LaDOTD Acquirer

December 2000/January 2001 "What acquiring minds want to know" Volume 7, No. 6

The Acquirer on-line and in color!!

As you know, DOTD has a web site. A Real Estate site is currently being developed. It will contain much relevant information, such as the Manual and current memorandums on procedures. Included on the web site will be each issue of the *Acquirer.* Beginning with this issue, they will also be in color. The copy you receive will still be in black and white, but you will be able view it in full color on any computer that has Internet access. The plans are to distribute the *Acquirer* via e-mail when all offices are connected. Welcome to the 21st Century!

Cliches come true?

Yell What in a Crowded Theater?: In June, A, 22-year old man, was charged with reckless endangerment in Sevierville, Tenn., after setting off a string of firecrackers in a theater during the movie *The Patriot* The panicked patrons struggled angrily to get out the doors but once outside, they surrounded the man and held him for police. *Man Bites Dog*: A 40-year old man, fleeing on foot after being stopped in a stolen car, found his arm in the grip of a Canton, Ohio, police dog, and decided to retaliate by biting the dog on the nose to get it to loosen its grip. Instead, his bite caused the dog to tighten its jaw, so hard in fact, that one of the dog's teeth broke off in his arm. *– from News of the Weird*

Texas workshop shows Louisiana progress

Director's Report

By: Jim Dousay

This past November 15-17, I attended the State/FHWA Area Right of Way Workshop in Austin, Texas. Also attending from Real Estate were Appraisal Chief Lloyd Scallan and Special Projects Manager Jack Shaffer. Joining us were Pete Nyberg of FHWA and consultants Tommy Dawson of URS and Jerome Lohman of PEC. Besides those of us from Louisiana, State and Federal officials, and consultants from Arkansas, Texas, Oklahoma, and New Mexico were there. I came away from this workshop convinced that our right of way program in Louisiana is in better shape efficiency-wise than those of the other four states in attendance. It seems to me that we have better input into the upper management of DOTD than the others do in their Departments. For example, Real Estate is included in the bi-weekly status meetings at Headquarters, giving us direct influence in the scheduling of projects. When discussing the streamlining of right of way procedures, our section's progress became evident. Our joint plan reviews, for example, minimize plan changes and procedures like mailing offers and our automation efforts have moved Louisiana forward.

Another place where the Louisiana program is moving forward is in the use of consultants. You may think we are the only state using them, but of the five states at the workshop, all but Arkansas are experiencing an increase in the use of consultants. And the reason Arkansas is not using consultants very much is their rather unique negotiating system. If an owner turns down the state offer, it is turned over to a local public official handling and settlement. Our work with consultants is going well, though we are still sorting out details. Part of the reason may be that our more centralized system contributes to efficiency. Contrast this with Texas, which has 27 districts that are pretty much autonomous. Texas consultants told me at the workshop that they had submitted counter offers to the Texas DOT in February, and nine months later, as we were talking, they had not received an answer.

Another topic that was discussed at the workshop was the proposed I-69. This new interstate highway would run from Mexico to Canada. At this point, it will probably be three to five years before any right of way acquisition begins. The work is now concentrating on the EIS. The most likely route would bring the highway through northwest Louisiana, near Shreveport. This large project will take a

lot of coordination between states, especially Texas, Louisiana, Arkansas, Kentucky, and Tennessee.

One area where we are somewhat behind all but one of the other four states at the workshop is in the use of appraisal waivers. In seventy-five percent of acquisitions in New Mexico and Arkansas, the offer is based on an appraisal waiver. In Oklahoma, the number is 40%. Texas and we lag behind at about 20%. I think our policy of informing the owners that they are entitled to an appraisal of the property may be part of the problem. The states with a high percentage of appraisal waivers do not do this. Most of the people at the workshop felt that the Federal regulations do not require this. We are looking at a policy change on this subject.

Another change we are trying to make is to have appraisers declared professionals in Division of Administration contracting procedures. While we, of course, consider appraisers to be professionals, the lack of this designation with DOA limits our contracting procedures. For example, those designated as professionals by DOA are not limited to personal services contracts. Texas has done this, and is very pleased with the result.

