

EPA court decision impacts explained

More than 500 projects in 8 TxDOT districts could be delayed

By **BILL KNOWLES**
Austin District

On May 14, 1999, a three-judge panel of the Court of Appeals for the District of Columbia Circuit issued a split opinion (2-to-1) regarding the national air quality standards for ozone and particulate matter that EPA issued in July 1997. It held that the Clean Air Act — as applied in setting the new public health air quality standards for ozone (smog) and particulate matter (soot) — is unconstitutional as an improper delegation of legislative authority to the Environmental Protection Agency (EPA).

The court did not question the need to provide the American public with strong health protections through tightened smog and soot standards. However, the court decided that EPA overstepped its authority when it established new standards without completely abandoning the old standards. The court's decision specifically:

- rejected the claim that EPA consider costs when setting national air quality

standards.

- left the eight-hour ozone standard in place, but stated that it "cannot be enforced."

- left open the issue of whether the fine particle (PM 2.5) standards should remain in place, subject to further briefing.

- vacated the revised coarse particle (PM10) standards, but requested further briefing on the status of the old PM10 standards in light of its decision.

- precludes EPA from requiring current one-hour ozone nonattainment areas to comply more quickly or with a more stringent standard (eight-hour ozone standard).

The EPA has appealed the decision "en banc" which means that the EPA has appealed the court's decision to the entire U.S. Circuit Court. Legal experts feel that EPA has a good chance of overturning portions of the decision if not the entire ruling.

Notwithstanding this set back, EPA is determined to move forward with certain

air quality programs. The EPA plans to proceed with its national proposal for cleaner vehicles and cleaner gasoline. EPA plans to place fine particulate matter monitors nationwide. The agency will continue support for voluntary "right-to-know" programs managed by states and coordinated through EPA, such as the Ozone Action Days and the air quality data submitted to EPA's Internet Ozone Mapping Site. But most importantly, EPA plans to designate areas by July 2000 as attainment or nonattainment for the eight-hour ozone standard. EPA is encouraging states with areas likely to be designated as eight-hour ozone nonattainment areas to continue to work with local regions on appropriate boundaries. These metropolitan areas in Texas include: Dallas-Fort Worth, Houston-Galveston, Beaumont-Port Arthur, Austin, San Antonio, Tyler, and Longview. EPA plans to issue new guidance in late winter or

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ETS keeps tabs on project commitments

By **TOM BRUECHERT**
Environmental Affairs Division

The Environmental Tracking System (ETS) — an online database for tracking projects through the environmental clearance process — also allows TxDOT to track project commitments.

"Commitments," as referred to in ENV lingo, include items identified during project planning and development that require a contractor to physically do something or avoid doing something. For example, during meetings with affected property owners a district might agree to relocate a driveway, or in the environmental document, a district staff may agree to protect a natural resource or

cultural resource with construction fencing. These both require a contractor to take an action. Therefore, these commitments should be reflected in construction plans to ensure that the promises are kept.

In some cases, TxDOT staff or resource agency staff find that a commitment was not carried out during construction, resulting in delays and field changes. TxDOT attempts to have as few projects as possible go to contract without including such commitments in construction plans.

During the past few months, ENV developed a process to help prevent these

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Erin Trujillo, veteran hazardous materials expert, heads for new life in New Mexico

By JIM DOBBINS

Environmental Affairs Division

In the well-known movie classic, E.T. tries to “phone home.” During the last four and a half years, district staff have phoned ENV’s own “E.T.,” Erin Trujillo, with questions about hazardous materials handling and disposal.

Trujillo served as an Environmental Quality Specialist in the Hazardous Materials Management Section’s (HMM) Project Development Branch.

A 1989 graduate of Purdue University with a bachelor’s degree in geology, Trujillo worked for an environmental consulting business in her native Indiana for four years. With this firm, she gained valuable experience conducting environmental site assessments, soil and groundwater sampling and geophysical studies.

Trujillo joined TxDOT in September 1993 when she went to work for the Austin District’s Advanced Project Development Section. Among her duties at the Austin District were writing environmental documents and assisting with public meetings. Joining ENV in March 1995, she immediately made an impression on fellow staffers.

“Erin was a star from the moment we hired her,” said Bill Curra, a former supervisor of the (then titled) Hazardous Materials Branch of the Pollution Prevention and Abatement Section. “She had worked for a good-sized consulting firm in Indiana before joining the Austin District, and as a result, she had a good command of the hazardous materials business – the regulatory as well as the technical sides – plus, she had great time-management skills and a great work ethic. She was also very conservative – she wanted to do things by the book. With these skills, she was the natural choice to bring on to complement the Hazardous Materials Branch. Erin hit the ground running, and in her first week at ENV, identified a problem in one of our procedures, as well as a workable solution, which illustrates the type of employee that she is.”

“I have enjoyed my job because the work has a purpose, a goal,” Trujillo said.



Erin Trujillo

“When I first started at ENV, we had limited staff, so I had to review environmental documents from all the districts. At first, not all the documents included hazardous materials concerns in early project development. Including this information was, in effect, more work for district staff and required some educating about its importance.”

Trujillo’s most comprehensive task was researching and writing the “Hazardous Materials in Project Development” guidance document. A four-year effort, this document with appendices contains more than 20 chapters dealing with regulations, advanced planning, right of way, design and construction. A cooperative effort of several divisions and districts, this document should be completed and distributed in the near future.

Trujillo also proposed a research project that dealt with storm sewer construction. The project report should be available sometime next year.

“I am proud that the research project was approved,” Trujillo said. “I believe the report will provide district staff with some much needed guidance on the construction of storm sewers in contaminated environments.”

What did Trujillo find most challenging about her job?

“It was difficult to make the transition from the private sector to a government job. There is always a big plate of ‘to do’s’ – everything is a priority. I could never get as much accomplished as I would have liked,” Trujillo said.

Trujillo also served as an instructor in the Environment in Project Development class, covering hazardous materials issues.

Don Hill, supervisor of the Operations and Maintenance Branch of HMM, has worked with Trujillo since she first joined TxDOT.

“Erin has done a lot of important work for the department,” Hill said. “She laid the groundwork for our injection well assessment, which has been an on-going task for our section. She is an incredible stickler for details and documentation – a highly professional employee. I have enjoyed working with her.”

