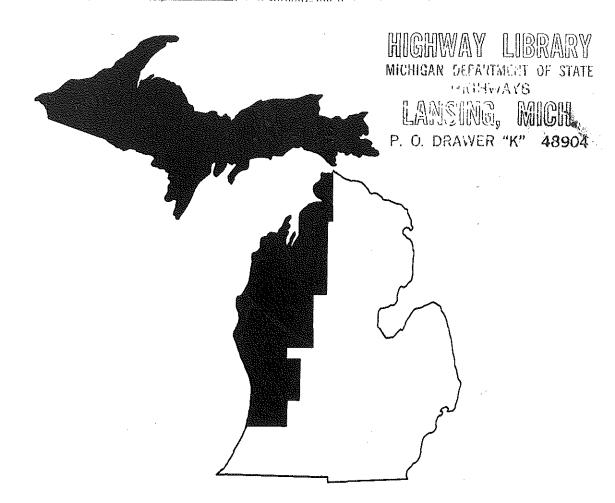
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# MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

Origin-Destination Study
of two Single Stations
on M-26
HOUGHTON COUNTY
JANUARY, 1974
NORTHWEST TRANSPORTATION
ANALYSIS UNIT

MUCHWAY I IRRARY



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Origin-Destination Study
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ANALYSIS UNIT

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#### DEPARTMENT OF STATE HIGHWAYS

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JOHN P. WOODFORD, STATE HIGHWAY DIRECTOR

February 6, 1974

Sam F. Cryderman Deputy Director Bureau of Transportation Planning

Dear Mr. Cryderman:

The Transportation Survey and Analysis Section of the Bureau of Transportation Planning has documented the results of the "Origin-Destination Study of two Single Stations on M-26, Houghton County". During the month of July, 1973, an origin and destination survey was conducted at two locations on M-26 in Houghton County. Its purpose is to determine the traffic patterns on M-26 as a sound basis for planning the efficient traffic arteries needed in the future.

This report was prepared by Phillip Lamb, Transportation Analyst and Gene Mitchner, Student Technician. Their Northwest Analysis Unit Supervisor is Norman Farnum.

Sincerely,

Keith E. Bushnell, Engineer Transportation Survey and

Analysis Section



# TABLE OF CONTENTS

	. •	Page
Terminology and Definitions		1
Field Procedure		2
Station 40, M-26, Northeast of Atlantic Mine		5
Station 2, M-26, Southwest of Painesdale	• • • • • • • • • • • • •	. 15
Comparison Study	• • • • • • • • • • • • •	. 25
Appendix	•	
Single Station Process Flow Chart		28
95 Zone System	• • • • • • • • • • • • •	31
Manual Classification Counts		32
Interview Form		38
Manual Vehicle Classification Form		39
Trip Table for Station 40, M-26, Northeast of Atl	lantic Mine.	40
Trip Table for Station 2, M-26, Southwest of Pain	nesdale	50

#### TERMINOLOGY AND DEFINITIONS

The following terms may be mentioned in the context of this report. A brief definition of each should enable a better understanding of the processes and concepts involved in a single station origin-destination study.

Classification Counts: Vehicles are counted and placed in categories (passenger cars, single unit trucks, etc.).

Desire Line: A straight imaginary line connecting a trip
origin and destination. Actual routes of travel
are not considered.

Destination: Place where a trip ends.

Interview Station: A point on a route at which the drivers of vehicles are interviewed and classification counts are taken.

Origin: Place where a trip begins.

Trip: One-way travel between an origin and a destination.

Trip Ends: There are two ends for each trip; an origin and a destination.

Zone: A basic subdivision of an area designated for purposes of tabulation and analysis.

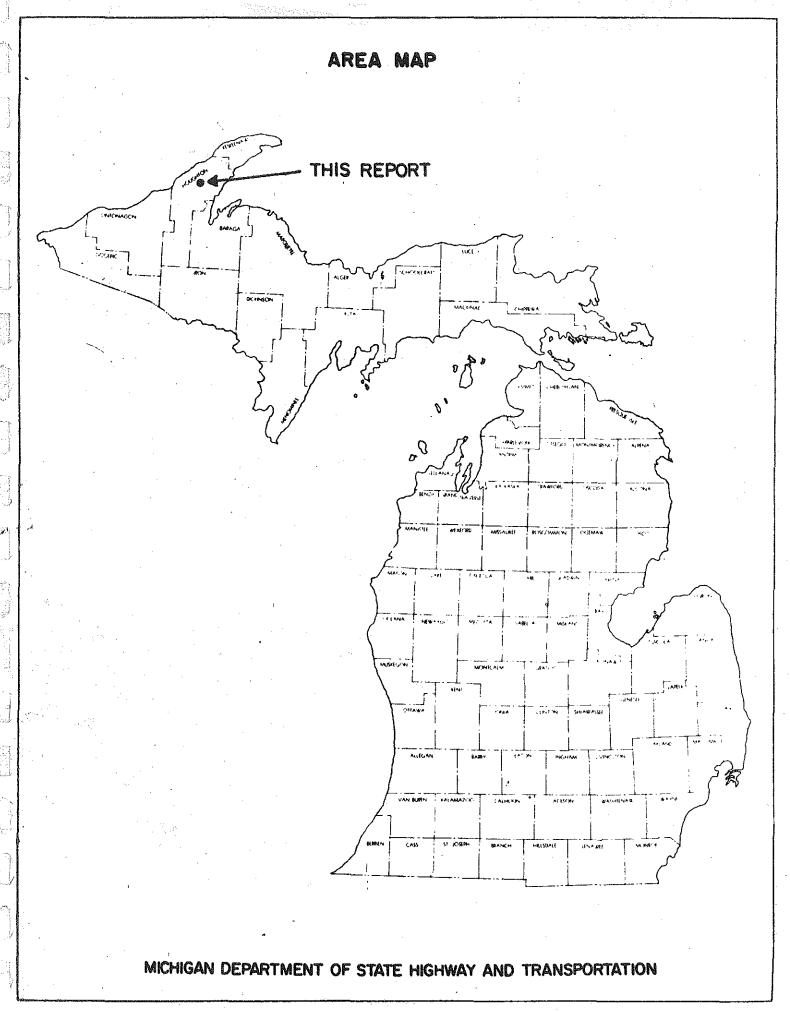
#### FIELD PROCEDURE

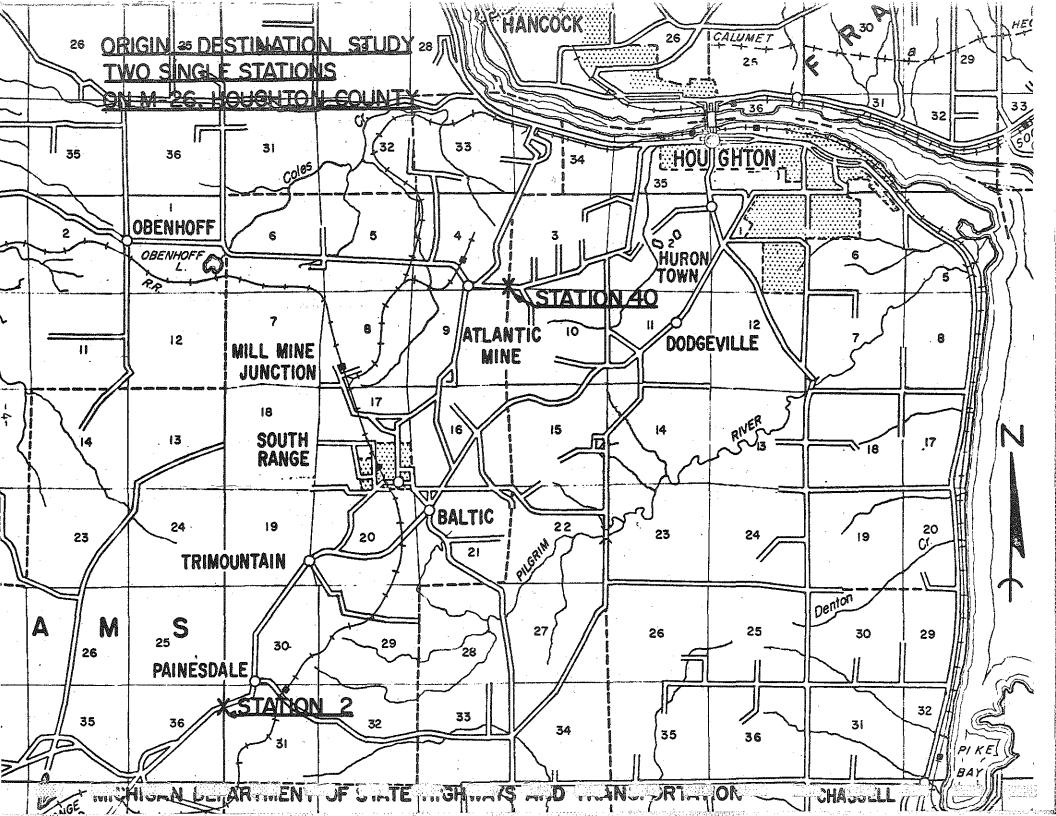
Field work on the M-26 Single Station O-D was done at two locations in July, 1973 in Houghton County. The purpose of the study was to collect data on the movement of traffic through, in and out of the area. North of Atlantic Mine, the traffic volume counted was double that south of Painesdale. The largest community between Atlantic Mine and Painesdale is South Range. The 1970 population for Adams Twp. was 2,599 of which South Range accounted for 898. A study of the travel characteristics in this area could determine what effect, if any, a possible relocation of M-26 could have within this area.