I have been named to the Executive Board of the Right of Way and Utilities Subcommittee of AASHTO representing the southeastern states. This group oversees the AASHTO Right of Way conferences (such as the one we hosted in 1997), sets up the agendas for these meetings, and helps arrange the speakers. The members of the Executive Board also serve as moderators of sessions at the conferences. I will be going to Scottsdale, Arizona, in January for my first meeting with this group.

There is a lot going on in Real Estate! Besides the obvious, like the heavy workload, there are other things going on. We are experimenting with electronic appraisals, we have employees leading professional organizations, and a web site is being developed, etc. With all of the hustle and bustle of work and all of the hustle and bustle of the season, we need to slow down some and enjoy the holiday season. I wish you and your families a very **Merry Christmas** and a **Happy New Year**!

Congratulations to…

Ashley Williams, on the birth of her son, Caleb Juel, on November 14th. Caleb weighed in at 6 lbs., 4 oz.

Lloyd Scallan, on the birth of his first grandchild, a girl, Kaleigh Susan, on November 29th. Jeff and Faith Scallan are the proud parents. Kaleigh weighed in at 8 lbs., 4 oz.

Beverly Fannaly, who married Bill Hansen on November 22nd in Baton Rouge.

Steve Bush, who married Sharon Landry on October 7th in Lake Charles.

Jim Dousay, who was named to the Executive Board of the AASHTO Subcommittee on Right of Way and Utilities.

James Gist, who received his SR/WA designation from the International Right of Way Association (IR/WA).

Rita George, who was promoted to Real Estate Agent 2.

Welcome to…

Karla Armand
HQ Utilities & Permits Specialist 2
Gang 042

Rundell, Brigalia to retire

Review Appraiser Judy Rundell and Executive Secretary Linda Brigalia have both announced their upcoming retirements.

Judy, a 36-year veteran of DOTD, will retire effective December 21, 2000. A reception in her honor will be held on December 21st in the Appraisal Section at Headquarters.

Linda, a 34-year DOTD veteran, all in Real Estate, will retire on February 2, 2001. At the date of publication, plans for Linda's reception are pending.

The *Acquirer* wishes both of these ladies a happy and long retirement and thanks them for their years of devoted service! ◆

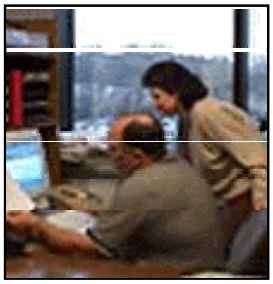
Electronic appraisal experiment

We've all heard of *e-mail* and *e-commerce*. Well, the Real Estate Section is going a step further and is currently experimenting with "e-appraisals." The fee appraisers on the T-Bois Bridge project in Lafourche Parish have been asked to submit their appraisal reports electronically. This would include electronic signatures, as well as the invoices. After review, the appraisal reports and review sheets will be transmitted electronically to the Titles & Acquisition Section.

In the future, staff appraisers will be submitting cost estimates and reviewers will be submitting cover letters for cost estimates electronically. Through the Visual Info (V.I.) system all the people who need to have access to the information will be able to display it on their computer screen. V.I. will also allow reviewers to add comments making minor corrections to the report (though not changing the report itself). Using this system should save both the Department and fee appraisers time and money on future projects.

The parties involved in the T-Bois Bridge job recently attended a V.I. class taught by Computer Center personnel to better understand the system. When asked to comment on this process, Appraisal Manager David Pourciau said simply, "The future is now." ◆

David Pourciau and Pam Leon discuss the electronic appraisal pilot program



IR/WA NEWS

James Gist, SR/WA, 2000 President of Louisiana Chapter 43 of IR/WA, listens to a speaker at a chapter meeting earlier this year. James says that serving as President this year has been a positive experience

Gist serves as Chapter 43 leader in 2000

James Gist, SR/WA, of District 61, is wrapping up his year as President of Louisiana Chapter 43 of IR/WA. James, who has been a member of Chapter 43 since March of 1990, was installed as President this past January at the annual banquet at the Radison Hotel in Baton Rouge. When asked what he considered the best accomplishment during his year as President, he said that applications for membership have increased noticeably and Chapter 43 now has close to 100 members. Another important event during this year was that James received his SR/WA designation from IR/WA He also said the Chapter had some very good speakers and programs during the year.

