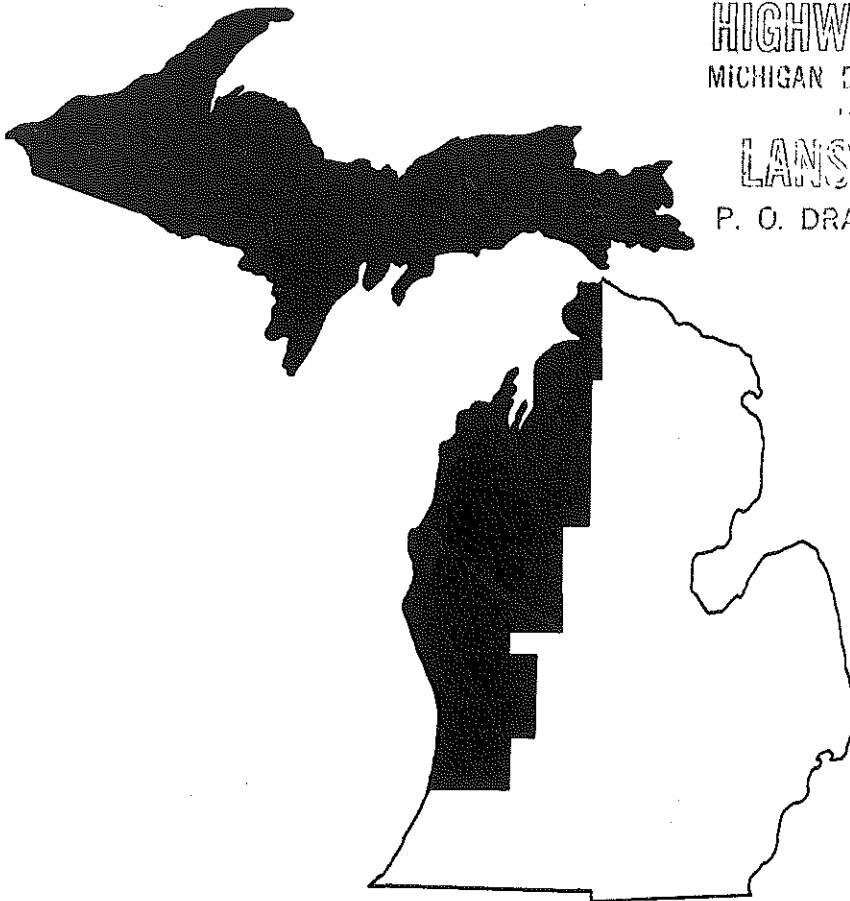


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MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

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

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OF
STATE HIGHWAYS AND TRANSPORTATION

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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,

A handwritten signature in cursive script that reads "Keith E. Bushnell".

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 Atlantic Mine ...	40
Trip Table for Station 2, M-26, Southwest of Painesdale	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

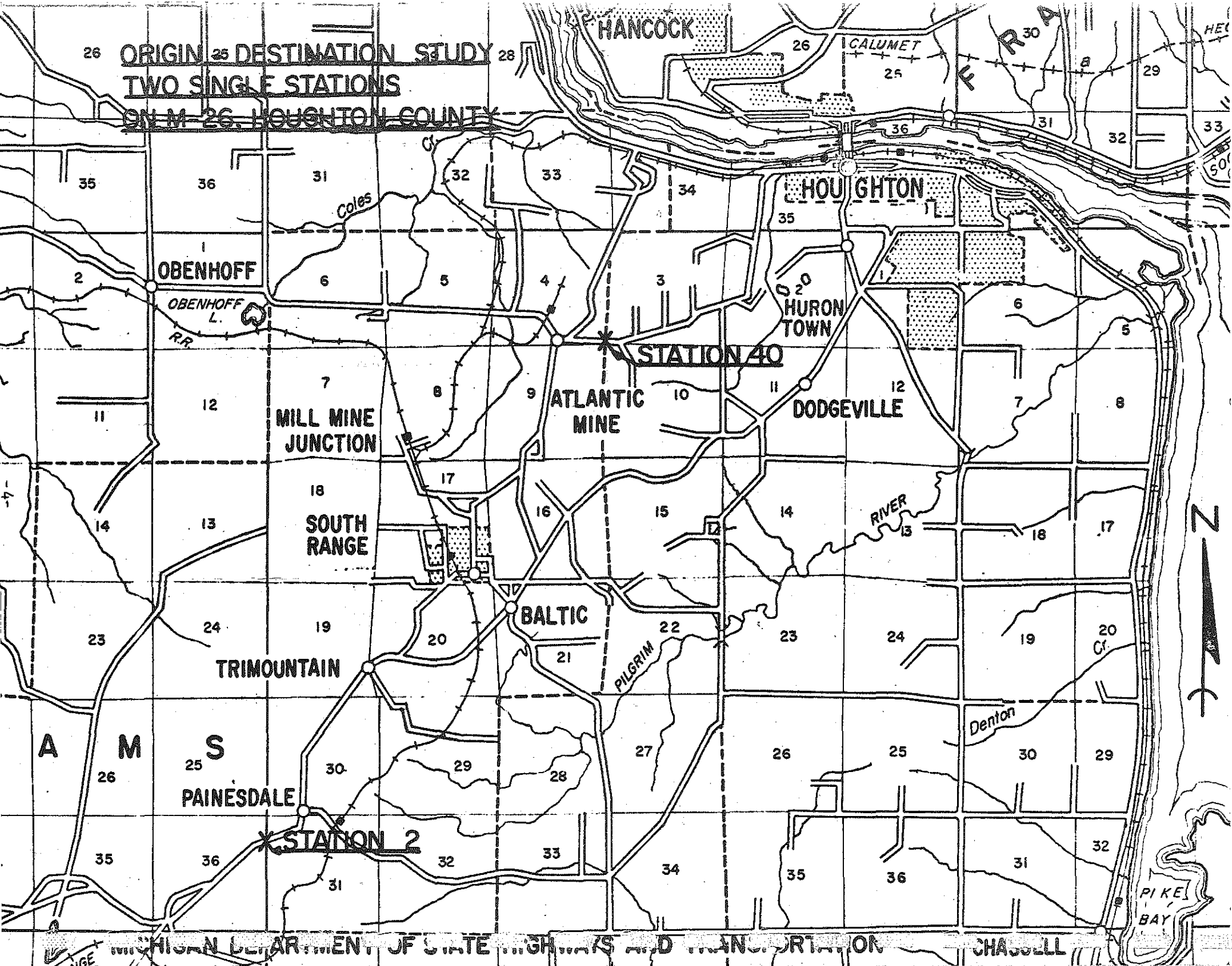
Field work on the M-26 Single Station O-D was done at two locations in July, 1973 in Houghton County. The purpose of the study was to collect data on the movement of traffic through, in and out of the area. North of Atlantic Mine, the traffic volume counted was double that south of Painesdale. The largest 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).

