



## ***Freedman's Cemetery Project wins inaugural Curtis Tunnell Award***

By NANCY KENMOTSU  
Environmental Affairs Division  
TxDOT's Dallas District and ENV won a prestigious new award from Preservation Texas for the Freedman's Cemetery Project.

Preservation Texas is a statewide association dedicated to the preservation of Texas' heritage. At its annual meeting in Abilene this year, the association presented the Curtis Tunnell award to TxDOT. Also honored were Black Dallas Remembered, Inc., the African American Museum, Geo-Marine, Inc. and Documentary Arts for the exhibit, historical study, curriculum package,

and other products produced as part of mitigation for the expansion of North Central Expressway into portions of the cemetery.

The award, named in honor of the late Curtis Tunnell, former executive director of the Texas Historical Commission, was established to honor projects dedicated to preserving and honoring the diverse past of Texas. Tunnell's widow, Nancy, wrote Preservation Texas stating her pleasure that Freedman's was the initial recipient.

"Curtis dedicated his life to the history of Texas and he was committed to ensuring that we

recognize the richness that comes from understanding its diversity. The Freedman's excavations took place during Curtis' tenure and I know that he would have loved to be with you tonight as you honor this project and its sponsors," she wrote.

The cemetery, established in 1869 and continued to at least 1907, served a vibrant and thriving African-American community northeast of Dallas. As Dallas grew after the Civil War, the community and the cemetery grew and were important contributors to the history and ultimate success of Dallas. When the initial expressway

*See FREEDMAN'S, Page 8*

### **In this issue**

***Fort Worth's  
Sonja Whitehead,  
Page 2***

***Dallas District nets  
AASHTO award,  
Page 3***

***El Paso makes best of  
thorny situation,  
Page 4***

***Cave shelter  
mapped with laser,  
Page 5***

***Tyler wins 2002  
Achievement Award,  
Page 6***

## ***How EPA will implement 8-hour ozone standard remains up in the air***

By BILL JORDAN  
Environmental Affairs Division

Well, another ozone season is over. With four non-attainment areas and five near non-attainment areas, Texas faces formidable challenges.

Current non-attainment areas are in violation of what's called the 1-hour ozone standard. This standard measures peak 1-hour ozone levels. If an area experiences more than 3 hours above the standard in any three years, the area can be designated non-attainment. Non-attainment designations are not automatic, but are subject to state recommendations and EPA administrator discretion.

A new ozone standard is now in place, but not yet enforced. In 1997 EPA promulgated the 8-hour ozone standard. This standard, as its name implies, measures ozone over an 8-hour period. The standard works like this: The EPA determines compliance based on the fourth highest 8-hour ozone concentration for any given monitored location. EPA looks at each year's fourth highest level. If any rolling three-year, fourth-highest level is above 85 parts per billion, then the area is subject to the EPA's non-attainment designation.

The 8-hour ozone standard was challenged by several lawsuits. Most recently, the U.S. Supreme court validated EPA's ability to set the 8-hour ozone standard. However,

*See EPA, Page 9*

# Whitehead finds niche in Fort Worth District

By JIM DOBBINS

## Environmental Affairs Division

"My phone rang one day and this small, shy voice says that she is working on her first project for the Fort Worth District and she has some project information for me," said Robert Perales, a former archeologist with ENV who now works for the Texas Commission on Environmental Quality. "For a split second I thought someone was trying to pull my leg, which would not have been the first time, as the voice on the other end sounded like she could not be more than 10 years old and giggled!"

That small, shy, giggling voice belonged to Fort Worth District's Sonja Whitehead, who was even then well past her 10<sup>th</sup> birthday. Her voice belies a reputation for meeting any work-related challenge head-on.

A native of Cleburn, Whitehead began her career with the nine-county district in 1992 in a temporary position working on traffic safety and public transportation issues. She then moved to a permanent position as an administrative technician in the Transportation Planning and Development Section, where she spent four years handling clerical and office support duties. The last year in that position she also assisted the district Environmental Branch with public involvement issues. Whitehead joined the Environmental Branch full-time in 1996 as an environmental specialist.

"I deal with everything related to transportation environmental work," said Whitehead. "I enjoy working on historic properties issues the most. It makes me feel good to be able to play a role in preserving our local heritage. I manage the multi-sector storm sewer (MS4) program for the district, and serve on two water-related committees - the Regional Storm Water Management Coordinating Council of the North Central Texas Council of Governments, and the West Fork Trinity River and Big Fossil Creek Watershed Committee. I enjoy doing public outreach work in some of our area schools."

An example of the work that Whitehead does with area schools was a recent outing at Rosemont Elementary School.

"I made a presentation at the school on environmental issues. I spoke about my current job responsibilities, discussed threatened and endangered species, standing structures, archeology, storm water and water resources, noise and air quality, and topics relating to the protection of the environment. I handed out educational materials to the students. At the end of the day, district staff helped plant a tree on the school grounds," said Whitehead.

Whitehead has worked on a couple of transportation projects that were memorable for different reasons.

"I got the most satisfaction from working on the Lancaster Avenue Bridge Project," said Whitehead (see "Laredo District's Bat Dome Culvert project wins Environmental Achievement Award," Fall 2000, "<http://www.dot.state.tx.us/insdot/orgchart/env/envision.pdf>/19Fall00.pdf).

"I wrote the categorical exclusion for the project and oversaw all environmental aspects. I

worked with the U.S. Army Corps of Engineers to coordinate the lead-based paint mitigation efforts. I got a big sense of accomplishment when that project wrapped up, and was pleased that it was recognized with an award." (The Lancaster Avenue Bridge Restoration Project was the runner-up in the ENV-sponsored 2000 Environmental Achievement Award competition.)

"The other project that stands out in my mind involved a survey for the Texas 183 Stockyards Viaduct/Underpasses Project. There were archeological, historic properties and hazardous materials issues involved, so Rick Mitchell (formerly of Cultural Resources Management Section [CRM]-Historical Studies Branch), Pat McLaughlin (formerly of CRM-Archeological Studies Branch), and Doug Mack (Hazardous Materials Management Section) all drove up from ENV in Austin. The Mitchell Cemetery, dating back to 1848, is located between two sets of railroad tracks and was one of the sites that we needed to look at. We left the car in a nearby business's parking lot and made our way through the thick brush to the cemetery. By the time we got back to the car, we discovered that all four hubcaps had been removed from the vehicle, then found that we were all covered with insect bites! Since then, all involved have referred to it as the 'chigger project!'" said Whitehead.

Whitehead has found her niche with the Fort Worth District.