As President, James was one of the chapter's two official delegates to the international convention in Orlando, Florida, this year. He also attended the annual educational seminar at Texas A&M.

Asked what the best part of being a member of IR/WA was, James said that it was meeting right of way professionals from around the country and all over the world and picking up ideas on how better to do the job.

Prior to serving as President, James had served Chapter 43 as Assistant Secretary-Treasurer, Treasurer, and Vice-President. Besides IR/WA, James is also active in St. James Episcopal Church in Baton Rouge. ◆

Appraisal Manager to lead Chapter 43 in 2001

Appraisal Manager David Pourciau, ASA, SR/WA, will be the 2001 President of Chapter 43 of ter 43 of IR/WA. David, a long time member of IR/WA, will be installed at a banquet to be held at the City Club in Baton Rouge in January.

Among his goals for his year as President will be professional education and getting more right of way professionals designated.

Prior to his election as President, he has served the Chapter as Secretary, Treasurer, Newsletter Editor, and Vice President.

In addition to his work with IR/WA, David has been active in numerous other organizations, including: American Society of Appraisers, LADOTD Credit Union Quality Control Committee, Civil Air Patrol, and Sports Car Club of America. ◆

Chapter 75 to have 1st woman president

Rebecca Toney, a 20-year veteran of DOTD and a charter member of IR/WA Chapter 75, will be installed as President of that chapter in January in Shreveport. Rebecca will be the first woman to lead Chapter 75, which was formed in the mid-1980s. Rebecca has been "progressing through the ranks" for seven years, serving in all the offices in the Chapter.

Rebecca Toney

For her year as President, Rebecca wants to put the emphasis on having quality, interesting programs. "If we have a good program every month, the members will attend" she noted. And if they attend, there will be the opportunity to network with other members.

Rebecca also serves as President of her investment club. She started her DOTD career in Alexandria, later moving to Shreveport, and has worked on projects in a number of different parts of the state. ◆

More FHWA History

The beginnings of the Interstate highway system

By the late 1930s, the pressure for construction of transcontinental superhighways was building. It even reached the White House, where President Franklin D. Roosevelt repeatedly expressed interest in construction of a network of toll superhighways as a way of providing more jobs for people out of work. He thought three east-west and three north south routes would be sufficient.

President Franklin D. Roosevelt

Congress, too, decided to explore the concept. The Federal-Aid Highway Act of 1938 directed the chief of the Bureau of Public Roads (BPR) to study the feasibility of a six route toll network. The resultant two-part report, *Toll Roads and Free Roads*, was based on the statewide highway planning surveys and analysis. Part I of the report asserted that the amount of transcontinental traffic was insufficient to support a network of toll superhighways. Some routes could be self-supporting as toll roads, but most highways in a national toll network would not.

Part II, "A Master Plan for Free Highway Development," recommended a 43,000-kilometer (km) non-toll interregional highway network. The interregional highways would follow existing roads wherever possible (thereby preserving the investment in earlier stages of improvement). More than two lanes of traffic would be provided where traffic exceeds 2,000 vehicles per day, while access would be limited where entering vehicles would harm the freedom of movement of the main stream of traffic. Within the large cities, the routes should be depressed or elevated, with the former preferable. Limited-access belt lines were needed for traffic wishing to bypass the city and to link radial expressways directed toward the center of the city. Inner belts surrounding the central business district would link the radial expressways while providing a way around the district for vehicles not destined for it.

On April 27, 1939, Roosevelt transmitted the report to Congress. He recommended that Congress consider action on a "special system of direct interregional highways, with all necessary connections through and around cities, designed to meet the requirements of the national defense and the needs of a growing peacetime traffic of longer range."

The president's political opponents considered the "master plan" to be "another ascent into the stratosphere of New Deal jitterbug economics," as one critic put it. Overall, however, reaction was favorable within the highway community although some observers thought the plan lacked the vision evident in the popular "Futurama" exhibit at the 1939 New York World's Fair.

