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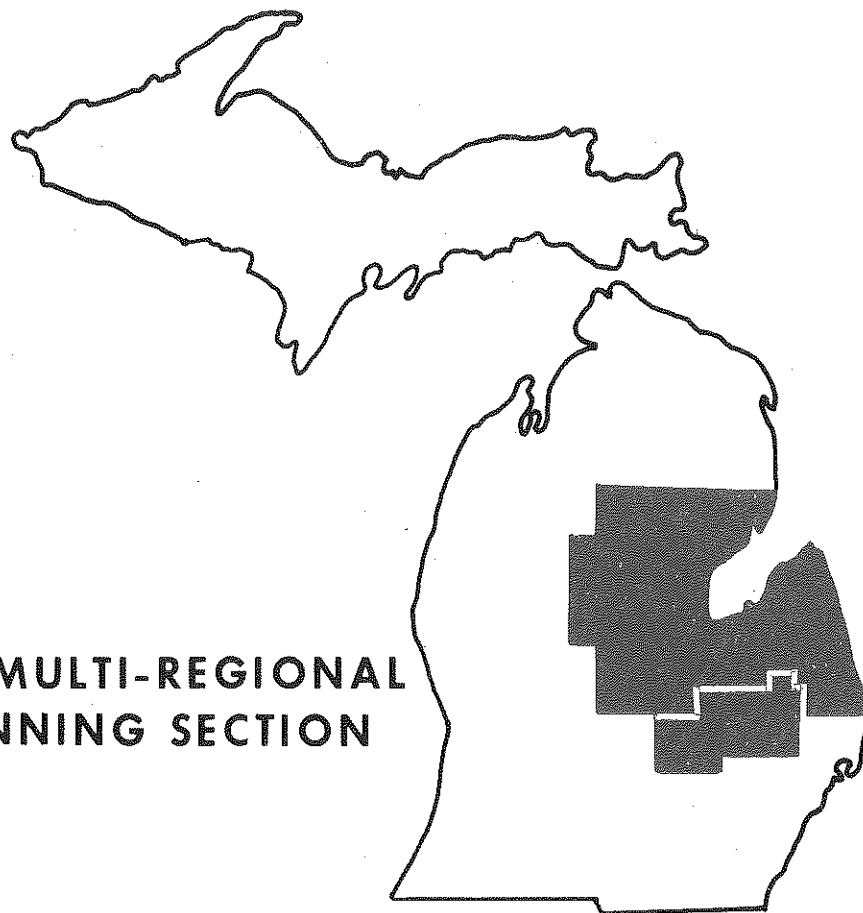
MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

ALMA/ST. LOUIS 1974
EXTERNAL
ORIGIN DESTINATION
SURVEY

FACTUAL DATA REPORT

MAY, 1976

**EAST MULTI-REGIONAL
PLANNING SECTION**



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OF
STATE HIGHWAYS AND TRANSPORTATION

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EXTERNAL
ORIGIN DESTINATION
SURVEY

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This report represents the findings and/or professional opinions of the Michigan Department of State Highways and Transportation staff and not an official opinion of the State Highway Commission.

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Mr. Sam F. Cryderman
Deputy Director
Bureau of Transportation Planning
Michigan Department of State Highways
and Transportation
Lansing, Michigan 48933

Dear Mr. Cryderman:

Documented in this report are the results of the 1974
Gratiot County External Origin-Destination Survey.
Included are tables, maps, and summaries of data ob-
tained during the survey.

This report was prepared by Susan Mohr, supervised by
Maynard A. Christensen of the East Multi-Regional Planning
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

The twin communities of Alma and St. Louis are located in Central Michigan approximately 50 miles north of Lansing, the State's capitol.

The two cities, with a 1970 population of 13,712, are already established as the largest urban area of Gratiot County and one of the largest in Central Michigan. As such, they provide shopping, business, financial and professional services for a rather large trade region, embracing all of Gratiot County and portions of several others. Alma is also the home of Alma College, the only college in the county.

US-27 is the most important trunkline in the area providing north-south through movement to and from the more populous areas of southern Michigan to northern vacation areas. Also, of importance are M-46 serving as the major east-west route and old US-27, a major county road.

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 Alma-St. Louis Origin Destination Survey was conducted during August, 1974. 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 Alma-St. Louis. In all, fourteen 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 subdivided into analysis zones based generally on homogeneous 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

ALMA - ST. LOUIS

EXTRNAL ORIGIN DESTINATION SURVEY

EXTERNAL STATIONS

| <u>Station No.</u> | <u>Location</u> |
|--------------------|---------------------------------------------------|
| 1 | Luce Road North, North of Madison |
| 2 | US-27 North, North of Madison |
| 3 | Alger Road North, North of Madison |
| 4 | Begole North, .2 Mile North of Madison |
| 5 | State Road North, North of Olney Street |
| 6 | Riverside Drive, (Union Street) North of McGregor |
| 7 | M-46 East, .1 Mile West of Croswell |
| 8 | Lincoln Road East, .5 Mile East of Old US-27 |
| 9 | US-27 South, South of Lincoln |
| 10 | Old US-27 South, .5 Mile South of Lincoln |
| 11 | Alger, South, .2 Mile South of VanBuren |
| 12 | Luce South, .4 Mile South of Van Buren |
| 13 | Lincoln West, .4 Mile WEst of Luce |
| 14 | M-46 West, .4 Mile West of Luce |

TABLE 2

ALMA - ST. LOUIS

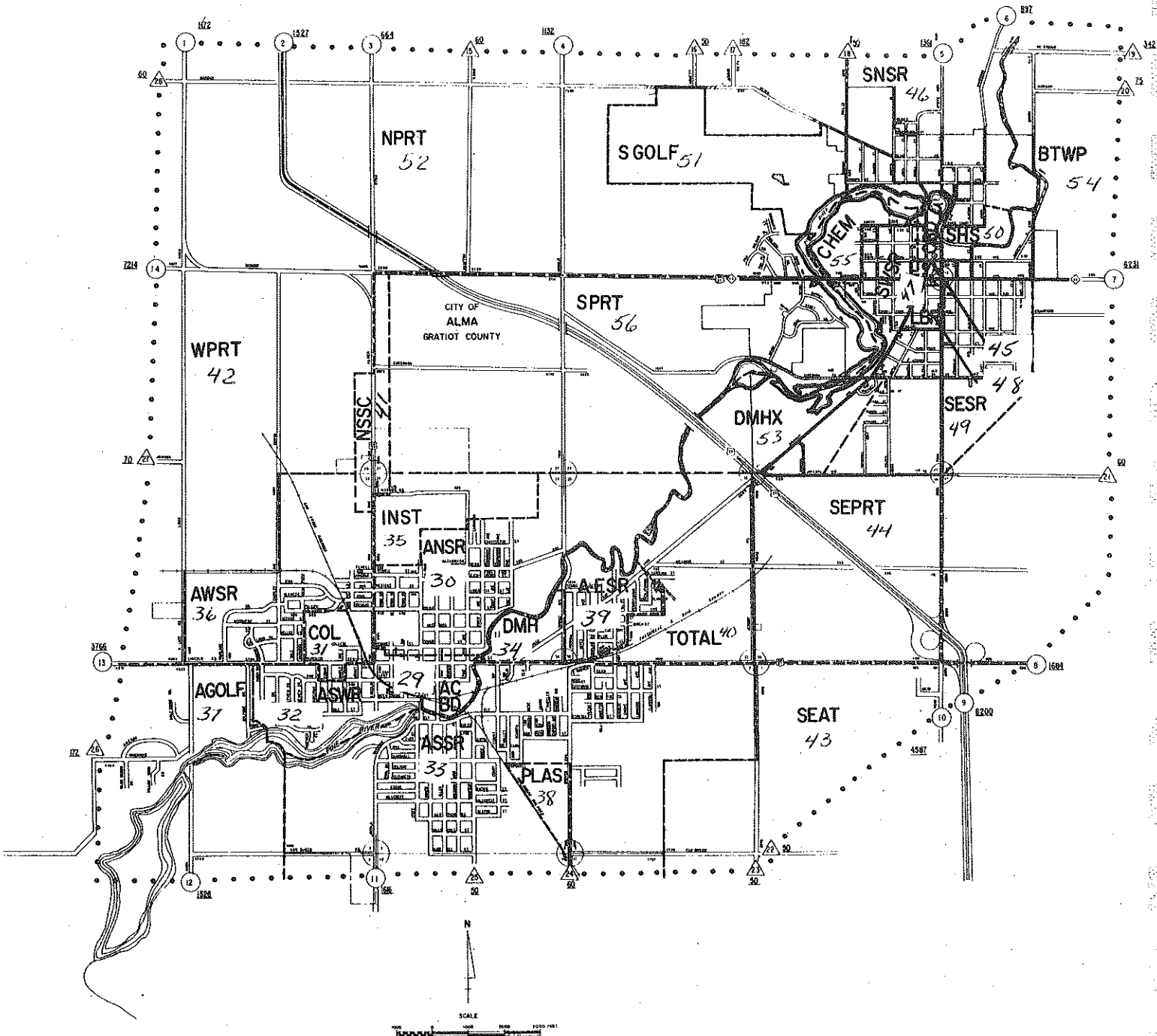
EXTERNAL ORIGIN DESTINATION SURVEY

ANALYSIS ZONES

| <u>Zone No.</u> | <u>Abbreviation</u> | <u>Description</u> |
|-----------------|---------------------|---------------------------------------|
| 29 | ACBD | ALMA CENTRAL BUSINESS DISTRICT |
| 30 | ANSR | ALMA NORTH SIDE RESIDENTIAL AREA |
| 31 | COL | ALMA COLLEGE |
| 32 | ASWR | ALMA SOUTHWEST RESIDENTIAL AREA |
| 33 | ASSR | ALMA SOUTHSIDE RESIDENTIAL AREA |
| 34 | DMH | DETROITER MOBILE HOME |
| 35 | INST | HOSPITAL AND MASONIC HOME |
| 36 | AWSR | ALMA WEST SIDE RESIDENTIAL AREA |
| 37 | AGOLF | PINE RIVER COUNTRY CLUB |
| 38 | PLAS | ALMA PLASTICS |
| 39 | AESR | ALMA EAST SIDE RESIDENTIAL AREA |
| 40 | TOTAL | TOTAL REFINERY |
| 41 | NSSC | NORTH SIDE STRIP COMMERCIAL |
| 42 | WPRT | WEST PINE RIVER TOWNSHIP |
| 43 | SEAT | SOUTHEAST ARCADA TOWNSHIP |
| 44 | SEPRT | SOUTHEAST PINE RIVER TOWNSHIP |
| 45 | SCBD | ST. LOUIS CENTRAL BUSINESS DISTRICT |
| 46 | SNSR | ST. LOUIS NORTH SIDE RESIDENTIAL AREA |
| 47 | SWSR | ST. LOUIS WEST SIDE RESIDENTIAL AREA |
| 48 | LBR | LUMBER COMPANY |

TABLE 2 (CONT'D.)

| <u>Zone No.</u> | <u>Abbreviation</u> | <u>Description</u> |
|-----------------|---------------------|-----------------------------------------|
| 49 | SESR | ST. LOUIS EAST SIDE RESIDENTIAL AREA |
| 50 | SHS | ST. LOUIS HIGH SCHOOL |
| 51 | SGOLF | ST. LOUIS GOLF COURSE |
| 52 | NPRT | NORTH PINE RIVER TOWNSHIP |
| 53 | DMHX | DETROITER MOBILE HOME EXECUTIVE OFFICES |
| 54 | BTWP | BETHANY TOWNSHIP |
| 55 | CHEM | MICHIGAN CHEMICAL COMPANY |
| 56 | SPRT | SOUTH PINE RIVER TOWNSHIP |



Internal Analysis Zones

Figure 2

All Stations

Interviews were conducted for the Alma-St. Louis External Origin Destination Survey on an August, 1974 weekday. A total of 49,115 vehicles passed through all stations. Of this number, 26,775 were stopped and interviewed, yielding an areawide interview rate of 54.51%. 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 of this report will be slightly overstated.

After expansion, for all stations, there were 49,231 total area vehicle trips. As can be seen in Table 3, 31,117 or 63.36% of total vehicle area trips utilized US-27 and M-46, state trunk-line facilities. The other ten stations located on county roads, constituted the remainder.

Traffic was categorized as terminal or through, with the former constituting 47.47% and the latter 52.53% of all vehicle trips. However, since a through trip is counted at its entrance or exit station, 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 accounted for 64.37% of all trips and through trips 35.63%.

Interchanges with Zone 29, ACBD, accounted for 23.3% of all terminal trips with the remaining percentages being equally distributed among the other 27 zones. Table 4 presents a list of total area terminal trips by zone with Figure 3 displaying the study area with terminal trips superimposed.

Through trips will be treated in individual station analysis.

Table 5, which shows the trip length of all trips determined through the survey, indicates that the average trip length was 1 hour 27 minutes. It is to be noted that through trips were half factored for reasons previously discussed. Over 50% of all trips were within 40 minutes of the station.

A county outline map showing the distribution of trip ends for all stations is provided as Figure 4. As can be seen, every county of the state had some impact on trips in the Alma-St. Louis area. Out of state trip ends were 2.12% of the total with trip ends in the Upper Peninsula contributing 1.58%. The remainder were located in the Lower Peninsula. Those counties adjacent to and including Gratiot County contributed 73.79% with Gratiot County itself accounting for 55.13%.

In conjunction with station interviews, machine traffic counts were taken throughout the study area at selected locations. A schematic showing traffic volumes at these points is presented in Figure 5.

TABLE 3

ALL STATIONS

| Station | 24-Hour ¹ Traffic Counts | 14-Hour Interviews | Percent Interviewed | Trips ² | Percent of Total |
|---------|-------------------------------------------|-----------------------|------------------------|--------------------|------------------------|
| 1 | 1013 | 791 | 76.50 | 1015 | 2.06 |
| 2 | 12320 | 4608 | 36.97 | 12404 | 25.20 |
| 3 | 517 | 398 | 75.24 | 510 | 1.04 |
| 4 | 983 | 724 | 70.70 | 983 | 2.00 |
| 5 | 965 | 733 | 74.34 | 965 | 1.96 |
| 6 | 921 | 694 | 73.91 | 919 | 1.87 |
| 7 | 5203 | 3298 | 62.62 | 5205 | 10.57 |
| 8 | 1422 | 1043 | 72.48 | 1425 | 2.89 |
| 9 | 10435 | 4345 | 41.26 | 10449 | 21.22 |
| 10 | 3631 | 2403 | 64.70 | 3642 | 7.40 |
| 11 | 1971 | 1490 | 74.95 | 1971 | 4.00 |
| 12 | 1302 | 1002 | 75.74 | 1300 | 2.64 |
| 13 | 3159 | 2057 | 63.23 | 3172 | 6.44 |
| 14 | 5273 | 3189 | 59.54 | 5271 | 10.71 |
| Total | 49115 | 26775 | | 49231 | 100.00 |

¹Motorcycles and buses, 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 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Total |
|---------|----|-----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| | 21 | 143 | 12 | 41 | 21 | 18 | 64 | 17 | 97 | 83 | 17 | 21 | 94 | 83 | 732 |

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

ALL STATIONS

| Station | Total Trips | Percent of Total | Terminal | % | Through | % |
|---------|----------------|---------------------|----------|-------|--------------------|-------|
| 1 | 1015 | 2.06 | 738 | 72.71 | 277 | 27.29 |
| 2 | 12404 | 25.20 | 2174 | 17.53 | 10230 | 82.47 |
| 3 | 510 | 1.04 | 403 | 79.02 | 107 | 20.98 |
| 4 | 983 | 2.00 | 835 | 84.94 | 148 | 15.06 |
| 5 | 965 | 1.96 | 722 | 74.82 | 243 | 25.18 |
| 6 | 919 | 1.87 | 770 | 83.79 | 149 | 16.21 |
| 7 | 5205 | 10.57 | 3124 | 60.02 | 2081 | 39.98 |
| 8 | 1425 | 2.89 | 1214 | 85.19 | 211 | 14.81 |
| 9 | 10449 | 21.22 | 1989 | 19.04 | 8460 | 80.96 |
| 10 | 3642 | 7.40 | 2969 | 81.52 | 673 | 18.48 |
| 11 | 1971 | 4.00 | 1870 | 94.88 | 101 | 5.12 |
| 12 | 1300 | 2.64 | 1010 | 77.69 | 290 | 22.31 |
| 13 | 3172 | 6.44 | 2858 | 90.10 | 314 | 9.90 |
| 14 | 5271 | 10.71 | 2692 | 51.07 | 2579 | 48.93 |
| TOTAL | 49231 | 100.00 | 23368 | 47.47 | 25863 | 52.53 |
| Trips | 36300 | | 23368 | 64.37 | 12932 ³ | 35.63 |

³A 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.