"I think the Fort Worth District is a great place to work," said

Whitehead. "There is a good bunch of people here - it is like one big family, especially in the Transportation Planning and Development Section. I enjoy coming to work

See *WHITEHEAD*, Page 3



# Dallas wins AASHTO award with streamlining pilot project

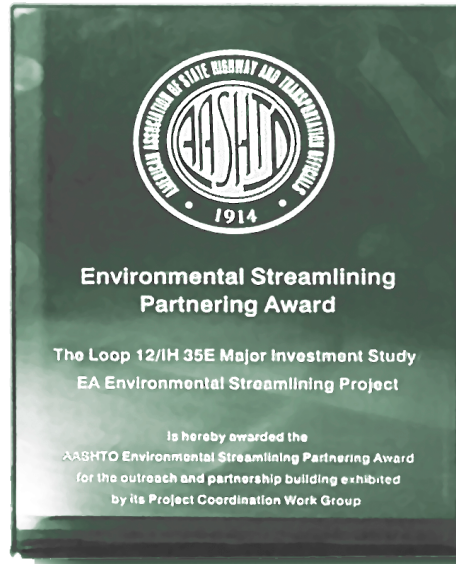
**HENRY GREGORY QUINN**  
**Environmental Affairs Division**

A project in the Dallas District that is part of a pilot program to pioneer environmental streamlining methods won a national award.

On Aug. 14 at the Texas 2002 Transportation Summit in Irving, the American Association of State Highway and Transportation Officials (AASHTO) presented the Environmental Streamlining Partnering Award to the Texas Department of Transportation for the outreach and partnership building exhibited by the Loop 12/ I-35E Project Coordination Work Group (PCWG).

Loop 12 from Spur 408 to I-35E has three lanes in each direction with two-lane frontage roads. The proposed improvements will add one lane in each direction on Loop 12, two reversible HOV lanes in the median and develop three-lane continuous frontage roads in each direction.

I-35E from Loop 12 to I-635 has five lanes in each direction with no frontage



roads. The proposed improvements on I-35E will include four lanes in each direction, three elevated lanes in each direction, three HOV lanes in the median (with one reversible elevated lane and two concurrent lanes) and two- to three-lane

frontage roads in each direction. The total project length is 14.3 miles.

AASHTO chose the Loop 12/ I-35E Project in 2000 as one of only ten projects nationwide to pilot techniques to streamline the environmental document review process.

Section 1309 of the Transportation Equity Act for the 21st Century (TEA-21), the transportation funding bill approved by Congress in 1998, calls for coordinated environmental document review to cut the time needed to clear a project. The environmental streamlining section mandates that the U.S. Department of Transportation work with other federal agencies to advance major projects

according to cooperatively determined time frames. Concurrent review of the environmental assessment documents by TxDOT's ENV and the Federal Highway Administration (FHWA) saves time in the review process for the award winning project. In the past, ENV

*See LOOP 12/I-35E, Page 8*

## Whitehead: Working on bridge relocation

*(Continued from Page 2)*

because my co-workers are very supportive and the district administration treats their employees well."

Whitehead has made a positive impression on her co-workers. Dean Tesmer, now with the consulting firm of Blanton & Associates, worked with her when he served as the Fort Worth District environmental coordinator.

"One of the most important things to recognize about Sonja is that she is a great asset to the Fort Worth District," said Tesmer. "Sonja is the kind of person that always takes initiative and solves problems. She always produces results even when she has a tremendous workload. Sonja became involved in the MS4 program when not much guidance existed and did a great job working with the North Central Texas Council of Governments, the City of Arlington, and City of Fort Worth -

TxDOT's MS4 partners. During that time we had to develop some innovative ways to address the public involvement component associated with the MS4 requirements. Due to Sonja's work, we had curb markers, pencils, pens, stickers, highlighters, etc., all with storm water awareness logos that satisfied the public involvement requirements of the MS4 permits."

"Sonja plunged into her first project with tenacity and persistence and she has never stopped using those traits since then," said Perales, who also worked with Whitehead in the Fort Worth District for a few years. "When I joined the district environmental staff, Sonja not only made me feel like I had been there all along but also imparted much of her wisdom. She undertakes complex projects and goes head to head with consultants and regulators over environmental issues and designs and never once giggles!"

Whitehead is currently working on

relocating the Keller-Haslet Bridge, a 100-foot long pony truss constructed in 1938. This will be the first bridge in the district moved to a park when it is relocated to Keller Sports Park in November or December of this year.

Whitehead is pursuing a degree in History with a minor in Business on a part-time basis. She is presently enrolled at Tarrant County Jr. College.

Whitehead and her husband, James - a TxDOT contract inspector in the Johnson County Area Office - reside on three acres near the town of Joshua. Their daughter, Gabrielle, 13, is an eighth grader at Loflin Middle School in Joshua. Gabrielle is active in Future Farmers of America and raises and shows Boar goats. As a result, the Whitehead family spends a lot of time at stock shows. In addition to the goats, the Whiteheads have two dogs, two cats, and two fish. In her limited spare time, Whitehead enjoys crafts, cooking, and spending time outdoors.

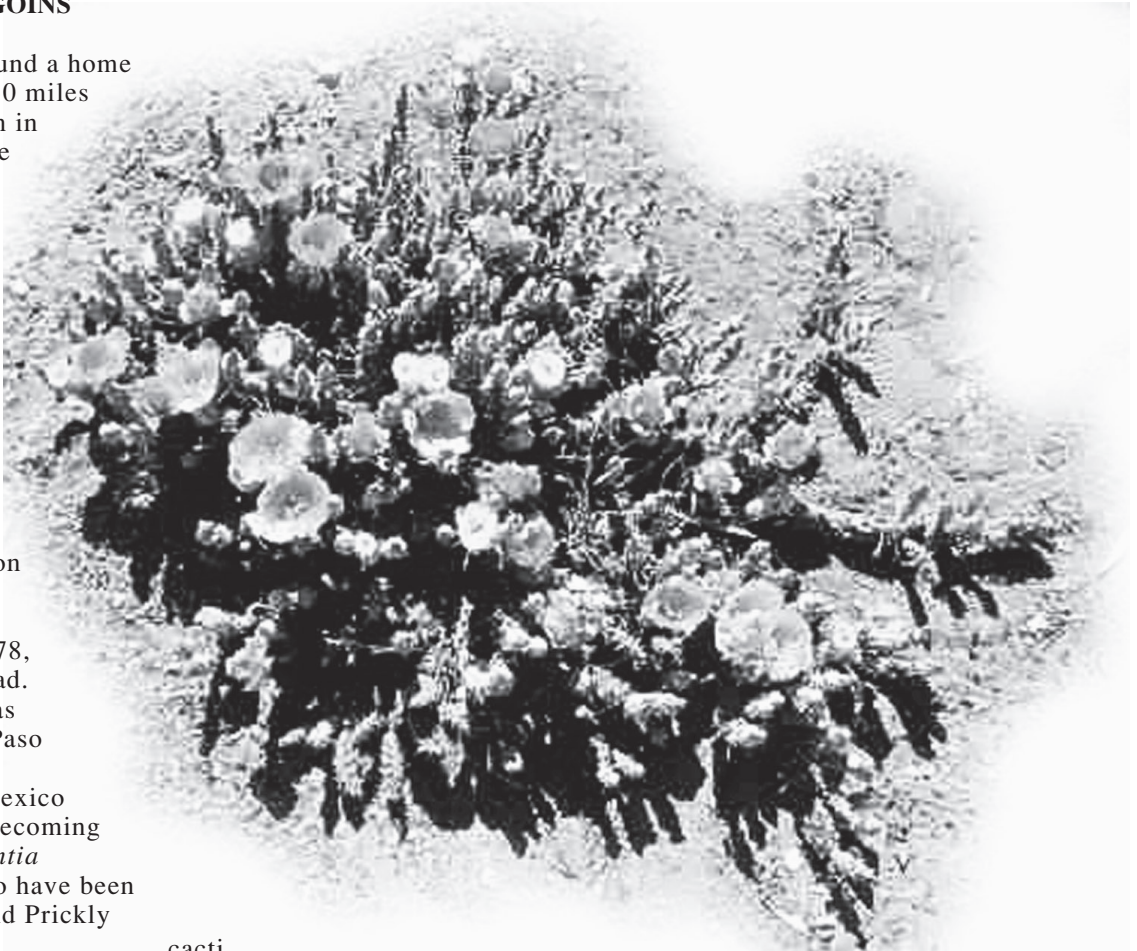
# El Paso District staff make room for thorny, but colorful individuals