Interview Station 40 was located northeast of Atlantic Mine and operated on Thursday, July 19, 1973.

Interview Station 2 was located southwest of Painesdale and operated on Friday, July 20, 1973.

At both stations, twenty-four hour manual vehicle classification counts and fourteen hours (6AM-8PM) of interviews were taken. All vehicles passing through the stations were classified by type and direction of travel. This information, also recorded by hour period, provides the basis for expansion of the sample interview data to full twenty-four hour representation. The drivers were interviewed as to the origin, destination and purpose of the trip. The answers to the interview questions were recorded on Form OD-1757. (See Appendix).





Station 40 is located on M-26, northeast of Atlantic Mine, and approximately two miles southwest of Houghton.

A total of 3,888 vehicles passed through this station. Tabulations on the following pages give a detailed analysis of this traffic.

There were 3,110 (80.0 percent) passenger cars. The next largest number of vehicles was panel or pickup with 513 (13.2 percent) vehicles. Other single unit trucks consisted of 140 (3.6 percent) vehicles.

The largest trip purpose was work with 1,605 trips or 41.3 percent of the 3,888 total trips. The second largest trip purpose was other soc. or rec. with 616 (15.8 percent) trips.

Tabulations were made of trip ends (trip terminals) which passed through this station. There are two ends for each trip; an origin an a destination. There were 3,888 trips which passed through Station 40. There were 7,776 trip ends.

South Range is the largest community on M-26 southwest of Houghton and Hancock in Houghton County. South Range accounted for 1,307 trip ends. The largest trip purpose was work with 656 trip ends or 50.2 percent of the 1,307 trip ends. The trip purpose of other soc, or rec. accounted for 202 trip ends or 15.5 percent of the 1,307 trip ends. Shopping was the third highest trip purpose with 180 trip ends or 13.8 percent of the 1,307 trip ends.

A tabulation was made of the trip ends for the ten communities (see following pages) located within the M-26 corridor from Painesdale north to Hancock. The ten communities accounted for

5,428 trip ends. Houghton had the largest number of trip ends with 1,564 trip ends or 28.8 percent of the 5,428 trip ends. South Range was second with 1,307 trip ends or 24.1 percent of the 5,428 trip ends. This was more than Hancock accounted for which was 1,176 (21.7 percent) trip ends. It should be noted that there were no trip terminals recorded from the survey for Mill Mine Junction and Dodgeville. They were not included in the tabulations. Chassell was chosen as one of the ten communities because any change to M-26 between Painesdale and Atlantic Mine and/or the county road system between Chassell and M-26 may have an effect on the traffic of Chassell.

of the 7,776 total trip ends for Station 40, the ten communities (see following pages) accounted for 69.8 percent (5,428 trip ends). Houghton's 1,564 trip ends accounted for 20.1 percent of the 7,776 trip ends. South Range's 1,307 trip ends accounted for 16.8 percent. Hancock's 1,176 trip ends accounted for 15.1 percent. The 656 work trip ends for South Range accounted for 8.4 percent of the 7,776 total trip ends.

The origins and destinations of all the 3,888 trips (7,776 trip ends) which passed through the station were tabulated by county, Ontario and eleven states (95 zones). There were 2,974 trips (76.6 percent) that had both their origins and destinations in Houghton County. There were 6,648 trip ends (85.5 percent) in Houghton County. There were 7,529 trip ends (96.8 percent) in the upper peninsula. The lower peninsula accounted for only 40 trip ends (0.5 percent). There were 207 origins and/or destinations (2.7 percent) outstate.

There were 2,517 trips or 64.8 percent of the 3,888 total trips that had a trip length of 20-40 minutes. There were 2,968 trips (76.4 percent) that had a trip length of one-hour or less.

•		Percent of
Vehicle Type	Vehicles	Total_
Passenger Car	3,110	80.0
Passenger Car with Trailer	68	1.7
Panel or Pickup	513	13.2
Panel or Pickup with Trailer	15	0.4
Other Single Unit Trucks	140	3.6
Combinations and Trucks with Trailers	42	1.1
TOTAL	3,888	100.0
•		Percent of
Trip Purpose	<u>Vehicles</u>	<u>Total</u>
Work	1,605	41.3
Personal Business	365	9.4
Shopping	514	13.2
Vacation	520	13.4
Other Soc. or Rec.	616	15.8
All Other	268	6.9
TOTAL	3,888	100.0

Trip purposes of those trips passing through Station 40 which had an origin or destination in <u>South Range</u> are the following:

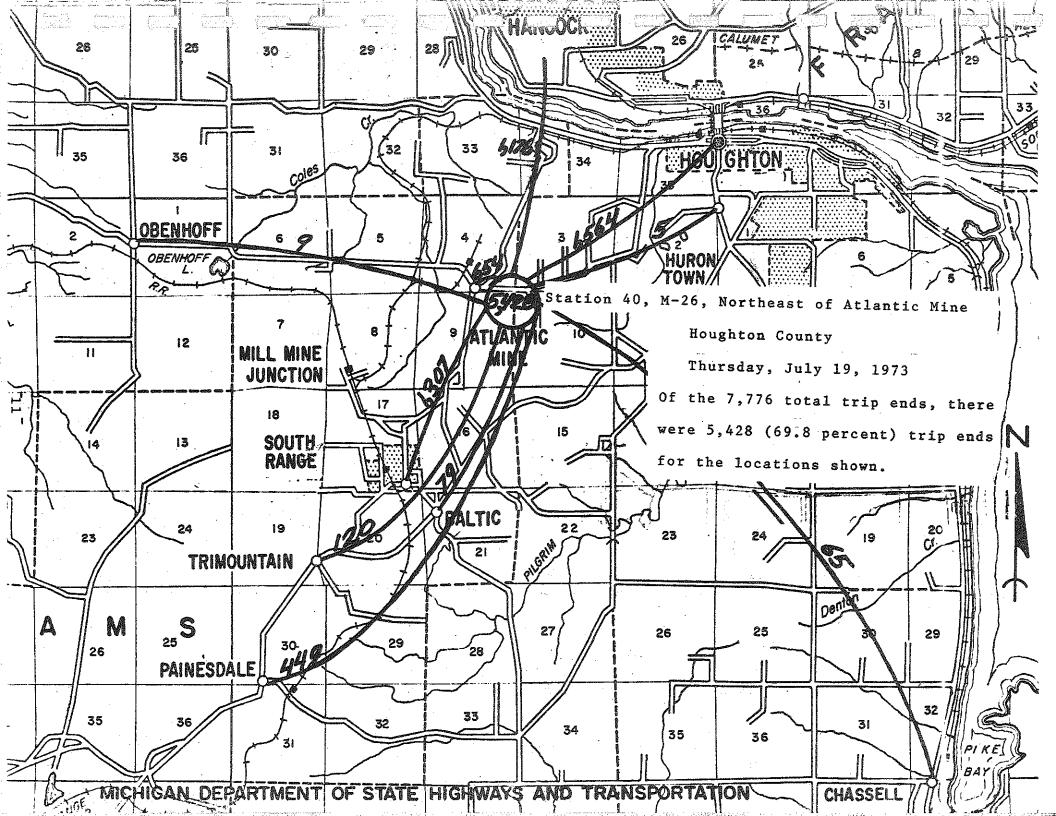
Trip Purpose	Trip Ends	Percent of Total
Work	656	50.2
Pers. Business	133	10.2
Shopping	180	13.8
Vacation	38	2.9
Other Soc. or Rec.	202	15.4
All Other	98	7.5
	And the second section of the s	
TOTAL	1,307	100.0

This table shows the trip ends and percent of the trip ends for ten selected locations.