26 ORIGIN 25 DESTINATION STUDY 28
TWO SINGLE STATIONS
ON M-26, HOUGHTON COUNTY



STATION 40, M-26, NORTHEAST OF ATLANTIC MINE

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 and 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.

STATION 40, M-26, NORTHEAST OF ATLANTIC MINE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>
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

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of 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

STATION 40, M-26, NORTHEAST OF ATLANTIC MINE

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

<u>Trip Purpose</u>	<u>Trip Ends</u>	<u>Percent of Total</u>
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
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TOTAL	1,307	100.0

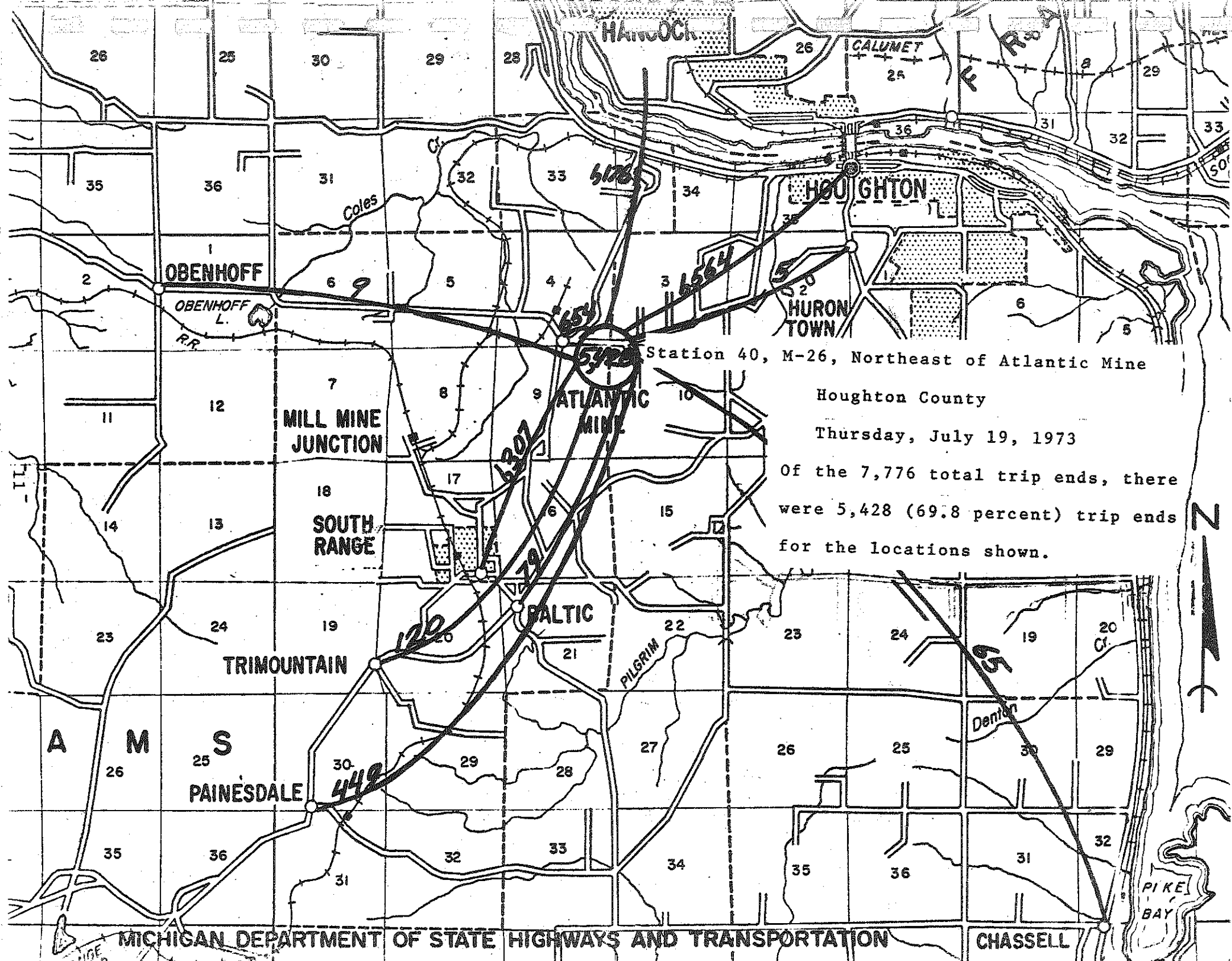
STATION 40, M-26, NORTHEAST OF ATLANTIC MINE

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

<u>Place</u>	<u>Trip Ends</u>	<u>Percent of Total</u>
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
	<hr/>	<hr/>
TOTAL	5,428	100.0

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

<u>Trip Purpose</u>	<u>Trip Ends</u>	<u>Percent of Total</u>
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
	<hr/>	<hr/>
*	1,307*	24.1*



Station 40, M-26, Northeast of Atlantic Mine
 Houghton County
 Thursday, July 19, 1973

Of the 7,776 total trip ends, there
 were 5,428 (69.8 percent) trip ends
 for the locations shown.

STATION 40, M-26, NORTHEAST OF ATLANTIC MINE

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

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

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

<u>Trip Purpose</u>	<u>Trip Ends</u>	<u>Percent of Total</u>
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
	<hr/>	<hr/>
*	1,307*	16.8*

STATION 40, M-26, NORTHEAST OF ATLANTIC MINE

<u>Minutes</u>	<u>Trip Lengths</u> <u>Number of Trips</u>	<u>Percent of Total</u>
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
	<hr/>	<hr/>
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

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>
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
TOTAL	2,055	100.0

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>
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 South Range are the following:

<u>Trip Purpose</u>	<u>Trip Ends</u>	<u>Percent of Total</u>
Work	72	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
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TOTAL	258	100.0