In her spare time, Trujillo enjoys shopping for antiques, watching old movies, and is an avid auto racing fan (though “not NASCAR,” she says). Trujillo also played on the division’s entry in the recent TxDOT softball tournament, the “ENVistas.”

Alas, all good things must come to an end. Trujillo’s husband, Steven, a recent Ph.D. recipient from the University of Texas at Austin, landed a job as a research engineer at Sandia National Laboratory in Albuquerque, New Mexico. Trujillo’s last day with TxDOT was Aug. 13. She has yet to locate a new job, preferring to wait until after the move to begin her hunt.

“I appreciate the fact that my co-workers have been friendly and interesting people. Being from out-of-state, I feel very fortunate to have been able to travel and see Texas while on the job,” Trujillo said.

“Erin was a great employee,” HMM director David Boswell said. “She was thorough and conscientious in her work and always went the extra mile. She is missed.”

As Trujillo rides off into the West, she leaves knowing that she has made a positive contribution to TxDOT, and has a “home” in ENV.

Happy trails, Erin!

NPDES Construction General Permit (CGP) education under development by ENV

By **MANJUNATH VENKAT**
Environmental Affairs Division

In October 1998, ENV staff developed and distributed a draft summary of EPA's National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) for storm water discharges from construction activities. A final version of that document – "Summary of EPA Compliance Requirements – NPDES Construction General Permit (CGP) for Storm Water Discharges" – was provided to all districts in June 1999.

As the name suggests, this document is a summary of the Construction General Permit specified in EPA's Federal Register Notice dated July 6, 1998. This summary was developed to assist TxDOT employees responsible for ensuring compliance with NPDES CGP requirements.

The summary document was formatted for easy access to actual federal notice permit references. Page numbers are included next to each specific subject and the language in the summary was simplified for easy interpretation of permit requirements.

While this document does not address how to implement requirements of the

NPDES CGP, ENV staff members are developing various ways to provide this information, including:

- Storm Water Advisory Team (SWAT) visits to districts – SWAT is an interdisciplinary team consisting of TxDOT staff from the Construction, Design, Maintenance and Environmental Affairs divisions who have expertise in storm water issues. The mission of SWAT district visits is to review and evaluate construction projects and provide feedback to the district staff to facilitate permit compliance.

- Storm Water Bulletins – In collaboration with SWAT, ENV is developing a series of newsletters devoted to discussion of various aspects of NPDES and the Storm Water Management Program. Newsletter topics will include problems, solutions and the sharing of good ideas encountered during SWAT's statewide inspections.

- Information Exchange – ENV staff members are exploring the option of creation a dedicated SWAT GroupWise e-mail address that will enable district staff to pose questions to members of the SWAT. The objective of this is to enable all SWAT members access district

queries. The e-mail address will be displayed in every issue of the bulletin.

- Information Access – ENV staff members are also in the process of developing a storm water web page where information about TxDOT's Storm Water Management Program and specific aspects of permit compliance and implementation will be provided.

- Contracted Assistance – Contract opportunities to develop implementation guidance on specific topics concerning storm water issues are being explored. The district SWAT visits may identify specific aspects of permit compliance and implementation that can be included in a Scope of Work.

The summary document is a starting point towards achieving statewide compliance with the NPDES Construction General Permit. ENV's energetic Natural Resources Management Section (NRM) staff are enthusiastic about working with districts to realize a successful Storm Water Management Program and look forward to feedback. If you have questions about this issue, contact NRM's Melissa Lopez, 512-416-2681, or GroupWise to mlopez0.

Historic Bridge report nears approval

By **RICHARD GOLDSMITH**
Environmental Affairs Division

The final report of the Historic Bridge Task Force — sponsored by the Design and Environmental Affairs divisions — is nearing final approval. The Task Force was created to speed decision making when a project involves an historic on-system metal truss bridge

The Task Force grew out of increasing pressure to replace or rehabilitate remaining on-system metal truss bridges throughout the state. Section 106 of the National Historic Preservation Act of 1966 requires TxDOT to coordinate such projects involving bridges 50 years of age or older with the Texas Historical Commission (THC). THC noted an increasing number of bridge replacement projects and expressed strong reservations about several replacement projects, with the project clearance process becoming more lengthy.

TxDOT organized the Historic Bridge Task Force in response to these concerns and to proactively evaluate the preservation options for the remaining on-system metal truss bridges.

The Task Force first met in April 1996 and included members

from the Environmental Affairs and Design divisions, four TxDOT districts, THC and the Federal Highway Administration. The group developed a comprehensive process to evaluate the preservation potential of historic truss bridges. A wide range of factors were taken into consideration including engineering, safety, preservation, cost effectiveness and public input issues.

The Task Force report also evaluates the preservation potential of 38 historic truss bridges remaining in 15 TxDOT districts. The methodology developed also can be used as a decision making tool to evaluate possible alternatives for future bridge replacement and rehabilitation projects for any historic bridge, on or off the state highway system.

Preservation options in order of preference are:

- full vehicular use
- reduced level of vehicular use such as for one-way traffic or as frontage road
- non-vehicular use at original site as for pedestrian/bicycle use
- relocation for vehicular use
- relocation for non-vehicular use
- removal of the bridge without reuse

ETS: Like a string around your finger for project-related commitments

(Continued from Page 1)

important commitments from being overlooked. The “Environmental Issues, Permits and Commitments” (EIPC) sheet – now part of ETS – provides a link between project development and construction.

EIPC can be used as a critical tool for communicating commitments to appropriate TxDOT staff and contractors. This communication is key to making sure plans include commitments and that those plans are carried out during construction.

The “Issues/Commitments” tab within ETS is there to record EIPC data electronically. By adding information under this tab, the EIPC sheet can be printed in report format and readily shared electronically with ENV project managers, technical reviewers and district staff.

While districts are encouraged to research the various ways EIPC/ETS can be used, ENV proposes the following general process:

1. The district environmental coordinator fills out the EIPC sheet as much as possible during preparation of the environmental document and sends it to ENV along with the environmental document at the document review and approval stage. At this stage EIPC can be used as a “scratch pad” to record commitments informally and communicate commitments to design staff.

2. As the project develops, with communication between a district’s environmental and engineering staff, ENV technical staff, and resource agencies involved, commitments become more refined. The district environmental coordinator updates the EIPC sheet and sends the updates to the ENV project manager via ETS. At this stage the EIPC sheet can be used in design meetings to discuss commitment details with design staff.