Place	Trip Ends	Percent of Total
Atlantic Mine	654	12.0
Baltic	79	1.4
Painesdale	449	8.3
*South Range	1,307*	24.1*
Trimountain	120	2.2
Chassell	65	1.2
Houghton	1,564	28.8
Huron Town	5	0.1
Hancock	1,176	21.7
Obenhoff	9	0.2
TOTAL	5,428	100.0

<sup>\*</sup> The tabulation by trip purpose for South Range is the following:

Trip Purpose	Trip Ends	Percent of Total
Work	656	12.1
Pers. Business	133	2.5
Shopping	180	3.3
Vacation	38	0.7
Other Soc. or Rec.	202	3.7
All Other	98	1.8
*	1,307*	24.1*

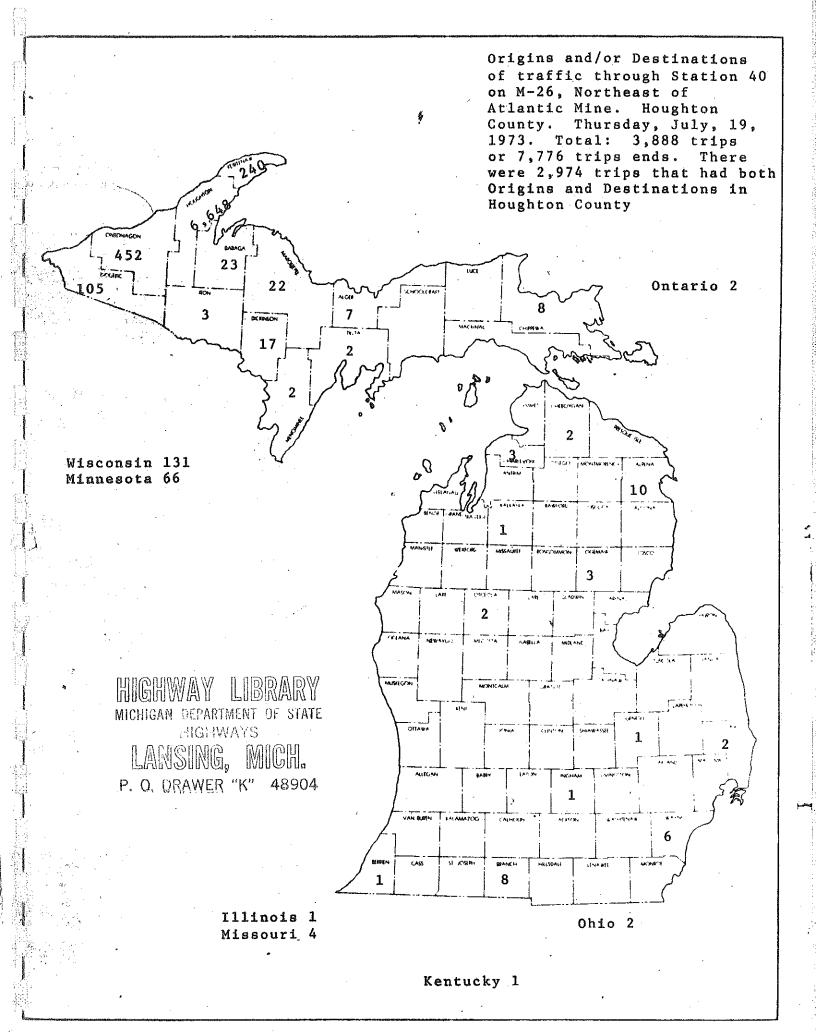


This table shows the trip ends and percent of the 7,776 total trip ends, for the ten selected locations.

Place	Trip Ends	Percent of Total
Atlantic Mine	654	8.4
Baltic	79	1.0
Painesdale	449	5.8
*South Range	1,307*	16.8*
Trimountain	120	1.6
Chassel1	65	0.8
Houghton	1,564	20.1
Huron Town	5	0.1
Hancock	1,176	15.1
Obenkoff	9	0.1
SUB-TOTAL	5,428	69.8
Total Trip ends for Station 40	7,776	100.0

\* The tabulation by trip purpose for South Range is the following:

Trip Purpose	Trip Ends	Percent of Total
Work	656	8.4
Pers. Business	133	1.7
Shopping	180	2.3
Vacation	38	0.5
Other Soc. or Rec.	202	2.6
All Other	98	1.3
*	1,307*	16.8*



STATION 40, M-26, NORTHEAST OF ATLANTIC MINE

Minutes	Trip Lengths Number of Trips	Percent of Total
1 - 20	17	0.4
20 - 40	2,517	64.8
40 - 60	434	11.2
60 - 90	254	6.5
90 -120	144	3.7
120 -180	271	7.0
180 -240	40	1.0
240 -300	20	0.5
300 -900	191	4.9
		*
TOTAL	3,888	100.0

Longest Trip = 15 Hours. Average Trip Length = 1 Hour 14 Minutes.

#### STATION 2, M-26, SOUTHWEST OF PAINESDALE

Station 2 is located on M-26, southwest of Painesdale, approximately six miles southwest of Houghton.

A total of 2,055 vehicles passed through this station. Tabulations on the following pages give a detailed analysis of this traffic.

There were 1,568 (76.3 percent) passenger cars. The next largest number of vehicles was panel or pickup with 225 (11.0 percent) vehicles. Other single unit trucks consisted of 132 (6.4 percent) vehicles.

The largest trip purpose was work with 565 trips or 27.5 percent of the 2,055 total trips. The second largest trip purpose was vacation with 527 (25.6 percent) trips.

Tabulations were made of trip ends (trip terminals) which passed through this station. There are two ends for each trip; an origin and a destination. There were 2,055 trips which passed through Station 2. There were 4,110 trip ends.

South Range is the largest community on M-26 southwest of Houghton and Hancock in Houghton County. South Range accounted for 258 trip ends. The largest trip purpose was work with 72 trip ends or 27.9 percent of the 258 trip ends. The trip purpose of other soc. or rec. accounted for 69 trip ends or 26.7 percent of the 258 trip ends. The two trip purposes of shopping and all other each accounted for 34 trip ends or 13.2 percent of the 258 trip ends.

A tabulation was made of the trip ends for the ten communities (see following pages) located within the M-26 corridor from Painesdale north to Hancock. The ten communities accounted for 1,474 trip ends. Houghton had the largest number of trip ends with 591 trip ends or 40.1 percent of the 1,474 trip ends. Hancock was second with 321 trip ends or 21.8 percent of 1,474 trip ends. South Range was third with its 258 trip ends or 17.5 percent of the 1,474 trip ends. Of this 17.5 percent, the 72 work trips for South Range accounted for 4.9 percent. It should be noted that there were no trip terminals recorded from the survey for Mill Mine Junction and Dodgeville. They were not included in the tabulations. Chassell was chosen as one of the ten communities because any change to M-26 between Painesdale and Atlantic Mine and/or the county road system between Chassell and M-26 may have an effect on the traffic to Chassell.

Of the 4,110 total trip ends for Station 2, the ten communities (see following pages) accounted for 35.9 percent (1,474 trip ends). Houghton's 591 trip ends accounted for 14.4 percent of the 4,110 trip ends. Hancock's 321 trip ends accounted for 7.8 percent. South Range's 258 trip ends accounted for 6.3 percent. The 72 work trip ends for South Range accounted for 1.8 percent of the 4,110 total trip ends.

The origins and destinations of all the 2,055 trips

(4,110 trip ends) which passed through the station were tabulated

by county, Ontario and eleven states (95 zones). There were

945 trips (46.0 percent) that had both their origins and destinations

in Houghton County. There were 2,787 trip ends (67.8 percent) in Houghton County. There were 3,788 trip ends (92.2 percent) in the upper peninsula. The lower peninsula accounted for only 46 trip ends (1.1 percent). There were 276 origins and/or destinations (6.7 percent) outstate.

There were 475 trips or 23.1 percent of the 2,055 total trips that had a trip length of 20-40 minutes. There were 955 trips (46.5 percent) that had a trip length of one-hour or less.

# STATION 2, M-26, SOUTHWEST OF PAINESDALE

		Percent of
Vehicle Type	<u>Vehicles</u>	Total
Passenger Car	1,568	76.3
Passenger Car with Trailer	67	3.3
Panel or Pickup	225	11.0
Panel or Pickup with Trailer	15	0.7
Other Single Unit Trucks	132	6,4
Combinations and Trucks with Trailers	48	2.3
Italiers		
TOTAL	2,055	100.0
·		Percent of
Trip Purpose	<u>Vehicles</u>	Total
Work	565	27.5
Personal Business	180	8.8
Shopping	187	9.1
Vacation	527	25.6
Other Soc. or Rec.	424	20.6
All Other	172	8.4
TOTAL	2,055	100.0

STATION 2, M-26, SOUTHWEST OF PAINESDALE

Trip purposes of those trips passing through Station 2 and having a trip end in <u>South Range</u> are the following:

Trip Purpose	Trip Ends	Percent of Total
Work	7 2	27.9
Pers. Business	33	12.8
Shopping	34	13.2
Vacation	16	6.2
Other Soc. or Rec.	69	26.7
All Other	34	13.2
		Pro-united to Annie Control Co
TOTAL	258	100.0

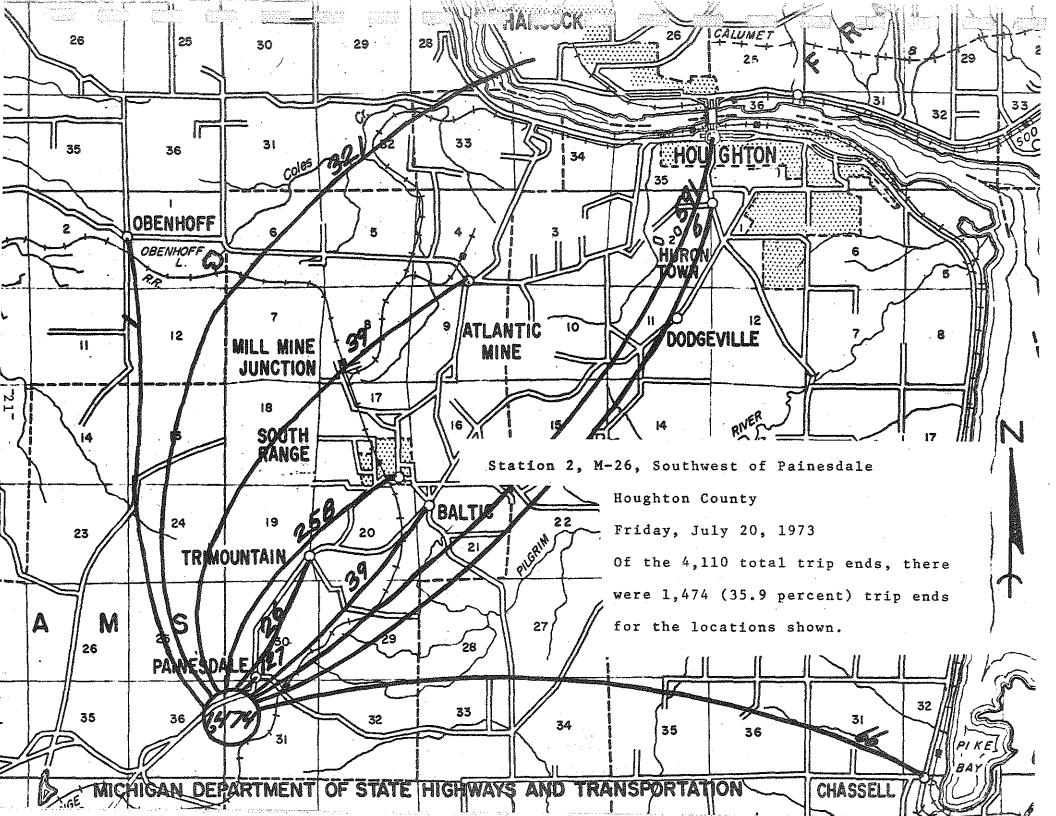
STATION 2, M-26, SOUTHWEST OF PAINESDALE

