FREEWAY OPERATIONS STUDIES WORK ORDER # 22 CONTRACT No. (86) 06-03-A3-AG (58545P5007)

FOR

IH 30 EB TO SB CONNECTION TO US 287

IH 30 WB BETWEEN HENDERSON AND SUMMIT

SUBMITTED BY

TRAFFIC ENGINEERS, INC.

FORT WORTH, TEXAS

SEPTEMBER 1986

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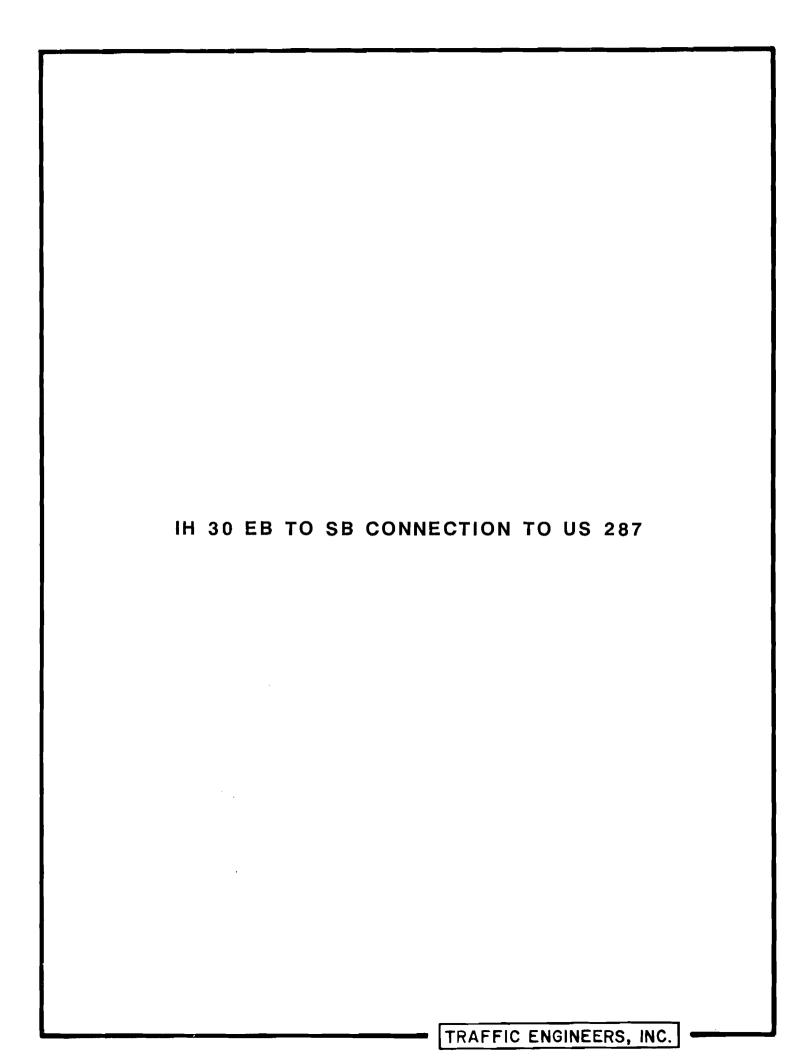
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INTRODUCTION

For freeways and expressways to operate safely and efficiently, interchanges with arterial streets and other freeways must be properly designed. Interchange ramp systems must allow traffic to move from one facility to the other without disruption of high speed traffic flow on adjacent freeways and with the utmost convenience to the motorist. Ramp systems must provide for the safe weaving, deceleration and acceleration required for traffic to move from one facility to another. Signing and markings must guide the motorist to reach his destination safely. When safety or operations' problems occur at interchanges, these elements must be analyzed to determine the cause of the problem.

This work order is a study of two locations, identified by the FSIP identification process, which experience ramp related safety problems.



FREEWAY OPERATIONS STUDY

IH 30 Eastbound to Southbound Connection to US 287

A. Study Location

The subject location is the exit and related ramp system from eastbound IH 30 to southbound US 287 (Figure 1). The situation is complicated by ramps to both eastbound and westbound US 80 (Lancaster Avenue). The study location on IH 30 is only 0.4 miles east of the on ramps from northbound and southbound IH 35.

B. Problem/Task Statement

The eastbound to southbound connection between IH 30 and US 287 presents the potential for safety and operational problems due to the geometrics and driver load that exist. It is the objective of this work order to identify existing safety and traffic flow problems and to recommend actions to correct or alleviate those problems.

C. Data Collection

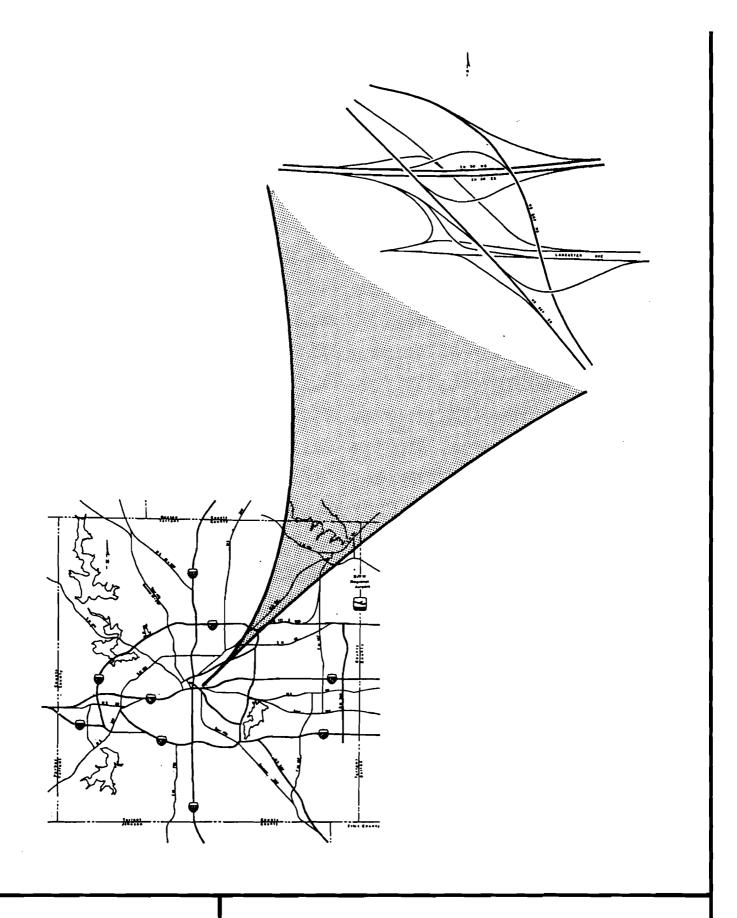
In order to identify and analyze problems associated with this ramp system, traffic accident and count data were obtained. Accident data (Figure 2) was collected for IH 30 near the exit to US 287, and on all of the off ramps to US 287 and US 80 (Lancaster Ave).

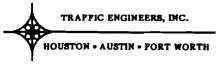
Twenty four hour traffic counts (Figure 3) were made on the off ramps to US 287 southbound and to US 80 (Lancaster Ave) eastbound and westbound. In addition, a PM peak hour weaving study (Figure 4) was made on the multiple lane section of the IH 30 eastbound off ramp to US 287/US 80 to determine lane changing movements during heavy traffic conditions.

D. Observations/Analysis

An analysis of the accidents showed a significant problem only at or just west of the gore area of the eastbound IH 30 exit to US 287/US 80. Few accidents were found within the ramps to US 287 or US 80 or at on ramp termini at US 287.

Twenty (20) of the twenty-two (22) total accidents identified occurred at the IH 30 exit gore (Figure 2). Of these, twelve (12) occurred during daytime, off peak periods. The remaining accidents were divided among the AM peak (3), PM peak (2), and at night (3). Most of the daytime accidents were rear end or sideswipe collisions.