By MARY TELLES-GOINS  
El Paso District

Well, they've finally found a home in far east El Paso, about 30 miles from their original location in far west El Paso. And those of us personally familiar with these prickly, thorny individuals are glad they've found a permanent home. Oh, don't get us wrong, they can also be beautiful and colorful. Confused? Keep reading and you'll understand.

Their saga began in the early 1990s when TxDOT's El Paso District and the New Mexico State Highway and Transportation Department proposed to upgrade and extend an existing roadway, Texas 178, known also as Artcraft Road. This had been their home as they are found only in El Paso County and Southern New Mexico. Sadly, the New Mexico branch of the family was becoming scarce. Their name is *Opuntia arenia*, but those of us who have been their victims call them Sand Prickly Pear cactus.

Although the cactus is not endangered in Texas, it is on the State of New Mexico's endangered and threatened list. The mitigation for the project included an agreement that TxDOT would pull up as much of the cacti from the right of way in Texas and transplant it to promote its growth. On Earth Day 1998, the El Paso District's Advance Transportation Planning (ATP) staff transplanted a large quantity of the cacti in the Chihuahuan Desert Garden at the City of El Paso's Wilderness Park Museum. The museum is located on the northeastern side of the Franklin Mountains. Members of the Native Plant Society and Rock and Cactus Club assisted district staff in replanting the cacti. Every effort was made to provide a viable site for the



cacti, including placing chicken wire in the area to keep rodents and other critters away from the roots. Unfortunately, the cacti did not do well in this new setting.

However, the story does not end there. The ATP staff also took a few plants and placed them on the district headquarters grounds in central El Paso. What started out as three small sites ended up as two large sites. Staff members periodically watered the cacti and the grounds crew raked away leaves and other debris. The cacti bloomed during the spring the next two years. Everything looked great for the family, but of course, why let them rest there when the rest of us had to move.

The El Paso District Headquarters was relocated to far east El Paso in December 2000. In April 2001 several

members of the ATP and Building Maintenance staffs returned to the former district headquarters and retrieved the two large patches of cacti. The cacti were laid out in the open on cardboard and allowed to air out. The cacti had been blooming when they were dug up, and they continued to bloom even when sitting out on the cardboard at the new district grounds.

After a few weeks, the cacti were replanted at the new district headquarters, right outside of ATP's windows, and they are growing and adapting very well to their new home. They are a spunky family; nothing has been able to wipe them out, not even their newest natural enemy – the group of district staff members who kick around soccer balls during their afternoon break.

# Laser mapping technology used to map rock shelter

By ALLEN BETTIS

Environmental Affairs Division

Concerned that deposits of prehistoric artifacts were eroding in a West Texas rock shelter, TxDOT, the National Park Service (NPS) and the Rock Art Foundation (RAF) mapped the site with cutting edge laser technology.

The laser mapping not only determined that erosion has not affected the cave art, it also proved that the technology could save time and money in other applications.

The rock shelter (41VV54) is located on the former Fate Bell Ranch near the U.S 90 Bridge built in 1957 over the Pecos River. The concern of TxDOT, NPS and RAF

was a suspicion that deposits within the site were eroding during major rain storms that cause flooding along the Pecos and that the bridge structure might somehow contribute to possible erosion.

The plan, carried out in January, was to re-map the shelter and compare the new data with maps from 1987. The shelter was first visited in 1955 and was recorded in 1958, 1987 and 1993. Diagnostic artifacts recorded from the rock shelter include Langtry, Shumla, Ensor, and Toyah projectile points. No rock art was originally recorded. Also, noted were the observation of scratched or scored pebbles and the numerous mano fragments.

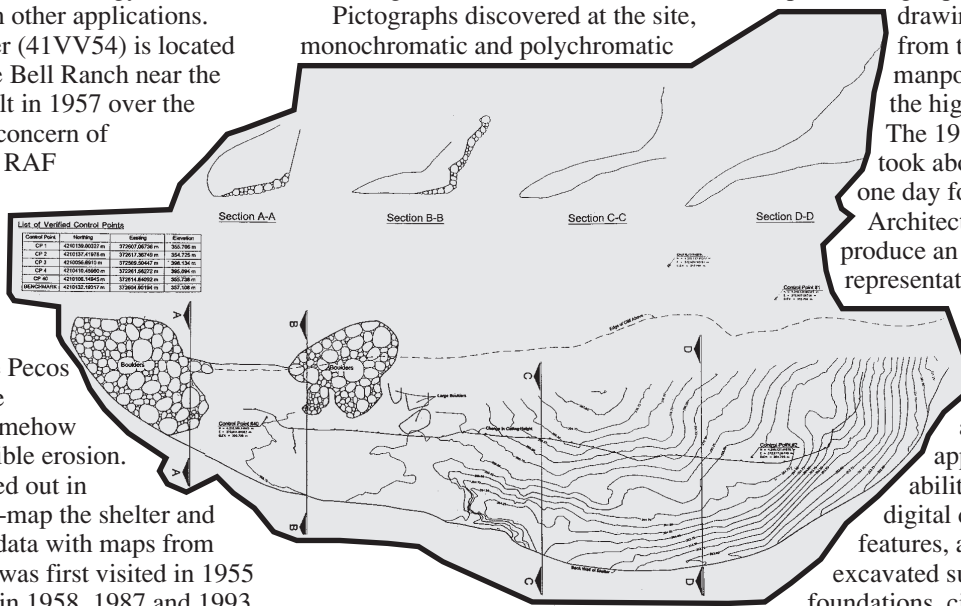
Surveyors from TxDOT, 3D Laser Technologies, Inc., and CDS/Muery Services of Houston conducted the latest mapping with permission from RAF, owner of the rock shelter. A Cyrax 2500 Laser Scanner and technicians to operate it were provided free by CDS/Muery Services.

