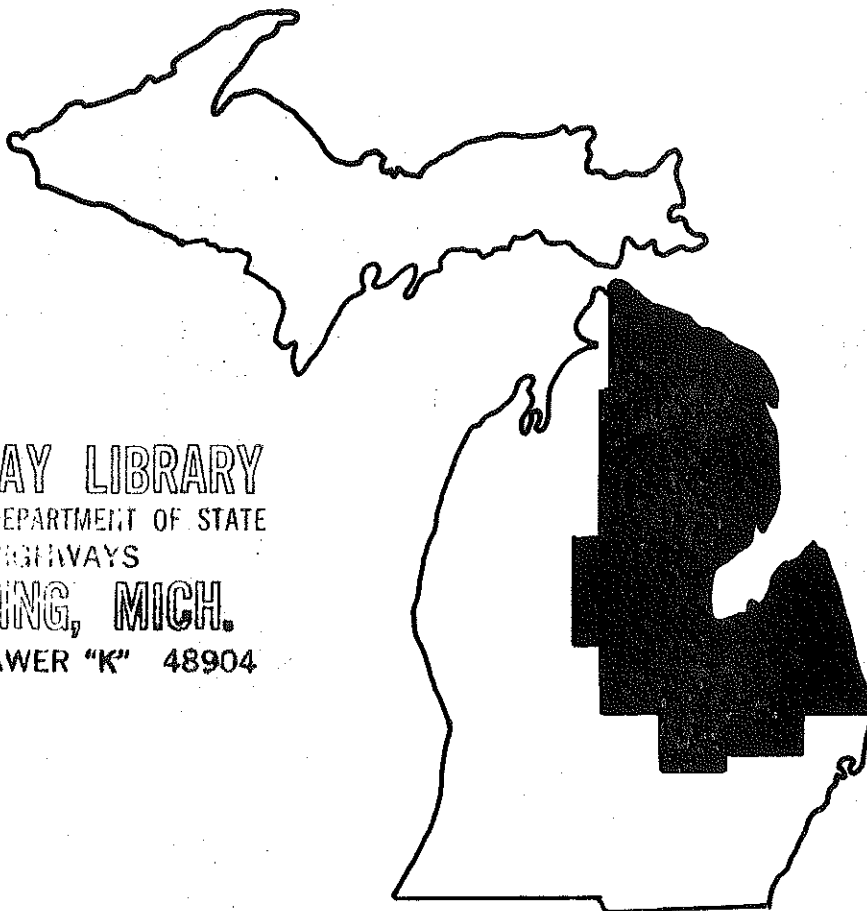


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GRAYLING 1972
EXTERNAL
ORIGIN DESTINATION
SURVEY
FACTUAL DATA REPORT

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GRAYLING 1972
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JOHN P. WOODFORD, DIRECTOR

March 27, 1974

Mr. Sam F. Cryderman
Deputy Director
Bureau of Transportation Planning
Michigan Department of State Highways
and Transportation
Lansing, Michigan

Dear Mr. Cryderman:

Documented in this report are the results of the 1972 Grayling External Origin Destination Survey. Included are tables, maps and summaries of data obtained during the survey.

This report was prepared by Transportation Analyst Robert M. Kirkbride with the assistance of Michael DeMott. Both are under the supervision of Maynard A. Christensen of the East Multi-Regional Section.

Sincerely,

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

Keith E. Bushnell, Administrator
Multi-Regional Planning Division



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Survey Area

Grayling, with a population of over 2,100 serves as the county seat for Crawford County. Located in the north central part of the lower peninsula 200 miles from Detroit and less than 85 miles from the Straits of Mackinac, this community is probably the best known for Camp Grayling home of the Michigan National Guard.

Canoeing along the Au Sable River is also a trademark of this area with Grayling serving as the jumping off point for many individuals and the site of the annual Au Sable Canoe race. Other major activities of the area generally contribute to one of Grayling's more important industries--tourism.

The area is served by three state trunklines; I-75, M-72 and M-93. M-93 is a short facility providing service to the Michigan National Guard reservation to the southwest and to Hartwick Pines State Park to the northwest. M-72 primarily provides east-west service. By far the most important route for the area is I-75 providing accessibility for residents of the state's population centers to Grayling and the Upper Peninsula.

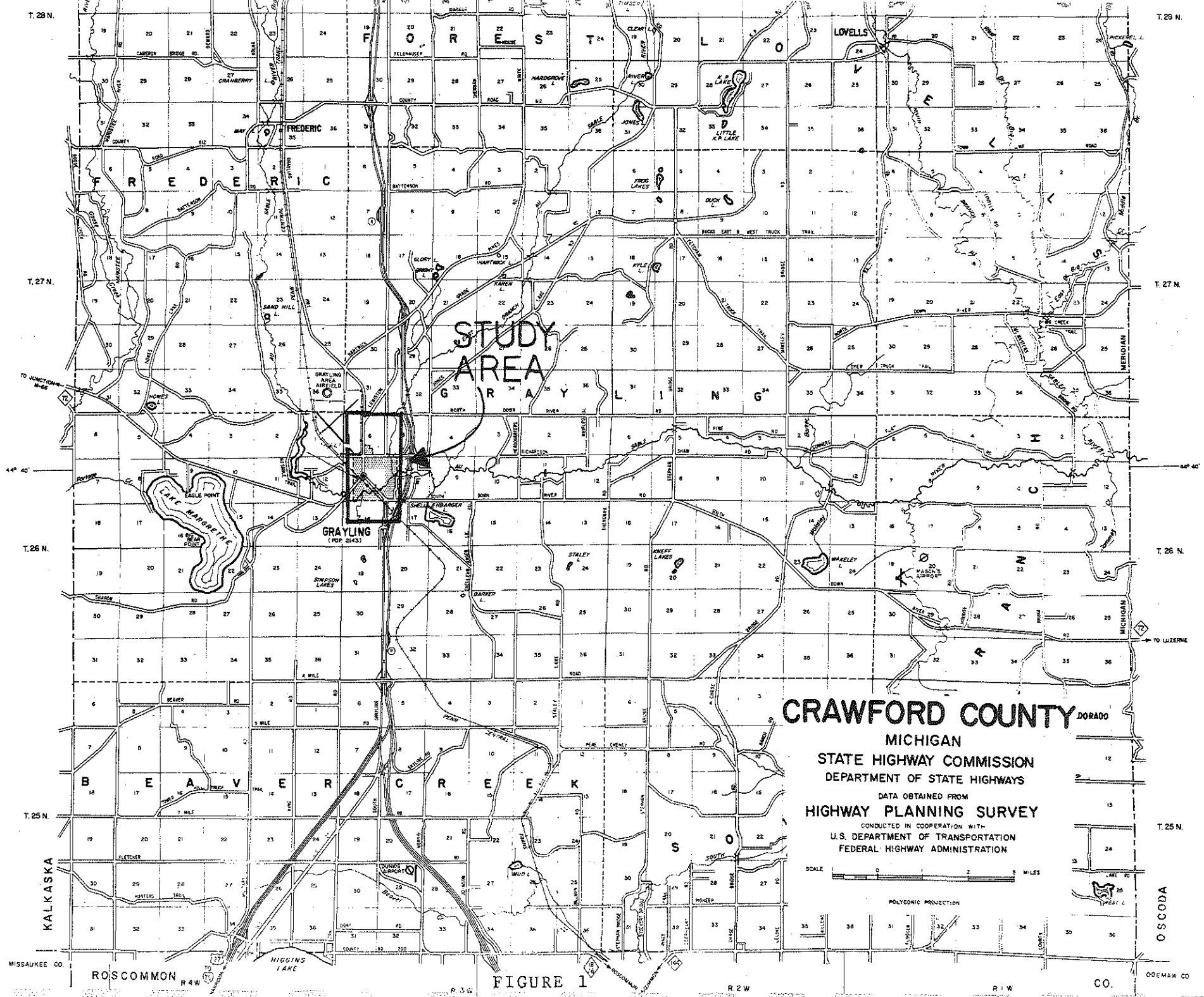


FIGURE 1

TERMINOLOGY AND DEFINITIONS

Cordon Line: An imaginary line around the area under study.

External Station: A point on a highway at the limits of the study area (Cordon Line) where drivers of vehicles are stopped and interviewed.

Study Area: The area enclosed by the Cordon Line.

Origin: The place where a trip begins.

Destination: The place where a trip ends.

Origin-Destination Zone: (Analysis Zone) a basic subdivision of the study area having a single or dominant land use, designated as such for purposes of tabulation and analysis.

Trip: One-way travel between an Origin and Destination.

Terminal Trip: A trip with one end outside the study area and the other end inside the study area. (Beginning or ending at one of the internal analysis zones.)

Through Trip: A trip passing through the study area. (Both ends of the trip outside the Cordon Line.)

FIELD PROCEDURE

Field work for the Grayling External Origin Destination Survey was conducted during June and July, 1972. The purpose of the survey was to gather data regarding the movement of individuals by motor vehicle through, into, and out of the study area.

Interview stations were established on all important routes leading into Grayling. In all, five stations were operated. Each station was operated for fourteen hours. During the hours of operation, vehicles were stopped and drivers interviewed regarding the origin, destination and purpose of the trip. Manual Vehicle Classification counts were taken in conjunction with interviews and the remainder of a 24 hour day.

Both inbound and outbound vehicles were interviewed and responses recorded at each station for each hour period by direction.

In addition the study area was sub-divided into analyses zones based generally on homogenous land uses. Each trip inbound or outbound from these zones was recorded according to a previously assigned unique abbreviation.

Sample interview forms for both interviews and Manual Vehicle Classification appear in Appendix B.

TABLE 1

GRAYLING

EXTERNAL ORIGIN DESTINATION SURVEY

EXTERNAL STATIONS

STATION NO.

LOCATION

1	I-75 & M-93, S. OF LEWISTON RD.
2	N. DOWN RIVER RD., W. OF I-75
3	M-72, E. OF I-75 OVERPASS
4	I-75 BL, N. OF JCT. I-75 & I-75 BL
5	M-72 & M-93, E. OF PINE POINT RD.

TABLE 2

GRAYLING
EXTERNAL ORIGIN DESTINATION SURVEY

ANALYSIS ZONES

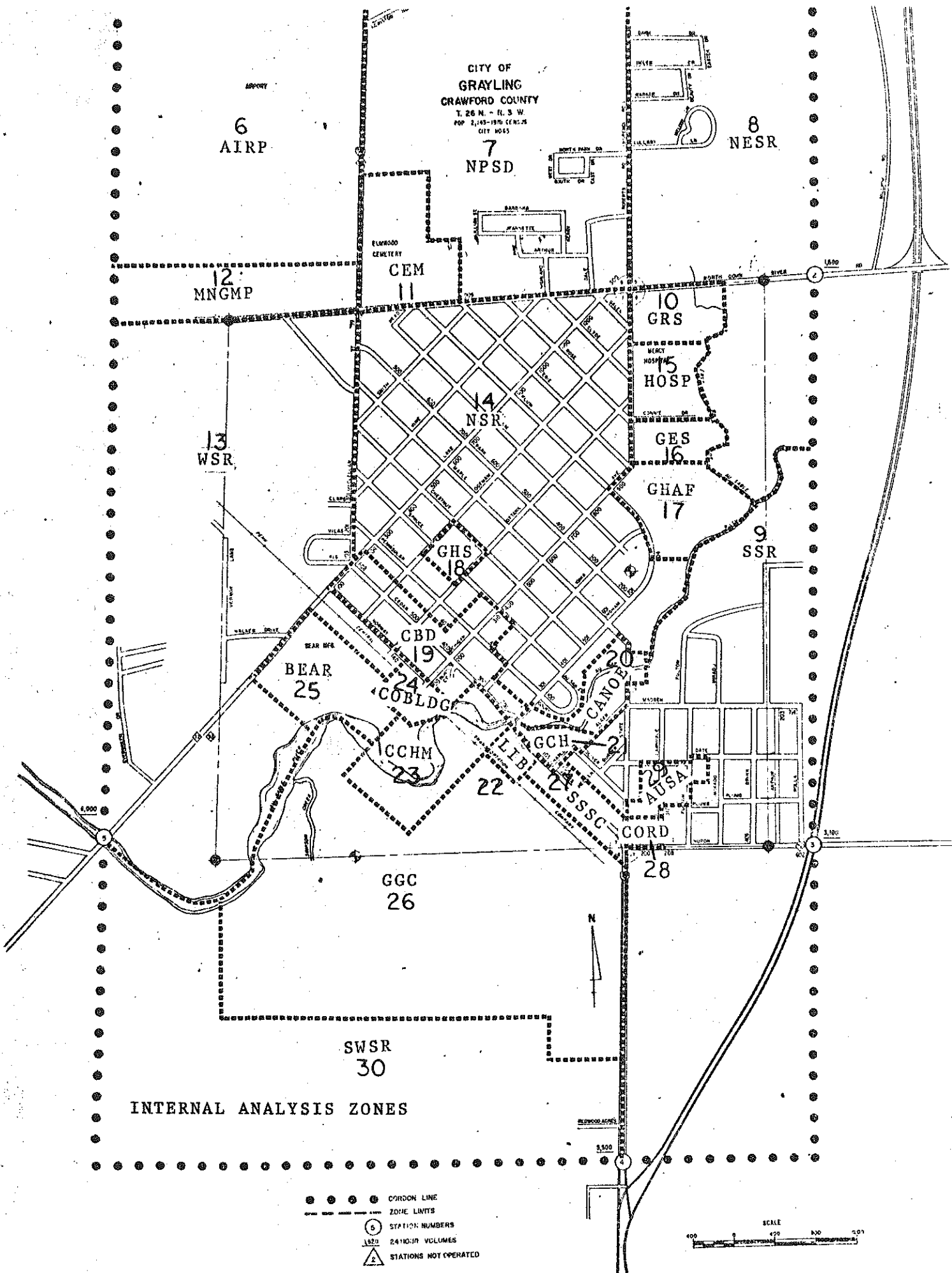
<u>ZONE NO.</u>	<u>ABBREVIATION</u>	<u>DESCRIPTION</u>
6	AIRP	AIRPORT
7	NPSD	NORTH PARK SUB-DIVISION
8	NESR	NORTHEAST SIDE RESIDENTIAL
9	SSR	SOUTHSIDE RESIDENTIAL
10	GRS	GRAYLING RESEARCH STATION
11	CEM	CEMETERY
12	MNGMP	MICHIGAN NATIONAL GUARD MOTOR POOL
13	WSR	WESTSIDE RESIDENTIAL
14	NSR	NORTHSIDE RESIDENTIAL
15	HOSP	HOSPITAL
16	GES	GRAYLING ELEMENTARY SCHOOL
17	GHAF	GRAYLING HIGH SCHOOL ATHLETIC FIELD
18	GHS	GRAYLING HIGH SCHOOL
19	CBD	CENTRAL BUSINESS DISTRICT
20	CANOE	CANOE LIVERIES
21	GCH	GRAYLING CITY HALL
22	LIB	LIBRARY
23	CCHM	CRAWFORD COUNTY HISTORICAL MUSEUM
24	COBLDG	COUNTY BUILDING
25	BEAR	BEAR MANUFACTURING CO.
26	GGC	GRAYLING GOLF COURSE
27	SSSC	SOUTHSIDE SHOPPING CENTER

GRAYLING
EXTERNAL ORIGIN DESTINATION SURVEY

ANALYSIS ZONES (CONTINUED)

<u>ZONE NO</u>	<u>ABBREVIATION</u>	<u>DESCRIPTION</u>
28	CORD	COUNTY ROAD COMMISSION
29	AUSA	AUSAGA ACRES
30	SWSR	SOUTHWEST SIDE RESIDENTIAL

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ALL STATIONS

Interviews were conducted for the Grayling External Origin Destination Survey on a June and July 1972 weekday. A total of 24,769 vehicles passed through all stations. Of this number 13,990 were stopped and interviewed yielding an areawide interview rate of 56.48%. Due to conventions of computer programs used to process and expand interview data, as explained in footnotes to Table 3, trips as discussed in ensuing paragraphs will slightly overstated.

After expansion there were 24,828 all station vehicle trips. As can be seen in Table 3, 21,359 or 86.03% of these trips utilized state trunklines with the remainder passing through station 2.

Traffic was categorized as terminal or through, with the former constituting 57.42% and the latter 42.58% of all vehicle trips. However, since a through trip is counted at both the station of entrance and exit, in order to determine total trips it was necessary to half-factor all through trips to adjust for this double counting. When considered in this light, terminal trips account for 72.95% of all trips and through trips 27.05%.

Nearly 66% of all station terminal trips interchanged with one of three internal analysis zones. Zone 19 (CBD) accounted for 36.65%, Zone 27 (SSSC) 17.72%, and Zone 14 (NSR) 11.33%. Table 4 presents a list of all station terminal trips by zone with terminal trips superimposed.

Utilizing the Statewide Traffic Forecasting Model and data from the Grayling Study, it was possible to compute the lengths of trips for all stations combined. Table 5 lists the trip lengths

which were developed. Through trips have been half-factored. As can be seen over 47% of all trips have a duration of 20 minutes or less with 67.75% occurring within an hour of Grayling. The longest trip was 16 hours 40 minutes with the average trip length 1 hour 23 minutes.

The distribution of all station trip ends by county is presented in Figure 4. Every county in the state had some impact on trip making in the Grayling area. However, those counties immediately adjacent to and including Crawford County constitutes 77.88% of the total. Crawford County alone accounted for 62.91%.

Figure 5 presents a schematic display of 24 hour traffic counts conducted inside the study area during the survey period.

TABLE 3

ALL STATION TRIPS

<u>Station</u>	¹ <u>24-Hour Traffic Counts</u>	<u>14-Hour Interviews</u>	<u>Percent Interviewed</u>	² <u>Vehicle Trips</u>	<u>Percent of Total Traffic</u>
1	3646	2275	62.40	3661	14.75
2	3538	2511	70.97	3469	13.97
3	2640	2100	79.55	2653	10.69
4	7210	3216	44.60	7322	29.49
5	<u>7735</u>	<u>3888</u>	<u>50.27</u>	<u>7723</u>	<u>31.10</u>
Totals	24769	13990	56.48	24828	100.00

<u>Station</u>	² <u>Vehicle Trips</u>	<u>Terminal Trips</u>	<u>% of Total</u>	<u>Through Trips</u>	<u>% of Total</u>
1	3661	2372	64.79	1289	35.21
2	3469	2377	68.52	1092	31.48
3	2653	1713	64.57	940	35.43
4	7322	3253	44.43	4069	55.57
5	<u>7723</u>	<u>4542</u>	<u>58.81</u>	<u>3181</u>	<u>40.98</u>
Vehicle Trips	24828	14257	57.42	10571	42.58
Total Trips	19543	14257	72.95	³ 5286	27.05

¹ Motorcycles and busses, although counted, were not interviewed and do not appear in this column. Listed below are the totals of these vehicle types counted at each station.

Station	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>Totals</u>
	41	29	14	31	51	166

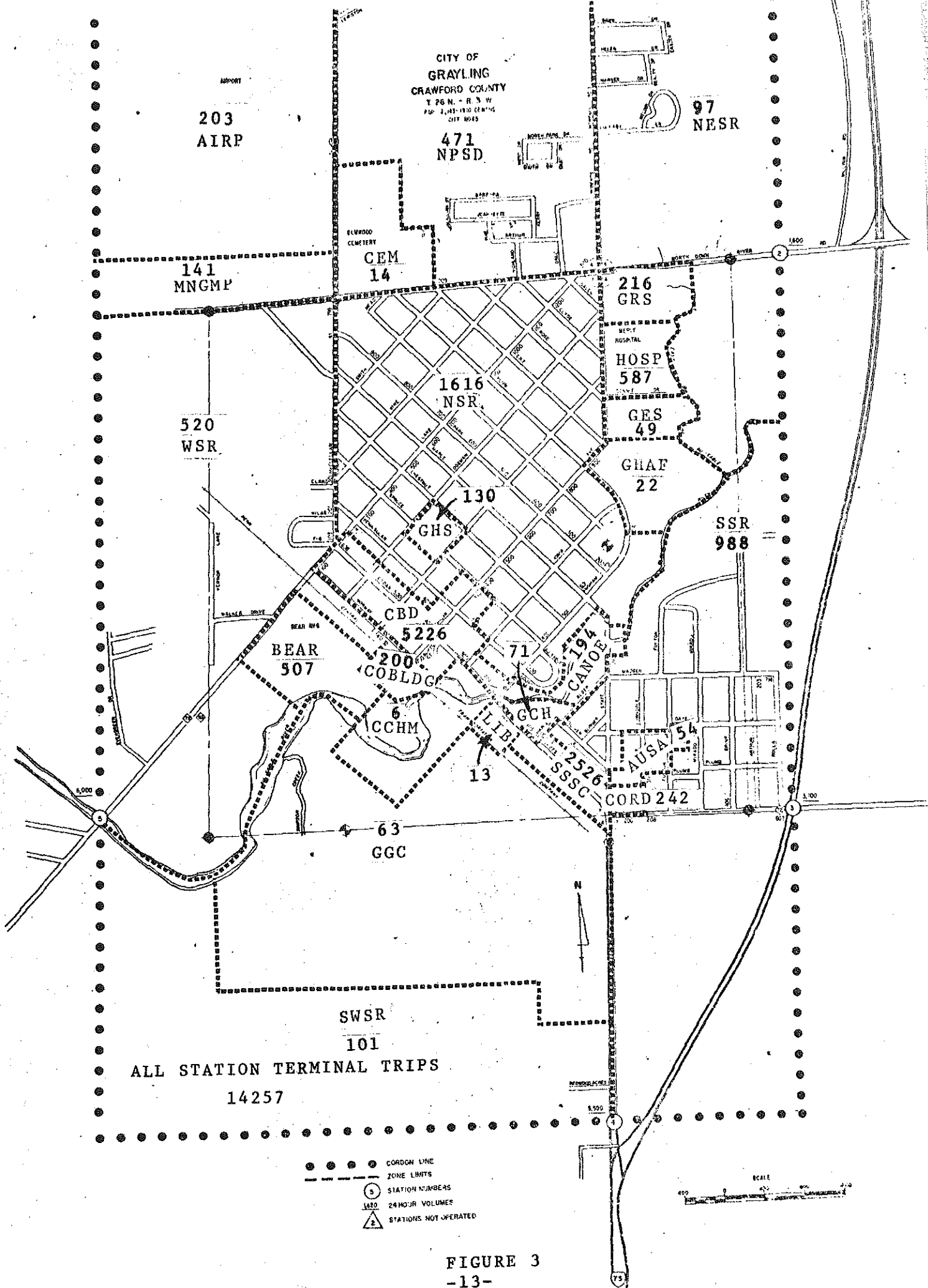
² Due to the conventions of certain computer programs, expanded vehicle trips do not necessarily correspond exactly with 24-hour traffic counts.

