

# New study method costs less

The Texas Transportation Institute (TTI) in a joint effort with the Texas Department of Highways and Public Transportation has developed an urban transportation study method that is estimated to have already saved the State in excess of \$1 million in Houston-Galveston regional transportation studies.

Still more savings to the state are anticipated as this new system is applied in the other 23 Texas urban areas that have over 50,000 population.

Under an interagency agreement with the highway department, TAMU's TTI will continue to provide staff and technical support to the department.

"With these urban transportation studies, the TDH works with the cities in looking at their transportation needs for the future," said Dr. Vergil Stover, who heads the TTI group. "From these studies, the cities and state can identify needed transportation improvements, set priorities and schedule needed highway, street, and transit improvements. As the state grows, we will have to provide more ways for people to move."

"In our work with the TDH, we will continue to seek improved and more cost effective methods for conducting these studies," said Jim Benson, principal project investigator. "In the case of the new procedures used in the Houston-Galveston study, the TDH was faced with the problem of increasing costs of conducting the traditional home interview surveys used in such a study. At the same time, they were encountering an increasing reluctance on the part of citizens to cooperate in such surveys.

"This created the need for procedures which have considerably smaller data requirements," Benson said. "Previous research conducted under this project sug-

gested that equally reliable results might be obtained by using previous study results with much less extensive new data collection to update it. It's through these reduced data requirements that the major cost savings are being realized.


"Much of our current efforts are being directed toward the development of a 'sketch planning'

procedure which will allow urban areas to evaluate the range of land use and transportation system alternatives for the future," Stover said. "The intent of these procedures is to provide a quick and economical means of performing a preliminary evaluation of these future growth alternatives.

"The TDH is also making ex-

tensive use of several minor computer program packages developed under this project," he said. "We are responsible for the continued maintenance and improvement of these computer programs which are essential in order to meet the changing needs of the TDH and to put into use new and improved techniques as they become available.

"Under this project, we also provide staff support and assistance as various technical problems are encountered in the studies across the state," Stover said. "It is through this close-working involvement that we are made constantly aware of the day to day technical problems and can better direct our development of better transportation studies."



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### Calf recipe

#### JELLY GLAZED CALF SAUTE

1½ lbs. calf steak (sirloin, round or tip)  
3 lbs. fat  
½ cup currant jelly  
½ cup boiling water

Cut calf steak in 1" cubes and roll in seasoned flour. Sauté in fat until browned. Cover. Cook slowly about ½ hr., turning frequently. Heat currant jelly until it melts. Add boiling water to jelly. Pour over meat and cook until slightly glazed, stirring constantly. Serve on hot platter with steamed rice. Serves 6.

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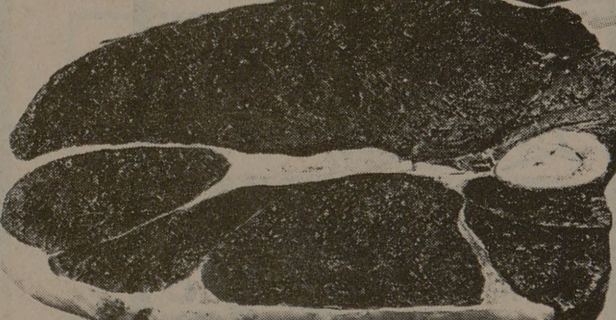
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## Weather systems studied

Every shower, hail storm, tornado or balmy breeze that constitutes the local weather is part of a great large-scale weather system.

The National Aeronautics and Space Administration has awarded \$19,000 to TAMU meteorologists to help fit the pieces together. They are conducting Atmospheric Variability Experiments using satellites and weather-balloon soundings.

The College of Geosciences group, headed by Dr. James R. Scoggins, is collecting data at three-hour intervals from 40 stations in the eastern United States. The readings include temperature, pressure, and humidity up to 100,000 feet.

"The atmosphere is composed of weather systems of different sizes," Scoggins said. "The sizes range from great high and low pressure systems to local showers and thunderstorms.

"We can't possibly predict them accurately with the current twice-daily readings from the National Weather Service," he said. "But we feel we can improve predictions with readings every three hours.

"Our objectives are three-fold," Scoggins said. "First we want to study severe storms and how they relate to larger weather systems so we can forecast them. Secondly, we are evaluating the accuracy and utility of weather satellite data. To do this we must correlate ground readings with satellite data at the same place and the same time.

"Finally the group is developing a better procedure for determining the wind speed from cloud movements," he said. "We're evaluating how clouds move in relation to the ambient wind. Satellite data is used to observe motion from which the wind field can be reconstructed.

## Parade field undergoes resurfacing

TAMU's historic parade field is getting a face-lifting.

The nine-acre spread near the heart of the campus of the state's first public institution of higher learning has taken a pounding over the years, primarily from the heels of the Corps of Cadets passing in review. The pounding has been compounded in recent years by Aggie rugby and lacrosse teams and many a pick-up touch football game.

Eugene Ray, TAMU's grounds maintenance director, said crews assigned to the project have reported encountering compacted soil "hard as a rock" several inches below the surface.

Ray said 1,000 cubic yards of fill material have been hauled in and distributed in low spots to improve drainage. The area will be seeded, although much of the existing grass is expected to survive.

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