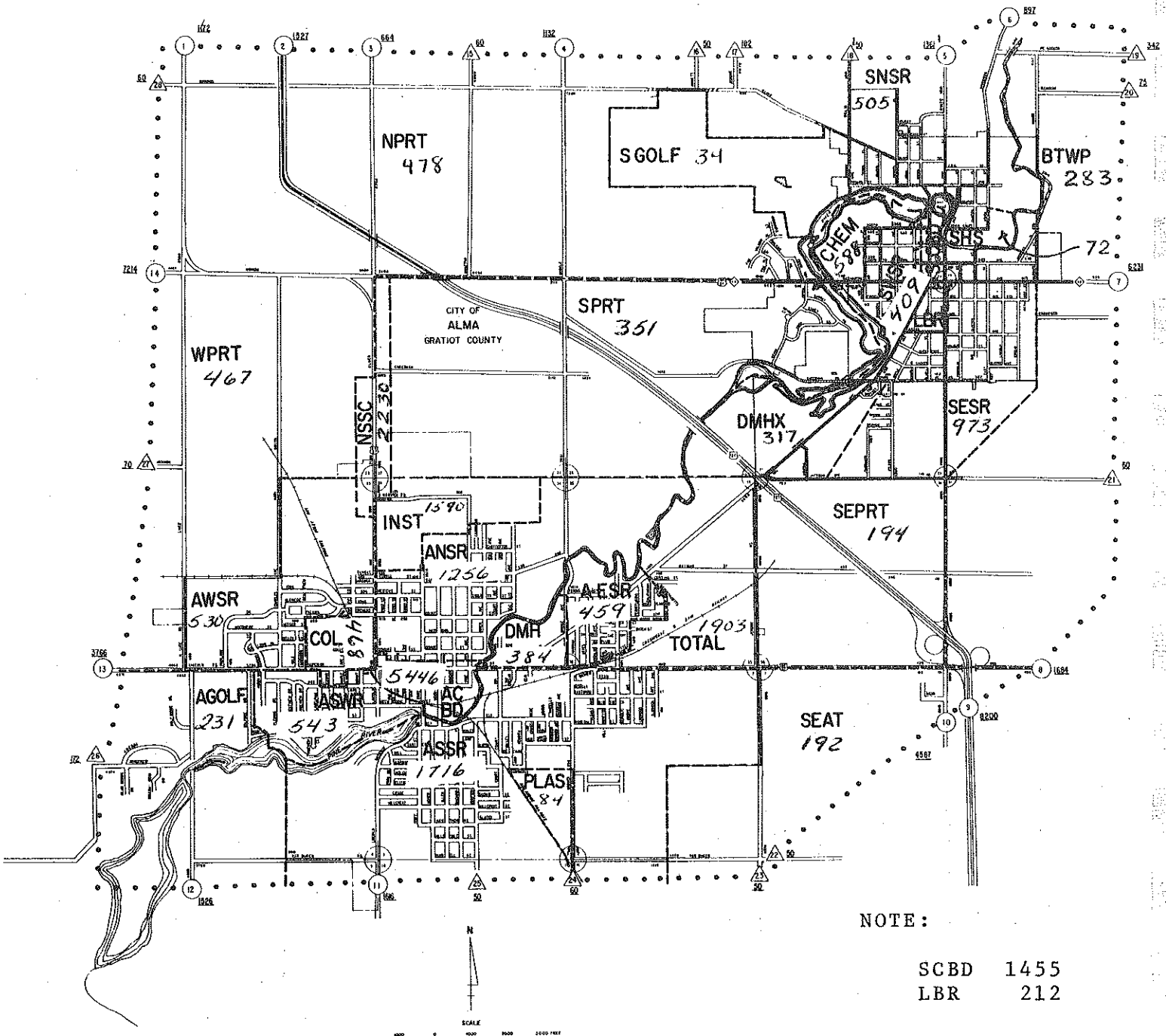
TABLE 4

TOTAL AREA TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------|
| 29 | 2578 | 2868 | 5446 | 23.30 |
| 30 | 700 | 556 | 1256 | 5.38 |
| 31 | 224 | 244 | 468 | 2.00 |
| 32 | 273 | 270 | 543 | 2.32 |
| 33 | 896 | 820 | 1716 | 7.34 |
| 34 | 201 | 183 | 384 | 1.64 |
| 35 | 684 | 906 | 1590 | 6.80 |
| 36 | 275 | 255 | 530 | 2.27 |
| 37 | 110 | 121 | 231 | .99 |
| 38 | 41 | 43 | 84 | .36 |
| 39 | 246 | 213 | 459 | 1.96 |
| 40 | 977 | 926 | 1903 | 8.14 |
| 41 | 1134 | 1096 | 2230 | 9.54 |
| 42 | 240 | 227 | 467 | 2.00 |
| 43 | 93 | 99 | 192 | .82 |
| 44 | 89 | 105 | 194 | .83 |
| 45 | 737 | 718 | 1455 | 6.23 |
| 46 | 254 | 251 | 505 | 2.16 |
| 47 | 219 | 190 | 409 | 1.75 |
| 48 | 106 | 106 | 212 | .91 |
| 49 | 501 | 472 | 973 | 4.16 |
| 50 | 35 | 37 | 72 | .31 |
| 51 | 15 | 19 | 34 | .15 |
| 52 | 252 | 226 | 478 | 2.05 |

TABLE 4 (CONT'D.)

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------------|---------------|---------------|------------------|
| 53 | 169 | 148 | 317 | 1.36 |
| 54 | 156 | 127 | 283 | 1.21 |
| 55 | 271 | 317 | 588 | 2.52 |
| 56 | 165 | 186 | 351 | 1.50 |
| TOTAL | <u>11,641</u> | <u>11,729</u> | <u>23,370</u> | <u>100.00</u> |



NOTE:

SCBD 1455
LBR 212

Total
23370

Total Terminal Trips

Figure 3

TABLE 5

ALL STATION - TRIP LENGTH

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|-------------------------|
| 0-20 | 11012 | 30.26 |
| 20-40 | 8276 | 22.74 |
| 40-60 | 3691 | 10.14 |
| 60-80 | 2456 | 6.75 |
| 80-100 | 1268 | 3.49 |
| 100-120 | 1166 | 3.20 |
| 120-140 | 1068 | 2.94 |
| 140-160 | 1389 | 3.82 |
| 160-180 | 970 | 2.67 |
| 180-200 | 869 | 2.39 |
| 200-220 | 666 | 1.83 |
| 220-260 | 1011 | 2.78 |
| 260-300 | 808 | 2.22 |
| 300-400 | 988 | 2.72 |
| 400-930 | <u>749</u> | <u>2.05</u> |
| TOTAL | *36387 | 100.00 |

Longest Trip Length = 15 hours, 30 minutes.

Average Trip Length = 1 hour, 27 minutes.

*Through trips are half-factored. Total trips differ from totals reported elsewhere due to conventions of the computer program used to compute trip lengths.

NOTE: Appearing in Appendix A is a trip length frequency distribution graph from which the above information was obtained. It may prove useful in determining the number of trips for each increment of time.

ALMA-ST. LOUIS EXTERNAL ORIGIN DESTINATION SURVEY

ALL STATIONS

DISTRIBUTION OF TRIP ENDS BY COUNTY

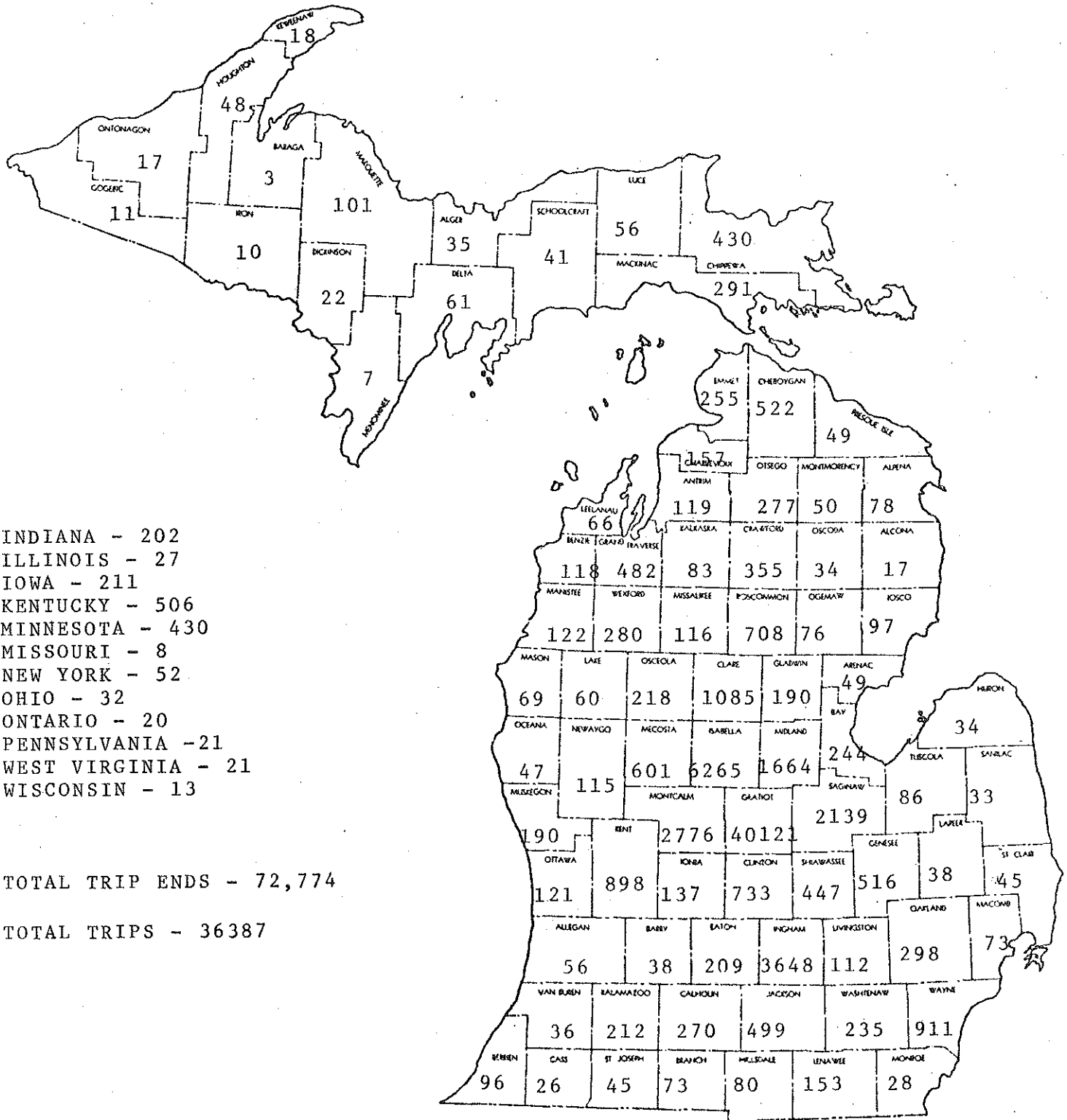


FIGURE 4.

Station 1

Station 1 was located on Luce Road northwest of both cities and north of Madison Road. Vehicle trips passing through the station (1015) represented 2.06% of all station traffic. Traffic was classified as terminal or through with the former constituting 72.71% of the total and the latter 27.29%. When compared to all station terminal and through trips, the station represents 3.16% of total terminal traffic and 1.07% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 6 presents the results of this analysis. Over 90% of the trips passing through the station were made by passenger car or panel or pickup truck. The former constituted 76.95% and the latter 17.93%. Work, at 46.99% was the largest trip purpose category. Shopping and other social recreation followed at 13.6% and 16.95% respectively while all other constituted 12.02%.

By definition terminal trips have one end inside the study area. Three internal zones accounted for 40.12% of this kind of trip. Zone 29 (ACBD) contributed 23.61%, Zone 35 (INST) 10.45%, and Zone 41 (NSSC) 15.06%. This information as well as other terminal trip interchanges is presented in Table 7 and graphically shown in Figure 6.

Most through trips at the station either entered or exited the study area via one of three stations surrounding the Alma and St. Louis. Table 8 lists all through trips at the station

and indicates the primary stations of exit or entrance were Station 9 at 25.27%, Station 12 at 21.30% and Station 14 at 27.44%. These interchanges are graphically displayed in Figure 1.

Utilizing the data from the study and the Statewide Traffic Forecast Model, it was possible to compute the length of all trips passing through the station. The results of these computations are presented in Table 9. As can be seen, most trips were of relatively short duration with 89.13% within one hour of the station. The longest trip was determined to be 6 hours, 40 minutes with the average trip length 38 minutes.

A county outline map is provided as Figure 8 showing this distribution of origin and destination ends of trips at the station. Nearly 90% of all trip ends are concentrated in Gratiot and Isabella County. The remaining trip ends are located generally in the central portion of the Lower Peninsula.

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 | 781 | 76.95 | 581 | 74.4 | 200 | 25.6 |
| Passenger Car With Trailer | 5 | .49 | 0 | 0 | 5 | 100 |
| Panel or Pickup | 182 | 17.93 | 135 | 74.18 | 47 | 25.2 |
| Panel or Pickup with Trailer | 13 | 1.28 | 5 | 38.46 | 8 | 61.4 |
| Other Single Unit Trucks | 25 | 2.46 | 13 | .52 | 12 | 48 |
| Combinations and Trucks with Trailers | 9 | .89 | 4 | 44.44 | 5 | 55.55 |
| TOTAL | 1015 | 100.00 | 738 | 72.71 | 277 | 27.29 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|----------|----------------|----------|
| Work | 477 | 46.99 | 365 | 76.52 | 112 | 23.3 |
| Personal Business | 73 | 7.19 | 56 | 77.02 | 17 | 22.98 |
| Shopping | 138 | 13.60 | 120 | 86.96 | 18 | 13.04 |
| Vacation | 33 | 3.25 | 1 | 3.03 | 32 | 96.7 |
| Other Social- Recreation | 172 | 16.95 | 101 | 58.72 | 70 | 40.70 |
| All Other | 122 | 12.02 | 94 | 77.05 | 28 | 18.96 |
| TOTAL | 1015 | 100.00 | 738 | 72.71 | 277 | 27.29 |

TABLE 7
STATION 1
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------|
| 29 | 84 | 90 | 174 | 23.61 |
| 30 | 24 | 21 | 45 | 6.10 |
| 31 | 9 | 11 | 20 | 2.71 |
| 32 | 8 | 9 | 17 | 2.30 |
| 33 | 18 | 25 | 43 | 5.83 |
| 34 | 5 | 8 | 13 | 1.76 |
| 35 | 31 | 46 | 77 | 10.45 |
| 36 | 5 | 11 | 16 | 2.17 |
| 37 | 1 | 7 | 8 | 1.09 |
| 38 | 1 | 3 | 4 | .41 |
| 39 | 6 | 4 | 10 | 1.36 |
| 40 | 23 | 20 | 43 | 5.83 |
| 41 | 53 | 58 | 111 | 15.06 |
| 42 | 35 | 16 | 51 | 6.92 |
| 43 | 0 | 2 | 2 | .27 |
| 44 | 2 | 3 | 5 | .68 |
| 45 | 8 | 11 | 19 | 2.58 |
| 46 | 3 | 2 | 5 | .68 |
| 47 | 3 | 1 | 4 | .54 |
| 48 | 4 | 5 | 9 | 1.22 |
| 49 | 7 | 8 | 15 | 2.03 |
| 50 | 0 | 1 | 1 | .14 |

TABLE 7 (continued)

STATION 1

TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 51 | 1 | 0 | 1 | .14 |
| 52 | 3 | 7 | 10 | 1.36 |
| 53 | 0 | 1 | 1 | .14 |
| 54 | 2 | 5 | 7 | .95 |
| 55 | 5 | 7 | 12 | 1.63 |
| 56 | 11 | 4 | 15 | 2.04 |
| TOTAL | 352 | 386 | 738 | 100.00 |

STATION 1

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

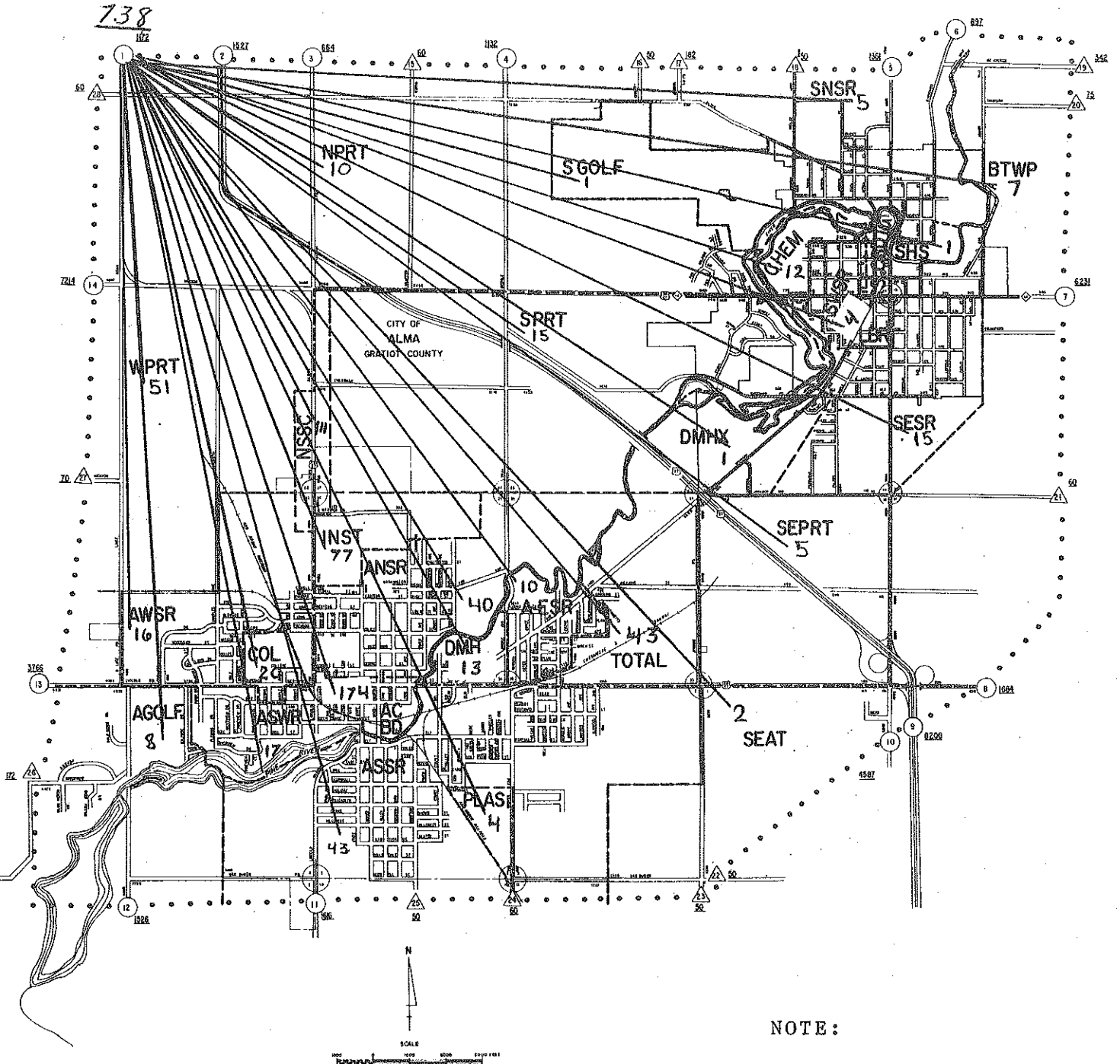


TABLE 8
STATION 1
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 7 | 34 | 12.27 |
| 8 | 3 | 1.08 |
| 9 | 70 | 25.27 |
| 10 | 9 | 3.25 |
| 11 | 21 | 7.58 |
| 12 | 59 | 21.30 |
| 13 | 5 | 1.81 |
| 14 | 76 | 27.44 |
| TOTAL | 277 | 100.00 |