3. The goal is to get all commitments written as general notes, special specifications and/or construction plan drawings and noted on the EIPC sheet as appropriate. As communication continues between relevant staff, commitments are finalized as general notes, special specs, and/or plan drawings. A copy of the EIPC



sheet must be sent to the district design engineer to be used as a checklist when the plans, specifications and estimates (P.S.&E.) package is finalized. At this point, the EIPC process should make the engineering staff well aware of commitments. The engineering staff will be able to use EIPC as a quick reference and reminder of commitments and contractor actions involved. The design engineer can then reference on the EIPC sheet, the General Notes sheet or Plan sheet number where the commitment information can be found.

4. The EIPC sheet together with the Design Summary Report can then be used at the pre-construction conference to relay commitments to contractors and to show where commitment information is found in the plans.

ETS/EIPC also incorporates a “reminder flag” to avoid overlooking active pre-construction commitments needed before granting final environmental clearance. For instance, if an archeological survey is needed where right of way will be acquired, but access to the property is denied until after acquisition, an ETS flag can be used to remind TxDOT that this survey must occur before construction begins.

A few districts are using the EIPC sheet within ETS and have developed routing procedures that best fit that district’s needs. These districts also find one benefit of the EIPC sheet is that it provides a quick reference to all commitment information instead of looking through various environmental document and project files.

Mike Carpenter, the Bryan District environmental coordinator, has used the EIPC sheet since the fall of 1998.

“The sheet has been really useful,” Carpenter said. “It has been a good tool

for making sure that everyone involved in a project – contractors, area office staff, construction inspectors, project engineers and designers – keep up with all the details of what needs to be done. Before, we were using memos, conversations and word of mouth at pre-construction meetings to try to make sure that permits were secured and promises fulfilled. The EIPC sheet is a much simpler way of keeping up with all of that.”

The EIPC sheet also has been well received in the Childress District.

“I think the EIPC sheet has been great. It is easy to follow up on things that need to be done when they are committed to paper. Before, we were bringing up the subject of permits and commitments in meetings and hoping that others would follow through. The sheet is a useful tool,” said Dwayne Culpepper, Childress District environmental coordinator.

“The EIPC sheet makes my job easier,” ENV project manager Jenise Walton said. “I like using the sheet because I know that I’m not letting some project detail fall through the cracks. The sheet is not necessary for all transportation projects, but I do see it on about half the projects that come across my desk. The sheet provides the critical link between the design phase, environmental clearance and construction phase.”

An internal audit of the Design Division in 1992 noted that there was no method in place that ensured that permits and commitments required for transportation projects were fulfilled. A 1993 Federal Highway Administration process review concluded that most TxDOT commitments were “probably implemented,” but no clear-cut method was used to ensure that the commitments were carried out. ETS and EIPC were created to answer that need.

For questions or comments about the EIPC sheet or the proposed general process, please contact Jenise Walton at (512) 416-2763 (GroupWise to JWALTON), or Tom Bruechert at (512) 416-2735 (GroupWise to TBRUECHE), or your assigned ENV project manager.

Shipley Group developing environmental training for ENV

The Environmental Affairs Division has contracted with The Shipley Group to develop advanced environmental training for TxDOT employees and its partners. The training is designed to provide technically advanced and comprehensive information to department environmental coordinators and other staff involved in the project development process.

The training curriculum under development includes 10 modules:

- The Environmental Process
- Public Involvement
- Biological Resources
- Water Resources
- Cultural Resources
- Hazardous Materials Issues
- Air Quality
- Traffic Noise Analysis
- Community Impacts
- Environmental Document Preparation

The modules will be offered as separate classes in order to target appropriate department personnel. The division intends to offer the classes to its partners, including resource agency staff, consultants, MPO staff and others with whom the department works to develop transportation projects.

It is estimated that some classes will be offered before the end of the calendar year.

The Shipley Group, out of Bountiful, Utah, is a consultant specializing in training development, instruction, environmental document preparation and other work in the environmental arena.

For more information about the training curriculum being developed, contact Jean Beeman, Communications Section Director, at (512) 416-3171.

| District | Number of projects | Original cost | Increased cost due to delay | Cost difference due to delay |
|--------------|--------------------|-------------------------|-----------------------------|------------------------------|
| Austin | 58 | \$1,601,625,539 | \$1,761,788,093 | \$160,162,554 |
| Beaumont | 10 | \$127,140,770 | \$134,090,770 | \$6,950,000 |
| Dallas | 112 | \$730,813,580 | \$804,491,080 | \$73,677,500 |
| El Paso | 18 | \$244,243,800 | \$280,880,370 | \$36,636,570 |
| Fort Worth | 56 | \$1,599,804,464 | \$1,928,804,887 | \$328,900,423 |
| Houston | 148 | \$4,028,287,000 | \$4,583,845,000 | \$555,558,000 |
| San Antonio | 85 | \$1,548,930,032 | \$1,666,581,701 | \$117,651,669 |
| Tyler | 23 | \$148,720,000 | \$182,060,438 | \$33,340,438 |
| Total | 510 | \$10,029,665,185 | \$11,342,542,339 | \$1,312,776,554 |

(Source: TxDOT TPP Division)

EPA: Evaluating impacts

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early spring 2000 for proposing and finalizing eight-hour ozone designations.

EPA is continuing to evaluate the impacts of this decision on other clean air efforts. For example, EPA is evaluating the effect of the decision on areas where the one-hour ozone standards and the old PM10 standards have been revoked and determining next steps to take in light of the court's decision. EPA is even considering reinstating the one-hour ozone standard nationwide (depending on the whether EPA efforts to appeal are successful or not) because the Court's decision precludes the EPA from requiring areas to comply either more quickly or with a more stringent standard (i.e., the eight-hour ozone standard). If the one-hour ozone standard were reinstated then Austin and Tyler would likely avoid Nonattainment status in the near future. However, San Antonio and Longview would be in jeopardy of one-hour ozone Nonattainment area designation based on current monitoring data.

Nonattainment areas are required to meet federal transportation conformity requirements by the Clean Air Act Amendments of 1990.