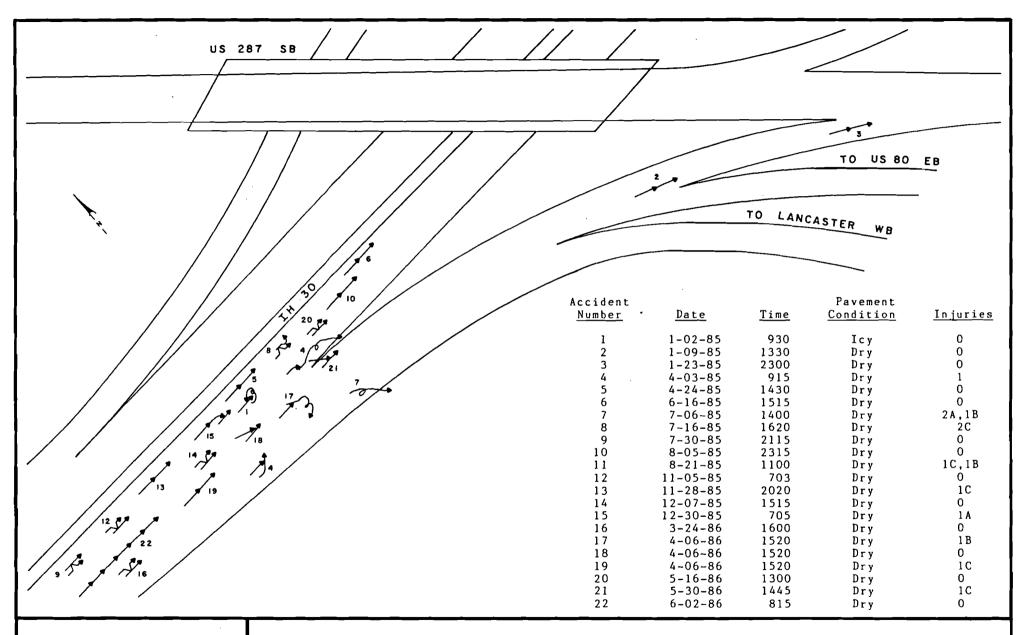


STUDY LOCATION

IH 30 EB TO SB CONNECTION TO US 287

FORT WORTH, TEXAS

FIGURE



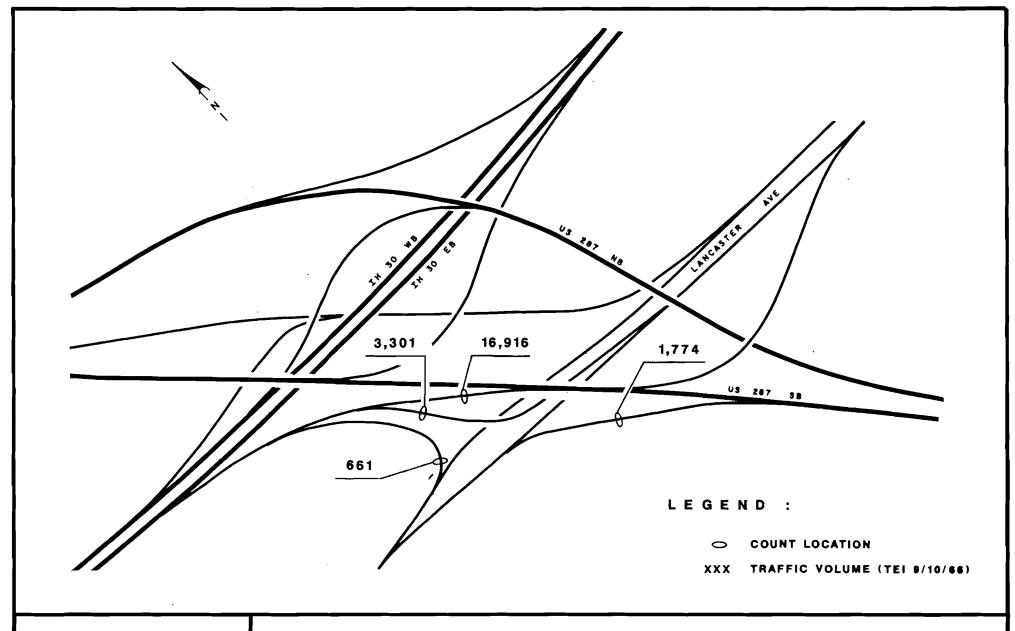
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4

COLLISION DIAGRAM

IH 30 EB TO SB CONNECTION TO US 287

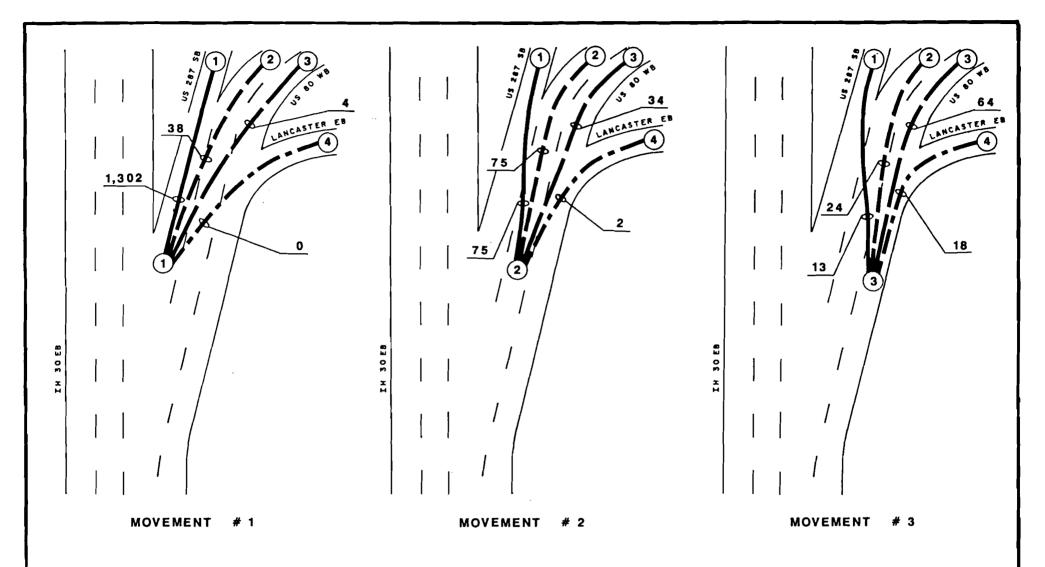
FORT WORTH, TEXAS



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STUDY AREA AND 24 HOUR COUNTS

