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Let's nail down the basics

Division Director Noble says meet the minimum before moving to proactive stance

By **RICHARD GOLDSMITH**
Environmental Affairs
Division Director Dianna
Noble wants to focus the
division for now on the basics:
solid compliance with envi-
ronmental laws, rules and
regulations.

That's the next logical step,
she believes, after solidifying
the merger about 20 months
ago of the former 12-person
Environmental Affairs
Division with the larger
Environmental Studies Section
of the Design Division.

She says melding those two
groups into the current ENV
Division is the most significant
task so far since she took over
the new and expanded division
at its inception in October
1993. Before the merger, the
intent was for the Environ-
mental Affairs Division to set
policy and for the Environ-
mental Studies Section to
carry it out.

"Now all staff need to do

both. Unlike a lot of functions
of the department (TxDOT),
we (ENV) both row and steer
the boat. That's a real hard
thing to do, both policy and
implementation, but it's
necessary because of the
educational backgrounds,
skills and abilities the person-
nel of this division have that

are somewhat unique in the
department," Noble said.
"We're still changing even
now with getting to know each
other as a division and finding
our place within the
department."

She sees the division's
greatest short-term goal as
focusing to fully meet all
environmental laws, rules and
regulations. That will increase
the department's credibility
with the public and regulatory
agencies. Her long-term goal is

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ENV Division Director Dianna F. Noble at work.

Give us feedback to make ENVision a two-way communication

On behalf of my entire staff, I
want to welcome you to
ENVision! This is a first—for you
as readers and for us as a divi-
sion—to have this type of
communication. We hope that
you, as professionals interested in
environmental issues as they relate
to transportation, find ENVision
informative and useful.

The environmental front has

been in a state of flux lately.
There is a deliberate shift away
from "command and control"
management of environmental
regulation toward a more flexible
and collaborative management of
the environment. For those of us
involved, it's made our jobs more
complex, which is why it is so
important, now more than ever, to
stay informed. We hope that

ENVision helps you do just that.

I have been the director of the
Environmental Affairs Division
since it was reorganized a year and
a half ago. At times it seems like
just a couple of months have
passed, primarily because so much
has been accomplished. One thing
I have been reminded of during
this time is the importance of
communication. Not just from

one source, in one direction,
without response, but honest-to-
goodness, two-way communi-
cation.

It is not our intention that
ENVision be a one-way communi-
cation medium. We want to hear
from you. Which stories did you
find interesting or not worth your

See ENVision Page 6

Noble: More 'steering' now means less 'rowing' later

Continued from Page 1

to then use that credibility to become more proactive.

"I would like us to have a few years of solid compliance with the regulations. I like having success stories in the proactive stance, but first I want us to solidly meet all regulations," she said.

Another goal is to update and develop additional specific written guidance and policies for both projects and programs. Several years ago the department began developing a set of environmental principles to guide operations. What Noble discovered was that ENV didn't have a mechanism to track the department's environmental progress and as a result circumstances have changed.

"It's difficult for us to put aside project-specific tasks because they are the driving force of this agency. It is essential to fit in the policy end (principles) needed for us to move away from being in a crisis mode all the time. The policies are a reflection of our character and provide us with the framework as related to environmental performance.

"What will ultimately result is that the districts will use that policy and guidance to take up a little bit more of the rowing we're doing. But right now we're definitely doing more rowing than steering," she said.

Noble wants guidelines to leave districts room for some creativity, both to meet regulations and to move beyond compliance. The approach will be to relate to the districts in a positive way, to help solve problems and to leave open a "window" within which different options can be exercised.

"Districts will generate solutions that reflect an understanding of the intent of regulations rather than just following a prescriptive statute," she said.

Both short- and long-term goals, Noble says, will have to be taken in "small steps

'The long-term challenge is to fit in the policy end needed for us to move away from being in a crisis mode all the time.'