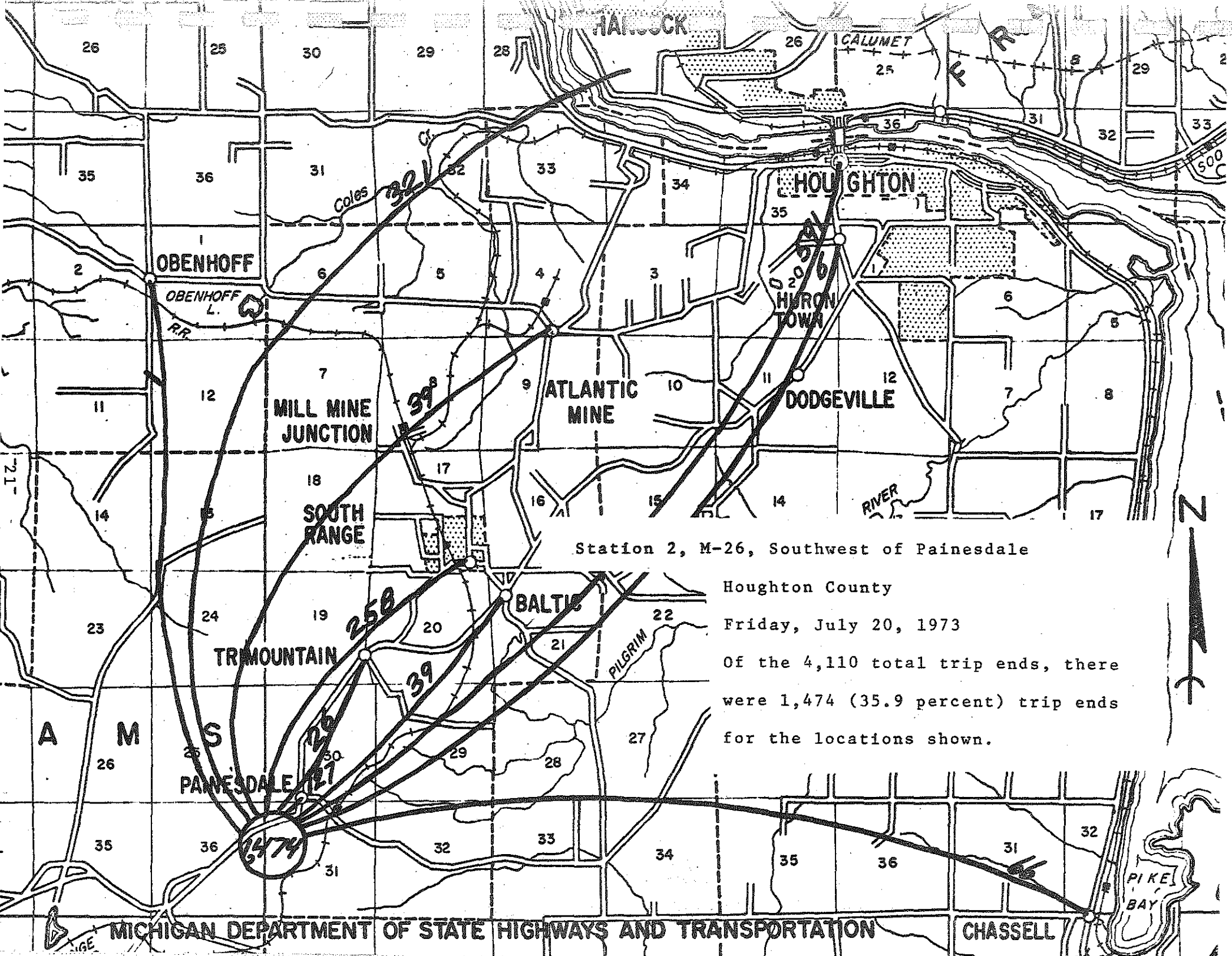
STATION 2, M-26, SOUTHWEST OF PAINESDALE

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

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

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

<u>Trip Purpose</u>	<u>Trip Ends</u>	<u>Percent of Total</u>
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
	<hr/>	<hr/>
*	258*	17.5*



Station 2, M-26, Southwest of Painesdale

Houghton County

Friday, July 20, 1973

Of the 4,110 total trip ends, there were 1,474 (35.9 percent) trip ends for the locations shown.

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.

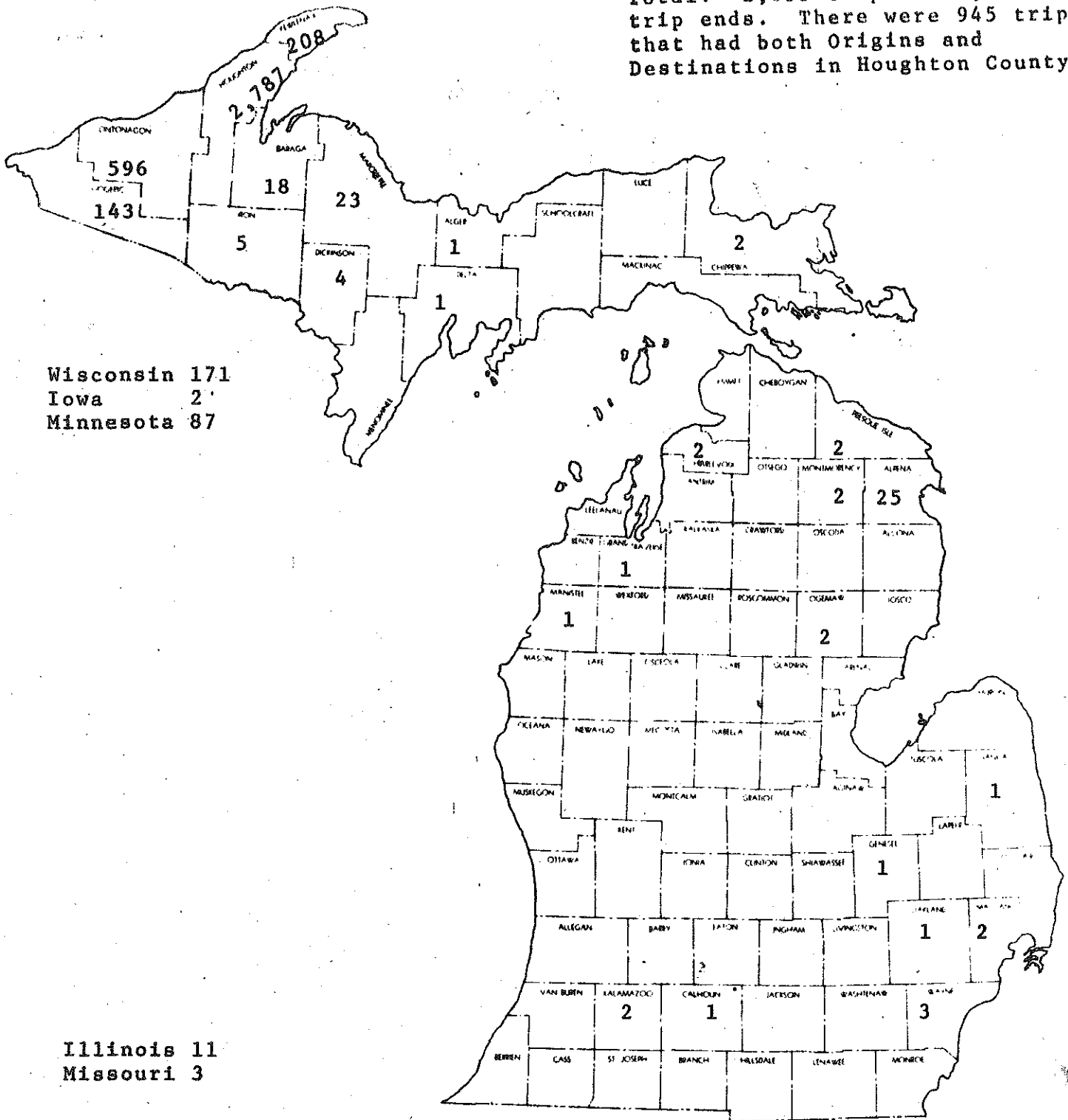
<u>Place</u>	<u>Trip Ends</u>	<u>Percent of Total</u>
Atlantic Mine	39	1.0
Baltic	39	1.0
Painesdale	127	3.1
South Range	258	6.3*
Trimountain	26	0.6
Chassell	66	1.6
Houghton	591	14.4
Huron Town	6	0.1
Hancock	321	7.8
Obenhoff	1	0.0
	<hr/>	<hr/>
SUB-TOTAL	1,474	35.9
	<hr/>	<hr/>
Total trip ends for Station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

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

<u>Trip Purpose</u>	<u>Trip Ends</u>	<u>Percent of Total</u>
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
	<hr/>	<hr/>
*	258*	6.3*

Origins and/or Destinations
of traffic through
Station 2 on M-26, Southwest
of Painesdale. Houghton County.
Friday, July 20, 1973.

