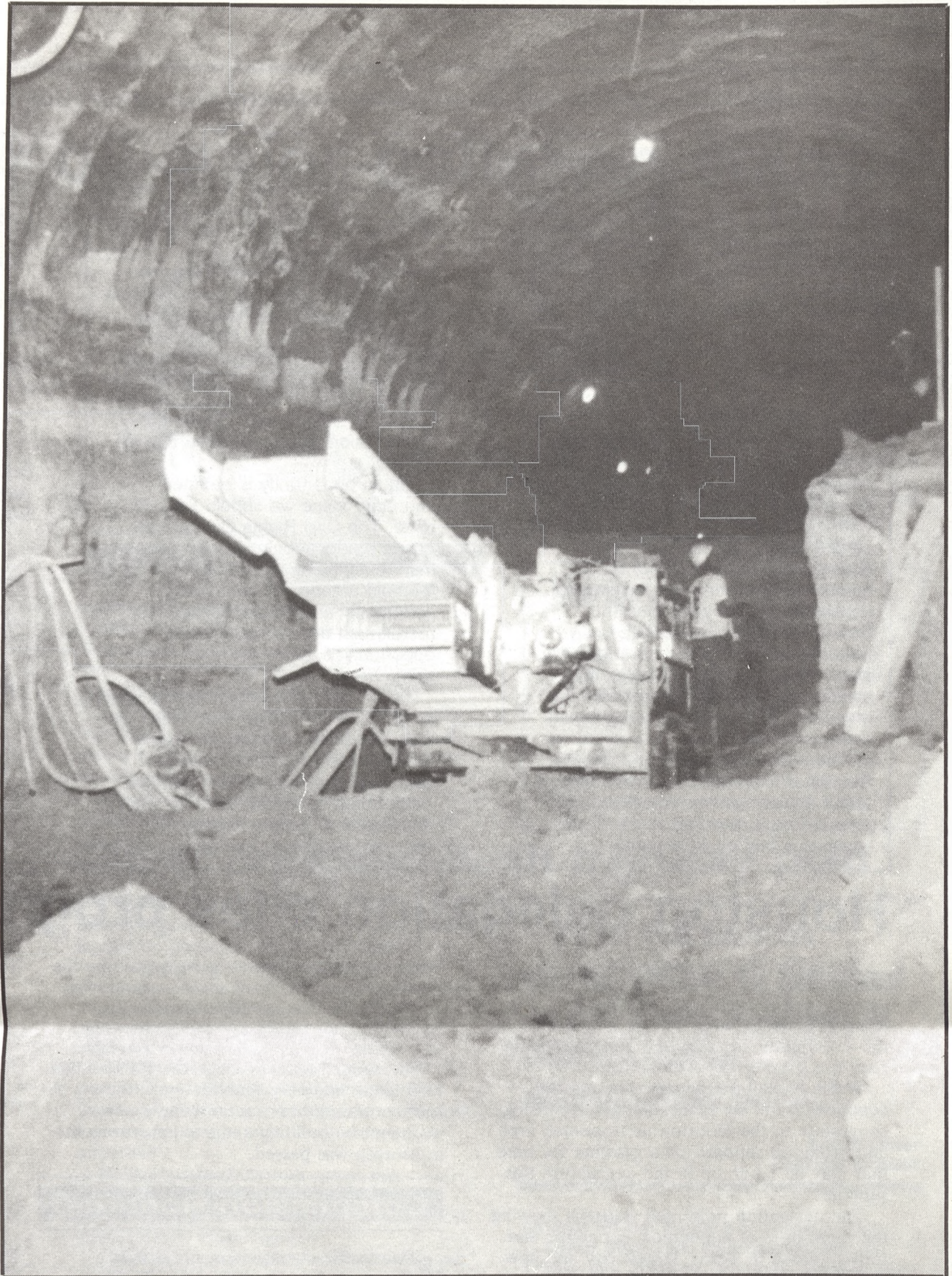
Volume 16 Number 11

JULY 1991

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.

Manuscripts, photos, news tips invited. Send submissions to above address or telephone the editor at (512) 463-8612 or Tex-An 255-8612.

Associate Editors Jeff Carmack
Gina McAskill
Staff writers Ronda Baker
Cheryl Converse
Emily Guinan
Harvie Jordan
Roger Polson
Lona Reeves



(Photo by Juan Carlos Reynoso, Dallas District)

A tunnel being bored under North Central Expressway in Dallas will handle water runoff. It's the largest drainage tunnel ever excavated in the Dallas area. When completed, it will be able to carry 6,000 cubic feet of water per second, enough to fill an Olympic-sized swimming pool in three seconds.

See page 10

From the Engineer- Director



I hope you all have heard, or read in the May issue of this newspaper, about our two new divisions: Environmental Affairs and Civil Rights. I'd like to visit with you about their importance, as I see it.

If you need evidence of the growing concern about the natural environment, just check the record amount of environmental legislation considered in this past session. Provisions of the Sunset bill reauthorizing the department (see the story on this on page 3) reflect this concern, as does the bill passed mandating increased recycling by state agencies.

The new division will be a sign to the rest of the world that we're serious about environmental protection, and it also will be a reminder to us. It will remind us that environmental

protection means more than planting flowers and picking up trash. It means more than trying to mitigate any detrimental effects after they crop up.

It means considering the environment every step of the way, from the time a project is a mere idea to the time we spray herbicides by that roadway years in the future. Environmental concerns must be an integral part of planning, from concept, through design, through construction, through maintenance. I intend this new division to help us keep that in mind.

Equal opportunity is another important value we should keep in mind. The Civil Rights Division will become a focal point for our efforts to help minority businesses get a foothold among our contracting community and for promoting recruitment and advancement opportunities for members of minority groups.

I don't think the department is guilty of overt discrimination. But I think we have not been as energetic as we could in reaching out to people of color and convincing them that the department is a great place to work. I know a lot of people already think so — we received more than 1,000

applications for the director of information resources position created a few months ago.

I want the new division to help cultivate an atmosphere in which everyone feels accepted and valued. In that case, we wouldn't have to worry about goals and accusations of discrimination because the department would attract and retain minorities in large numbers.

We know that once people really understand the benefits — the nonfinancial benefits — of working here, they hire on. Look at the success of the Dallas District's recruitment effort, last month's cover story.

It can be done, if we put thought and energy into it. In both minority hiring and promotion and environmental affairs, it's not longer acceptable for us to do just the bare minimum, to just get by. We must anticipate trends, devote resources, seek innovative solutions, and believe that the goals we set are vital.

Houston delegation cites progress in mobility

The public hearing portion of the commission's May 29 meeting started with a glowing report from a Harris County delegation led by John Walsh, chairman of the Committee for Regional Mobility for the Houston Chamber of Commerce.

Walsh lauded the department and the commission for the strides made in reducing congestion in the Houston metropolitan area and promised support for a gasoline tax hike that may be taken up in the Legislature this summer.

The delegation presented statistics showing the rapid pace of population, economic and traffic growth in Texas' largest city and how well infrastructure has kept up. They presented the Greater Houston Partnership's estimate of how much investment will have to be made to maintain or improve the level of congestion: At current growth levels, it will take \$10.4 billion to maintain today's congestion index through the year 2000. To achieve the goal of a 0.9 index would take \$14.9 billion.

The delegation recommended continued multi-agency cooperation, initiatives such as traffic management and "superstreets," elimination of billboard acquisition problems and private support of a motor-fuels tax increase. Commission Chairman Ray Stoker said an increase will take "grass-roots support" and pointed out that in 1992 all the department's funds will be going toward maintenance and federal-aid matches.

The second delegation was from Tyler County, requesting an extension of Farm-to-Market Road 92 to form a paved link between Recreational Road 255 and US 190 to serve recreational, logging and local traffic. Tyler County Judge Jerome

Owens said the extension is supported by the commissioners' courts of seven counties, by two regional planning organizations, a chamber of commerce and residents of 14 counties.

The commission approved the \$300 million 1992 Consolidated Rehabilitation Program. A routine minute order authorizing a new maintenance building and site improvements in Morton was passed.

Commission Roundup

Two traffic-management projects in Houston, on Interstate 10 and I-45, were authorized. Commissioners also approved construction of a road to serve the new headquarters of the Confederate Air Force at the Midland International Airport.

Deputy Director Marcus Yancey reported on the progress of transportation planning along the United States/Mexico border. Meetings of local, state, and national officials have taken place, and more are planned. He suggested that the commission may want to establish an international liaison office within the department to serve as a contact, since international involvement will become increasingly frequent.

Milton Dietert, district engineer in Houston, reported that wetlands are his district's most prevalent environmental problem. Under existing federal rules, more than 80 percent of Harris County qualifies as wetlands, including most people's front yards. The Environmental Protection Agency is looking at tightening these standards. Dietert said the "wetlands bank" concept recently approved will make management of mitigation areas much more efficient.

Dietert gave a breakdown of his employees by sex, ethnicity and job category, comparing the district to the Houston-area

labor force. Overall the district compares favorably, he said. He noted that 57 percent of his engineering staff has less than six years' experience; the district lost 32 engineers last year to higher-paying private-sector jobs.

The commission changed the rules for the Adopt-a-Highway program to include "Adopt-a-Project" for contractors who pledge to keep their construction sites extra neat.

Rules regarding environmental considerations and public involvement in development of construction projects were accepted by the commission. Ken Bohuslav, head of the Highway Design Division's Environmental Section, explained the changes made in the rules as the result of five public hearings and more than 150 comments submitted. He said most of the objections stemmed from misunderstandings and misinformation.

Dan Fambro of the Texas Transportation Institute reported on his study of how to improve railroad crossings with passive warning systems. He said preliminary testing will be completed this summer, and the best ideas will be tested in the field beginning in September.★

Jaso named assistant to commission chairman

Maribel Jaso, resident engineer in Pecos, was recently named executive assistant to chairman Ray Stoker of the State Highway and Public Transportation Commission.

A veteran of more than eight years with the department and the first female resident engineer, Jaso will aid Stoker for the duration of his tenure as chairman.

Kendall Osborn is supervising the Pecos Residency in Jaso's absence.

Used motor oil major pollution source

Imagine an idyllic nature scene. The only requirements are that it be peaceful and contain a lake reflecting the opposite shore.

Beautiful. But then you notice the reflection is a different color than the scenery across the lake. What's wrong? A glistening sheen of dirty colors like dead rainbows covers the surface of the lake. Someone must have changed his motor oil and dumped it instead of recycling it.

By one estimate, there are times when 40 percent of the pollution in our nation's water is old motor oil. Used oil contains lead and trace amounts of other toxic metals plus a variety of hydrocarbons, many of which are toxic to aquatic life even at low concentrations.

Pouring oil into the gutter or storm sewer, or letting it leak from your car, is just like dumping it directly into the lake. Recycling used oil does not mean using it as a weed killer or to keep down the dust in your driveway; it can soak through the soil, even at landfills.

Used oil is not trash; it's toxic waste.

A single pint of oil can create a glistening slick the size of a football field. A single quart is enough to pollute 250,000 gallons of water. One part oil to 1 million parts water

Move nears for divisions

Engineering divisions will soon be moving in together.