—Dianna Noble

that will eventually get us there" over several years. That kind of patience is difficult in a division comprised of "perfectionists," she said.

"We want to accomplish more than we actually can at this point."

A high percentage of turnover in the division has slowed progress as the growing environmental industry has drawn away experienced personnel. Noble hopes the work force stabilizes at both the division and the districts.

She isn't alarmed at the current debate concerning environmental policy at the state and national levels.

"It's a healthy re-examination to find a more efficient, effective way of protecting both natural and cultural resources."

The outcome, she believes, will be a healthier balance between the public and private sectors, with the private sector taking a larger role and government agencies becoming less "prescriptive." Instead, she thinks regulatory agencies should set standards that leave room for different options to solving problems.

"What we need to do is change our approach to encourage compliance through creative solutions. State and local agencies, private industry and citizens want to protect the environment. Better decisions result from a collaborative process with people working together," she said.

Noble started with TxDOT at the Regional Planning Office fresh from the University of Texas at Arlington where

she earned a civil engineering degree in 1984. She worked as a planning engineer in Salt Lake City, Utah, then rejoined TxDOT with the Fort Worth District. In 1992 she moved to the El Paso District and from there took over the Environmental Affairs Division in October 1993.

Noble was raised in Fort Worth, one of nine children in her family.

"My mother didn't work, it was a very traditional Mexican-American family. It's important to me to have a very strong family. So even with the long hours, I manage to spend time with my little boy, Michael Andrew (age 8), and my husband, Michael."

Though her son takes up a lot of time she says, "I'm glad he does because he adds to my ability to kind of move away a little bit from work."

Her diversions include piano duets with her son, his Little League baseball games, family boating trips on Lake Travis and reading.

Noble says these days her "relaxation reading" is filled mostly with environmental journals as a way to keep up with the technical end of her profession. She reads about an hour each weekday and four to five hours on weekends.

Noble says a key to advancing to division director in nine years was joining TxDOT when the environmental field was just starting. As a fresh engineer, those new environmental duties just naturally fell to her and she stuck with it.

But she says there is more to advancing than being in the right place at the right time. Another factor is to find people within the department who care and who will teach you about their functions.

"Understanding all the other pieces that make the whole is what really makes someone a key person because they understand the roles they play. You realize how you can inhibit the process and how you can expedite it."

Transportation Research Board holding conference in Austin

Make plans now to attend the Transportation Research Board's Mid-year Workshop July 31 to Aug. 4 at the Driskill Hotel in Austin.

The Committee on Environmental Analysis—A1F02, the Task Force on Waste Management in Transportation—A1F51, and the Task Force on Transportation and Natural Re-

sources—A1F52 will hold business meetings for members on July 31 and Aug. 1. Aug. 2-4 is the joint workshop for all interested individuals.