This table shows the trip ends and percent of trip ends for ten selected locations.

Place Place	Trip Ends	Percent of Total
Atlantic Mine	39	2.6
Baltic	39	2.6
Painesdale	127	8.6
*South Range	258*	17.5*
Trimountain	26	1.8
Chassel1	66	4.5
Houghton	591	40.1
Huron Town	6	0.4
Hancock	321	21.8
Obenhoff	1	0.1
TOTAL	1,474	100.0

<sup>\*</sup> The tabulation by trip purpose for South Range is the following:

Trip Purpose	Trip Ends	Percent of Total
Work	72	4.9
Pers. Business	33	2.2
Shopping	34	2.3
Vacation	16	1.1
Other Soc. or Rec.	69	4.7
All Other	34	2.3
*	0 F Q &	en e
•	258*	17.5*



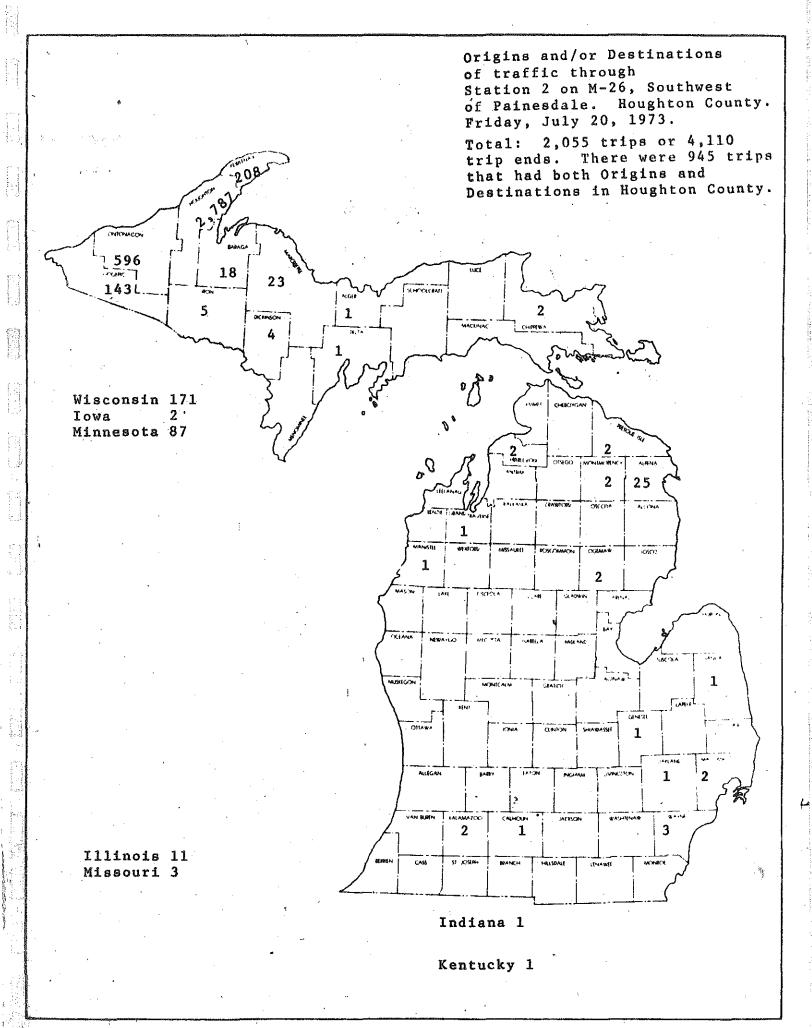
STATION 2, M-26, SOUTHWEST OF PAINESDALE

This table shows the trip ends and percent of the 4,110 total trip ends for the following ten locations.

<u>Place</u>	Trip Ends	Percent of Total
Atlantic Mine	39	1.0
Baltic	39	1.0
Painesdale	127	3.1
*South Range	258*	6.3*
Trimountain	26	0.6
Chassel1	66	1.6
Houghton	591	14.4
Huron Town	6	0.1
Hancock	321	7.8
Obenhoff	1	0.0
SUB-TOTAL	1,474	35.9
Total trip ends for Station 2	4,110	100.0

\* The tabulation by trip purpose for South Range is the following:

Trip Purpose	Trip Ends	Percent of Total
Work	72	1.8
Pers. Business	. 33	0.8
Shopping	34	0.8
Vacation	16	0.4
Other Soc. or Rec.	69	1.7
All Other	34	0.8
	**************************************	<del></del>
*	258*	6.3*



STATION 2, M-26, SOUTHWEST OF PAINESDALE

M±	nutes	Trip Lengths Number of Trips	Percent of Total
1	- 20 .	376	18.3
20	- 40	475	23.1
40	- 60	104	5.1
60	- 90	267	13.0
90	-120	209	10.2
120	-180	313	15.2
180	-240	54	2.6
240	-300	19	0.9
300	-950	238	11.6
		- And the second	
	TOTAL	2,055	100.0

Longest Trip = 15 Hours, 50 Minutes. Average Trip Length = 2 Hours 5 Minutes.

#### COMPARISON STUDY

The twenty-four hour volume at Station 40 (Northeast of Atlantic Mine; two miles southwest of Houghton) was 3,888 vehicles which is 1.89 times the twenty-four hour volume at Station 2 (Southwest of Painesdale; six miles southwest of Houghton). There were 2,520 (64.8 percent of the twenty-four hour volume) interviews taken for the fourteen hours (6AM-8PM) at Station 40 and 1,556 (75.7 percent) interviews taken at Station 2. The sample interview data was expanded to full twenty-four hour representation by vehicle type, direction of travel and hour period.

The percentage of passenger cars were approximately the same at each station. There were 80.0 percent at Station 40 and 76.3 percent at Station 2. For all the other vehicle types except panel or pickup there were approximately the same number of vehicles at each station. There were 2.28 times the number of panels or pickups at Station 40 (513) then at Station 2 (225).

The percentage of work, personal business and shopping trips were higher at Station 40 than at Station 2. The percentage of vacation, other soc. or rec. and all other trip purposes were lower at Station 40 than at Station 2. Station 40 had fewer trips than Station 2 (520 as compared to 527) for the trip purpose of vacation.

The community of South Range accounted for 1,307 trip ends passing through Station 40 which is more than 5 times the 258 trip ends passing through Station 2. Work trips accounted for 50.2 percent of those trips passing through Station 40 and having a terminal in South Range. Work trips accounted for only 27.9 percent of those trips passing through Station 2 and having a terminal in South Range.

Of the trips passing through a station and having a terminal in South Range, the second and third highest trip purposes were other soc. or rec. and shopping, respectively. There were 34 trip ends for the purpose of shopping or 13.2 percent of the 258 trip ends for Station 2. For Station 40, shopping accounting for almost the same percentage (13.8 percent of the 1,307 trip ends), but the trip ends were 180 in volume.

A tabulation was made of the trip ends for ten selected communities (see tabulations) located within the M-26 corridor from Painesdale north to Hancock. The ten communities accounted for 5,428 trip ends for Station 40 which is 3.68 times the 1,474 trip ends for Station 2. Of the ten communities, Houghton had the largest number of trip ends for both stations (1,564 trip ends for Station 40 or 2.65 times the 591 trip ends for Station 2). South Range was second with 1,307 trips for Station 40, but third (behind Hancock) with 258 trip ends for Station 2. Hancock was third with 1,176 trip ends for Station 40, but second with 321 trip ends for Station 2.