The exhibit's designer, Norman Bel Geddes, imagined the road network of 1960 - 14-lane superhighways criss-crossing the nation, with vehicles moving at speeds as high as 160 km per hour. Radio beams in the cars regulated the spacing between them to ensure safety. In the cities, traffic moved on several levels - the lowest for service, such as pulling into parking lots, the highest for through traffic moving 80 km per hour. Although the "magic motorways" shown in Futurama were beyond the technological and financial means of the period, they helped popularize the concept of interstate highways.

Model of a six lane divided highway shown at the New York World's Fair in 1939 to illustrate the method of making highways safer by separating both railroad and highway grade crossings

With America on the verge of joining the war under way in Europe, the time for a massive highway program had not arrived. However, the president was already thinking about the post-war period. He feared resumption of the Depression if American soldiers returned from the war and were unable to find jobs. A major highway program could be part of the answer.

On April 14, 1941, the president appointed a National Interregional Highway Committee to investigate the need for a limited system of national highways. Thomas H. MacDonald, BPR chief, chaired the committee and appointed Herbert S. Fairbank, BPR's Information Division chief, as secretary.

Interregional Highways, written by Fairbank and released on Jan. 14, 1943, refined the concepts introduced in Part II of *Toll Roads and Free Roads*. The new report recommended an interregional highway system of 63,000 km, designed to accommodate traffic 20 years from the date of construction.

The report went into detail on urban freeways. MacDonald and Fairbank were convinced that these freeways would exert a powerful force on the shape of the future city. It was important, therefore, for the network to be located so as to "promote a desirable urban development." – *from the FHWA web site* - ◆

Christmas Quotes…

"The only real blind person at Christmas is he who has not Christmas in his heart." – Helen Keller

"There's nothing sadder in this world than to wake Christmas morning and not be a child." – Erma Bombeck

A Christmas Tradition

An appraiser in Alabama found this cat "assisting" him in measuring a house recently. Wonder if he gets morning and afternoon breaks and half an hour for lunch? - *photo submitted by Lloyd Scallan*

Sinterklaas, a Dutch tradition

The Dutch tradition of *"Sinterklaas"* begins at the beginning of November, even earlier if shopkeepers have their way, and they mostly do. The shop windows start to fill up with all the Sinterklaas attributes: gift-wrapped cardboard boxes, replicas of *Sinterklaas* and *"Zwarte Piet"* (Black Pete). Halfway through November there is a big spectacle when the man arrives in the Netherlands. A television crew awaits his arrival at one of the more photogenic ports where he docks his steamboat full of presents, *Zwarte Pieten*, and his horse. They are welcomed by a huge audience of parents and children.

Sinterklaas

Sinterklaas simultaneously arrives at every city or village in the Netherlands, from his home in Spain. This is explained by way of the so-called *"hulp-Sinterklazen"* (people who help Sinterklaas by dressing up like him). The children who become aware to the impossibility of simultaneous sightings are told that *Sinterklaas* can indeed not be in every place at the same time, so people help him. Children often discover they aren't dealing with the "real" *Sinterklaas* on their own, when they recognize shoes, wrist-watches, rings and glasses of local shopkeepers, or even daddies, on the old man.

Sinterklaas goes on a tour through the village accompanied by several *Zwarte Pieten*, who throw different types of sweets around and on the ground for children to get. You can see children squirming about, trying to get hold of as much candy as their little hands can hold. After this day, *Sinterklaas* begins his assessment of all the children's behavior in the past year, and proceeds to hand out presents. It all culminates on December 5th in the evening.

Sinterklaas, the legendary man, looks like an old wise bloke with long white hair and similar beard. He is dressed like a bishop and has a golden (shepherd) staff in his hand. He also carries a large leather bound book, with gold print, in which it is written which children have been good and which have not.

So why does the old man bother to come to this soggy country when he could be having a great time in the sunshine by his pool? Why, it's because of his birthday! His birthday is actually on December 6th, but for some arcane reason it is celebrated a day before. Before this memorable occasion *Sinterklaas* climbs onto his *"schimmel"* (gray horse) and trots around on rooftops. How on Earth he gets there is never explained, and how he keeps his balance on the sloping, slippery roofs is even less understood. Assisted by his henchmen he now and then throws presents down the chimneys.