TABLE 9

STATION 1

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 484 | 48.69 |
| 20-40 | 285 | 28.67 |
| 40-60 | 117 | 11.77 |
| 60-100 | 48 | 4.83 |
| 100-160 | 42 | 4.23 |
| <u>160-400</u> | <u>18</u> | <u>1.81</u> |
| TOTAL | 994 | 100.00 |

Longest Trip Length = 6 Hours 40 Minutes

Average Trip Length = 38 Minutes

Station 2

Station 2 was located on US-27 north, north of Madison Road. Vehicle trips passing through the station (12404) represented 25.20% of all station traffic. Traffic was classified as terminal and through with the former constituting 17.53% of the total and the latter 82.47%. When compared to all station terminal and through trips, the station represents 9.30% of total terminal traffic and 39.55% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 10 presents the results of this analysis. Over 80% of the trips passing through the station were made by passenger car or panel or pickup truck. The former constituted 73.65% and the latter 9.07%. Vacation trips at 31.27% was the largest trip purpose category while work followed closely with 29.69%.

By definition, terminal trips have one end inside the study area. Three internal zones accounted for 42.50% of this kind of trip. Zone 29 (ACBD) constituted 19.23%, Zone 40 (TOTAL) 12.14%, and Zone 41 (NSSC) 11.13%. This information as well as other terminal trip interchanges is presented in Table 11 and graphically shown in Figure 9.

Over 86% of the through trips at the station either entered or exited the study area through station 9 (US-27) south of the cities. Table 12 lists all through trips at the station and Figure 10 graphically displays these interchanges.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 13. As can be seen, most trips were of relatively long duration with only 20.36% occurring within an hour. The longest trip was determined to be 15 hours 30 minutes with the average trip length at 3 hours.

A county outline map of Michigan is provided as Figure 11 showing the distribution of origin and destination ends of trips at the station. As can be seen nearly every county in the state had an impact on traffic at this location. Over 6% of the trip ends were out-of-state and 5.1% in the Upper Peninsula. The remaining 89% were situated in the Lower Peninsula. Isabella and Gratiot counties contributed 30.23% of the total.

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 | 9135 | 73.65 | 1590 | 17.40 | 7545 | 82.59 |
| Passenger Car With Trailer | 597 | 4.81 | 24 | 4.02 | 573 | 95.98 |
| Panel or Pickup | 1125 | 9.07 | 247 | 21.95 | 878 | 78.05 |
| Panel or Pickup with Trailer | 181 | 1.46 | 7 | 3.87 | 174 | 96.13 |
| Other Single Unit Trucks | 578 | 4.66 | 122 | 21.10 | 456 | 78.89 |
| Combinations and Trucks with Trailers | 788 | 6.35 | 184 | 23.35 | 604 | 76.65 |
| TOTAL | 12404 | 100.00 | 2174 | 17.53 | 10230 | 82.47 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|--------------|----------------|--------------|
| Work | 3683 | 29.69 | 1168 | 31.71 | 2515 | 68.29 |
| Personal Business | 565 | 4.55 | 169 | 29.91 | 396 | 70.09 |
| Shopping | 347 | 2.8 | 197 | 56.77 | 150 | 43.23 |
| Vacation | 3879 | 31.27 | 117 | 2.99 | 3762 | 97.01 |
| Other Social- Recreation | 2338 | 18.85 | 286 | 12.23 | 2052 | 87.77 |
| All Other | 1592 | 12.84 | 237 | 14.89 | 1355 | 85.11 |
| TOTAL | 12404 | 100.00 | 2174 | 17.53 | 10230 | 82.47 |

TABLE 11
STATION 2
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------|
| 29 | 190 | 228 | 418 | 19.23 |
| 30 | 99 | 61 | 160 | 7.36 |
| 31 | 25 | 44 | 69 | 3.18 |
| 32 | 22 | 25 | 47 | 2.16 |
| 33 | 80 | 87 | 167 | 7.68 |
| 34 | 18 | 15 | 33 | 1.52 |
| 35 | 69 | 106 | 175 | 8.05 |
| 36 | 25 | 30 | 55 | 2.53 |
| 37 | 13 | 9 | 22 | 1.01 |
| 38 | 0 | 4 | 4 | .19 |
| 39 | 28 | 9 | 37 | 1.70 |
| 40 | 117 | 147 | 264 | 12.14 |
| 41 | 102 | 140 | 242 | 11.13 |
| 42 | 16 | 18 | 34 | 1.56 |
| 43 | 3 | 0 | 3 | .14 |
| 44 | 17 | 5 | 22 | 1.01 |
| 45 | 48 | 37 | 85 | 3.91 |
| 46 | 16 | 20 | 36 | 1.66 |
| 47 | 11 | 16 | 27 | 1.24 |
| 48 | 3 | 0 | 3 | .14 |
| 49 | 47 | 29 | 76 | 3.50 |
| 50 | 4 | 0 | 4 | .18 |
| 51 | 0 | 0 | 0 | 0 |
| 52 | 29 | 20 | 49 | 2.25 |

TABLE 11 (continued)

STATION 2

TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 53 | 28 | 9 | 37 | 1.70 |
| 54 | 14 | 19 | 33 | 1.52 |
| 55 | 10 | 28 | 38 | 1.75 |
| 56 | 16 | 18 | 34 | 1.56 |
| TOTAL | 1050 | 1124 | 2174 | 100.00 |

TABLE 12
 STATION 2
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 3 | .03 |
| 3 | 15 | .15 |
| 4 | 5 | .05 |
| 5 | 8 | .08 |
| 6 | 9 | .09 |
| 7 | 584 | 5.71 |
| 8 | 12 | .12 |
| 9 | 8871 | 86.71 |
| 10 | 24 | .23 |
| 11 | 18 | .18 |
| 12 | 7 | .07 |
| 13 | 20 | .19 |
| 14 | 654 | 6.39 |
| TOTAL | 10230 | 100.00 |

TABLE 13

STATION 2

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-30 | 1791 | 14.42 |
| 30-60 | 738 | 5.94 |
| 60-90 | 1284 | 10.33 |
| 90-120 | 1135 | 9.14 |
| 120-150 | 1262 | 10.16 |
| 150-180 | 1110 | 8.94 |
| 180-210 | 1011 | 8.14 |
| 210-240 | 823 | 6.63 |
| 240-270 | 623 | 5.02 |
| 270-300 | 735 | 5.92 |
| 300-360 | 694 | 5.59 |
| 360-420 | 618 | 4.98 |
| 420-930 | <u>595</u> | <u>4.79</u> |
| TOTAL | 12419 | 100.00 |

Longest Trip Length = 15 Hours 30 Minutes

Average Trip Length - 3 Hours

ALMA-ST. LOUIS ORIGIN DESTINATION SURVEY

STATION 2

US-27 NORTH

DISTRIBUTION OF TRIP ENDS BY COUNTY

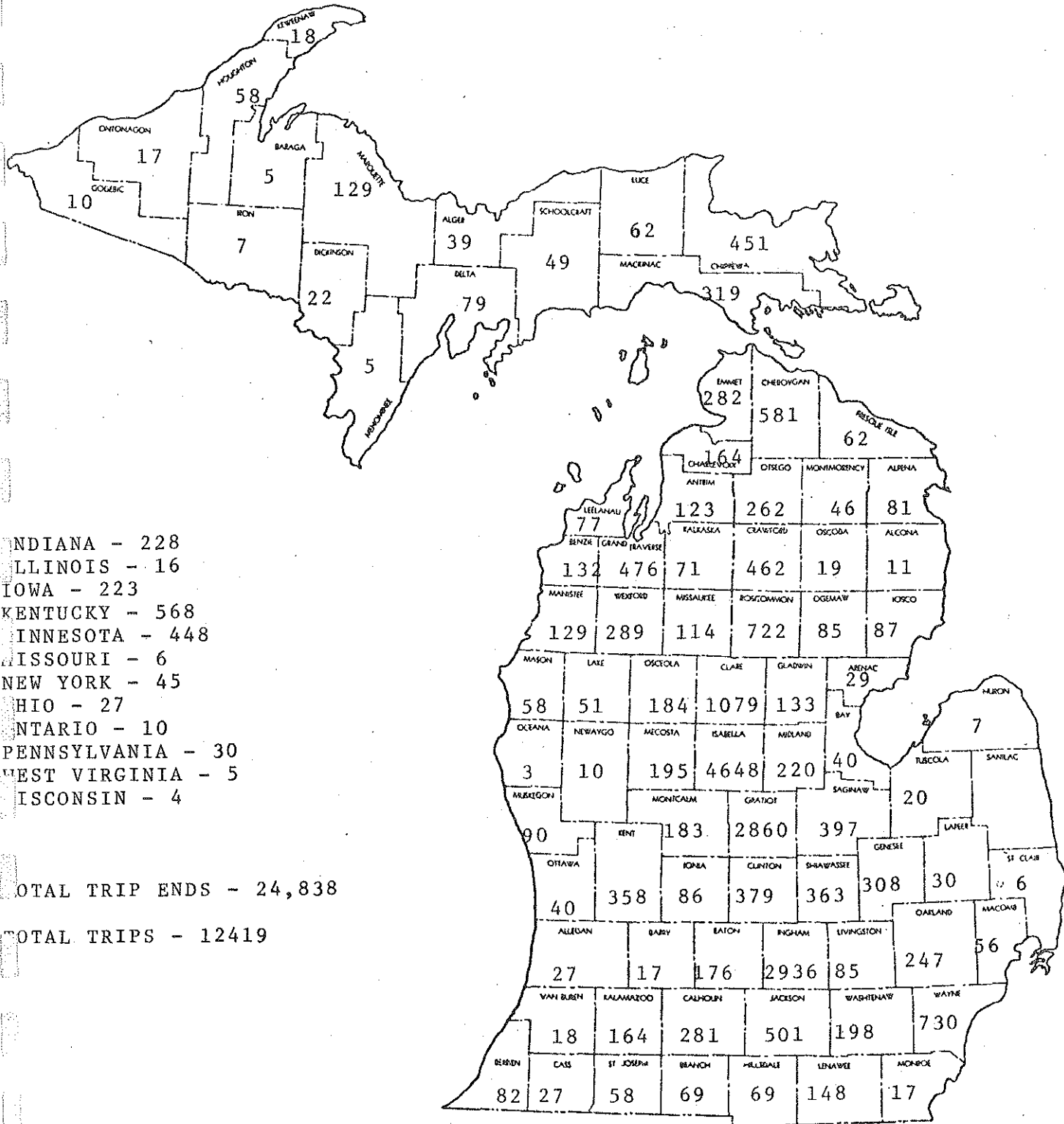


FIGURE 11

Station 3

Station 3 was located on Alger Road north of Alma and St. Louis, and north of Madison Road. Vehicle trips passing through the station (510) represented 1.04% of all station traffic. Traffic was classified as terminal or through with the former constituting 79.02% of the total and the latter 20.98%. When compared to all station terminal and through trips, the station represents 1.72% of total terminal traffic and .41% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 14 presents the results of this analysis. Nearly 90% of the trips passing through the station were made by passenger car or panel or pickup truck. The former constituted 72.3% and the latter 17.02%. Work trips at 49.22% was the largest trip purpose category. Shopping and other Social-Recreation followed at 18.82% and 13.85%.

By definition, terminal trips have one end inside the study area. Three internal zones accounted for 56.91% of this kind of trip. Zone 29 (ACBD) contributed 24.00%, Zone 35 (INST) 12.12%, and Zone 41 (NSSC) 20.79%. This information as well as other terminal trip interchanges is presented in Table 15 and graphically shown in Figure 12.

Nearly 64% of through trips at the station either entered or exited at one of two stations. Station 9 (US-27) accounted for 31.78% while station 14 (M-46) contributed 31.77%. Table 16 lists all through trips at the station and Figure 13 graphically displays these interchanges.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 17. As can be seen, 74.10% of the trips had a duration of 20 minutes or less with more than 90% occurring within an hour. The longest trip was determined to be 2 hours 40 minutes with the average trip length 29 minutes.

A county outline map of Michigan is provided as Figure 14 showing the distribution of origin and destination ends of trips at the station. Over 80% of all trip ends were concentrated in Gratiot County. The remainder were primarily concentrated in the central portion of the Lower Peninsula.

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 | 369 | 72.3 | 318 | 86.18 | 51 | 13.82 |
| Passenger Car With Trailer | 1 | .23 | 1 | 100.00 | 0 | 0 |
| Panel or Pickup | 87 | 17.02 | 70 | 80.46 | 17 | 19.54 |
| Panel or Pickup with Trailer | 1 | .21 | 1 | 100.00 | 0 | 0 |
| Other Single Unit Trucks | 43 | 8.41 | 13 | 30.23 | 30 | 69.77 |
| Combinations and Trucks with Trailers | 9 | 1.83 | 0 | 0 | 9 | 100.00 |
| TOTAL | 510 | 100.00 | 403 | 79.02 | 107 | 20.98 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|--------------|----------------|--------------|
| Work | 251 | 49.22 | 179 | 71.31 | 72 | 28.69 |
| Personal Business | 42 | 8.09 | 37 | 88.10 | 5 | 11.90 |
| Shopping | 96 | 18.82 | 93 | 96.88 | 3 | 3.12 |
| Vacation | 1 | .23 | 1 | 100.00 | 0 | 0 |
| Other Social- Recreation | 70 | 13.85 | 48 | 68.57 | 22 | 31.43 |
| All Other | 50 | 9.79 | 45 | 90.00 | 5 | 10.00 |
| TOTAL | 510 | 100.00 | 403 | 79.02 | 107 | 20.98 |

TABLE 15
STATION 3
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------|
| 29 | 55 | 42 | 97 | 24.00 |
| 30 | 13 | 5 | 18 | 4.46 |
| 31 | 5 | 5 | 10 | 2.47 |
| 32 | 7 | 4 | 11 | 2.47 |
| 33 | 20 | 16 | 36 | 8.91 |
| 34 | 1 | 0 | 1 | .25 |
| 35 | 28 | 21 | 49 | 12.12 |
| 36 | 10 | 8 | 18 | 4.46 |
| 37 | 0 | 0 | 0 | 0 |
| 38 | 0 | 0 | 0 | 0 |
| 39 | 3 | 0 | 3 | .74 |
| 40 | 15 | 6 | 21 | 5.20 |
| 41 | 50 | 34 | 84 | 20.79 |
| 42 | 2 | 10 | 12 | 2.97 |
| 43 | 0 | 1 | 1 | .25 |
| 44 | 1 | 0 | 1 | .25 |
| 45 | 4 | 6 | 10 | 2.47 |
| 46 | 0 | 0 | 0 | 0 |
| 47 | 1 | 2 | 3 | .74 |
| 48 | 0 | 0 | 0 | 0 |
| 49 | 1 | 4 | 5 | 1.24 |
| 50 | 1 | 1 | 2 | .50 |
| 51 | 0 | 0 | 0 | 0 |

TABLE 15 (continued)

STATION 3

TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 52 | 12 | 6 | 18 | 4.46 |
| 53 | 0 | 0 | 0 | 0 |
| 54 | 0 | 1 | 1 | .25 |
| 55 | 1 | 1 | 2 | .50 |
| 56 | 0 | 2 | 2 | .50 |
| TOTAL | 230 | 175 | 404 | 100.00 |