Conformity means transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards. Conformity is a cooperative effort between federal, state and local transportation officials that ensures that the Transportation Improvement Program and the Metropolitan Transportation Plan conform to the State Improvement Plan. If a Nonattainment area cannot demonstrate conformity then it will enter what is termed a conformity lapse. Houston is expected to enter a conformity lapse in November 1999 that will prohibit the letting of all added capacity projects. Houston is expected to experience a conformity lapse until early spring 2000, when it is projected that Houston will be able to meet federal conformity requirements. No other areas in Texas are

expected to enter a conformity lapse sooner than July 2000. The repercussions of a conformity lapse can be staggering.

The potentially affected TxDOT districts were surveyed by TxDOT's Transportation Planning and Programming Division to determine the fiscal impacts of a three-year conformity lapse for either the eight-hour or one-hour ozone standard beginning in July 2000. Some 510 projects (in all phases of work) would be delayed. The current programmed cost of these projects is \$10,029,665,185. The estimated increased cost of these projects is \$1,312,776,554 because of delays caused by the conformity lapse. A table showing the number of projects, total original cost, total increased cost, and the overall cost increase due to a conformity lapse by district is shown above.

TxDOT has entered an era in which air quality concerns have the potential to dominate the transportation planning process in Texas.

TxDOT gargoyle carver adds visual aesthetics to Lubbock bridge project

By **RICHARD GOLDSMITH**
Environmental Affairs Division

You may not find a happier guy anywhere in TxDOT than the Bridge Division's Mike Ford.

Among his responsibilities, Ford is now TxDOT's first gargoyle carver, a job that evolved from his many hobbies.

"I wouldn't leave TxDOT for anything at the present. I love my work," Ford says. "When I retire I won't have to learn a hobby. This job is training me for retirement. And I still have about 15 more years to train, too," he said.

TxDOT has long added a design touch here and there — such as embossing an outline of the state on freeway overpasses — so that bridges and other structures are more visually pleasing additions to the urban environment. Ford's work carries that a step further, allowing projects to be customized to a locality.

His first contribution has been dubbed "Windy Man" and is for the Lubbock District's East-West Freeway. The first "Windy Man" may be installed in less than a year and the Lubbock District loves it so much its staff had it printed on golf shirts.

"I think everyone here is pretty excited about Windy Man. It's going to be our own little touch to the freeway project," said Steven Warren, director of Transportation Planning and Development for the Lubbock District.

Warren said the shirts are mostly worn by the engineers who are working on the project.

The idea for Windy Man began when Bridge Engineer Mark Blosscock noticed Ford carving a gargoyle out of the back of his minivan in the parking lot during lunch.

"That's when Mark decided that one day we would put a gargoyle on a bridge," Ford said.

"You've got to find something to individualize a project that's not outside the normal construction process, small

changes that make a big difference without breaking the bank," Blosscock said.

The Lubbock District was looking for just such a change for its East-West Freeway Project, Blosscock said, and he remembered the gargoyle idea.

"That's when Mark told me to come up with a design. The first thing that came to

ornamental only.

At first, Ford planned to produce Windy Man in stone or wood. But then Blosscock saw a magazine article about an artist who carved amusement park carousel characters in styrofoam to be cast later in fiberglass. Ford learned about hot wire carving of styrofoam on the internet and adopted that technique. The foam



Mike Ford shows off the carved-in-foam "Windy Man."

Photo by Richard Goldsmith

Mark's mind as a theme was 'windy and dusty,'" Ford said.

Blosscock said, "I know a lot of people in Lubbock and what they always talk about is the wind and dust."

Along with a brief history of gargoyles, Blosscock presented Ford's design at a public meeting in Lubbock to all the groups involved: the Lubbock District, the city, the chamber of commerce, Texas Tech University and others. The design idea was enthusiastically received.

"That's when they dubbed it 'Windy Man,'" Ford said.

Originally the gargoyle was to have been fully functional, with pipes to channel rain water out its mouth. But that would have limited where the gargoyle could be placed. So the design will be

carving will be used to make rubber molds that will in turn be used to cast the finished figures as part of precast concrete panels. Ford will use concrete stain to highlight the shadow areas of the carving before they go up.

Designs for other projects are also in the works in Ford's adopted workshop, a noisy elevator mechanical room.

"Doing this in-house is what makes it possible. We're not trying to put art out there. We're trying to make bridges aesthetically pleasing and unique to an area in a way they can be proud of," Ford said.

"If a district asks us to come up with something or a cheaper way to do

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Bill Hood now an author twice over

By JIM DOBBINS

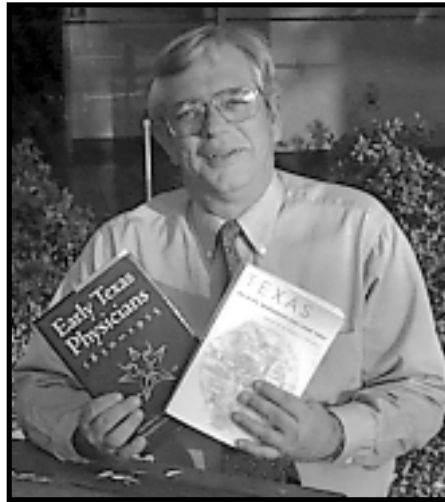
Environmental Affairs Division

The work of biologist Bill Hood of ENV's Natural Resource Management Section is now appearing on the shelves of bookstores and libraries across the state. What genre of books is our esteemed author writing these days? Fiction? Science Fiction? Romance? Mystery? Actually, non-fiction.

Hood is author of chapters in two compilation books (a different author writes each chapter). In the book "Texas Wildlife Resources and Land Uses," edited by Raymond C. Telfair II and published by the University of Texas Press, Hood authored chapter eight, "Transportation and the Environment." In "Early Texas Physicians," edited by his father, R. Maurice Hood, M.D., and published by State House Press, Hood wrote the chapter about Nicholas D. Labadie, M.D.

How did Hood get involved in these projects?

"About five years ago, a biologist with Texas Parks and Wildlife Department who routinely works with TxDOT, Ray Telfair, was president of the Texas chapter of the National Wildlife Society," Hood said. "Ray asked me to write the chapter dealing with transportation and the



Bill Hood

environment. The book was meant to update a similar book that was published in 1982. The chapter I wrote dealt with how TxDOT's environmental practices had evolved. After writing and submitting the chapter, I had forgotten about the book, which was originally scheduled for publication a few years back. One day recently I arrived home to find a large brown envelope in the mail. In it was the book, which had just been published."