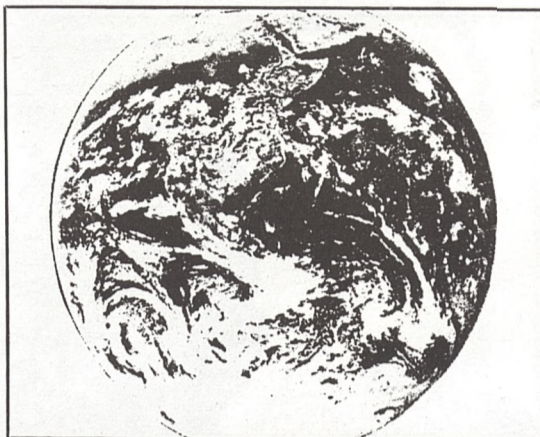
The consolidation into leased space just south of downtown Austin could begin as soon as August, said John Panosh of the Equipment and Procurement Division (D-4). How soon will be determined by the completion of a new building connecting two others the department will occupy, Panosh said.

Leases on the divisions' current locales — Promontory Point, La Costa, La Costa Centre and Walnut Creek — expire this year.

As of mid-June, renovation had begun on the four buildings that make up the divisions' new homes on Riverside Drive. But workers had yet to pour the slab for the new three-story structure. They were having trouble digging the holes for foundation piers as long as 50 feet, Panosh said.

The complex will have nearly 200,000 square feet, including a cafeteria, a large hearing room and a locker room.

All or part of eight divisions will move. A Division of Automation contingent and the Bridge Division will be the first to relocate, followed by the Maintenance and Operations Division's (D-18's) landscaping and traffic-management sections, the Occupational Safety Division, Right of Way Division, D-4's reproduction services at Camp Hubbard, the Construction and Contract Administration Division, D-4's Promontory Point contingent, the Highway Design Division and the rest of D-18. The process will take at least a month, Panosh said. ***Ronda Baker, Travel and Information Division**



Earth Watch

is detectable to human taste and smell.

Estimates indicate an average of 240 million gallons of used crankcase oil finds its way into the nation's waterways each year. That's 22 times more oil than the *Exxon Valdez* spilled in Alaska. The nation was outraged at one tanker accident, yet we calmly accept the willful disposal of 22 times that much each year.

About half of all automobile owners change their own oil, and there's no reason

Oliver critiques Bush highway plan

President George Bush contrasted his administration's transportation proposal with legislation passed by the U.S. Senate in June. Appearing June 21 before the American Association of State Highway and Transportation Officials (AASHTO), he applauded the bill's inclusion of a National Highway System.

Arnold Oliver, engineer-director, said the system "is a visionary plan that recognizes that the Interstate system alone is insufficient for our changing population and travel patterns."

Bush expressed concern about the limitations the Senate bill places on state authority by directly allocating funds to local governments. Oliver agreed.

"The bill hinders states' ability to respond to the greatest needs in either rural or metropolitan areas. Permitting programming and project selection of federally funded highways by metropolitan planning organizations could unduly limit our state's flexibility," Oliver said.

Bush reissued his challenge to the House of Representatives to pass a transportation bill. He cautioned the members of AASHTO to not let the fight over money obscure the larger issues.

The State Highway and Public Transportation Commission has endorsed an alternative to the Senate's and the President's proposals. The alternative, the Federal Surface Transportation (FAST) proposal, offers a plan for the House to consider in drafting their legislation.

It is supported by several other states, and would provide equitable formulas to distribute federal funds.

"Through Senator Bentsen's fine work in forging the compromise that would spend down the surplus in the federal Highway Trust Fund, the Senate bill provides substantial funding increases over the next five years.

"Senator Bentsen has ensured that federal gas taxes collected in Texas will return to Texas," Oliver said.

Bush emphasized that the federal government should fund a smaller share of

they shouldn't. If you're one of them, please take your used oil to a recycling facility, including many service stations, auto parts stores and "oil-and-lube" services. If you have someone change your oil for you, make sure they recycle the used oil or take it to someone who does. Most used oil can be reused as ship or industrial boiler fuel, or in lubricating oils.

Though pollution is discouraging, each person's contribution can produce noticeable results. If you and your neighbors do nothing more during the next few months than make sure your used motor oil is recycled, you will make a major difference in the quality of your water. ***Texas Water Commission**

Earth tip

Save earth's most precious resource — water. Install water-saving shower and faucet heads. Water lawns only at night, or better yet plant low-maintenance native vegetation. Don't let the water run while brushing your teeth or shaving. This same tactic also applies to showering; run the water only to wet down and rinse off.

"The bill hinders states' ability to respond to the greatest needs in either rural or metropolitan areas."

**Arnold Oliver
Engineer-Director**

projects off the National Highway System.

Oliver disagreed. He explained that in Texas, with inflation, increased maintenance costs and diversions of state gas-tax revenue, it will be only a few years until all state construction money will go to leverage federal aid. Federal-aid projects have longer delays and higher administrative costs. "If states have to pony up a larger share for those projects, the day when we have no money for state-funded roads is going to come sooner," he said.

"The FAST Act would split federal funds evenly between the National Highway System and other highways. It keeps up the quality of those 'high type' roadways as well as farm-to-market roads," Oliver said. It also would allow states to transfer up to 20 percent of their allocations from one program to the other, depending on area needs. ***Al Zucha, Travel and Information Division**

Small-town boy goes big-city



(Photos by Geoff Appold, Travel and Information Division)

A conversation with ... Dallas District Engineer James Huffman

James Huffman began his career with the highway department in Dallas as a summer employee in 1958. He rose to the job of district engineer in 1989 when Arnold Oliver became engineer-director. A University of Texas graduate, Huffman was recognized for his outstanding engineering abilities with the 1987 Dewitt C. Greer Award. He still lives in his hometown of Terrell with his wife, Ann. He talked about his accomplishments, attitudes and grandkids with Roger Polson of the Travel and Information Division.

It's unusual that you've spent your entire professional career in one district. What sort of jobs have you held?

During the summer of 1958 I worked on Stemmons Freeway (Interstate 35) down in the industrial district of Dallas. Construction of the Interstate system was just getting started, so I've grown up with it. The group of engineers that were handling the work were guys I really looked up to. They were the first group of freeway builders in Dallas. The freeway system in Dallas was basically established in the '60s and '70s.

After that summer, I went back and finished my senior year at the University of Texas. When I came back, the resident engineer in Kaufman, Ted Harper, offered me the opportunity to come down there and start work on Interstate 20. I had the opportunity to come back to Dallas, but I was a small-town boy and I wanted to get my feet wet. I'm glad I did. I stayed there for a couple of years. When Mr. (Luther) Deberry became DE in 1960 he asked me if I'd like to go to Corsicana. I transferred in January of '61 and stayed for eight years.

You worked on I-45 through there?

Yes, during that eight years we completed I-45 and we built a first-class farm-to-market system. We were building three or four FMs a year. Projects were easier to build then. We could get authorization to build a road, prepare a right-of-way map, turn it over the county and six months later we'd have a contract to build it. We can't even envision that today.

One of what I consider the highlights of

my career was when I was a young engineer and the I-45 bypass around Corsicana was on the drawing board. The RE, Jack London, assigned me the responsibility of being the state's construction representative for building that nine-mile project. We started on it in '62. It was the largest turnkey contract the state had ever let, \$5.2 million. It had 32 bridges and I remember the first thing we had to do was plug 61 oil wells.

How did you get into the urban environment in Dallas?

Ted Harper once told me that as you move up in the highway department, you need someone to have their eye on you and keep you moving. I was very lucky to have a person doing that. John Keller, who was DE in Dallas from the late '60s until 1980, took an interest in me. I always admired him and his job and his place in the community. He told me he needed me to come to Dallas. I was pretty happy in Corsicana but I told him if he thought it was best for me, then I'd come. He put me to work on the elevated section of I-45 being built through downtown, five miles of it. You talk about getting your feet wet. For five years I learned about how you work in an urban environment building freeways. I saw just about every example of what could go wrong.

How did a "small-town boy" ever get involved in building highways in the first place?

I grew up in Terrell, moved there in 1946, though I lived in Austin the first 10 years of

my life. For three years, while I was in high school, I worked during the summers at a friend's farm in Iowa. I loved it; they let me operate the machinery, the tractors and combines and such. When it was time to consider college, I had to make up my mind what to do. I hadn't really developed a career path in high school but I guess if I'd had a tractor I'd probably have been a farmer. But I was looking in the engineering field, and everybody told me I needed to specialize.

Two of my high school buddies were going to major in engineering. I studied the UT College of Engineering catalog and figured that I was an outdoor person, so civil engineering looked like something that wouldn't keep me pinned down in an office. They gave freshmen at UT an aptitude test. The counselor said, "I'm not sure you ought to enter the engineering field; you might ought to look into English." But math was a strong subject for me. The fact was, in those days most everyone majored in business. It was kind of unusual to do something different. Everyone advised me to specialize in something I liked and I felt engineering was it.

Was it the problem-solving aspect that interested you, or building big things, or what?

I've always been a tinkerer, taking things apart to see how they work. I guess I had some sort of aptitude, but engineering was not an easy subject for me. I didn't have a natural ability. I had to study hard to get through it. But I did study hard enough to get pretty good grades. I think back to the guys I was in school with and where they are today, like Arnold Oliver, Huck Castleberry (Childress DE), Nino Gutierrez (Corpus Christi DE) and Jimmy Stacks (Wichita Falls DE).

You've now left behind many of the engineering tasks and deal more with the management of resources, political entities and administration. How does that suit you?

When I became assistant district engineer in 1980, I left technical engineering decisions behind. When you move into the management level of a district this size, your daily work with detailed engineering is practically nil. But that was a decision I made willingly.

I was in McKinney for six years, and I still look at that as being the best job in the department. I felt I had a close hand in the work and felt a tremendous sense of pride when it was completed. I was offered the opportunity to become assistant DE here in Dallas and I knew it was an administrative position, but felt it was an opportunity I couldn't pass up. I look back at the years 1959 to 1980 as being a "pure" highway engineer and it is very satisfying, more so, I think, than serving where I've been since. It's a different sense of satisfaction.

Tell me about your predecessors here in the district.

Well, I've worked for five DEs. I started out with Frank Cawthon and he retired and Mr. DeBerry was brought in from Lufkin, then John Keller, then Bob Yielding, and in 1987, Arnold Oliver. Two of the five have gone on to be engineer-director. Each one was distinctly different. I like to think that I analyzed what, in my opinion, were the best qualities in each and have tried to adopt them accordingly.

Do you have a term for your kind of management?

I'm a people manager. The success of this



“
I try to pick the best people, put them on the front lines, then stand back and support them. In a district this size, that's important.”

organization is in its people. I don't think anybody can deny that the product we build is first-class and it depends on the people that are producing that product. I look at everyone as having some basic abilities that I'll never have or don't need to have. As a manager I have to identify those abilities and use them to our best benefit. I try to pick the best people, put them on the front lines, then stand back and support them. In a district this size, that's important.

I'm also very fortunate to have had a hand in the selection of most of the top-level managers in the district. I feel I know the people who work for me well enough that I can instill in them a sense of responsibility, let them run with it, then stand back and take a share of the credit.

Do you remember how you felt the first day you came into this job?

It was a real feeling of exuberance but I didn't ever feel uncomfortable or that I

couldn't handle it. That's a great thing about growing up in this organization and moving up the ladder. With every job assigned me, I've never felt that I wasn't up to the challenge. I had the training and background to do the job.