STATION 3

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

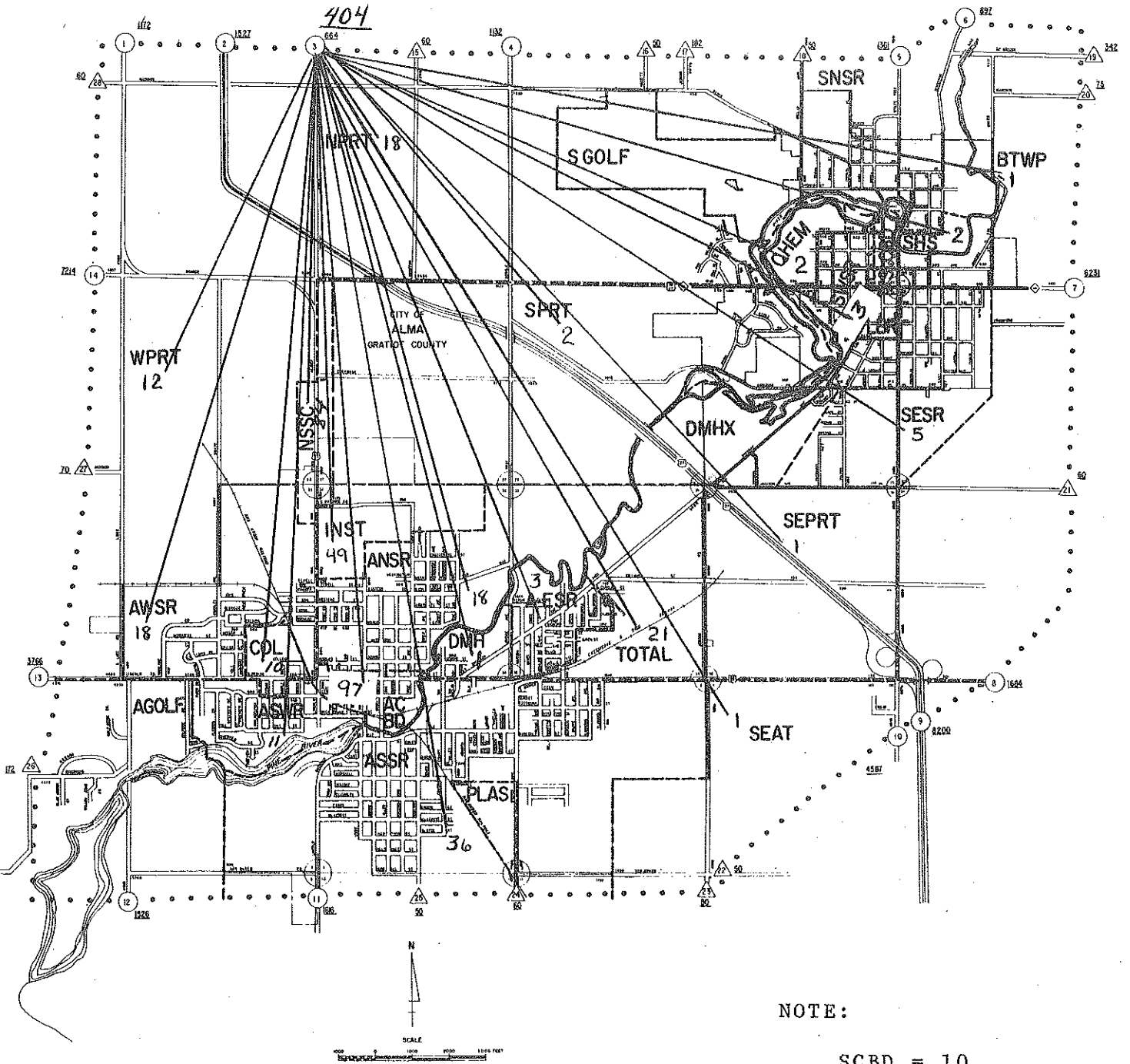


Figure 12

TABLE 16
 STATION 3
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 1 | .93 |
| 2 | 13 | 12.15 |
| 7 | 10 | 9.35 |
| 9 | 34 | 31.78 |
| 10 | 5 | 4.67 |
| 11 | 2 | 1.87 |
| 13 | 8 | 7.48 |
| 14 | 34 | 31.77 |
| TOTAL | 107 | 100.00 |

STATION 3

THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

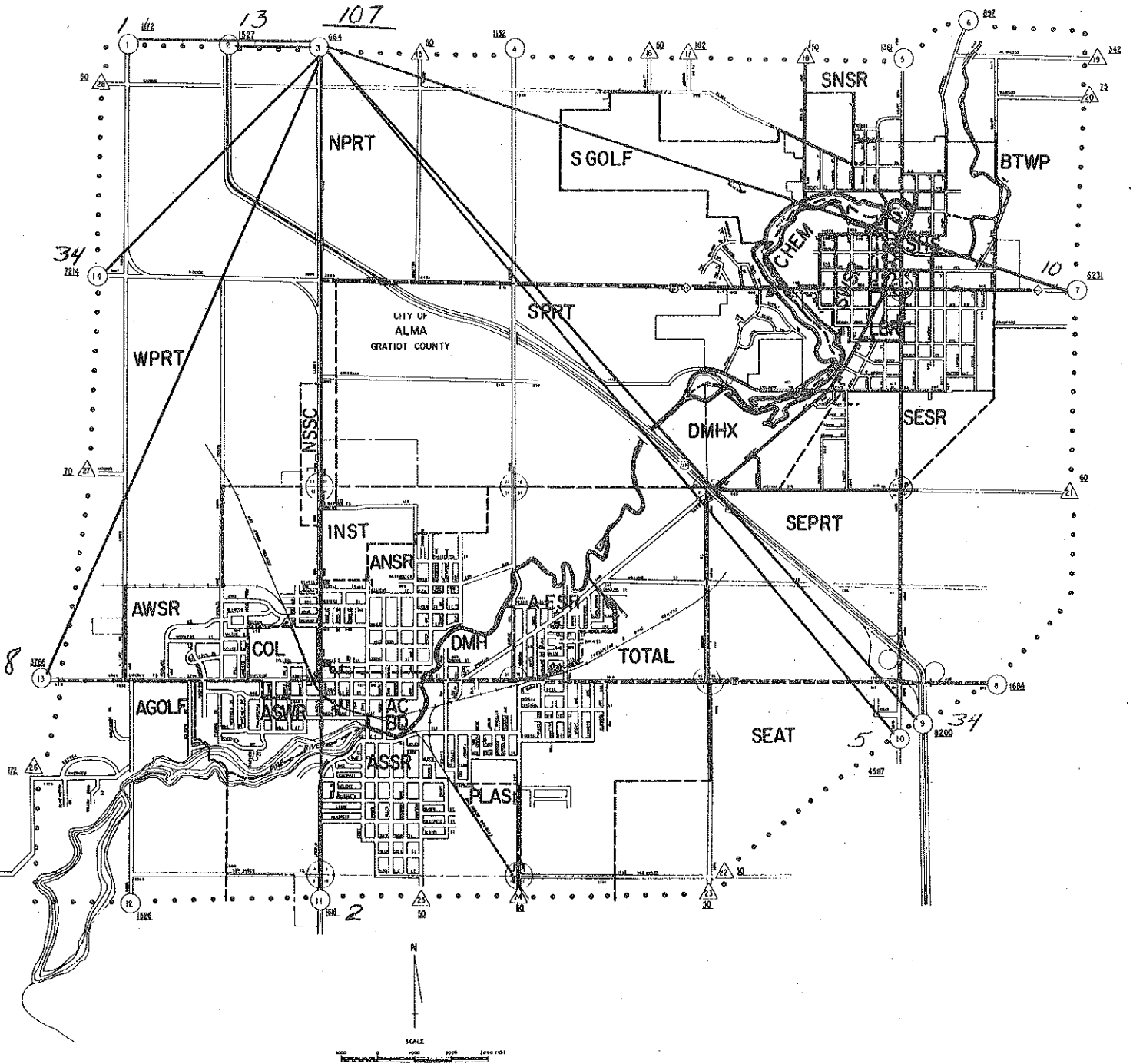


Figure 13

TABLE 17

STATION 3

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 372 | 74.10 |
| 20-40 | 60 | 11.95 |
| 40-60 | 37 | 7.37 |
| 60-160 | <u>33</u> | <u>6.58</u> |
| TOTAL | 502 | 100.00 |

Longest Trip Length = 2 Hours 40 Minutes

Average Trip Length - 29 Minutes

Station 4

Station 4 was located on Begole Road north of Alma and St. Louis and .2 miles north of Madison Road. Vehicle trips passing through the station (983) represented 2.0% of all station traffic. Traffic was classified as terminal or through with the former constituting 84.94% of the total and the latter 15.06%. When compared to all station terminal and through trips, the station represents 3.57% of total terminal traffic and .57% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 18 presents the results of this analysis. Over 95% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 71.01% and the latter 24.6%. Work trips at 44.96% was the largest trip purpose category. Shopping and other Social-Recreation followed at 13.43% and 14.95%.

By definition, terminal trips have one end inside the study area. Two internal zones accounted for 28.52% of this kind of trip; Zone 29 (ACBD) at 15.28% and Zone 40 (TOTAL) 13.24%. Among the remaining internal zones, the percentage distribution was somewhat even. This information as well as other terminal trip interchanges is presented in Table 19 and graphically in Figure 15.

Nearly 60% of the through trips at the station either entered or exited the study area via station 7 (M-46) 31.08% and 9 (US-27) 28.38%. Table 20 lists all through trips at

the station and, in addition to the above, indicates that Station 14 (M-46) was the next most significant interchange at 17.57%. These interchanges are graphically displayed in Figure 16.

Utilizing the data from the study and the Statewide Traffic Forecast Model, it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 21. As can be seen, 62% of the trips had a duration of 20 minutes or less with more than 90% occurring within an hour. The longest trip was determined to be 6 hours 40 minutes with the average trip length 31 minutes.

A county outline map of Michigan is provided as Figure 17 showing the distribution of origin and destination ends of trips at the station. Over 64% of all trip ends are concentrated in the central portion of the Lower Peninsula.

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 | 698 | 71.01 | 610 | 87.39 | 88 | 12.61 |
| Passenger Car With Trailer | 10 | 1.01 | 6 | 60.0 | 4 | 40.0 |
| Panel or Pickup | 242 | 24.6 | 194 | 80.16 | 48 | 19.8 |
| Panel or Pickup with Trailer | 3 | .36 | 2 | 66.67 | 1 | 33.33 |
| Other Single Unit Trucks | 23 | 2.31 | 20 | 86.96 | 3 | 13.04 |
| Combinations and Trucks with Trailers | 7 | .71 | 3 | 42.86 | 4 | 57.14 |
| TOTAL | 983 | 100.00 | 835 | 84.94 | 148 | 15.06 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|----------|----------------|----------|
| Work | 442 | 44.96 | 380 | 85.97 | 62 | 14.03 |
| Personal Business | 96 | 9.77 | 81 | 84.37 | 15 | 15.63 |
| Shopping | 132 | 13.43 | 122 | 92.42 | 10 | 7.58 |
| Vacation | 3 | .31 | 2 | 66.67 | 1 | 33.33 |
| Other Social- Recreation | 147 | 14.95 | 108 | 73.47 | 39 | 26.53 |
| All Other | 163 | 16.58 | 142 | 87.12 | 21 | 12.88 |
| TOTAL | 983 | 100.00 | 835 | 84.94 | 148 | 15.06 |

TABLE 19
STATION 4
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 54 | 73 | 127 | 15.28 |
| 30 | 21 | 15 | 36 | 4.21 |
| 31 | 4 | 1 | 5 | .60 |
| 32 | 4 | 14 | 18 | 2.05 |
| 33 | 34 | 32 | 66 | 7.94 |
| 34 | 31 | 18 | 49 | 5.90 |
| 35 | 16 | 32 | 48 | 5.78 |
| 36 | 8 | 5 | 13 | 1.56 |
| 37 | 0 | 0 | 0 | 0 |
| 38 | 2 | 1 | 3 | 2.41 |
| 39 | 12 | 17 | 29 | 3.49 |
| 40 | 67 | 43 | 110 | 13.24 |
| 41 | 32 | 23 | 55 | 6.62 |
| 42 | 4 | 10 | 14 | 1.68 |
| 43 | 0 | 3 | 3 | .36 |
| 44 | 5 | 1 | 6 | .72 |
| 45 | 19 | 34 | 53 | 6.38 |
| 46 | 7 | 11 | 18 | 2.17 |
| 47 | 7 | 10 | 17 | 2.05 |
| 48 | 2 | 5 | 7 | .84 |
| 49 | 17 | 13 | 30 | 3.61 |
| 50 | 0 | 3 | 3 | .36 |
| 51 | 0 | 0 | 0 | 0 |

TABLE 19 (continued)

STATION 4

TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 52 | 21 | 9 | 30 | 3.61 |
| 53 | 11 | 10 | 21 | 2.53 |
| 54 | 5 | 7 | 12 | 1.32 |
| 55 | 23 | 22 | 45 | 5.41 |
| 56 | 7 | 10 | 17 | 2.05 |
| TOTAL | 413 | 422 | 835 | 100.00 |

STATION 4

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

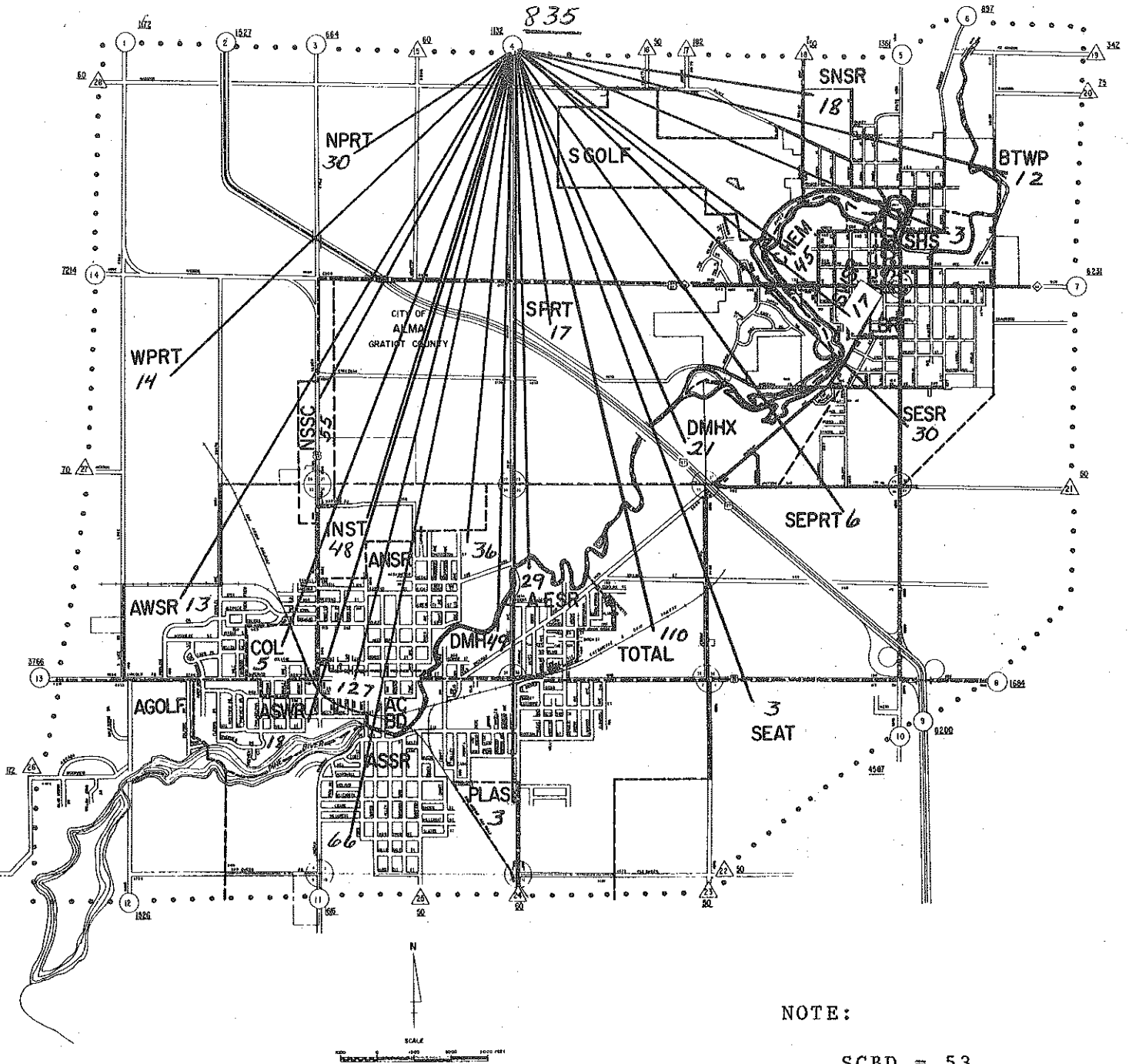


Figure 15

TABLE 20

STATION 4

THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 1 | .67 |
| 7 | 46 | 31.08 |
| 8 | 3 | 2.03 |
| 9 | 42 | 28.38 |
| 10 | 15 | 10.13 |
| 11 | 3 | 2.03 |
| 13 | 12 | 8.11 |
| 14 | 26 | 17.57 |
| TOTAL | 148 | 100.00 |