³ A through trip is counted both at the station of entrance and exit. To adjust for this double counting it was necessary to half-factor through trip records.

TABLE 4

TOTAL AREA TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
6	91	112	203	1.42
7	269	202	471	3.30
8	47	50	97	.68
9	500	488	988	6.93
10	98	118	216	1.52
11	4	10	14	.10
12	66	75	141	.99
13	262	258	520	3.65
14	832	784	1616	11.33
15	260	327	587	4.12
16	20	29	49	.34
17	2	20	22	.15
18	68	62	130	.92
19	2417	2809	5226	36.65
20	73	121	194	1.36
21	30	41	71	.50
22	7	6	13	.09
23	4	2	6	.04
24	89	111	200	1.40
25	263	244	507	3.56
26	28	35	63	.44
27	1421	1105	2526	17.72
28	108	134	242	1.70
29	23	31	54	.38
30	<u>54</u>	<u>47</u>	<u>101</u>	<u>.71</u>
TOTAL	7036	7221	14257	100.0



ALL STATION TERMINAL TRIPS
14257

- ● ● ● CORDON LINE
- - - - ZONE LIMITS
- ⑤ STATION NUMBERS
- 1800 24 HOUR VOLUMES
- △ STATIONS NOT OPERATED



FIGURE 3
-13-

TABLE 5

ALL STATIONS

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1-20	9360	47.28
20-40	3460	17.47
40-60	594	3.00
60-90	1239	6.26
90-120	656	3.31
120-180	1267	6.40
180-240	1118	5.63
240-300	1093	5.51
300-1000	<u>1022</u>	<u>5.14</u>
	19809	100.00

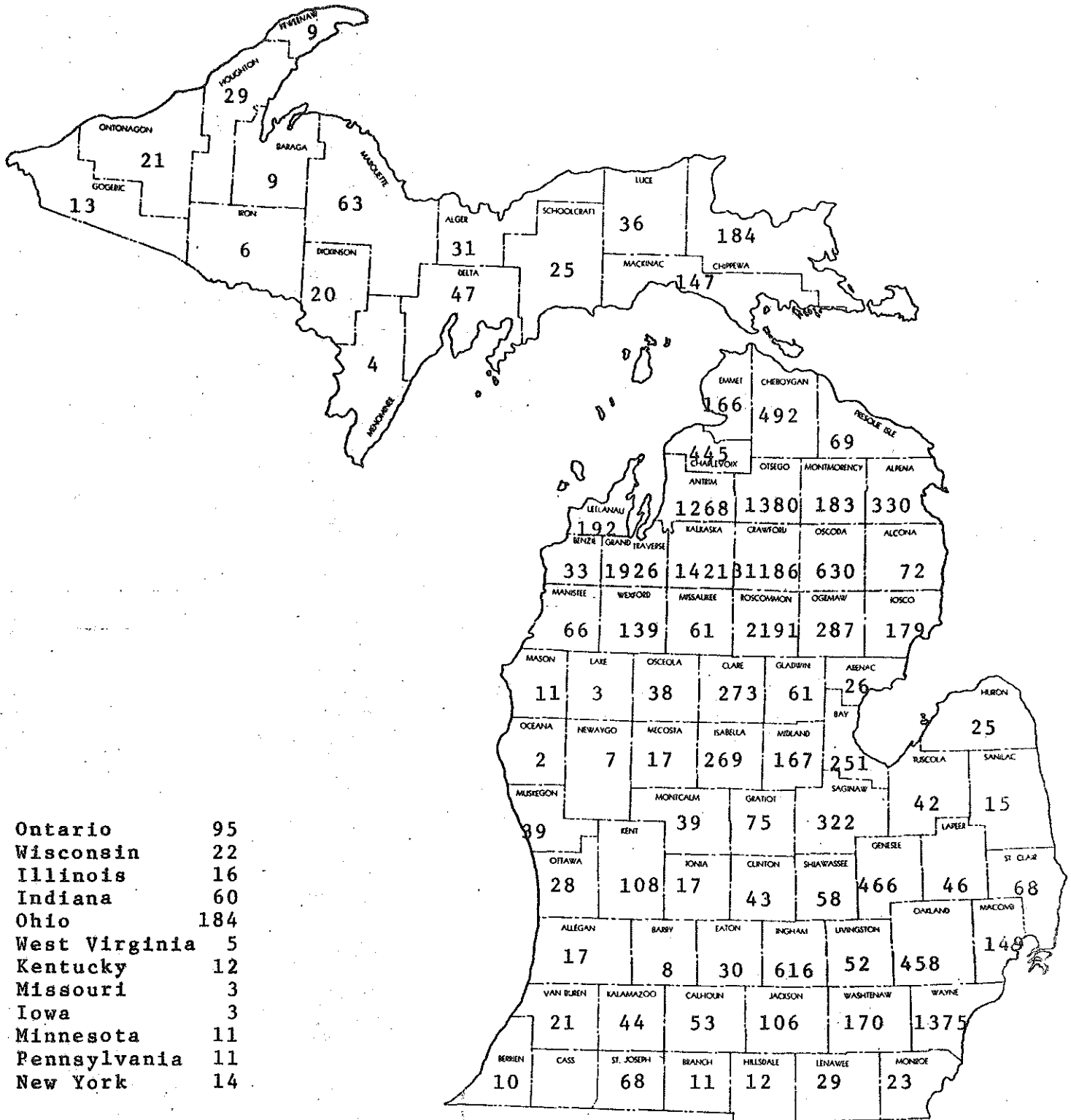
Longest Trip Length - 16 hours 40 minutes

Average Trip Length - 1 hour 23 minutes

GRAYLING EXTERNAL ORIGIN DESTINATION SURVEY

ALL STATIONS

DISTRIBUTION OF TRIP ENDS BY COUNTY



Total Trip Ends 49572
 Total Trips 24786

FIGURE 4

CITY OF
GRAYLING
 CRAWFORD COUNTY
 T26N-R3W
 POP 2,143-1970 CENSUS
STREET SYSTEMS

EXTERNAL
 ORIGIN & DESTINATION
 STUDY
 JULY 1972

24 HOUR TRAFFIC COUNTS

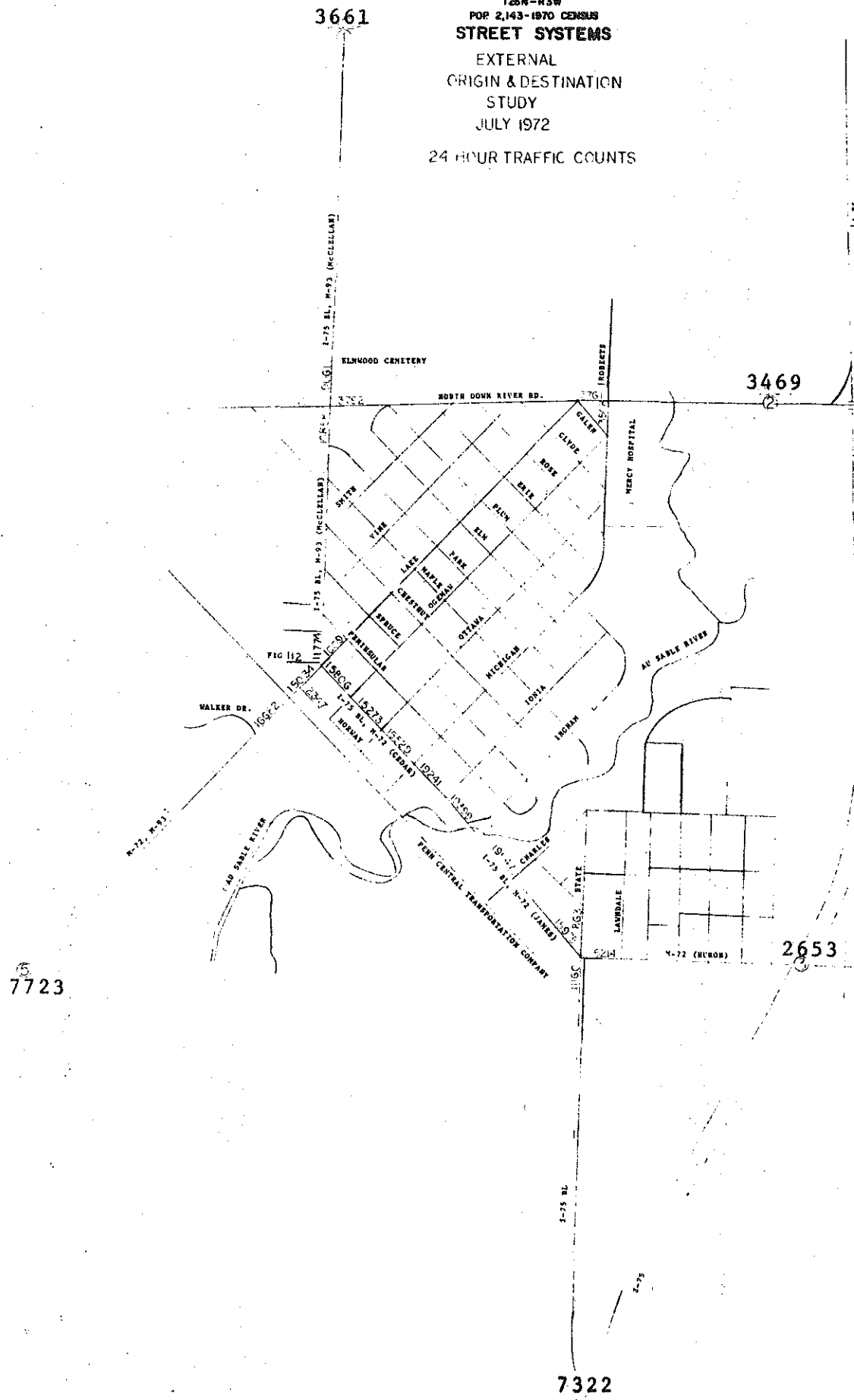


FIGURE 5

STATION 1

Station 1 was located on I-75BL/M-93 south of Lewiston Road. Total vehicle trips at this location (3661) represents 14.75% of all station trips for the Grayling Study area. The greatest proportion of these trips were terminal (64.79%) with the remainder being through. Terminal and through trips at this location represents 16.64% and 12.19%, respectively, of all station terminal and through trips.

A breakdown of Station 1 trips by vehicle type and trip purpose is presented in Table 6. As can be seen the great bulk of trips (88%) were made by passenger car and/or panel or pickup trucks. The former constitutes 74.72% and the latter 13.28%. More than 35% of these trips were work trips. Shopping, Vacation and Other Social Recreation trips each constituted a similar proportion of the total. Shopping accounted for 16.49% with Vacation and Other Social Recreation at 15.38% and 17.11% respectively.

Terminal trips by definition have one end of the trip inside the study area. Listed in Table 7 are all Station 1 terminal trips. As can be seen Zone 19 (CBD) was the zone of origin or destination of 34.75% of the total. Including the CBD, five zones account for over 76% of Station 1 Terminal Trips. Zone 27 (SSSC) accounted for 15.47%, Zone 14 (NSR) 10.41%, Zone 9 (SSR) 8.47% and Zone 7 (NPSD) 7.34%. A schematic of these terminal trip interchanges is shown in Figure 7.

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Table 8 lists through trips at Station 1 to and from all other operating external stations. The primary through trip interchanges were with stations 4 and 5. Combined these stations were the exit or entrance for 67.96% of through trips passing through station 1. These interchanges are illustrated in Figure 7.

Utilizing data from the study and the Statewide Traffic Forecasting Model it was possible to compute lengths of trips at the station. As indicated in Table 9, more than 40% of the trips had a duration of 20 minutes or less. There were 2581 trips within one hour of the station which represents 70.17% of the total. The average trip length of all trips was one hour and 17 minutes with the longest trip at 16 hours 40 minutes.

A county outline map is presented as Figure 8 showing the distribution of the origin and destination ends of trips passing through the station. Less than 1% had trip ends out-of-state and only 4.13% in the upper peninsula. Of the 7008 lower peninsula trip ends 88.81% were concentrated in Cheboygan, Otsego, Crawford or Roscommon Counties. Crawford County alone accounted for 72.92%. The remainder were generally widespread throughout the rest of the state.

TABLE 6

STATION 1

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	2736	74.72	1822	66.59	914	33.41
Passenger Car with Trailer	117	3.19	46	39.32	71	60.68
Panel or Pickup	486	13.28	343	70.58	143	29.42
Panel or Pickup with Trailer	21	.57	17	80.95	4	19.05
Other Single Unit Trucks	230	6.29	112	48.70	118	51.30
Combinations and Trucks with Trailers	<u>71</u>	<u>1.95</u>	<u>32</u>	<u>45.07</u>	<u>39</u>	<u>54.93</u>
TOTAL	3661	100.00	2372	64.79	1289	35.21

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	1293	35.52	825	63.81	468	36.19
Personal Business	237	6.47	148	62.45	89	37.55
Shopping	604	16.49	531	87.91	73	12.09
Vacation	563	15.38	269	47.78	294	52.22
Other Social- Recreation	626	17.11	336	53.67	290	46.33
All Other	<u>338</u>	<u>9.23</u>	<u>263</u>	<u>77.81</u>	<u>75</u>	<u>22.19</u>
TOTAL	3661	100.00	2372	64.79	1289	35.21

TABLE 7
STATION 1
TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
6	7	11	18	.76
7	87	87	174	7.34
8	11	2	13	.55
9	131	70	201	8.47
10	7	12	19	.80
11	0	2	2	.08
12	3	5	8	.34
13	48	56	104	4.38
14	141	106	247	10.41
15	48	65	113	4.76
16	5	7	12	.51
17	0	15	15	.63
18	22	0	22	.93
19	449	375	824	34.75
20	4	17	21	.89
21	3	3	6	.25
22	0	0	0	0
23	2	0	2	.08
24	16	24	40	1.69
25	54	49	103	4.34
26	0	0	0	0
27	203	165	367	15.47
28	14	25	39	1.64
29	4	5	9	.38
30	<u>5</u>	<u>8</u>	<u>13</u>	<u>.55</u>
TOTAL	1263	1109	2372	100.00

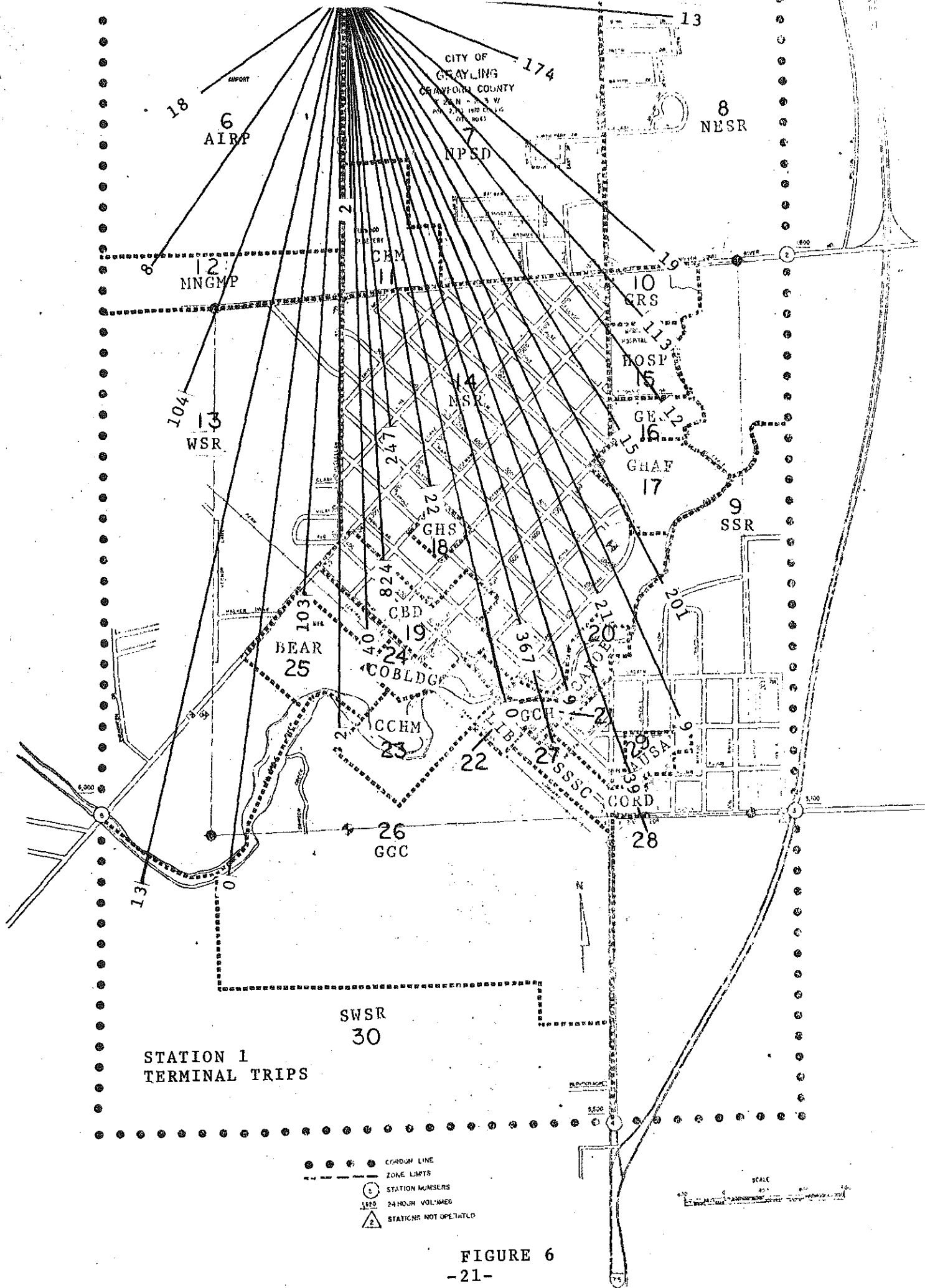


FIGURE 6
-21-

TABLE 8
 STATION 1
THROUGH TRIPS

<u>STATION</u>	<u>TRIPS</u>	<u>PERCENT OF TOTAL</u>
2	177	13.73
3	236	18.31
4	386	29.95
5	<u>490</u>	<u>38.00</u>
Total	1289	100.00

TABLE 9
STATION 1
TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1-20	1479	40.21
20-40	832	22.62
40-60	270	7.34
60-90	286	7.78
90-120	191	5.19
120-180	155	4.21
180-240	183	4.99
240-300	128	3.48
300-1000	<u>154</u>	<u>4.18</u>
TOTALS	3678	100.00

Longest trip length - 16 hours 40 minutes

Average trip length - 1 hour 17 minutes

GRAYLING EXTERNAL ORIGIN DESTINATION SURVEY

STATION 1

DISTRIBUTION OF TRIP ENDS BY COUNTY

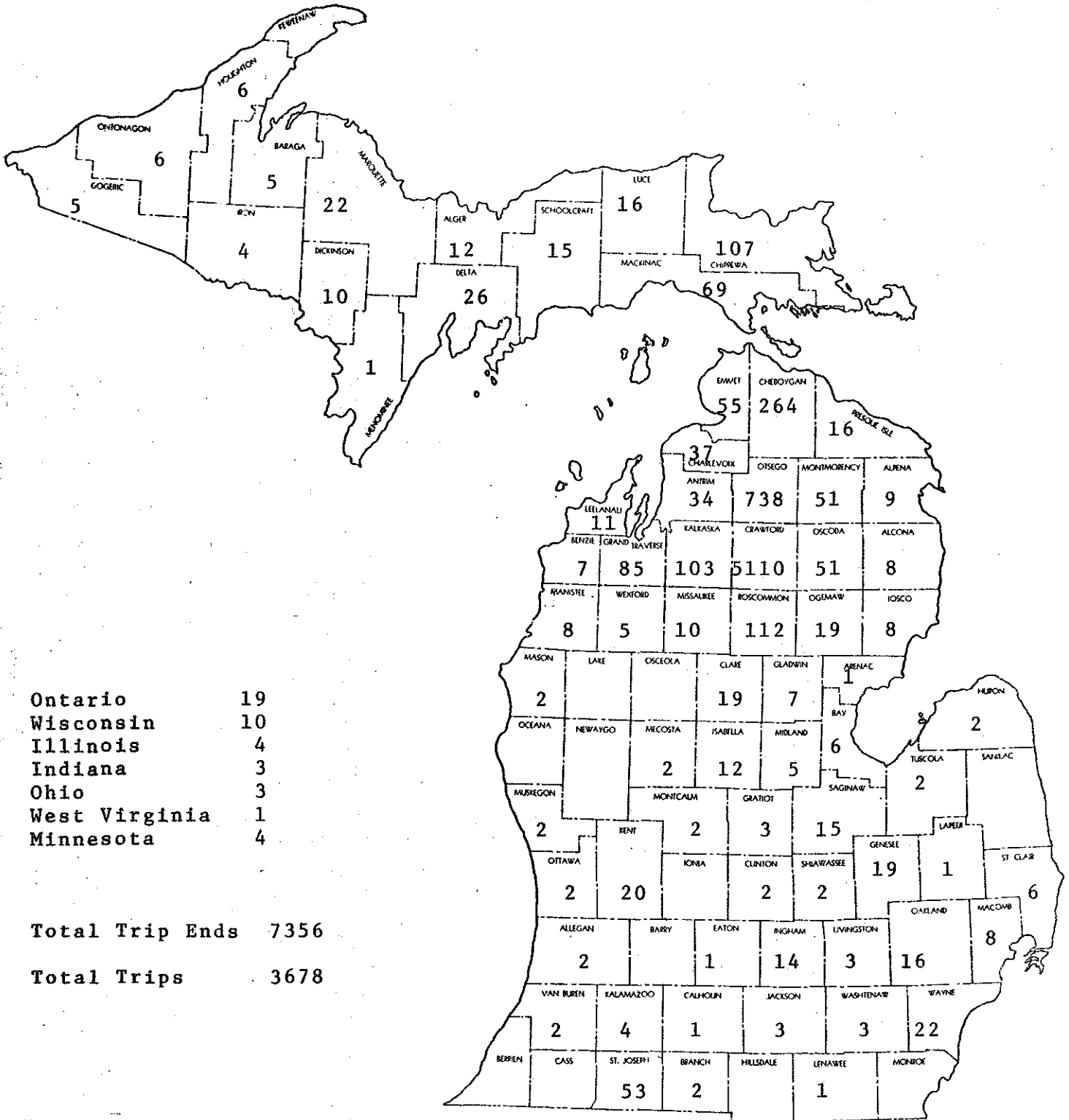


FIGURE 8

STATION 2

Station 2 was located on North Down River Road West of I-75. Vehicle trips at this location (3469) represents 13.97% of all station trips. A great proportion of these trips were terminal (68.52%) with the remainder being through. Terminal and through trips represent 16.67% and 10.33%, respectively of all station terminal and through trips.

