



**HIGHWAY FACTORS GROUP CHAIRMAN'S  
FACTUAL REPORT**

**Highway Attachment 1 – Interview Summaries**

**Penwell, Texas**

**HWY15MH004**

(03 pages)

## INTERVIEW SUMMARIES

**Date and Time of Interview:** January 20, 2015 9:30 a.m.

**Person Interviewed:** Zane Honeyfield and Joel Griner

**Location of Interview:** Odessa District Headquarters for Texas Department of Transportation (TXDOT)

**Background Information:** Mr. Honeyfield is an 18-year veteran of TXDOT and currently is assigned as a maintenance supervisor for TXDOT in Odessa. Joel Griner is a 22-year veteran of TXDOT and is assigned as a maintenance supervisor in the Monhans, Texas, area which extends all the way from Monahans back to Odessa. They were interviewed about their recollections of the storm conditions that existed on the morning of January 14, 2015 in the Odessa area.

Honeyfield indicated Tuesday morning on 1/13/2015 weather moved in with freezing temperatures and fog. He was working the midnight shift from midnight until noon. He recalled there was freezing rain and drizzle about 4 a.m. He recalled a report of a guard rail in the road at bridge 223 (the prison bus accident site on the 14<sup>th</sup>), and he sent Ruben Reyes and Paul Perez to photograph the damage and move the damaged part of the guard rail away from the road into the median. He concentrated his workers on I-20 east of FM 866 to Midland or about MP 106-126. He instructed workers to pre-treat all of the bridges and over passes on I-20 in this area with a granular mix of solid salt and pea gravel. They had two, ten-yard dumps and one six-yard dump truck working in this area that had over 100 bridges to treat with 20 of them on I-20.

Joel Griner indicated that the TXDOT Director of Operations wanted to pre-treat all of I-20 in his area with a continuous application of liquid salt brine at a 23 percent solution which is available commercially in 42-gallon barrels. He assigned Allen Garza, Jesse Benagas and Brett Palmer to the liquid salt brine truck to treat I-20 between Barstow on the west side of Monahans to the accident site. They estimated to the turn-around spot at FM 866 it was a 50-mile trip. The truck is not equipped with a meter so the supervisor had to follow the truck to ensure and even application from the gravity feed nozzles the entire distance. The tanker capacity on the truck was approximately 40 barrels, which allowed them to apply 30 gallons per mile. Allen Garza treated I-20 eastbound in the right hand lane on Tuesday afternoon, reaching the bridge where several of the eastbound vehicles later lost control. Then he re-supplied and treated the right-hand westbound lanes. On Tuesday evening the crew began treating the left-hand lanes of eastbound I-20, arriving at the eastbound bridge near milepost 103 about 1:30 a.m. The crew indicated there were some law enforcement vehicles in the area with flashing lights on when they

went by. FM 866 is near milepost 106 where their area stops and then they re-supplied and began treating the left-hand lane going westbound. Supervisor Griner indicated that the temperatures were holding between 30-32 degrees, there was no accumulation of ice, and it was misting which required occasional use of the windshield wipers, but there was no steady rain. They estimated the accident site or the left-hand lane at westbound I-20 near milepost 103 was last treated about 3:30-4 a.m. When questioned about their rate of travel they indicated they drove 30 mph on the main lines and slowed down to 25 mph on bridges to apply more material.

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