For what did you win the D.C. Greer Award?

I was nominated by Bob Yielding and got the award in '87. It was one of my career highlights. I had an idea I was nominated but I didn't know I was selected, by any means. Mr. Oliver, who was DE by the time I received the award, knew about it but he didn't let on a bit. It was a total surprise when they called me up that day. The award was based on my work for the elevated section of I-45.

Everybody has heard about the North Central project, the biggest single construction project in the state. How is it going?

It is history repeating itself. In 1986, we established a North Central Project Office headed by John Kelly. We like to think that's unique, but back in October 1945, a North Central office was established when they were looking at doing something with the old Central Boulevard along the route of the Houston and Texas Central Railroad. Forty-one years later we opened another one. Here's an article from the *Dallas Morning News* on July 4, 1941. It talks about the possibility of using an elevated roadway instead of a depressed one being studied by municipal officials and the highway commission. Fifty years later we talked about it once again.

When this project is complete, it will serve its purpose for several years, but it's going to be outdated again because we can't build for the amount of traffic projected in that corridor. That leads into a philosophy of mine. The fact is, since 1917 we've concentrated on building highways to move cars. We've got to change our thinking and begin to build facilities to move people.

In a city like Dallas, you've got to be thinking about integrating all modes of transportation. We're building the ultimate on Central. We're building eight lanes of freeway with frontage roads, but about the year 2015, capacity will be reached again on Central; we'll be looking at 230,000 cars a day. Then there will be very little we can do the way the corridor is developing. So we need local transit in the corridor and we are fully supportive of DART being there.

The district has been out front in efforts to recruit minority engineers. Tell me about that.

We recognized several years ago that our recruiting procedures were not attracting enough minorities to reach our goals. So, three years ago we made a commitment to go where more minority engineering students were graduating. That's when we went to the Washington, D.C.-Baltimore area on a recruiting trip. The first year we were able to attract one engineer. Last year we participated in the National Black Engineer Job Fair in Baltimore where about 2,700 engineering students attended. This year we returned and gave our recruiter the authority to make job offers on the spot. Of 45 candidates interviewed, nine came to Texas to take a closer look at the department. There is a very good chance that four to seven of them will wind up working for the department.

That is a good start. We have to take the initiative because there is so much competition. We are committed to this, and now with the new Civil Rights Division we believe that they will take up the effort.

Legislation shapes department future

The pressing matter of financing state government for the next two years has put Sunset legislation for the department on hold temporarily.

This is the first time the department has been examined by the Sunset Advisory Commission. The commission makes recommendations to the Legislature on whether to keep state a agency alive for 12 more years or to eliminate it. The resulting legislation may also make changes in an agency's operations.

In the regular session, which ended May 27, the Legislature extended the existence of each agency under review this year, but only until Dec. 31. Action to extend the department's life for the full 12 years will come in a special session this summer when the Legislature passes an appropriations bill.

The Sunset bill, which takes effect on Sept. 1, has dozens of provisions. Here are summaries of some of the more important:

- The department must develop a program to increase income from existing sources and look for new revenue sources.
- Of the three-member State Highway and Public Transportation Commission, no two may live in the same geographical area and one must be from a rural area.
- The legislation provides for a program to increase contract work done on state-funded projects by businesses owned by minorities and women. This is similar to the program now in effect for federally funded work.

Department creates International Liaison

To boost coordination of its international contacts, especially with Mexico, the department created an International Liaison Office and named Robert Moreno to direct it.

"This office will act as the department's official international relations contact. Texas' transportation link with Mexico continues to become more vital, and we will look to this office to ensure that the links are solid," said Arnold Oliver, engineer-director.

The office staff will monitor all international activities; ensure continuous input from federal, state, and local governments, private businesses and other groups interested in the department's international relationships; assist the executive administration in setting the department's direction, strategic planning, policy and action plans for international relations; and coordinate the activities of Texas' proposed international metropolitan planning organizations.

Moreno has been an attorney with the department for five years in the Office of General Counsel and the Right of Way Division. He graduated from the University of Houston's law school in 1976. Moreno worked with U.S. Rep. Jack Brooks in Washington, D.C., for the Subcommittee on Legislation and National Security.

As manager of the International Liaison Office, Moreno will direct the Standing Committee on Rio Grande Opportunities composed of all border highway district engineers and directors of the bridge, planning and policy, highway design, transportation planning, motor vehicles, maintenance and operations, and right of way divisions.★



- Recruiting and hiring women and minorities is to receive increased emphasis. And the department's equal employment opportunity officer will

report directly to the engineer-director.

- Rules must be adopted for environmental review of projects not subject to the National Environmental Policy Act and the commission must review and update these rules every five years. A six-member advisory committee will be appointed by the speaker of the House, lieutenant governor and governor to advise the commission on rules that may affect the environment. The department will have to adopt or update existing memoranda of understanding with certain state agencies for coordination of environmental reviews.
- The department must increase attention to the needs of bicyclists on state roadways. The provisions include appointment of district and statewide bicycle coordinators and consideration of acceptable standards on projects in areas with significant bicycle use.
- Use of recycled asphalt pavement must be maximized.
- The department must annually review proposed projects to determine whether they are adequate for projected traffic resulting from international trade over the next five years.

"The legislation is complex, but it gives the department direction from the Legislature on the road it thinks we should follow," said Engineer-Director Arnold Oliver. The department has already responded to some provisions in the legislation and is planning implementation of the rest.★**Harvie Jordan, Travel and Information Division**

Texas would gain under Senate bill

Texas stands to gain a 38 percent increase in its federal highway funding as a result of the U.S. Senate's overhaul of federal transportation policy in June. The 38 percent increase translates into almost \$6 billion in federal funding for Texas over the next five years.

"Thanks to Senator Lloyd Bentsen, the federal gas tax collected in Texas will return to Texas," said Ray Stoker Jr., chairman of the State Highway and Public Transportation Commission.

Sen. Bentsen spearheaded an amendment to the bill that spends down the surplus in the Federal Highway Trust Fund. The amendment distributes \$4.1 billion of the balance in the trust fund among the 18 "donor" states — states that pay more in federal gas taxes than the states see returned in reimbursements.

"The Senate bill has some attractive features, but it also has some blemishes. Three-fourths of the \$45 billion Surface Transportation Program would be distributed by population. Under this bill, 42 percent of Texas federal highway funds would go directly to metropolitan planning organizations. We believe it unwise to jeopardize Texas' economic future by developing a state transportation system on a regional basis.

"We have authorized \$25.5 billion in transportation improvements that need to be completed today. With our current revenue projections, we can do less than 40 percent of that work. To siphon off 50 percent of the state's federal transportation program to regional planning organizations would cripple our ability to address transportation from a statewide perspective. We cannot afford to restrict our ability to respond to the needs of

this state on a regional basis," Stoker said.

The Senate bill's good points include \$5 billion for congestion relief, \$21 billion for mass transit programs, \$13.3 billion for bridge replacement or repair, and a 185,000-mile system of national highways.★

Dingwall's family expresses thanks

Nancy Dingwall Yancey, daughter of J.C. Dingwall, former state highway engineer who died in May, sent Engineer-Director Arnold Oliver the following message:

My brother and I want to thank you and your staff for the beautiful floral arrangement you sent to my father's funeral. We have received many cards, letters and kind words regarding the loss of our father from his many friends in the highway department family. Would you please express our thanks to all who knew him through your department newsletters for the many kind words and acts extended to my parents over the many years they enjoyed in the Texas Highway Department. As a teen-ager growing up in Comanche, he dreamed of wearing a slide rule on his belt and being a civil engineer. He requested his grave marker read "Builder of Texas Highways." I think that tells how proud he was to have served with the Texas Highway Department.

Employee rescues disarmed trooper

By JAMES BLACK
Dallas District

It was a hot afternoon at the intersection of Texas 5 and Texas 121 in Collin County.

For Robert Blankenship and the rest of the Dallas District's McKinney maintenance crew, pavement repairs were part of the day's long routine.

The flashing lights and wailing siren, however, were not.

"We didn't think anything of it, you know, when the state trooper pulled this fellow over," Blankenship said. "Folks get stopped all the time. We just looked up, saw them beside the road, then went on about our business."

Department of Public Safety trooper Robert Bernard Jr., 29, stopped a car for running a stop sign. The officer then discovered that the driver was intoxicated. He informed the young man that he was under arrest and began reading him his rights.

The passenger, who had also been drinking, got out of the car and yelled at the patrolman.

Members of the highway crew looked up from their work.

The driver, now in handcuffs, tried to pull away from the officer. Bernard held him tightly.

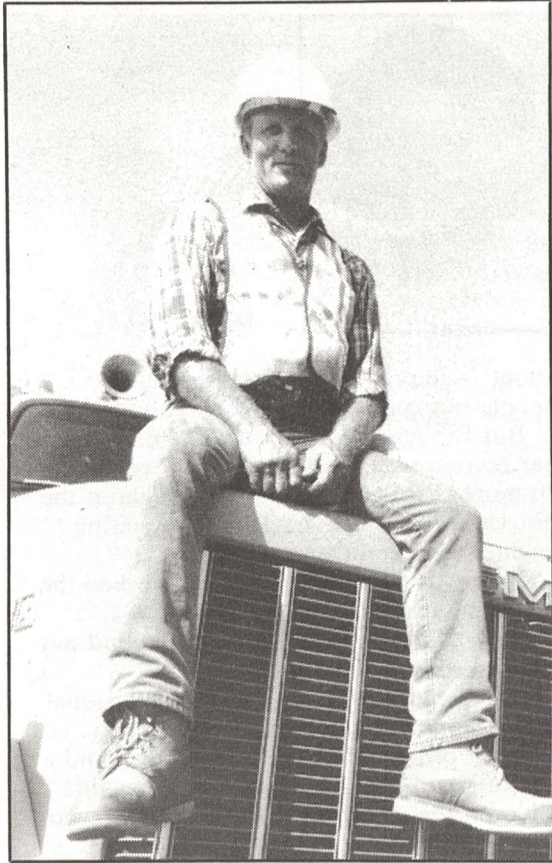
The handcuffed driver was forced to lie face down in front of the patrol car. Bernard turned his attention to the passenger.

As Blankenship watched, the passenger came to within an arm's length of the officer. Bernard began to draw his gun.

"We had noticed that things might not be going all right over there. I didn't know for certain that he (Bernard) might be in trouble, but we somehow felt like we ought to be there," Blankenship said.

The passenger swung his right fist at the officer. Trooper Bernard grabbed the man's arms. The passenger continued to throw punches and both men fell to the side of the road.

"When I saw him go down, I ran over



Robert Blankenship of the McKinney Maintenance Section was recently awarded a letter of commendation for aiding an imperiled Department of Public Safety trooper. (Photo by Juan Carlos Reynoso, Dallas District)

there," Blankenship said. "I dropped what I was doing. I didn't even think about what was really going on. I just saw an officer in trouble and knew he needed help."

"I turned around from my equipment and saw Robert and some other fellows running," crewman James Pickel from McKinney. "We were some distance away, but you could still see what was going on."

The two men continued to struggle on the ground. The state trooper reached for his holster.

It was empty.

"I got there and he told me, 'Find my

gun!'" Blankenship said. "I looked around and saw it about the same time the other fellow did."