IH 30 EB TO SB CONNECTION TO US 287 FORT WORTH, TEXAS



NOTE: RAMP TO SB 287 BACKS UP TO IH 30 5:05-5:15 PM DATA COLLECTED 9/11/86

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PEAK HOUR WEAVING PATTERNS

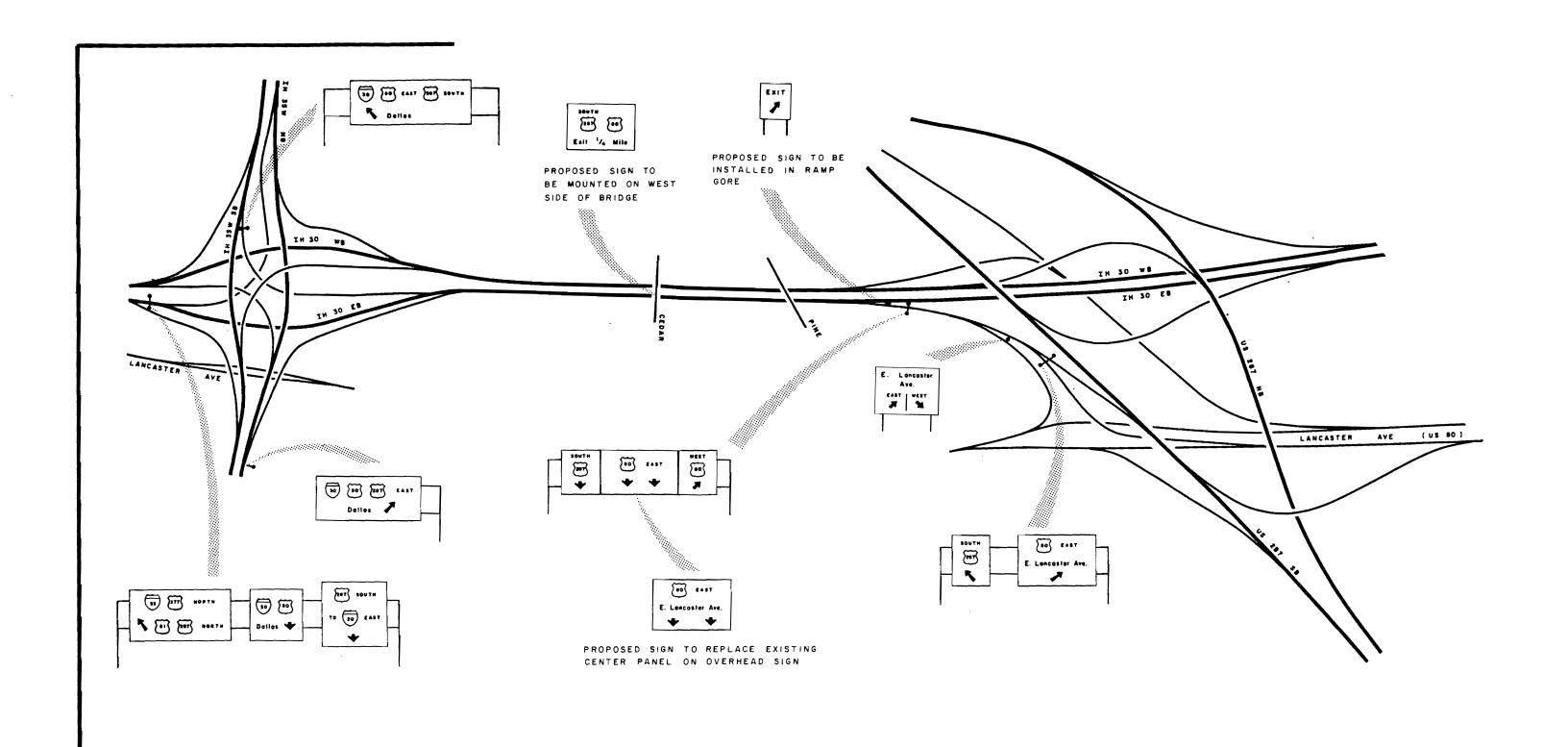
IH 30 EB TO SB CONNECTION TO US 287 FORT WORTH, TEXAS

FIGURE 4

The large number of daytime, off peak accidents can likely be attributed to driver uncertainty and indecision. Field observations and several trips on different approaches to this area showed two probable causes:

- Existing signing (Figure 5) for the US 287/US 80 exit may be inadequate. Signs are well placed on the main ramp lanes at the gore area to direct drivers to southbound US 287, eastbound US 80, and However, no signs are present on westbound US 80. IH 30 in advance of the interchange to indicate an upcoming exit. As shown in Figure 5, signs are placed on IH 35, both northbound and southbound, as well as on eastbound IH 30 west of the IH 35 interchange to direct drivers to southbound US 287 via eastbound IH 30. However, once this traffic reaches IH 30 east of IH 35, there is no additional indication of the necessity to exit from IH 30 until the gore area signing can be seen. unfamiliar or partially familiar driver who followed US 287 signing through the IH 35 and IH 30 interchange could be faced with a hasty and possibly very hazardous decision when he or she unexpectedly realized the need to exit IH 30 in order to reach to US 287 or US 80.
- 2. Since the former ramp connection from southbound IH 35 directly to southbound US 287 is closed, traffic desiring to use US 287 has been rerouted temporarily to US 287 via eastbound IH 30. This movement requires a difficult movement for motorists who enter IH 30 from the left and must weave across the heavily travelled main lanes to exit to the right at US 287 approximately 1,700 feet to the east. Test runs through this area showed this weave to be extremelly difficult even for a familiar, aggressive motorist. During the PM peak two attempts to make this weave were unsuccessful.

Traffic volume counts made on the off ramps to US 287 and US 80(Lancaster Ave) showed a disproportionate distribution relative to the number of lanes provided on the ramps. The single lane ramp to southbound US 287 carried 16,916 vehicles in a 24 hour including a peak PM hour of 1,795 vehicles. period, comparison, the two lane ramp to eastbound US 80 carried only 3,031 vehicles in 24 hours, and the single lane ramp to westbound US 80 carried only 661 vehicles. The heavy volume on the ramp to southbound US 287 created queuing in a single lane back to the IH 30 through lanes during the PM peak hour. lack of traffic demand in adjacent lanes servicing US 80 during the same period caused a significant amount of lane changing on the off ramp. Vehicles would use the empty off ramp lanes to eastbound $\overline{\text{US}}$ 80 and make last second maneuvers into the southbound US 287 ramp (Figure 4).



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EXISTING AND PROPOSED SIGNING

IH 30 EB TO SB CONNECTION TO US 287 FORT WORTH, TEXAS

FIGURE 5

E. Conclusions and Recommendations

Based on the analyses and field observations, several conclusions were reached regarding the safety and operations with the eastbound IH 30 to southbound US 287 connection.

- 1. There is a significant accident problem only at the exit point from IH 30. Factors contributing to this problem include:
 - a) The lack of advance exit signing for eastbound IH 30 traffic advising of the US 287/US 80 exit:
 - b) The difficult left to right weave required for southbound IH 35 traffic to reach the US 287/US 80 exit.
- 2. Traffic volume on the single lane ramp from eastbound IH 30 to southbound US 287 exceeds ramp end capacity during part of the PM peak hour. This is demonstrated by observed backups to the main lanes on IH 30 and by the fact that the 24 hour traffic volume of 16,916 already exceeds the 1999 estimated volume of 13,550.

Although the proposed new interchange of IH 35 and IH 30 will correct signing deficiencies on IH 30 at US 287/US 80 and will eliminate the difficult left to right weave for southbound IH 35 to US 287/US 80 traffic, interim measures should be taken to alleviate the current safety problem. Specifically, an additional exit guide sign should be installed to alert IH 30 motorists of the upcoming exit to US 287/US 80 (Figure 5).

Additionally, a connection is under construction on IH 35 at US 287 to provide a temporary replacement of the old connection for southbound IH 35 traffic to southbound US 287 while the new IH 35 and IH 30 interchange is under construction. Completion of this connection will permit the removal of the existing unsafe southbound IH 35 to southbound US 287 situation which exists. In the construction of the new IH 35 and IH 30 interchange, consideration must be given to constructing a two lane ramp connection from eastbound IH 30 to southbound US 287 rather than the single lane as is proposed. The current demand of almost 17,000 vehicles per day already exceeds the capacity of the proposed single lane ramp connection to southbound US 287.

The total cost of the recommended signing improvements is estimated to be \$1,750. A detailed cost estimate is shown in Table 1.

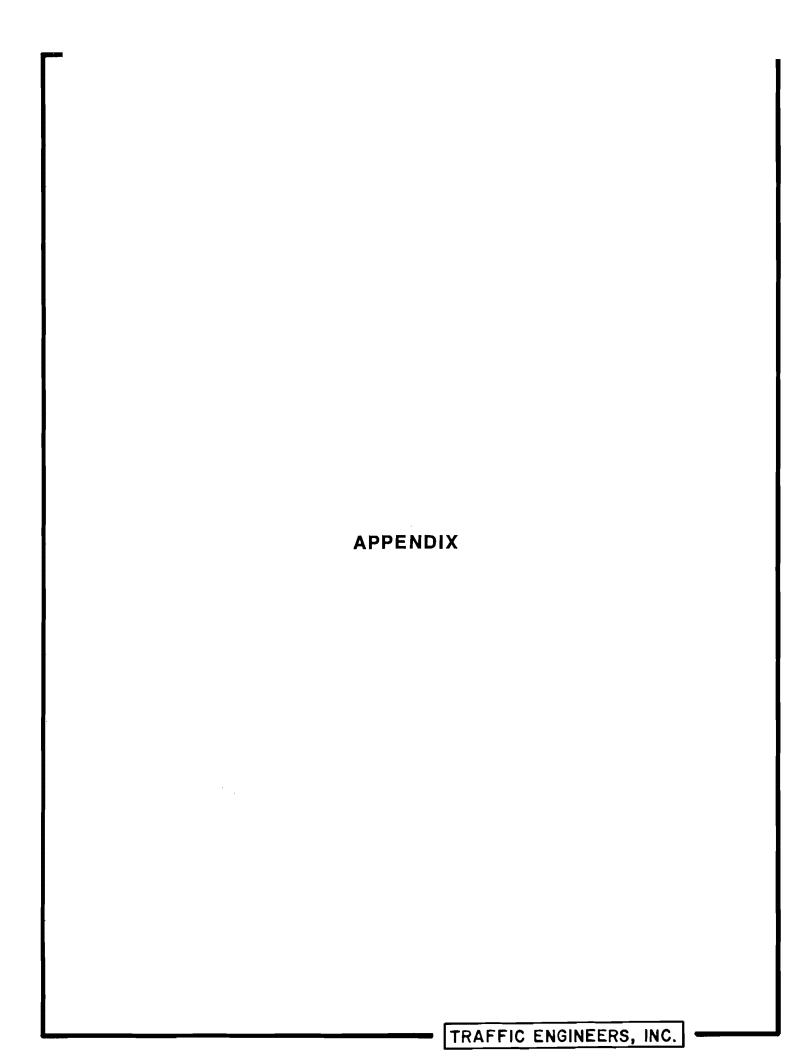
TABLE 1

IMPROVEMENT COST ESTIMATE

IH 30 EASTBOUND TO SOUTHBOUND CONNECTION TO US 287

Signing Improvements

ITEM	ITEM PESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1 2 3	Advance Guide Sign Gore "Exit" Sign "Lancaster Ave" Panel	1 1 1 1		\$1,000.00 250.00 200.00	\$1,000.00 250.00 200.00
				SUBTOTAL 10% MOB SUBTOTAL 10% ENG.	\$1,450.00 145.00 \$1,595.00 155.00
				TOTAL	\$1,750.00