The scanner uses light detection and ranging (LIDAR) technology to produce an image. Thousands of laser pulses hit the target surface and are then calculated for distance by the amount of time taken by each pulse to leave the unit, reflect off the surface, and return to the unit. The

direction is calculated by the angle of each laser pulse in relation to the relative angle of the pivoting mirrors and orientation of the unit. The laser scanner produces 3-D digital maps and 2-D planimetric maps of the scanned surface.

Rock art, in the form of pictographs and sometimes petroglyphs, are man-made images of events or cultural ideology that occur throughout the Lower Pecos region.

Pictographs discovered at the site, monochromatic and polychromatic



images drawn on rock shelter walls, were quite faded, therefore the equipment did not completely detect these and they barely appear in the digital laser scan. It should be noted that the equipment scanned these from an offset angle. Had the equipment been directly in front of the image it may have yielded better results. The CYRAX 2500 unit did distinctly pick up graffiti recently made on an interior wall of the shelter. With the unit placed directly in front of any images, it is possible that laser mapping equipment may be equally adept at recording faint pictographs. Petroglyphs on the other hand, images manufactured onto a rock surface via a pecking technique, should not present any problem as these have distinct depth compared to the surface that the images appear on. Laser mapping equipment is well suited for recording

these and saves valuable time and expense when compared to recording these by hand drawing.

LIDAR technology likely can apply to a variety of archeological and other research interests. The ease of set-up and operation of the laser mapping equipment allows anyone willing to learn its operation the ability to rapidly create three-dimensional digital images that will produce high-quality planimetric drawings. The savings resulting from the decrease in time and manpower costs quickly offset the high cost of the equipment. The 1987 mapping of 41VV54 took about 10 days compared to one day for the 2002 mapping.

Architectural historians can produce an "as-built" digital representation of a historic house or bridge in a day's time, instead of days or weeks as with conventional technology. Likewise, archeologists will appreciate the technology's ability to rapidly produce digital drawings of historic features, as well as mapping excavated subsurface features such as foundations, cisterns, walkways, etc.

The technology's ability to register or link laser scans from various mapping points together into a single, fluid virtual image facilitates production of site maps that are registered to State Plane Coordinates.

While not cost-effective to have a surveying consultant's laser mapping team on standby while excavating a site, the archeological consultant or agency willing to bear the initial cost of the equipment could create digital representations of each layer of a site as it is excavated. Not only could a high quality planimetric map be produced for a site report, but a digital disk could also be included containing digital drawings of three-dimensional capability, digital fly-throughs, video footage, and even the ability to virtually disassemble and reassemble an excavated subsurface feature.

See CAVE SHELTER, Page 8

# Tyler District's Athens Loop Mitigation wins Environmental Achievement Award

By JIM DOBBINS

## Environmental Affairs Division

The 2002 Environmental Achievement Award was presented to the Tyler District for its Athens Loop Mitigation Project on Oct. 21 at the TxDOT District Engineer/Division Director/Office Director meeting in College Station.

The Environmental Achievement Award recognizes the best examples of projects and processes that fulfill transportation objectives while protecting and enhancing the natural and human environment. The award is presented annually by the Environmental Affairs Division to the district whose efforts demonstrate outstanding results.

When wetlands were impacted by the construction of the Athens Loop, the staff of the Tyler District went well beyond what was required for mitigation purposes to help create a wetland education center in partnership with the U.S. Army Corps of Engineers (USACE) and the Texas Parks and Wildlife Department (TPWD).

When Tyler District environmental staff met with USACE biologists in preliminary mitigation negotiations, TPWD was working on the creation of their nearby Texas Freshwater Fisheries Center. Combining the district's mitigation efforts with those of the fisheries center fulfilled the TxDOT mitigation obligation and took advantage of the public outreach and educational opportunities afforded by the new center.

To replicate the wetland types impacted by the Athens Loop, reproductions of those types were created behind the breeding ponds at the fisheries center. Designed by district staff, construction on the wetland was undertaken by Adams Brothers Construction in the spring of 1998. The result was a two-and-a-half-acre emergent marsh cell and a representative East Texas Spring Branch. An existing pond nearby was also enlarged and enhanced. District and USACE staff planted native vegetation, such as water stargrass and creeping burhead. Carnivorous pitcher



Part of the new pond created at the Texas Freshwater Fisheries Center in Athens as mitigation for the Athens Loop FM 317 project Tyler District Photo

plants, which have a unique status with the USACE, were also transplanted from the impacted wetlands. The site has proven to be a magnet for wildlife, with turtles, frogs and a variety of birds now inhabiting the site. A trail through the wetlands allows the public and school groups to observe and learn from new facility.

The Tyler District's efforts demonstrate the positive impact that partnering with other agencies can have, and how mitigation efforts can be maximized to positively impact the community.

**Runner-up** — San Antonio District for its Kelly Parkway Corridor Alternatives Analysis.

When a major transportation project was determined to have a significant impact on an economically disadvantaged, minority portion of San Antonio, the staff of the San Antonio District demonstrated that public involvement efforts really are the key to the success of a project.

The Kelly Parkway Corridor Study Alternatives Analysis was conducted to evaluate viable design options for a new

multi-lane road in southwest San Antonio. District staff worked with the consulting firm of Parsons, Brinckerhoff, Quade and Douglas to conduct this study in preparation for the development of an environmental impact statement. A major component of the alternatives analysis was a very comprehensive public involvement program. The study area presented a number of unique challenges. The neighborhoods studied are 91 percent Hispanic, many of whom only speak Spanish, with 35 percent living at or below the poverty line. In addition, there was an air of public distrust due to past and present perceived injustices. To reach this community, all printed materials and the project web site were in Spanish and English, illustrations were used extensively, and translations were provided at all formal and informal meetings. Multiple opportunities for public input were provided through the use of meetings, open houses, forums and workshops. Comments were also sought by

See *RUNNER-UP*, Page 7

# Runner-up: San Antonio District honored for it's Kelly Parkway Corridor Study

*(Continued from Page 6)*

canvassing door to door, the use of telephone and e-mail, and a public involvement office was established near the study area as a way to facilitate communication.

The Kelly Parkway Corridor Study Alternatives Analysis demonstrates the value of getting public buy-in on transportation projects.