STATION 4

THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

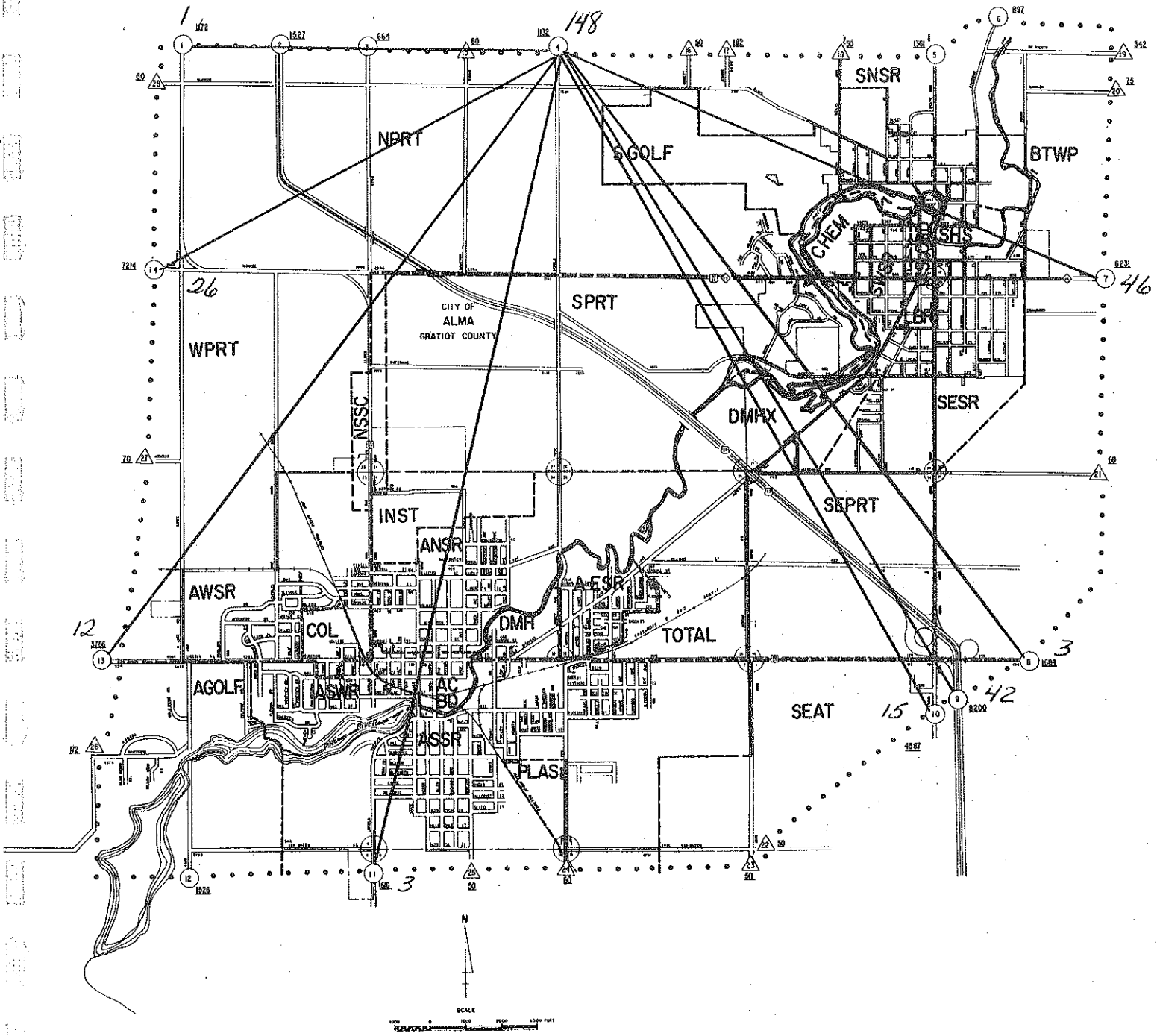


Figure 16

TABLE 21

STATION 4

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 605 | 62.00 |
| 20-40 | 198 | 20.29 |
| 40-60 | 127 | 13.01 |
| 60-400 | <u>46</u> | <u>4.70</u> |
| TOTAL | 976 | 100.00 |

Longest Trip Length = 6 Hours 40 Minutes

Average Trip Length - 31 Minutes

Station 5

Station 5 was located on State Road north of St. Louis. Vehicle trips passing through the station (965) represented 1.96% of all station traffic. Traffic was classified as terminal or through with the former constituting 74.82% of the total and the latter 25.18%. When compared to all station terminal and through trips, the station represents 3.09% of total terminal traffic and .94% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 22 presents the results of this analysis. Nearly 95% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 74.51% and the latter 19.48%. Work trips at 40.61% was the largest trip purpose category. Shopping and other Social-Recreation followed at 14.40% and 21.78%.

By definition terminal trips have one end inside the study area. Three internal zones accounted for 48.18% of this kind of trip. Zone 29 (ACBD) contributed 11.08%, zone 45 (SCBD) 21.88% and zone 46 (SNSR) 11.22%. This information as well as other terminal trip interchanges is presented in Table 23 and graphically shown in Figure 18.

Most through trips at the station either entered or exited the study area via one of four stations surrounding the two cities. Table 24 lists all through trips at the station and indicates the primary station was station 9 at 40.33%. These interchanges are graphically displayed in Figure 19.

Utilizing data from the study and the Statewide Traffic Forecast Model, it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 25. As can be seen, nearly 40% of the trips had a duration of 20 minutes or less with more than 80% occurring within an hour. The longest trip was determined to be 10 hours 40 minutes with the average trip length 50 minutes.

A county outline map of Michigan is provided as Figure 20 showing the distribution of origin and destination ends of trips at the station. Over 60% of all trip ends are concentrated in Gratiot County. The remainder were primarily concentrated in the central portion of the lower penninsula.

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 | 719 | 74.51 | 557 | 77.47 | 162 | 22.53 |
| Passenger Car With Trailer | 12 | 1.24 | 9 | 75.0 | 3 | 25.0 |
| Panel or Pickup | 188 | 19.48 | 135 | 71.81 | 53 | 28.19 |
| Panel or Pickup with Trailer | 6 | .62 | 3 | 50.0 | 3 | 50.0 |
| Other Single Unit Trucks | 27 | 2.80 | 9 | 33.33 | 18 | 66.67 |
| Combinations and Trucks with Trailers | 13 | 1.35 | 9 | 69.23 | 4 | 30.77 |
| TOTAL | 965 | 100.00 | 722 | 74.82 | 243 | 25.18 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|----------|----------------|----------|
| Work | 392 | 40.61 | 275 | 70.15 | 117 | 29.85 |
| Personal Business | 63 | 6.48 | 54 | 85.71 | 9 | 14.29 |
| Shopping | 139 | 14.40 | 125 | 89.93 | 14 | 10.00 |
| Vacation | 14 | 1.5 | 1 | 7.14 | 13 | 92.86 |
| Other Social- Recreation | 210 | 21.78 | 159 | 75.71 | 51 | 24.29 |
| All Other | 147 | 15.23 | 108 | 73.97 | 39 | 26.71 |
| TOTAL | 965 | 100.00 | 722 | 74.82 | 243 | 25.18 |

TABLE 23
STATION 5
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 40 | 40 | 80 | 11.08 |
| 30 | 7 | 11 | 18 | 2.49 |
| 31 | 4 | 1 | 5 | .69 |
| 32 | 4 | 4 | 8 | 1.11 |
| 33 | 31 | 22 | 53 | 7.34 |
| 34 | 5 | 2 | 7 | .97 |
| 35 | 3 | 5 | 8 | 1.11 |
| 36 | 3 | 4 | 7 | .97 |
| 37 | 0 | 3 | 3 | .41 |
| 38 | 0 | 1 | 1 | .14 |
| 39 | 3 | 4 | 7 | .97 |
| 40 | 16 | 16 | 32 | 4.43 |
| 41 | 11 | 12 | 23 | 3.19 |
| 42 | 1 | 8 | 9 | 1.25 |
| 43 | 4 | 0 | 4 | .55 |
| 44 | 3 | 1 | 4 | .55 |
| 45 | 83 | 75 | 158 | 21.88 |
| 46 | 35 | 46 | 81 | 11.22 |
| 47 | 26 | 15 | 41 | 5.68 |
| 48 | 10 | 9 | 19 | 2.63 |
| 49 | 24 | 15 | 39 | 5.40 |
| 50 | 0 | 1 | 1 | .14 |
| 51 | 1 | 1 | 2 | .28 |

TABLE 23 (continued)

STATION 5

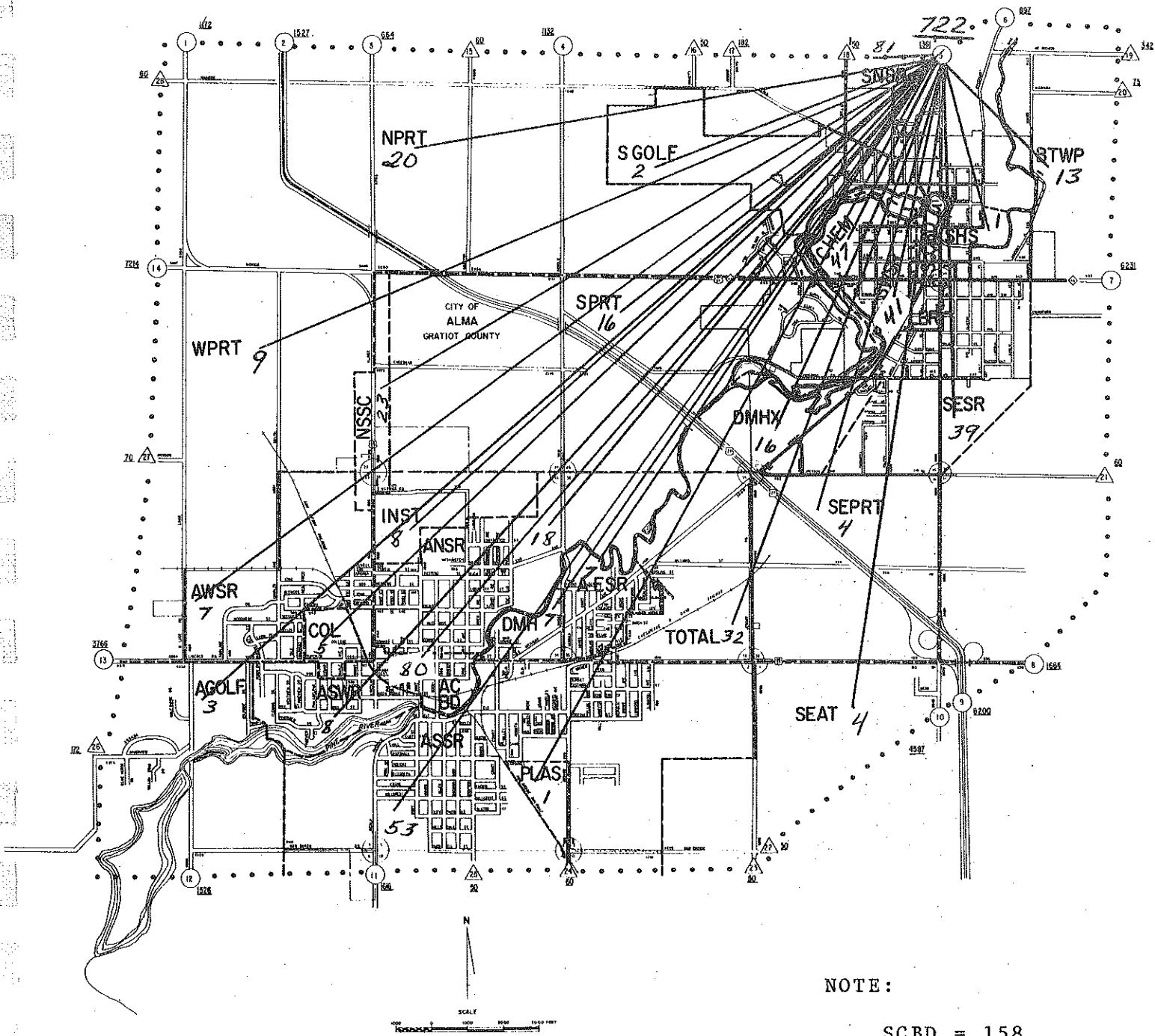
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 52 | 11 | 9 | 20 | 2.77 |
| 53 | 8 | 8 | 16 | 2.22 |
| 54 | 7 | 6 | 13 | 1.80 |
| 55 | 19 | 28 | 47 | 6.51 |
| 56 | 8 | 8 | 16 | 2.22 |
| TOTAL | 367 | 355 | 722 | 100.00 |

STATION 5

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY



NOTE:

SCBD = 158
LBR = 19

Figure 18

TABLE 24
 STATION 5
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 2 | 5 | 2.06 |
| 7 | 54 | 22.22 |
| 8 | 1 | .41 |
| 9 | 98 | 40.33 |
| 10 | 42 | 17.28 |
| 11 | 4 | 1.65 |
| 12 | 7 | 2.88 |
| 13 | 2 | .82 |
| 14 | 30 | 12.35 |
| TOTAL | 243 | 100.00 |

STATION 5

THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

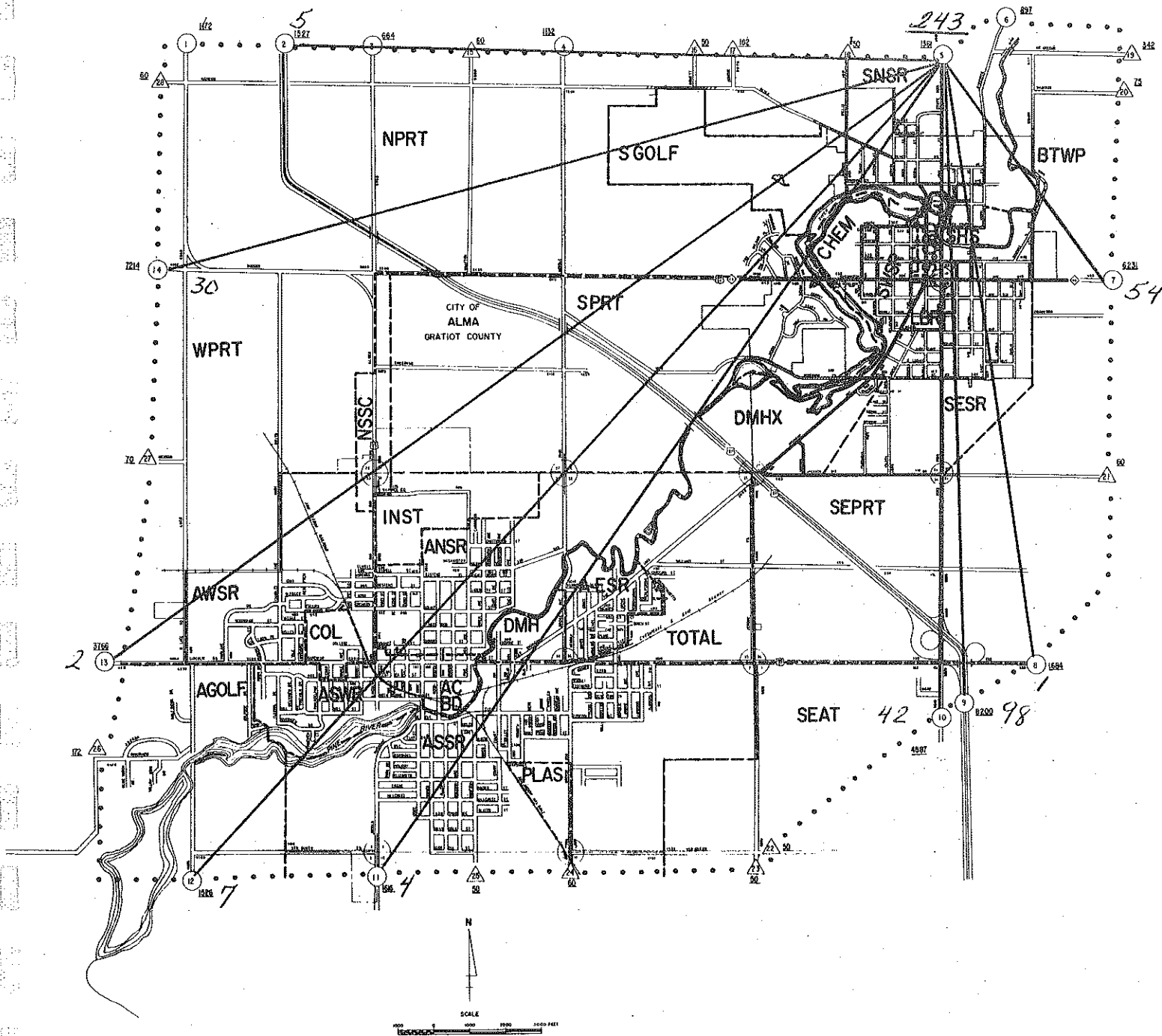


Figure 19

TABLE 25

STATION 5

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 368 | 38.82 |
| 20-40 | 81 | 8.54 |
| 40-60 | 344 | 36.29 |
| 60-100 | 76 | 8.02 |
| 100-140 | 45 | 4.75 |
| 140-640 | <u>34</u> | <u>3.58</u> |
| TOTAL | 948 | 100.00 |

Longest Trip Length = 10 Hours 40 Minutes

Average Trip Length - 50 Minutes

Station 6

Station 6 was located on Riverside Drive north of St. Louis and north of McGregor. Vehicle trips passing through the station (919) represented 1.87% of all station traffic. Traffic was classified as terminal or through with the former constituting 83.79% of the total and the latter 16.21%. When compared to all station terminal and through trips, the station represents 3.30% of total terminal traffic and .58% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 26 presents the results of this analysis. Over 90% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 77.69% and the latter 17.19%. Work trips at 47.99% was the largest trip purpose category. Other Social-Recreation and shopping followed at 15.45% and 19.80%.