Sinterklaas is said to have originated from St. Nicolaus, the Bishop of Mira, Turkey, who was a righteous man and did good things for children. The Santa Claus concept might also have originated from this man. How it came to be that *Sinterklaas* lives in Spain is a mystery. There could be a connection with the Spanish inquisition or the Spanish domination over the Netherlands. The roots of *"Zwarte Piet"* (Black Pete) are also somewhat unclear. Some say these guys represent medieval Italian chimney sweeps. The throwing of presents down chimneys seems to be evidence for the "Italian chimney sweep" theory.

On December 5th *Sinterklaas* brings the **large** presents, which are left in large plastic trash-bags (the same ones that will be used to throw away all the broken toys in the coming weeks) on the front porch. Sometimes the parents hire a *Sinterklaas* from the *"Sinterklaascentrale"* (an organization providing assistant *Sinterklazen*) to present the presents. They might even dress up themselves. The old, wise man utters some very wise words such as "Are there any naughty children here?" and "Have you been a good boy/girl this year?". Upon receiving the respective replies of "noooo!" and "yeees!", *Sinterklaas* proceeds to explain why that reply is correct or incorrect.

Sinterklaas for grown-ups means a party of giving and receiving gifts, much like on Christmas, but now the presents are called "surprises" (pronounce as "sir-preeze-us"). A surprise is a gift hidden within a product of tinkering, aimed at giving the gift the appearance of something completely different, accompanied by a poem. It serves to embarrass the addressee by reminding him/her of some embarrassing moments in the past year, or to point out a general failure of character in a mocking way. It is **the** day to get even with anybody for anything, but it is mostly played with family and/or friends. – *from www.stw.leidenuniv.nl* ◆

More Louisiana History

Some Louisiana Civil War Sites

ALEXANDRIA/PINEVILLE

Bailey's Dam- A historical marker denoted the site of Bailey's Dam, which Union troops constructed to deepen the Red River so their fleet could escape. The dam was suggested by Colonel Joseph Bailey, a Wisconsin lumberman before the War.

Forts Randolph and Buhlow- Earthen fortifications built as a defense against an expected third Red River Valley invasion by Federal troops. The forts stand 500 yards apart on the Pineville side of the Red River (off US 71) upstream of downtown Alexandria. Fort Buhlow's artillery placements are still visible today

MANSFIELD

Mansfield State Historic Site- On April 8, 1864, the Red River campaign climaxed here as Confederates under the leadership of General Richard Taylor met and defeated the Union troops. Banks retreated to Pleasant Hill and fought another engagement there. He then retreated further south. The park has a museum with relics, exhibits and a map of the battle.

PLEASANT HILL

Battle of Pleasant Hill- The day after the Union troops were pushed back from Mansfield, a battle was fought at Pleasant Hill. This battle pushed the Union troops back toward Alexandria. The community of Pleasant Hill is creating a Battle of Pleasant hill interpretive trail by erecting marble markers with narratives and descriptions of the battle . Soon, 18 markers will follow the trail from Pleasant Hill to Mansfield.

SHREVEPORT

Fort Humbug Memorial Park- One of several forts built when rumors spread that General Banks was heading towards Shreveport. The fort's name derives from the charred logs placed along the river to appear as cannons thus "humbugging" enemy scouts into believing the fort was well armed. Old log ramparts and earthen breastworks have been replaced. Entrance from Fant or Youree Streets.

HARRISONBURG

Fort Beauregard- This Confederate fort guarded the Ouachita River. Lt. Col. Arthur Fremantle of the Coldstreams Guard, toured the Confederacy in 1863 and found the fort more formidable in appearance than expected. In May of 1863, it was heavily shelled by Union gunboats and evacuated by the Confederates in September.

VICKSBURG, MS

Though the Battle of Vicksburg was fought in Mississippi, Louisiana played a large part in the Vicksburg Campaign. Military engagements follow the Mississippi River all of the way to Port Hudson and New Orleans.