LOCATION: EB 130 off-ramp to SB US 287 Ft Worth, TX

WEATHER: Dry OPERATOR: DG/EW

PHF

REFERENCE: Work Order 22

th, TX FILENAME: FW6SU287

WEDNESDAY SEPTEMBER 10, 1986

HOUR BEGINS	MONDAY B		TUESDAY 9	WE	DNESDAY 10		THURSD 11	AY	FRIDAY 12		WEEKDA Averag		SATURDAY 13		SUNDAY 14		7 DAY Averag	
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LOCATION: EB I30 off-ramp to SB US 287 Ft Worth, TX

WEATHER: Dry

OPERATOR: D6/CW

VOLUNE

PHF

REFERENCE: Work Order 22

FILENAME: FW6SU287

WEDNESDAY SEPTEMBER 10, 1986

HOUR BEGINS	MDNDAY 8		TUESDAY 9	H	EDNESDA'	 Y	THURSI 11)AY	FRIDAY 12		WEEKDA Averag		SATURDAY 13	(SUNDAY 14		7 DAY AVERAE	
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1795

LOCATION: EB 130 off-ramp to WB Lancaster Ft Worth, TX

WEATHER: Dry

PHF

OPERATOR: D6/CW

REFERENCE: Work Order 22

FILENAME: FW6WBLAN

NEDNESDAY SEPTEMBER 10, 1986

HOUR BEGINS	MDNDAY 8	T	UESDAY 9	WE	DNESDAY 10	•	THURSDA' 11	Y	FRIDAY 12		WEEKDAY Average		SATURDAY 13		SUNDAY 14		7 DAY AVERAE	
12:00	+		ŧ		+		0		+		+		ŧ		ŧ		*	
12:15	ŧ		ŧ		ŧ		5		ŧ		5		ŧ		ŧ		5	
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REFERENCE: Work Order 22 LOCATION: EB 130 off-ramp to WB Lancaster Ft Worth, TX

WEATHER: Dry

PEAK HOUR BEGINS

VOLUME

PHF

FILENAME: FW6WBLAN WEDNESDAY SEPTEMBER 10, 1986

12:15

0.67

56

1100	HOUR BEGINS	MONDAY 8		TUESDAY 9	¥	IEDNESDAY 10		THURSDAY 11	ł	FRIDAY 12		WEEKDAY Average		SATURDAY 13		SUNDAY 14		7 DAY AVERAGE	:
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REFERENCE: Work Order 22 0 LOCATION: EB Lancaster Off-Ramp to US 287 (Southbound to US 287)

WEATHER: Dry OPERATOR: DG/CW

PHF

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FILENAME: FW6SB287

0.81

HOUR BEGINS	MONDAY B		TUESDAY 9	WE	DNESDAY 10		THURSDA 11	¥Υ	FRIDAY 12		WEEKDA Averagi		SATURDAY 13		SUNDAY 14		7 DAY AVERAE	
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15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: Work Order 22 0 CORRECTION FACTOR: 1.00 LOCATION: EB Lancaster Off-Ramp to US 287 (Southbound to US 287)

WEATHER: Dry
OPERATOR: DG/CW

PEAK HOUR BEGINS

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VOLUME

PHF

FILENAME: FN6SB2B7

WEDNESDAY SEPTEMBER 10, 1986

HOUR BEGINS	MONDAY 8		TUESDAY 9	Wi	EDNESDAY 10		THURSD	AY	FRIDAY 12		WEEKDA' AVERAGI		SATURDAY 13		SUNDAY 14		7 DAY AVERAS	
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28

0.54

5:00

368

0.69

5:00

368

0.69

5:00

36B

VOLUME

PHF

REFERENCE: Work Order 22

WEAT	TION: EB 130 HER: Dry ATOR: DG/CW	off-ramp t	o EB Lancaste	r Ft Worth.	, ТХ			NAME: FW6EBLA ESDAY SEPTEMB	•
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY

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281

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281

REFERENCE: Work Order 22

LOCATION: EB 130 off-ramp to EB Lancaster Ft Worth, TX

WEATHER: Dry
OPERATOR: DG/CW

VOLUME

PHF

FILENAME: FW6EBLAN

WEDNESDAY SEPTEMBER 10, 1986

245

0.91

HOUR BEGINS	YAGNON 8		TUESDAY 9	W	EDNESDAY 10		THURSD	AY	FRIDAY 12		WEEKDA AVERAG		SATURDAY 13		SUNDAY 14		7 DAY AVERAG	
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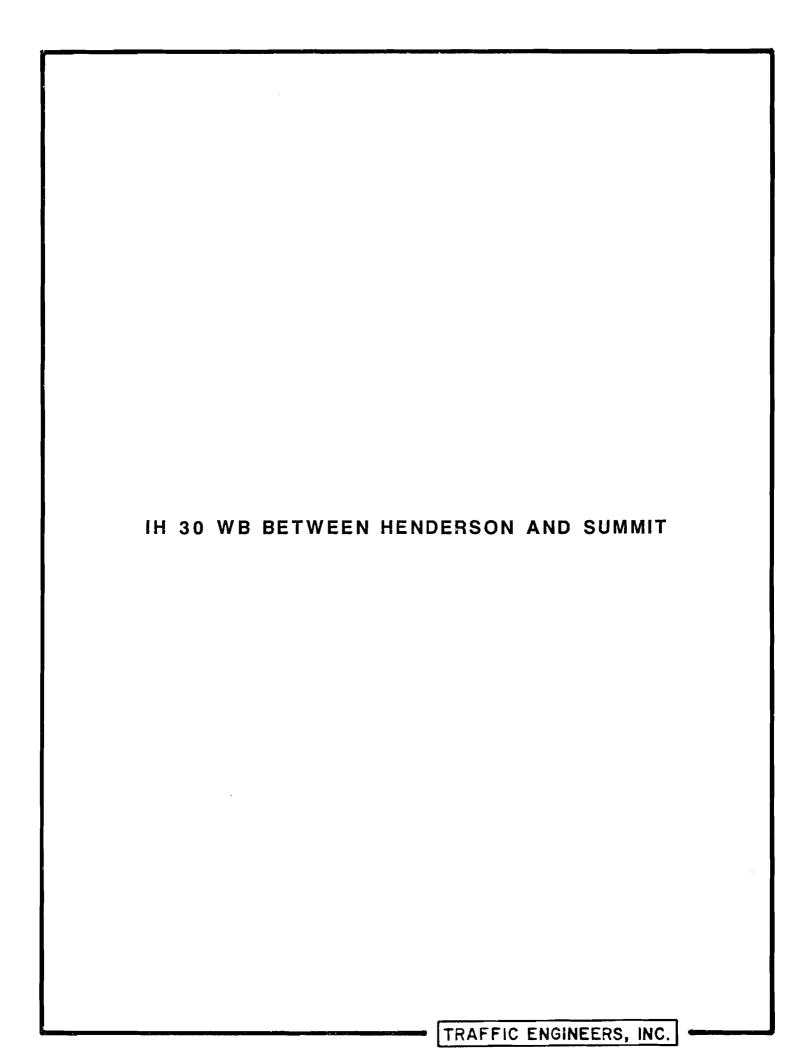
44

0.61

245

0.91

245



FREEWAY OPERATIONS STUDY

IH 30 Westbound between Henderson and Summit

A. Study Location

The subject location is on westbound IH 30 between the on ramp from Henderson Avenue (SH 199) and the off ramp to Ballinger Avenue. These are two closely spaced ramps within a heavily travelled portion of IH 30 just west of downtown Fort Worth (Figure 6).