By definition terminal trips have one end inside the study area. Two internal zones accounted for 44.84% of this kind of trip. Zone 29 (ACBD) contributed 13.73% and Zone 45 (SCBD) 31.11%. This information as well as other terminal trip interchanges is presented in Table 27 and graphically shown in Figure 21.

Nearly 50% of the through trips at the station either entered or exited the study area via Station 9 (US-27) south of the city. Table 28 lists all through trips at the station and, in addition to the above, indicates that Station 10 (old US-27) also south of St. Louis was the next most significant interchange at 21.48%. The interchanges are graphically displayed in Figure 22.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 29. As can be seen, most trips were of relatively short duration with 36.52% occurring in twenty-minutes or less and 88.45% within an hour of the station. The longest trip was determined to be 7 hours 20 minutes and the average trip 49 minutes.

A county outline map of Michigan is provided as Figure 23 showing the distribution of origin and destination of trips at the station. Over 95% of all trip ends are concentrated in Midland and Gratiot counties with the latter contributing 68% of the total. The remaining trip ends are concentrated primarily in the central portion of the lower penninsula.

TABLE 26

STATION 6

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 | 714 | 77.69 | 604 | 84.59 | 110 | 15.4 |
| Passenger Car With Trailer | 7 | .76 | 4 | 57.14 | 3 | 42.8 |
| Panel or Pickup | 158 | 17.19 | 129 | 81.53 | 29 | 18.47 |
| Panel or Pickup with Trailer | 2 | .23 | 1 | 50.0 | 1 | 50.0 |
| Other Single Unit Trucks | 31 | 3.37 | 25 | 80.65 | 6 | 19.35 |
| Combinations and Trucks with Trailers | 7 | .76 | 7 | 100.00 | 0 | 0 |
| TOTAL | 919 | 100.00 | 770 | 83.79 | 149 | 16.2 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|--------------|----------------|-------------|
| Work | 441 | 47.99 | 357 | 80.95 | 84 | 19.05 |
| Personal Business | 68 | 7.40 | 58 | 85.29 | 10 | 14.71 |
| Shopping | 182 | 19.80 | 177 | 97.25 | 5 | 2.7 |
| Vacation | 7 | .76 | 0 | 0 | 7 | 100.00 |
| Other Social- Recreation | 142 | 15.45 | 110 | 77.46 | 32 | 22.54 |
| All Other | 79 | 8.60 | 68 | 86.08 | 11 | 13.9 |
| TOTAL | 919 | 100.00 | 770 | 83.79 | 149 | 16.2 |

TABLE 27
STATION 6
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 52 | 53 | 105 | 13.73 |
| 30 | 10 | 6 | 16 | 2.09 |
| 31 | 1 | 1 | 2 | .26 |
| 32 | 7 | 3 | 10 | 1.18 |
| 33 | 12 | 12 | 24 | 3.14 |
| 34 | 6 | 3 | 9 | 1.18 |
| 35 | 21 | 15 | 36 | 4.71 |
| 36 | 1 | 3 | 4 | .52 |
| 37 | 2 | 0 | 2 | .13 |
| 38 | 3 | 4 | 7 | .92 |
| 39 | 4 | 3 | 7 | .92 |
| 40 | 27 | 15 | 42 | 5.49 |
| 41 | 17 | 23 | 40 | 5.22 |
| 42 | 4 | 1 | 5 | .65 |
| 43 | 1 | 1 | 2 | .26 |
| 44 | 1 | 4 | 5 | .65 |
| 45 | 133 | 105 | 238 | 31.11 |
| 46 | 20 | 24 | 44 | 5.75 |
| 47 | 15 | 16 | 31 | 3.79 |
| 48 | 7 | 8 | 15 | 1.96 |
| 49 | 19 | 12 | 31 | 4.05 |
| 50 | 8 | 2 | 10 | 1.31 |
| 51 | 1 | 0 | 1 | .13 |

TABLE 27 (continued)

STATION 6

TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 52 | 5 | 4 | 9 | 1.18 |
| 53 | 7 | 8 | 15 | 1.96 |
| 54 | 1 | 0 | 1 | .13 |
| 55 | 23 | 19 | 42 | 5.49 |
| 56 | 7 | 10 | 17 | 2.09 |
| TOTAL | 415 | 355 | 770 | 100.00 |

TABLE 28
 STATION 6
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 2 | 3 | 2.01 |
| 5 | 2 | 1.34 |
| 7 | 5 | 3.36 |
| 8 | 1 | .67 |
| 9 | 74 | 49.66 |
| 10 | 32 | 21.48 |
| 11 | 4 | 2.69 |
| 13 | 10 | 6.71 |
| 14 | 18 | 12.08 |
| TOTAL | 149 | 100.00 |

STATION 6

THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

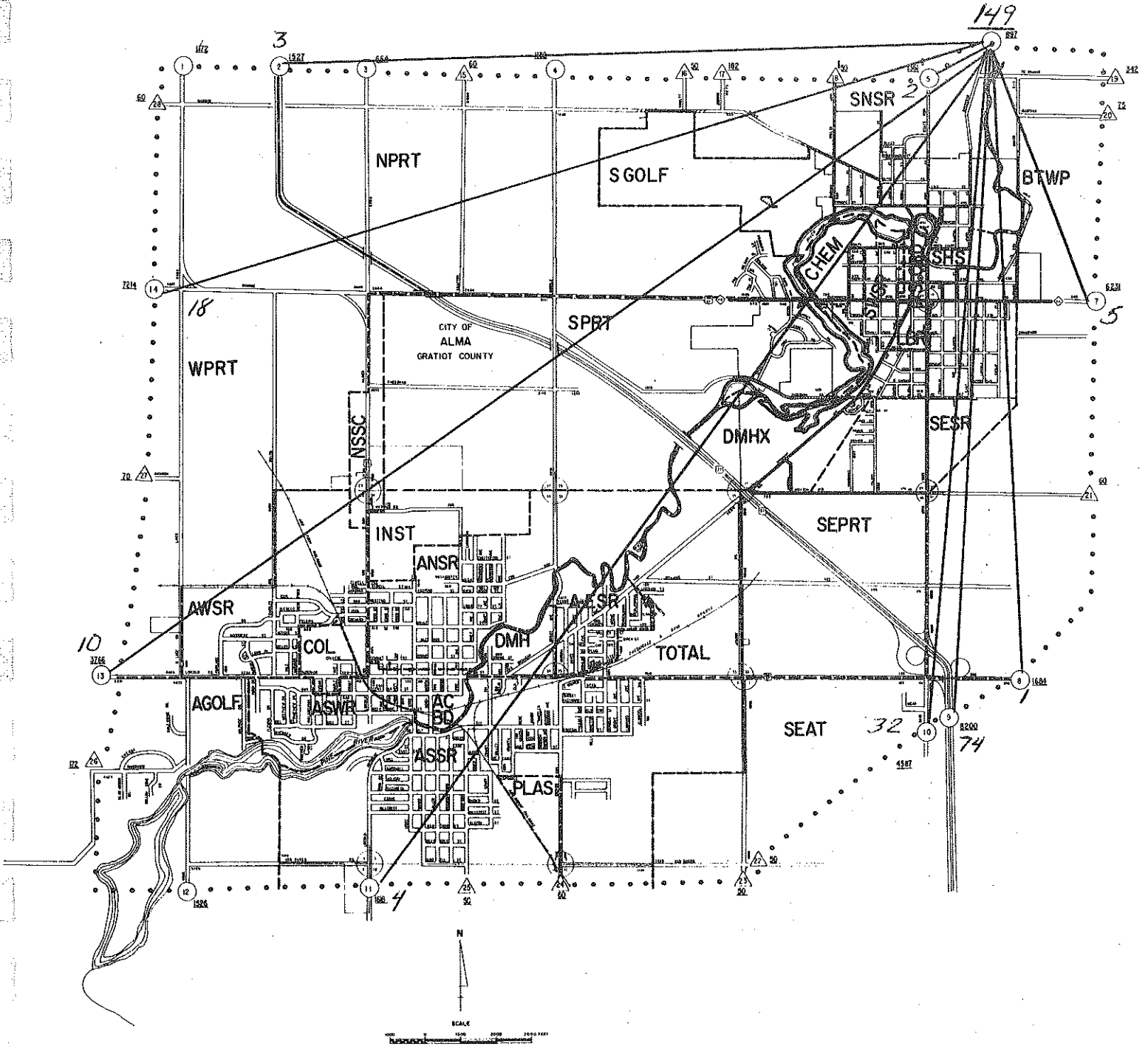


Figure 22

TABLE 29

STATION 6

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 332 | 36.52 |
| 20-40 | 42 | 4.62 |
| 40-60 | 430 | 47.31 |
| 60-80 | 56 | 6.16 |
| 80-440 | <u>49</u> | <u>5.39</u> |
| TOTAL | 909 | 100.00 |

Longest Trip Length = 7 Hours 20 Minutes

Average Trip Length = 49 Minutes

Station 7

Station 7 was located on M-46, .1 mile west of Croswell. Vehicle trips passing through the station (5205) represented 10.57% of all station traffic. Traffic was classified as terminal or through with the former constituting 60.02% of the total and the latter 39.98%. When compared to all station terminal and through trips, the station represented 13.37% of total terminal traffic and 8.05% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 30 presents the results of this analysis. Over 85% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 71.57% and the latter 13.64%. Work trips at 47.74% was the largest trip purpose category. Shopping and other Social-Recreation followed at 14.01% and 17.37%.

By definition terminal trips have one end inside the study area. Three internal zones accounted for 35.95% of this kind of trip. Zone 29 (ACBD) contributed 11.48%, Zone 45 (SCBD) 12.02%, and Zone 49 (SESR) 12.45%. This information as well as other terminal trip interchanges is presented in Table 31 and graphically shown in Figure 24.

Over 55% of the through trips at the station either entered or exited the study area via Station 14 (M-46) west of the two cities. Table 32 lists all through trips at the station and, in addition to the above, indicates that Station 2 and 9 were the next most significant interchanges at 20.14% and 14.27%, respectively. These interchanges are graphically displayed in Figure 25.

Utilizing the data from the study and the Statewide Traffic Forecast Model, it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 33. As can be seen, 39.19% of the trips had a duration of 20 minutes or less with more than 67% occurring within an hour. The longest trip was determined to be 12 hours and the average trip length 1 hour 5 minutes.

A county outline map of Michigan is provided as Figure 26 showing the distribution of origin and destination ends of trips at the station. Over 85% of all trip ends are concentrated in the counties adjacent to and including Gratiot County. Gratiot County itself contributed 57.64%. The remaining trip ends are spread throughout the lower peninsula.

TABLE 30

STATION 7

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 | 3725 | 71.57 | 2293 | 61.56 | 1432 | 38.4 |
| Passenger Car With Trailer | 36 | .69 | 8 | 22.22 | 28 | 77.7 |
| Panel or Pickup | 710 | 13.64 | 495 | 69.72 | 215 | 30.28 |
| Panel or Pickup with Trailer | 34 | .65 | 4 | 11.76 | 30 | 88.24 |
| Other Single Unit Trucks | 364 | 6.99 | 193 | 53.02 | 171 | 46.98 |
| Combinations and Trucks with Trailers | 336 | 6.46 | 131 | 38.87 | 205 | 61.13 |
| TOTAL | 5205 | 100.00 | 3124 | 60.02 | 2081 | 39.98 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|----------|----------------|----------|
| Work | 2485 | 47.74 | 1520 | 61.17 | 965 | 38.83 |
| Personal Business | 363 | 6.97 | 222 | 61.16 | 141 | 38.84 |
| Shopping | 729 | 14.01 | 561 | 76.95 | 168 | 23.0 |
| Vacation | 212 | 4.07 | 21 | 9.91 | 191 | 90.09 |
| Other Social- Recreation | 904 | 17.37 | 495 | 54.76 | 409 | 45.24 |
| All Other | 512 | 9.84 | 305 | 59.57 | 207 | 40.4 |
| TOTAL | 5205 | 100.00 | 3124 | 60.02 | 2081 | 39.98 |

TABLE 31
STATION 7
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 151 | 208 | 359 | 11.48 |
| 30 | 60 | 69 | 129 | 4.15 |
| 31 | 16 | 16 | 32 | 1.02 |
| 32 | 19 | 26 | 45 | 1.47 |
| 33 | 50 | 72 | 122 | 3.90 |
| 34 | 22 | 10 | 32 | 1.02 |
| 35 | 78 | 105 | 183 | 5.85 |
| 36 | 30 | 25 | 55 | 1.76 |
| 37 | 8 | 12 | 20 | .64 |
| 38 | 1 | 0 | 1 | .03 |
| 39 | 21 | 13 | 34 | 1.09 |
| 40 | 88 | 63 | 151 | 4.83 |
| 41 | 139 | 142 | 281 | 8.98 |
| 42 | 43 | 32 | 75 | 2.40 |
| 43 | 3 | 2 | 5 | .16 |
| 44 | 23 | 15 | 38 | 1.22 |
| 45 | 168 | 207 | 375 | 12.02 |
| 46 | 70 | 75 | 145 | 4.64 |
| 47 | 58 | 59 | 117 | 3.74 |
| 48 | 28 | 37 | 65 | 2.08 |
| 49 | 191 | 186 | 377 | 12.05 |
| 50 | 8 | 12 | 20 | .64 |
| 51 | 4 | 8 | 12 | .39 |

TABLE 31 (continued)

STATION 7

TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 52 | 44 | 47 | 91 | 2.91 |
| 53 | 37 | 35 | 72 | 2.33 |
| 54 | 52 | 24 | 76 | 2.43 |
| 55 | 54 | 60 | 114 | 3.64 |
| 56 | 47 | 51 | 98 | 3.13 |
| TOTAL | 1513 | 1611 | 3124 | 100.00 |

STATION 7

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

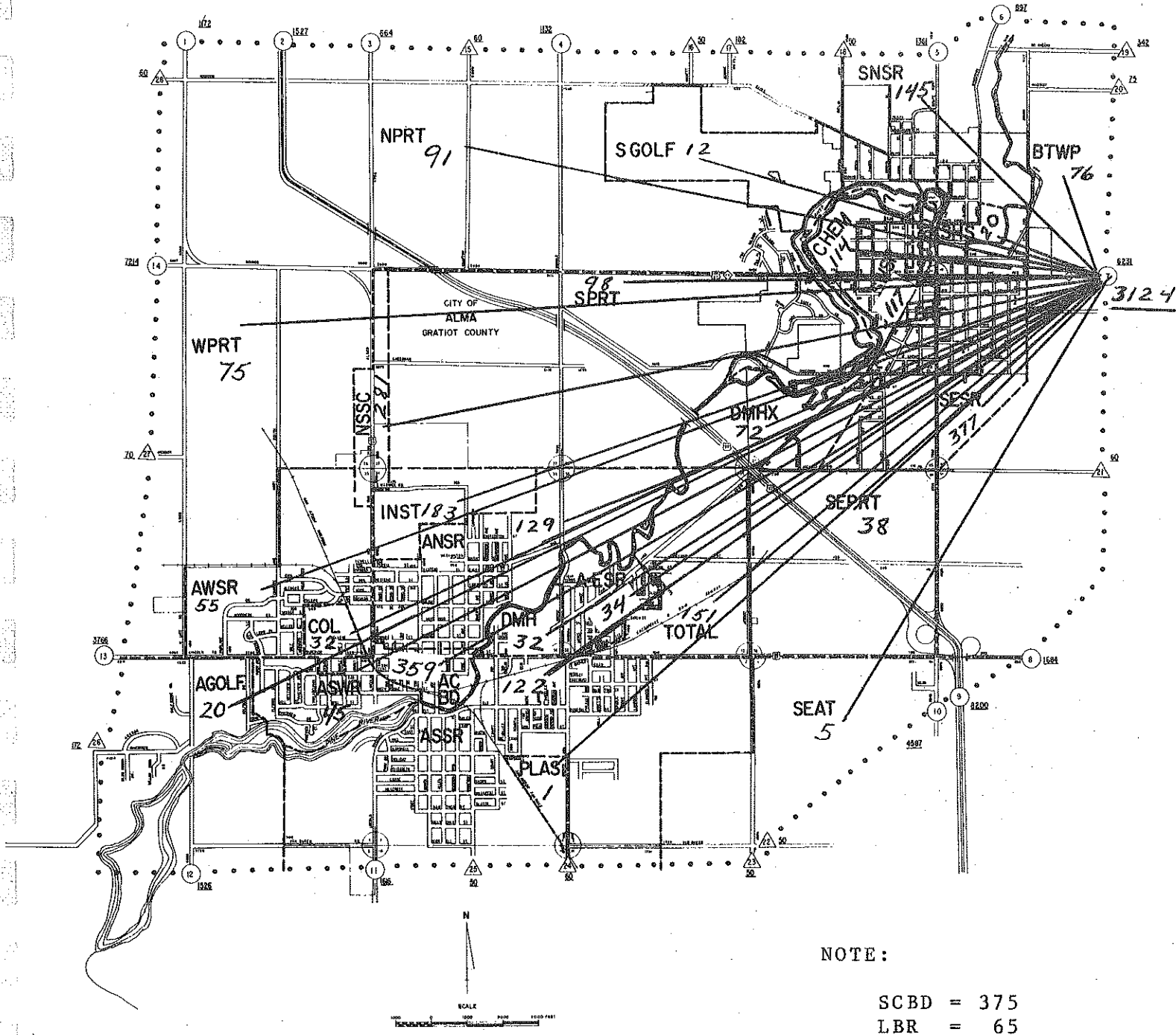


Figure 24

TABLE 32

STATION 7

THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 24 | 1.15 |
| 2 | 419 | 20.14 |
| 3 | 8 | .39 |
| 4 | 14 | .67 |
| 5 | 36 | 1.73 |
| 6 | 7 | .34 |
| 8 | 5 | .24 |
| 9 | 297 | 14.27 |
| 10 | 73 | 3.51 |
| 11 | 7 | .33 |
| 12 | 13 | .63 |
| 13 | 29 | 1.39 |
| 14 | 1149 | 55.21 |
| TOTAL | 2081 | 100.00 |