Total: 2,055 trips or 4,110
trip ends. There were 945 trips
that had both Origins and
Destinations in Houghton County.



Wisconsin 171
Iowa 2
Minnesota 87

Illinois 11
Missouri 3

Indiana 1

Kentucky 1

STATION 2, M-26, SOUTHWEST OF PAINESDALE

<u>Minutes</u>	<u>Trip Lengths</u> <u>Number of Trips</u>	<u>Percent of Total</u>
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
	<hr/>	<hr/>
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) than 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.

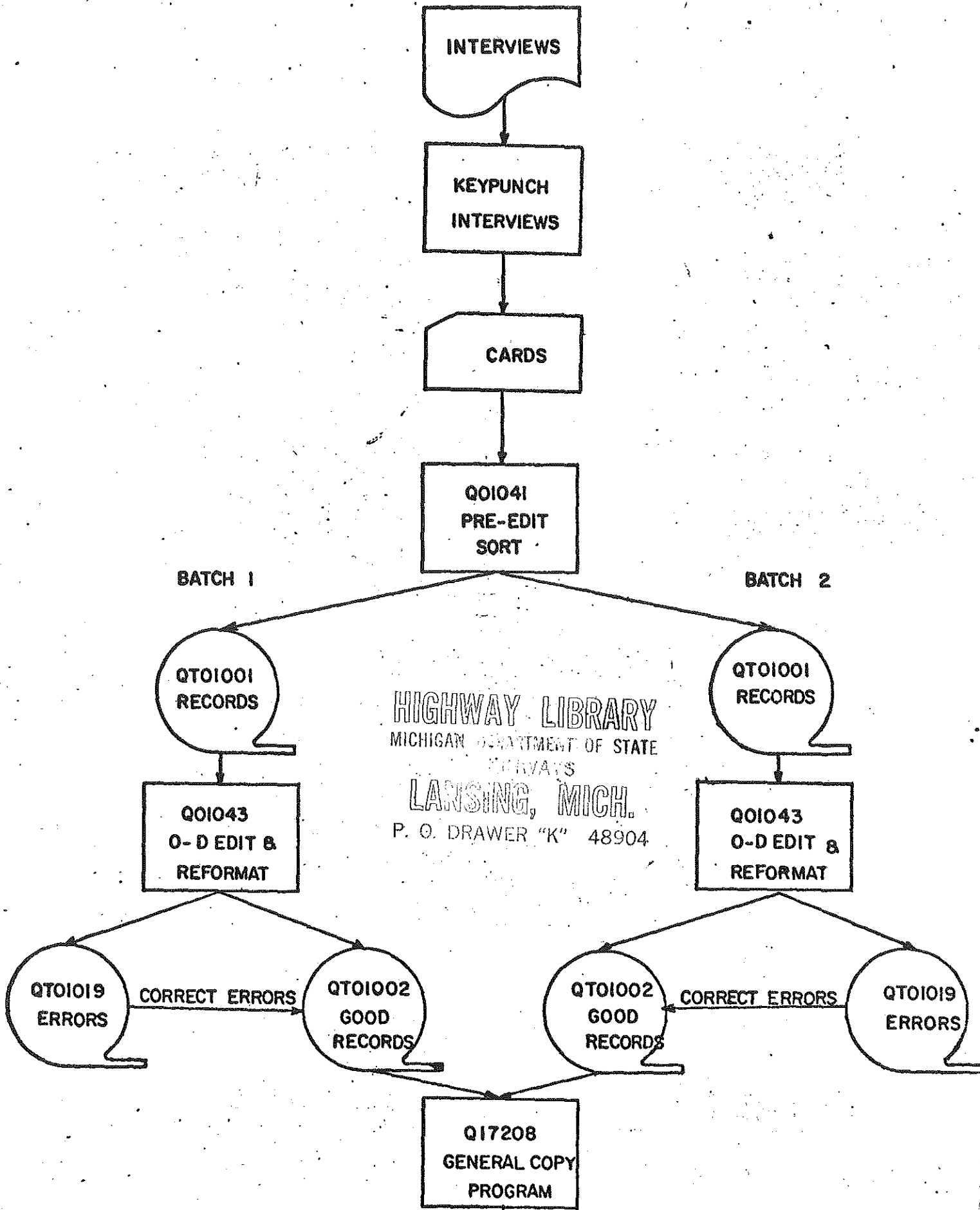
Of the total trip ends for each station, the ten communities (see tabulations) accounted for 35.9 percent (1,474 trip ends) for Station 2 and 69.8 percent (5,428 trip ends) for Station 40. Houghton accounted for 20.1 percent (1,564 trip ends) for Station 40 and 14.4 percent (591 trip ends) for Station 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.