B. Problem/Task Statement

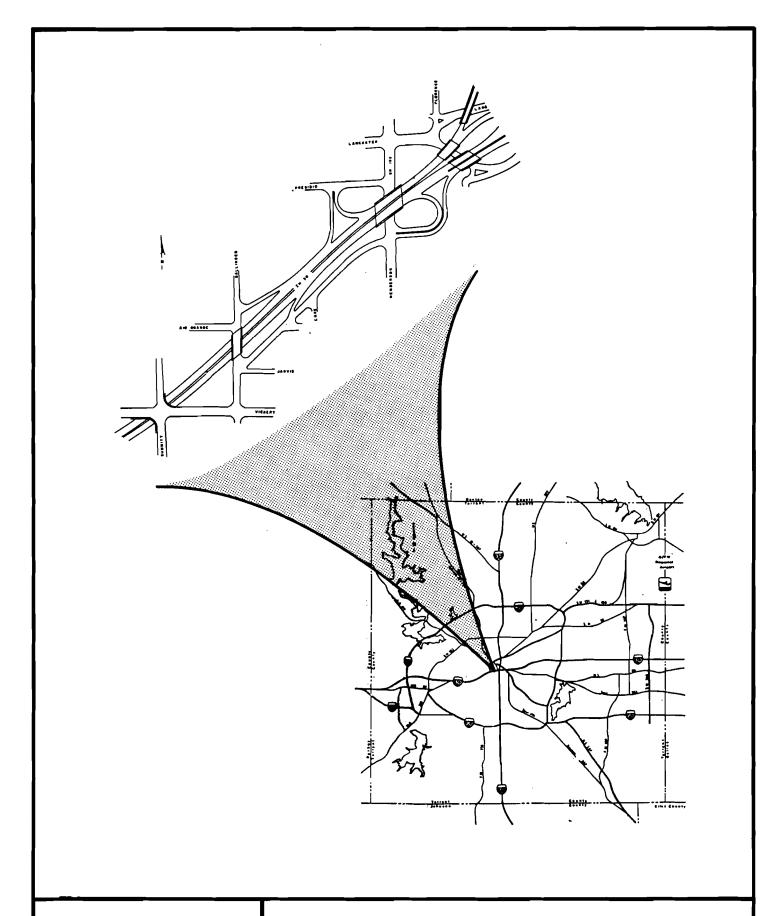
The section of westbound IH 30 between Henderson Ave and Ballinger/Summit Ave experiences safety and operations' problems due to the short distance between the on ramp from Henderson and the off ramp to Ballinger/Summit. The problem is complicated by horizontal curvature and other on/off ramps just east of the study location. It is the objective of this study to define safety and operations' problems present and to recommend corrective measures.

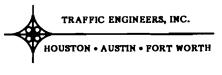
C. Data Collection

Twenty-four (24) hour machine traffic counts were taken on the Henderson and Ballinger/Summit ramps and at selected other locations (Figure 7). A peak hour turning movement count was conducted at the intersection of the Ballinger off ramp with Ballinger Avenue (Figure 8). Accident data was collected for the study section including westbound IH 30 accidents and intersection accidents for the Ballinger off ramp (Figure 9).

D. Observations/Analysis

Geometrics at the study location are restricted. Only 275 feet are available for weaving, acceleration, and deceleration movements for westbound IH 30 traffic and ramp traffic between the Henderson on ramp and the off ramp to Ballinger. This minimal length severely limits weaving capabilities, particularly for entering traffic from the Henderson on ramp. During peak traffic periods on ramp traffic must stop and wait for a significant gap in westbound IH 30 traffic before entering the freeway, rather than accelerating to freeway speeds and merging with IH 30 traffic as normally expected.

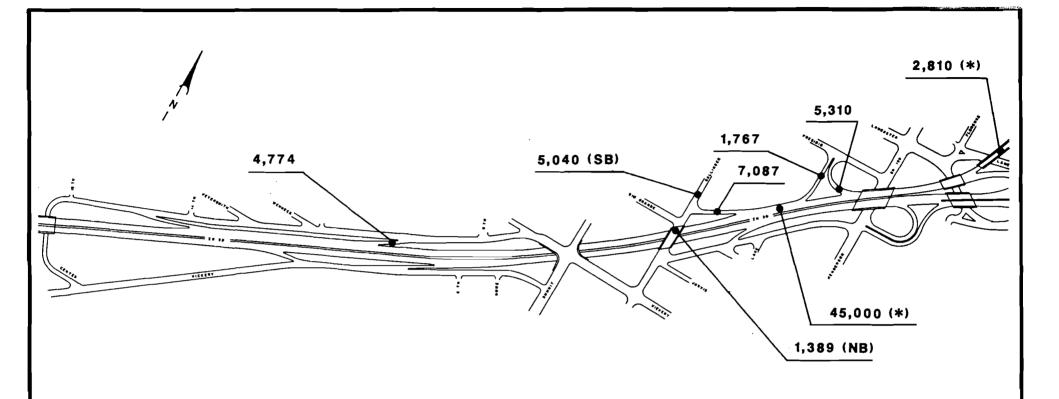




STUDY LOCATION

IH 30 WB BETWEEN HENDERSON AND SUMMIT FORT WORTH, TEXAS

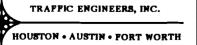
FIGURE 6



LEGEND:

X,XXX 24 HOUR VOLUME (TEI 9/86)

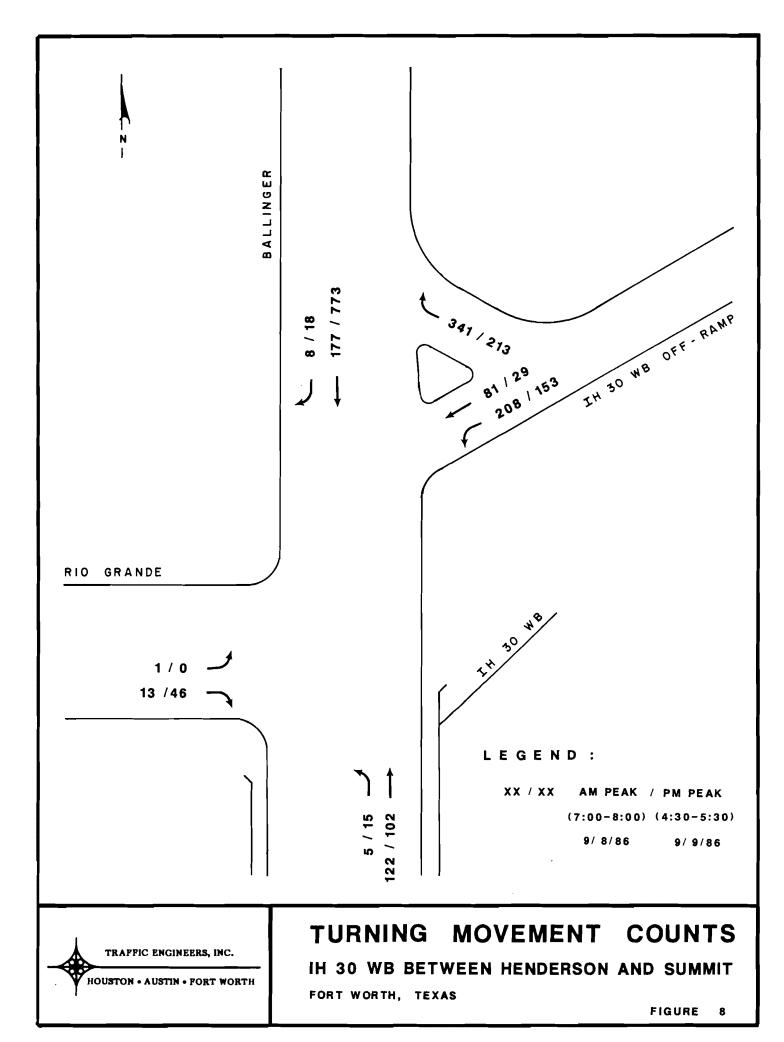
(*) COUNT BY OTHERS (85)