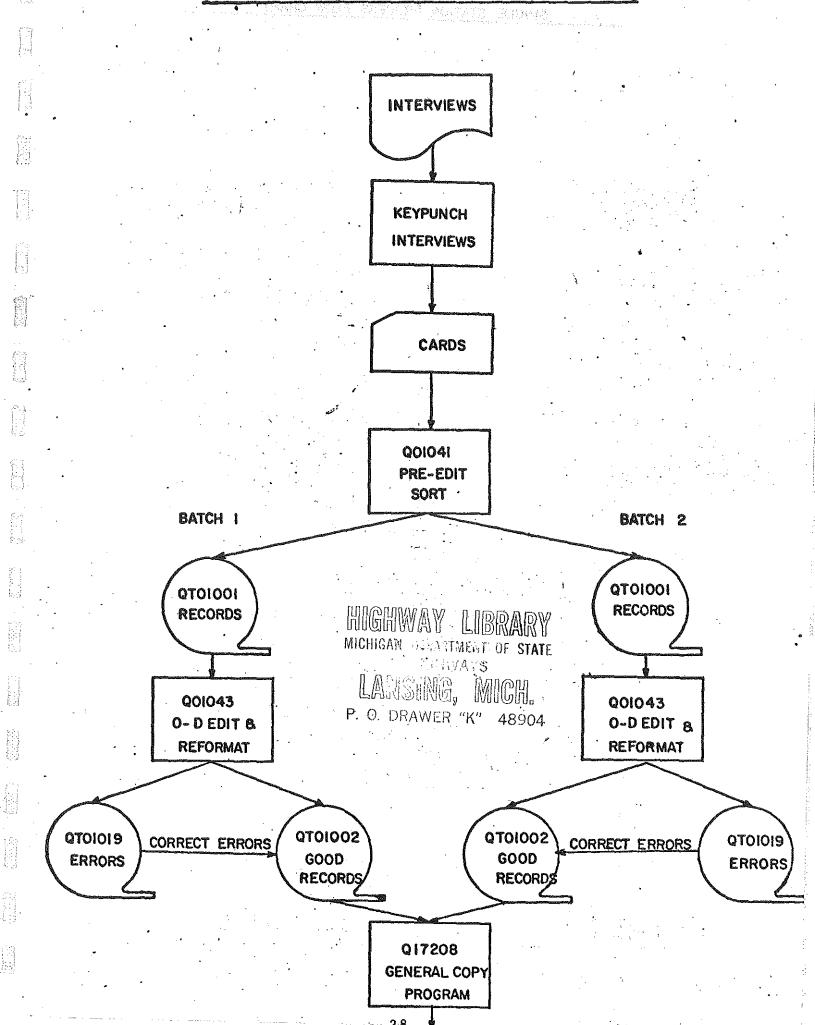
Of the total trip ends for each station, the ten communities (see tabulations) accounted for 35.9 percent (1,474 trip ends) for Station 2 and 69.8 percent (5,428 trip ends) for Station 40. Houghton accounted for 20.1 percent (1,564 trip ends) for Station 40 and 14.4 percent (591 trip ends) for Station 2. South Range accounted for 16.8 percent (1,307 trip ends) for Station 40 and 6.3 percent (258 trip ends) for Station 2. Hancock accounted for 15.1 percent (1,176 trip ends) for Station 40 and 7.8 percent (321 trip ends) for Station 2. The work trip ends for South Range accounted for 8.4 percent of the 7,776 total trip ends for Station 40 and 1.8 percent of the 4,110 total trip ends for Station 2.

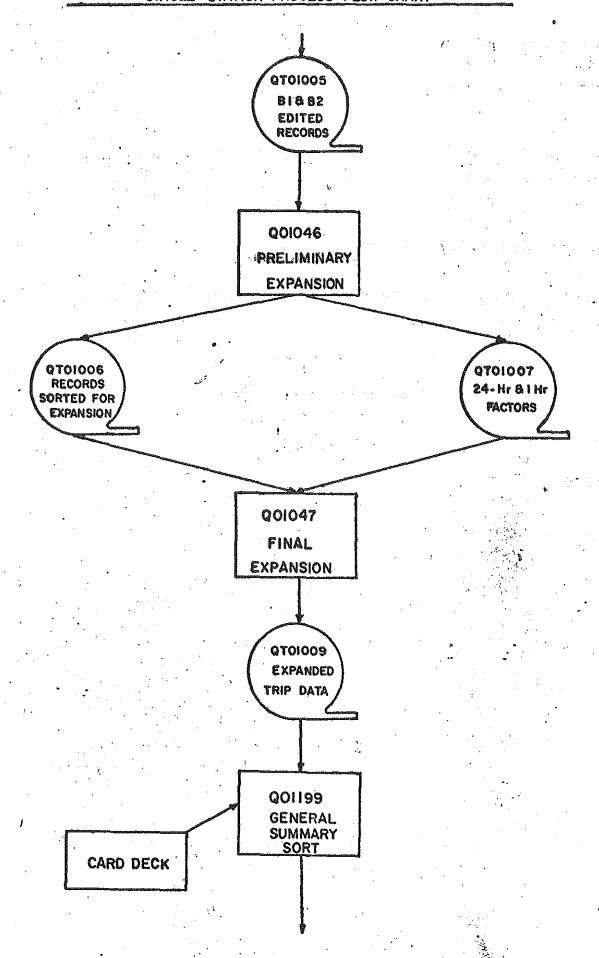
The origins and destinations of all the trips for each station were tabulated by county, Ontario and eleven states (95 zones).

There were 2,974 trips (76.6 percent) for Station 40 and 1,890 trips (46.0 percent) for Station 2 that had both their origins and destinations in Houghton County. There were 6,648 trip ends (85.5 percent) for Station 40 and 2,787 trip ends (67.8 percent) for Station 2 in Houghton County. There were 7,529 trip ends (96.8 percent) for Station 40 and 3,788 trip ends (92.2 percent) for Station 2 in the upper peninsula. The lower peninsula accounted for 40 trip ends (0.5 percent) for Station 40 and 46 trip ends (1.1 percent) for Station 2. There were 207 trip ends (2.7 percent) for Station 40 and 276 trip ends (6.7 percent) for Station 2 that were outstate.

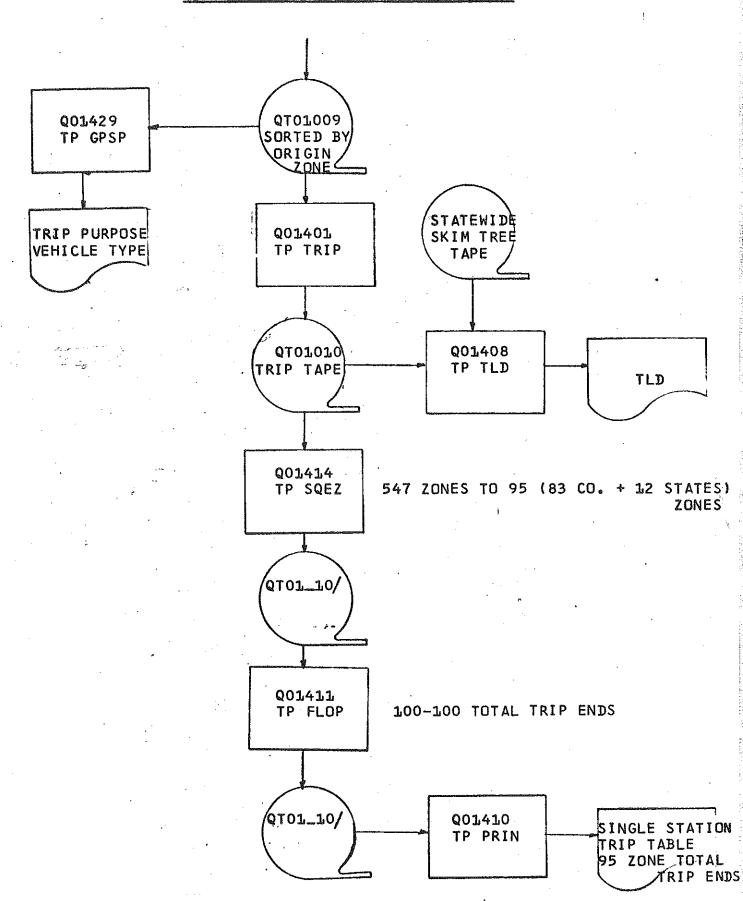
There were 2,517 trips (64.8 percent) for Station 40 and 475 trips (23.1 percent) for Station 2 that had a trip length of 20-40 minutes. There were 2,968 trips (76.4 percent) for Station 40 and 955 trips (46.5 percent) for Station 2 that had a trip length of one-hour or less.