MONKEY ISLAND (near the town of Cameron)

Battle of Calcasieu Pass- This was the only Civil War battle fought in Southwest Louisiana. It took place at the mouth of the Calcasieu River near what is now called Monkey Island. The Battle of Calcasieu Pass was the only battle in Louisiana where two Union gunboats were captured intact and converted to blockade runners for the Confederacy.

DONALDSONVILLE

Proximity to the major shipping lanes of the Mississippi River and Bayou Lafourche made Donaldsonville a strategic location. The wharfs became a site for guerrilla warfare on Union ships effective enough to outrage Admiral D. G. Farragut.

Fort Butler- This star-shaped dirt fort at the mouth of Bayou Lafourche opposite Donaldsonville, was the site of a battle under the Confederate leadership of General Thomas Green.

PORT HUDSON

Port Hudson State Historic Site- Port Hudson surrendered on July 9, 1863, serving the last link between the eastern part of the Confederacy and the Trans-Mississippi. From May 23 to July 9,

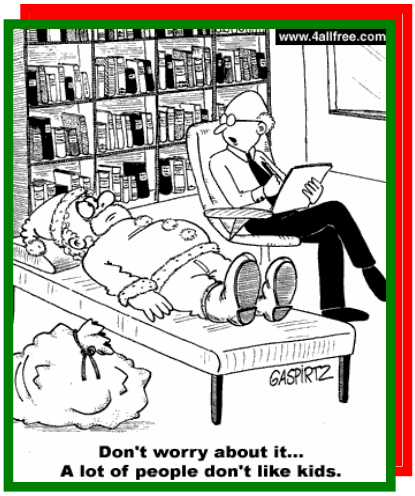
1863, 6,800 confederate soldiers held off a Union force of 30,000 during the longest siege in U.S. military history. Interpretive programs illustrate the story. The area includes part of the battlefield, viewing towers, trenches, guns and a cemetery for more than 3,000 Union soldiers, most of whom are unknown. The Battle of Port Hudson was one of the first battles in which freed black soldiers engaged in combat on the side of the Union.

NEW ORLEANS

Fort Pike State Historic Site- East of New Orleans. In 1861, the silence of Fort Pike was broken. Before the actual start of the Civil War, the Louisiana militia captured the fort and held it until the Union forces took New Orleans in 1862. Federal forces then reoccupied the fort and used it as a base for raids along the Gulf coast and Lake Pontchartrain areas and as a protective outpost for New Orleans. – *from the Office of Tourism web site*

THE BOTTOM LINE

FACE IT, **nobody** owes you a living.



What you achieve or fail to achieve in your lifetime is **directly** related to what you do or fail to do.

No one chooses his or her parents or childhood, but you can choose your own direction.

NOTHING IS CARVED IN STONE. You **can** change anything in your life if you want to badly enough.

Time plays no favorites and will pass whether you act or not.

Excuses are for **losers**. Those who take responsibility for their actions are the real winners in life.

Winners meet life's challenges head on knowing there are no guarantees, and give it all they've got.

TAKE CONTROL OF YOUR LIFE. Dare to dream and take risks.

Never think it's too late or too early to begin.

BELIEVE IN YOURSELF!

ot all countries celebrate New Year at the same time, nor in the same way. This is because people in different parts of the world use different calendars. Long ago, people divided time into

days, months, and years. Some calendars are based on the movement of the moon, others are based on the position of the sun, while others are based on both the sun and the moon. All over the world, there are special beliefs about New Year.

Long Ago Festivals

Egypt

In ancient Egypt, New Year was celebrated at the time the River Nile flooded, which was near the end of September. The flooding of the Nile was very important because without it, the people would not have been able to grow crops in the dry desert.

At New Year, statues of the god, Amon and his wife and son were taken up the Nile by boat. Singing, dancing, and feasting was done for a month, and then the statues were taken back to the temple.

Babylonia

Babylonia lay in what is now the country of Iraq. Their New Year was in the Spring. During the festival, the king was stripped of his clothes and sent away, and for a few days everyone could do just what they liked. Then the king returned in a grand procession, dressed in fine robes. Then, everyone had to return to work and behave properly. Thus, each New Year, the people made a new start to their lives.