Vehicle trips by vehicle type and purpose are presented in Table 10. Over 91% were made by either passenger car or panel or pickup truck. The former constituted 74% and the latter 17.3%. Work trips were the most prevalent accounting for 41.58%. Shopping and Other Social Recreation comprised 17.83% and 18.78%, respectively. Combined these three purposes totaled 2711 vehicles.

The primary internal zone of origin and destination for terminal trips was the CBD (Zone 19). As can be seen in Table 11 over 37% of the 2377 terminal trips had one end inside the CBD. Zones 14 (NSR) and 27 (SSSC) contributed 15.23% and 13.33%, respectively. Combined these three zones accounted for over 65% of terminal trips. Figure 9 displays schematically the interchange of these trips between the station and zones.

Through vehicles at station 2 interchanged primarily with stations 4 and 5. Nearly 69% of through vehicles passing through the station either exited or entered the study area at these locations. Station 5 accounted for 43.31% and Station 4 an additional 25.55%. In addition to the above, Table 12 lists through trips to and from all other stations. Figure 10 displays these interchanges graphically.

Utilizing data from the study and the Statewide Traffic Forecasting Model it was possible to compute lengths of trips at the station. As indicated in Table 13, more than 56% of the trips had a duration of 20 minutes or less. There were 2999 trips within one hour of the station which represents 86.24% of the total. The average trip length was 48 minutes and the longest trip was 15 1/2 hours.

A county outline map is presented as Figure 11 showing the distribution of the origin and destination ends of trips passing through the station. Less than 1.5% of the trip ends were in the upper peninsula and only .37% were out-of-state. The remainder were concentrated in the lower peninsula. Of the 6830 lower peninsula trip ends 93.79% were in Cheboygan, Otsego, Crawford and Roscommon Counties. Crawford County alone accounted for 87.6%. Of the remainder a great majority were in the northern tier of counties.

TABLE 10

STATION 2

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	2567	74.00	1872	72.93	695	27.07
Passenger Car with Trailer	37	1.06	27	72.97	10	27.03
Panel or Pickup	600	17.30	365	60.83	235	39.17
Panel or Pickup with Trailer	11	.31	8	72.73	3	27.27
Other Single Unit Trucks	211	6.09	87	41.23	124	58.77
Combinations and Trucks with Trailers	<u>43</u>	<u>1.24</u>	<u>18</u>	<u>41.86</u>	<u>25</u>	<u>58.14</u>
TOTAL	3469	100.00	2377	68.52	1092	31.48

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	1442	41.58	859	59.57	583	40.43
Personal Business	271	7.81	212	78.23	59	21.77
Shopping	618	17.83	566	91.59	52	8.41
Vacation	170	4.88	96	56.47	74	43.53
Other Social- Recreation	651	18.78	423	64.98	228	35.02
All Other	<u>317</u>	<u>9.12</u>	<u>221</u>	<u>69.72</u>	<u>96</u>	<u>30.28</u>
TOTAL	3469	100.00	2377	68.52	1092	31.48

TABLE 11

STATION 2

TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
6	6	16	22	.93
7	61	47	108	4.54
8	11	22	33	1.39
9	81	66	147	6.18
10	31	38	69	2.90
11	2	1	3	.13
12	0	3	3	.13
13	29	40	69	2.90
14	194	168	362	15.23
15	40	73	113	4.75
16	2	2	4	.17
17	0	0	0	0
18	12	16	28	1.18
19	358	523	881	37.05
20	2	12	14	.59
21	3	1	4	.17
22	0	4	4	.17
23	0	0	0	0
24	18	19	37	1.56
25	46	43	89	3.74
26	6	16	22	.93
27	155	157	312	13.13
28	10	18	28	1.18
29	3	8	11	.46
30	<u>7</u>	<u>7</u>	<u>14</u>	<u>.59</u>
TOTAL	1077	1300	2377	100.00

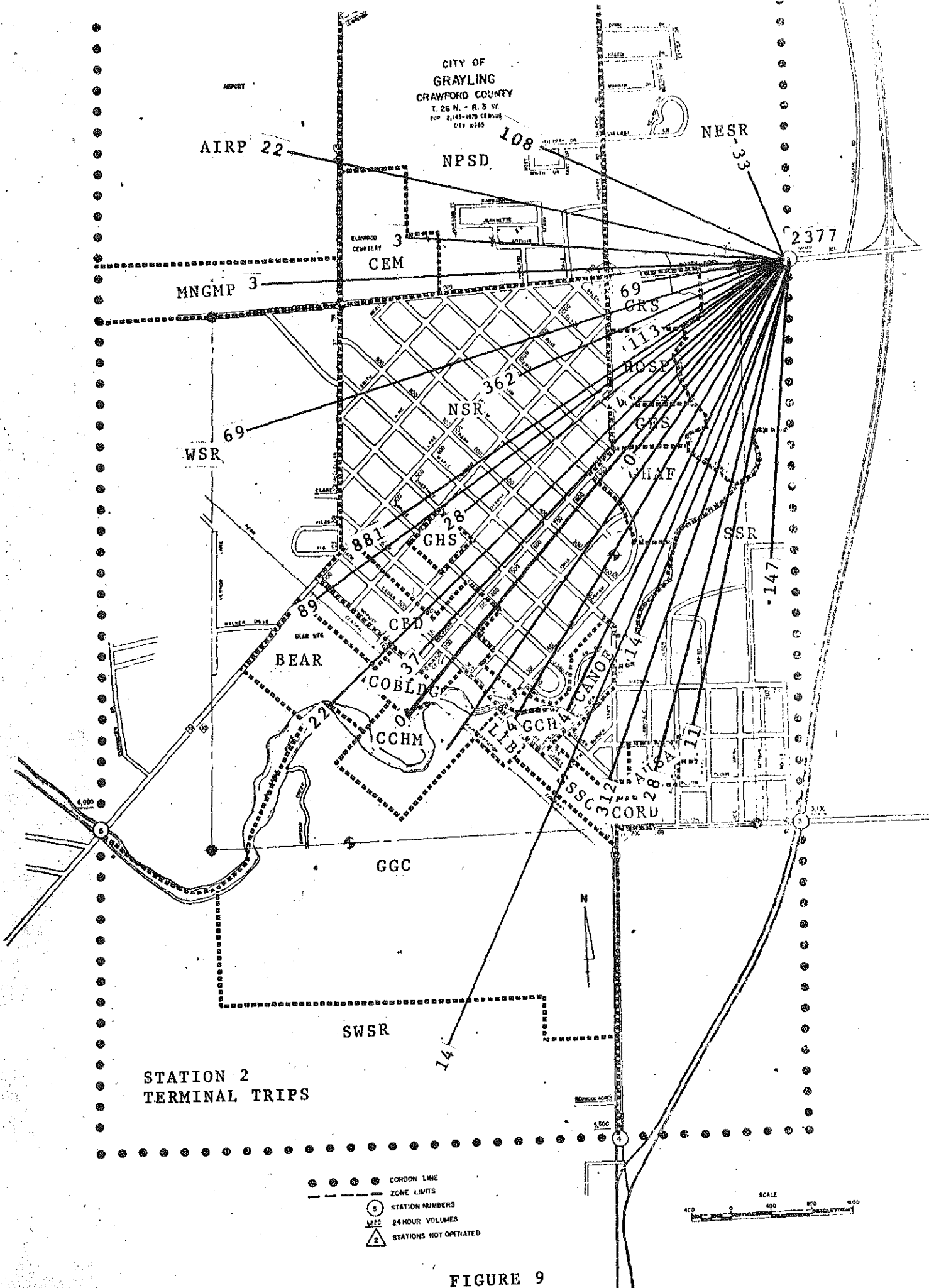
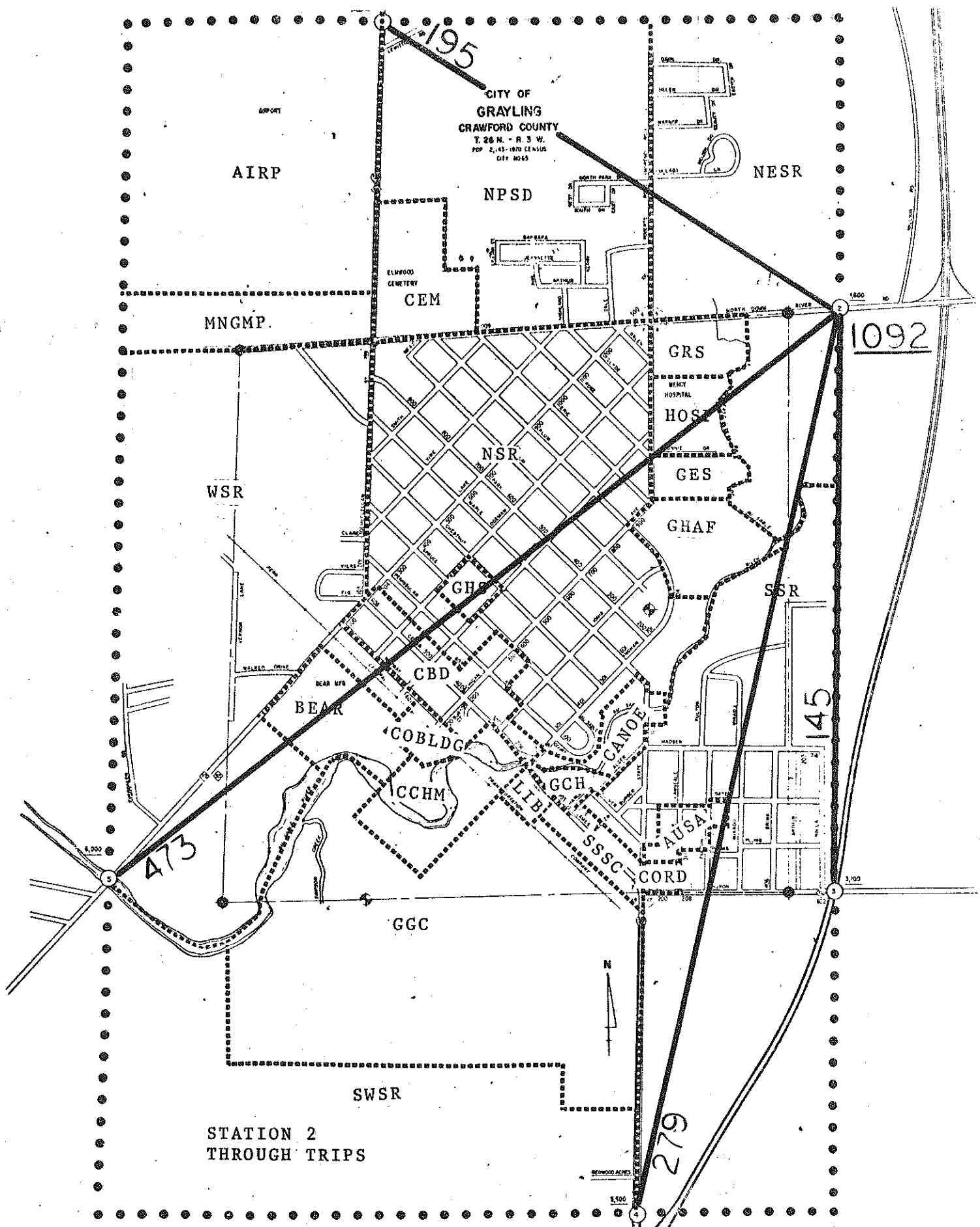


FIGURE 9
-30-

TABLE 12
 STATION 2
THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>
1	195	17.86
3	145	13.28
4	279	25.55
5	<u>473</u>	<u>43.31</u>
TOTAL	1092	100.00



- ● ● ● CORDON LINE
- ZONE LIMITS
- ⑤ STATION NUMBERS
- 1450 24 HOUR VOLUMES
- △ STATIONS NOT OPERATED

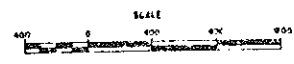


FIGURE 10

TABLE 13
STATION 2
TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1-20	1953	56.16
20-40	862	24.79
40-60	184	5.29
60-90	175	5.03
90-120	70	2.01
120-180	69	1.98
180-930	<u>165</u>	<u>4.74</u>
Total	3478	100.00

Longest Trip Length- 15 1/2 hours

Average Trip Length- 48 minutes

STATION 3

Station 3 was located on M-72 east of the I-75 overpass. Vehicle trips at this location (2653) represents 10.69% of all station trips. More than 64% were terminal trips with the remainder being through. Terminal and through trips represent 12.02% and 8.89%, respectively of all station terminal and through trips.

Vehicle trips by vehicle type and purpose are presented in Table 14. Nearly 86% were made by either passenger car or panel or pickup truck. The former constituted 70.19% and the latter 15.52%. Work trips were the most prevalent accounting for 41.44% of all trips. Personal Business, Shopping and Other Social-Recreation contributed an additional 11.66%, 15.59%, and 14.66%, respectively.

As in the case of the previous two stations Zone 19 (CBD) was the primary internal zone of origin or destination for terminal trips. As can be seen in Table 13, the CBD zone accounted for 29.36%, Zone 27 (SSSC), another primary shopping zone accounted for an additional 20.02%. When combined with Zones 14 (NSR) and 9 (SSR) more than 71% of all terminal trips have been accounted for. The interchange of terminal trips from the station between all internal zones is displayed in Figure 12.

More than 73% of the through trips passing through Station 3 entered or exited the study area via either Station 4 or 5. As indicated in Table 16, Station 4 represented 31.28% and Station 5 another 42.01%. Figure 13 graphically displays these through trip interchanges.

Utilizing data from the study and the Statewide Traffic Forecasting Model it was possible to compute lengths of trips passing through the station. As indicated in Table 17, over 55% of the trips had a duration of 20 minutes or less. There were 1830 within an hour of the station which represents 69.79% of the total. The average trip length was one hour one minute with the longest trip at 16 hours 40 minutes.

A county outline map is presented as Figure 14 showing the distribution of the origin and destination of ends of trips passing through the station. Of the 5244 trip ends only .65% were out-of-state or in the upper peninsula. The remainder was concentrated in the northern one-third of the lower peninsula. Otsego, Crawford and Roscommon Counties combined accounted for 78.34% of all trip ends.. Crawford County alone accounted for 75.13%.

TABLE 14

STATION 3

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	1862	70.19	1192	64.02	670	35.98
Passenger Car with Trailer	34	1.27	14	41.18	20	58.82
Panel or Pickup	412	15.52	289	70.15	123	29.85
Panel or Pickup with Trailer	15	.57	14	93.33	1	6.67
Other Single Unit Trucks	248	9.35	191	77.02	57	22.98
Combinations and Trucks with Trailers	<u>82</u>	<u>3.10</u>	<u>13</u>	<u>15.85</u>	<u>69</u>	<u>84.15</u>
TOTAL	2653	100.00	1713	64.57	940	35.43

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	1099	41.44	689	62.69	410	37.31
Personal Business	309	11.66	205	66.34	104	33.66
Shopping	414	15.59	380	91.79	34	8.21
Vacation	235	8.87	78	33.19	157	66.81
Other Social- Recreation	389	14.66	215	55.27	174	44.73
All Other	<u>207</u>	<u>7.78</u>	<u>146</u>	<u>70.53</u>	<u>61</u>	<u>29.47</u>
TOTAL	2653	100.00	1713	64.57	940	35.43

TABLE 15
STATION 3
TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
6	4	5	9	.53
7	26	15	41	2.39
8	7	6	13	.76
9	106	101	207	12.08
10	10	16	26	1.52
11	2	3	5	.29
12	2	2	4	.23
13	37	24	61	3.56
14	82	89	171	9.98
15	16	28	44	2.57
16	2	4	6	.35
17	0	0	0	0
18	4	5	9	.53
19	226	277	503	29.36
20	26	18	44	2.57
21	11	19	30	1.75
22	0	0	0	0
23	0	0	0	0
24	8	12	20	1.17
25	29	29	58	3.39
26	2	7	9	.53
27	190	153	343	20.02
28	38	52	90	5.25
29	4	10	14	.82
30	<u>4</u>	<u>2</u>	<u>6</u>	<u>.35</u>
TOTAL	836	877	1713	100.00

CITY OF
GRAYLING
CRAWFORD COUNTY
T. 26 N. - R. 3 W.
POP. 2,143 1940 CENSUS
CITY NOTES

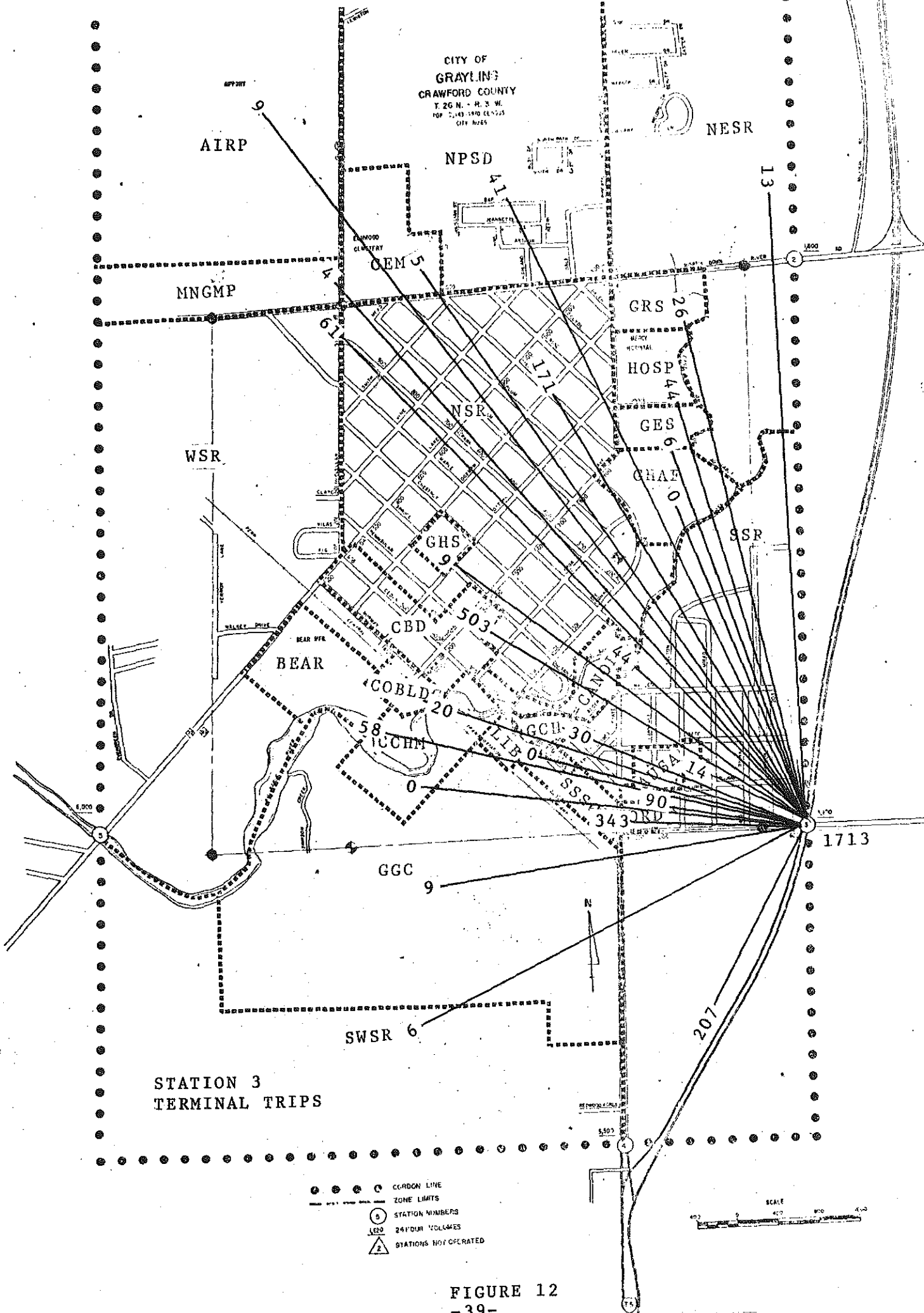


FIGURE 12
-39-

TABLE 16
STATION 3
THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>
1	123	13.09
2	128	13.62
4	294	31.28
5	<u>395</u>	<u>42.01</u>
TOTAL	940	100.00