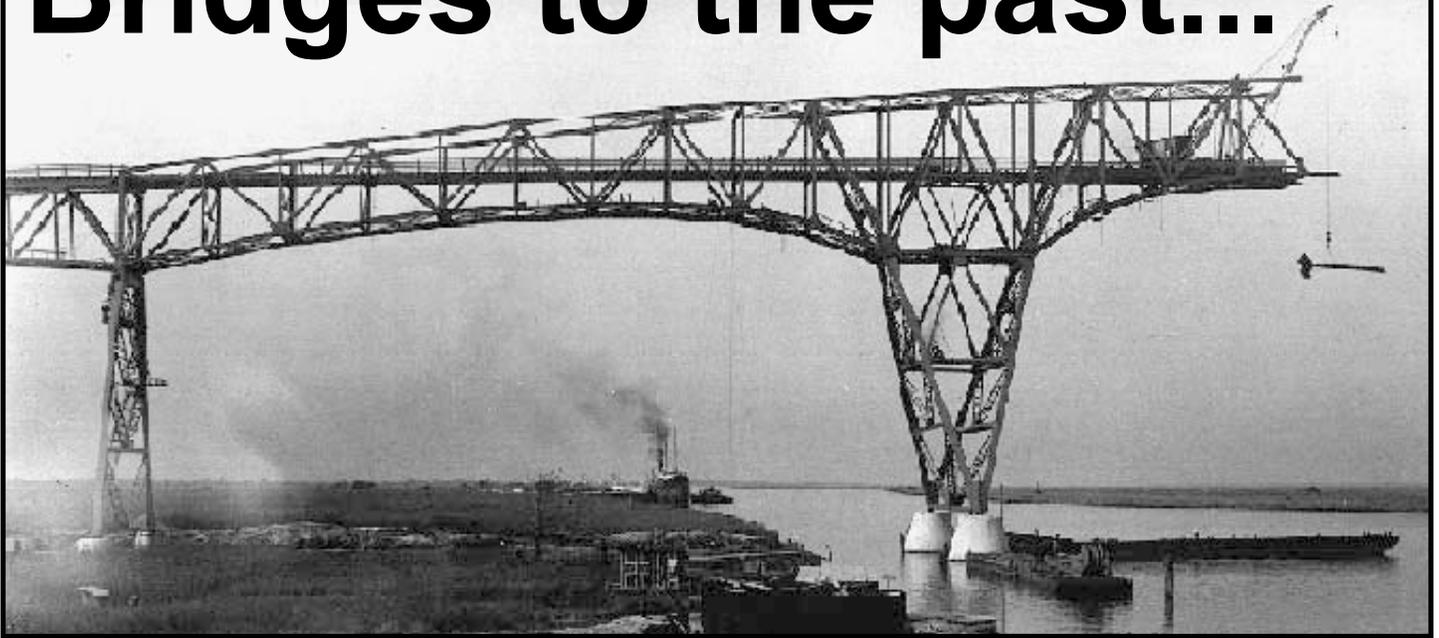
The workshop will address important and timely environmental issues, including environmental justice, pollution prevention, MIS tools, and the relationship between transportation,

land use and the environment.

Nationally recognized experts will inform and educate workshop attendees — and challenge them to be environmental leaders in their states.

For more information, contact Jean Oliver, communications manager, Environmental Affairs Division, TxDOT, at 512/416-3171.

Bridges to the past...



TxDOT archives

Port Arthur-Orange bridge over the Neches River, known now as "Rainbow Bridge," under construction in 1937.

TxDOT part of effort to preserve antique structures that span history

By BARBARA STOCKLIN
Historic Preservation Planner

Decades after they were completed, old bridges continue to stir emotions and inspire affection and wonder.

The Waco Suspension bridge, the grandfather of all Texas bridges, was an astounding engineering feat for 1869 and still stands today as an impressive symbol of progress and technological accomplishment.

Another bridge that continues to fascinate us is the Port Arthur-Orange bridge — better known as Rainbow Bridge — built by the Texas Highway Department in 1938 (shown above). Rising nearly 200 feet above the Neches River, the bridge was celebrated for many years as “the highest bridge in the South.” Many more modest examples of metal truss, concrete and masonry bridges continue to hold a place in popular affection.

While the state’s historic bridges delight us, more and more their deterioration alarms us, and the need to address bridge safety is attracting increasingly

While older bridges with little historic interest can now be removed more easily, greater efforts are taken to preserve the 270 bridges deemed historic.

more attention. More than 14,000 of the state’s bridges do not meet federal safety standards, and are too weak and narrow to carry today’s heavy trucks and farm equipment. Most of these bridges are located on county roads and city streets and are eligible for replacement under the federal bridge program. Many are older bridges with historic value and strong public sentiment.

Recognizing that safety concerns and historic preservation values often conflict, the federal transportation act of 1987 directed states to take additional steps to inventory and preserve historic bridges. Since that time, the Texas Department of

Transportation (TxDOT) has conducted extensive research on the state’s historic bridges. TxDOT district personnel and historians and a photographer from the Environmental Affairs Division have photographed and documented more than 2,000 metal truss and suspension bridges. The Texas Historical Commission, which participated in the study, has determined that about 270, or 23 percent, of these bridges are eligible for listing in the National Register of Historic Places.