**Honorable Mention** — Amarillo District for its tree relocation project.

When safety improvements to an exit ramp on I-40 threatened trees planted 10 years earlier, district construction staff teamed up with the staff of Amarillo Parks and Recreation Department and Keep Amarillo Beautiful to relocate most of the trees affected by the project.

Trees are a treasured resource on the high plains. About a decade ago, TxDOT planted a number of trees along the right of way of I-40 in Amarillo. When an exit ramp was moved for safety purposes, these trees were threatened. Instead of cutting down the trees to make room for the new ramp, Amarillo Area Office construction staff went to work to devise a plan to save these valued resources. Amarillo Parks and Recreation Department and Keep Amarillo Beautiful were contacted and arrangements made to donate the threatened trees to the city. The best time to move the trees was worked out, and the majority of the trees moved to Amarillo's John Stiff Park.

Thanks to the efforts of the Amarillo District, a group of mature trees were preserved for the enjoyment of Amarillo citizens and addressed the safety of motorists on I-40.

Also **Honorable Mention** - the Fort Worth District's video "Connecting History - The Bridges of Fort Worth."

When the historic Belknap Street Viaduct in Fort Worth was replaced because of numerous deficiencies, local historic preservationists were upset. Fort Worth District staff met with this group to explain how safety, costs, and engineering concerns can make rehabilitating some bridges unfeasible. District staff and historic preservationists agreed that the city's historic bridges were worthy of documentation. ENV and the Travel Division were contacted to develop a



**San Antonio District Photo**  
**Comments from the public were gathered and documented during public outreach for the Kelly Parkway Corridor Study Alternatives Analysis**

videotape documentary. Appropriate subject bridges were identified and people with detailed knowledge of Fort Worth bridges interviewed. The resulting videotape, "Connecting History - The Bridges of Fort Worth," became a public relations success. It has been distributed to libraries, historical societies, government agencies and officials, and has aired more than 60 times on Community Cable Television.

Thanks to the efforts of the Fort Worth District, the city of Fort Worth's historic bridge legacy has been preserved for posterity.

Also **Honorable Mention** - the Paris District for its tree-planting program.

Highway beautification efforts begun in the mid-1960s along I-30 in the Paris District received a cost-effective push from the staff of the Sulphur Springs Area Office.

Shortly after I-30 in Franklin County was completed in the 1960s, maintenance staff began planting trees in areas of the right of way where safety was not a concern. In the mid-1990s, this program was revived, expanded to include neighboring Hopkins County, and greatly

increased. Each year approximately 15,000 drought-resistant pine seedlings and 800 hardwood seedlings are planted by inmates from the county jails. Seedlings are purchased at an average cost of four cents each from the Texas Forest Service. As the trees develop, they are trimmed and thinned as needed. The trees enhance the aesthetic appeal of the area and provide habitat for wildlife, such as nesting falcons.

Thanks to the efforts of the Paris District, an aggressive, cost-effective tree-planting campaign has taken root.

"The people at the districts showed personal interest in the projects submitted," said Craig Dunning, a project manager in ENV's Project Management Section, who reviewed the nominees. "The extra effort enhanced the overall quality of each project. I was impressed with the initiative that was demonstrated on each of the nominated projects."

Look for the call for nominations for the 2003 Environmental Achievement Award in early January. Entries must be received at the Environmental Affairs Division by 5 p.m. on Friday, May 2, 2003.



**ENV Director Dianna Noble (left), Dallas District Engineer Jay Nelson, and Executive Director Michael Behrens show off the Curtis Tunnell Award TxDOT won for the Freedman's Cemetery Project in Dallas.**

## ***Freedman's: Wins award***

*(Continued from Page 1)*

was constructed after World War II, a small portion of the cemetery may have been impacted. However, it was the widening of North Central Expressway and reconstruction of Lemmon Avenue that posed the greatest threat to the 7,000-plus graves in the cemetery.

Recognizing both the significance and sensitivity of the site, TxDOT began working with the City of Dallas, local preservationists and Black Dallas Remembered to ensure that excavation of the graves met all local requirements and was in keeping with their significance. Excavations and reburial of 1,157 individuals and associated grave goods were completed in 1994.

In 1996, ENV, Black Dallas Remembered, the African American Museum, and, eventually, ENV's contractors, Geo-Marine and Documentary Arts, began a several-year partnership to complete a series of products that would mitigate the expansion of the expressway. These efforts culminated in a major museum exhibit at the African American Museum in Fair Park (Dallas) that opened in September 2000 and was held over for an additional year due to its success.

Dallas District Director of Construction Jim Hunt, the former resident engineer of the North East Dallas Residency, best expressed the outcome of the collaborative efforts.

"The extra effort and funds put into this investigation are not meant to try to correct past mistakes. We cannot change history. However, we can control the present and help mold the future. We want to set an example for future generations to show what can happen when all groups are kept informed and are part of the process," he said.

Ms. Lunnell Anderson, a former commissioner of the Texas Historical Commission, presented the award. She too was glad that the Freedman's project was the initial recipient.

"This project offers a model of partnership for others to follow, and shows us how working together we can find solutions that still preserve the history of all Texans while providing for our transportation needs," she said.

## ***Loop 12/I-35E: Effort wins streamlining award***

*(Continued from Page 3)*

reviewed the documents first and then sent the documents to FHWA for its review.

PCWG was formed at the project's inception for the purpose of meeting at monthly intervals to review progress, advise the project team, share ideas and comments, offer strategy decisions, direct the study, coordinate efforts and streamline the environmental evaluation and approval process. PCWG was comprised of members of local and state government agencies and city officials.

AASHTO determined that the time to complete the environmental review process of the Loop 12/I-35E project was slashed by 40 percent using streamlining guidelines. Dallas District officials estimated the time saved at a conservative 25 percent. Nonetheless, all participants noted the efficiency of the streamlining process.

Nassar Askari of the Dallas District accepted the award on behalf of TxDOT. He acknowledged Sandy Allen and Sal Deocampo of FHWA and ENV's Elvia Gonzalez for their timely and concurrent review of the environmental documents. He also credited consultants Larry Redden and Naser Abusaad of the Parsons Brinckerhoff Engineering firm and Bill Parsons of Chiang, Patel and Yerby for their hard work and excellent job on this project.

Originally scheduled for letting in fiscal year 2009, the project will now move up to a letting date in fiscal year 2005 or 2006. It's not often a first time effort wins an award, much less a national award.

## ***Cave Shelter: Laser used to map erosion***

*(Continued from Page 5)*

This produced a series of three-dimensional digital images that are compiled into a virtual map and two-dimensional planimetric maps that are referenced to State Plane Coordinates and capable of overlaying the 1987 map for comparison purposes.