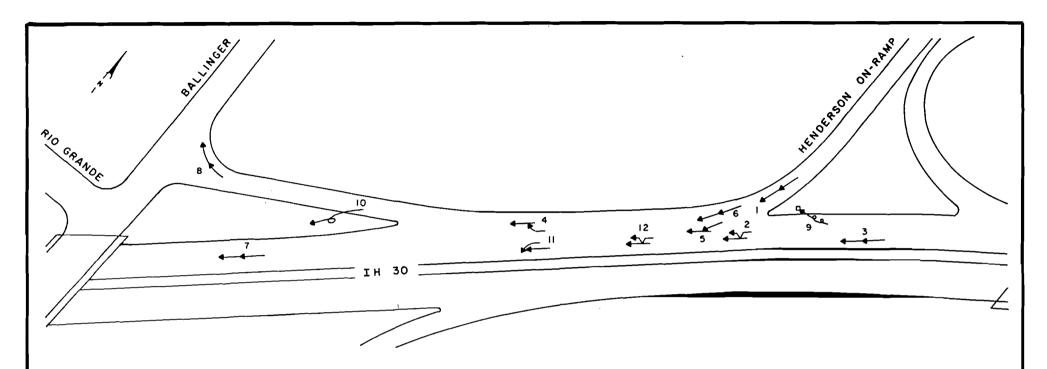


STUDY AREA AND 24 HOUR COUNTS

IH 30 WB BETWEEN HENDERSON AND SUMMIT

FORT WORTH, TEXAS





Accident <u>Number</u>	<u>Date</u>	Time	Pavement Condition	<u>Injuries</u>
1	3-04-85	1600	Dry	0
2	3-05-85	1855	Dry	0
3	4-16-85	1805	Dry	0
4	5-02-85	800	Dry	0
5	5-11-85	100	Dry	0
6	8-21-85	1650	Dry	0
7	11-08-85	1730	Dry	0
8	12-18-85	855	Dry	0
9	1-03-86	300	Dry	0
10	6-19-86	2110	Dry	0
11	6-23-86	920	Dry	0
12	6-23-86	920	Dry	0

TRAFFIC ENGINEERS, INC.

HOUSTON . AUSTIN . FORT WORTH

COLLISION DIAGRAM

IH 30 WB BETWEEN HENDERSON AND SUMMIT

FORT WORTH, TEXAS

An analysis of the accident history of the study location confirmed the observed safety problem at the Henderson on ramp. Twelve (12) accidents occurred in 1985 and the first six months of 1986. Of these, seven (7) involved on ramp vehicles from Henderson. These were all either rear end collisions on the ramp itself or sideswipes involving on ramp vehicles and westbound IH 30 through vehicles. The remaining five (5) accidents showed no particular location or pattern.

The second problem at the study location is the short off ramp to Ballinger. As shown in Figure 10, this ramp is only 230 feet in length from the gore area to the stop line at Ballinger Avenue. This short length causes westbound IH 30 exiting vehicles to decelerate before they reach the exit point. This is particularly true when several vehicles are already queued on the ramp from the stop sign at Ballinger Avenue.

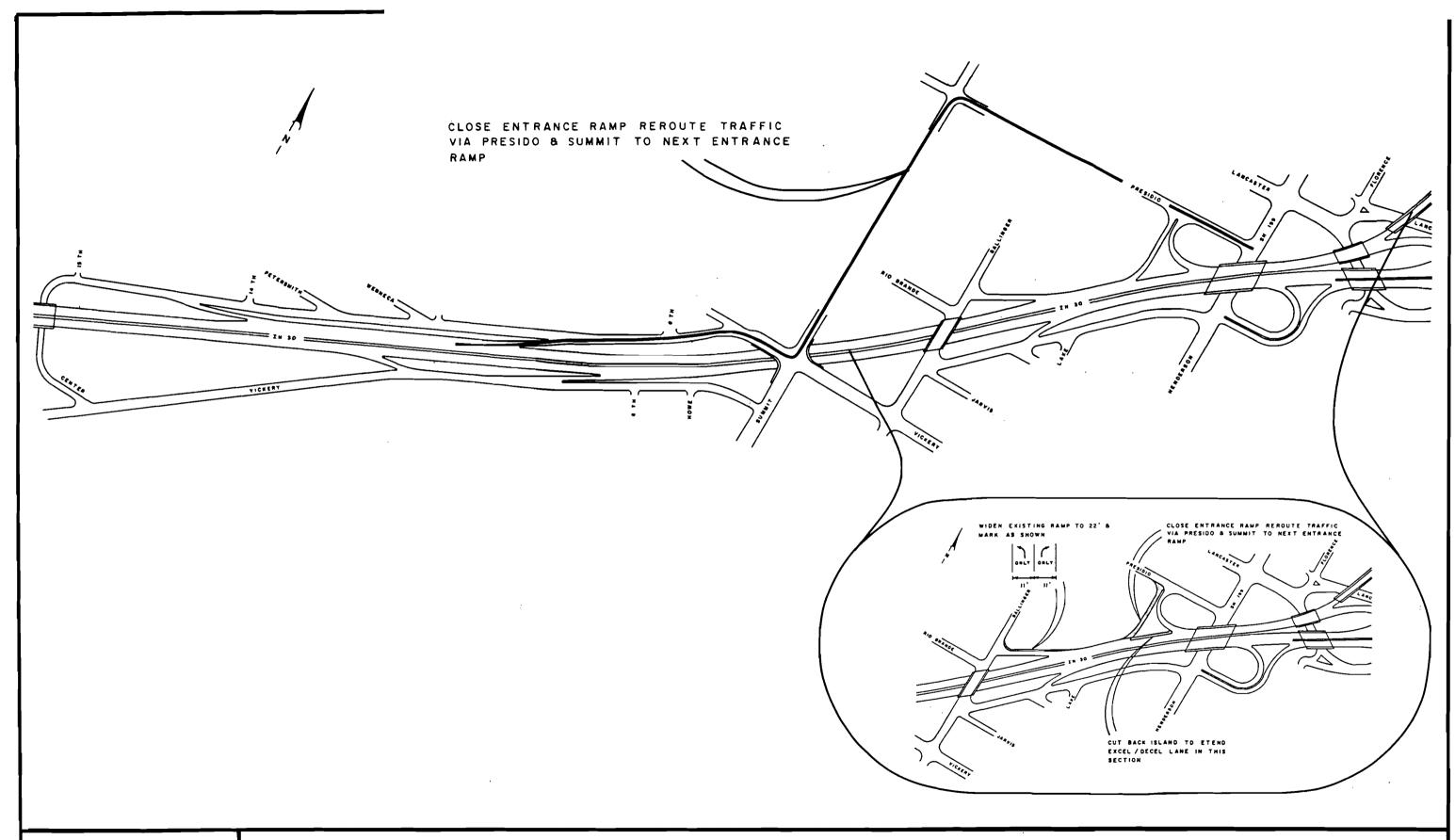
Although few accidents have happened on the off ramp to Ballinger Avenue, traffic queuing on the ramp at times interferes with westbound IH 30 through traffic and creates a potential safety problem. This situation could be alleviated by reducing intersection delay at Ballinger Avenue for off ramp traffic or by providing for additional vehicle queuing on the ramp itself. Field observations under various traffic conditions indicate that off ramp delays at Ballinger Avenue are already very short and the queuing problem is primarily due to heavy off ramp traffic and peaking characteristics. Signalization would not alleviate this situation. Additional vehicular storage is needed on the ramp itself.

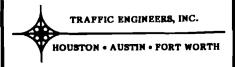
E. Conclusions and Recommendations

The close proximity of the Henderson on ramp and Ballinger off ramp combined with their limited geometrics have created two unsafe conditions. An accident problem already exists with the Henderson on ramp. This is due to the lack of an adequate acceleration lane for this ramp. A potential problem is also developing for the Ballinger off ramp. This is caused by off ramp vehicles queuing back toward the main lanes of westbound IH 30.

Although permanent solutions to these problems are planned in the proposed widening and rebuilding of IH 30 in this area, several interim actions are recommended as shown in **Figure 10**. These recommendations are:

1. Close and remove the on ramp to IH 30 at Henderson Avenue (SH 199). As an interim measure, users of the ramp should be routed via Presidio and Summit to the next on ramp to IH 30 just west of Summit Avenue. Although this could add as many as 179 vehicles to the existing peak hour traffic of 588 on this ramp, ramp geometrics are adequate to carry this added traffic load. Field observations confirmed that considerable excess capacity exists on the ramp.





EXISTING GEOMETRICS AND RECOMMENDED IMPROVEMENTS

IH 30 WB BETWEEN HENDERSON AND SUMMIT

FORT WORTH, TEXAS

FIGURE 10

- 2. Extend the existing deceleration lane to the Ballinger off ramp an additional 275 feet to the east.
- 3. Widen the Ballinger off ramp from 19.5 to 22 feet and mark the ramp for two lanes of traffic. Designate one lane for left turns and one lane for right turns at Ballinger Avenue.

The total cost of the improvements is estimated to be \$23,350. A detailed cost estimate is shown in Table 2.