APPENDIX





#### SINGLE STATION PROCESS FLOW CHART



# 95 ZONE SYSTEM

# INSTATE ZONES

ZONE	COUNTY	ZONE	COUNTY
1	ALCONA	43	LAKE
2	ALGER	44	LAPEER
3	ALLEGAN	45	LELANAU
4	ALPENA	46	LENAWEE
5	ANTRIM	47	LIVINGSTON
6	ABENIAA	<b>\ 48</b>	LUCE
7	BARAGA	49	MACKINAC
8	BARRY	50	MACOMB
. 9	BAY	51	MANISTEE
10	BENZIE	52	MARQUETTE
11	BERRIEN	53	MASON
12	BRANCH	54	MECOSTA
1.3	CALHOUN	55	MENOMINEE
14	CASS	56	MIDLAND
15	CHARLEVOIX	57	MISSAUKEE
16	CHEBOYGAN	58	MONROE
17	CHIPPEWA /	59	MONTCALM
18	CLARE	60	MONTMORENCY
19	CLINTON	<b>61</b>	MUSKEGON
20	CRAWFORD	62	NEWAYGO
21	DELTA .	63	OAKLAND
22	DICKINSON .	64	OCEANA
23	EATON	· 65	OGEMAW
24	EMMET	66	ONTONAGON
25	GENESEE	67	OSCEOLA
26	GLADW IN	68	OSCODA
27	GOGEBIC	69	OTSEGO
28	GRAND TRAVERSE	70	OTTAWA
29	GRATIOT	71	PRESQUE ISLE
30	HILLSDALE	72	ROSCOMMON
31	HOUGHTON	73	SAGINAW
32 33	HURON INGHAM	. 74	SANILAC
<i>33</i> 34	IONIA	· 75	SCHOOLCRAFT
35	IOSCO	76 77	SHIAWASSEE ST. CLAIR
36	IRON	78	ST. JOSEPH
30 37	ISABELLA	79	TUSCOLA
38	JACKSON	80	VAN BUREN
39	KALAMAZOO	81 <u>.</u>	WASHTENAW
40	KALKASKA	82	WAYNE
41	KENT	83	WEXFORD
42	KEWEENAW		WEAT ONE
• •	OUTSTATE ZON	IES	
84	ONTARIO	90	KENTUCKY
85	WISCONSIN	91	MISSOURI
86 .	ILLINOIS	92	IOWA
87	INDI ANA	93	MINNESOTA
88	OHIO	94	PENNSYLVANIA
89	WEST VIRGINIA	95	NEW YORK
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TIME	TRL	TRL	TRL	TRL O.	TRK	CM8	2.	٥.	6		A	^	Α.	۸.	. 0.	0.	.0 .	^	0.	53.
1	44.	l •	2.		0.	0.			0. 0.	0.	0.	٥.	0.	0.	0.	0.		0. 0.	0.	33.
3	2a. 10.	0. 1.	1.		0.	0. 0.	0.	4.	o.	0. 0.	0. 0.	0. 0.	0.	0.	0.	0.	0. 0.	o.	0.	12.
9	10.	0.	0.		0.	0.	0.	1.	ó.	0.	0:	0.	0.	0.	0.	0.	0.	0.	0.	2.
5	4.	0.	1.	_	0.	o.	: 0.	. 0.	o.	0.	ő.	0.	o.	0.	0.	0.	O.	0.	0.	5,
٠	6.	0.	2.		0.	0.	0.	0.	o.	0.	0.	0.	0.	0.	0.	0.	0.0	0.	o.	8.
7	51.	0.	16.	-	0.	Ö.	0.	0.	o.	0.	o.	0.	n.	0.	0.	o.	. O .	. Ö.	Ċ.	67.
Ŕ	81.	0.	19.		3.	ž.	O e	Ö.	Ŏ.	0.	0.	o.	ŏ.	0.	Õ.	o.	0 .	0.	0.	105.
o o	83.	1.	16.		7.	4.	2.	i.	o.	0.	0.	0.	Ŏ.	0.	0.	0.	0	0.	0.	116.
1 Ó	62.	Ô.	12.		7.	4.	0.	ž.	0	o.	Ö.	o.	o.	0.	0.	o.	. 0 .	0.	0.	87.
îĭ	73.	2.	24.		9.	i.	Ž.	ō.	o.	Ö.	· 0.	ō.	Ö.	0.	ö.	ō.	0.	o.	ō.	112.
12	70.	1.	16.		7.	2.	Ö.	0.	o.	o.	0.	0.	0	Ö.	0.	o.	Ö.	0.	0.	97.
13	99.	2.	17.		7.	2.	1.	0.	0.	0.	0.	0.	0.	0 .	0.	0.	0 :	0.	0.	129.
14	102.	2.	19.	1.	14.	î.	0 •	0.	0 .	0.	0.	0.	ຄູ້	0.	0.	0.	0.	0.	0.	139.
15	93.	1.	9.		7.	1.	1.	2.	ο.	0.	. 0.	0.	0.	Ö۰	0.	0.	0.	C.	0.	114.
16	120.	4.	27.	0.	11.	. 1.	2•	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	165,
17	103.	0.	19.	0.	5∘	· O ·	3∙	0.	0.	0.	0.	0.	0	0.	0.	0.	0 •	0.	0.	130.
18	71.	1.	19.	1.	5 •	0.	0 •	0.	Ο.	0.	0.	0.	0.	0 •	٥.	0.	0 0	٥.	0.	97.
19	77.	1.	16.	1.	۶.	2.	0 •	1.	0.	0.	0.	0.	0.	.0 •	٥.	0.	0.	0.	0.	100.
2:0	67.	1.	1 a	. 0.	. 0.	1.	0 •	i s	0.	0.	. 0.	0.	Ο,	0 •	0.	0.	0 •	0.	0.	71.
21	87.	0.	5.	٥.	0•	0 °.	0 -	з.	0.	0 •	0.	٥.	0.	0 •	0.	0.	0 •	0 -	0.	95.
22	71.	0.	6.	0.	1.	0.	0.	9.	ο.	0.	. 0 .	0.	0.	0.	0.	0.	0 •	0.	0.	87.
23	49,	1.	6 •	0.	1 .	1.	0.	1.	٥.	0 .	.0.	0.	0.	0 •	0.	0.	0 •	0.	0.	.59.
24	52.	. 0.	4.	0.	0.	. 0.	0 •	2.	0.	, 'O .	٥.	0.	0.	0.	0.	0.	0.	0.	0.	58,

MANUAL CLASSIFICATION COUNTS

DIRECTION - SW BOUND

	PASS		ei_≃PU t	JNDER 1	OTHER		ALL	MTR		***										
ENDING		M ••	M-0	W ==	S.U.	TRK	8បូ\$	CACF												TOTAL '
TIME	TRL	TRL	TRL	TRL	ĨŔĸ	CMB		_		•	•				,					
1	24.	0.	2.	0.	0.	0.	0 •	2.	O	0.	0 .	٥,	0.	٥.	0.	0.	0.	0 .	0 ,	28.
2	22.	0.	1 .	0.	0.	0.	0 •	1.	0.	0.	٥.	.0.	0.	0.	٥.	0.	٥.	0.	0.	24.
3	з.	0.	0.	٥.	0 •	0 .	0 •	0.	٥.	0.	0 è	٥,	٥.	0 •	0.	٥.	0.	0.	0.	3.
4	0.	0.	0.	0.	0 •	0.	0.	0.	0.	0.5	0 .	0.	0	0 •	0.	0.	0.	0.	٥.	0.
5	11.	0.	1 .	٥.	0 •	0.	. 0 •	0.	٥.	0.	0.	0.	0.	0 •	0.	0.	0 •	O =	0.	12.
6	15.	0.	3 •	٥.	0.	0.	0 •	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	18.
7	53.	0.	11.	0.	5•	1.	0.	0.	0.	0.	0.	0.	0	0.	O·.	0.	0 •	0.	0.	70.
8	37.	0.	14.	0.	12.	3	0.	0.	Ο.	0.	0.	0.	0.	0.	0.	0.	0 .	0.	0.	66.
9	52.	0.	18.	1.	16.	1.	0 •	′ O .	0,	0	0.	0.	0.	0.	٥.	0.	0 -	0.	0.	88.
10	55.	0.	16.	0.	7 .	2 •	0 •	. O.	0.	0.	0.	0.	0.	0.	0.	0 。	0.	0.	0.	80.
11	57.	8.	Q.	1.	7.	2.	1.	0.	0.	0.	0.	0.	0	0 •	0.	0.	0.	0.	0.	85 💮
12	87.	8.	17.	1.	6.	1.	0 •	0.	0.	0.	0.	0.	0	0.	0.	0.	0 •	0 •	0.	120.
13	87.	5.	16.	2.	11.	4.	4.	0.	0.	0.	0.	0.	O.	0.	0.	0.	0.	0.	0.	129.
' 14	83.	8.	15.	0.	2.	2.	0 •	2.	0.	0.	0.	0,.	0.	0.	0.	0.	0.	0.	0.	112. ' '
15	103.	2.	10.	0.	11.	1 .	0 •	0.	0.	0.	0.	0.	0	0.	٥.	0.	0.	0.	0.	127.
16	137.	0.	18.	0.	6 •	1.	0 •	1.	0.	0.	0.	0.	О.	0.	0.	0.	0	0.	0.	163.
17	134.	4.	21.	0.	12.	1.	0 •	0.	0.	0.	0.	0.	ο.	0 •	0.	0.	0.	0.	0.	172.
18	132.	4.	24.	0.	2.	2.	0.	З,	0.	0.	0.	0.	0.	0 •	0.	0.	0 •	0.	0.	167.
19	86.	.0 •	11.	0.	5.	0.	0 •	З,	·o.	0.	0.	0.	0	0 .	0.	0.	0.	0.	o.	105.
20	73.	0.	9.	. 1.	0.	0.	0 •	6.	0,	0.	0.	0.	0.	0.	o.	0.	Ŏ.	0.	o.	89.
21	85.	Ź.	7.	0.	0.	1.	2.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0 •	0.	0.	104.
22	121.	0.	11.	0.	0.	0.	0 •	7.	0.	Ŏ.	Ö.	0.	0.	0.	o.	o.	0.	0.	o.	139.
23	85.	0.	7.	0.	ō.	0.	0 *	1.	o.	ō.	o.	o.	0.	0.	0.	o.	0.	O.	ō.	93.
24	77.	0.	5.	0.	0.	. 1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	Ō.	85.
TOT	1619.	41.	246.	. 6.	102.	23.	7.	35.	0.	0.	0.	Q.	0.	٥.	0.	0.	0.	0.	0.	2079.