The 2002 mapping project produced a planimetric map that, when compared to the 1987 planimetric map, illustrated that erosion did not discernably degrade shelter deposits. If erosion had been ongoing, the flooding events in 1998 and 2001 would have contributed to the degradation of cultural deposits within the shelter. This does not appear to be the case.



# Brownwood District's Regency Suspension Bridge nets FHWA 'Excellence in Highway Design' award

The Federal Highway Administration selected the Brownwood District's Regency Suspension Bridge for recognition in its 2002 national awards for Excellence in Highway Design. The awards were given at the annual meeting in October of the American Association of State Highway and Transportation Officials (AASHTO) in Anchorage, Alaska.

Since 1968, hundreds of outstanding examples of highways, bridges, pedestrian facilities and other elements of roadway design have been showcased in what was first known as "The Highway and its Environment" competition and is now the "Excellence in Highway Design" awards program. The program features nine categories, with the winner in each category receiving an excellence award and two others receiving the merit

and the honorable mention award.

The Regency Suspension Bridge received a Merit Award in Category 5, Historic Preservation (the top award was given for Route 66/Stony Kill Bridge in New York).

The Regency Suspension Bridge was built in 1939 to span the Colorado River between San Saba and Mills counties. It is one of only six historic suspension bridges left in Texas and one of only two still open to traffic, thanks to restoration work completed in 1999. The bridge was designated as a Texas Historic Engineering Site in 1975 and was placed on the National Register of Historic Places in 1976.

A complete list of award winners and descriptions can be found at [www.fhwa.dot.gov/eihd/index.htm](http://www.fhwa.dot.gov/eihd/index.htm).

## EPA: Must rethink how to implement 8-hour ozone standard

*(Continued from Page 1)*

the court called into question the method EPA planned to use to make non-attainment designations. EPA must now re-examine how it will designate, when it will designate, and what designation means.

Three of Texas' four non-attainment areas (Houston/Galveston, Dallas/Fort Worth, Beaumont/Port Arthur) have three-year, fourth-highest averages that could put them in violation of the 8-hour standard. In addition, three near non-attainment areas – Austin, San Antonio and Tyler/Longview – also face 8-hour-designation. The most significant impact for newly designated areas will be transportation conformity requirements.

Current non-attainment areas are all

too familiar with transportation conformity. Transportation conformity is a federal requirement that new transportation projects not contribute to an area's air quality violations. Compliance can be difficult, expensive and add to the time needed to get environmental clearance. However, the process leads to better transportation projects in areas facing air quality challenges.

One major concern TxDOT faces is how meeting the 8-hour standard will fit with currently required 1-hour transportation conformity. Will 8-hour transportation conformity apply in addition to 1-hour transportation conformity? If this ends up as the case, then surely the 1-hour and 8-hour time lines are not going to match up. This will

double the effort on the part of the metropolitan planning organizations (MPOs) that handle transportation conformity plans and make the coordination process between TxDOT and resource agencies that much more intense.

Districts that include non-attainment areas under the 8-hour standard must pay closer attention to how new projects impact overall air quality of the area. Those districts will also face emission control strategies that will shrink the emission budgets that they must conform with.

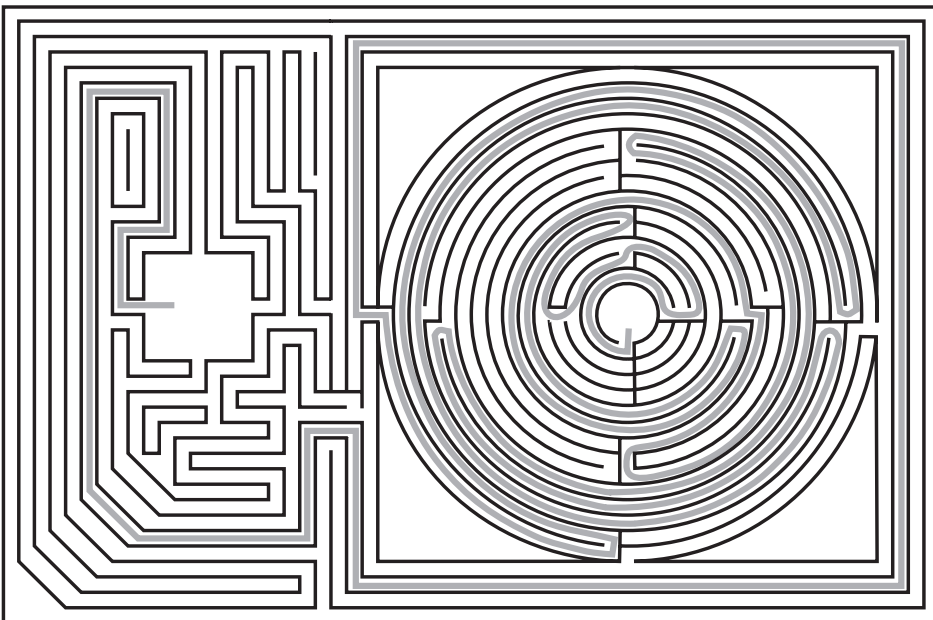
Transportation conformity is a challenge, but a surmountable challenge that in the end improves an area's overall transportation plan. For more information on EPA's implementation of the new 8-hour standard, visit: <http://www.epa.gov/ttn/naaqs/ozone/ozonetech/o3imp8hr/o3imp8hr.htm>

## Coordinators Conference draws more than 500

The sixth annual Environmental Coordinators Conference Sept. 16-18 at the Austin Marriott North in Round Rock drew more than 500 attendees from among TxDOT district and division staff, other state and federal agencies and consulting firms.

The conference has grown from fewer than a 100 attendees six years ago.

The conference attendance list and available presentations will be posted on the web page at: "<http://www.dot.state.tx.us/insdtdot/orgchart/env/2002ECC.htm>"



Solution to puzzle on Page 11.

# Ann Irwin is new ENV deputy director

Ann Irwin, a 24-year TxDOT veteran, is ENV's new deputy division director as of June 1. She takes the place of Ken Bohuslav, who became director of the Design Division in December 2001.

Irwin began her career as an engineering technician in the Design Division's Archeology Section where she supervised test and data-recovery excavations. Over the years, her responsibilities broadened to include directing field operations, report preparation, environmental document review and comment, and resource agency coordination. Irwin developed and taught the cultural resources portion of the Design Level III training course. In 1991 she was promoted to supervisor of Cultural Resources Management.

In 1994, under the direction of Dianna Noble, the Environmental Affairs Division was reorganized. Ann became

the first Cultural Resources Management Section director. Under Irwin's leadership, the department gained considerable recognition for its achievements in the cultural resources field, including most recently the Curtis Tunnell Award from Preservation Texas, and the inaugural E. Mott Davis Award for Excellence in Public Outreach from the Council of Texas Archeologists. In 1999, Irwin was selected as the Raymond E. Stotzer Award recipient at the department's annual Transportation Conference.