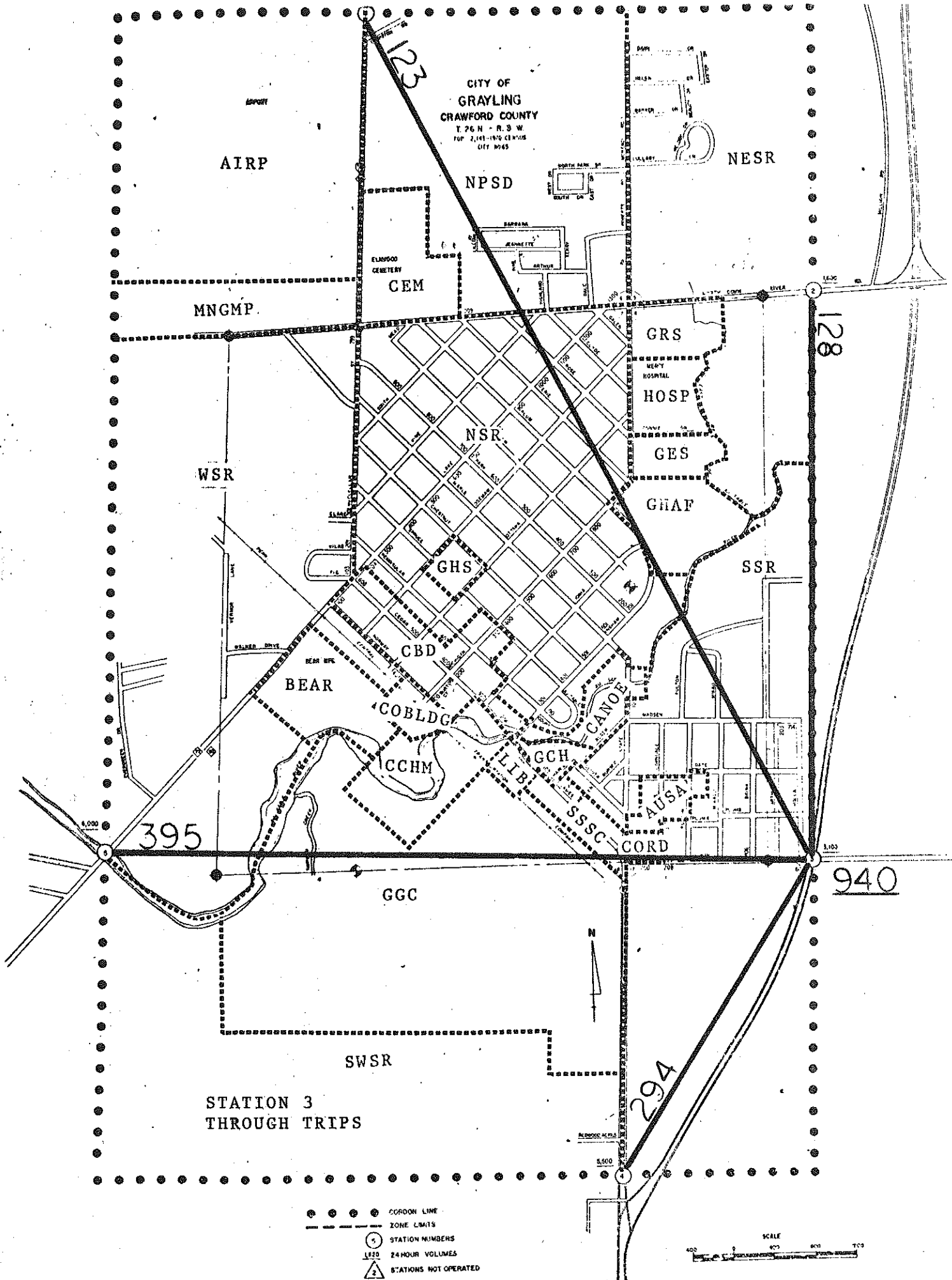


FIGURE 13

TABLE 17
 TRIP LENGTHS

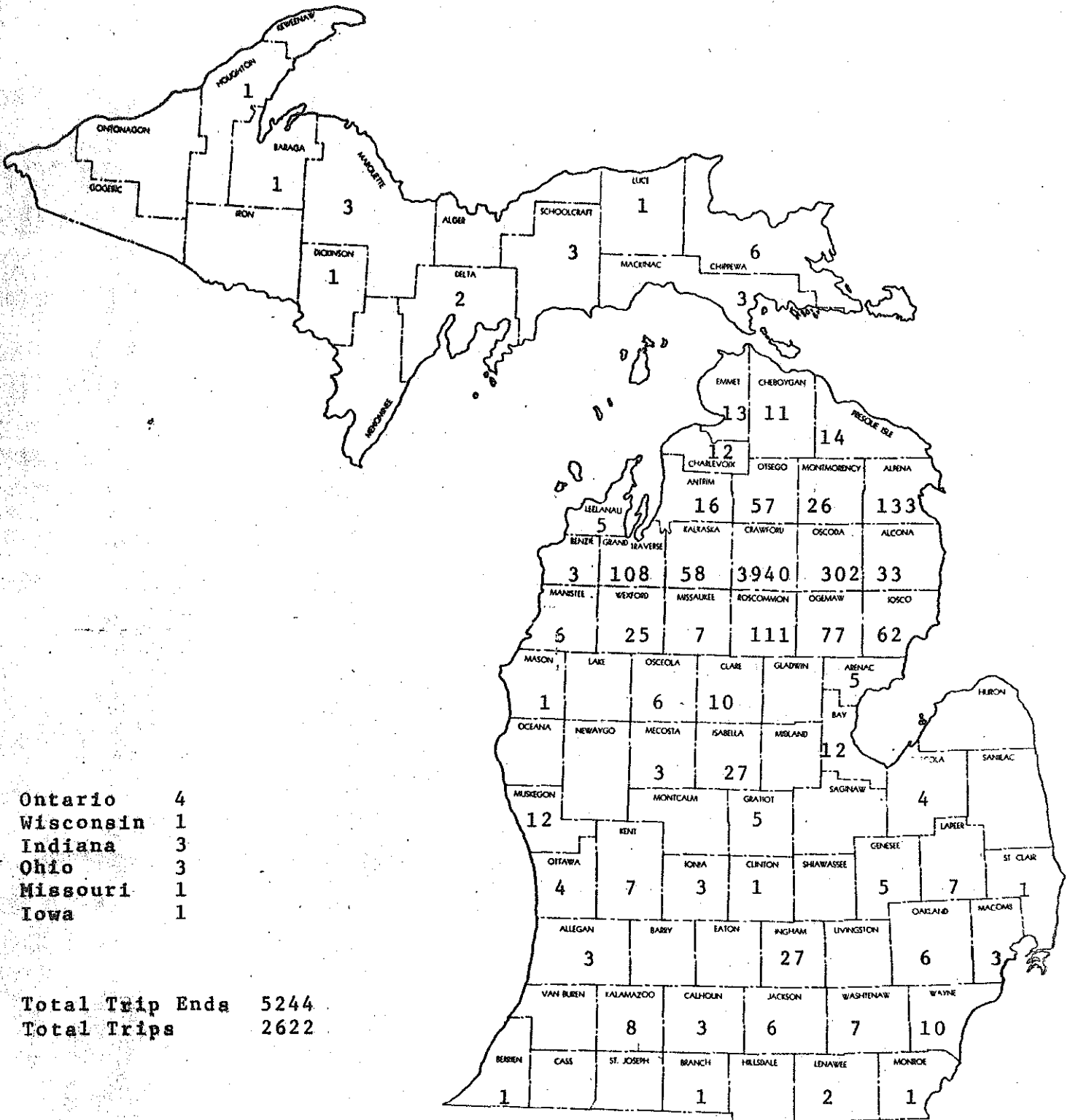
STATION 3

<u>Minutes</u>	<u>Trips</u>	Percent of <u>Total</u>
1-20	1443	55.03
20-40	308	11.75
40-60	79	3.01
60-90	282	10.76
90-120	95	3.62
120-180	222	8.47
180-240	89	3.40
240-880	<u>104</u>	<u>3.96</u>
TOTALS	2622	100.00

Longest Trip Length - 16 hours 40 minutes

Average Trip Length - 1 hour 1 minute

GRAYLING EXTERNAL ORIGIN DESTINATION SURVEY
STATION 3
M-72 E. OF I-75
DISTRIBUTION OF TRIP ENDS BY COUNTY



HIGHWAY LIBRARY
MICHIGAN DEPARTMENT OF STATE
TRAFFIC DIVISION

FIGURE 14

LANSING, MICH.

P. O. DRAWER "K" 48904

STATION 4

Station 4 was located on I-75BL north of the junction of I-75 south of Grayling. Vehicle trips at this location (7322) represented 29.49% of all station trips. Terminal trips constituted 44.35% and through trips 55.65%. When compared to all station terminal and through trips, station 4 comprised 22.82% and 38.49% for terminal and through trips, respectively.

A breakdown of vehicle trips by vehicle type and purpose is presented in Table 18. As can be seen 74.84% of the trips were made by passenger car with another 6.59% by panel or pickup truck. Work trips comprised 30.4%. Vacation trips was the second largest purpose category at 23.92% followed by Other Social-Recreation at 19.25% and Shopping at 12.42%.

Nearly 60% of all terminal trips at the station had an origin or destination in one of two internal zones. Zone 19 (CBD) constituted 40.77% and Zone 27 (SSSC) 19.18%. Table 4 lists these trips as well as those to and from all other zones. These interchanges are displayed graphically in Figure 15.

Table 20 presents a list of through trips passing through station 4 to and from all other external stations. The primary interchange of 67.36% of the total occurred with Station 5. The remaining through trips were fairly evenly distributed with the other three stations. These interchanges are shown graphically in Figure 16.

Utilizing data from the study and the Statewide Traffic Forecasting Model it was possible to compute lengths of trips passing through the station. As indicated in Table 21 less

than 11% of all trips had a duration of 20 minutes or less. Only 35.14% occurred within an hour. The longest trip was 14 hours 20 minutes with the average trip length at 2 hours 39 minutes.

A count outline map is provided as Figure 17 showing the distribution of origin and destination ends of trips by county. Those counties surrounding and including Crawford County account for 8812 trip ends which represents 60.5% of the total. Crawford County alone accounted for 39.87%. The remaining trip ends were widely distributed throughout the state, however, the urbanized counties of Saginaw, Genesee, Oakland and Wayne Counties combined contributed 12.78%. Out-of-state trip ends contributed nearly 2%.

TABLE 18

STATION 4

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	5479	74.84	2430	44.35	3049	55.65
Passenger Car with Trailer	343	4.68	122	35.57	221	64.43
Panel or Pickup	483	6.59	238	49.28	245	50.72
Panel or Pickup with Trailer	33	.45	16	48.48	17	51.52
Other Single Unit Trucks	731	9.98	382	52.26	349	47.74
Combinations and Trucks with Trailers	<u>253</u>	<u>3.46</u>	<u>65</u>	<u>25.69</u>	<u>188</u>	<u>74.31</u>
TOTAL	7322	100.00	3253	44.43	4069	55.57

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	2226	30.40	1070	48.07	1156	51.93
Personal Business	480	6.56	217	45.21	263	54.79
Shopping	909	12.42	814	89.55	95	10.45
Vacation	1751	23.92	387	22.10	1364	77.90
Other Social- Recreation	1410	19.25	494	35.04	916	64.96
All Other	<u>546</u>	<u>7.45</u>	<u>271</u>	<u>49.63</u>	<u>275</u>	<u>50.37</u>
TOTAL	7322	100.00	3253	44.43	4069	55.57

TABLE 19

STATION 4

TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
6	8	30	38	1.17
7	22	32	54	1.66
8	7	3	10	.31
9	86	130	216	6.65
10	15	15	30	.92
11	0	1	1	.03
12	10	22	32	.98
13	63	43	106	3.26
14	109	152	261	8.02
15	114	108	222	6.82
16	0	3	3	.09
17	0	0	0	0
18	7	6	13	.40
19	596	730	1326	40.77
20	14	67	81	2.49
21	2	10	12	.37
22	2	0	2	.06
23	0	0	0	0
24	18	20	38	1.17
25	40	31	71	2.18
26	2	0	2	.06
27	367	257	624	19.18
28	25	29	54	1.66
29	5	6	11	.34
30	<u>26</u>	<u>20</u>	<u>46</u>	<u>1.41</u>
TOTAL	1538	1715	3253	100.00

CITY OF
GRAYLING
CRAWFORD COUNTY
T 26 N. - R. 3 W.
POP. 1,451 - 1970 CENSUS
CITY BONES

AIRP
38

NPSD

NESR

MNGMP

GEM

GRS

HOSP

GES

GAF

WSR

NSR

SSR

GHS

CBD

BEAR

COBLAC

CCHM

GCH

CORD

GCC

SWSR
46

STATION 4
TERMINAL TRIPS

3253

- ● ● ● CORDON LINE
- - - - ZONE LINES
- ⑤ STATION NUMBERS
- 1000 24-HOUR VOLUMES
- △ STATIONS NOT OPERATED

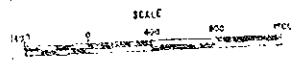


FIGURE 15
-48-

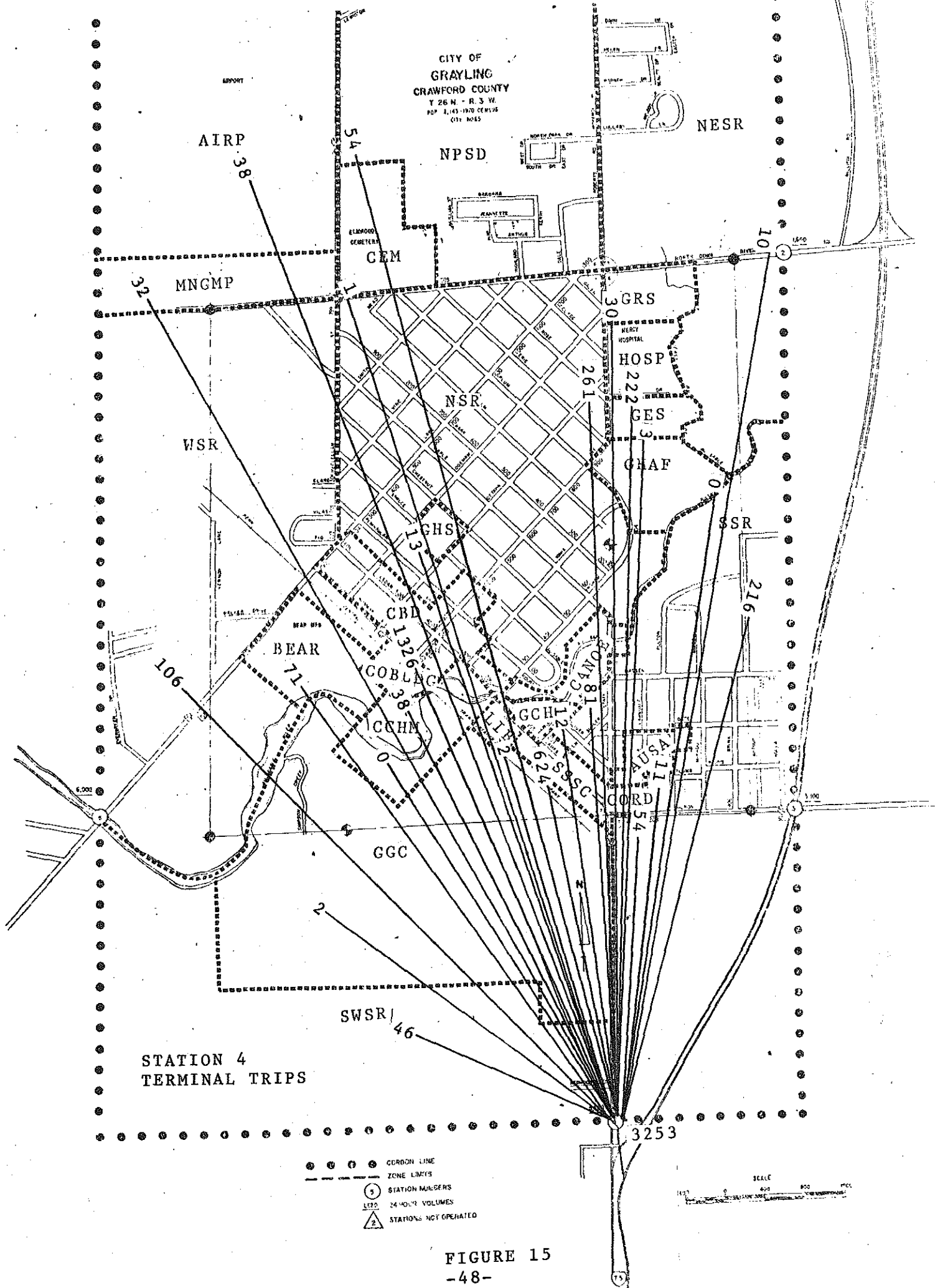
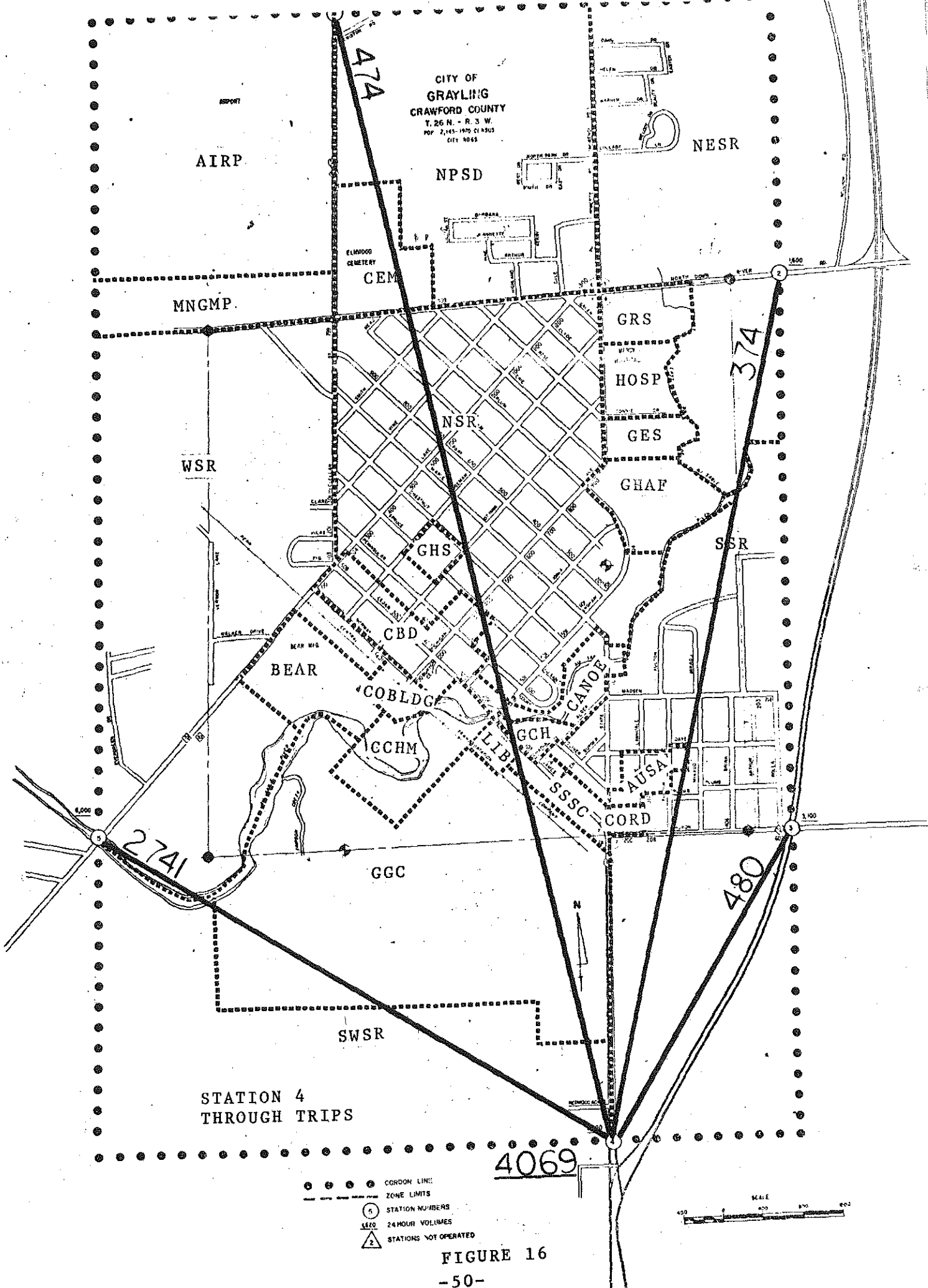


TABLE 20
STATION 4
THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>
1	474	11.65
2	374	9.19
3	480	11.80
5	<u>2741</u>	<u>67.36</u>
TOTAL	4069	100.00



CITY OF GRAYLING
 CRAWFORD COUNTY
 T. 26 N. - R. 3 W.
 POP. 2,145-1970 (1,835)
 CITY 4065

AIRP

NPSD

NESR

CEM

MNGMP

GRS

HOSP

GES

GHAF

WSR

NSR

GHS

SSR

CBD

BEAR

COBLDG

CANOE

GCHM

LIB

GCH

AUSA

CORD

GCG

SWSR

STATION 4
 THROUGH TRIPS

4069

- CORDON LINE
- ZONE LIMITS
- STATION NUMBERS
- ▲ 24 HOUR VOLUMES
- △ STATIONS NOT OPERATED



FIGURE 16

TABLE 21
STATION 4
TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1-20	785	10.78
20-40	1550	21.28
40-60	224	3.08
60-90	321	4.41
90-120	323	4.44
120-150	440	6.04
150-180	519	7.13
180-240	1153	14.46
240-300	1179	16.19
300-360	674	9.25
360-860	<u>115</u>	<u>2.94</u>
	7283	100.00