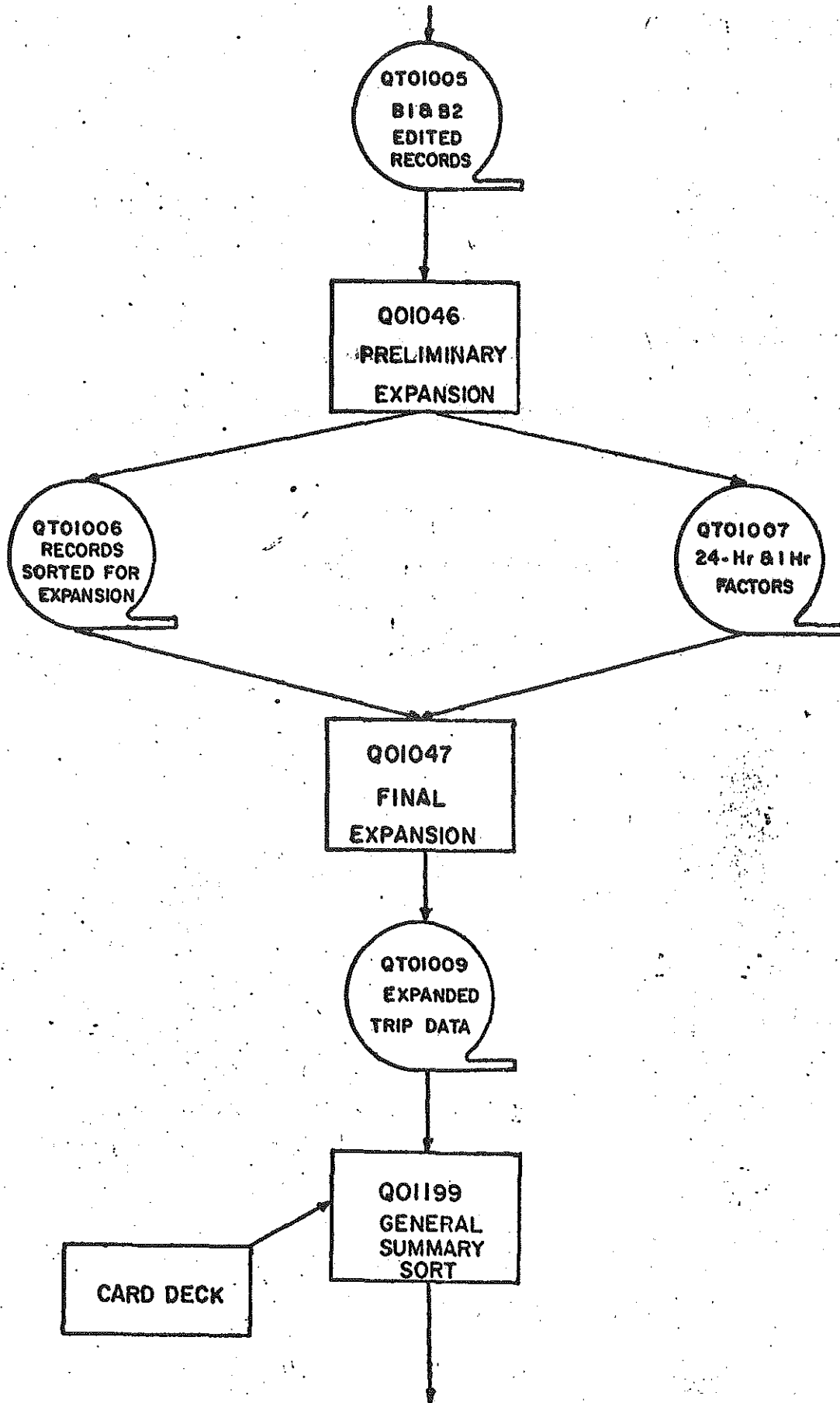
APPENDIX

SINGLE STATION PROCESS FLOW CHART

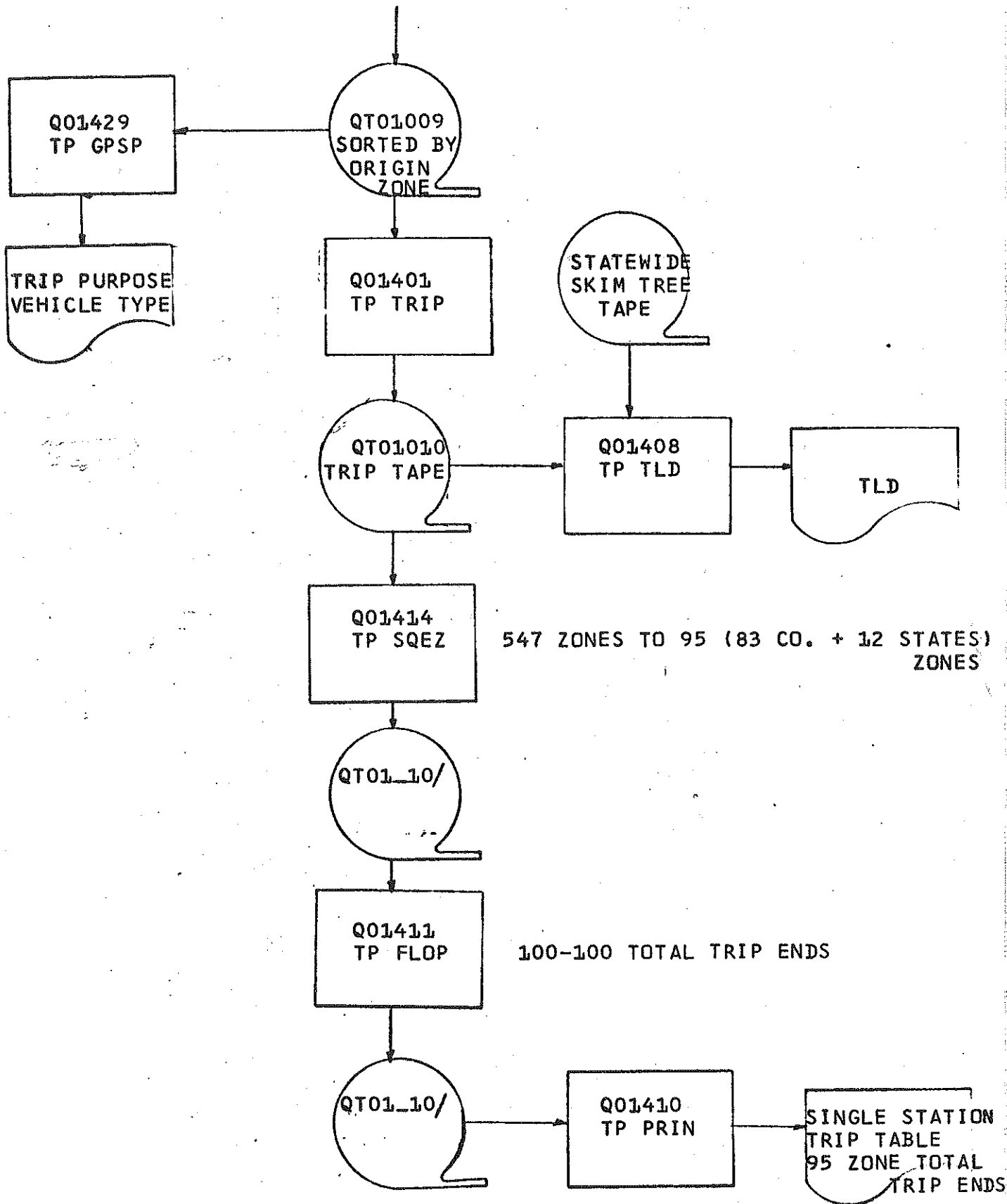


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SINGLE STATION PROCESS FLOW CHART



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	ARENAC	48	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
13	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	61	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	GLADWIN	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	HURON	74	SANILAC
33	INGHAM	75	SCHOOLCRAFT
34	IONIA	76	SHIAWASSEE
35	IOSCO	77	ST. CLAIR
36	IRON	78	ST. JOSEPH
37	ISABELLA	79	TUSCOLA
38	JACKSON	80	VAN BUREN
39	KALAMAZOO	81	WASHTENAW
40	KALKASKA	82	WAYNE
41	KENT	83	WEXFORD
42	KEWEENAW		

OUTSTATE ZONES

84	ONTARIO	90	KENTUCKY
85	WISCONSIN	91	MISSOURI
86	ILLINOIS	92	IOWA
87	INDIANA	93	MINNESOTA
88	OHIO	94	PENNSYLVANIA
89	WEST VIRGINIA	95	NEW YORK