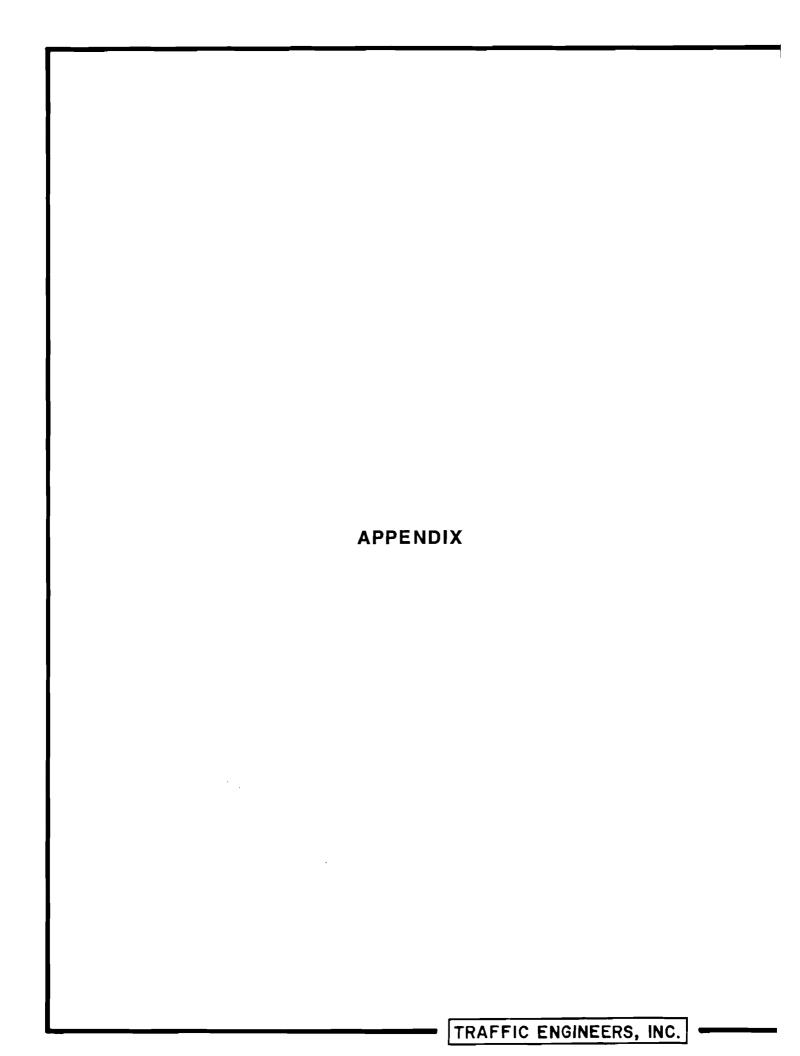
TABLE 2

IMPROVEMENT COST ESTIMATE

IH 30 WESTBOUND TO BETWEEN HENDERSON AND SUMMIT

Ramp Modifications

ITEM	ITEM DESCRIPTION	QUANTITY UNIT	UNIT PRICE	COST
1 2 3 4	Ramp Pavement Remove Old Ramp Pavement Curb and Gutter Signing & Pavement Markings	450 S.Y. 1500 S.Y. 500 L.F. 1.0 L.S	\$ 24.00 3.00 7.00 500.00	\$10,800.00 4,500.00 3,500.00 500.00
			SUBTOTAL 10% MOB SUBTOTAL 10% ENGTOTAL	\$19,300.00 1,930.00 \$21,230.00 2,120.00 \$23,350.00



```
09/08/87
AMBAL.DO
                     19:07:50
LOCATION IDENTIFIER:
 130WB OFF-RAMP AT BALLINGER
JOB/CONDITIONS DESCRIPTION:
SUNNY AND DRY
CW
APPROACH TALLY SETUP:
NORTH keys z a q 1
EAST keys 3 4 5 6
SOUTH keys = [::]
WEST keys m n b v
TALLY STARTING TIME: 07:00:00
                    5069
            RAM:
TALLY # 1 FROM: 07:00 TO: 07:15
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
       2
               36
NORTH*
                     O
                           0
EAST *
         57
               13
                     52
                               122
                           O.
SOUTH*
          O
               17
                           O
                                18
                     1
          5
WEST *
               1
                     0
                           Ö
                                - 6
               67
                     53
TOTAL*
         64
                           Ö
                               184
             __RAM: 4798
TALLY # 2 FROM: 07:15 TO: 07:30
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
NORTH* 3
            48 O
                           O
EAST *
         79
               23
                     56
                           Ō
                               158
               25
SOUTH*
         Õ
                     0
                           Ö
                                25
         2
                                 2
WEST *
               Ö
                     Ö
                           Ö
TOTAL*
         84
               96
                               236
                     56
                           O
              RAM: 4542
TALLY # 3 FROM: 07:30 TO: 07:45
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
      1 52 0 0
EAST *
         87
                     44
                           Ö
                               149
              18
         Q
                     3
SOUTH*
               28
                           0
                                31
         2
               O
                                 2
WEST *
                     Õ
                           O
               98
TOTAL*
         90
                     47
                           Ö
                               235
             __RAM:
                    4286
TALLY # 4 FROM: 07:45 TO: 08:00
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
NORTH*
      2
               41
                    Ö
                           Ö
               27
EAST *
        118
                     56
                           0
                               201
        , O
               52
                    1
                                53
SOUTH*
                           0
WEST *
         4
              0
                     O
                                4
                               301
TOTAL*
        124 120
                     57
                          O
4 INTERVAL PEAK MOVES: 956
                              ENDING @ 08:00
            ___RAM: 4019
  TERMINATED
TOTAL TALLY COUNTS
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
NORTH*' 8 177 0 0
                               185
        341
EAST *
              81
                    208
                           Ç.
                               630
SOUTH*
         O
              122
                      5
                           Ö
                               127
WEST *
         13
              1
                     Ō
                           O
                               14
        362
TOTAL*
              381
                    213
                           Ö
                               956
4 INTERVAL PEAK MOVES: 956
                              ENDING @ 08:00
```

File AMBAL.DO closed @ 08:05:30

```
PMBAL DO
                     10:24:34
                                            09/09/87
LOCATION IDENTIFIER:
 IJOWB OFF-RAMP AT BALLINGER
JDB/CONDITIONS DESCRIPTION:
 SUNNY AND DRY
 CW
APPROACH TALLY SETUP:
NORTH keys z a q 1
EAST keys 3 4 5 6
SOUTH keys = [::]
WEST keys m n b v
TALLY STARTING TIME: 16:30:00
 _____RAM: 3187
TALLY # 1 FROM: 16:30 TO: 16:45
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
NORTH* 4 152 0 0 156
EAST * 51 8
SOUTH* 0 18
WEST * 6 0
                          0 107
0 23
0 6
                      48
               18 5
                      Ŏ.
                     53 0 292
TOTAL* 61 178
              __RAM: 2921
TALLY # 2 FROM: 16:45 TO: 17:00
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
NORTH* 6 225 1 0 232
EAST *
        63 11
                     32
                            0 106
SOUTH* 0 19 2 0 21
WEST * 6 0 0 0 6
TOTAL* 75 255 35 0 365
             35 0 365
___RAM: 2665
ROM: *7-7-
TALLY # 3 FROM: 17:00 TO: 17:15
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
NORTH* 7 225 1 0 233
EAST * 41 5 33 0 79
SOUTH* 0 28 5 0 33
WEST * 25 0 0 0 25
TOTAL* 73 258 39 0 370
 RAM: 2409
TALLY # 4 FROM: 17:15 TO: 17:30
MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*
NORTH* 1 171 0 0 172
```

EAST * 58 5 40 0 103 SOUTH* 0 37 3 0 40 WEST * 9 0 0 0 9 TOTAL* 68 213 43 0 324

4 INTERVAL PEAK MOVES: 1351 ENDING @ 17:30

_____RAM: 2142

TERMINATED

TOTAL TALLY COUNTS

6MOVES*RIGHT**THRU**LEFT**SPEC*TOTAL*

NORTH* 18 773 2 0 793 EAST * 213 29 153 0 395 SOUTH* 0 102 15 0 117 WEST * 46 0 0 0 46

TBTAL* 277 904 170 0 1351

4 INTERVAL PEAK MOVES: 1351 ENDING @ 17:30 File PMBAL.DO closed @ 17:32:14

REFERENCE: Work Order 22 LDCATION: IH 30 Entrance Ramp, West of Ballinger

WEATHER: Dry OPERATOR: CW/IJ

FILENAME: 221H30WB MONDAY SEPTEMBER 15, 1986

HOUR Begins	MONDAY 15		TUESDA 16	IY I	IEDNESDAY 17		THURSDAY 18		FRIDAY 19		WEEKDAY Average		SATURDAY 20		SUNDAY 21		7 DAY AVERAE	
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REFERENCE: Work Order 22 LOCATION: IH 30 Entrance Ramp, West of Ballinger