While older bridges with little historic interest can now be removed more easily, greater efforts are taken to preserve the 270 bridges deemed historic. Both the Federal Highway Administration and TxDOT work with local governments to rehabilitate old bridges for continued vehicular service and to use historic bridges as pedestrian walkways alongside new bridges. In several cases, historic bridges have been relocated to parks, golf courses and other locations where they are used primarily for pedestrian and bicycle

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Highway crossings to aid ocelot survival

By **RICHARD GOLDSMITH**

TxDOT districts in South Texas are using an innovative approach to protect endangered ocelots and to gain environmental clearance for projects.

The South Texas districts are working with the U.S. Fish and Wildlife Service (USFWS) and feline experts to create "wildlife corridors" so that ocelots can cross highways and bridgeheads without becoming road kill. Getting struck by vehicles accounts for half of ocelot deaths.

The mitigation effort may also benefit other species, including the even more rare jaguarundi. The status of these cats is even more critical than that of the ocelot. However, jaguarundis are more elusive than ocelots and therefore less vulnerable to vehicles.

Ocelots are yellow with black spots, bars and blotches and weigh 16 to 25 pounds. They have a life span of about 10 years and breed after age 3 to 4, raising a litter of one to two kittens a year. The nocturnal and elusive cats eat rodents, rabbits and small birds and live in extremely dense brush and forest.

Ocelot sightings are extremely rare. "It can take months to trap one even when we know it's in the area," said Art Coykendall, USFWS biologist in McAllen.

The ocelot's U.S. range used to include South Central and East Texas, but they now live only in South Texas south of San Antonio, especially along the Rio Grande. They are endangered throughout all of their remaining habitat from Texas to South America.

The greatest threat to the cats' continued existence is loss of habitat to urbanization, agriculture, and drainage and flood control projects that clear brush from riparian corridors.

Only an estimated 80 to 120 ocelots remain in the U.S., according to Dr. Mike Tewes, the foremost expert on ocelots, who has studied the cats since 1982.

Tewes is an associate professor at Texas A&M University—Kingsville and is also director of A&M's Feline Research Program at the Caesar Kleberg Wildlife Institute of Texas in Kingsville.

"Less than 1 percent of South Texas supports optimal habitat for ocelots," Tewes said.

About 30 ocelots live on the Laguna Atascosa National Wildlife Refuge (LANWR) in Cameron County at the tip



TxDOT file photo

Only an estimated 80 to 120 ocelots remain in the U.S., all in South Texas.

of Texas. Most ocelots stay in a home range, moving 2-3 miles per day. A smaller number are transients. The males range a wider area, overlapping the territory of one to three females.

The LANWR can sustain only so many of the territorial cats and the greatest number of deaths happen as the cats seek new homes.

Ocelots use 'less than optimal habitat' as corridors between 'islands of optimum habitat.' These corridors are important as 'routes for dispersal and genetic exchange'
—USFWS Report

"It's difficult (for ocelots) to move to other locations, highly risky," Tewes said. Those "dispersals" frequently result in highway road kills, he said.

The corridor idea as applied to rare cats started in Florida where it is used to protect the Florida Panther, according to Coykendall. Florida built 24 wildlife underpasses along 40 miles of I-75. The 40-mile stretch was also fenced to prevent

animals from crossing on the roadway. Coykendall says the technique originated during the '60s in Colorado where migration corridors were created to aid deer and elk.

"I would say it's a very new idea here. It's still in the experimental stage," Coykendall said.

The South Texas wildlife corridors consist of a drainage pipe or culvert beneath roadways. Dense brush is allowed to grow between the edge of the right of way up to the end of each culvert. "No mow" zones are established so the brush corridors remain undisturbed. Where the culverts open up to a median, chainlink fence and a brush corridor are used to keep wildlife within the crossing.