"As far as my involvement with 'Early

Texas Physicians,' that is a bit more complicated. A friend of my father, a Dr. Sparkman, planned the book. In the course of getting the book under way, Dr. Sparkman found out he had cancer, and asked my father to take over the book for him as he did not expect to live to see the project through. The intent of the project was to have various medical doctors write the chapters about early Texas physicians. Dad ran out of willing doctors to write chapters, so he asked if I would write the chapter on Nicholas D. Labadie. I researched Dr. Labadie at the Austin Public Library, Austin History Center, the University of Texas library in Austin, and at the Rosenberg Library in Galveston. When the book was submitted to the publisher, State House Press, they insisted that a doctor's name go on the byline of my chapter. Instead of entering medical school to get the proper credentials, we just added Dad's name to the byline."

"Both projects were enjoyable. It just turned out to be a coincidence that both books were published around the same time."

Will Hood be appearing at a book signing at a store near you anytime soon?

"Probably not," Hood said.

Ford: Carving for TxDOT part of job

(Continued from Page 6)

something, we can do it in-house. It's TxDOT's vision that got it all started. It doesn't have to be me. All we're doing is taking the steps," Ford said.

Bloschock said, "We're trying to make a big difference with a big bang for the buck. It makes a big difference to the people and doesn't cost much."

"When extra effort is put into a project, the local people tend to treat it as something extra special. Because of its size, a bridge is a work of public art whether you want it to be or not. We often say that more people will see a bridge in a day than a Picasso in a year," Bloschock said.

Bridges that reflect some aesthetic values raise adjacent property values, tend to influence nearby citizens to take better

care of their properties, and are less likely to be vandalized by graffiti, Bloschock says.

Ford, 44, has been with the Design Division for about five years, starting out as an engineering tech working on electronic drafting. Now his job title is graphics designer, a switch that goes all the way back to his childhood when his grandmother taught him sewing, crochet, knitting, cross-stitch. In high school, his mother got him involved in even more types of crafts and his art teacher encouraged his drawing ability.

"You name a craft and I've tried it," he says.

In the Army, Ford officially was an illustrator, but spent part of his hitch as a mountain tour guide at an Alpine military leave hotel in Germany.

After the military, Ford attended Southwest Texas University for a year and then Texas State Technical Institute in Waco. He tended bar, managed a convenience store. In 1980 he met his

wife-to-be, Betsy, at a square dance. Later she encouraged him to go back to school and he earned a drafting degree from Capitol City Trade and Technical School in Austin while continuing to manage a convenience store 12 to 14 hours a day. Then a civil engineering firm in Austin hired him and he stayed there 11 years before joining TxDOT.

Church, school and scouting activities that have gone with raising his two kids, Alysia and Jason, reignited his dormant hobbies. But it wasn't until 1990 that he began woodcarving. He began stone carving in 1995 when he took a course through the Elisabet Ney Museum. He has since won three first place awards and lesser finishes in statewide contests.

Carving is a favorite among many hobbies. Since he doesn't have a workshop at home, he sometimes carves wood in bed.

"My wife kids me...the shavings don't always make it out of bed," he said.

Lubbock District recognizes maintenance sections for environmental efforts

**PENNY MASON
Lubbock District**

Five Lubbock District maintenance sections were recognized recently for their environmental efforts, which included setting up a hazardous waste management program, implementing a weed control plan and landscaping highway intersections.

Tahoka, Lubbock Southeast, Levelland, Lamesa and Littlefield were presented certificates of appreciation at the Lubbock District's Awards Banquet held in June in Littlefield.

It took three years for the Levelland Maintenance Section to convince city and county officials to join the state in an \$80,000 landscaping project at the intersection of U.S. 385 and FM 300. But, finally, in November 1995, TxDOT representatives joined city and county officials for the dedication ceremony that capped off three years of work and committee meetings.

Today, the intersection, once a dirt parking lot for trucks, is considered the gateway to Levelland. The state provided 92 trees and 661 bushes and hauled in 4,000 cubic yards of dirt for berms. Grass was planted and a rock and gravel depiction of the state of Texas graces one corner.

"It's become the talk of the town," said Tracy Cumby, Levelland roadway maintenance supervisor. "It was such a success that people in Levelland are getting involved, more and more, in community projects."

The City of Levelland maintains the project.

Lubbock Southeast's herbicide program is targeted primarily at the Kohci weed, a prolific Christmas tree look-alike that grows 7- to 8-foot-tall. Each year, Southeast maintenance employees spray about 2,556 acres of right of way to control the noxious weed.

"We start spraying in March, and it takes about 45 days to complete the job," said Mackey Sappington, Southeast assistant roadway maintenance supervisor. "It grows under guardrails and has a large stem that's difficult to cut."

The section is also re-seeding along several highways in Lubbock County.

"The intent is to establish native grasses," said Sappington. "We've been working on this project for about eight years."



Levelland Roadway Maintenance Supervisor Tracy Cumby at the new "gateway" to the city.

Lubbock District Photo

The grasses keep the dirt from washing away and provide good cover to keep the Kohci weed choked out. Varieties include buffalo and blue grasses.

"These grass varieties require little water and don't grow tall," he added. "If we can get the grasses established, we'll have a lot more non-mow areas."

Sappington said it was an honor to be recognized for their hard work.

"Our section works hard to prevent erosion and unsightly areas," he noted. "It feels good to be recognized."

The Tahoka Maintenance Section is working with the City of Tahoka to landscape several intersections in town.

Burr oaks, Desert willows, Eldarica pines, Honey locust, Vitex, Russian olive and Texas redbud are just a few of the varieties to be planted in the new landscaped areas, said Kim Villegas, Tahoka administrative technician.

"We're also planting Red and White yuccas and Pinyon pines," she added. "There will also be a boulder bed surrounded by field stone."

The landscaped intersections include

U.S. 87 at FM 400, and the north and south sides of U.S. 87 at the Loop 472 exit. Plans also include a concrete wall and block sign with the name of the city. The illuminated sign will be surrounded with field stone.

The City of Tahoka has agreed to maintain the landscaped areas.