Irwin has degrees in English and anthropology from the University of Kansas, and a master's degree in anthropology from the University of Pennsylvania. For a full story on Irwin, see the Summer 1998 ENVision at: (<http://www.dot.state.tx.us/insdtdot/orgchart/env/envisionpdf/11sum98.pdf>)

## ENV sees retirements, transfers, lots of new faces

**Ann Irwin**, director of the **Cultural Resources Management Section (CRM)** since 1994, is ENV's new deputy division director as of June 1 (See related story). As of Sept. 1, **Nancy Kenmotsu**, who was ENV's Archeological Studies Branch manager, is now director of CRM, taking Irwin's former position. Kenmotsu has been with TxDOT for six years. Her focus during this time was to develop programs that streamline the department's archeological compliance needs. These programs include a project tracking system, guidelines for managing cemetery issues and burial sites, emergency discovery guidelines, tribal consultation program and public outreach efforts. Kenmotsu came to TxDOT from the Texas Historical Commission, where she worked for 15 years. A graduate of Washington State University, Kenmotsu received her master's degree from the University of Colorado and doctorate degree from the University of Texas at Austin in anthropology with a specialty in archeology. Kenmotsu has one daughter, Jeannie, who is attending Pomona College.

**Ralph Newlan** joined CRM's **Historical Studies Branch** Aug 1. He has worked in the field of historic preservation for more than 10 years, mostly as a self-employed consultant. He has in-depth knowledge of historic Texas architecture and extensive experience in field work. Just prior to joining ENV he was conducting preservation surveys in Texas, Oklahoma, Kentucky, North Carolina and South Carolina. Most recently, he evaluated properties for a potential National Register Historic District in Austin. Newlan has a bachelor's degree in fine arts from the University of Oklahoma and a master's degree in preservation from the University

of Texas at Austin. He has two children, three grandchildren and enjoys reading and sketching and photographing historic buildings.

Two staff members left the **Historical Studies Branch** recently. **Beth Reed**, who had a baby in March, left in May to be a full-time mom after working in CRM since September 2000. **Cherise Bell**, with ENV for three years, left in July to take a position with the City of San Antonio's Office of Historic Preservation.

**David Boswell**, head of the Hazardous Materials Management Section (HMM) since 1997, is now a transportation engineer in the Design Division as of Sept. 1.

**Sheran Wright**, on special assignment to the Bridge Division from HMM for the past year, moved to the Austin District as an engineer in training as of Oct. 1.

**Tom Bruechert**, one of the two branch managers in Project Management (PM) and a 10-year veteran of ENV, is becoming a Fed. Bruechert will be an environmental specialist with the Federal Highway Administration's Texas Division as of Nov. 1.

**Daniel Benson**, who joined HMM in May 1999, but who has more recently worked in PM on air and noise issues, moved to the Aviation Division Oct. 1 as an airport planner. Benson passed his check run for his private pilot's license in February.

**Wayne Young**, a 19-year veteran of TxDOT and a 26-year employee of the state with additional service at the Texas Natural Resources Conservation Commission (TNRCC), retired Aug. 30. Young had been ENV's air quality specialist in PM since December 1999.

Also soon to retire will be Jan Woolverton, ENV's Human Resources

Officer since February 1999. Woolverton plans to retire at the end of October with 31 years of TxDOT service.

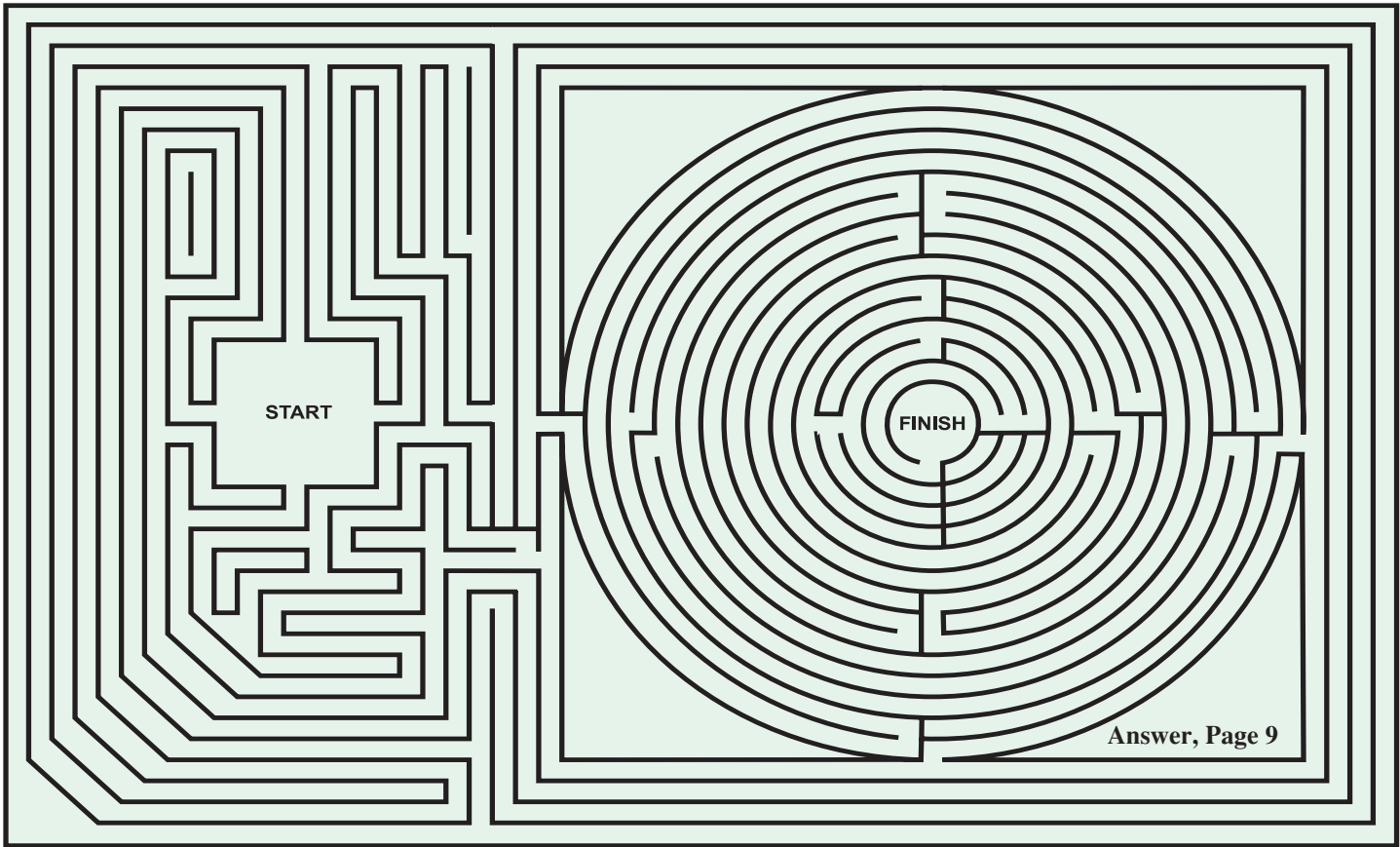
**Jimmy Tyree** joined PM as its environmental planner as of Sept. 1. An Army veteran, Tyree, earned a bachelor of science degree in environmental studies from Southwest Texas State University with a minor in geology and a master's degree in applied geography with a concentration in land use planning. He spent two years working with Geomatrix Environmental Consultants and then joined the Texas General Land Office (GLO) in 1999 in its Coastal Projects Division. He was involved in developing policies and plans for the first statewide erosion response program authorized by the Coastal Erosion Planning and Response Act. Tyree has also served as a planning and zoning commissioner for the City of Leander and was elected to its City Council in 2000.