"The cats like dense brush in which to travel. It will keep them out of areas in which they are vulnerable," said David Potter, environmental quality specialist with the Corpus Christi District.

That district has created four cat crossings for its U.S. 281 widening project in Live Oak County.

The culverts are sometimes modified with a shelf, or catwalk, running the length of the pipe so felines can walk through without getting their feet wet.

"They will swim. You just want to

Cats: Half of deaths from getting hit by cars

Continued from Page 4

make the culvert as appealing as possible so they'll choose the culvert over the road," said Linda Laack, wildlife biologist with USFWS for the Laguna Atascosa National Wildlife Refuge.

When ocelots choose the road, Laack said, the shy animals do so without caution. "It's the luck of the draw. They just get up the courage and bolt across."

Penny Bartnicki, a wildlife facilities coordinator with the Texas Parks and Wildlife Department, worked on the U.S. 281 project when she was with TxDOT's Environmental Affairs Division. Bartnicki said the project was surveyed by helicopter to spot large tracts of dense brush and drainage linking those tracts.

"Where that drainage crossed the project is where we looked at installing a crossing," she said.

According to a 1990 USFWS report on ocelots, biologists are concerned that as the ocelot population becomes more fragmented by the further loss of habitat, it may become inbred. Ocelots use "less than optimal habitat" as corridors between "islands of optimum habitat." These corridors are important as "routes for dispersal and genetic exchange," according to the report.

"Increasingly, habitat is more fragmented...Ribbons of habitat follow along riparian corridors," Bartnicki said. Aerial photos and observation vividly illustrate this, she added.

Bartnicki said the Alice to Live Oak section of the U.S. 281 project was carried out before concerns about ocelot habitat were raised. The USFWS became active in project review as did the Audubon Society and Sierra Club.

"We made the recommendation (for wildlife corridors), but they made it too," Coykendall said.

The U.S. 281 project also includes plans to buy land to mitigate for brush lost to the highway widening.

The Corpus Christi District has a willing seller for a 53-acre mitigation tract. "It's not a done deal, but it's looking close," Potter said.

Though several projects now include the ocelot crossings, how much the cats use them remains a mystery.

"The expectation is that the cats use them, but we don't have the data that shows the extent of their use of these things," Tewes said.



Photo by Cliff Bost, Corpus Christi District

An ocelot crossing under construction for the U.S. 281 project showing the addition of a shelf, or catwalk, so the animals can keep their feet dry.

"Whenever you're working with an endangered species it's hard to know a lot about them to begin with," Coykendall said.

Bill Hood, a biologist with TxDOT's Environmental Affairs Division, said a study will be sought to determine ocelot use of the tunnels.

'The expectation is that the cats use them (crossings), but we don't have the data that shows the extent of their use of these things.'
—Dr. Mike Tewes

According to a 1992 Florida Department of Transportation report, remote cameras set up to be triggered by wildlife movement recorded Florida Panthers using the underpasses there.

Laack said that ocelots have been discovered sleeping in regular drainage culverts near the wildlife refuge. She said that triggered the idea to install culverts especially for the cats.

"We can't say 100 percent for sure they're using them (the crossings), but we have lower mortality in those areas," Laack

said. However, she added that road kills remain a problem on highways south of the LANWR, even though corridors have been built in several locations there.

Bobcats are known to use the corridors, as well as other small mammals such as foxes, coyotes, rabbits, mice and other rodents.

Tewes says he may use bobcats as surrogates to study ocelot travel habits.

In addition to U.S. 281, ocelot crossings have been installed on State Highway 100 and FM 510, both south of the LANWR.

Pharr District Environmental Coordinator Velma Garcia said two crossings are planned for the FM 1419 widening project near Brownsville and for a box beam bridge on FM 509 southwest of Harlingen.

Garcia said fencing in a V-shape will be used to funnel ocelots into the FM 509 bridge crossing.