Longest Trip Length - 14 hours 20 minutes

Average Trip Length - 2 hours 39 minutes

**GRAYLING EXTERNAL ORIGIN DESTINATION SURVEY
STATION 4
I-75BL N. OF JUNCTION I-75**

DISTRIBUTION OF TRIP ENDS BY COUNTY

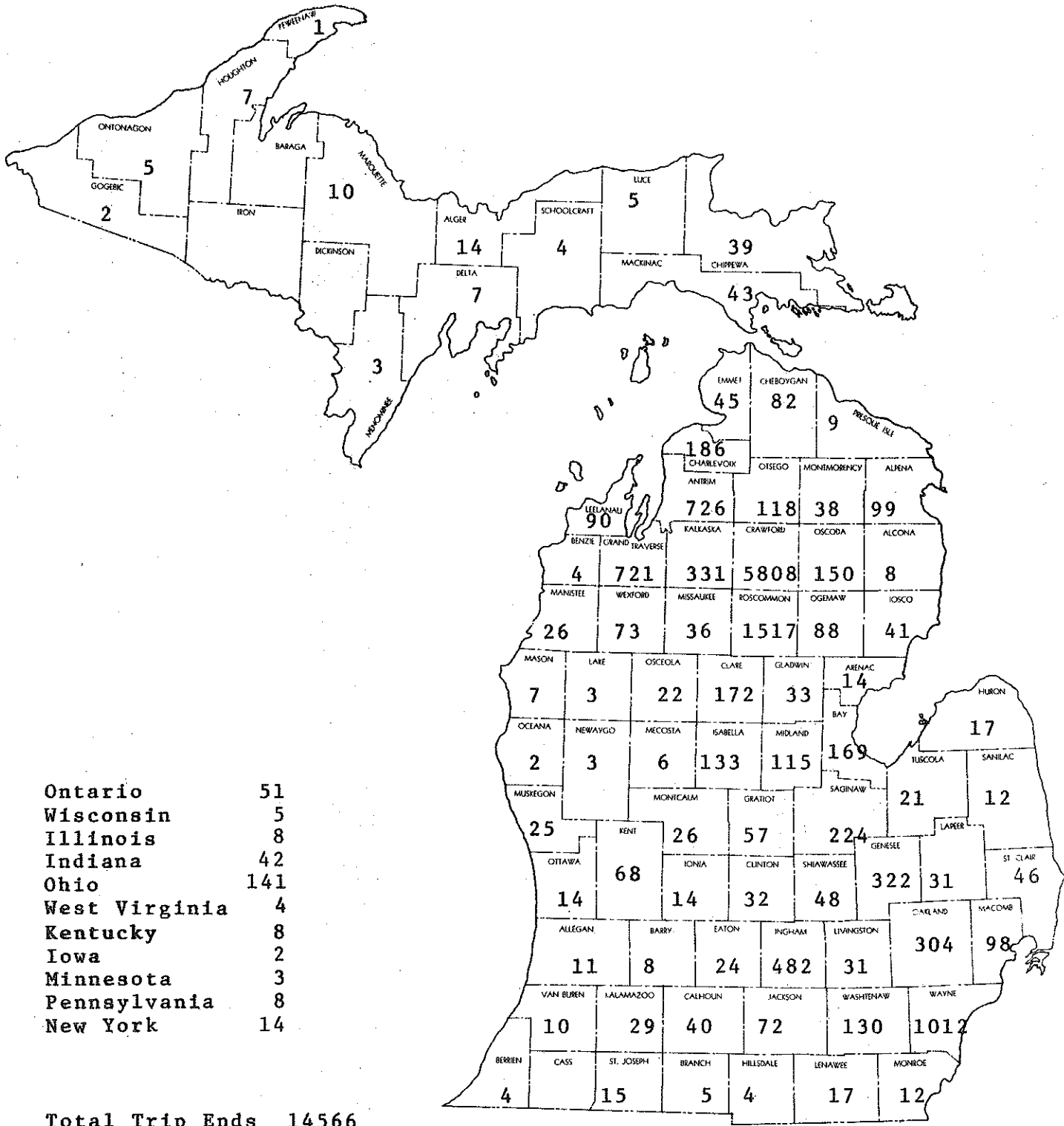


FIGURE 17

STATION 5

Station 5 was located on M-72/M-93 east of Pine Point Road. Vehicle trips at this location (7723) represented 31.1% of all station trips. Terminal trips constituted 58.81% of the total and through trips 41.19%. When compared to all station terminal and through trips, station 5 comprised 31.86% and 30.09% respectively of all station terminal and through trips.

A breakdown of vehicle trips by vehicle type and purpose is presented in Table 22. As can be seen 77.01% of the trips were made by passenger car with another 10.76% by panel or pickup truck. Work trips constituted 35.59% with Shopping, Vacation and Other Social-Recreation comprising 16.91%, 13.03%, and 16.31%, respectively.

More than 56% of all terminal trips had an origin or destination in one of two internal zones. Zone 19 (CBD) constituted 37.25% and Zone 27 (SSSC) 19.37%. Table 23 lists these trips as well as those to and from all other zones. These interchanges are displayed graphically in Figure 18.

Table 24 presents a list of through trips passing through Station 5 to and from all other external stations. The primary interchange of 56.7% of the total occurred with Station 4. The remainder were fairly evenly distributed among the other three stations. These interchanges are graphically illustrated in Figure 19.

Utilizing data from the study and the Statewide Traffic Forecasting Model it was possible to compute lengths of trips

passing through the station. As indicated in Table 25, nearly 48% of all trips were within 20 minutes of the station. There were 5216 trips which had a duration of one hour or less. This represents 67.52% of the total. The longest trip was 13 hours 40 minutes with the average trip length at one hour 18 minutes.

A county outline map is provided as Figure 20 showing the distribution of origin and destination ends of trips passing through the station. Those counties surrounding and including Crawford County account for 12434 trip ends which represents 80.48% of the total. Crawford County alone accounted for 66.96%. The remaining trip ends were primarily located in the top one-third of the lower peninsula.

TABLE 22

STATION 5

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	5948	77.01	3664	61.60	2284	38.40
Passenger Car with Trailer	193	2.50	26	13.47	167	86.53
Panel or Pickup	831	10.76	520	62.58	311	37.42
Panel or Pickup with Trailer	27	.35	3	11.11	24	88.89
Other Single Unit Trucks	553	7.16	306	55.33	247	44.67
Combinations and Trucks with Trailers	<u>171</u>	<u>2.22</u>	<u>23</u>	<u>13.45</u>	<u>148</u>	<u>86.55</u>
TOTAL	7723	100.00	4542	58.81	3181	41.19

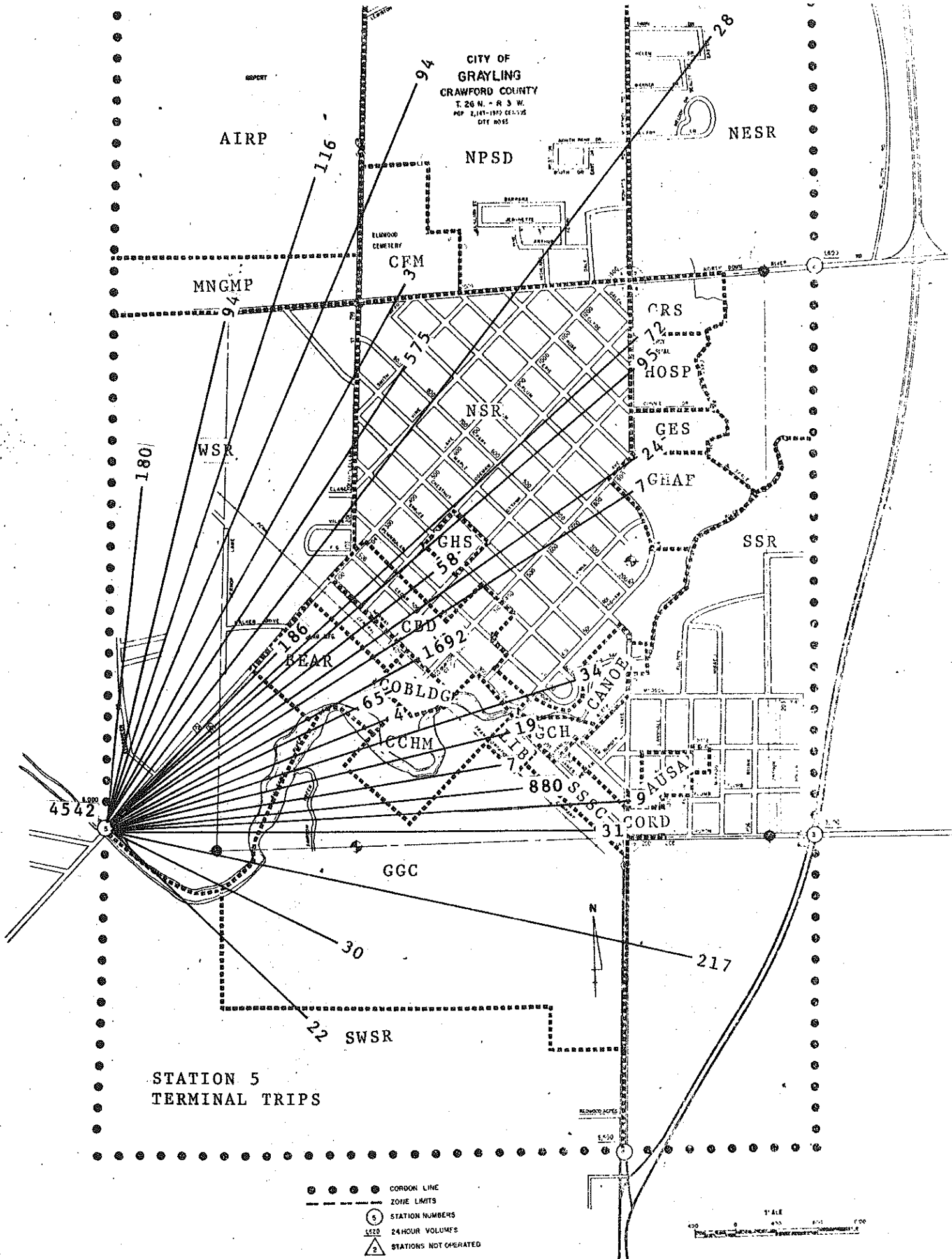
<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	2748	35.59	1622	59.02	1126	40.98
Personal Business	773	10.00	450	58.21	323	41.79
Shopping	1306	16.91	1197	91.65	109	8.35
Vacation	1006	13.03	205	20.38	801	79.62
Other Social- Recreation	1260	16.31	640	50.79	620	49.21
All Other	<u>630</u>	<u>8.16</u>	<u>428</u>	<u>67.94</u>	<u>202</u>	<u>32.06</u>
TOTAL	7723	100.00	4542	58.81	3181	40.98

TABLE 23

STATION 5

TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
6	66	50	116	2.55
7	73	21	94	2.07
8	11	17	28	.62
9	96	121	217	4.78
10	35	37	72	1.59
11	0	3	3	.07
12	51	43	94	2.07
13	85	95	180	3.96
14	306	269	575	12.66
15	42	53	95	2.09
16	11	13	24	.53
17	2	5	7	.15
18	23	35	58	1.28
19	788	904	1692	37.25
20	27	7	34	.75
21	11	8	19	.42
22	5	2	7	.15
23	2	2	4	.09
24	29	36	65	1.43
25	94	92	186	4.10
26	18	12	30	.66
27	507	373	880	19.37
28	21	10	31	.68
29	7	2	9	.20
30	<u>12</u>	<u>10</u>	<u>22</u>	<u>.48</u>
TOTAL	2322	2220	4542	100.00



STATION 5
TERMINAL TRIPS

- ● ● ● CORDON LINE
- ZONE LIMITS
- ⊙ STATION NUMBERS
- 1500 24 HOUR VOLUMES
- △ STATIONS NOT OPERATED

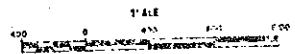


FIGURE 18
-57-

TABLE 24
STATION 5
THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Trips</u>
1	352	11.07
2	478	15.03
3	547	17.20
4	<u>1804</u>	<u>56.70</u>
TOTAL	3181	100.00

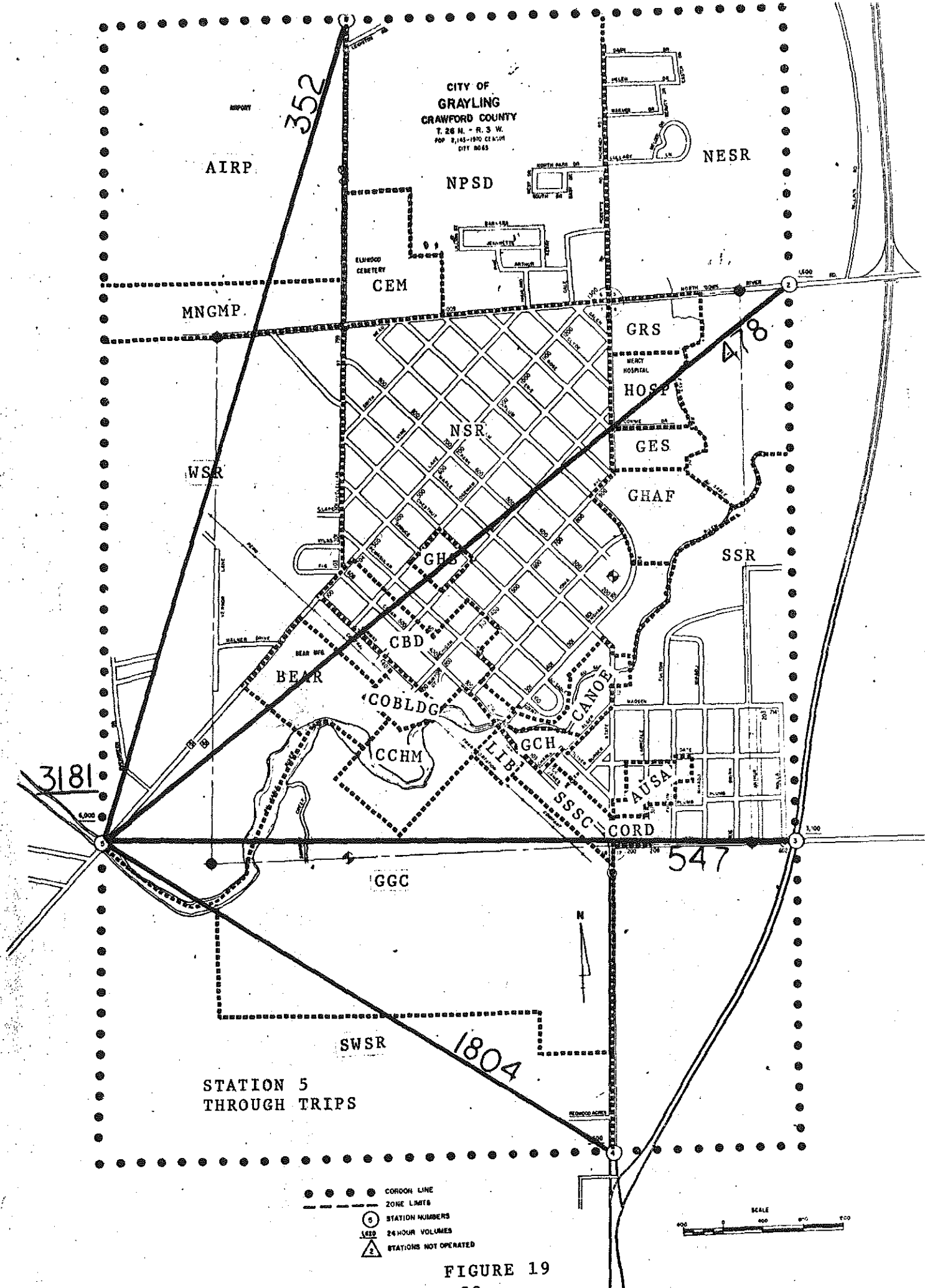


FIGURE 19

TABLE 25
STATION 5
TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1-20	3702	47.92
20-40	1202	15.56
40-60	312	4.04
60-90	553	7.16
90-120	331	4.29
120-180	540	6.99
180-240	332	4.30
240-300	369	4.78
300-820	<u>384</u>	<u>4.96</u>
TOTAL	7725	100.00

Longest Trip Length - 13 hours 40 minutes

Average Trip Length - 1 hour 18 minutes

APPENDIX A

USE OF TABLES AND CHARTS

USE OF GENERAL PURPOSE SUMMARY TABLES

The table on page shows the distribution of trips passing through the station by vehicle type and trip purpose.

The vehicle type codes are:

- 1 = Passenger car without trailer
- 2 = Passenger car with trailer
- 3 = Panel or pickup truck without trailer
- 4 = Panel or pickup with trailer
- 5 = Other (larger) single unit trucks
- 6 = Truck combinations
- 7 = Busses
- 8 = Motorcycles

The trip purpose codes are:

- 1 = Work
- 2 = Personal business
- 3 = Shopping
- 4 = Vacation
- 5 = Other social recreation
- 6 = All other

The sample cell outlined represents 1968.70 trips which were shopping (3) trips made by passenger cars (1). This first figure in each cell will always be the raw number of trips. The second figure indicates that 94.76 percent of the trips with trip purpose 3 were passenger cars. The third figure indicates that 18.51 percent of the trips made by type 1 vehicles were shopping trips.

The last figure in the cell indicates that 15.91 percent of all trips in the table are of this type (i.e. vehicle type = 1 and trip purpose = 3). The row total at the right shows that 2077.51 trips, or 16.79 percent were shopping trips. The column total at the bottom shows that 10634.44 trips, or 85.96 percent were passenger cars. The total number of trips (12371.82) in this table is indicated at the lower right. There will be a table for each station for each interview date.

STATION NUMBER = 1
 EXIT-ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T	1 1	247.54	3.62	85.38	1.76	91.82	38.25	0.00	0.00	466.37
	ROW %	52.85	0.77	18.23	0.38	19.60	8.17	0.00	0.00	36.34
	COL %	27.09	5.10	59.54	46.81	77.52	100.00	0.00	0.00	
R	TOT %	19.21	0.28	6.63	0.14	7.13	2.97	0.00	0.00	
I	2 2	74.22	1.30	13.14	0.00	0.00	0.00	0.00	0.00	88.66
	ROW %	83.71	1.47	14.82	0.00	0.00	0.00	0.00	0.00	6.88
	COL %	8.12	1.83	9.16	0.00	0.00	0.00	0.00	0.00	
P	TOT %	5.76	0.10	1.02	0.00	0.00	0.00	0.00	0.00	
P	3 3	56.82	5.70	8.24	0.00	2.20	0.00	0.00	0.00	72.96
	ROW %	77.88	7.81	11.29	0.00	3.02	0.00	0.00	0.00	5.66
	COL %	6.22	8.03	5.75	0.00	1.86	0.00	0.00	0.00	
U	TOT %	4.41	0.44	0.64	0.00	0.17	0.00	0.00	0.00	
R	4 4	213.54	53.85	8.01	2.00	16.64	0.00	0.00	0.00	294.04
	ROW %	72.62	18.31	2.72	0.68	5.66	0.00	0.00	0.00	22.82
	COL %	23.37	75.88	5.59	53.19	14.05	0.00	0.00	0.00	
P	TOT %	16.57	4.18	0.62	0.16	1.29	0.00	0.00	0.00	
S	5 5	252.69	5.40	25.44	0.00	6.60	0.00	0.00	0.00	290.13
	ROW %	87.10	1.86	8.77	0.00	2.27	0.00	0.00	0.00	22.51
	COL %	27.65	7.61	17.74	0.00	5.57	0.00	0.00	0.00	
E	TOT %	19.61	0.42	1.97	0.00	0.51	0.00	0.00	0.00	
6	6 6	69.08	1.10	3.18	0.00	1.18	0.00	0.00	0.00	74.54
	ROW %	92.68	1.48	4.27	0.00	1.58	0.00	0.00	0.00	5.78
	COL %	7.56	1.55	2.22	0.00	1.00	0.00	0.00	0.00	
	TOT %	5.36	0.09	0.25	0.00	0.09	0.00	0.00	0.00	

TOTAL		913.89	70.97	143.39	3.76	118.44	38.25	0.00	0.00	1288.70
TOT %		70.92	5.51	11.13	0.29	9.19	2.97	0.00	0.00	

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STATION 1
 THROUGH TRIPS

A-5

STATION NUMBER = 1

EXIT-ENT STATION = TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL	
		1	2	3	4	5	6	7	8	TOT %	
T	1 1	511.07	0.00	203.49	5.73	73.27	30.85	0.00	0.00	824.41	
	ROW %	61.99	0.00	24.68	0.70	8.89	3.74	0.00	0.00		24.75
	COL %	28.06	0.00	59.35	33.75	65.55	92.89	0.00	0.00		
	TOT %	21.54	0.00	8.58	0.24	3.09	1.30	0.00	0.00		
I	2 2	127.36	0.00	15.59	1.42	3.93	0.00	0.00	0.00	168.30	
	ROW %	85.88	0.00	10.51	0.96	2.65	0.00	0.00	0.00		6.25
	COL %	6.99	0.00	4.55	8.36	3.52	0.00	0.00	0.00		
	TOT %	5.37	0.00	0.66	0.06	0.17	0.00	0.00	0.00		
P	3 3	443.15	7.26	54.96	3.76	19.33	2.36	0.00	0.00	530.82	
	ROW %	83.48	1.37	10.35	0.71	3.64	0.44	0.00	0.00		22.37
	COL %	24.33	15.80	16.03	22.14	17.29	7.11	0.00	0.00		
	TOT %	18.68	0.31	2.32	0.16	0.81	0.10	0.00	0.00		
R	4 4	210.72	31.26	12.39	6.07	8.57	0.00	0.00	0.00	269.01	
	ROW %	78.33	11.62	4.61	2.26	3.19	0.00	0.00	0.00		11.34
	COL %	11.57	68.03	3.61	35.73	7.67	0.00	0.00	0.00		
	TOT %	8.88	1.32	0.52	0.26	0.36	0.00	0.00	0.00		
O	5 5	294.44	5.58	29.70	0.00	6.68	0.00	0.00	0.00	336.40	
	ROW %	87.53	1.66	8.83	0.00	1.99	0.00	0.00	0.00		14.18
	COL %	16.16	12.14	8.66	0.00	5.98	0.00	0.00	0.00		
	TOT %	12.41	0.24	1.25	0.00	0.28	0.00	0.00	0.00		
S	6 6	234.87	1.85	26.76	0.00	0.00	0.00	0.00	0.00	263.48	
	ROW %	89.14	0.70	10.16	0.00	0.00	0.00	0.00	0.00		11.11
	COL %	12.89	4.03	7.80	0.00	0.00	0.00	0.00	0.00		
	TOT %	9.90	0.08	1.13	0.00	0.00	0.00	0.00	0.00		
TOTAL		1821.61	45.95	342.89	16.98	111.78	33.21	0.00	0.00	2372.42	
TOT %		76.78	1.94	14.45	0.72	4.71	1.40	0.00	0.00		