MANUAL CLASSIFICATION COUNTS

HOUGHTON CO

THU 7-19-73

DIRECTION- NE BOUND

S.W. STA

40

ENDING TIME	PASS W=0 TRL	CAR W= TRL	PL-PJ W=0 TRL	UNDER 1 W= TRL	OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	44.	1.	2.	0.	0.	0.	2.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	53.
2	22.	0.	1.	0.	0.	0.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	33.
3	10.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	12.
4	1.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
5	4.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	5.
6	6.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8.
7	51.	0.	16.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	67.
8	81.	0.	19.	0.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	105.
9	83.	1.	16.	2.	7.	4.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	116.
10	62.	0.	12.	0.	7.	4.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	87.
11	73.	2.	24.	1.	9.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	112.
12	70.	1.	16.	1.	7.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	97.
13	99.	2.	17.	1.	7.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	129.
14	102.	2.	19.	1.	14.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	139.
15	93.	1.	9.	0.	7.	1.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	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.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	130.
18	71.	1.	19.	1.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	97.
19	77.	1.	16.	1.	2.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	100.
20	67.	1.	1.	0.	0.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	71.
21	87.	0.	5.	0.	0.	0.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	95.
22	71.	0.	6.	0.	1.	0.	0.	9.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	87.
23	49.	1.	6.	0.	1.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	59.
24	52.	0.	4.	0.	0.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	58.
TOT	1504.	19.	257.	8.	86.	22.	13.	32.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1941.

32

MANUAL CLASSIFICATION COUNTS

HOUGHTON CO

THU 7- 9-73

DIRECTION-TOTAL

S.W. STA

40

ENDING TIME	PASS W=0 TRL	CAR W= TRL	PL-PU W=0 TRL	UNDER 1 W= TRL	OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	68.	1.	4.	0.	0.	0.	2.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	81.
2	50.	0.	2.	0.	0.	0.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	57.
3	13.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	15.
4	1.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
5	15.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	17.
6	21.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	26.
7	104.	0.	27.	0.	5.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	137.
8	118.	0.	33.	0.	15.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	171.
9	135.	1.	34.	3.	23.	5.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	204.
10	117.	0.	28.	0.	14.	6.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	167.
11	130.	10.	33.	2.	16.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	197.
12	157.	9.	33.	2.	13.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	217.
13	186.	7.	33.	3.	18.	6.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	258.
14	185.	10.	34.	1.	16.	3.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	251.
15	196.	3.	19.	0.	18.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	241.
16	257.	4.	45.	0.	17.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	328.
17	237.	4.	40.	0.	17.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	302.
18	203.	5.	43.	1.	7.	2.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	264.
19	163.	1.	27.	1.	7.	2.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	205.
20	140.	1.	10.	1.	0.	1.	0.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	160.
21	172.	2.	12.	0.	0.	1.	2.	10.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	199.
22	192.	0.	17.	0.	1.	0.	0.	16.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	226.
23	134.	1.	13.	0.	1.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	152.
24	129.	0.	9.	0.	0.	1.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	143.
TOT	3123.	60.	503.	14.	188.	45.	20.	67.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4020.

34

MANUAL CLASSIFICATION COUNTS

HOUGHTON CO

FRI 7-20-73

DIRECTION - NE BOUND

S.W. STA

2

ENDING TIME	PASS W=0 TRL	CAR W=0 TRL	PL-PU W=0 TRL	UNDER 1 W=0 TRL	OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	11.	0.	1.	0.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	14.
2	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.
3	5.	0.	1.	0.	0.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9.
4	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
5	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
6	5.	0.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8.
7	10.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	12.
8	22.	0.	8.	0.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
9	40.	0.	3.	0.	1.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	47.
10	33.	0.	6.	0.	6.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	46.
11	39.	2.	6.	0.	7.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	57.
12	51.	2.	7.	0.	8.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	71.
13	47.	1.	5.	0.	7.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	61.
14	58.	2.	9.	4.	4.	6.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	87.
15	37.	0.	7.	1.	5.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	52.
16	60.	2.	5.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	71.
17	97.	1.	4.	1.	6.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	111.
18	64.	5.	13.	1.	3.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	88.
19	55.	4.	9.	1.	4.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	75.
20	48.	2.	7.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	58.
21	21.	0.	4.	0.	1.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	29.
22	30.	1.	7.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	40.
23	30.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	30.
24	10.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	14.
TOT	779.	22.	112.	9.	61.	21.	8.	12.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1024.

35

MANUAL CLASSIFICATION COUNTS

HOUGHTON CO

FRI 7-20-73

DIRECTION - SW BOUND

S. N. STA

2

ENDING TIME	PASS W=0 TRL	CAR W=0 TRL	PL=PU W=0 TRL	UNDER 1 W=0 TRL	OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL													TOTAL
1	10.	0.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	19.
2	9.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	19.
3	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
4	8.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	7.
5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6	13.	0.	1.	0.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
7	15.	0.	8.	0.	5.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	29.
8	20.	0.	3.	1.	8.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	32.
9	21.	0.	6.	0.	4.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
10	39.	6.	5.	0.	21.	4.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	77.
11	43.	4.	5.	0.	10.	6.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	76.
12	35.	4.	12.	0.	16.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	68.
13	39.	4.	5.	1.	4.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	58.
14	67.	3.	4.	2.	8.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	89.
15	59.	6.	10.	1.	5.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	83.
16	56.	2.	8.	1.	7.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	72.
17	76.	4.	9.	0.	2.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	194.
18	57.	4.	12.	0.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	78.
19	51.	4.	6.	0.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	65.
20	56.	1.	7.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	65.
21	43.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	67.
22	39.	0.	3.	0.	0.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	46.
23	23.	0.	2.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	26.
24	15.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
TOT	793.	42.	116.	6.	91.	32.	9.	10.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1099.

36

MANUAL CLASSIFICATION COUNTS

HOUGHTON CO

FRI 7-20-73

DIRECTION-TOTAL

S.W. STA

2

ENDING TIME	PASS W=0 TRL	CAR W= TRL	PL-PU W=0 TRL	UNDER 1 W= TRL	OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	21.	0.	3.	0.	0.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	27.
2	12.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	15.
3	7.	0.	1.	0.	0.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	11.
4	7.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9.
5	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
6	18.	0.	3.	0.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	24.
7	25.	0.	10.	0.	5.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.
8	42.	0.	11.	1.	11.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	66.
9	61.	0.	9.	0.	5.	4.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	81.
10	72.	6.	11.	0.	27.	7.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	125.
11	82.	6.	11.	0.	17.	7.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	127.
12	86.	6.	19.	0.	24.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	139.
13	86.	5.	10.	1.	11.	3.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	119.
14	125.	5.	13.	6.	12.	9.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	176.
15	96.	6.	17.	2.	10.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	135.
16	116.	4.	13.	1.	6.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	143.
17	173.	5.	13.	1.	8.	1.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	205.
18	121.	9.	25.	1.	6.	3.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	167.
19	106.	8.	15.	1.	7.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	140.
20	104.	3.	14.	0.	0.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	123.
21	84.	0.	8.	0.	1.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	76.
22	69.	1.	10.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	86.
23	53.	0.	2.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	56.
24	75.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	30.
TOT	1572.	64.	228.	15.	152.	53.	17.	22.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2123.