Tewes said that similar crossings with fencing are being considered for some future international bridge projects between Texas and Mexico.

The wildlife crossings are an example of TxDOT's efforts during the planning and construction of highway projects to aid in the survival of species whose numbers are either dwindling, or which are in danger of declining in the future.

Names we *didn't* pick for this newsletter

Credit for the name "ENVision" goes to Karen LeFevre of the Environmental Affairs Division's Public Information and Communications group.

The working title was "Impact," dropped because it's not nearly as clever as ENVision.

Other division employees, most with tongue in cheek, offered other name suggestions. Here's the list...

Road & Stream
Greener Trails
Pristine Endeavors
Pack It In, Pack It Out
The Striver
Tells of the Wild
Habitatually Yours
Roadwise
The Green Piece
Build It and
 They Will Stay
The Soft Shoulder
The Green Freeway
Petunias and Potholes
Road Hawgs
The Ivy Guardrail
The Goring Ox
Hardhats and Foxgloves
Whole Earth Highway
Where the Wheel
 Meets the Toad
The Road to Tomorrow
The Road to the Future
The Road to Eternity
The Road to Happiness
Four Lanes of Fun
Centerstripe Boogie
The Asphalt Bungle
Jumpin' on the Roadside
Reelin' on the
 Right-of-Way
The Highway Eagle
Subgrade, Hot Mix
 & Daffodils
The Green Guardrail

NOISE NOTES

By Mike Shearer
Environmental Quality Specialist

□ The **FEDERAL HIGHWAY ADMINISTRATION** (FHWA) is expected to update its **NOISE POLICY** sometime this summer. Don't expect any major changes. It's primarily intended to consolidate multiple sources into a single-source document.

STATE highway agencies will have 12 months from the date of the FHWA policy update to publish **FHWA APPROVED NOISE GUIDELINES**. TxDOT districts have been asked to provide comments on the 1992 Noise Guidelines.

□ The new **FHWA TRAFFIC NOISE SOFTWARE** (TNS) is expected to hit the street as early as January 1996. When distributed, TNS will replace Stamina 2.0/Optima. Although a one-year grace period may be imposed, TxDOT will begin using TNS as soon as personnel are properly trained.

TNS FEATURES

□ Unlimited number of Roadways, Receivers and Barriers.

□ All possible combinations of barrier heights.

□ New noise emission factors for autos, medium trucks, heavy trucks and buses.

□ Six different graphical views.

□ Improved calculations for:

□ Roadway upgrade changes.

□ Numerous ground covers.

□ Multiple barriers.

□ Three types of contours.

TNS REQUIREMENTS

□ 486/66MHz (pentium preferred).

□ 8 MB RAM (16 MB preferred).

□ 15" SVGA (17" preferred).

□ DOS 6.0 and Windows 3.1.

□ **NOISE ANALYSES** — a few reminders.

□ The current FHWA reference for noise analysis procedures is 23 CFR 772.

□ Briefly and simply explain noise terminology and characteristics.

□ Noise abatement measures must be addressed if predicted (design year) noise levels approach, equal, or exceed FHWA Noise Abatement Criteria (NAC),

OR

if the predicted noise levels exceed the existing noise levels by a substantial amount.

("Approach" is defined as one dBA less than the NAC. "Substantial" is defined as an increase of more than 10 dBA.)

□ Depict receivers, noise levels, Noise Abatement Criteria, impacts in tabular form.

□ Determine noise levels at receivers where frequent human activity occurs and lower noise levels would be beneficial.

□ Briefly discuss temporary construction-related noise.

□ Conclude with a "local officials statement."

ENV to sponsor courses

The Environmental Affairs Division will sponsor several workshops in the coming months. *Section 404 Permit Regulatory Program* training for area engineers will be held at several locations throughout the state later this summer. For information, contact Carlos Swonke at 512-416-2625. A *Wetland Plant Identification* workshop is being developed for

the fall. For information, contact your district's environmental coordinator, or call Bill Hood at 512-416-2623. Workshops for the Statewide Transportation Enhancement Program will be held in the district offices later in the fall. For information, contact Gene Smith at 512-416-2748. More information about all these workshops will be available soon.