STATION 1

TERMINAL TRIPS

A-6

STATION NUMBER = 1
 EXIT-ENT-STATION = 01 TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T R	1 1	758.61	3.62	288.87	7.49	165.09	69.10	0.00	0.00	1292.78
	ROW %	58.68	0.28	22.34	0.58	12.77	5.35	0.00	0.00	35.31
	COL %	27.73	3.10	59.40	36.11	71.71	96.70	0.00	0.00	
	TOT %	20.72	0.10	7.89	0.20	4.51	1.89	0.00	0.00	
I P	2 2	201.58	1.30	28.73	1.42	3.93	0.00	0.00	0.00	236.96
	ROW %	85.07	0.55	12.12	0.60	1.66	0.00	0.00	0.00	6.47
	COL %	7.37	1.11	5.91	6.85	1.71	0.00	0.00	0.00	
	TOT %	5.51	0.04	0.78	0.04	0.11	0.00	0.00	0.00	
P U	3 3	499.97	12.96	63.20	3.76	21.53	2.36	0.00	0.00	603.78
	ROW %	82.81	2.15	10.47	0.62	3.57	0.39	0.00	0.00	16.45
	COL %	18.28	11.08	13.00	18.13	9.35	3.30	0.00	0.00	
	TOT %	13.66	0.35	1.73	0.10	0.59	0.06	0.00	0.00	
R P D	4 4	424.26	85.11	20.40	8.07	25.21	0.00	0.00	0.00	563.05
	ROW %	75.35	15.12	3.62	1.43	4.48	0.00	0.00	0.00	15.38
	COL %	15.51	72.79	4.20	38.91	10.95	0.00	0.00	0.00	
	TOT %	11.59	2.32	0.56	0.22	0.69	0.00	0.00	0.00	
S E	5 5	547.13	10.98	55.14	0.00	13.28	0.00	0.00	0.00	626.53
	ROW %	87.33	1.75	8.80	0.00	2.12	0.00	0.00	0.00	17.11
	COL %	20.00	9.39	11.34	0.00	5.77	0.00	0.00	0.00	
	TOT %	14.94	0.30	1.51	0.00	0.36	0.00	0.00	0.00	
6	6 6	303.95	2.95	29.94	0.00	1.18	0.00	0.00	0.00	338.02
	ROW %	89.92	0.87	8.86	0.00	0.35	0.00	0.00	0.00	9.23
	COL %	11.11	2.52	6.16	0.00	0.51	0.00	0.00	0.00	
	TOT %	8.30	0.08	0.82	0.00	0.03	0.00	0.00	0.00	

TOTAL		2735.50	116.92	486.28	20.74	230.22	71.46	0.00	0.00	3661.12
TGT %		74.72	3.19	13.28	0.57	6.29	1.95	0.00	0.00	

STATION 1

TOTAL TRIPS

A-7

GRAYLING EXTERNAL C&D GENERAL PURPOSE SUMMARY

STATION NUMBER = 2
 EXIT-ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T R	1 1	253.23	2.76	182.14	2.48	117.40	25.04	0.00	0.00	583.65
	ROW %	43.43	0.47	31.24	0.43	20.14	4.29	0.00	0.00	53.42
	COL %	36.43	26.80	77.57	100.00	94.91	100.00	0.00	0.00	
	TOT %	23.20	0.25	16.69	0.23	10.76	2.29	0.00	0.00	
I P	2 2	48.60	0.00	10.82	0.00	0.00	0.00	0.00	0.00	59.42
	ROW %	81.79	0.00	18.21	0.00	0.00	0.00	0.00	0.00	5.44
	COL %	6.99	0.00	4.61	0.00	0.00	0.00	0.00	0.00	
	TOT %	4.45	0.00	0.99	0.00	0.00	0.00	0.00	0.00	
P U	3 3	38.09	1.10	11.28	0.00	1.25	0.00	0.00	0.00	51.72
	ROW %	73.65	2.13	21.81	0.00	2.42	0.00	0.00	0.00	4.74
	COL %	5.48	10.68	4.80	0.00	1.01	0.00	0.00	0.00	
	TOT %	3.49	0.10	1.03	0.00	0.11	0.00	0.00	0.00	
R P C	4 4	63.73	4.00	3.30	0.00	2.52	0.00	0.00	0.00	73.55
	ROW %	86.65	5.44	4.49	0.00	3.43	0.00	0.00	0.00	6.74
	COL %	9.17	38.83	1.41	0.00	2.04	0.00	0.00	0.00	
	TOT %	5.84	0.37	0.30	0.00	0.23	0.00	0.00	0.00	
S E	5 5	204.16	1.34	21.47	0.00	1.26	0.00	0.00	0.00	228.23
	ROW %	89.45	0.59	9.41	0.00	0.55	0.00	0.00	0.00	20.91
	COL %	29.37	13.01	9.14	0.00	1.02	0.00	0.00	0.00	
	TOT %	18.70	0.12	1.97	0.00	0.12	0.00	0.00	0.00	
6	6 6	87.35	1.10	5.80	0.00	1.26	0.00	0.00	0.00	95.51
	ROW %	91.46	1.15	6.07	0.00	1.32	0.00	0.00	0.00	8.75
	COL %	12.57	10.68	2.47	0.00	1.02	0.00	0.00	0.00	
	TOT %	8.00	0.10	0.53	0.00	0.12	0.00	0.00	0.00	
TOTAL		695.16	10.30	234.81	2.48	123.69	25.04	0.00	0.00	1091.48
TOT %		63.69	0.94	21.51	0.23	11.33	2.29	0.00	0.00	

STATION 2
 THROUGH TRIPS

GRAYLING EXTERNAL Q&D GENERAL PURPOSE SUMMARY

STATION NUMBER = 2

EXIT-ENT STATION = TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TGT %
		1	2	3	4	5	6	7	8	
I	1 1	554.93	1.33	202.99	3.59	78.65	17.95	0.00	0.00	859.44
T	ROW %	64.57	0.15	23.62	0.42	9.15	2.09	0.00	0.00	36.15
R	COL %	29.64	5.06	55.59	43.20	89.99	100.00	0.00	0.00	
	TOT %	23.34	0.06	8.54	0.15	3.31	0.76	0.00	0.00	
I	2 2	185.40	0.00	26.15	0.00	0.00	0.00	0.00	0.00	211.55
P	ROW %	87.64	0.00	12.36	0.00	0.00	0.00	0.00	0.00	8.90
	COL %	9.90	0.00	7.16	0.00	0.00	0.00	0.00	0.00	
	TOT %	7.80	0.00	1.10	0.00	0.00	0.00	0.00	0.00	
P	3 3	491.39	10.69	55.03	3.31	6.25	0.00	0.00	0.00	566.67
U	ROW %	86.72	1.89	9.71	0.58	1.10	0.00	0.00	0.00	23.84
	COL %	26.25	40.63	15.07	39.83	7.15	0.00	0.00	0.00	
	TOT %	20.67	0.45	2.31	0.14	0.26	0.00	0.00	0.00	
P	4 4	76.29	10.47	6.55	0.00	2.50	0.00	0.00	0.00	95.81
Q	ROW %	79.63	10.93	6.84	0.00	2.61	0.00	0.00	0.00	4.03
	COL %	4.07	39.79	1.79	0.00	2.86	0.00	0.00	0.00	
	TOT %	3.21	0.44	0.28	0.00	0.11	0.00	0.00	0.00	
S	5 5	363.88	1.41	56.45	1.41	0.00	0.00	0.00	0.00	423.15
F	ROW %	85.99	0.33	13.34	0.33	0.00	0.00	0.00	0.00	17.80
	COL %	19.44	5.36	15.46	16.97	0.00	0.00	0.00	0.00	
	TOT %	15.31	0.06	2.37	0.06	0.00	0.00	0.00	0.00	
	6 6	200.32	2.41	18.01	0.00	0.00	0.00	0.00	0.00	220.74
	ROW %	90.75	1.09	8.16	0.00	0.00	0.00	0.00	0.00	9.25
	COL %	10.70	9.16	4.93	0.00	0.00	0.00	0.00	0.00	
	TOT %	8.43	0.10	0.76	0.00	0.00	0.00	0.00	0.00	

	TOTAL	1872.21	26.31	365.18	8.31	87.40	17.95	0.00	0.00	2377.36
	TOT %	78.75	1.11	15.36	0.35	3.68	0.76	0.00	0.00	

STATION 2

TERMINAL TRIPS

6-V

STATION NUMBER = 2

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

	RANGES	VEHICLE TYPE								TOTAL TOT %
		1 1	2 2	3 3	4 4	5 5	6 6	7 7	8 8	
T R	1 1	808.16	4.09	385.13	6.07	196.03	42.99	0.00	0.00	1442.49
	ROW %	56.03	0.28	26.70	0.42	13.59	2.98	0.00	0.00	41.58
	COL %	31.48	11.17	64.19	56.26	92.88	100.00	0.00	0.00	
	TOT %	23.30	0.12	11.10	0.17	5.65	1.24	0.00	0.00	
I P	2 2	234.00	0.00	36.97	0.00	0.00	0.00	0.00	0.00	270.97
	ROW %	86.36	0.00	13.64	0.00	0.00	0.00	0.00	0.00	7.81
	COL %	9.11	0.00	6.16	0.00	0.00	0.00	0.00	0.00	
	TOT %	6.75	0.00	1.07	0.00	0.00	0.00	0.00	0.00	
P U	3 3	529.48	11.79	66.31	3.31	7.50	0.00	0.00	0.00	618.39
	ROW %	85.62	1.91	10.72	0.54	1.21	0.00	0.00	0.00	17.83
	COL %	20.62	32.20	11.05	30.68	3.55	0.00	0.00	0.00	
	TOT %	15.26	0.34	1.91	0.10	0.22	0.00	0.00	0.00	
R P C	4 4	140.02	14.47	9.85	0.00	5.02	0.00	0.00	0.00	169.36
	ROW %	82.68	8.54	5.82	0.00	2.96	0.00	0.00	0.00	4.88
	COL %	5.45	39.52	1.64	0.00	2.38	0.00	0.00	0.00	
	TOT %	4.04	0.42	0.28	0.00	0.14	0.00	0.00	0.00	
S E	5 5	568.04	2.75	77.92	1.41	1.26	0.00	0.00	0.00	651.38
	ROW %	87.21	0.42	11.96	0.22	0.19	0.00	0.00	0.00	18.78
	COL %	22.13	7.51	12.99	13.07	0.60	0.00	0.00	0.00	
	TOT %	16.38	0.08	2.25	0.04	0.04	0.00	0.00	0.00	
	6 6	287.67	3.51	23.81	0.00	1.26	0.00	0.00	0.00	316.25
	ROW %	90.96	1.11	7.53	0.00	0.40	0.00	0.00	0.00	9.12
	COL %	11.20	9.59	3.97	0.00	0.60	0.00	0.00	0.00	
	TOT %	8.29	0.10	0.69	0.00	0.04	0.00	0.00	0.00	

	TOTAL	2567.37	36.61	599.99	10.79	211.09	42.99	0.00	0.00	3468.84
	TOT %	74.01	1.06	17.30	0.31	6.09	1.24	0.00	0.00	

STATION 2

TOTAL TRIPS

GRAYLING EXTERNAL G&D GENERAL PURPOSE SUMMARY

STATION NUMBER = 3

EXIT-ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T R	1 1	227.52	2.46	80.88	1.34	38.27	60.16	0.00	0.00	410.63 43.69
	ROW %	55.41	0.60	19.70	0.33	9.32	14.65	0.00	0.00	
	COL %	33.97	12.11	66.01	100.00	67.54	86.76	0.00	0.00	
	TOT %	24.21	0.26	8.61	0.14	4.07	6.40	0.00	0.00	
I P	2 2	81.06	2.38	16.76	0.00	2.27	1.38	0.00	0.00	103.89 11.05
	ROW %	78.05	2.29	16.14	0.00	2.19	1.33	0.00	0.00	
	COL %	12.10	11.72	13.68	0.00	4.01	1.99	0.00	0.00	
	TOT %	8.62	0.25	1.78	0.00	0.24	0.15	0.00	0.00	
P U	3 3	27.29	4.66	1.06	0.00	1.38	0.00	0.00	0.00	34.39 3.66
	ROW %	79.35	13.55	3.08	0.00	4.01	0.00	0.00	0.00	
	COL %	4.07	22.94	8.87	0.00	2.44	0.00	0.00	0.00	
	TOT %	2.90	0.50	0.11	0.00	0.15	0.00	0.00	0.00	
R F C	4 4	120.28	10.03	10.88	0.00	8.98	6.66	0.00	0.00	156.83 16.69
	ROW %	76.69	6.40	6.94	0.00	5.73	4.25	0.00	0.00	
	COL %	17.96	49.38	8.88	0.00	15.85	9.60	0.00	0.00	
	TOT %	12.80	1.07	1.16	0.00	0.96	0.71	0.00	0.00	
S E	5 5	158.66	0.78	7.26	0.00	5.76	1.14	0.00	0.00	173.60 18.47
	ROW %	91.39	0.45	4.18	0.00	3.32	0.66	0.00	0.00	
	COL %	23.69	3.84	5.92	0.00	10.17	1.64	0.00	0.00	
	TOT %	16.88	0.08	0.77	0.00	0.61	0.12	0.00	0.00	
6 6	6 6	54.90	0.00	5.68	0.00	0.00	0.00	0.00	0.00	60.58 6.45
	ROW %	90.62	0.00	9.38	0.00	0.00	0.00	0.00	0.00	
	COL %	8.20	0.00	4.64	0.00	0.00	0.00	0.00	0.00	
	TOT %	5.84	0.00	6.60	0.00	0.00	0.00	0.00	0.00	
TOTAL		669.71	20.31	122.52	1.34	56.66	69.34	0.00	0.00	939.88
TOT %		71.25	2.16	13.04	0.14	6.03	7.38	0.00	0.00	

STATION 3
THROUGH TRIPS

STATION NUMBER = 3
 EXIT-ENT STATION = TO
 VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T R	1 1	333.35	4.74	169.91	7.54	160.26	12.81	0.00	0.00	688.61
	ROW %	48.41	0.69	24.67	1.09	23.27	1.86	0.00	0.00	40.21
	COL %	27.96	35.35	58.78	54.64	83.71	100.00	0.00	0.00	
	TOT %	19.46	0.28	9.92	0.44	9.36	0.75	0.00	0.00	
I P	2 2	157.14	2.16	38.15	1.14	6.90	0.00	0.00	0.00	205.49
	ROW %	76.47	1.05	18.57	0.55	3.36	0.00	0.00	0.00	12.00
	COL %	13.18	16.11	13.20	8.26	3.60	0.00	0.00	0.00	
	TOT %	9.17	0.13	2.23	0.07	0.40	0.00	0.00	0.00	
P U	3 3	325.21	0.00	34.16	2.46	17.40	0.00	0.00	0.00	379.23
	ROW %	85.76	0.00	9.01	0.65	4.59	0.00	0.00	0.00	22.14
	COL %	27.28	0.00	11.82	17.83	9.09	0.00	0.00	0.00	
	TOT %	18.99	0.00	1.99	0.14	1.02	0.00	0.00	0.00	
R P O	4 4	62.74	2.67	7.49	1.33	4.12	0.00	0.00	0.00	78.35
	ROW %	80.08	3.41	9.56	1.70	5.26	0.00	0.00	0.00	4.57
	COL %	5.26	19.91	2.59	9.64	2.15	0.00	0.00	0.00	
	TOT %	3.66	0.16	0.44	0.08	0.24	0.00	0.00	0.00	
S P	5 5	189.93	2.47	20.07	1.33	1.38	0.00	0.00	0.00	215.18
	ROW %	88.27	1.15	9.33	0.62	0.64	0.00	0.00	0.00	12.56
	COL %	15.93	18.42	6.94	9.64	0.72	0.00	0.00	0.00	
	TOT %	11.09	0.14	1.17	0.08	0.08	0.00	0.00	0.00	
6	6 6	123.82	1.37	19.30	0.00	1.38	0.00	0.00	0.00	145.87
	ROW %	84.88	0.94	13.23	0.00	0.95	0.00	0.00	0.00	8.52
	COL %	10.39	10.22	6.68	0.00	0.72	0.00	0.00	0.00	
	TOT %	7.23	0.08	1.13	0.00	0.08	0.00	0.00	0.00	
TOTAL		1192.19	13.41	289.08	13.80	191.44	12.81	0.00	0.00	1712.73
TOT %		69.61	0.78	16.88	0.81	11.18	0.75	0.00	0.00	

STATION 3
 TERMINAL TRIPS

GRAYLING EXTERNAL D&D GENERAL PURPOSE SUMMARY

STATION NUMBER = 3
 EXIT-ENT STATION = 01 TC
 VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TCT %
T	1 1	560.87	7.20	250.79	8.88	198.53	72.97	0.00	0.00	1099.24
	ROW %	51.02	0.65	22.81	0.81	18.06	6.64	0.00	0.00	41.44
	COL %	30.12	21.35	60.93	58.65	80.02	88.83	0.00	0.00	
	TOT %	21.14	0.27	9.45	0.33	7.48	2.75	0.00	0.00	
P	2 2	238.20	4.54	54.91	1.14	9.17	1.38	0.00	0.00	309.34
	ROW %	77.00	1.47	17.75	0.37	2.96	0.45	0.00	0.00	11.66
	COL %	12.79	13.46	13.34	7.53	3.70	1.68	0.00	0.00	
	TCT %	8.98	0.17	2.07	0.04	0.35	0.05	0.00	0.00	
U	3 3	352.50	4.66	35.22	2.46	18.78	0.00	0.00	0.00	413.62
	ROW %	85.22	1.13	8.52	0.59	4.54	0.00	0.00	0.00	15.59
	COL %	18.93	13.82	8.56	16.25	7.57	0.00	0.00	0.00	
	TOT %	13.29	0.18	1.33	0.09	0.71	0.00	0.00	0.00	
R	4 4	183.02	12.70	18.37	1.33	13.10	6.66	0.00	0.00	235.18
	ROW %	77.82	5.40	7.81	0.57	5.57	2.83	0.00	0.00	8.87
	COL %	9.83	37.66	4.46	8.78	5.28	8.11	0.00	0.00	
	TOT %	6.90	0.48	0.69	0.05	0.49	0.25	0.00	0.00	
S	5 5	348.59	3.25	27.33	1.33	7.14	1.14	0.00	0.00	388.78
	ROW %	89.66	0.84	7.03	0.34	1.84	0.29	0.00	0.00	14.66
	COL %	18.72	9.64	6.64	8.78	2.88	1.39	0.00	0.00	
	TOT %	13.14	0.12	1.03	0.05	0.27	0.04	0.00	0.00	
E	6 6	178.72	1.37	24.98	0.00	1.38	0.00	0.00	0.00	206.45
	ROW %	86.57	0.66	12.10	0.00	0.67	0.00	0.00	0.00	7.78
	COL %	9.60	4.06	6.07	0.00	0.56	0.00	0.00	0.00	
	TOT %	6.74	0.05	0.94	0.00	0.05	0.00	0.00	0.00	
TOTAL		1861.90	33.72	411.60	15.14	248.10	82.15	0.00	0.00	2652.61
TCT %		70.19	1.27	15.52	0.57	9.35	3.10	0.00	0.00	

STATION 3

TOTAL TRIPS

GRAYLING EXTERNAL O&D GENERAL PURPOSE SUMMARY

STATION NUMBER = 4
 EXIT-ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T R	1 1	655.67	9.70	119.96	0.00	211.40	159.75	0.00	0.00	1156.48
	ROW %	56.70	0.84	10.37	0.00	18.28	13.81	0.00	0.00	28.42
	COL %	21.50	4.40	48.91	0.00	60.52	85.02	0.00	0.00	
	TOT %	16.11	0.24	2.95	0.00	5.20	3.93	0.00	0.00	
I P	2 2	232.13	10.55	7.28	0.00	10.30	2.84	0.00	0.00	263.10
	ROW %	88.23	4.01	2.77	0.00	3.91	1.08	0.00	0.00	6.47
	COL %	7.61	4.78	2.97	0.00	2.95	1.51	0.00	0.00	
	TOT %	5.70	0.26	0.18	0.00	0.25	0.07	0.00	0.00	
P G	3 3	90.30	4.46	0.00	0.00	0.00	0.00	0.00	0.00	94.76
	ROW %	95.29	4.71	0.00	0.00	0.00	0.00	0.00	0.00	2.33
	COL %	2.96	2.02	0.00	0.00	0.00	0.00	0.00	0.00	
	TOT %	2.22	0.11	0.00	0.00	0.00	0.00	0.00	0.00	
A-14 P G	4 4	1062.88	145.92	56.49	11.79	78.46	8.67	0.00	0.00	1368.21
	ROW %	77.91	10.70	4.14	0.86	5.75	0.64	0.00	0.00	33.53
	COL %	34.86	66.16	23.03	70.05	22.46	4.61	0.00	0.00	
	TOT %	26.12	3.59	1.39	0.29	1.93	0.21	0.00	0.00	
S E	5 5	769.35	40.64	39.41	3.90	45.49	16.63	0.00	0.00	915.42
	ROW %	84.04	4.44	4.31	0.43	4.97	1.82	0.00	0.00	22.50
	COL %	25.23	18.42	16.07	23.17	13.02	8.85	0.00	0.00	
	TOT %	18.91	1.00	0.97	0.10	1.12	0.41	0.00	0.00	
6	6 6	238.73	9.30	22.15	1.14	3.66	0.00	0.00	0.00	274.98
	ROW %	86.82	3.38	8.06	0.41	1.33	0.00	0.00	0.00	6.76
	COL %	7.83	4.22	9.03	6.77	1.05	0.00	0.00	0.00	
	TOT %	5.87	0.23	0.54	0.03	0.09	0.00	0.00	0.00	
TOTAL		3049.06	220.57	245.29	16.83	349.31	187.89	0.00	0.00	4068.95
TOT %		74.93	5.42	6.03	0.41	8.58	4.62	0.00	0.00	