STATION 7

THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

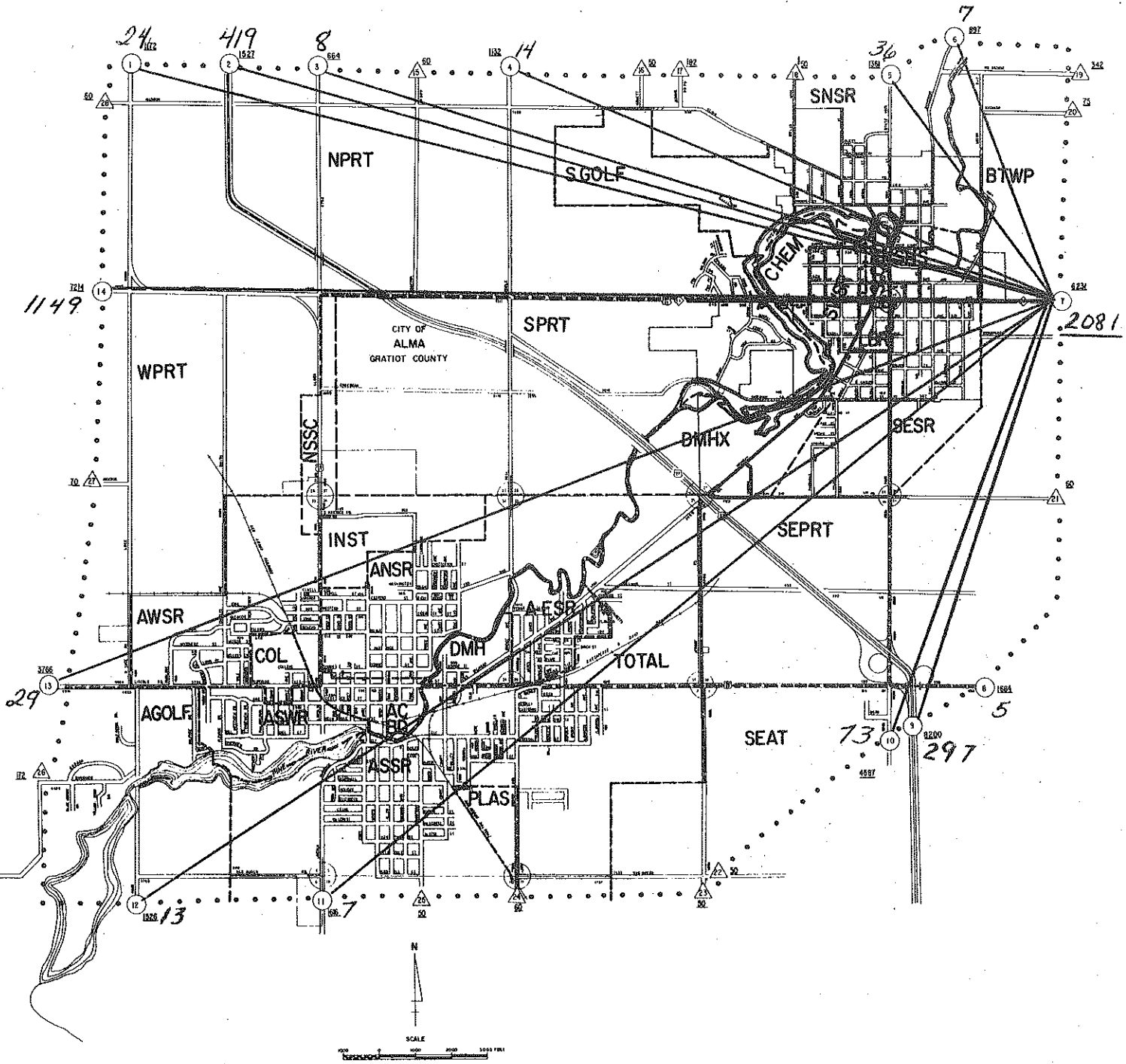


Figure 25

TABLE 33

STATION 7

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 2053 | 39.19 |
| 20-40 | 499 | 9.53 |
| 40-60 | 984 | 18.79 |
| 60-80 | 431 | 8.23 |
| 80-100 | 238 | 4.54 |
| 100-140 | 288 | 5.50 |
| 140-160 | 288 | 5.50 |
| 160-200 | 293 | 5.59 |
| 200-720 | <u>164</u> | <u>3.13</u> |
| TOTAL | 5238 | 100.00 |

Longest Trip Length = 12 Hours

Average Trip Length - 1 Hour 5 Minutes

Station 8

Station 8 was located on Lincoln Road, .5 miles east of Old US-27. Vehicle trips passing through the station (1425) represented 2.89% of all station traffic. Traffic was classified as terminal or through with the former constituting 85.19% of the total and the latter 14.81%. When compared to all station terminal and through trips, the station represents 5.20% of total terminal traffic and .82% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 34 presents the results of this analysis. Over 95% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 75.7% and the latter 19.5%. Work trips at 46.91% was the largest trip purpose category. Personal business, shopping, and other social-recreation followed at 12.13%, 18.21%, and 12.19% respectively.

By definition, terminal trips have one end inside the study area. Three internal zones accounted for 56.80% of this kind of trip. Zone 29 (ACBD) contributed 33.52%, Zone 33 (ASSR) 10.65% and Zone 40 (total) 12.63%. This information as well as other terminal trip interchanges is presented in Table 35 and graphically shown in Figure 27.

Over 75% of the through trips at the station either exited or entered the study area via one of four stations surrounding the two cities. Table 36 lists all through trips at the station and indicates the primary station of exit or entrance was Station 10 (Old US-27) at 25.12%. These interchanges are graphically displayed in Figure 28.

Utilizing data from the study and the Statewide Forecast Model, it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 37. As can be seen, 47.41% of the trips had a duration of 20 minutes or less with more than 80% occurring within an hour. The longest trip was determined to be 5 hours 10 minutes with the average trip length 34 minutes.

A county outline map of Michigan is provided as Figure 29 showing the distribution of origin and destination ends of trips at the station. Over 87% of all trip ends were concentrated in Gratiot County. The remainder were primarily concentrated in the central portion of the lower peninsula.

TABLE 34

STATION 8

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 | 1078 | 75.7 | 935 | 86.73 | 143 | 13.7 |
| Passenger Car With Trailer | 4 | .27 | 3 | 75.0 | 1 | 25. |
| Panel or Pickup | 278 | 19.5 | 231 | 83.09 | 47 | 16.91 |
| Panel or Pickup with Trailer | 1 | .11 | 1 | 100.00 | 0 | 0 |
| Other Single Unit Trucks | 52 | 3.59 | 32 | 61.54 | 20 | 38.46 |
| Combinations and Trucks with Trailers | 12 | .83 | 12 | 100.00 | 0 | 0 |
| TOTAL | 1425 | 100.00 | 1214 | 85.19 | 211 | 14.1 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|--------------|----------------|--------------|
| Work | 668 | 46.91 | 573 | 85.78 | 95 | 14.22 |
| Personal Business | 173 | 12.13 | 139 | 80.35 | 34 | 19.65 |
| Shopping | 259 | 18.21 | 248 | 95.75 | 11 | 4.5 |
| Vacation | 9 | .59 | 6 | 66.67 | 3 | 33.33 |
| Other Social- Recreation | 174 | 12.19 | 125 | 71.84 | 49 | 28.16 |
| All Other | 142 | 9.97 | 123 | 86.62 | 19 | 13.8 |
| TOTAL | 1425 | 100.00 | 1214 | 85.19 | 211 | 14.81 |

TABLE 35
STATION 8
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 200 | 206 | 406 | 33.52 |
| 30 | 39 | 41 | 80 | 6.61 |
| 31 | 12 | 7 | 19 | 1.49 |
| 32 | 8 | 10 | 18 | 1.49 |
| 33 | 68 | 61 | 129 | 10.65 |
| 34 | 9 | 8 | 17 | 1.40 |
| 35 | 20 | 30 | 50 | 4.13 |
| 36 | 7 | 17 | 24 | 1.98 |
| 37 | 10 | 4 | 14 | 1.16 |
| 38 | 5 | 3 | 8 | .66 |
| 39 | 6 | 14 | 20 | 1.65 |
| 40 | 78 | 75 | 153 | 12.63 |
| 41 | 32 | 36 | 68 | 5.53 |
| 42 | 8 | 8 | 16 | 1.32 |
| 43 | 8 | 7 | 15 | 1.24 |
| 44 | 3 | 11 | 14 | 1.16 |
| 45 | 25 | 23 | 48 | 3.96 |
| 46 | 5 | 2 | 7 | .50 |
| 47 | 8 | 4 | 12 | .99 |
| 48 | 6 | 7 | 13 | 1.07 |
| 49 | 20 | 18 | 38 | 3.14 |
| 50 | 6 | 3 | 9 | .74 |
| 51 | 0 | 0 | 0 | 0 |

TABLE 35 (continued)

STATION 8

TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 52 | 2 | 4 | 6 | .50 |
| 53 | 1 | 3 | 4 | .33 |
| 54 | 2 | 5 | 7 | .58 |
| 55 | 4 | 6 | 10 | .83 |
| 56 | 5 | 4 | 9 | .74 |
| TOTAL | 597 | 617 | 1214 | 100.00 |

TABLE 36

STATION 8

THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 1 | .47 |
| 2 | 30 | 14.22 |
| 3 | 1 | .47 |
| 5 | 6 | 2.84 |
| 6 | 3 | 1.42 |
| 7 | 2 | .95 |
| 9 | 39 | 18.49 |
| 10 | 53 | 25.12 |
| 11 | 7 | 3.32 |
| 12 | 12 | 5.69 |
| 13 | 39 | 18.48 |
| 14 | 18 | 8.53 |
| TOTAL | 211 | 100.00 |

TABLE 37

STATION 8

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 669 | 47.41 |
| 20-40 | 497 | 35.22 |
| 40-60 | 162 | 11.48 |
| 60-80 | 50 | 3.54 |
| 80-310 | <u>33</u> | <u>2.35</u> |
| TOTAL | 1411 | 100.00 |

Longest Trip Length = 5 Hours 10 Minutes

Average Trip Length = 34 Minutes

Station 9

Station 9 was located on US-27 south of Lincoln Road. Vehicle trips passing through the station (10449) represented 21.22% of all station traffic. Traffic was classified as terminal or through with the former constituting 19.04% of the total and the latter 80.96%. When compared to all station terminal and through trips, the station represents 8.51% of total terminal traffic and 32.71% of total through traffic.

A further cross-tabulation by vehicle type and purpose was developed. Table 38 presents the results of this analysis. Over 80% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 73.34% and the latter 10.15%. Work trips at 32.33% was the largest trip purpose category. Vacation and other social-recreation trips followed at 26.55% and 19.20% respectively.

By definition, terminal trips have one end inside the study area. Zone 29 (ACBD) contributed 17.95% of this kind of trip while the remaining trips were equally distributed among the other zones. This information as well as other terminal trip interchanges is presented in Table 39 and graphically shown in Figure 30.

Over 88% of the through trips at the station either exited or entered the study area via the US-27 station (No.2) north of Alma and St. Louis. Table 40 lists all through trips at the station and, in addition to the above, indicates that Station 7 (M-46) west of the cities and Station 14 (M-46) east of the cities constitute the remaining significant interchanges at 4.17% and 5.66% respectively.

These interchanges are graphically displayed in Figure 31.

Utilizing the study data and the Statewide Traffic Forecast Model, it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 41. As can be seen, most trips were of relatively long duration with only 14.77% within one hour of the station. The longest trip was determined to be 15 hours 10 minutes with the average trip length 2 hours 49 minutes.

A county outline map of Michigan is provided as Figure 32 showing the distribution of origin and destination ends of trips at the station. As can be seen, all but one county in the state had an impact on traffic at this location. Over 5% of the trip ends were out-of-state and 3.64% in the Upper Peninsula. The remaining 91% were situated in the lower peninsula. Those counties adjacent to and including Gratiot County contributed 34.49% of the total.

TABLE 38

STATION 9

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 | 7663 | 73.34 | 1402 | 18.30 | 6261 | 81.70 |
| Passenger Car With Trailer | 430 | 4.12 | 16 | 3.72 | 414 | 96.00 |
| Panel or Pickup | 1061 | 10.15 | 236 | 22.24 | 825 | 77.76 |
| Panel or Pickup with Trailer | 152 | 1.45 | 5 | 3.29 | 147 | 96.71 |
| Other Single Unit Trucks | 378 | 3.62 | 58 | 15.34 | 320 | 84.66 |
| Combinations and Trucks with Trailers | 765 | 7.32 | 272 | 35.56 | 493 | 64.44 |
| TOTAL | 10449 | 100.00 | 1989 | 19.04 | 8460 | 80.96 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|----------|----------------|----------|
| Work | 3378 | 32.33 | 1151 | 34.07 | 2227 | 65.93 |
| Personal Business | 543 | 5.20 | 95 | 17.50 | 448 | 82.50 |
| Shopping | 420 | 4.01 | 229 | 54.52 | 191 | 45.48 |
| Vacation | 2774 | 26.55 | 55 | 1.98 | 2719 | 98.02 |
| Other Social- Recreation | 2006 | 19.20 | 294 | 14.66 | 1712 | 85.34 |
| All Other | 1328 | 12.71 | 165 | 12.42 | 1163 | 87.53 |
| TOTAL | 10449 | 100.00 | 1989 | 19.04 | 8460 | 80.96 |

TABLE 39
STATION 9
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 149 | 208 | 357 | 17.95 |
| 30 | 77 | 40 | 117 | 5.88 |
| 31 | 26 | 24 | 50 | 2.51 |
| 32 | 33 | 22 | 55 | 2.77 |
| 33 | 94 | 74 | 168 | 8.45 |
| 34 | 17 | 15 | 32 | 1.61 |
| 35 | 42 | 55 | 97 | 4.88 |
| 36 | 41 | 18 | 59 | 2.97 |
| 37 | 9 | 4 | 13 | .65 |
| 38 | 5 | 1 | 6 | .30 |
| 39 | 28 | 25 | 53 | 2.66 |
| 40 | 99 | 70 | 169 | 8.50 |
| 41 | 119 | 74 | 193 | 9.70 |
| 42 | 24 | 15 | 39 | 1.96 |
| 43 | 6 | 1 | 7 | .35 |
| 44 | 2 | 13 | 15 | .75 |
| 45 | 53 | 41 | 94 | 4.73 |
| 46 | 24 | 15 | 39 | 1.96 |
| 47 | 20 | 15 | 35 | 1.76 |
| 48 | 9 | 3 | 12 | .60 |
| 49 | 41 | 54 | 95 | 4.78 |
| 50 | 1 | 3 | 4 | .20 |
| 51 | 1 | 2 | 3 | .15 |

TABLE 39 (continued)

STATION 9

TERMINAL TRIPS

| ZONE NO. | ORIGIN | DESTINATION | TOTAL | PERCENT OF TOTAL |
|----------|--------|-------------|-------|------------------------|
| 52 | 47 | 36 | 83 | 4.17 |
| 53 | 21 | 11 | 32 | 1.61 |
| 54 | 6 | 16 | 22 | 1.11 |
| 55 | 61 | 51 | 112 | 5.63 |
| 56 | 14 | 14 | 28 | 1.41 |
| TOTAL | 1069 | 920 | 1989 | 100.00 |