ENVision: Feedback

Continued from Page 1

time? From what projects did you learn new and useful methods? What information is missing that you and others need? We need your feedback so we can make ENVision a useful tool for you.

Take a few minutes and read ENVision. Share it with your coworkers. Then let us know what you think. We want your input.

The next edition will come out in the fall. Things may change with regard to environmental issues, even in that short a time. As American writer, Ursula LeQuin, once said: "The only thing that makes life possible is permanent, intolerable uncertainty; not knowing what comes next." No one knows exactly what will happen in the next few months, but we'll update you on items that relate to transportation. Until then . . .

—Dianna Noble

Rules under review for last ISTEA program call

By KAREN LeFEVRE

Experience often changes the way we do things. The Texas Department of Transportation (TxDOT) found that out after conducting two calls for project nominations for the Statewide Transportation Enhancement Program. With \$180 million in federal funds to distribute, TxDOT also discovered what a popular program it would be.

About \$140 million has been awarded through the program during the past two years, and that has been good news for communities all over Texas. The money was the lion's share of the Intermodal Surface Transportation Efficiency Act of 1991 funds allotted to Texas for transportation-related projects that are not the usual highway construction we're all used to — such as hike-and-bike trails, historic preservation projects and pollution prevention efforts.

Texas' first two program calls in 1993

and 1994 garnered more than 800 project nominations. The Texas Transportation Commission, evaluating projects on their social, economic and environmental benefits, selected 197 projects for \$140 million in funding. The next, and final, program call to allocate the remaining \$40 million is set for December. Project selections should be made by spring 1996.

Despite the large number of applicants, the nomination process has not been as user friendly as TxDOT would like it to be. Ken Bohuslav, deputy director of Environmental Affairs, said that because the transportation enhancement program was so new the rules were originally developed from a perception of what the program should be. "But after two program calls — and an overwhelming response — we identified areas that need to be clarified and strengthened," Bohuslav said. "We're trying to be responsive to participants in the program.

We want to make the rules less restrictive so it's easier to apply and easier to compete for enhancement funds."

TxDOT is currently reviewing the rules and guidelines for revision. Suggestions from the department, along with those from metropolitan planning organizations and councils of government, are being considered. Once revisions to the rules and guidelines have been drafted, they will be posted in the *Texas Register* sometime this summer for general review and then posted again when finalized. TxDOT anticipates that the revised rules and guidelines should be in place by September.

A public hearing will be conducted once the first draft is posted to provide an opportunity for public comment and suggestions concerning the revisions. The specific date and location will be announced later.

ENV staffer participates in Archeology Awareness week

For two weekends in late April, many adults and children were afforded an opportunity to experience "hands-on" archeology at the site of what was once the largest sawmill in East Texas. The first annual excavations at the 4-C Mill in the Ratcliff Recreation Area were conducted in conjunction with Archeology Awareness Week, April 24-29. The effort was spearheaded by Stephen Harmon, United States Forest Service (USFS) Zone Archaeologist for the Davy Crockett National Forest and his staff. Archaeologists David Turner of the Caddoan Mounds State Historic Park in Alto and Stephanie Stoermer Strickland of the Environmental Affairs Division, Cultural Resource Section, provided technical assistance. By coincidence, young Nate Curra-Spurger, nephew of Environmental Affairs' Bill Curra was visiting the area and participated.

TxDOT earns EPA recognition

TxDOT earned a Certificate of Appreciation from the Environmental Protection Agency's Dallas Region 6 office in recognition of efforts to minimize storm water pollution during highway construction.

The certificate singled out TxDOT's Storm Water Management Task Force and a subcommittee called the Storm Water Advisory Team (SWAT).