Lamesa was recognized for putting together a section hazardous materials plan that includes instructions for proper handling and storage. The plan includes compiling a manual that includes all material safety data. In the manual, materials are categorized as toxic, nontoxic and flammable. Manuals have been placed in the warehouse office, the shop area and the sign room. Employees were trained on how to use the Material Safety Data Sheet (MSDS) manual, and they are required to review the plan every six months. MSDS sheets are updated frequently.

Victor Borrego, Lamesa engineering technician, administers the program for the section.

TxDOT committed to increased use of recycled materials in road projects

By **DAVID BOSWELL**
Environmental Affairs
Division

For several years, TxDOT has investigated – through university research and real world applications – the use of recycled materials in road construction. TxDOT is committed to increasing the use of recycled products throughout its operations. Some recycled materials not only meet the department's specifications, but also can supplement scarce aggregate supplies and may provide economic benefits by reducing purchase and transportation costs.

TxDOT has been proactive in making generators and brokers of wastes and waste-like materials aware that we will consider the use of such materials in our construction projects. In fact, a recently approved Special Provision to Item 6, Control of Materials, Standard Specifications, allows the use of nonhazardous recycled materials in construction and maintenance projects. As a result, TxDOT has received many requests to recycle wastes in applications including concrete, bituminous and base.

While some of the recycled materials may pose little environmental threat, many contain chemical contaminants and have the potential to negatively impact human health or the environment. The Texas Natural Resource Conservation Commission (TNRCC) requires that generators and recyclers of waste materials provide notification of planned recycling activities. However, TNRCC does not provide a permit or other approval for the proposed activity. Instead,

TNRCC makes it clear that the generator and recycler are responsible for ensuring proper handling and reuse of recycling materials. In fact, as the end user of the material, TxDOT can be held legally responsible, by federal and state law, if the recycled waste is later determined to cause adverse effects to the environment or human health.

For these reasons, any proposal to incorporate a "nonconventional" material – particularly a waste or by-product material – into a roadway project requires, in addition to an engineering evaluation, an evaluation of environmental, occupational safety and health, recyclability and economic issues. These issues need to be addressed prior to determining the acceptability of the material.

To address these requests, DMS-11000 "Guidelines for Evaluating and Using Nonhazardous Recyclable Materials (NRMs) in TxDOT Projects" has been developed. This is available on TxDOT's web site ([http://](http://www.dot.state.tx.us/pub/txdot-info/mat/specs/dms-6.pdf)

www.dot.state.tx.us/pub/txdot-info/mat/specs/dms-6.pdf).

This document provides guidance on the environmental review needed to consider waste materials for reuse in transportation projects. These environmental requirements are in addition to standard engineering and material specification requirements required of all materials proposed for TxDOT use.

When a recycled material is proposed by a contractor for use in a TxDOT project, DMS-11000 requires that a certification, signed and sealed by a professional engineer licensed in Texas, first be submitted. The certification assures that the material was evaluated in accordance with the above guidelines. The certification and required documentation must substantiate that the recycled material does not present an increased risk to human health or the environment as compared to the material it is replacing.

The key to ensuring that potentially contaminated

recycled materials are properly identified and evaluated in the first place is to adequately verify the source and quality of materials in accordance with Item 6, Control of Materials, of TxDOT's Standard Specifications. If an area engineer determines that a material proposed for project use is a recycled waste or was designated as an industrial by-product or co-product, the engineer should verify, prior to approval, that it has been certified in accordance with DMS-11000. If the material has not been certified, the area engineer has the option of rejecting the material in accordance with Item 8.10, which states that "when materials delivered to the project are found to be contaminated, the material shall be removed and disposed of by the contractor."

For questions about this issue, please call David L. Boswell, P.E., director of ENV's Hazardous Materials Management Section, at 512-416-3007, or GroupWise to dboswel.

Hazardous materials guidance available

TxDOT's draft "Hazardous Materials in Project Development" guidance document is now available from TxDOT's Crossroads Central Intranet Server at <http://crossroads.dot.state.tx.us/org/env/env-hmm-hmpdgd/>

Although in draft form, this guidance document is provided for immediate use by districts and affected divisions. It is anticipated that this guidance for hazardous material issues during project development will evolve over time due to the complexity of the issues and as regulatory and liability concerns change. Therefore, comments, questions and input from districts and affected divisions are encouraged. Please feel free to contact David L. Boswell, P.E., section director, Hazardous Materials Management, ENV at (512)416-3007 with your comments. Written comments may also be sent via GroupWise to DBOSWEL.

ENV's Hazardous Materials Management Section staff appreciates the efforts of the Right of Way Division, Design Division, Construction Division, Contract Services Office, General Services Division, Office of General Counsel and numerous district staff in drafting this guidance.

Environmental Affairs Division comings and goings

Daniel Benson started with the **Operations and Maintenance Branch of the Hazardous Materials Management Section (HMM)** on May 3. Benson came to ENV from the Texas Natural Resource Conservation Commission (TNRCC) where he worked for three years as a project manager in the Superfund Site Discovery and Assessment Section of the Remediation Division. Prior to that he worked for a year as a Corrective Action Coordinator in the TNRCC's Petroleum Storage Tank Division. Benson also worked for three years as a project manager for KEI Consultants Inc. in San Antonio where he performed site assessments and investigations of contaminated sites. Benson earned a bachelor's of science degree in applied geography with a minor in wildlife biology from Southwest Texas State University. He enjoys mountain biking and fishing.

Erin Trujillo, a 4-1/2 year veteran of **HMM**, left ENV at the end of August

for a move to New Mexico where her husband started a new job with Sandia National Laboratory. Trujillo also worked for a year and a half at the Austin District before coming to ENV. (see related story Page 2)

Replacing Trujillo in **HMM** as of Sept. 13 is **Lynn Lloyd** (see related story, Page 11) .

Architectural historian **Cherise Bell** joined the **Historical Studies Branch of the Cultural Resources Management Section (CRM)** July 19. She has a master's of science degree in historic preservation from the University of Utah and a bachelor's degree in business administration from the University of Texas at San Antonio. Bell has worked for a number of years in the insurance industry. She is a native of San Antonio.

Rick Mitchell, a five-year veteran of **CRM**, left Oct. 8 to join Hardy Heck Moore and Myers, an Austin preservation consulting firm.

Pat St. George, a contract employee

with **CRM** through the Texas Historical Commission (THC), left ENV at the end of August after six years with the division working on a variety of publications and data bases. St. George has a new job at the State House of Representatives in the Reproduction Department preparing publications for print.