The driver of the car, still handcuffed, had gotten up from his prone position and was standing in front of the patrol car. The gun lay directly in front of him.

"I looked at him, he looked at me, and I could see what he was thinking," Blankenship said.

Both men raced for the gun.

The driver got there first. Bending down, his hands closed around the gun. He began to pick it up.

A second later, Blankenship reached him.

"Right as he got hold of the gun, Robert got him and just knocked him out of the way," Pickel said.

"I don't know if he could've shot me with it, but the driver did have his hands on the gun," Bernard said. "I've heard of people getting guns with their hands behind their backs and still being able to fire them. I'm just glad that he (Blankenship) got there before we could find out."

The handcuffed driver walked back and stood in front of the patrol car. The state trooper gained control of the passenger and handcuffed him. Blankenship returned the gun to the patrolman.

"I wasn't nervous about the whole thing until after it was all over with," said Blankenship. "Once I got to thinking about it, though, I got pretty shaky."

Blankenship received a letter of commendation from the DPS. The letter recognized Blankenship's "outstanding courage," noting that his presence "prevented Trooper Bernard from sustaining serious bodily injury or death."

"Not everyone could jump in without hesitation and help an officer in trouble," Bernard said. "I wouldn't advise a citizen to put his life in danger, but I think that's a call each person has to make: 'Should I help?'"

For Blankenship, there was no question in his mind. Looking back at the incident, he said, "Well, I was just doing my duty."

Bernard disagrees.

"What he did was above the call of duty," Bernard said. "It was above and beyond."★

Briefs

Radio techs meet, eat

Department radio technicians from around the state gathered in Beaumont May 8-9 to hear the latest in radio communication technology, discuss problems and swap information.

About 65 radio techs heard from representatives from Chrysler, General Motors, Motorola and the Federal Communications Commission during their biannual meeting.

The conference was followed by a fish fry.

Drive safely. Don't wreck your life.

State Department of Highways and Public Transportation.

Houston calls it quits

The Houston District completed its first in-house smoking cessation program on May 31. Employees Rita Swindall and Joanne Hemme (both ex-smokers) were trained as facilitators for the American Cancer Society's "Fresh Start" program.

Four one-hour sessions were held during work hours over a two-week period. Participants viewed videos about the dangers of smoking and shared their experiences about trying to stop. "The discussions were very good, almost like group therapy," Swindall said.

At the beginning of the program, the group as a whole smoked 36 packs of cigarettes a day. At its end, only seven packs were being smoked.

Twenty-seven employees enrolled and 21 completed all four sessions. Eight actually quit smoking.

The district is planning more smoking cessation programs due to the demand from employees who want to quit.

Bottle message gets reply after 14 years

Fourteen years is a long time to wait for the answer to a letter. So long, in fact, that Troy Hollan, a traffic recorder technician in the Transportation Planning Division, forgot he ever mailed the letter in the first place.

Well, not really mailed it. Sailed it, actually. Fourteen years ago, a teenage Troy launched two message-bearing mayonnaise jars in a flooded creek near his South Texas home. Two years later, a fisherman found one of the jars several miles downstream. The other jar went considerably farther.

The jar washed up on the Florida coast, where the husband of 33-year-old Debra Brown found it. Mrs. Brown planned to answer the letter the jar contained, but did not get around to it for 14 years.

Hollan seems most surprised that the jar, which he sealed with wax, made it to Florida intact. He did write Brown, enclosing a clipping of an article on them that appeared in the local paper. He said he also called her. "She was really friendly," he said, "but I woke them all up. She has twins, or maybe it's triplets. Anyway, she's so busy, I can see why it took her 14 years to write back."

Department beefs up recruiting

By LONA REEVES
Travel and Information Division

If the United States is the "melting pot" of the world, then a chili pot could represent the multicultural peoples of Texas. And so it follows that as one of the largest state employers, the department workforce could resemble a "bowl of red."

Generally speaking, it does. But a closer look at a ladle of this chili is likely to reveal that it could use a little more seasoning — minorities and women — especially in professional positions.

Legislation drafted by the Sunset Advisory Commission and passed by the Legislature suggested that we beef up three areas to develop a better mix of peoples in all job classifications. But the department had already decided to do something about the bland flavoring of its chili.

The Human Resources Division houses the department's seasoning experts. Recruiting yields the opportunity for the best results. Recruiting will also be a key objective of the new Civil Rights Division that the department is about to launch.

"We need people to know that the State Department of Highways and Public Transportation is interested in hiring any qualified candidate," says Michele Bibby.

Bibby, manager of the newly developed Employment Opportunities Section, is the only black section manager. Edwin Sims, former section manager of the Torts Claim Section of the Occupational Safety Division, recently became that division's director, the department's only black division head.

"Our recruiting team will be an aid in meeting hiring goals," continued Bibby. Her staff includes Marvin Bridges, the department's other Equal Employment Opportunity expert, and a soon-to-be-hired two-person recruiting team. The section, which is now in the Human Resources Division, will move into the Civil Rights Division when a director is hired.

The Employment Opportunities Section deals with three main areas — recruiting, Equal Employment Opportunity compliance monitoring and administrative support. Their recruiters differ from the other recruiters trained by the Human Resources Division. Their search is expanded to include candidates for the department's needs in professional and technical fields, as well as engineering.

Expected to start work in mid-July, Bibby's recruiters will recruit, recruit, recruit. The new recruiters will help make sure the department chili is not just false-alarm gravy, but of a rich and zesty variety.

"My recruiters target groups without discouraging other groups," Bibby says. "We'll look especially for more minority and female applicants, but our search is so intensive that we'll uncover more qualified candidates in all groups."

Bibby says her recruiters hope to find more potential employees by traveling all over Texas and the country. They will establish relationships with every community organization and school that might help them fill the department's special needs.

"They will get the word out about opportunities available with our agency," says Bibby. "When more people know about our vacancies, more people apply. That's what the recruiting effort is



Michele Bibby

about — improving the mix of qualified people our supervisors have to choose from."

But Bibby's team will have help. While her recruiters act as the advance scouts, 20 more recruiters sprinkled throughout the districts will provide backup in recruiting engineering candidates.

Before Human Resources established the recruiting program in September 1981, it took several dips in the chili pot to find any cultural seasoning.

The department's first black professional began work June 1, 1978. Wanda Ealey, a contract officer with the Maintenance and Operations Division, heard about her first job with the department from a friend who knew Governor's Office recruiter James Williams.

"I came down for an interview with (Placement Officer) Jose Marquez," remembers Ealey. "He sent me over to talk with Ted Bailey in External Audit. Back then it was part of the Finance Division. I didn't know until a year or so later that I was the first black professional hired."

"I didn't feel too good at all about that," continues Ealey. "I felt apprehensive. It made me sit back and think about who we were hiring." Others wondered about the department's hiring practices, too.

Recruiting became a tool to help put variety and zest into the department mix. "It helps people to know what the highway department is about," says Ealey. "A lot of people aren't aware of what we do. I knew about the Tyler office, but didn't connect it to the highway department in Austin. When I first came down, my folks asked what I was going to do ... count cones?"

The Employment Opportunities Section recruiters will be the first and only recruiters to search full time. The rest of the department recruiting team also serve the department as engineers, computer professionals and accountants, employed mostly in the districts.

Group members, who completed training in April, serve two to six years. Marquez coordinated this group of recruiters.

"We've divided the state into four areas, assigning each district to an area," says Marquez. "Our recruiters work on teams covering the north, east, west and south-central areas of the state. They also cover those states that touch their team's part of Texas."

"This method allowed us to establish territories and build camaraderie," Marquez says. Currently, the teams target the hard-to-fill engineering positions.

The North Team includes Mary May, Patricia Macias and Brian Swindell of Dallas; Mark Emery, Tyler; and Albin Petter, Waco.

Division people are included on the South-Central Team. They are Stanley Wilson, Maintenance and Operations; John Muñoz, Finance; Andre Willie, Corpus Christi; Julia Brown, San Antonio; and Russel Lenz, Austin.

The East Team includes Joseph Collmorgen, Lufkin; Oscar Medrano, Houston; and Jacquelin Anderson and Susan Chu, Beaumont. On the West Team are Robert Comey, Lubbock; Gary Law, San Angelo; David Seago, Abilene; and Darwin Lankford, Childress.

Marquez says that in the future the group will emphasize all disciplines that need improvement.

"It makes sense to have accountants, engineers, and computer science professionals help find more accountants, engineers, and computer science professionals. They can give the potential candidate a good idea of what life with us could be like," he says.

Cooperative education and work-study programs are the other areas being beefed up as suggested by the Sunset legislation.

"Co-ops and internships give young people the chance to get know us as we get to know them," says Marquez. They give potential employees a chance to sample life in the highway department chili bowl. Students spend one semester immersed in the work environment as full-time employees (co-op) or mix school and part-time work (internship) for a semester.

According to Marvin Bridges, the department had five co-op students last year. "We hope to greatly expand this program. I feel certain that we'll be able to fill our co-op positions, but it's going to be competitive. We offer \$400 less per month than the private-sector employers for similarly experienced students," he says.

Where do these students come from? In addition to Texas' state-supported schools, the Historically Black Colleges and Universities (a group like the Ivy League) will be surveyed for participation. The department targets the schools with accredited engineering programs and other disciplines, says Bridges.

Bridges says the department looks for students native to the areas where they are needed. "By staying at home, students can minimize expenses," he notes.

"As a condition of the co-op program, students are involved in progressively more responsible work," Bridges continues. "Ideally, the relationship between the co-op student and the department supervisor helps the student become a department employee."

Because of the efforts of the different recruiting teams, potential department employees and their supervisors, many of these relationships will blossom into career paths for co-op students, interns and other recruited hires.

When that happens, a ladle dipped anywhere in the department "chili pot" reveals a meaty concoction so good it could beat the tastiest entry at even the world championship chili cook-off.★

Mum's the word at security conference

By **EMILY GUINAN**
Travel and Information Division

When I began working for the department, our division's computer guru called me up to ask me what password I would like to use for signing onto our system. Being fond of the name "Helen," I chose it for my password. Knowing that I, and no one else, could sign on to read my mail or the documents in my private library gave me a real sense of security and an appreciation for the department's appreciation for my privacy.

That's what the Information Security Section is all about. These Division of Automation folks are not "Big Brother" watching you, with surveillance cameras in every air duct making sure you don't take home your desk.

They ensure that people are aware of the proper controls needed to keep out computer nasties such as viruses, Trojan horses and worms out of the system. They keep people out of the network who do not need to be in it. They encourage employees not to reveal

their passwords, thereby preventing others from signing onto their personal libraries or reading their electronic mail. They remind us that information security is our job, too.

To secure information better in these days of ever-changing technology, department security specialists recently attended a Security Administrator's Planning Meeting. At the meeting, security employees listened to security managers from major corporations describe their information-protection tactics and resources. A security program manager from IBM emphasized that security has more to do with management controls than technology. According to him, "information security is the protection of information assets from accidental or intentional, but unauthorized, disclosure, modification or destruction, including temporary unavailability." In other words, protection from someone who has no authorization but messes with or messes up data, either accidentally or on purpose.

The speakers touched on other issues besides protecting information from human intervention. They discussed ways to recover lost data in case of power outages or other catastrophes. They also discussed alternative

facilities in case of disaster, and "disaster recovery planning" to prepare for emergencies.