MANUAL CLASSIFICATION COUNTS								нс	UGHTO	4 CO		THU	7- 9-	73						
		D	IRECTI	ON - TO1	TAL				5	5. H. ST	<b>'</b> A	40		. •						
ENDING TIME	PASS W=0 TRL	CAR F	V=PU W=0 TRL	UNDER 1 W- TRL	OTHER S.U. Trk	ALL TRK CMB	ALL BUS	MTR CYCL					-			•				TOTAL
1 1 1	68.	1.	4.	0.		0.	2.	6.	٥.	0.	0.	0.	0.	0.	0.	0 6	0.	O è	0.	81.
2	50.	0.	2.	0.	0 •	0.	0 •	5.	0.	0.	٥.	0.	0.	0.	٥.	0.	0.	0.	0.	57.
3	13.	1.	0 •	0.	0.	0 .	0 •	1.	٥.	0.	0.	0,	0	0.	0.	0.	0.	0.	0 .	15.
4	1.	0.	0.	0.	C »	0 .	0 •	1.	0.	0 6	0.	0.	o.	0.	0.	0.	٥.	0.	0.	2.
5	15.	0.	2.	0.	C.	0.	. 0 •	0 .	0.	· 0.	0.	٥.	0.	0 •	0.	0.	0 •	0.	0.	17.
6	21.	0.	5.	0.	0.	0.	0 •	٥.	0 .	0.	. 0.	0.	0	0.	0.	0.	0.	0.	0.	26.
7	104.	0.	27.	0.	5•	1.	0 •	0.	0.	C.	Ô.	0.	0.	0 •	0.	0.	0.	0.	0.	137.
· 8	118.	0.	33.	0.	15.	5.	0 •	0.	0.	O a	0.	0.	0.	0 •	٥.	0.	0 .	٥.	0.	171 -
9	135.	1 .	34.	3.	23.	5.	2.	′ 1 .	0.		0.	0.	0.	0 •	0.	0.	0	0.	0.	204.
10	117.	0.	28,	0.	14.	6.	٥.	2.	٥.	0.	0 .	0.	0.	0 .	٥.	٥.	0 .	0.	٥.	167.
11	130.	10.	33.	2.	16.	з.	з.	0.	Ο,	O e	0.	0.	0.	0 •	٥,	٥.	0.	0.	0.	197.
12	157.	9.	33.	2.	13.	З.	٥.	0 à	0.	C.	e.	0.	0.	0 •	٥.	٥.	0.	0.	٥.	217.
13	186.	7.	33.	3.	18.	6.	5•	0.	0.	0.	0.	0.	ο,	0 +	0.	0.	0.	٥.	0.	258。
14	185.	10.	34.	1.	16.	3.	0 •	2,	0.	C.	O.	О.	0.	0 •	٥.	٥.	0.	٥.	0,	251.
15	196.	3.	19.	٥.	18.	2.	1.	2.	0.	0.	0.	0.	0.	0 •	0.	٥.	0.	٥.	0.	241.
16	257.	4.	45.	0.	17.	2.	2.	1.	٥.	Ċ.	0.	0	0.	0 •	٥.	0.	0.	0.	0.	328.
17	237.	4.	40.	۰.	17.	ı.	з.	0.	Ο.	0.	0.	٥.	0 .	0.	٥.	0.	٥.	0.	0.	302.
18	<del>2</del> 03.	5	43.	1.	7.	2.	0 •	З,	٥.	n.	٥.	0.	ο.	0 •	o.	C.	0 •	0.	0.	264.
19	163.	1.	27.	1.	7.	2.	0.	4.	Ο.	0.	0.	٥.	n.	0 •	٥.	0.	0.	0.	0.	205.
50.	140.	1.	10.	· 1.	0.	1.	0.	7.	٥.	. 0 .	0.	n,	0.	0 .	0.	0.	0.	٥.	0.	160,
21	172.	2.	12.	0.	0 •	1 .	2 •	10.	٥.	0.	C.	0.	0.	0 •	٥.	0.	0 • ·	0.	0.	199.
22	192.	0.	17.	. 0.	1.	0.	0 •	16.	0.	0.	0.	O.	0.	0.	0.	0.	0.	0.	0.	226.
23	134.	1.	13.	0.	1 .	1.	0 •	2.	ວູ	<b>O</b> •	٥.	0.	٥,	0 •	0.	0.	0.	0.	٥.	152.
24	129.	٠ 0 .	9.	0.	. ೧ 🛮	. 1.	0.	4,	Ο,	ín.	0.	0.	0.	0 •	0.	0.	0.	0 -	0.	143.

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		D	IRECTION	-NE BL	מאטס			3 <b>∓</b>	*	S.W. S	TA .	2								
ENDING	PASS W~O	CAR W⇒	U9-19 0-₩	UNDER 1	OTHER S.U.	ALL TRK	ALL BUS	MTR CYCL												TOTAL
TIME	TŘL	TRL	TRL	TRL	TRK	CMB														, 0 ,
1	11.	0.	1.	^	0.	0.	2 •	0.	0.	0.	0.	о.	0.	0.	0.	0.	0.	0.	0.	14.
5	3.	0.	1.	0.	0 •	0.	0 •	0.	0.	0.	0.	0.	Ö.	0.	0.	Ò.	0 .	0.	0.	4.
3	5.	0.	1 .	0.	0 •	1.	٥٠	2.	0.	0.	0.	0.	n .	0.	0.	0.	0.	٥.	0.	9.
¢.	2.	. 0	0.	0.	() e :	0 .	0.	0.	0.	0.	0 .	0.	0.	0 •	0 •	0.	0 •	٥.	0.	2.
5	1.	0.	1.		0 •	0.	. 0 •	0 .	0.	0.	0.	0.	0	0 •	٥.	٥.	0 .	0.	0.	2,
6	5.	0.	_		1.	0.	0 •	٥.	0.	٥.	٥.	0.	0.	0.	٥.	0	0 •	0.	0.	8.
7	10.	۰ 0			0 •	0.	0.	0.	0.		0.	0.	0.	0.	0.	٥.	0	0.	0.	12.
8	22.	0.			3 €	1.	0 •	0.	0.		0.	0.	0.	0 •	0.	0.	0.	0.	0.	34.
. 9	40.	0.			1 •	1.	2 •	' 0 •	0.		0.	٥.	0.	0.	0.	0.	0.	٥.	٥.	47.
10	33.	0.			6 •	з.	0 •	0.	0.		, 0,	0.	ο,	0.	٠0.	0.	0.	0.	O .	46.
11	39.	5 •		0.	7.	i.	0 •	2.	0.		٥.	٥.	٥.	0.	0.	٥.	0.	0.	0.	57;
12	51.	2.		0.	8 •	2.	0.	1.	0.		0.	Ο,	· 0,	0.	٥.	٥.	0 •	0.	٥.	71.
13	47.	1.	• •	0.	7 .	1.	0 •	0.	Ů.	- ·	0.	0.	Ω.	0 •	0.	ο.	0 •	0.	0.	61,
14	58.	2.	_	4.	4.	6.	1 .	3.	0.		۰,0	0.	0.	0 •	0.	0.	0.	0.	0.	87.
15	37.	ი.	=		5 •	1.	1 •	0.	0.	- •	0.	٥.	0.	0 •	٥.	0.	0.	٥.	0.	52.
16	60.	2.			4.	0.	٥.	0.	0.	- •	0.	0	0.	٥.	٥.	٥.	۰ 0	0.	٥.	71.
17	97.	1.	_	1	6	0.	5 •	0.	0.		0.	0.	0.	0 =	0.	0.	0.	0.	0.	111.
18	44°	5.		1.	3.	ì.	0 •	1.	0,		0.	٥.	٥.	0.	٥.	0.	0 ,	0.	٥.	88.
19	55.	4.		1.	4 .	.1.	0 •	1 .	0.		0.	. 0.	0.	0.	0.	0.	0.	0.	٥.	75.
20	48.	2.	7.	. 0.	0 •	ı.	0•	0.	0.	0.	. 0.	O.	ο.	0.	0.	0.	0.	Q.	٥.	58,

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MANUAL CLASSIFICATION COUNTS

