

Deputy Director's Comments

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A major concern that seems to increase each year is not covered by maintenance management. The concern that has the potential to cost the department millions of dollars is environmental pollution. In 1986, the Indiana legislature became increasingly concerned and authorized a new state agency called the Indiana Department of Environmental Management. The agency is legally charged with enforcing pollution laws to assure clean air and clean water.

Environmental pollution concerns highway personnel in the following ways:

- 1) engine emission control operations of 4,500 pieces of motorized equipment;
- 2) fuel tank storage in about 340 tanks (sizes of 10,000 gallons or less);
- 3) salt storage at about 134 loading sites;
- 4) soil erosion along about 11,800 centerline miles of highway; and
- 5) buried waste materials.

As to item 1, in November, 1986, we were cited for not having proper operating emission control on 41 vehicles. A fine of \$108,000 was directed toward the state highway. After much effort, we developed an agreed order to reduce the fine to \$8,200 plus the requirement of developing and presenting a mechanics training program. In addition, we must keep specific records for five years and are subject to \$2,500 each occurrence for tampering and \$10,000 each occurrence for fuel switching.

As to item 2, the leaking of fuel tanks is one of the next major issues. I recently heard testimony at a legislative hearing that fuel tank leaks can cost up to \$1,000,000 each for cleanup and that many cost an average of \$100,000 each. We must direct more effort in this area and monitor for early leak detection and orderly replacement of old tanks. We currently are installing monitoring wells at new tanks.

As to item 3, many of you are aware of funds used to correct salt leaching damage. We must push to have every salt source under roof and keep outside piles to a very minimum. A few examples of salt pollution include: resuming the pumping of the aquifer at Winamac (pump two years, stop one year, resume again); contaminated ground water at a leased site near Rushville (option to drill deep well to salt strata then purge drinking water to salt wells; replacement wells north of Plymouth drilled due to salt contamination; and, the Gary matter, which may cost millions.

As to item 5, buried materials have and will get us into trouble. Many of you have heard about the Fowler incident. One of our employees became sick and claimed the ground water was contaminated because we buried materials in 1977 or 1978. The remembered number of barrels ranged from six to eighteen buried

to 15 feet. By contract, we excavated the site, and found two barrels. One was one-half full and one was empty. The material in the two barrels was used motor oil. The current recovery cost is \$46,000 and we are not done. We still have to haul contaminated soil to a proper landfill and dispose of the barrels.

The ball game has changed. Keep the engines working clean, watch for fuel leaks, control salt, and do not bury questionable materials. Work smart and, if you know of future concerns, let us help.