The division recently hired the security consulting firm of Coopers & Lybrand to assist in developing the department's security program. The firm will analyze and make recommendations in seven areas, including a security awareness training program, a procedure manual and network security. The firm will finish its departmentwide review and make a report next year.

William Tompkins, the department's information security manager, emphasized that the responsibility for security does not lie with his section alone. "We want people to know that everyone has a hand in maintaining and protecting the department's information. We can give everyone the proper tools, but they are worthless unless employees actually use them."

So remember, we are all in charge of workplace security. That's why we have passwords for ourselves. That's also why we should not tell others what our passwords are. Mine's not really "Helen," anyway, it's ~~my password~~. ★

Corpus sponsors bridge-building contest

Five teams of 7th- and 8th-grade math and science students at West Oso Junior High School in Corpus Christi spent their May 16 lunch hour in the gym watching model bridges being destroyed. Their model bridges!

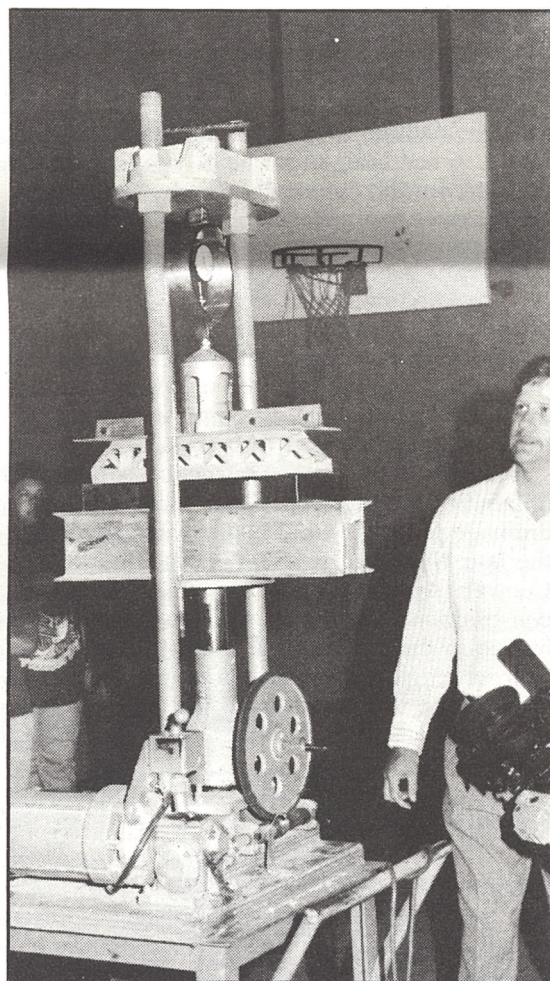
The students, all members of the Corpus Christi Alliance for Minorities in Engineering, were participants in the first annual West Oso Balsa Wood Bridge Building Contest.

The West Oso Junior High Chapter of CCAME has been adopted by the Corpus Christi district under the School/Industry Partnership Program. The contest climaxed a year of mentoring. Department engineers and others worked with the students and their teachers in various math and science activities. The "adoption" will be expanded next year to include West Oso High School math and science students.

Kits and rules for the contest were furnished by the department. The recording beam apparatus was made available through the district laboratory and a computer program run on a laptop computer compared results.

An air of anticipation and enthusiasm, shared by students, sponsors and news media representatives, proved the contest to be a success. Gift certificates were given to first-, second- and third-place winners. First-place winners will also spend a day with one of the engineers who has been active in the program.

First place went to three 8th-grade students: Javier Sifuentes, Raul Alvarado and Chris Sifuentes. The winning entry had the highest efficiency ratio — the weight of



Luis Ramirez, district administrative engineer in the Corpus Christi District, monitors the loading of a bridge model created by a team of junior high students. (Photo by Cliff Bost, Corpus Christi District)

the model to the nearest 0.1 gram was tested to find its ultimate load capacity to the nearest pound. The winning bridge had an efficiency rating of 1.94 with a load weight of 263.12 lbs. ★**Becky Kureska, Corpus Christi District**

Mentoring satisfying for Wichita Falls folks

Eleven grinning youngsters jumped from the trolley that brought them to the Wichita Falls District headquarters. Eleven equally happy adults departed the same vehicle. While years apart in age, the groups showed an evident bonding, cultivated by the Mentor Program of Partners in Education.

The youngsters visited district headquarters for a tour, pizza and some friendly conversation, but that's just a small part of the Mentor Program.

When 11 district office employees became mentors, they made a commitment to help 11 children, each with different needs and problems — kids who needed some special attention. Weekly visits with the children, special events and lots of sharing have made the program a cherished experience.

"This was our first year in the program. Now we are ready to branch out into other programs," said District Construction Engineer Rodger Clements. "It has been rewarding for all of us. It gives us an excellent opportunity to give something back to the community and to help the kids. It also gives us a chance to become involved in the minority community, which gives us a better understanding."

Clements was one of the 11 who helped a youngster one-on-one for the past year. Plans for next year include a career awareness day that will allow youngsters to go with their mentor to work for a day. Clements thinks the program will eventually net the department some outstanding employees.

The number of mentors in the district will undoubtedly grow. The employees will serve as positive role models for youngsters searching for answers to overwhelming questions they face every day. ★**Dale Terry, Wichita Falls District**

Dallas underground rocks around the clock

By **JUAN CARLOS REYNOSO**
Dallas District

Dallas has been invaded by underground men. Tunnel workers, that is. Since April 1990, a 60-member construction crew has been drilling a 3.1-mile drainage tunnel beneath US 75 (North Central Expressway).

Geared with battered hard hats and bright orange vests, these tunnelers work around the clock on this \$31 million project. Virtually hidden from public view, this steadfast group uses state-of-the-art tunneling equipment to bore through Austin chalk rock.

For more than a year, the drillers have been creating a tunnel that will be able to carry about 6,000 cubic feet of water per second. That's enough water to fill an Olympic-size swimming pool in three seconds.

The tunnel, 85 feet below ground, is guarded by an 8-foot olive-drab wall. "It is a different world when you go down there. You are isolated from the outside world," said Pat Ellis, assistant resident engineer and tunnel project engineer with the Dallas District.

To enter the tunnel, workers take an elevator through the main work shaft. Inside the tunnel, a fine, dusty cloud and a continuous, rumble set the atmosphere for the unremitting drilling work. It feels like being in the "twilight zone," some say.

Rubber boots are a must at the tunnel bottom. Water, chalk and dirt make the walking surface slippery. Electricity to the tunnel is provided by long, thick cables that line the tunnel walls.

Huge above-ground engines ventilate the work shafts. Eighteen shafts eventually will be built to reach the huge drain.

These working conditions make good safety measures critical. "Safety is the first priority in this project," Ellis said. A safety engineer regularly checks air quality and carbon monoxide and dust levels to ensure that the conditions are safe for tunnel workers, he said.

Most of the drilling work is done with a \$5 million tunnel-boring machine (TBM). The 298-ton machine works like a huge



Work goes on continually to dispose of the tons of chalk produced by the machine boring Dallas' largest drainage tunnel under North Central Expressway. (Photo by Juan Carlos Reynoso, Dallas District)

dentist's drill. Steel grippers hold the tunnel machine in place, while six 250-horsepower engines power a drill that gnaws a 20-foot-diameter tunnel.

The drill face of the TBM has 38 rotating heads. Each head weighs 450 pounds.

The TBM digs through 100 feet of rock a day — enough to fill at least seven large buses. A red laser beam helps keep the machine on the course charted by survey crews. An operator controls the TBM using three panels of buttons, knobs and dials.

A conveyor belt, which runs the length of the machine, deposits the debris into nine rail cars. Each car holds 10 cubic yards. A diesel locomotive hauls the cars to a work shaft where a crane lifts the cars one at a time and dumps them into an area where trucks wait to be filled with rock.

This type of tunnel construction is not unfamiliar to the Dallas District. "The first drainage tunnel in our district was built in the late '40s or early '50s underneath North Central Expressway. But the tunnel under construction now will be twice as big and the largest in the Dallas area," said Dallas District Engineer James Huffman.

Huffman said another distinctive

characteristic of this tunnel is that it is being built for one of the most controversial projects in the history of the highway department.

Despite the controversy surrounding North Central reconstruction, the tunnel project has its benefits. "This project is a once-in-a-lifetime opportunity. From all of the residencies in the state, there are not many that have done or are doing this kind of tunneling work," said Resident Engineer Jim Hunt, whose residency heads up this project.

In addition, this is one construction project that inclement weather rarely affects, Ellis said. "Most of the work is done 90 feet below surface."

Ellis said it takes a unique person to work underground. He said to accomplish the various repetitive tasks these workers do, they need not only to be physically prepared but also mentally ready to withstand working in this unusual environment.

"It's an exceptional group," Ellis said of the tunnelers. "They have to really stick together because of the dangerous work they do."★



Tricycle troop, trailers traverse Texas

Means of transportation seem to be as numerous as people to transport, and a group of highway employees on Loop 370, near Wichita Falls, witnessed the latest recently.

The new vehicle turned out to be a "kinetic sculptured caravan" weighing 2,145 pounds. Two customized tricycles linked one behind the other pull two trailers. Traveling at a rate of 15-20 miles a day, the conglomeration has 32 tires, 36 gears and is 37 feet long.

The pedals are pushed by Ken Beidleman and June Moxen of Ferndale, Calif. They left their home about two years ago enroute to Kitty Hawk, N.C., where another form of transportation was launched many decades ago. They plan to reach their destination by October — they just don't know what year as yet.

Transplant recipients grateful

By **EMILY GUINAN**
Travel and Information Division

More than 35 years ago, the world saw the first-ever kidney transplant, which seemed like something out of Ripley's. One person's kidney functioning in someone else's body? Believe it or not.

Several members of the department family have received transplanted organs. Roland Breitschopf, salary and labor distribution supervisor in the Finance Division, has had two kidney transplants, one in 1975 and the other in 1981. Breitschopf works with the National Kidney Foundation locally, and would like to start a support group within the department for transplant recipients.

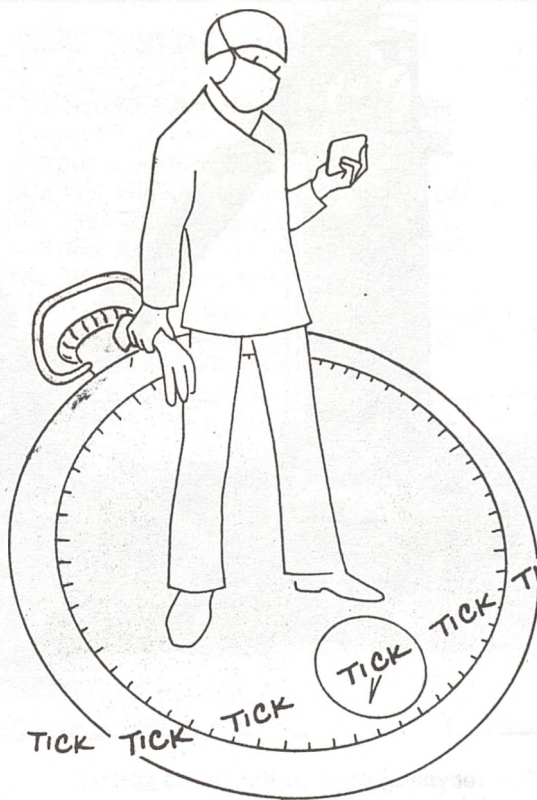
Today, organ transplants are practically routine, with the number of transplant operations exceeding 15,000 per year and growing 15 percent annually. In addition to kidneys, surgeons also transplant the pancreas, lungs, liver, heart, joints and other organs.