WEATHER: Dry OPERATOR: CW/IJ FILENAME: 22IH30WB MONDAY SEPTEMBER 15, 1986

	TUR: CW				· 													
HOUR Begins	MONDA 15	Y	TUESDAY 16	•	IEDNESDAY 17	•	THURSDAY 18		FRIDAY 19		WEEKDA' Averabi		SATURDAY 20		SUNDAY 21		7 DAY AVERAG	
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5:15	¥		127		ŧ		¥		ŧ		127		ŧ		-		127	
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11:30	8		¥		¥		¥		¥		В		ŧ		¥		8	
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PM TOTALS		378		2978		0		0		0		3325		0		0		3325
PEAK HOUR BEG	INS	7:45		4:30		ŧ		ŧ		ŧ		4:30		¥		ŧ		4:30
VOLUME		148		594		¥		ŧ		¥		594		Ť		ŧ		594
PHF		0.80		0.91		ŧ		ŧ		¥		0.91		¥		¥		0.91

LOCATION: EB I 30 Off-Ramp & Hen./Summit Ft Worth, TX

WEATHER: Dry

OPERATOR: CW/IJ

REFERENCE: Work Order 22

FILENAME: 221H30EB MONDAY SEPTEMBER 15, 1986

UPEKAIL	jR: CW/I	U 											**					
HOUR BEGINS	MONDAY 15		TUESDAY 16	WE	EDNESDAY 17		THURSDAY 18		FRIDAY 17		₩EEKDA' AVERAGI		SATURDAY 20		SUNDAY 21		7 DAY AVERAG	
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LOCATION: EB I 30 Off-Ramp @ Hen./Summit Ft worth, TX

MEATHER: Drv

PEAK HOUR BEGINS

VOLUME

PHF

7:15

139

0.60

1:45

359

6.87

REFERENCE: Work Order 22

FILENAME: 221H30EB MONDAY SEPTEMBER 15, 1986

1:45

359

0.87

HOUR	MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		WEEKDA	V	SATURDAY		SUNDAY		7 DAY	r
BEGINS	15		16		17		18		19		AVERAGE		20 20		21		AVERAG	
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1:45

359

0.87

REFERENCE: WORK ORDER 22 LOCATION: IH 30 MB ON-RAMP € HENDERSON FT WORTH, TX

WEATHER: DRY

FILENAME: FWAWBHEN MONDAY SEPTEMBER 8, 1986

OPERATOR:	CW/HM
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HOUR Begins	HONDAY B	1	UESDAY 9	₩E	DNESDAY 10	7	THURSDAY		FRIDAY 12		WEEKDA' AVERABI		SATURDAY 13		SUNDAY 14		7 DAY AVERAG	
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LOCATION: IH 30 WB ON-RAMP @ HENDERSON FT WORTH, TX

WEATHER: DRY OPERATOR: CW/HM

REFERENCE: WORK ORDER 22

FILENAME: FN6WBHEN MONDAY SEPTEMBER 8, 1986

HOUR BEGINS	MONDA 8	Y	TUESDAY 9	/ \	IEDNESDAY 10	7	HURSDAY 11		FRIDAY 12		WEEKDA AVERAG		SATURDA 13	Y	SUNDAY 14		7 DAY AVERAG	
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LOCATION: IH 30 WB OFF-RAMP @ BALLINGER/ SUMMIT

REFERENCE: WO 22

PEAK HOUR BEGINS

VOLUME

PHF

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8:00

0.94

FILENAME: FW6BASM
MONDAY SEPTEMBER 8. 198

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8:00

0.94

8:00

0.94

LOCATION: IH 30 WB OFF-RAMP @ BALLINGER/ SUMMIT

WEATHER: DRY OPERATOR: CN/HM

REFERENCE: NO 22

SUMMIT

FILENAME: FW6BASM MONDAY SEPTEMBER B, 1986

HOUR BEGINS	MONDA B	1Y	TUESDA 9	γ (NEDNESDAY 10		THURSDAY 11		FRIDAY 12		WEEKDA AVERAG		SATURDAY 13		SUNDAY 14		7 DAY AVERAG	
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REFERENCE: WORK ORDER 22 LOCATION: NB BALLINGER @ IH 30 FT WORTH, TX

WEATHER: DRY OPERATOR: CM

FILENAME: FW6NBBAL TUESDAY SEPTEMBER 9, 1986

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REFERENCE: WORK ORDER 22

LOCATION: NB BALLINGER @ IH 30 FT WORTH, TX

WEATHER: DRY OPERATOR: CW FILENAME: FW6NBBAL TUESDAY SEPTEMBER 9, 1986

HOUR BEGINS	HONDAY 8		TUESDAY 9		WEDNESDAY 10		THURSDAY		FRIDAY 12		WEEKDAY AVERAGE		SATURDAY 13		SUNDAY 14		7 DAY AVERAG	
12:00	ŧ		36		ŧ		+		ŧ		36		ŧ		+		36	
12:15	ŧ		28		ŧ		ŧ		ŧ		28		ŧ		ŧ		28	
12:30	ŧ		26		ŧ		ŧ		ŧ		26		#		ŧ		26	
12:45	ŧ	Ü	34	124	ŧ	0	ŧ	0	ŧ	0	34	124	ŧ	0	ŧ	0	34	124
1:00	ŧ		38		ŧ		ŧ		ŧ		28		ŧ		ŧ		38	
1:15	¥		22		ŧ		ŧ		ŧ		22		ŧ		ŧ		22	
1:30	ŧ		23		ŧ		ŧ		ŧ		23		ŧ		ŧ		23	
1:45	¥	0	24	107	ŧ	Û	ŧ	0	ŧ	0	24	107	ŧ	0	ŧ	0	24	107
2:00	ŧ		30		ŧ		ŧ		¥		20		ŧ		ŧ		30	
2:15	ŧ		34		ř		ŧ		ŧ		34		ŧ		ŧ		34	
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3:00	*		23		¥		ŧ		ŧ		23		ŧ		ŧ		23	
3:15	¥		48		ŧ		ŧ		ŧ		48		ŧ		Ŧ		48	
3:30	Ť		26		ŧ		ŧ		ŧ		26		ŧ		ŧ		26	
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REFERENCE: WD 22 0 CORRI LOCATION: SR BALLINGER @ IH 30 NEAR WB OFF-RAMP

WEATHER: DRY
DPERATOR: CW/HM

AR WB OFF-RAMP FILENAME: FW6SBBAL

MONDAY SEPTEMBER 8, 1986

HOUR BEGINS	MONDAY B		TUESDA 9	Υ Ι	¢EDNESDAY 10		THURSDAY		FRIDAY 12		WEEKDAY AVERAGE		SATURDAY 13		SUNDAY 14		7 DAY AVERAG	
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12:30	ŧ		3		¥		ŧ		ŧ		3		ŧ		ŧ		3	
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LOCATION: SB BALLINGER & IH 30 NEAR WB OFF-RAMP

WEATHER: DRY

DPERATOR: CM/HM

REFERENCE: WD 22 0

FILENAME: FW6SBBAL MONDAY SEPTEMBER 8, 1986

OPE	ERATOR: CM	I/HM																
HOUR BEGINS	MBNDA	ıY	TUESDAY		WEDNESDAY 10		THURSDAY		FRIDAY 12		WEEKDA' AVERAGI		SATURDAY 13		SUNDAY 14		7 DAY AVERAG	
12:00	*		13B		+		*		ŧ		138		*		ŧ		138	
12:15	ŧ		120		ŧ		ŧ		ŧ		120		¥		¥		120	
12:30	*		134		ŧ		*		ŧ		134		¥		¥		134	
12:45	*	0	98	490) 1	Û	¥	Û	ŧ	0	98	490	¥	Û	ŧ	0	98	490
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1:15	*		68		Ť		*		ŧ		68		*		ŧ		86	
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PM TOTALS		596		 2737	 '	0		0		0		3333		 ()		0		3333
		,										7007						
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VOLUME		230		786 4 61		ŧ		¥		ŧ		786		ł		*		786
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