37

SINGLE STATION RURAL O-D STUDY

STATE OF OHIO
DEPARTMENT OF STATE HIGHWAYS
TRANSPORTATION PLANNING DIVISION

STA. LOCATION AND NUMBER

FORM NUMBER	6	COUNTY NUMBER			STATEWIDE NUMBER					HOUR PERIOD ENDING			* DIRECTION		DAY ** OF TRAVEL		MO.			DATE		
	1		2	3		4	5	6	7		8	9		10		11		12	13		14	15

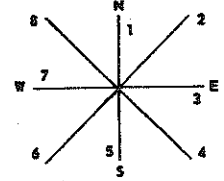
INTERVIEW NUMBER	VEH. TYPE	NO. IN VEH.	ORIGIN Where did this trip begin? Co. or State	DESTINATION Where will this trip end? Co. or State	WHERE IS VEHICLE GARAGED	D. U. P. E. S. P. A. B.	ROUTE OF EXIT OR ENT.
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		

-38-

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67

VEHICLE TYPE

1 PASSENGER CAR WITHOUT A TRAILER
 2 PASSENGER CAR WITH A TRAILER
 3 PANEL OR PICK-UP WITHOUT A TRAILER
 4 PANEL OR PICK-UP WITH A TRAILER
 5 OTHER SINGLE UNIT TRUCKS
 6 COMBINATIONS & TRUCKS WITH TRAILERS



DAY OF TRAVEL **

SUNDAY 1 THURSDAY 5
 MONDAY 2 FRIDAY 6
 TUESDAY 3 SATURDAY 7
 WEDNESDAY 4

GARAGED

1 ORIGIN
 2 DESTINATION
 3 OTHER

TRIP PURPOSE

1 WORK
 2 PERS. BUSINESS
 3 SHOPPING
 4 VACATION
 5 OTHER SOC. OR REC.
 6 ALL OTHER

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

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.

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 2 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	5	0	0
4	0	0	2	0	0	0	0	0	0	0
TOTAL =		7								
								MEAN =	0.074	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 4 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	10	0	0	0	0	0	0	0	0
TOTAL =		10								
								MEAN =	0.105	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 7 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	22	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	1	0	0	0
TOTAL =		23								
								MEAN =	0.242	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 11 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0
TOTAL =		1								
								MEAN =	0.011	

INTERCHANGE VALUES FROM ZONE 12 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	8	0	0	0	0	0	0	0	0
TOTAL =		8								
								MEAN =	0.084	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 15 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
4	0	0	3	0	0	0	0	0	0	0
TOTAL =		3								
								MEAN =	0.032	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 16 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	2	0	0	0
TOTAL =		2								
								MEAN =	0.021	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 17 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	2	0	0
3	0	2	0	0	0	0	0	0	0	0
9	0	0	0	4	0	0				
TOTAL =		8								
								MEAN =	0.084	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 21 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0		0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0
TOTAL =		2								
							MEAN =		0.021	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 22 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0		0	0	0	0	0	0	0	0	0
3	0	15	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0
9	0	0	0	1	0	0				
TOTAL =		17								
							MEAN =		0.179	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 25 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0		0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0
TOTAL =		1								
							MEAN =		0.011	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 27 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0		0	5	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	2	0	0
3	0	85	0	0	0	0	0	0	0	0
4	0	0	11	0	0	0	0	0	0	0
5	0	0	2	0	0	0	0	0	0	0
TOTAL =		105								
							MEAN =		1.105	

M=26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 31 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0		0	0	0	10	0	0	22	0	0
1	0	0	8	0	0	0	0	2	0	0
2	0	2	15	0	0	0	0	85	0	0
3	0	5958	0	1	0	0	1	0	0	0
4	1	0	48	0	0	0	0	0	0	0
5	0	0	10	0	0	0	0	0	0	0
6	0	0	0	0	0	3	339	2	0	0
7	0	0	0	0	0	0	0	2	0	0
8	0	0	6	0	0	81	1	0	2	0
9	1	3	0	45	0	0				

TOTAL = 6648 MEAN = 69.979

M=26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 33 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0		0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0

TOTAL = 1 MEAN = 0.011

M=26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 36 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0		0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0
5	0	0	2	0	0	0	0	0	0	0

TOTAL = 3 MEAN = 0.032

M=26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE		40 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0		0	0	0	0	0	0	0	0	0	
3	0	1	0	0	0	0	0	0	0	0	
TOTAL =		1									
								MEAN =		0.011	

M=26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE		42 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0		0	2	0	0	0	0	0	0	0	
1	0	1	0	0	0	3	0	0	0	0	
2	0	0	1	0	0	1	0	11	0	0	
3	0	48	0	0	0	0	0	0	0	0	
4	0	0	2	0	0	0	0	0	0	0	
5	0	0	2	0	0	2	0	0	0	0	
6	0	0	0	0	0	0	104	0	0	0	
8	0	0	0	0	0	46	0	0	0	0	
9	0	1	0	16	0	0					
TOTAL =		240									
								MEAN =		2.526	

M=26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE		52 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0		0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	2	0	0	
3	0	10	0	0	0	0	2	0	0	0	
4	0	0	2	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	4	0	0	0	
8	0	0	0	0	0	2	0	0	0	0	
TOTAL =		22									
								MEAN =		0.232	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 55 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
4	0	0	2	0	0	0	0	0	0	0
TOTAL =		2								
								MEAN =	0.021	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 65 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	3	0	0	0	0	0	0	0	0
TOTAL =		3								
								MEAN =	0.032	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 66 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	1	0	0
1	0	0	0	0	0	0	2	0	0	0
3	0	339	0	0	0	0	0	0	0	0
4	0	0	104	0	0	0	0	0	0	0
5	0	0	4	0	0	0	0	0	0	0
8	0	0	0	0	2	0	0	0	0	0
TOTAL =		452								
								MEAN =	4.758	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 67 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0
TOTAL =		2								
								MEAN =	0.021	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE		77 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0	0
TOTAL =		2									MEAN = 0.021

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE		82 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
3	0	6	0	0	0	0	0	0	0	0	0
TOTAL =		6									MEAN = 0.063

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE		84 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	2	0	0	0	0
TOTAL =		2									MEAN = 0.021

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE		85 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
3	0	81	0	0	0	0	0	0	0	0	0
4	0	0	46	0	0	0	0	0	0	0	0
5	0	0	2	0	0	0	0	0	0	0	0
8	0	0	0	0	0	2	0	0	0	0	0
TOTAL =		131									MEAN = 1.379

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 86 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0
TOTAL =		1								
								MEAN =	0.011	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 88 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0
TOTAL =		2								
								MEAN =	0.021	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 90 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0
TOTAL =		1								
								MEAN =	0.011	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 91 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	3	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0
TOTAL =		4								
								MEAN =	0.042	

M-26 STATION 40 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE VALUES FROM ZONE 93 TO ALL OTHER ZONES TABLES NUMBER 101

	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	4	0	0
2	0	0	1	0	0	0	0	0	0	0
3	0	45	0	0	0	0	0	0	0	0
4	0	0	16	0	0	0	0	0	0	0
TOTAL =		66								
								MEAN =	0.695	

TOTAL TRIP SUMMARY

-----TOTAL TRIPS-----
ALL ZONES SELECTED ZONES

TABLE 101

7776

777

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.