Still, "People getting kidney transplants live in a world of their own," Breitschopf explained. "They're scared. It's good to talk to folks who have been through the same thing."

Organ transplanting has come a long way since the 1950s. In 1967, the first person to receive another man's heart lived only 18 days. Today, eight out of 10 heart recipients live for at least a year with their borrowed beat. Kidney recipients have an even better chance of survival; living for more than a decade with a transplanted kidney is not unusual.

But transplanting has hit several problems, the greatest of which is a shortage of available organs. Traffic safety has assisted this shortage — since the passing of safety-belt and motorcycle helmet laws, traffic deaths have decreased, diminishing the number of available donors. As a result, doctors often turn to living donors for organs. Organs taken from living donors are redundant (such as one of two kidneys) or regenerative (the liver, for example).

Problems arise in transplant procedures when doctors try to slip a foreign organ past



the body's immune system, which is sworn to destroy all "aliens." Doctors must disable the body's immune system enough to keep it from rejecting the organ, but not so much that the body is open to deadly viral or bacterial attacks.

If everybody had an identical twin with whom they could share organs when needed, transplants would be a cinch. Wishful thinking. The best doctors can do is come up with the closest match possible and hope the immune system will accept the new organ as native tissue. The need for the closest match fuels the need for a larger donor pool.

More than 2 million people die in the United States every year, but only about 25,000 of those are suitable donors. To be suitable, the donor must have been healthy and have died a sudden death. Of those who are suitable, only one-sixth end up donating, partly because doctors do not want to ask grieving relatives if they can plunder their loved ones for organs. So, more and more,

doctors ask living loved ones if they can take parts from them.

If a sibling can help with a kidney or bone marrow, the odds of the transplant's being accepted by the body are much higher. But transplanting from living donors has its drawbacks. In addition to the possibility of rejection, donors and recipients sometimes suffer from psychological difficulties.

In one instance, a girl who received a kidney from her brother suddenly refused to speak to him for months. Her problem: She was overwhelmed by a feeling of indebtedness for a sacrifice she felt she could not repay. Donors often have difficulty accepting their body's rejection of a donated organ.

Breitschopf felt that his doctor did not prepare him mentally for the possibility of rejection — a scenario that became real in his case. A more serious problem was that the rejected kidney had come from Breitschopf's brother, a living donor.

"I had some pretty bad times, mentally, with the first one," said Breitschopf, who is on daily medication to help his body continue to accept his second transplant. "I had guilt feelings because his was rejected. You go through some mental anguish."

This anguish is one of the reasons Breitschopf would like to see a department support group. His work for the National Kidney Foundation has garnered him a nomination to serve on one of the local boards, and he helps other transplant patients by listening to them discuss their fears and expectations. Breitschopf has volunteered with the National Kidney Foundation for the past six months, assisting them with communications and distributing information at local health information festivals.

As part of an ongoing effort to educate people about transplants and increase the donor pool, Breitschopf is working with the Human Resources Division to distribute posters throughout the department and to make employees aware of donor cards. People wanting to donate organs when they die can make their wishes clear by signing one of the cards. Doing so saves families the anguish of that decision.★

Design conference held

"We are all environmentalists," proclaimed Deputy Engineer-Director Byron Blaschke. To the engineers gathered at Austin's Doubletree Hotel, it might have been a new label, but a label Blaschke says department personnel must embrace.

Blaschke's remarks were part of his keynote address to the 1991 Design Conference, June 12-13. The conference, sponsored by the Highway Design Division, brought together district and division personnel involved in the design and development of highway projects. It was the first since 1981.

Changes in environmental procedures, earlier public involvement in the project-planning process, a new environmental advisory panel and increased emphasis on the concerns of bicyclists are all significant elements of Sunset legislation passed by the Legislature this year.

"We must change the existing perception that public hearings come after all decisions have been made," said Blaschke. "We must become more aware of the Total Quality Management approach, understanding that

members of the public are our customers."

Highway Design Division Director William Lancaster said the conference was a chance to increase communication between the districts and divisions and "to get to know one another face to face, to work out problems and create a better understanding of current design procedures and policies."

Lancaster said it was also good to share concerns with members of the Federal Highway Administration who attended the two-day conference.

Planners were delighted with the response to the conference, attended by about 250 people, including representatives from every district.

Other topics discussed were the current and projected funding situation, project development and scheduling, design policies, specification rewrites and development of the automated plan preparation system.

Videotapes of all sessions are available through the Highway Design Division's James Johnson at 512/465-6210 (TexAN 258-8210).★**Roger Polson, Travel and Information Division**

'Pansy planters' rewarded

Three Waco District employees received the 1990 Greenspace Award, which recognizes businesses, organizations and governmental entities that have either initiated beautification projects in Temple or have supported the city's efforts. District Engineer Kirby Pickett, Bell County Resident Engineer Jim Cowan and Temple Maintenance Supervisor Leland Gebert received wildflower prints from the Temple Chamber of Commerce. The department planted \$23,000 worth of wildflower seed along state highways in Temple, funded by the Landscape Cost Sharing Program.

Recycling to revolutionize rehab?

By SHARON FOX
Dallas District

Equal or better for less — that's the driving idea behind the Dallas District's efforts to use recycled asphalt pavement (RAP) for road improvements. The first 100 percent recycling effort is under way on 18 miles of Interstate 35E in Ellis County.

"With recycled asphalt pavement, we can rehabilitate highways with environmental, ecological and economic concerns in mind," said District Engineer James Huffman.

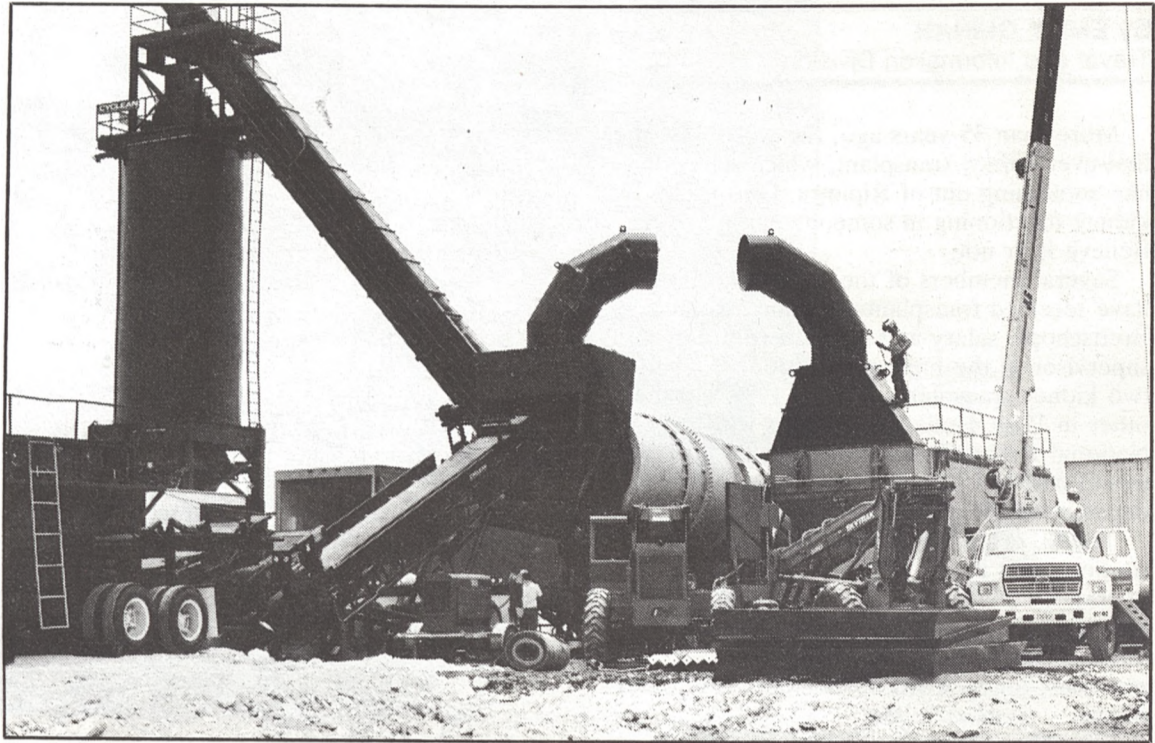
Ellis County Resident Engineer Al Barton, who oversees the project, said that in the past, recycling asphalt required adding at least 40 percent new material to the recycled asphalt. "But here we have a process that can utilize resources we already have," he said.

The new method uses microwaves to heat the asphalt after it has been stripped from the roadway. The microwaves make it possible to use all recycled material. "Normal processes require an outside heat source," Barton said. "When asphalt is heated from the outside, it steals away much of its lasting qualities. You've got to add new materials to make up for that loss.

"The microwave process, on the other hand, heats the rock from the inside out and we manage to retain its structural integrity," he said. "We conserve existing materials and save money by not using outside resources." Barton said the I-35E project is 25 percent cheaper than similar rehab projects using older methods.

Huffman said that, besides its economic benefits, RAP is environmentally benign. The recycling plant emits no pollutants, he said. Also, since existing asphalt is being used, the process saves resources for widening or new location projects.

"In Texas, we maintain approximately 77,000 miles of roadway. Eighty-five percent of this is asphalt pavement," Huffman said. "There is not enough raw material within economical shipping distance to replace or repair all these roadways."



This recycling plant in the Dallas District uses microwaves to heat asphalt pavement, making it possible to use 100 percent recycled pavement on a major rehabilitation project along Interstate 35E. (Photo by Kevin Stillman, Travel and Information Division)

Tech Trade

The city of Austin has used RAP for some maintenance work on city streets. However, the Dallas District will use more RAP on I-35E than has been used on any other roadway in Texas. "Los Angeles has used the recycling program 100 percent on major street repairs for four years," said Dallas District Laboratory Engineer Charles Little. "I have inspected these projects and I am confident we can save money and get quality results using this method."

Little came up with the idea of using RAP on rehab projects two years ago after reading about California's experience in a trade journal. "We have several hundred thousand tons of RAP in stockpiles we can use," he

said. "I got the green flag from (then Dallas District Engineer) Arnold Oliver to proceed with my research and find a project on which it could be used. With the help of Mr. Huffman, the project on I-35E was selected."

The I-35E location was picked for its size and high visibility. "This project is 18 miles long. We needed something big enough that would tell us if this process would work or not," said Huffman. The time involved in the recycling process is the same as in laying down new pavement.