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	-		D	IRECTIA	ON - 5W	BOUND			A -		S.m. S'	PA	2								
	DING	PASS W=0 TRL	CAR W= TRL	PLPU WO TRL	UNDER 1 W= TRL	OTHER S.U. TRK	ALL TRK CMB	ALL 8US	MTR CYCL				·							•	TOTAL
	4 10 2	10.	1			0.		0.	0.	O.		0.	O.	Α.	0.	0.	0.	0 .	۸.	0.	19,
•	2	9.	0		_	0.	1 . 0 .	0.	0.	o.	0. C.	0.	o.	0.	0.	0.	0.	0.	0 . 0 .	o.	19.
	, c	2.	0		_	0.	0.	0.	8	0,	0.	0.	0.	0,	0.	0.	o.	0.	0.	0.	2,
	۵	5.	0		<u>.</u> .	0.	1.	0.	. 0.	o.	0.	o,	. 0.	o.	0.	Ö.	o.	0.	0.	0.	2.
	8	ê.	Ö		_	0.	0.	Ö	0.	o.	0.	0.	0.	ຕໍ	0.	0.	0.	0.	0.	o.	9.
	6	13.	Ô.		_	0.	ō.	2.	0.	o.	o.	ŏ.	o.	o.	0.	o.	o.	o.	0.	o.	16.
	7	15,	ő		_	5.	1.	0.	0.	o.	r.	ñ.	0.	0.	0.	0	õ.	0.	0.	0.	29.
	8	20.	Ŏ			8.	Ŏ.	0.	0.	0 .	n .	0.	ō.	ň.	0.	0.	0.	ő.	0.	0.	32.
	9	21.	0			4.	3.	0.	0.	0.	o.	o.	0.	0.	0.	0.	0.	0	0.	Ŏ.	34.
-	10	39.	6		. 0.*	21.	4	0.	٤.	0,	0.	0.	0.	_ o.	0.	o.	0.	0.	ō.	0.	P7.
	11	43.	· A	. 5	0.	10.	δ.	0 •	2.	. 0.	0.	6.	0.	٥,	0.	0.	0.	0.	0.	0.	76.
	12	35.	A.			16.	1.	0.	0.	٥.	e.	0	0.	o.	0.	0.	0.	0.	ů.	0.	68.
	13	39.	4			4.	2.	1.	2.	O.	e.	0.	0.	ດ້	0 •	0.	0.	Ŏ.	0.	o.	58.
•	14	67.	3	. 4.	2.	8.	з.	2.	0.	0.	0.	0.	0.	ຄູ້	0.	0.	0.	0.	0.	0.	89.
	15	59.	6	_	. 1.	5.	2.	0.	0.	0,	О.	0.	0.	o.	0.	0.	0.	0 .	0.	0.	83.
	16	56.	2			2.	з.	Ó.	0.	0.	n.	0.	0.	ຄັ	0.	0.	0.	0.	0.	0.	72.
	17	78.	4	. 9.	Λ.	2.	1.	î۰	1 0	0,	0.	n .	0.	ຄູ່	0.	0.	G.	0.	٥.	0.	194,
	18	57.	8	. 12.	. 0.	3 .	2.	1.	. 0 .	0.	0.	ð.	0.	0.	0.	0.	0.	0 .	0.	0.	79.
	19	51.	4	. 6.	0.	3.	0.	0.	1.	.0 "	0.	٥,	0.	n,	0 •	0.	0.	0.	0.	0.	65.
	20	56.	Ī	, 7,	0 .	0.	0.	0.	i.	0.	0.	O.	0.	o,	0.	0.	0.	0.	0.	0.	65.
	21	43.	0	. 4.	. 0.	0.	. 0 •.	0 •	. 0.	0.	C.	0.	0.	0.	٥.	0.	0.	0.	٥.	0.	87.
	55	30.	Ð.	. 3.	. 0.	. 0.	2.	2.	0.	0.	0.	0.	0.	o.	0.	0.	0.	0.	0.	0.	46.
	23	23.	0	. 2.	0.	0.	0.	0.	1.	Ċ.	0.	0.	0.	n,	0.	0.	0.	0.	0.	0.	. 20.
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HOUGHTON CO

MANUAL CLASSIFICATION COUNTS

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HOUGHTON CO

MANUAL CLASSIFICATION COUNTS

Form 175. (Rev. 5/73)

#### SINGLE STATION RURAL O-D STUDY

3 PANEL OR PICK-UP WITHOUT A TRAILER

6 COMBINATIONS & TRUCKS WITH TRAILERS

4 PANEL OR PICK-UP WITH A TRAILER

5 OTHER SINGLE UNIT TRUCKS

# DEPAISIMENT OF STATE MIGHWAYS TRANSPORTATION PLANNING DIVISION

STA. LOCATION AND NUMBER

2 DESTINATION

3 OTHER

3 SHOPPING

4 VACATION

6 ALL OTHER

5 OTHER SOC. OR REC.

FRIDAY 6

SATURDAY 7

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MONDAY

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WEDNESDAY 4

# STATE OF MICHIGAN DEPARTMENT OF STATE HIGHWAYS TRANSPORTATION PLANNING DIVISION

#### MANUAL VEHICLE CLASSIFICATION

Form 1770 O-D 9 (Rev. 5/71)

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# TRIP TABLE FOR STATION 40, M-26, NORTHEAST OF ATLANTIC MINE

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This trip table includes only those trips which pass through Station 40. This single station trip table is based on the 95 zone system. By referring to the 95 zone system listed in this appendix and the trip table listing, the trip interchange between each and every zone having trips passing through the station can be studied. The trip table is tabulated by zone of origin, which is listed in the upper left hand corner of the tabulation. The zones of destination are listed down the left hand margin. Trip volumes are given non-directionally. Therefore, to find the total movements of trips between two zones, it is not necessary to use each zone once as an origin and once as a destination, then totaling these two volumes to give total movements between two zones.

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M-20 STATIUN 40 HOUGHION CO. TUTAL TRIP ENG

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ALL ZONES SELECTED ZONES

TABLE 101

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# TRIP TABLE FOR STATION 2, M-26, SOUTHWEST OF PAINESDALE

This trip table includes only those trips which pass through Station 2. This single station trip table is based on the 95 zone system. By referring to the 95 zone system listed in this appendix and the trip table listing, the trip interchange between each and every zone having trips passing through the station can be studied. The trip table is tabulated by zone of origin, which is listed in the upper left hand corner of the tabulation. The zones of destination are listed down the left hand margin. Trip volumes are given non-directionally. Therefore, to find the total movements of trips between two zones, it is not necessary to use each zone once as an origin and once as a destination, then totaling these two volumes to give total movements between two zones.

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M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENTS

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M-26 STATION 02 HOUGHTON CO. TOTAL TRIP EN

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M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

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## H-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENUM

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OTAL =		23			ų.		MEAN =	i e	0.242	

M-26 STATION U2 HOUGHTON CO. TOTAL TRIP ENUS

INTERCHANGE VALUES FROM ZONE 63 TO ALL OTHER ZONES TABLES NUMBER 101

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OTAL = 0.011

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PAREDAMAG	WAL HES	CROM YOME	AS TO ALL	ATUED TONES	TARIFE	NUMBER 101	

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CND 479 A I		<b>4</b> 3								MÉ'AN ee		ለ በወነ	

### M-26 STATION 02 HOUGHTUN CO. TOTAL TRIP ENUS

0.000	3.3	GE	VALUES	FROM Z	ONE	66 T	O ALL	OTHER	ZON	ES	TABLES	NUMBER	101
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8		0	n	. 1		. 0	0	1		0	0	0	0
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### M-26 STATION OZ HOUGHTON CO. TOTAL TRIP ENUS

		•						<b>~</b>	_ ,	
INTERCHANGE	VALUES	FROM	ZONE	71 7	TO ALL	OTHER	ZONES	TABLES	NUMBER	101
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## M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

262 C. J.					14 - F	• 1			
NTERCHANGE	VALUES	FROM ZON	NE 74	TO ALL	OTHER	ZONES	TABLES	NUMBER	101
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) 0		0	0	0	0	0	0	0	0
ML e	1	andri National		•		MEAN		0.011	

	M=26 STATION 02	HOUGHTON CO. TOTAL TRIP ENU
INTERCHANGE VALUES FROM ZONE	82 TO ALL OTHER ZONES	TABLES NUMBER 101
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#AL # 0.032

M-26 STATION OZ HOUGHTON CO. TOTAL TRIP ENUS

NTERCHANGE	VALUES	FROM ZONE	85	TO ALL	OTHER	ZONES	TABLES	NUMBER	101
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6 0	0	Ö	0	0	ñ	ĩ	ŏ	Ŏ	ŏ

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M-26 STATION 02 HOUGHTON CO. TOTAL TRIP END

ENTERCHANGE	VALUES	FROM ZONE	86 T	O ALL	OTHER	ZONES	TABL	ES NUMB	ER 101
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3 0	6	0	0	0	Ö	0	0	0	0
4 3 0	ņ	5	0	0	0	0	0	0	Ō
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M-26 STATION OZ HOUGHTON CO. TOTAL TRIP ENDS

NTERCHANGE	VALUES	FROM	ZONE	87	To	ALL	OTHER	ZONES	<b>S</b>	TABLES	NUMBER	101
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'OT.				1									AN	55		0.0	1 1	
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N	TER	CHANGE	VAL	UES	FROM	ZON	<u> </u>	1 T	O ALL	OTH	ER	ZONES	5		TABLES	NUMB	ER 101	
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IN	TER									OTH					TABLES			
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01	AL_	<b>8</b>	e V	2			,					М	EAN	8		0.0	21	
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					M	-26 ST	ATION 02	HOUGHTON	CO. T	TAL TRI	P ENDS
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5	0	1	1	0	Q	0	0	Ó	0	0	
TAL B		87					MEAN	<b>66</b>	0 • 9	916	

M-26 STATION 02 HOUGHTUN CO. TOTAL TRIP ENDS

TRIP SUMMARY

SESSION TRIPS ALL ZUNES SELECTED ZONES

TABLE 101 4110

4110.