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			2 TO ALL OTHER ZONES				TABLES NUMBER 101		
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	1	0	0	0	0
TOTAL =		1								
								MEAN =		0.011

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			4 TO ALL OTHER ZONES				TABLES NUMBER 101		
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	24	0	0	0	0	0	0	0	0
8	0	0	1	0	0	0	0	0	0	0
TOTAL =		25								
								MEAN =		0.263

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			7 TO ALL OTHER ZONES				TABLES NUMBER 101		
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	11	0	0	0	0	0	0	0	0
4	0	0	2	0	0	0	0	0	0	0
6	0	0	0	0	0	0	3	0	0	0
8	0	0	0	0	0	2	0	0	0	0
TOTAL =		18								
								MEAN =		0.189

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			13 TO ALL OTHER ZONES				TABLES NUMBER 101		
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0
TOTAL =		1								
								MEAN =		0.011

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 15 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
3	0	2	0	0	0	0	0	0	0	0	
TOTAL =		2									MEAN = 0.021

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 17 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	2	0	0					
TOTAL =		2									MEAN = 0.021

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 21 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
3	0	1	0	0	0	0	0	0	0	0	
TOTAL =		1									MEAN = 0.011

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 22 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
4	0	0	4	0	0	0	0	0	0	0	
TOTAL =		4									MEAN = 0.042

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			25 TO ALL OTHER ZONES						TABLES NUMBER 101	
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
3	0	1	0	0	0	0	0	0	0	0	
TOTAL =		1									
								MEAN =	0.011		

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			27 TO ALL OTHER ZONES						TABLES NUMBER 101	
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
3	0	123	0	0	0	0	0	0	0	0	
4	0	0	17	0	0	0	0	0	0	0	
5	0	0	3	0	0	0	0	0	0	0	
TOTAL =		143									
								MEAN =	1.505		

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			28 TO ALL OTHER ZONES						TABLES NUMBER 101	
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
3	0	1	0	0	0	0	0	0	0	0	
TOTAL =		1									
								MEAN =	0.011		

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			31 TO ALL OTHER ZONES						TABLES NUMBER 101	
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	24	0	0	11	0	0	
1	0	0	0	1	0	2	0	0	0	0	
2	0	1	0	0	0	1	0	123	1	0	
3	0	1890	0	0	0	0	3	0	0	2	
4	0	0	19	0	0	0	0	0	0	0	
5	0	0	14	0	0	0	0	0	1	0	
6	1	0	0	1	0	2	490	0	0	0	
7	0	2	0	0	1	0	0	0	0	0	
8	0	0	1	0	0	120	6	1	0	0	
9	0	2	2	65	0	0					
TOTAL =		2787									
								MEAN =	29.337		

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP

INTERCHANGE	VALUES FROM ZONE 36 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
3	0	3	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0
TOTAL =		5									MEAN = 0.053

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 39 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0	0
TOTAL =		2									MEAN = 0.021

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 42 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	2	0	0	0
2	0	0	4	0	0	0	0	17	0	0	0
3	0	19	0	0	0	0	1	0	0	0	0
6	1	0	0	0	0	0	93	0	0	0	0
8	0	0	0	0	0	46	5	0	0	0	0
9	1	1	0	18	0	0					
TOTAL =		208									MEAN = 2.189

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 51 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	1	0	0					
TOTAL =		1									MEAN = 0.011

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 52 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	3	0	0	0
3	0	14	0	0	0	0	1	0	0	0	0
6	0	0	0	0	0	0	3	0	0	0	0
8	0	0	0	0	0	1	0	0	0	0	0
9	0	0	0	1	0	0	0	0	0	0	0
TOTAL =		23									MEAN = 0.242

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 58 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	1	0	0	0	0
TOTAL =		2									MEAN = 0.021

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 60 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0
TOTAL =		2									MEAN = 0.021

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 63 TO ALL OTHER ZONES										TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0
TOTAL =		1									MEAN = 0.011

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 65 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0
TOTAL =		2								
								MEAN =		0.021

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 66 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	3	0	0
3	0	490	0	0	0	0	0	0	0	0
4	0	0	93	0	0	0	0	0	0	0
5	0	0	3	0	0	0	0	0	1	0
6	0	0	0	0	0	0	4	0	0	0
8	0	0	1	0	0	1	0	0	0	0
TOTAL =		596								
								MEAN =		6.274

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 71 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0
TOTAL =		2								
								MEAN =		0.021

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 74 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0
TOTAL =		1								
								MEAN =		0.011

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			82 TO ALL OTHER ZONES						TABLES NUMBER 101	
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	1	0	0	0	0	0	
3	0	1	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	1	0	0	0	
TOTAL =		3									
							MEAN =		0.032		

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			85 TO ALL OTHER ZONES						TABLES NUMBER 101	
	0	1	2	3	4	5	6	7	8	9	
0	0	0	1	0	0	0	0	2	0	0	
3	0	120	0	0	0	0	0	0	0	0	
4	0	0	46	0	0	0	0	0	0	0	
5	0	0	1	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	1	0	0	0	
TOTAL =		171									
							MEAN =		1.800		

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			86 TO ALL OTHER ZONES						TABLES NUMBER 101	
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
3	0	6	0	0	0	0	0	0	0	0	
4	0	0	5	0	0	0	0	0	0	0	
TOTAL =		11									
							MEAN =		0.116		

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE			87 TO ALL OTHER ZONES						TABLES NUMBER 101	
	0	1	2	3	4	5	6	7	8	9	
0	0	0	0	0	0	0	0	0	0	0	
3	0	1	0	0	0	0	0	0	0	0	
TOTAL =		1									
							MEAN =		0.011		

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 90 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0
TOTAL =	1									MEAN = 0.011

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 91 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0
TOTAL =	3									MEAN = 0.032

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 92 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0
TOTAL =	2									MEAN = 0.021

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

INTERCHANGE	VALUES FROM ZONE 93 TO ALL OTHER ZONES									TABLES NUMBER 101
	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	2	0	0
3	0	65	0	0	0	0	0	0	0	0
4	0	0	18	0	0	0	0	0	0	0
5	0	1	1	0	0	0	0	0	0	0
TOTAL =	87									MEAN = 0.916

M-26 STATION 02 HOUGHTON CO. TOTAL TRIP ENDS

T R I P S U M M A R Y

-----TOTAL TRIPS-----
ALL ZONES SELECTED ZONES

TABLE 101

4110

4110