"We remove the asphalt pavement from the roadway, process it, use additives to rejuvenate the asphalt binder and then put the pavement back on the roadway," Little said. "It's as simple as that." The I-35E rehab project will take approximately six months to complete.★

Calendar

JULY	
4	Independence Day holiday
8-10	Administration of FHWA Planning Funds, Austin, NHI
8-11	Use of Urban Transportation Planning Procedures for Project Development/Des, Austin, NHI
8-12	Basics of Bridge Inspection, Austin, D-5
9-10	District Engineers/Division Heads Meeting, Austin, BCB
10	Profilograph Operator Training, Austin, D-18PM
15-19	Soils and Foundations Workshop, Austin, NHI
22-26	Basics of Bridge Inspection, Austin, D-5
24	Commission Hearing and Meeting, Austin
24	Profilograph Operator Training, Beaumont, D-18PM

30-31	Automation Administration and Planning Meeting, Austin, D-19 (continued Aug. 1)
-------	---

AUGUST

1	Automation Administration and Planning Meeting, Austin, D-19 (continued from July 30)
5-8	Site Impact Traffic Evaluation Methods and Micro Methods, Austin, NHI
6-7	Highway Construction Lettings, Austin, D-6
7	Profilograph Operator Training, Lubbock, D-18PM
13-14	Training Coordinators Conference, Austin, D-13
21	Profilograph Operator Training, Dallas, D-18PM
21-23	TRANSYT Training, Austin, D-18TE
28	Commission Meeting, Austin

SEPTEMBER

10-11	Highway Construction Lettings, Austin, D-6
23-26	Travel Counselor Training, Lago Vista, D-16
25	Commission Hearing and Meeting, Austin

OCTOBER

8-9	Highway Construction Lettings, Austin, D-6
18	Commission Meeting, Austin
21-24	Highway and Public Transportation Short Course, College Station, BCB

For the most complete and up-to-date calendar listings, see PIC (Public Information Coordinator), available on computers throughout the department. For more information, see your automation administrator.

Atlanta employees hailed

Atlanta District employees were honored May 16 at the 8th annual Service and Safe Driving Awards Luncheon. Service awards were presented to 37 employees with a combined total of 780 years of employment. Leading the list was 45-year veteran Thomas Talley of the Texarkana Residency office.

Another 109 employees received safe-driving awards for 10 or more years without an accident. The group totaled 1,694 years of safe driving — an average of 15.5 years per driver. The employees with the longest safe-driving records included Clarence "Pete" Allen in Linden and Charles Sullivan in Mount Pleasant, each with 25 years without an accident.

This year's luncheon carried a patriotic theme in honor of the district employees and others who served in Operation Desert Storm.

Sonora outlaws attack Russian athletes

The highway near the Sonora Residency office was the scene in early April of an international incident. A group of armed "outlaws" on horseback held up a caravan of Soviet athletes as they entered the city.

They kidnapped three, whisking them southward on horseback. The vans with the rest of the athletes continued their journey to the Sutton County Steakhouse. Shortly after they arrived, the Sonora police chief sped up in a Model A Ford. A shootout with the outlaws followed. The lawmen prevailed and freed the hostages.

The group was treated to dinner at the restaurant. Resident Engineer Joe Lane was master of ceremonies for the welcome presentation. The athletes got the "Wild West" welcome after competing in the San Angelo Relays, a track meet for high schools.

Foster parents honored

Cliff Bost of the Corpus Christi District and his wife, Cheryl, were recently named Foster Parents of the Year for 1990. They have been foster parents to seven children over several years. The couple are also involved in environmental and animal rights issues. Cliff Bost works in the district design office and is the district's photographer.

Yoakum drivers commended

More than 300 Yoakum District employees were recognized Feb. 26 at the district's 10th annual safe driving awards luncheon.

District Engineer Ben Bohuslav announced that a new award will be given next year to the section with the lowest accident/injury rate from Jan. 1 this year through Dec. 31.

This year's luncheon followed a presentation by Bill Schroder, a locomotive engineer for Southern Pacific Transportation Company. Schroder works with the Operation Lifesaver program, which alerts the public to the dangers of complacency concerning railroad crossings.

Briefs

Hillis named 'Roadrunner'

Climaxing the 36th annual Texas Travel Counselors Conference in Corpus Christi, Gainesville resident Rhonda Hillis was named recipient of the 1991 Roadrunner Award.

Hillis is a certified travel counselor at the Travel Information Center near the Oklahoma state line at Gainesville. Last year the Gainesville center welcomed more than 352,000 visitors entering Texas on Interstate 35.

The award is a plaque featuring a comic roadrunner and tongue-in-cheek Latin inscription that translates as a wry comment about the job of travel counseling — being paid for telling people where to go. The award recognizes superior achievement in the statewide travel-tourism industry.

Odessa awards livened by mariachi music

When Larry Levario, maintenance supervisor in Pecos, was asked to host the Odessa District's Safety Awards Banquet in April, he enlisted the talent of Juana Jaquez and her mariachis. The band serenaded the employees as they enjoyed a dinner of barbecue, potato salad and, of course, jalapeños.

Russell Neal, administrative engineer, recognized employees who have completed testing for their commercial drivers licenses. "We already have 98 percent of our employees certified," he said.

The 230 safe drivers in the district in the past year were led by record-holder Juan Saenz, maintenance supervisor in Sanderson, who has gone 38 years without a vehicle accident.

San Angelo employees bring Christmas in April

A team of San Angelo District employees participated in the Christmas in April Project, a home-improvement project for the elderly, disabled and poor. Project priorities are safety, security and weatherproofing.

The team started with a "light" house (as classified by Christmas in April). Volunteers began at 8 a.m., working at tasks including repainting the house inside and out, putting down new flooring, weatherproofing windows and doors and giving the home a thorough cleaning.

Other employees worked with the Texas Society of Professional Engineers and the Texas A&M Club to roof a house.

Engineering training lauded

The department recently received the 1991 Outstanding Corporate Service Award during the Joe J. King Professional and Engineering Leadership Awards convocation at the University of Texas at Austin. It honors the department for continuing advancement of engineering education. The award has never before been given to a public agency.

Loop 1 interchange honored as number 1

The \$38 million Loop 1/US 183 interchange in Austin recently won the 1991 Grand Award in the American Consulting Engineers Council's national competition. The project was designed by the firm of Howard, Needles, Tannen & Bergendoff and won in the \$10 million and up category. The interchange was by far the biggest project ever let in Travis County, and more than 112,000 vehicles per day had to be maintained through the project.

Beaumont employees take healthful stroll

About 50 department employees from the Golden Triangle (Beaumont, Orange, and Port Arthur) journeyed on a 10-mile walk April 13 for the March of Dimes Walk for Healthier Babies.

In all, about 4,500 walkers endured gusty winds and sauna-like humidity. The event raised \$112,000.

As part of the festivities, the March of Dimes sponsored a T-shirt logo contest. First place went to David Wise, district sign shop foreman, and the Brainstorming Design Bunch (Edward Higginbotham, maintenance foreman in Orange; Liz Humphrey, BRINSAP; and Pam Crew, manager of the Travel Information Center in Orange).

Rodin honored by TSPE

Martin Rodin, assistant design engineer for the Amarillo District, was recently named Young Engineer of the Year by the Panhandle Chapter of the Texas Society of Professional Engineers.

Rodin, who has been with the department since 1985, received the award primarily for innovative engineering during the recent rebuilding of Interstate 27 in Amarillo. He also received a Texas Project Design Award in 1990 for developing an innovative design for bridge deck widening and replacement.

Rodin is attending West Texas State University, working on a master's degree in business administration.

District 11 holds bass tournament

Despite pounding thunderstorms which made fishing conditions at Lake Sam Rayburn unfavorable, the first District 11 bass tournament drew 20 teams of competitors May 4.

The first-place team was Walter Hearnberger and Henry Windham; second place was William Joniken and Gary Brock, and third place went to Chester Cox Jr. and W.T. Thomas.

Hearnberger also took first-place big bass honors. Second place big bass went to Thomas Nichols.

Another tournament is being planned for late spring of 1992.

Drive safely. Don't wreck your life.

State Department of Highways and Public Transportation

Service Awards

July**Administration****25 years**

Barbara G. Oliver

15 years

Teri H. Sullivan

Automation**10 years**James K. Olinger
George M. Shields**5 years**John C. Pratt
Shelley A. Troxell**Bridge****25 years**

James C. Wall

Construction and Contract Administration**30 years**

Bobbie F. Templeton

5 years

Robert J. Hundley

Equipment and Procurement**25 years**

Evelyn K. Parker

5 yearsGary L. Baisden
Albert J. Fairchild**Finance****25 years**

Roland M. Breitschopf

Maintenance and Operations**20 years**

Alfred H. Kosik

10 years

Adelmira S. Garcia

5 yearsNorma S. Contreras
Christine R. Janek**Materials and Tests****5 years**William F. Curra
Mary J. Soileau**Motor Vehicles****30 years**

Dick K. Childers

25 years

Larose J. Plentl

10 yearsPatricia K. Combs
Kathy R. Guy
Charlotte E. Rhone**Planning and Policy****10 years**

Sandra S. Carmona

Right of Way**15 years**

Veda S. Cazzola

Transportation Planning**35 years**

James D. McDonald

25 years

Raymond H. Herrington

20 years

Monroe A. Hawkins

5 years

Michael W. Copeland

Travel and Information**10 years**

Brenda N. Murray

Paris District (1)**35 years**

Kenneth R. Kluttz

10 years

Billy G. Lomax

5 years

Clifford D. Shaw

Fort Worth District (2)**35 years**

Helen S. Whalen

30 years

Joe F. Knight

25 yearsGeorge M. Brown
Hubert P. Fletcher
Marvin K. Mills Jr.**10 years**John C. Purpura Jr.
Robert D. Robinson**5 years**Kim R. Baker
Douglas E. Beckwith
Gerald D. Bullard
Roy K. Lankford
Chris W. McLain**Wichita Falls District (3)****25 years**Eddie V. Bates
Jerry M. Holzer
Kenneth W. Nichols**10 years**Richard R. Fenoglio
John W. Hill**5 years**Jim L. Keck
Tommy D. Price
Terry A. Symank**Amarillo District (4)****25 years**John E. Hudspeth
Clyde J. Pernell
Lalon Savage
Martin L. Smithers
Roy M. Winstead**20 years**

Lorenzo Jaramillo

10 yearsJackie L. Fowler
Phillip R. Keener
George S. Mask**Lubbock District (5)****25 years**Robert B. Campbell
Nolan E. Roach**15 years**

Robert D. McBride

5 yearsStevan Perez
Kelly J. Roberts**Odessa District (6)****35 years**

Neil H. Buckalew

30 years

Edmundo Cobos

15 years

Richard K. Hopkins

10 yearsSuzanne Franklin
Jose G. Morales**San Angelo District (7)****10 years**Emilio L. Gutierrez
Curtis A. Wyman**5 years**

Roberto R. Hidalgo

Abilene District (8)**30 years**Edward R. Deatherage
Melton B. Miles**20 years**

Roy C. Pilgrim

10 years

Billy K. Stennett

Waco District (9)**25 years**Melvin L. Breedlove
Samuel W. Davis**10 years**

Larry W. Smith

Tyler District (10)**35 years**

Roland R. Attaway

30 years

Billie B. Bonner

25 yearsWilton J. Buckner
John W. Grant**10 years**George J. Beddingfield
Randall C. Ralson
Lynn E. Simmons
Timothy J. Thompson**5 years**Jerry Blackburn
Bruce W. Bradley
Linda P. Carlile
James L. Phillips
Marvin L. Timmerman**Lufkin District (11)****35 years**

John A. Freeman

25 yearsCloyce G. Evans
Verron W. Shepherd**10 years**Ronald L. Cook
Cheryl P. Flood**Houston District (12)****35 years**Carroll W. Johnson
Eual D. Rawlinson**25 years**

Jimmie N. Lowery

15 yearsWilliam A. Cargile
Glenn L. Dawson
Timothy D. McLaughran**10 years**Bobby J. Evans
Olumide E. Eyikogbe
Sylvia A. Ricicar
Alan L. Robertson
Darrell D. Vanover
Carlos E. Villalta
Rosetta W. Walker**5 years**Jack D. Allbritton
Lila P. Bush
Carl G. Holzwarth
Richard T. Lumpkin
Ernest W. McCoslin Sr.
Pamela J. Mulkin
Joseph A. Posas
Eugene F. Roberts
Jack Sherrod
Charles R. Southerland
Kenneth M. Stanley**Yoakum District (13)****25 years**Julius E. Belicek
Cuba J. Burleson
James F. Kocian**15 years**

Allen R. Hoerig

Austin District (14)**30 years**

Sherwood J. Seidel

25 years

Larry R. Cavaness

15 years

Michael E. Barnard

10 years

Lonnie C. Dittmark

5 yearsSteven D. Bohuslav
Roger M. Dreessen
Michael L. Hill
James S. Voigt

Service Awards

San Antonio District (15)

35 years

Forester J. Mills
Richard B. Sarro
Willie F. Seelk Jr.
Kenneth D. Turner

30 years

James E. Lewis

25 years

George G. Acosta
Darrell J. Jalufka
Arthur B. Maspero
Domingo R. Rodriguez
Ignacio C. Villarreal Jr.