STATION 4
 THROUGH TRIPS

GRAYLING EXTERNAL O&D GENERAL PURPOSE SUMMARY

STATION NUMBER = 4

EXIT-ENT STATION = TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT 8
A-15	1 1	657.34	8.04	135.63	0.00	219.23	49.48	0.00	0.00	1069.72
	T ROW %	61.45	0.75	12.68	0.00	20.49	4.63	0.00	0.00	32.88
	R CCL %	27.05	6.57	57.14	0.00	57.43	75.88	0.00	0.00	
	TOT %	20.20	0.25	4.17	0.00	6.74	1.52	0.00	0.00	
I 2	2 2	183.64	4.52	15.94	0.00	9.87	3.27	0.00	0.00	217.24
	P ROW %	84.53	2.08	7.34	0.00	4.54	1.51	0.00	0.00	6.68
	P COL %	7.56	3.70	6.72	0.00	2.59	5.01	0.00	0.00	
	TOT %	5.64	0.14	0.49	0.00	0.30	0.10	0.00	0.00	
P 3	3 3	670.56	36.18	35.62	2.62	65.68	3.66	0.00	0.00	814.32
	P ROW %	82.35	4.44	4.37	0.32	8.07	0.45	0.00	0.00	25.03
	U COL %	27.59	29.58	15.01	16.07	17.21	5.61	0.00	0.30	
	TOT %	20.61	1.11	1.09	0.08	2.02	0.11	0.00	0.00	
R 4	4 4	242.75	60.60	25.82	9.18	40.04	8.80	0.00	0.00	387.19
	P ROW %	62.70	15.65	6.67	2.37	10.34	2.27	0.00	0.00	11.90
	P COL %	9.99	49.55	10.88	56.32	10.49	13.49	0.00	0.00	
	TOT %	7.46	1.86	0.79	0.28	1.23	0.27	0.00	0.00	
S 5	5 5	438.27	12.97	14.91	2.25	25.85	0.00	0.00	0.00	494.25
	S ROW %	88.67	2.62	3.02	0.46	5.23	0.00	0.00	0.00	15.19
	E COL %	18.03	10.60	6.28	13.80	6.77	0.00	0.00	0.00	
	TOT %	13.47	0.40	0.46	0.07	0.79	0.00	0.00	0.00	
6 6	6 6	237.94	0.00	9.43	2.25	21.07	0.00	0.00	0.00	270.69
	ROW %	87.90	0.00	3.48	0.83	7.78	0.00	0.00	0.00	8.32
	COL %	9.79	0.00	3.97	13.80	5.52	0.00	0.00	0.00	
	TOT %	7.31	0.00	0.29	0.07	0.65	0.00	0.00	0.00	

TOTAL	2430.50	122.31	237.35	16.30	381.74	65.21	0.00	0.00	0.00	3253.41
TOT %	74.71	3.76	7.30	0.50	11.73	2.00	0.00	0.00	0.00	

STATION 4

TERMINAL TRIPS

STATION NUMBER = 4

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT 2
T R	1 1	1313.01	17.74	255.59	0.00	430.63	209.23	0.00	0.00	2226.20
	ROW %	58.98	0.80	11.48	0.00	19.34	9.40	0.00	0.00	30.40
	COL %	23.96	5.17	52.96	0.00	58.91	82.67	0.00	0.00	
	TOT %	17.93	0.24	3.49	0.00	5.88	2.86	0.00	0.00	
I P	2 2	415.77	15.07	23.22	0.00	20.17	6.11	0.00	0.00	480.34
	ROW %	86.56	3.14	4.83	0.00	4.20	1.27	0.00	0.00	6.56
	COL %	7.59	4.40	4.81	0.00	2.76	2.41	0.00	0.00	
	TOT %	5.68	0.21	0.32	0.00	0.28	0.08	0.00	0.00	
P U	3 3	760.86	40.64	35.62	2.62	65.68	3.66	0.00	0.00	909.08
	ROW %	83.70	4.47	3.92	0.29	7.22	0.40	0.00	0.00	12.42
	COL %	13.89	11.85	7.38	7.91	8.98	1.45	0.00	0.00	
	TOT %	10.39	0.56	0.49	0.04	0.90	0.05	0.00	0.00	
R P C	4 4	1305.63	206.52	82.31	20.97	118.50	17.47	0.00	0.00	1751.40
	ROW %	74.55	11.79	4.70	1.20	6.77	1.00	0.00	0.00	23.92
	COL %	23.83	60.23	17.05	63.30	16.21	6.90	0.00	0.00	
	TOT %	17.83	2.82	1.12	0.29	1.62	0.24	0.00	0.00	
S E	5 5	1207.62	53.61	54.32	6.15	71.34	16.63	0.00	0.00	1409.67
	ROW %	85.67	3.80	3.85	0.44	5.06	1.18	0.00	0.00	19.25
	COL %	22.04	15.64	11.25	18.56	9.76	6.57	0.00	0.00	
	TOT %	16.49	0.73	0.74	0.08	0.97	0.23	0.00	0.00	
6	6 6	476.67	9.30	31.58	3.39	24.73	0.00	0.00	0.00	545.67
	ROW %	87.35	1.70	5.79	0.62	4.53	0.00	0.00	0.00	7.45
	COL %	8.70	2.71	6.54	10.23	3.38	0.00	0.00	0.00	
	TOT %	6.51	0.13	0.43	0.05	0.34	0.00	0.00	0.00	
TOTAL		5479.56	342.88	482.64	33.13	731.05	253.10	0.00	0.00	7322.36
TOT %		74.83	4.68	6.59	0.45	9.98	3.46	0.00	0.00	

STATION 4

TOTAL TRIPS

STATION NUMBER = 5

EXIT-ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TCT %
T R	1 1	631.54	7.16	206.99	2.88	151.05	126.43	0.00	0.00	1126.65
	ROW %	56.08	0.64	18.38	0.26	13.41	11.23	0.00	0.00	35.40
	COL %	27.65	4.31	66.39	12.11	61.11	85.97	0.00	0.00	
	TOT %	19.85	0.23	6.51	0.09	4.75	3.97	0.00	0.00	
I P	2 2	274.49	17.28	23.44	4.90	2.20	0.00	0.00	0.00	322.31
	ROW %	85.16	5.36	7.27	1.52	0.68	0.00	0.00	0.00	10.13
	COL %	12.02	10.39	7.52	20.61	0.89	0.00	0.00	0.00	
	TOT %	8.63	0.54	0.74	0.15	0.07	0.00	0.00	0.00	
P U	3 3	95.60	1.90	5.52	0.00	4.00	2.28	0.00	0.00	109.30
	ROW %	87.47	1.74	5.05	0.00	3.66	2.09	0.00	0.00	3.44
	COL %	4.19	1.14	1.77	0.00	1.62	1.55	0.00	0.00	
	TOT %	3.01	0.06	0.17	0.00	0.13	0.07	0.00	0.00	
R P C	4 4	589.36	124.95	31.58	14.18	63.35	16.92	1.44	0.00	801.78
	ROW %	68.52	15.58	3.94	1.77	7.90	2.11	0.18	0.00	25.20
	COL %	24.06	75.14	10.13	59.63	25.63	11.50	100.00	0.00	
	TOT %	17.27	3.93	0.99	0.45	1.99	0.53	0.05	0.00	
S E	5 5	556.03	13.38	34.70	0.00	13.98	1.44	0.00	0.00	619.53
	ROW %	89.75	2.16	5.60	0.00	2.26	0.23	0.00	0.00	19.47
	COL %	24.35	8.05	11.13	0.00	5.66	0.98	0.00	0.00	
	TCT %	17.48	0.42	1.09	0.00	0.44	0.05	0.00	0.00	
6	6 6	176.68	1.62	9.54	1.82	12.60	0.00	0.00	0.00	202.26
	ROW %	87.35	0.80	4.72	0.90	6.23	0.00	0.00	0.00	6.36
	COL %	7.74	0.97	3.06	7.65	5.10	0.00	0.00	0.00	
	TOT %	5.55	0.05	0.30	0.06	0.40	0.00	0.00	0.00	

TOTAL		2283.70	166.29	311.77	23.78	247.18	147.07	1.44	0.00	3181.23
TCT %		71.79	5.23	9.80	0.75	7.77	4.62	0.05	0.00	

STATION 5
THROUGH TRIPS

A-17

STATION NUMBER = 5
 EXIT-ENT STATION = TC

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
I	1 1	1022.05	0.00	309.00	1.30	267.00	22.80	0.00	0.00	1622.15
	ROW %	63.01	0.00	19.05	0.08	16.46	1.41	0.00	0.00	35.71
	COL %	27.89	0.00	59.47	38.81	87.28	100.00	0.00	0.00	
	TOT %	22.50	0.00	6.80	0.03	5.88	0.50	0.00	0.00	
I	2 2	393.91	7.36	39.01	0.00	9.97	0.00	0.00	0.00	450.20
	ROW %	87.50	1.63	8.67	0.00	2.20	0.00	0.00	0.00	9.91
	COL %	10.75	27.83	7.51	0.00	3.24	0.00	0.00	0.00	
	TOT %	8.67	0.16	0.86	0.00	0.22	0.00	0.00	0.00	
P	3 3	1096.46	1.78	89.94	0.00	8.36	0.00	0.00	0.00	1196.54
	ROW %	91.64	0.15	7.52	0.00	0.70	0.00	0.00	0.00	26.34
	COL %	29.93	6.73	17.31	0.00	2.73	0.00	0.00	0.00	
	TOT %	24.14	0.04	1.98	0.00	0.18	0.00	0.00	0.00	
R	4 4	169.45	15.64	15.92	0.00	3.78	0.00	0.00	0.00	204.79
	ROW %	82.74	7.64	7.77	0.00	1.85	0.00	0.00	0.00	4.51
	COL %	4.62	59.13	3.06	0.00	1.24	0.00	0.00	0.00	
	TOT %	3.73	0.34	0.35	0.00	0.08	0.00	0.00	0.00	
S	5 5	590.47	1.67	33.85	2.05	12.03	0.00	0.00	0.00	640.07
	ROW %	92.25	0.26	5.29	0.32	1.88	0.00	0.00	0.00	14.09
	COL %	16.12	6.31	6.52	61.19	3.93	0.00	0.00	0.00	
	TOT %	13.00	0.04	0.75	0.05	0.26	0.00	0.00	0.00	
E	6 6	391.68	0.00	31.84	0.00	4.81	0.00	0.00	0.00	428.33
	ROW %	91.44	0.00	7.43	0.00	1.12	0.00	0.00	0.00	9.43
	COL %	10.69	0.00	6.13	0.00	1.57	0.00	0.00	0.00	
	TOT %	8.62	0.00	0.70	0.00	0.11	0.00	0.00	0.00	
<hr/>										
	TOTAL	3664.02	26.45	519.56	3.35	305.90	22.80	0.00	0.00	4542.08
	TOT %	80.67	0.58	11.44	0.07	6.73	0.50	0.00	0.00	

STATION 5

TERMINAL TRIPS

GRAYLING EXTERNAL O&D GENERAL PURPOSE SUMMARY

STATION NUMBER = 5
 EXIT-ENT-STATION = 01 TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT 2
T R	1 1	1653.59	7.16	515.99	4.18	418.05	149.23	0.00	0.00	2748.20
	ROW %	60.17	0.26	18.78	0.15	15.21	5.43	0.00	0.00	35.58
	COL %	27.80	3.71	62.07	15.41	75.59	87.85	0.00	0.00	
	TOT %	21.41	0.09	6.68	0.05	5.41	1.93	0.00	0.00	
I P	2 2	668.40	24.64	62.45	4.90	12.12	0.00	0.00	0.00	772.51
	ROW %	86.52	3.19	8.08	0.63	1.57	0.00	0.00	0.00	10.00
	COL %	11.24	12.78	7.51	18.06	2.19	0.00	0.00	0.00	
	TOT %	8.65	0.32	0.81	0.06	0.16	0.00	0.00	0.00	
P U	3 3	1192.06	3.68	95.46	0.00	12.36	2.28	0.00	0.00	1305.84
	ROW %	91.29	0.28	7.31	0.00	0.95	0.17	0.00	0.00	16.91
	COL %	20.04	1.91	11.48	0.00	2.23	1.34	0.00	0.00	
	TOT %	15.43	0.05	1.24	0.00	0.16	0.03	0.00	0.00	
R P O	4 4	718.81	140.59	47.50	14.18	67.13	16.92	1.44	0.00	1006.57
	ROW %	71.41	13.97	4.72	1.41	6.67	1.68	0.14	0.00	13.03
	COL %	12.09	72.94	5.71	52.27	12.14	9.96	100.00	0.00	
	TOT %	9.31	1.82	0.62	0.18	0.87	0.22	0.02	0.00	
S E	5 5	1146.50	15.05	68.55	2.05	26.01	1.44	0.00	0.00	1259.60
	ROW %	91.02	1.19	5.44	0.16	2.06	0.11	0.00	0.00	16.31
	COL %	19.28	7.81	8.25	7.56	4.70	0.85	0.00	0.00	
	TOT %	14.84	0.19	0.89	0.03	0.34	0.02	0.00	0.00	
6	6 6	568.36	1.62	41.38	1.82	17.41	0.00	0.00	0.00	630.59
	ROW %	90.13	0.26	6.56	0.29	2.76	0.00	0.00	0.00	8.16
	COL %	9.56	0.84	4.98	6.71	3.15	0.00	0.00	0.00	
	TOT %	7.36	0.02	0.54	0.02	0.23	0.00	0.00	0.00	
TOTAL		5947.72	192.74	831.33	27.13	553.08	169.87	1.44	0.00	7723.31
TOT %		77.01	2.50	10.76	0.35	7.16	2.20	0.02	0.00	

STATION 5
 TOTAL TRIPS

61-19

FORM NUMBER 6

EXIT-ENT STATION 01 TO 05

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1 1	1022.52	12.85	341.93	4.23	308.12	213.76	0.00	0.00	1903.41
	ROW X	53.72	0.68	17.96	0.22	16.19	11.23	0.00	0.00	35.10
	COL X	26.22	5.08	63.42	17.03	66.92	87.18	0.00	0.00	
	TOT X	18.86	0.24	6.31	0.08	5.68	3.94	0.00	0.00	
I	2 2	361.06	16.20	36.47	2.45	7.95	2.11	0.00	0.00	426.24
	ROW X	84.71	3.80	8.56	0.57	1.87	0.50	0.00	0.00	7.86
	COL X	9.26	6.41	6.76	9.86	1.73	0.86	0.00	0.00	
	TOT X	6.66	0.30	0.67	0.05	0.15	0.04	0.00	0.00	
P	3 3	157.04	8.91	13.05	0.00	5.04	1.14	0.00	0.00	165.18
	ROW X	84.80	4.81	7.05	0.00	2.72	0.62	0.00	0.00	3.42
	COL X	4.03	3.53	2.42	0.00	1.09	0.46	0.00	0.00	
	TOT X	2.90	0.16	0.24	0.00	0.09	0.02	0.00	0.00	
R	4 4	1055.11	177.04	57.46	14.73	93.01	18.20	0.72	0.00	1416.27
	ROW X	74.50	12.50	4.06	1.04	6.57	1.29	0.05	0.00	26.12
	COL X	27.06	70.05	10.66	59.30	20.20	7.42	100.00	0.00	
	TOT X	19.46	3.27	1.06	0.27	1.72	0.34	0.01	0.00	
S	5 5	983.98	31.16	65.88	1.95	36.93	9.99	0.00	0.00	1129.89
	ROW X	87.09	2.76	5.83	0.17	3.27	0.88	0.00	0.00	20.84
	COL X	25.24	12.33	12.22	7.85	8.02	4.07	0.00	0.00	
	TOT X	18.15	0.57	1.22	0.04	0.68	0.18	0.00	0.00	
E	6 6	319.36	6.56	24.32	1.48	9.35	0.00	0.00	0.00	361.07
	ROW X	88.45	1.82	6.74	0.41	2.59	0.00	0.00	0.00	6.66
	COL X	8.19	2.60	4.51	5.96	2.03	0.00	0.00	0.00	
	TOT X	5.89	0.12	0.45	0.03	0.17	0.00	0.00	0.00	
TOTAL		3899.07	252.72	539.11	24.84	460.40	245.20	0.72	0.00	5422.06
TOT %		71.91	4.66	9.94	0.46	8.49	4.52	0.01	0.00	

ALL STATIONS THROUGH TRIPS

A-20

FORM NUMBER = 6

EXIT-ENT STATION = TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT X
T	1 1	3078.74	14.11	1021.02	18.16	798.41	133.89	0.00	0.00	5068.33
	ROW X	60.79	0.28	20.16	0.36	13.77	2.64	0.00	0.00	35.52
	COL X	28.04	6.02	58.21	30.92	74.05	88.10	0.00	0.00	
	TOT X	21.59	0.10	7.16	0.13	5.60	0.94	0.00	0.00	
I	2 2	1047.45	14.04	134.84	2.56	30.62	3.27	0.00	0.00	1232.78
	ROW X	84.97	1.14	10.94	0.21	2.48	0.27	0.00	0.00	8.65
	COL X	9.54	5.99	7.69	4.36	2.84	2.15	0.00	0.00	
	TOT X	7.35	0.10	0.95	0.02	0.21	0.02	0.00	0.00	
P	3 3	3026.77	55.91	269.71	12.15	117.02	6.02	0.00	0.00	3487.58
	ROW X	86.79	1.60	7.73	0.35	3.36	0.17	0.00	0.00	26.46
	COL X	27.56	23.85	15.38	20.68	10.85	3.96	0.00	0.00	
	TOT X	21.23	0.39	1.89	0.09	0.82	0.04	0.00	0.00	
R	4 4	761.95	120.64	68.17	16.58	59.01	8.80	0.00	0.00	1039.15
	ROW X	73.61	11.65	6.59	1.60	5.70	0.85	0.00	0.00	7.26
	COL X	6.94	51.46	3.89	28.23	5.47	5.79	0.00	0.00	
	TOT X	5.34	0.85	0.48	0.12	0.41	0.06	0.00	0.00	
S	5 5	1876.99	24.10	154.98	7.04	45.94	0.00	0.00	0.00	2109.05
	ROW X	89.00	1.14	7.35	0.33	2.18	0.00	0.00	0.00	14.79
	COL X	17.09	10.28	8.84	11.99	4.26	0.00	0.00	0.00	
	TOT X	13.16	0.17	1.09	0.05	0.32	0.00	0.00	0.00	
E	6 6	1188.63	5.63	105.34	2.25	27.26	0.00	0.00	0.00	1329.11
	ROW X	89.43	0.42	7.93	0.17	2.05	0.00	0.00	0.00	9.32
	COL X	10.82	2.40	6.01	3.83	2.53	0.00	0.00	0.00	
	TOT X	8.34	0.04	0.74	0.02	0.19	0.00	0.00	0.00	
TOTAL		10980.53	234.43	1754.06	58.74	1078.26	151.98	0.00	0.00	14250.00
TOT X		77.01	1.64	12.30	0.41	7.56	1.07	0.00	0.00	

A-21

ALL STATIONS
TERMINAL TRIPS

FORM NUMBER = 6

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT X
		1	2	3	4	5	6	7	8	
T	1 1	4101.26	26.96	1362.95	22.39	1106.53	347.65	0.00	0.00	6967.74 35.41
	ROW X	58.86	0.39	19.56	0.32	15.88	4.99	0.00	0.00	
	COL X	27.56	5.53	59.44	26.79	71.92	87.53	0.00	0.00	
R	TOT X	20.84	0.14	6.93	0.11	5.62	1.77	0.00	0.00	
I	2 2	1408.51	30.24	171.31	5.01	38.57	5.38	0.00	0.00	1659.02 8.43
	ROW X	84.90	1.82	10.33	0.30	2.32	0.32	0.00	0.00	
	COL X	9.47	6.21	7.47	5.99	2.51	1.35	0.00	0.00	
P	TOT X	7.16	0.15	0.87	0.03	0.20	0.03	0.00	0.00	
P	3 3	3183.81	64.82	282.76	12.15	122.06	7.16	0.00	0.00	3672.76 18.66
	ROW X	86.69	1.76	7.70	0.33	3.32	0.19	0.00	0.00	
	COL X	21.40	13.31	12.33	14.54	7.93	1.80	0.00	0.00	
U	TOT X	16.18	0.33	1.44	0.06	0.62	0.04	0.00	0.00	
R	4 4	1817.06	297.68	125.63	31.31	152.02	27.00	0.72	0.00	2451.42 12.46
	ROW X	74.12	12.14	5.12	1.28	6.20	1.10	0.03	0.00	
	COL X	12.21	61.11	5.48	37.46	9.88	6.80	100.00	0.00	
P	TOT X	9.23	1.51	0.64	0.16	0.77	0.14	0.00	0.00	
S	5 5	2860.97	55.26	220.86	8.99	82.87	9.99	0.00	0.00	3238.94 16.46
	ROW X	88.33	1.71	6.82	0.28	2.56	0.31	0.00	0.00	
	COL X	19.23	11.34	9.63	10.76	5.39	2.52	0.00	0.00	
E	TOT X	14.54	0.28	1.12	0.05	0.42	0.05	0.00	0.00	
6	6 6	1507.99	12.19	129.66	3.73	36.61	0.00	0.00	0.00	1690.18 8.59
	ROW X	89.22	0.72	7.67	0.22	2.17	0.00	0.00	0.00	
	COL X	10.13	2.50	5.65	4.46	2.38	0.00	0.00	0.00	
	TOT X	7.66	0.06	0.66	0.02	0.19	0.00	0.00	0.00	

TOTAL		14879.60	487.15	2293.17	83.58	1538.66	397.18	0.72	0.00	19680.06
TOT X		75.61	2.48	11.65	0.42	7.82	2.02	0.00	0.00	

ALL STATIONS
TOTAL TRIPS

A-22

USE OF TRIP LENGTH FREQUENCY DISTRIBUTIONS

A portion of a trip length frequency distribution graph is on the following page. The vertical axis represents travel time in tens of minutes while the horizontal axis is the percent of trips traveling this particular length of time. For example, 3299 trips or 42.645 percent of the total were approximately 30 minutes in length. The percent of trips which were 30 minutes or less is 375.866.