The Romans

For a long time the Romans celebrated New Year on the first of March. Then, in 46 BC, the Emperor Julius Caesar began a new calendar. It was the calendar that we still use today, and thus the New Year date was changed to the first day of January.

January is named after the Roman god Janus, who was always shown as having two heads. He looked back to the last year and forward to the new one.

The Roman New Year festival was called the *Calends*, and people decorated their homes and gave each other gifts. Slaves and their masters ate and drank together, and people could do what they wanted to for a few days.

The Celts

The Celts were the people who lived in Gaul, now called France, and parts of Britain before the Romans arrived there. Their New Year festival was called *Samhain*. It took place at the end of October, and *Samhain* means 'summer's end'.

At *Samhain*, the Celts gathered mistletoe to keep ghosts away, because they believed this was the time when the ghosts of the dead returned to haunt the living. – *from www.geocities.com* ◆

Ancient New Years Customs varied widely

New system can "hear" gunshots

An experimental technology that can "hear" gunshots may be able to tell urban police departments when and where gunshots are fired.

In development for several years, SECURES — System for the Effective Control of Urban Environment Safety — involves battery-powered sensor units installed on city light poles. If a gunshot is fired, the sensors pick up the sound and record the time of the fired shot and a triangulated location of the gunfire. A radio transmits the information to a police dispatcher.

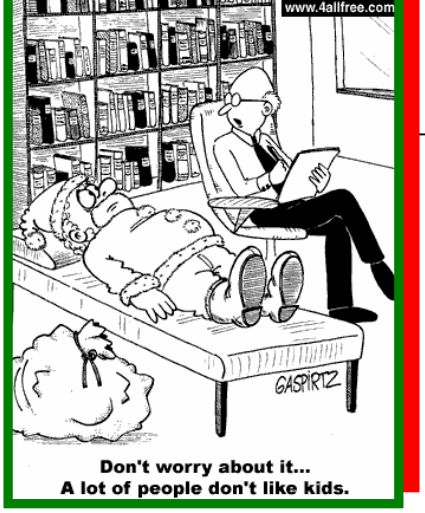
FYI

Planning Systems Inc., a McLean, Va.-based company that specializes in sensors, signal processing and acoustics, is planning to install a demonstration system in a two-square-mile section of Austin, Texas, early next year, said Alan Friedman, the company's president and chief executive officer. The company won a $770,000 grant from the National Institute of Justice for the work.

"This is an electronic 911 that provides for very accurate location information," said Friedman, whose company is jointly sponsoring the Austin project with the city's police department, the University of New Orleans and the Center for Society, Law and Justice. The demonstration project will last about a year.

Although Friedman said the technology looks promising, it might not work in a real situation. He said the experiment will try to determine if the system helps reduce crime and if it ultimately justifies the cost to law enforcement agencies. He said the Austin project could provide a "fair look" at the technology's future as a product or a service. – *from Civic.com magazine*

Wonder where they went to "shcool"?


www.4allfree.com
GASPIRTZ
Don't worry about it...
A lot of people don't like kids.

"Experience is a good teacher, but her fees are very high." – ***W.R. Inge***

"Excellence is not an act but a habit. The things you do the most are the things you will do best." – ***Marva Collins***

"Sometimes you need to look reality in the eye, and deny it." – ***Garrison Keillor***

"There's never time to do it right, but always time to do it over." – ***John Meskimen***

"You lose with potential, You win with performance." – ***Bill Parcells***

"Practice makes perfect . . . So be careful what you practice." – ***Unknown***

"Fame is vapor, popularity an accident, riches take wings. Only one thing endures and that is character." – ***Abraham Lincoln***

"If we could forget our troubles as easily as we forget our blessings, how different things would be." – ***Robert C. Savage***

"The ultimate test of a relationship is to disagree but to hold hands." – ***Alexandra Penney***

"Natives who beat drums to drive off evil spirits are objects of scorn to smart Americans who blow horns to break up traffic jams." – ***Mary Ellen Kelly***

"Duct tape is like the Force. It has a dark side, it has a light side, and it holds the Universe together." – ***Carl Zwanig***

" " – ***Duffy Daugherty***