**Carolyn Bishop** came to PM April 1 from TNRCC's Compliance and Enforcement Division where she worked for three and a half years in programs dealing with water quality and with leaking underground and above ground storage tanks. She has a bachelor of science degree with a triple majors in biology, chemistry and pharmacy from the National University of Mexico. She also has an associate degree from Austin Community College in environmental regulations.

**Margaret Canty** joined PM March 25 after eight years at TNRCC in the Public Drinking Water Section implementing state and federal regulations under the Safe Drinking Water Act. Canty also worked for three and a half years for the Department of Health, testing public drinking water. She

*See STAFF, Page 11*

# Corner Conundrum Conundrum Corner



## Staff: New faces abound

*(Continued from Page 10)*

has a bachelor's degree and a master's degree in animal science, both from Texas A&M University. She spent five years in private industry managing horse farms (70 hours per week) before seeking a career with a 40-hour workweek. She lives on a farm in New Sweden with a large flock of pet chickens, a few turkeys, numerous cats, a horse, two Great Pyrenees guardian dogs and a miniature Dachshund named Gomez. She says chickens are so central to her life that she is known in some circles as "Chicken Frau."

**Theresa Canales** came to **Natural Resource Management's Water Resources Management Branch** on April 22 from the City of Austin's Stormwater

Management Division, Watershed Protection Department. Canales also has experience as geologist at Texas Water Development Board and as an Air Program field inspector with TNRCC. She has a bachelor's degree in applied science/geology from the UT at San Antonio and she is working on a graduate degree in environmental science there. She shares a home with a roommate, five cats and three fish. She enjoys flower gardening and adding trees to her yard.

**Amy Foster** joined **NRM's Water Resources Management Branch** in June. She earned a bachelor of science degree in biology and a master's degree in environmental science, both from Texas Christian University. Prior to joining

ENV, Foster was with Berg Oliver Associates.

**Bill Jordan** joined ENV as its new **air specialist** Aug. 1, replacing, Wayne Young. A native of Houston, Jordan earned a bachelor's degree in biology from the University of Texas at Austin and a master's degree in ecology from UT at Arlington. His thesis was on the evolution of flight behavior patterns of dragonflies. He then utilized his degrees to the fullest by working at an auto parts store in Austin. Later he switched to the more glamorous field of state government. Jordan was with the TNRCC for eight and a half years, including two years as leader of the State Implementation Plan Team, and about a year as leader of the Texas Emission Reduction Plan (Senate Bill 5 Implementation) Team. Jordan is married and has two daughters Gabriella, 3, and Isabella, 18 months. A third

child is due in December. In his spare time, he flies a 1941 J3 Piper Cub that he owns and restored with his father. Air issues are now under NRM instead of PM.

**Charlotte Kucera** joined **NRM's Water Quality Branch** on April Fools Day. She was born in Port of Spain, Trinidad, and graduated from high school in Caracas, Venezuela. Kucera earned a bachelor of science degree in biology from the University of Notre Dame in South Bend, Indiana, and a master's degree in marine science from the UT Marine Science Institute in Port Aransas. Her master's thesis described the effects of salinity on spotted seatrout eggs and larvae. Prior to joining ENV, she worked for her thesis advisor for six months. She has a kitten named Samba, enjoys traveling and playing soccer, her hobby for 18 years.



**Environmental Affairs Division**  
125 East 11th Street  
Austin, Texas 78701-2483

Address correction requested



## ***Environmental manual now part of on-line collection***

By **JIM DOBBINS**

**Environmental Affairs Division**

The Environmental Manual joined the TxDOT on-line collection in June.

Residing in the Planning, Programming, Environmental collection of the TxDOT on-line manual anthology, the new Environmental Manual supercedes the previous guidance document, Part II-B of the Operations and Procedures Manual, issued in December 1988. The manual is comprised of seven chapters covering policy and process, preliminary survey, environmental documentation, public involvement, interagency coordination, permits

and environmental commitments.

The manual joins the on-line compilation of 81 manuals covering the spectrum of TxDOT-related topics, organized into 21 collections.

The manual is designed to be a user-friendly subject matter driven reference guide for TxDOT staff and consultants. The entire document can be searched by subject, and a number of useful links bring the user to source documents, laws, and other useful web sites. Searches may also be conducted across the entire manual collection to find up to date information.

TxDOT staff may access the manual

through the Crossroads intranet site at "<http://txdot-manuals:80/dynaweb/coltrsys/env/>".

Consultants may view the manual on the TxDOT internet site at "<http://manuals.dot.state.tx.us:80/dynaweb/coltrsys/env/>".

The manual will be updated continually, and suggestions for links, corrections, clarifications and additions are sought from the environmental community. Send suggestions in writing to ENV's Jim Dobbins via GroupWise or e-mail at [JDOBBINS@dot.state.tx.us](mailto:JDOBBINS@dot.state.tx.us).

**ENVision is a publication of the Environmental Affairs Division, Texas Department of Transportation, 125 East 11th Street, Austin, Texas, 78701-2483.**

**We welcome ideas for stories and standing features. Submit those to the above address, attention Richard Goldsmith, phone 512.416.2743; via GroupWise to "rgoldsmi" within TxDOT; "rgoldsmi@dot.state.tx.us" for e-mail from outside TxDOT.**

**Does ENVision reach the right**

**person within your organization? Contact us to correct an address or to suggest additions to the mailing list.**

**Visit ENV on the web at:**

**<http://www.dot.state.tx.us/insdtdot/orgchart/env/index.htm>**

**Access the ENVision archive at:**

**<http://www.dot.state.tx.us/insdtdot/orgchart/env/comun.htm>**

**Division Director**  
**Dianna F. Noble, P.E.**

**Communications Director**  
**Jean Beeman**

**Editor**  
**Richard Goldsmith**

**Writer/Copy Editor**  
**Jim Dobbins**



RECYCLED PAPER  
SOY-BASED INK