Statistical information such as mean and standard deviation are printed at the end of each table. A similar graph for each station for each interview date will be presented.

	Pct.	Cum.	ACTUAL
1	30.326	30.326	2386
2	2.896	33.221	228
3	42.645	75.866	3299
4	7.497	83.363	580
5	3.270	86.634	253
6	3.775	90.408	292
7	0.982	91.391	76
8	1.370	92.761	106
9	0.776	93.537	60
10	2.081	95.618	161
11	0.375	95.993	29
12	0.388	96.381	30
13	0.608	96.988	47
14	0.543	97.531	42
15	0.336	97.867	26
16	0.168	98.035	13
17	0.297	98.332	23
18	0.155	98.487	12
19	0.090	98.578	7
20	0.194	98.772	15
21	0.220	98.992	17
22	0.271	99.263	21
23	0.426	99.289	2
24	0.052	99.341	4
25	0.052	99.392	4
26	0.000	99.392	0
27	0.026	99.418	2
28	0.039	99.457	3
29	0.000	99.457	0
30	0.026	99.483	2
31	0.026	99.509	2
32	0.013	99.522	1
33	0.039	99.560	3
34	0.000	99.560	0
35	0.000	99.560	0
36	0.026	99.586	2
37	0.000	99.586	0
38	0.065	99.651	5
39	0.000	99.651	0
40	0.013	99.664	1
41	0.000	99.664	0
42	0.000	99.664	0
43	0.426	99.690	2
44	0.000	99.690	0
45	0.026	99.716	2
46	0.039	99.754	3
47	0.000	99.754	0
48	0.052	99.806	4
49	0.000	99.806	0
50	0.000	99.806	0
51	0.000	99.806	0
52	0.000	99.806	0
53	0.000	99.806	0
54	0.000	99.806	0
55	0.000	99.806	0
56	0.000	99.806	0
57	0.000	99.806	0
58	0.000	99.806	0
59	0.000	99.806	0

TRIP LENGTH FREQUENCY DISTRIBUTION

A-24

	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	
1.																						
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	P.C.	CUM.	ACTUAL
	0.000	0.000	0
	40.212	40.212	1479
	10.413	50.625	383
	12.208	62.833	449
	6.444	69.277	237
	0.697	70.174	33
	0.761	70.935	28
	3.317	74.252	122
	3.698	77.950	136
	1.169	79.119	43
	3.181	82.300	117
	0.843	83.143	31
	0.408	83.551	15
	0.625	84.176	23
	1.223	85.400	45
	0.571	85.971	21
	0.489	86.460	18
	0.897	87.357	33
	0.517	87.874	19
	2.121	89.995	78
	0.245	90.239	9
	0.326	90.566	12
	0.870	91.436	32
	0.897	92.333	33
	0.381	92.713	14
	0.353	93.067	13
	0.653	93.719	28
	0.190	93.910	7
	1.523	95.432	56
	0.381	95.813	14
	0.598	96.411	22
	0.326	96.737	12
	0.163	96.900	6
	0.109	97.009	4
	0.054	97.064	2
	0.353	97.417	13
	0.109	97.526	4
	0.082	97.607	3
	0.218	97.825	8
	0.082	97.906	3
	0.027	97.934	1
	0.218	98.151	6
	0.190	98.341	7
	0.082	98.423	3
	0.000	98.423	0
	0.218	98.641	8
	0.000	98.641	0
	0.027	98.668	1
	0.000	98.668	0
	0.027	98.695	1
	0.082	98.777	3
	0.054	98.831	2
	0.136	98.967	5
	0.054	99.021	2
	0.054	99.076	2
	0.136	99.212	5
	0.109	99.320	4
	0.027	99.347	1
	0.163	99.511	6
	0.000	99.511	0
	0.000	99.511	0

STATION 1

A-25

62.		0.109	99.774	0
63.		0.136	99.773	0
64.		0.000	99.755	0
65.		0.027	99.782	1
66.		0.000	99.782	0
67.		0.000	99.782	0
68.		0.000	99.782	0
69.		0.000	99.782	0
70.		0.000	99.782	0
71.		0.000	99.782	0
72.		0.000	99.782	0
73.		0.000	99.782	0
74.		0.082	99.864	3
75.	SKIM TREE NUMBER	0.054	99.918	2
76.	SKIM TREE NUMBER	0.000	99.918	0
77.	SKIM TREE NUMBER	0.054	99.973	2
78.	SKIM TREE NUMBER	0.000	99.973	0
79.	SKIM TREE NUMBER	0.000	99.973	0
80.		0.000	99.973	0
81.		0.000	99.973	0
82.		0.000	99.973	0
83.		0.000	99.973	0
84.		0.000	99.973	0
85.		0.000	99.973	0
86.		0.000	99.973	0
87.		0.000	99.973	0
88.		0.000	99.973	0
89.		0.000	99.973	0
90.		0.000	99.973	0
91.		0.000	99.973	0
92.		0.000	99.973	0
93.		0.000	99.973	0
94.		0.000	99.973	0
95.		0.000	99.973	0
96.		0.000	99.973	0
97.		0.000	99.973	0
98.		0.000	99.973	0
99.		0.000	99.973	0
100.		0.027	100.000	1

REMAINING VALUES ARE ALL ZERO

NUMBER OF OBSERVATIONS= 3678

SUM= 28499.

MEAN= 7.749

VAR= 107.766

SD= 10.381

TOTAL TRIPS OVER MAXP = 0
 TOTAL TRIPS OVER 255 = 0
 VOLUME TABLE NUMBER = 201
 SKIM TREE NUMBER = 101

0 3 6 9 12 15 18 21 24 27 30 33 36 39 42 45 48 51 54 57 60

Bin	Frequency
1.	1
2.....	1952
3.....	642
4.....	220
5.....	176
6.	8
7...	44
8...	45
9.....	76
10..	18
11...	34
12..	18
13..	14
14..	17
15..	15
16.	4
17.	8
18..	11
19..	15
20..	18
21.	1
22.	0
23..	20
24.	9
25.	6
26..	17
27.	2
28.	1
29.	4
30.	3
31.	3
32.	8
33.	2
34.	0
35.	1
36..	11
37.	2
38.	3
39.	5
40.	0
41.	5
42.	0
43.	2
44.	0
45.	2
46.	1
47.	2
48.	0
49.	5
50.	4
51.	0
52.	2
53.	1
54.	3
55.	2
56.	3
57.	5
58.	0
59.	0
60.	0

P.C.	CUM.	ACTUAL
0.029	0.029	1
56.124	56.153	1952
18.459	74.612	642
6.325	80.937	220
5.060	85.998	176
0.230	86.228	8
1.265	87.493	44
1.294	88.787	45
2.185	90.972	76
0.518	91.489	18
0.978	92.467	34
0.518	92.984	18
0.403	93.387	14
0.489	93.876	17
0.431	94.307	15
0.115	94.422	4
0.230	94.652	8
0.316	94.968	11
0.431	95.400	15
0.518	95.917	18
0.029	95.946	1
0.000	95.946	0
0.575	96.521	20
0.259	96.780	9
0.173	96.952	6
0.489	97.441	17
0.058	97.499	2
0.029	97.527	1
0.115	97.642	4
0.086	97.729	3
0.086	97.815	3
0.230	98.045	8
0.058	98.102	2
0.000	98.102	0
0.029	98.131	1
0.316	98.447	11
0.058	98.505	2
0.086	98.591	3
0.144	98.735	5
0.000	98.735	0
0.144	98.879	5
0.000	98.879	0
0.058	98.936	2
0.000	98.936	0
0.058	98.994	2
0.029	99.022	1
0.058	99.080	2
0.000	99.080	0
0.144	99.224	5
0.115	99.339	4
0.000	99.339	0
0.058	99.396	2
0.029	99.425	1
0.086	99.511	3
0.058	99.569	2
0.086	99.655	3
0.144	99.799	5
0.000	99.799	0
0.000	99.799	0
0.000	99.799	0
0.000	99.799	0

STATION 2

A-27

62.	0.000	99.799	0
63.	0.000	99.799	0
64.	0.000	99.799	0
65.	0.000	99.799	0
66.	0.000	99.799	0
67.	0.000	99.799	0
68.	0.000	99.799	0
69.	0.000	99.799	0
70.	0.000	99.799	0
71.	0.000	99.799	0
72.	0.000	99.799	0
73.	0.058	99.856	2
74.	0.058	99.914	2
75.	0.000	99.914	0
76.	0.000	99.914	0
77.	0.029	99.942	1
78.	0.000	99.942	0
79.	0.000	99.942	0
80.	0.029	99.971	1
81.	0.000	99.971	0
82.	0.000	99.971	0
83.	0.000	99.971	0
84.	0.000	99.971	0
85.	0.000	99.971	0
86.	0.000	99.971	0
87.	0.000	99.971	0
88.	0.000	99.971	0
89.	0.000	99.971	0
90.	0.000	99.971	0
91.	0.000	99.971	0
92.	0.000	99.971	0
93.	0.029	100.000	1

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 3478

SUM= 16647.

MEAN= 4.786

VAR= 60.239

SD= 7.761

TOTAL TRIPS OVER MAXP = 0
TOTAL TRIPS OVER 255 = 0
VOLUME TABLE NUMBER = 202
SKIM TREE NUMBER = 101

A-28

0 3 6 9 12 15 18 21 24 27 30 33 36 39 42 45 48 51 54 57 60

	P.C.	CUM.	ACTUAL
1.	0.000	0.000	0
2.....	55.034	55.034	1443
3.....	10.259	65.294	269
4...	1.487	66.781	39
5.....	2.517	69.298	66
6..	0.496	69.794	13
7.....	5.912	75.706	155
8.....	2.593	78.299	68
9.....	2.250	80.549	59
10...	1.449	81.998	36
11...	0.992	82.990	26
12...	1.182	84.172	31
13....	1.602	85.774	42
14.....	3.166	88.940	83
15..	0.648	89.588	17
16..	0.458	90.046	12
17..	0.801	90.847	21
18....	1.793	92.639	47
19..	0.458	93.097	12
20..	0.763	93.860	20
21..	0.763	94.622	20
22..	0.267	94.889	7
23..	0.763	95.652	20
24..	0.381	96.034	10
25..	0.343	96.377	9
26..	0.915	97.292	24
27..	0.381	97.674	10
28..	0.153	97.826	4
29..	0.229	98.055	6
30..	0.229	98.284	6
31..	0.229	98.513	6
32..	0.076	98.589	2
33..	0.343	98.932	9
34..	0.038	98.970	1
35..	0.381	99.352	10
36..	0.076	99.428	2
37..	0.191	99.619	5
38..	0.000	99.619	0
39..	0.076	99.695	2
40..	0.038	99.733	1
41..	0.038	99.771	1
42..	0.038	99.809	1
43..	0.000	99.809	0
44..	0.000	99.809	0
45..	0.000	99.809	0
46..	0.000	99.809	0
47..	0.000	99.809	0
48..	0.000	99.809	0
49..	0.000	99.809	0
50..	0.000	99.809	0
51..	0.000	99.809	0
52..	0.038	99.847	1
53..	0.000	99.847	0
54..	0.038	99.886	1
55..	0.000	99.886	0
56..	0.000	99.886	0
57..	0.000	99.886	0
58..	0.000	99.886	0
59..	0.000	99.886	0
60..	0.000	99.886	0

STATION 3

62.	0.000	99.924	0
63.	0.000	99.924	0
64.	0.000	99.924	0
65.	0.000	99.924	0
66.	0.000	99.924	0
67.	0.000	99.924	0
68.	0.000	99.924	0
69.	0.000	99.924	0
70.	0.000	99.924	0
71.	0.000	99.924	0
72.	0.000	99.924	0
73.	0.000	99.924	0
74.	0.000	99.924	0
75.	0.000	99.924	0
76.	0.000	99.924	0
77.	0.000	99.924	0
78.	0.000	99.924	0
79.	0.000	99.924	0
80.	0.000	99.924	0
81.	0.000	99.924	0
82.	0.000	99.924	0
83.	0.000	99.924	0
84.	0.038	99.962	1
85.	0.000	99.962	0
86.	0.000	99.962	0
87.	0.000	99.962	0
88.	0.038	100.000	1

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 2622

SUM= 16028.

MEAN= 6.113

VAR=

56.804

SD= 7.537

A-30

TOTAL TRIPS OVER MAXP = 0
TOTAL TRIPS OVER 255 = 0
VOLUME TABLE NUMBER = 203
SKIM TREE NUMBER = 101

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
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	P.C.	CUM.	ACTUAL
	0.027	0.027	2
	10.751	10.779	783
	11.795	22.573	859
	9.488	32.061	691
	2.156	34.217	157
	0.920	35.137	67
	0.879	36.015	64
	1.744	37.759	127
	1.785	39.544	130
	1.126	40.670	82
	1.950	42.620	142
	1.359	43.979	99
	1.538	45.517	112
	3.076	48.593	224
	1.428	50.021	104
	0.604	50.625	44
	4.847	55.472	353
	1.675	57.147	122
	1.593	58.740	116
	2.664	61.403	194
	1.730	63.133	126
	2.787	65.921	203
	3.117	69.037	227
	2.568	71.605	187
	5.877	77.482	428
	3.158	80.640	230
	1.249	81.889	91
	2.238	84.127	163
	2.128	86.256	155
	1.538	87.793	112
	3.460	91.254	252
	2.719	93.972	198
	1.455	95.428	106
	0.618	96.046	45
	0.618	96.663	45
	0.384	97.048	28
	0.206	97.254	15
	0.549	97.803	40
	0.192	97.995	14
	0.069	98.064	5
	0.110	98.174	8
	0.137	98.311	10
	0.137	98.448	10
	0.069	98.517	5
	0.041	98.558	3
	0.082	98.641	6
	0.000	98.641	0
	0.041	98.682	3
	0.055	98.737	4
	0.178	98.915	13
	0.110	99.025	8
	0.014	99.039	1
	0.151	99.190	11
	0.220	99.410	16
	0.000	99.410	0
	0.000	99.410	0
	0.124	99.533	9
	0.069	99.602	5
	0.000	99.602	0
	0.041	99.643	3
	0.000	99.643	0

STATION 4

A-31

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0.014	99.767	1
0.027	99.767	2
0.014	99.767	1
0.000	99.767	0
0.027	99.794	2
0.000	99.794	0
0.000	99.794	0
0.000	99.794	0
0.014	99.808	1
0.014	99.822	1
0.000	99.822	0
0.027	99.849	2
0.014	99.863	1
0.000	99.863	0
0.069	99.931	5
0.000	99.931	0
0.000	99.931	0
0.000	99.931	0
0.000	99.931	0
0.014	99.945	1
0.000	99.945	0
0.000	99.945	0
0.027	99.973	2
0.014	99.986	1
0.014	100.000	1

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 7283 SUM= 115933. MEAN= 15.918 VAR= 145,878 SD= 12.078

TOTAL TRIPS OVER MAXP = 0
 TOTAL TRIPS OVER 255 = 0
 VOLUME TABLE NUMBER = 204
 SKIM TREE NUMBER = 101

A-32

A-33

	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	
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	P.C.	CUM.	ACTUAL
	0.026	0.026	2
	47.896	47.922	3700
	10.757	58.680	831
	4.803	63.482	371
	3.560	67.042	275
	0.479	67.521	37
	0.414	67.935	32
	5.333	73.269	412
	1.411	74.680	102
	1.631	76.311	126
	1.644	77.955	127
	1.010	78.964	78
	1.385	80.350	107
	1.942	82.291	150
	0.984	83.275	76
	0.557	83.832	43
	0.699	84.531	58
	1.424	85.955	110
	0.841	86.796	65
	0.854	87.650	66
	0.492	88.142	38
	0.544	88.686	42
	0.777	89.463	60
	0.790	90.252	61
	0.608	90.861	47
	0.880	91.741	68
	0.790	92.531	61
	0.777	93.307	60
	1.307	94.615	101
	0.414	95.029	32
	1.644	96.673	127
	1.023	97.696	79
	0.544	98.239	42
	0.285	98.524	22
	0.117	98.641	9
	0.117	98.757	9
	0.181	98.939	14
	0.194	99.133	15
	0.142	99.275	11
	0.078	99.353	6
	0.078	99.430	6
	0.013	99.443	1
	0.026	99.469	2
	0.000	99.469	0
	0.039	99.508	3
	0.013	99.521	1
	0.013	99.534	1
	0.000	99.534	0
	0.026	99.560	2
	0.026	99.586	2
	0.052	99.638	4
	0.000	99.638	0
	0.000	99.638	0
	0.052	99.689	4
	0.052	99.741	4
	0.026	99.767	2
	0.039	99.806	3
	0.000	99.806	0
	0.013	99.819	1
	0.052	99.871	4
	0.000	99.871	0

STATION 5

64.
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0.000	99.871	0
0.000	99.871	0
0.039	99.909	3
0.000	99.909	0
0.000	99.909	0
0.000	99.909	0
0.000	99.909	0
0.000	99.909	0
0.026	99.935	2
0.000	99.935	0
0.000	99.935	0
0.000	99.935	0
0.000	99.935	0
0.026	99.961	2
0.000	99.961	0
0.026	99.987	2
0.000	99.987	0
0.013	100.000	1

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 7725

SUM= 60321.

MEAN= 7.809

VAR= 93.869

SD= 9.689

TOTAL TRIPS OVER MAXP = 0
TOTAL TRIPS OVER 255 = 0
VOLUME TABLE NUMBER = 205
SKIM TREE NUMBER = 101

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P.C.	CUM.	ACTUAL
0.025	0.025	5
47.226	47.251	9355
9.405	56.656	1863
8.062	64.718	1597
2.464	67.182	688
0.535	67.717	106
1.313	69.029	260
3.049	72.078	604
1.893	73.971	375
0.878	74.850	174
1.636	76.485	324
0.798	77.283	158
0.974	78.257	193
1.550	79.807	307
0.643	80.650	167
0.358	81.009	71
1.737	82.745	344
0.934	83.679	185
0.666	84.345	132
1.277	85.623	253
0.636	86.259	126
1.035	87.294	205
1.095	88.389	217
0.934	89.323	182
1.959	91.282	388
1.035	92.317	205
0.505	92.821	100
0.687	93.508	136
0.863	94.371	171
0.469	94.841	93
1.131	95.972	224
0.924	96.895	183
0.480	97.375	95
0.202	97.577	40
0.197	97.774	39
0.303	98.077	60
0.136	98.213	27
0.278	98.491	55
0.197	98.687	39
0.056	98.743	11
0.081	98.824	16
0.081	98.905	16
0.061	98.965	12
0.030	98.995	6
0.030	99.026	6
0.061	99.086	12
0.015	99.101	3
0.015	99.117	3
0.045	99.162	9
0.086	99.248	17
0.061	99.308	12
0.030	99.339	6
0.066	99.404	13
0.111	99.515	22
0.025	99.541	5
0.035	99.576	7
0.086	99.662	17
0.020	99.682	4
0.025	99.707	5
0.025	99.732	5
0.030	99.763	6

ALL STATIONS

A-35

62.
63.
64.
65.
66.PAN
67.
68.ZONE = 547
69.ZONE = 1
70.MAY = 255
71.PGM = 255
72.DETA = 10
73.DETA = 1
74.DETA = 547

75.DETA SKI TREE NO. 101 VOLUME TABLE NO. 201

76.
77.
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80.
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83.INTR = F
84.IGN = F
85.PIC = F

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95.D(1) = 547
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100.
REMAINING VALUES ARE ALL ZERO

NUMBER OF OBSERVATIONS = 19809 SUM = 163521. MEAN = 8.255 VAR = 109.660 SD = 10.472

TOTAL TRIPS OVER MAXP = 0
TOTAL TRIPS OVER 255 = 0
VOLUME TABLE NUMBER = 201
SKI TREE NUMBER = 101

0.000	99.810	1
0.005	99.810	1
0.015	99.833	3
0.010	99.844	2
0.000	99.844	0
0.000	99.844	0
0.005	99.849	1
0.005	99.854	1
0.005	99.859	1
0.010	99.869	2
0.030	99.899	6
0.010	99.909	2
0.015	99.924	3
0.010	99.934	2
0.005	99.939	1
0.000	99.939	0
0.015	99.955	3
0.005	99.960	1
0.005	99.965	1
0.000	99.965	0
0.010	99.975	2
0.005	99.980	1
0.005	99.985	1
0.000	99.985	0
0.005	99.990	1
0.000	99.990	0
0.000	99.990	0
0.000	99.990	0
0.000	99.990	0
0.005	99.995	1
0.000	99.995	0
0.000	99.995	0
0.000	99.995	0
0.000	99.995	0
0.000	99.995	0
0.005	100.000	1

A-36

APPENDIX B

SINGLE STATION RURAL O-D STUDY

STATE OF MICHIGAN
DEPARTMENT OF STATE HIGHWAYS
TRANSPORTATION AND PLANNING

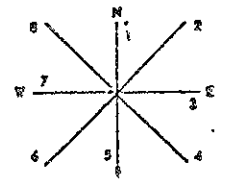
STA. LOCATION AND NUMBER

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	TRIP PURPOSE	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		

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 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 REG.