John Murphey, a contract THC employee who worked on the Statewide Survey of Depression Era Properties and the Texas Historic Bridge Survey for **CRM**, left ENV at the end of August after two and a half years. Murphey will move to the THC where he will work in the National Register Section.

Melissa Lopez joined the **Water Resources Management Branch of the Natural Resources Management Section (NRM)** April 24 after five years with the TNRCC's field office for the Edwards Aquifer Protection Program. Lopez also worked a year and

See ENV, Page 11

Environmental Affairs Phone directory

| | |
|--|-----------------------|
| <u>ADM</u> | <u>Administration</u> |
| Dianna Noble, director | 2734 |
| Ken Bohuslav, deputy director & legislative liaison | 2605 |
| Judy LeViseur, director's adm. asst. | 2734 |
| Donnie Nolte, Adm. Man. | 2761 |
| Jan Woolverton, HR specialist. | 2570 |
| Dee Dee Broberg, Info. Resource Adm. | 2578 |
| Deb Flores, automation | 2521 |
| Mike Pierce, GIS | 2736 |
| Courtney Dumas, ETS | 2774 |

| | |
|--|--|
| <u>PIO</u> | <u>Public Information & Communications</u> |
| Jean Beeman, section dir. | 3171 |
| Jim Dobbins, info.spec. | 3006 |
| Richard Goldsmith, Web/newslet. | 2743 |
| Greg Quinn, photo/graphics | 2616 |

| | |
|--|---------------------------------------|
| <u>HMM</u> | <u>Hazardous Materials Management</u> |
| David Boswell, section director | 3007 |
| Carol Caldwell, adm. support | 2606 |
| <u>Project Development Branch</u> | |
| Joe Barta, supervisor | 3008 |
| Doug Mack haz. mat. | 2634 |
| Terry Dempsey haz. mat. | 3010 |
| Lynn Lloyd haz. mat. | 3232 |
| <u>Operations & Maintenance Branch</u> | |
| Don Hill, supervisor | 3009 |
| Daniel Benson facilities | 2692 |
| Rodney Conciene facilities/drywell ... | 3012 |
| Sheran Wright facilities/LPST | 2753 |

The Division's main number is 512-416-3001. To dial an individual direct, use the 416- prefix plus that person's four digit extension. Main fax, -2746; alternative fax numbers, -2643, -2319

| | |
|--|--------------------------------------|
| <u>CRM</u> | <u>Cultural Resources Management</u> |
| Ann Irwin, section dir. | 2626 |
| Suzie Watson, adm. support | 2617 |
| <u>Archeological Studies Branch</u> | |
| Nancy Kenmotsu, supervisor | 2631 |
| Jim Abbott, geoarcheologist | 2758 |
| Steve Ahr, archeologist | 2635 |
| Daymond Crawford, survey archeolog. | 2640 |
| Diane Dismukes, archeologist | 2632 |
| Lain Ellis, archeologist | 2109 |
| Chuy Gonzalez, support, lab, library | 2641 |
| Tim Meade, archeologist | 2583 |
| Pat McLoughlin, archeologist | 2782 |
| Barbara Hickman, archeologist | 2637 |
| Al McGraw, archeologist./research | 2633 |
| Dennis Price, archeolog./pre-hist. | 2636 |
| <u>Historical Studies Branch</u> | |
| Lisa Hart, supervisor | 2628 |
| Cherise Bell, architectural hist. | 2619 |
| Peter Dedek architectural hist. | 2649 |
| Daniel Harris architectural hist. | 2133 |
| Steve Sadowsky, architectural hist. | 2729 |

| | |
|---|-------------------------------------|
| <u>NRM</u> | <u>Natural Resources Management</u> |
| David Dunlap, section dir. | 3014 |
| Roland Limon, adm. support | 2691 |
| <u>Biological Resources Management Branch</u> | |
| Ken Holmes, supervisor/biologist | 2786 |
| Karen Clary, staff biologist | 2767 |
| Bill Hood, staff biologist | 2623 |
| Sue McClenahan, staff biologist | 3209 |
| <u>Water Resources Management Branch</u> | |
| Tom Remaley, supervisor | 2607 |
| Melissa Lopez, water qual. spec. | 2681 |
| Dennis Nielsen, water qual. spec | 2721 |
| Christy Williams, water qual. spec | 2747 |
| Wendy Worthey, water qual. spec | 2644 |

| | |
|--|---------------------------|
| <u>PM</u> | <u>Project Management</u> |
| Ken Bohuslav, director | 2605 |
| Pat Tiger, adm. support | 3002 |
| <u>Project Management Staff</u> | |
| Melissa Neeley, planning | 2620 |
| Mike Shearer, noise | 2622 |
| Mark Werner, noise & air | 2732 |
| <u>Field Area I</u> | |
| Tom Bruechert, supervisor | 2735 |
| Julie Lane, dist. coordinator | 2612 |
| Janise Walton, dist. coordinator | 2763 |
| <u>Field Area II</u> | |
| Elvia Gonzalez, supervisor | 2610 |
| Amy Link, dist. coordinator | 2638 |
| <u>Field Area III</u> | |
| Jeff Casbeer, supervisor, | 2615 |
| Kathie Dupuis, dist. coordinator | 2611 |

Lost love regained via web site

By **RICHARD GOLDSMITH**
Environmental Affairs Division

For Lynn Klinkby, joining ENV meant more than starting a new job. It's also the continuation of a love story spanning more than two decades.

Lynn started with ENV's Hazardous Materials Management Section Sept. 13 in the Project Review Branch. She came from Fresno, California, where she worked for Fresno County Environmental Health Systems.

Lynn has a bachelors degree in geology from California State University and an MBA from National University. More significantly for this tale, she is also a 1972 graduate of Gen. H.H. Arnold High School in Wiesbaden, Germany, where her father was stationed in the Air Force. After graduation, Lynn and her high school sweetheart, Scott Lloyd, eloped to Switzerland. But the marriage lasted only about two years for the pair of 18-year olds. Scott was a fledgling rock musician

who didn't know how to drive a car or balance a checkbook and Lynn says, "I was a hippie and didn't know what I wanted to do."