The Storm Water Management Task Force provided guidance to TxDOT on the National Pollutant Discharge Elimination System and specifications for managing storm water on transportation projects.

SWAT members went into the field to gather information and advise districts on better methods to control storm water during construction.

The certificate reads: "In recognition of your contributions toward the goals of Nonpoint Source Management and the Clean Water Act and for benefits to our environment resulting from your efforts."

Environmental Affairs Division professionals involved were Carlos Swonke, David Dunlap and David VanGorder. Personnel from the Construction and Maintenance and the Design divisions were also part of the effort.

Salute!

Do your part to curb ozone

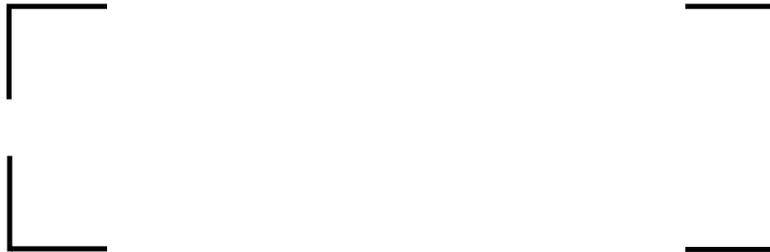
Harmful ground-level ozone forms when certain air pollutants — volatile organic compounds and oxides of nitrogen — react together in sunlight during stagnant conditions. That means that summer is ozone season, especially in areas of high pollution. When conditions are especially prone to produce ozone, some areas will be given an "Ozone Action Day" alert. Here are some simple steps to take — and remind others about — to hold ozone production to a minimum:

- Car-pool to work or school.
- Walk or ride a bicycle.
- Take a lunch to work or school.
- Postpone refueling until after 6 p.m. and don't top off the tank.
- Run dishwashers and washing machines only with a full load.
- Turn off lights and appliances when they're not in use.
- Postpone using small gas engines such as lawnmowers until after 6 p.m.
- Avoid using lighter fluid when firing up a barbecue grill.
- Hang clothes out to dry to take advantage of free solar power.



Environmental Affairs Division
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Austin, Texas 78701-2483

Address correction requested



Bridges: TxDOT surveying historic structures

Continued from Page 3

traffic. Federal monies have aided these preservation efforts, allowing at least 25 historic bridges to be saved in Texas during the past eight years.

In an effort to promote public awareness of historic bridges, TxDOT is also working with the Texas Historical Commission to nominate 30 historic highway bridges to the *National Register*. Built between 1921 to 1943, these bridges are on state highway and farm-to-market routes and are important symbols of early highway construction in the state.

Interesting examples include the Red River Bridge on State Highway 79 in Clay County, consisting of 21 Camelback pony

trusses extending more than 2,000 feet in length, and the Warren polygonal truss bridge on State Highway 9 over the Llano River near Mason, the only bridge of its type in the state.

While some of these bridges will require replacement in the near future, the *National Register* nomination will help to ensure that their history is documented and that preservation solutions are explored before removal.

TxDOT is developing a plan to help local and state planners give greater consideration to preservation options for bridges. A guidebook to historic bridges is also in the works. During the fall of 1995, the Environmental Affairs Division

plans to launch the next phase of the bridge study — a survey of more than 6,000 concrete, masonry, movable and other bridges in the state.

With all these efforts under way, TxDOT's bridge study is likely to continue for a few more years. Meanwhile, TxDOT planners and officials have developed an increased awareness of historic bridges and their link to our transportation past.

For additional information on TxDOT's historic bridges program, or for information on historic bridges available for reuse, please contact Barbara Stocklin, Environmental Affairs Division, 512-416-2628.

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, or phone 512-416-2743. Deadline: July 15 for the next issue.

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.



RECYCLED PAPER
SOY-BASED INK



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Dianna F. Noble, P.E.

Deputy Division Director
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Editor Richard Goldsmith