20 years

George Fernandez

10 years

Gregory A. Biediger
Robert A. Gonzales

5 years

Lynette M. Bidsong
Ricardo Castaneda
Jeffrey L. Dickinson
Maria H. Holloway
Peggy J. Hooper
David R. Scheel
John A. Tarro

Corpus Christi District (16)

30 years

Aletha R. Schrader

25 years

Pedro Flores Jr.

5 years

William H. Reitmann
Mary S. Walker

Bryan District (17)

35 years

Johnny F. Novak

25 years

Roy B. Schroeder

20 years

Helen K. Paul

10 years

Steven M. Huff

Dallas District (18)

30 years

Harold G. Coppedge
Robert L. Watkins

25 years

Charles W. Farmer

10 years

Rodney G. Fagg Jr.
Raymond L. LaCaze

5 years

Kenneth D. Byrd
Steven P. Lamar
Bobby L. Lawson

Atlanta District (19)

35 years

James F. Shumate

25 years

Robert E. Davidson
John C. Hudson

15 years

Robert H. Crooms

10 years

Michael D. Bassett
Norma M. Rich

5 years

Danny C. Weathersby

Beaumont District (20)

35 years

James A. Mosley

20 years

Reginald W. Willis

15 years

John S. Jones

10 years

Louis D. Bryant III
Charlene S. Kent
Jeffrey B. McNeil
George G. Oge III
Rodney D. Thraikill

5 years

Bobby R. Akehurst
Jackie D. Apshire
William R. Graves

Pharr District (21)

10 years

Arnoldo A. Martinez Jr.
Raymond W. Milam

5 years

Oscar Garcia
Joaquin Gonzalez III

Brownwood District (23)

10 years

Joe W. Garmon

El Paso District (24)

25 years

Ed L. Wagner

10 years

Mark N. Crews

5 years

Jose Corral

Childress District (25)

30 years

Francis L. Young

25 years

Bettye E. Estes

'Extra Mile' makes history

Highway department history was made May 16 in Atlanta when Stuart Callison of the Texarkana Highway Unit became the first department employee ever to receive a second Extra Mile citation. His latest award was presented at this year's Service and Safe Driving Awards Luncheon for his part in the rescue of several flood victims last year.

The Extra Mile Awards were created to honor employees who have put their lives at risk to save a life, prevent injuries or alleviate a life-threatening situation.

On the night of May 8, 1990, while manning a road block on a flooded section of Farm-to-Market Road 559 north of Texarkana, Callison made two trips into the Red River bottom to help rescue several people who were trapped by the rapidly rising flood. The muddy water washed 2 to 3 feet over the roadway, hiding it and making travel practically impossible.

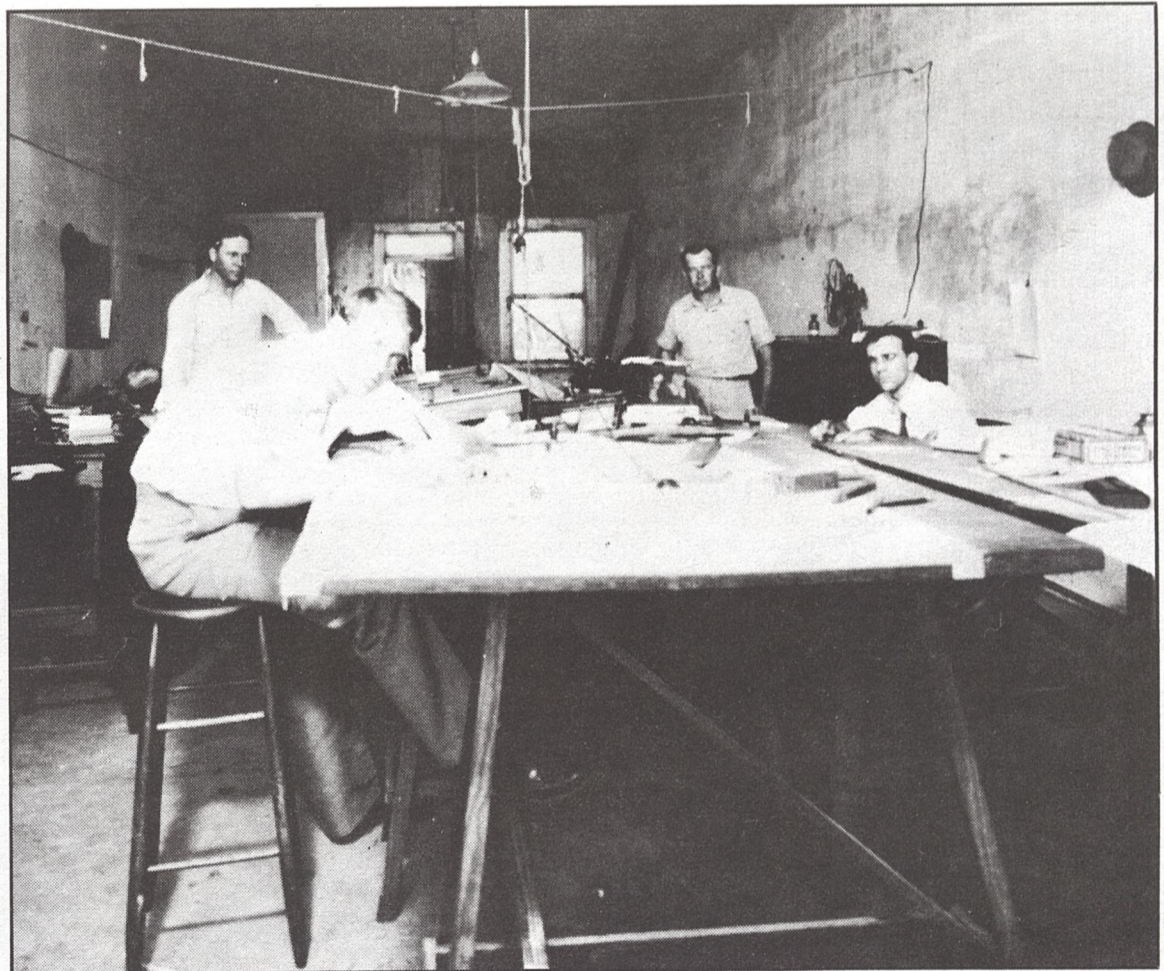
With only the light of his headlights and the feel of the road, Callison navigated three miles down the highway to reach a group of five adults and an infant who were stranded in their home. With the infant safe with its grandparents in the cab, he drove back to higher ground, making a wake with his truck so the adults could follow him in their pickups.

Callison later returned another two miles back into the floodwaters to aid a rancher who had run off the road while trying to rescue some cattle. He was able to pull the driver and his truck to safety.

The first Extra Mile Award Callison received was presented in 1987 for his efforts in containing a hazardous chemical spill in 1981 on US 59 near the Sulphur River. In the process, he was overcome by the chemical's fumes and had to be treated at a local hospital. ***Marcus Sandifer, Atlanta District**

Notice

"Retirements" and "In Memoriam" listings were not received by press time. They will be published as soon as possible.



And you think *your* office has problems? This 1938 highway department office was set up in a vacant store in downtown Pharr. From left, Carl Staples, John D. Park, J.S. Wagener and M.D. Shelby surmounted the less-than-luxurious surroundings to design US 83 in the district. In next month's edition of *Transportation News*, with the theme "Looking Back," you'll see more photographs like this one of the early days of the department, plus reminiscences with veteran employees and retirees from throughout the state. (Photo courtesy Travel and Information Division Library)

Letters

About 1-1/2 miles south of Tynan we had a flat tire. There were four of us in the car — all senior citizens from Ohio. A highway employee driving a sweeper on his way to Goliad stopped and changed the tire for us. We wanted to reimburse him for all the trouble but he would not accept anything.

Mrs. W.L. Hoy
Napoleon, Ohio

Ray Villegas is a maintenance technician with the Alice Maintenance Office, Corpus Christi District.

On my way to Corpus Christi on Interstate 37, my automobile broke down. **Darrell Tidball** and **Anual Davidson** were most kind and helpful. I was nervous and a little scared, but they made me feel at ease. Furthermore, no one else stopped to help me. They are an asset to your department.

Deborah J. Lawson
San Antonio

Davidson and Tidball are maintenance technicians with the George West Maintenance Section, Corpus Christi District.

I want to thank SDHPT employee **Timothy Colby** for returning my wallet. I greatly appreciate the trouble you went to and your honesty.

M. Thompson
Houston

Colby is a maintenance technician with the Alvin Maintenance Office, Houston District.

I live on FM 421 near Sour Lake. In August, three men worked this highway. Two mowed and one used a weedeater to clean around all the highway signs, mailboxes, etc. This is certainly an improvement over that stuff you've always killed the grass with that left ugly brown spots. The two mowers put their blades all the way to the fence lines on both sides of the road.

I had occasion later to drive the entire length of 421 and it was an encouraging sight to see such a great mowing job. Could you let them know? Now if we can just conquer the litter! I'm doing my mile up to 321.

Lois Wimberly
Sour Lake

The commendable job was done by Landis Mowing, a contractor in the Beaumont District.

*This letter was received by **James McNeill**, maintenance construction supervisor for Nueces County, Corpus Christi District. McNeill received the 1990 Highway Beautification Award in October.*

I do thank you for your understanding of my great feelings for Texas wildflowers. Especially here on Mustang Island where so few can survive. We have been enjoying the summer wildflowers and I know mowing must begin again. I'm sending this book in appreciation for your help. Don't forget you promised to reseed in the fall along Texas 361. All your efforts are greatly appreciated.

Mrs. George S. Hawn
Port Aransas

TRANSPORTATION NEWS
P.O. BOX 5064
AUSTIN, TEXAS 78763

FORWARDING AND RETURN
POSTAGE GUARANTEED
ADDRESS CORRECTION REQUESTED

BULK RATE
U.S. POSTAGE PAID
AUSTIN, TEXAS
PERMIT NO. 2209