Lynn and Scott drifted apart. Once in a great while, one or the other would call the other's parents for an update. But even that stopped in the mid-1980s.

In January Lynn, then separated from her second husband, was handed a newspaper article by her brother. The story was about military brats and included a web site address for alumni of her high school in Wiesbaden. Halfway across the continent in San Antonio, Scott's mother had given him a local newspaper containing the same story.

When Lynn logged on to the web site she found that Lloyd had already visited to leave his e-mail address.

Thinking Scott was probably married, Lynn waited a few days before venturing to tap out a simple hello message. That was Jan. 11 and, as the story goes, it turns

out Scott had been divorced for three years. They traded e-mail and talked by phone once or twice. Then in March — without having seen her since they parted at their divorce 25 years in the past — Scott proposed by e-mail. At the end of March the couple met in Dallas where Scott was attending a conference. Afterwards Lynn says she flew back to Fresno and turned in her resignation and started packing for Texas.

Lynn and Scott plan to wed on Oct. 10, the anniversary of their 1972 wedding.

"We could have been married 27 years," she said. But she says the interim is not to be regretted. "The different experiences make us who we are now. We just feel so blessed to have found each other again."

And Lynn says, Scott, an aerospace design engineer, now knows how to drive and balance a checkbook.

ENV: More comings and goings among staff members

(Continued from Page 11)
a half with the TNRCC's San Antonio field office dealing with waste management issues and for four years with the Edwards Underground Water District. For two years Lopez was an animal keeper at the San Antonio Zoo. She cared for mammals, including rhinos, and a marsupial, the koala bear. She studied biology at the University of Texas at San Antonio and enjoys rowing, hiking, climbing and tennis.

Christy Williams joined **NRM's Water Resources Management Branch** June 1 after moving from Virginia with her dog Tucker. Williams' area of expertise is storm water management and compliance, particularly as it relates to the National Pollutant Discharge Elimination System's MS4 permits. Williams was an environmental planner for Arlington County, Va., and

before that was with the non-profit Izaak Walton League of America where she taught biological stream monitoring and restoration to volunteers. She has a bachelor's degree in biology from Randolph Macon College in Richmond, Va., and is working on her master's degree from the University of Virginia. She enjoys horseback riding, hiking, biking and recently discovered the sport of tubing on Texas rivers.

Manjunath Venkat left **NRM's Water Resources Management Branch** after six months as of Oct. 6 to accept a new job with Earth Tech, Inc., an environmental consulting firm based in Southern California.

Dr. Karen Clary joined **NRM's Biological Resources Management Branch** May 19. Clary is a botanist who comes to TxDOT from the halls of academia, having taught a

range of biology courses recently at the University of Texas, St. Edwards University and Southwestern University in Georgetown. Clary earned her undergraduate degree in anthropology from Texas A&M, a master's in anthropology from the University of New Mexico and her doctorate in natural sciences from UT. While she now reviews projects for species and habitat concerns, her experience also includes archeology from time spent as a scientist with the New Mexico State Anthropology Lab.

Roland Limon began May 3 as the office support person for **NRM and the Communications Section**. Limon replaces Benny Carmona, who left TxDOT in April. Limon came to ENV after five years with the Travel Division, working on circulation for Texas Highways magazine. Limon

attended Southwest Texas State University on a band scholarship and also works seasonally with the Internal Revenue Service.

Mark Werner started June 1 with the **Project Management Section (PM)**, where handles noise and air issues. Werner has a bachelor of science degree in civil engineering from the University of Texas at Austin. Before coming to ENV, Werner ran his wife's opticians office. The family moved from California seven years ago where Werner was with a finance company. He is married with two children and lives in New Braunfels. Right now, Werner's hobby is remodeling his house after it was hit by flood waters last October.

Bill Knowles, P.E., ENV's air quality expert in **PM** since he joined the division three years ago, has moved to the Austin District.



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

Address correction requested



TxDOT continues Ozone Action Day participation

By **JIM DOBBINS**

Environmental Affairs Division

This past summer marked the fifth year TxDOT has participated in the employee Ozone Action Day notification program. Now encompassing most of the larger urban areas in Texas, Ozone Action Days are forecast when conditions are favorable for unhealthy accumulations of ground-level ozone pollution. Typically, hot, still days are the ones most likely to trigger the warnings, issued by the Texas Natural Resource Conservation Commission (TNRCC).

To get the message out to TxDOT staff in affected areas, the ENV's Communications Section developed a program to educate employees about the dangers of ground-level ozone and to encourage everyone to do their part on Ozone Action Days. Participating districts, divisions and offices each selected

an internal campaign coordinator. Coordinators were then allowed to develop a program that best fits the needs of their fellow staffers. ENV developed a poster listing "10 ways you can... curb ground-level ozone" and a sports water bottle bearing a similar message. The water bottles were distributed throughout the summer to employees who did their part on Ozone Action Days.

"I had our division employees who usually do their part write their names on a slip of paper and put them in a box. Each Ozone Action Day, I drew a name or two and awarded a sports bottle to each person selected," said Design Division coordinator Geneva Bass.

"We decided to have a similar campaign to what we did last year—asking employees to fill out a pledge sheet," said Austin District coordinator Jenny Peterman. "After collecting the pledges, we put them in a drawing. Each

Ozone Action Day, we selected one entry and I use GroupWise to let everyone in the district know who won a prize for participating in Ozone Action Day activities. We also had some other fun contests. We awarded a soft-sided cooler, ideal for bringing a lunch to work on Ozone Action Days, to the person who correctly forecast the year's first Ozone Action Day and we will award a prize to the person who correctly guesses the total number of Ozone Action Days this season."

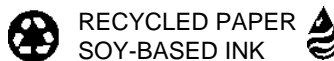
Participating in this year's campaign are: Austin, Corpus Christi, Dallas, El Paso, Fort Worth, Houston, San Antonio and Tyler districts; Construction, Design, Environmental Affairs, General Services, Motor Carrier, Motor Vehicle, Occupational Safety, Right of Way, Transportation Planning and Programming, Travel and Vehicle Titles and Registration divisions; and Administration.

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We welcome ideas for stories and standing features. Submit those to the above address, attention Richard

Goldsmith, phone 512-416-2743 or via GroupWise to "rgoldsmi".

Is **ENVision** going to the right person in your organization? Please contact us to correct an address or to suggest additions to the mailing list.



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