STATION 9

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

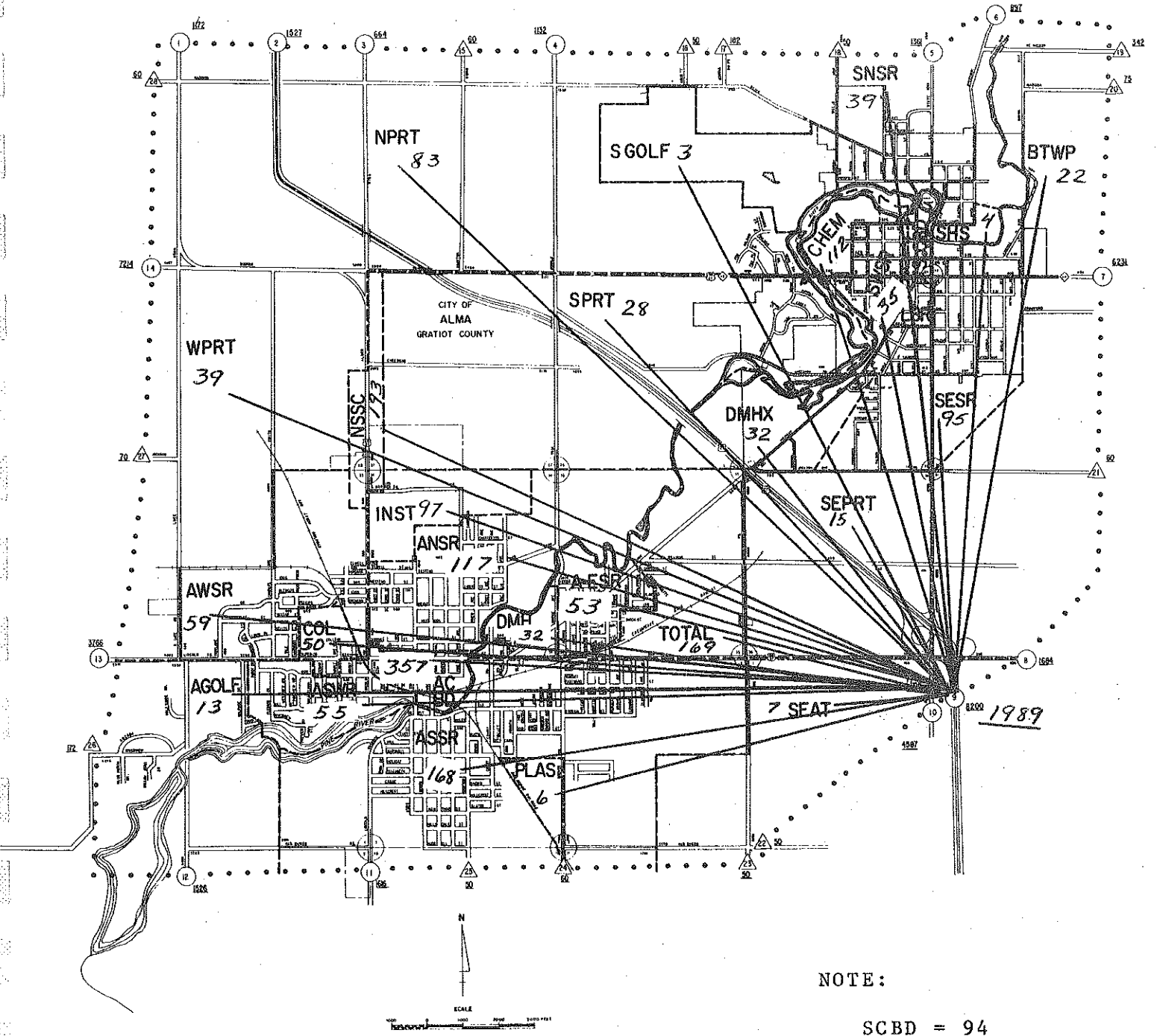


Figure 30

TABLE 40

STATION 9

THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 2 | .02 |
| 2 | 7469 | 88.29 |
| 3 | 23 | .27 |
| 4 | 21 | .25 |
| 5 | 23 | .27 |
| 6 | 23 | .27 |
| 7 | 353 | 4.17 |
| 8 | 5 | .06 |
| 11 | 10 | .12 |
| 12 | 10 | .12 |
| 13 | 42 | .50 |
| 14 | 479 | 5.66 |
| TOTAL | 8460 | 100.00 |

TABLE 41

STATION 9

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 467 | 4.49 |
| 20-40 | 704 | 6.76 |
| 40-60 | 366 | 3.52 |
| 60-80 | 1441 | 13.84 |
| 80-100 | 616 | 5.92 |
| 100-120 | 867 | 8.33 |
| 120-140 | 690 | 6.63 |
| 140-160 | 912 | 8.76 |
| 160-180 | 660 | 6.34 |
| 180-200 | 694 | 6.67 |
| 200-220 | 542 | 5.20 |
| 220-240 | 419 | 4.02 |
| 240-260 | 343 | 3.30 |
| 260-280 | 238 | 2.29 |
| 280-320 | 367 | 3.52 |
| 320-400 | 523 | 5.02 |
| 400-910 | <u>561</u> | <u>5.39</u> |
| TOTAL | 10410 | 100.00 |

Longest Trip Length - 15 Hours 10 Minutes

Average Trip Length - 2 Hours 49 Minutes

ALMA-ST. LOUIS EXTERNAL ORIGIN DESTINATION SURVEY
 STATION 9
 US-27 SOUTH
 DISTRIBUTION OF TRIP ENDS BY COUNTY

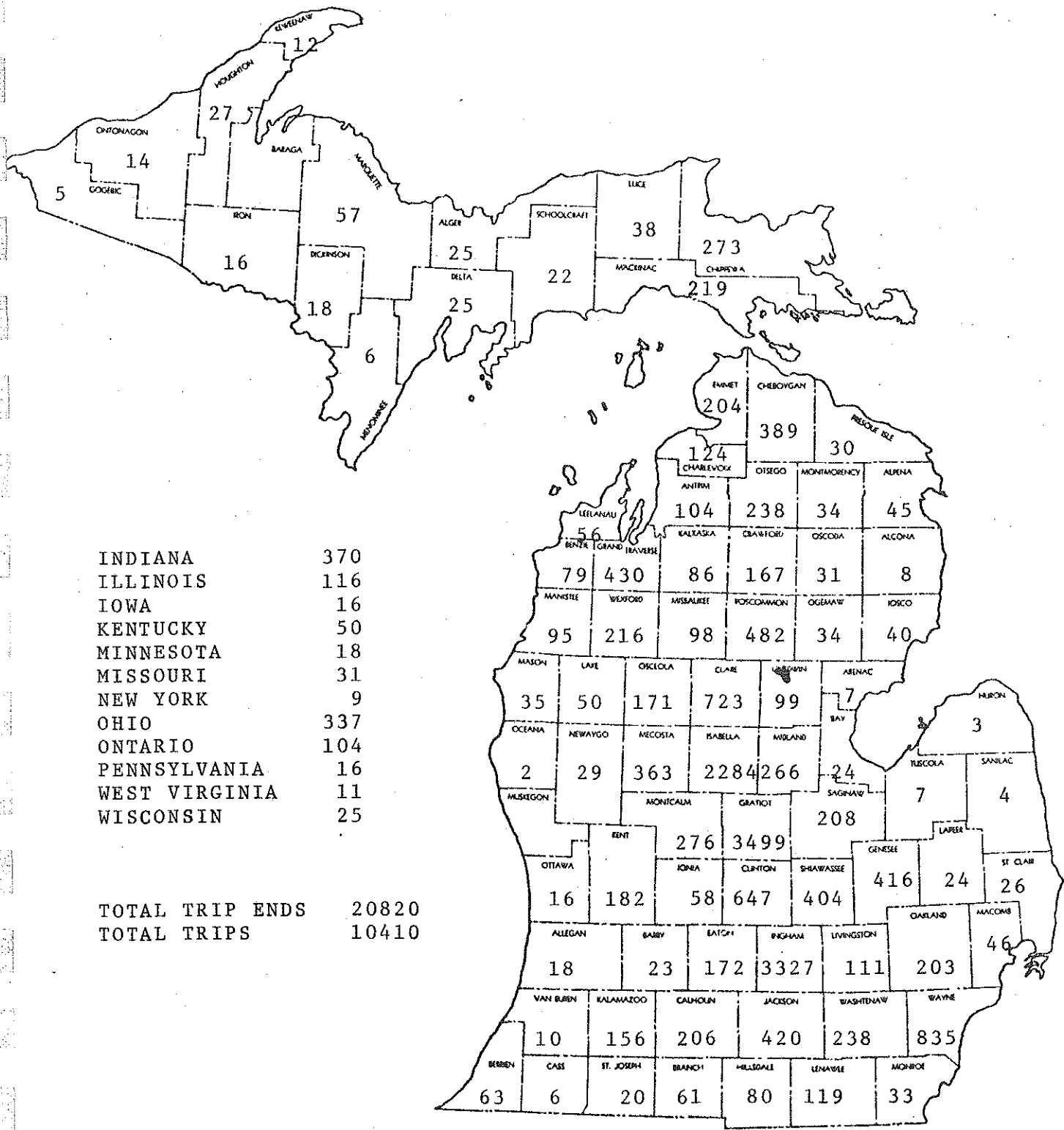


FIGURE 32

Station 10

Station 10 was located on Old US 27, .5 miles south of Lincoln Road. Vehicle trips passing through the station (3642) represented, 7.40% of all station traffic. Traffic was classified as terminal or through with the former constituting 81.52% of the total and the latter 18.48%. With respect to all station terminal and through trips, the station represented 12.71% of total terminal traffic and 2.60% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 42 presents the results of this analysis. Over 90% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 78.61% and the latter 15.18%. Work trips at 41.07% was the largest trip purpose category. Shopping and other social-recreation followed at 17.97% and 14.56%.

By definition terminal trips have one end inside the study area. Zone 29 (ACBD) accounted for 24.38% of this kind of trip. This information as well as other terminal trip interchanges is presented in Table 43 and graphically displayed in Figure 33.

Most through trips at the station either entered or exited the study area via Station 2 (US-27) or Station 7 (M-46). The former represented 24.22% of the total and latter 38.19%. Table 44 lists all through trips at the station and Figure 34 is a graphical representation of the same.

Utilizing data from the study and the Statewide Traffic Forecast Model, it was possible to compute the lengths of all trips passing through the station. The results of these computations are

presented in Table 45. As can be seen, 56.25% of the trips had a duration of 20 minutes or less with 92.62% occurring within an hour. The longest trip was determined to be 7 hours 40 minutes with the average trip length at 32 minutes.

A county outline map of Michigan is provided as Figure 35 showing the distribution of origin and destination ends of trips at the station. Over 90% of all trip ends are concentrated in Gratiot County. The remainder were primarily concentrated in the central portion of the lower peninsula.

TABLE 42

STATION 10

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 | 2863 | 78.61 | 2452 | 85.64 | 411 | 14.36 |
| Passenger Car With Trailer | 20 | .55 | 10 | 50.00 | 10 | 50.00 |
| Panel or Pickup | 553 | 15.18 | 384 | 69.44 | 169 | 30.56 |
| Panel or Pickup with Trailer | 20 | .56 | 6 | 30.0 | 14 | 70.0 |
| Other Single Unit Trucks | 149 | 4.08 | 95 | 63.76 | 54 | 36.24 |
| Combinations and Trucks with Trailers | 37 | 1.02 | 22 | 59.46 | 15 | 40.54 |
| TOTAL | 3642 | 100.00 | 2969 | 81.52 | 673 | 18.48 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|--------------|----------------|--------------|
| Work | 1496 | 41.07 | 1193 | 79.75 | 303 | 20.25 |
| Personal Business | 360 | 9.89 | 294 | 81.67 | 66 | 18.33 |
| Shopping | 655 | 17.97 | 591 | 90.23 | 64 | 9.77 |
| Vacation | 34 | .94 | 3 | 8.82 | 31 | 91.18 |
| Other Social- Recreation | 530 | 14.56 | 411 | 77.55 | 119 | 22.45 |
| All Other | 567 | 15.57 | 477 | 84.13 | 90 | 15.87 |
| TOTAL | 3642 | 100.00 | 2969 | 81.52 | 673 | 18.48 |

TABLE 43
STATION 10
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 347 | 377 | 724 | 24.38 |
| 30 | 93 | 67 | 160 | 5.39 |
| 31 | 20 | 24 | 44 | 1.48 |
| 32 | 38 | 35 | 73 | 2.46 |
| 33 | 141 | 112 | 253 | 8.52 |
| 34 | 29 | 27 | 56 | 1.89 |
| 35 | 90 | 85 | 175 | 5.89 |
| 36 | 28 | 33 | 61 | 2.05 |
| 37 | 9 | 10 | 19 | .64 |
| 38 | 1 | 3 | 4 | .13 |
| 39 | 40 | 27 | 67 | 2.26 |
| 40 | 106 | 100 | 206 | 6.94 |
| 41 | 77 | 118 | 195 | 6.57 |
| 42 | 13 | 14 | 27 | .91 |
| 43 | 63 | 76 | 139 | 4.68 |
| 44 | 12 | 27 | 39 | 1.31 |
| 45 | 93 | 111 | 204 | 6.87 |
| 46 | 31 | 26 | 57 | 1.92 |
| 47 | 32 | 30 | 62 | 2.09 |
| 48 | 14 | 16 | 30 | 1.01 |
| 49 | 74 | 73 | 147 | 4.95 |
| 50 | 3 | 4 | 7 | .24 |
| 51 | 0 | 0 | 0 | 0 |

TABLE 43 (continued)

STATION 10

TERMINAL TRIPS

| ZONE NO. | ORIGIN | DESTINATION | TOTAL | PERCENT OF TOTAL |
|----------|--------|-------------|-------|------------------------|
| 52 | 16 | 27 | 43 | 1.45 |
| 53 | 16 | 27 | 43 | 1.45 |
| 54 | 28 | 19 | 47 | 1.58 |
| 55 | 22 | 23 | 45 | 1.52 |
| 56 | 16 | 26 | 42 | 1.42 |
| TOTAL | 1452 | 1517 | 2969 | 100.00 |

STATION 10

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

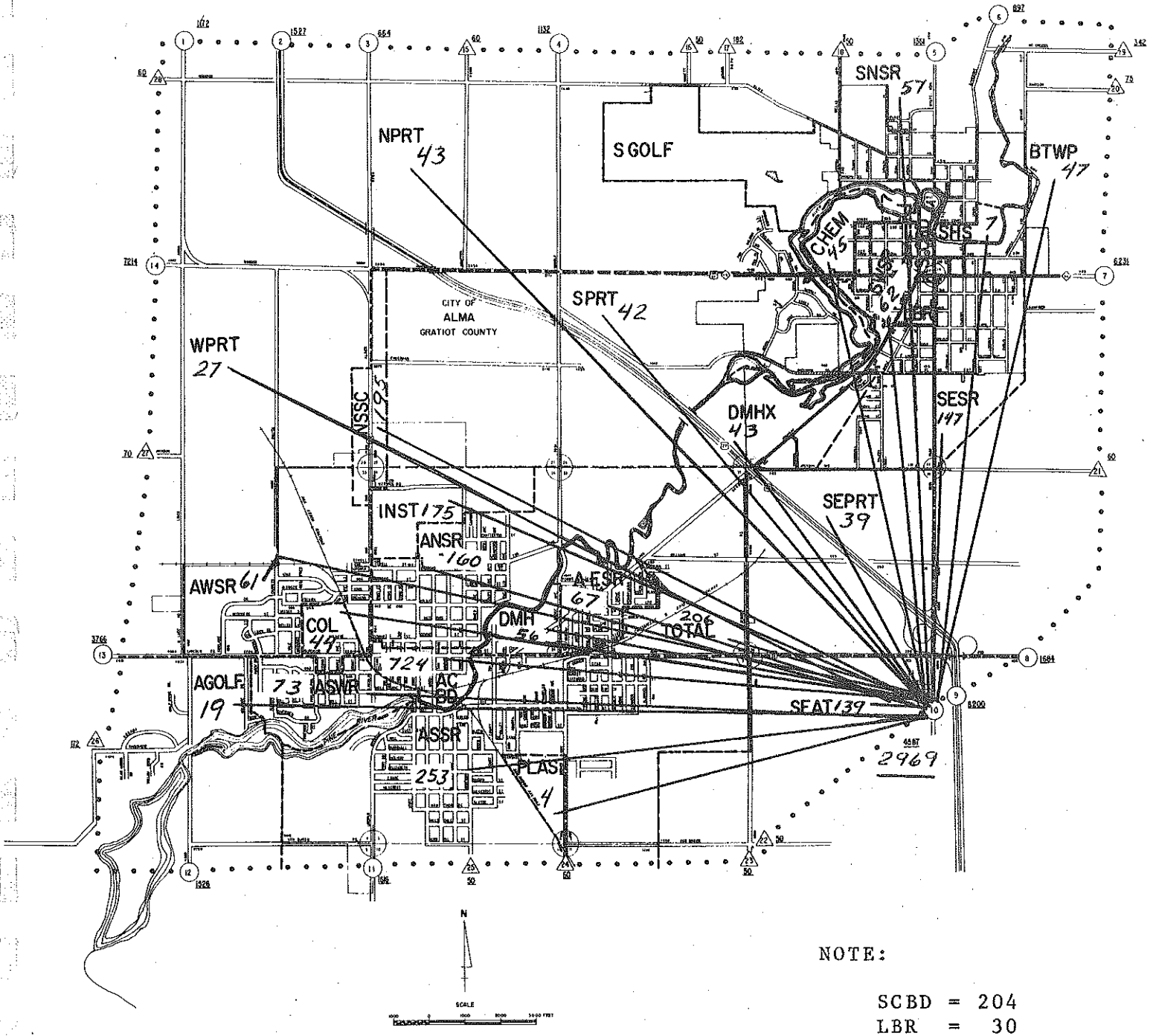


Figure 33

TABLE 44
 STATION 10
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 11 | 1.63 |
| 2 | 163 | 24.22 |
| 3 | 6 | .89 |
| 4 | 23 | 3.42 |
| 5 | 19 | 2.82 |
| 6 | 10 | 1.49 |
| 7 | 257 | 38.19 |
| 8 | 51 | 7.58 |
| 9 | 10 | 1.49 |
| 12 | 5 | .74 |
| 13 | 60 | 8.91 |
| 14 | 58 | 8.62 |
| TOTAL | 673 | 100.00 |

STATION 10

THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

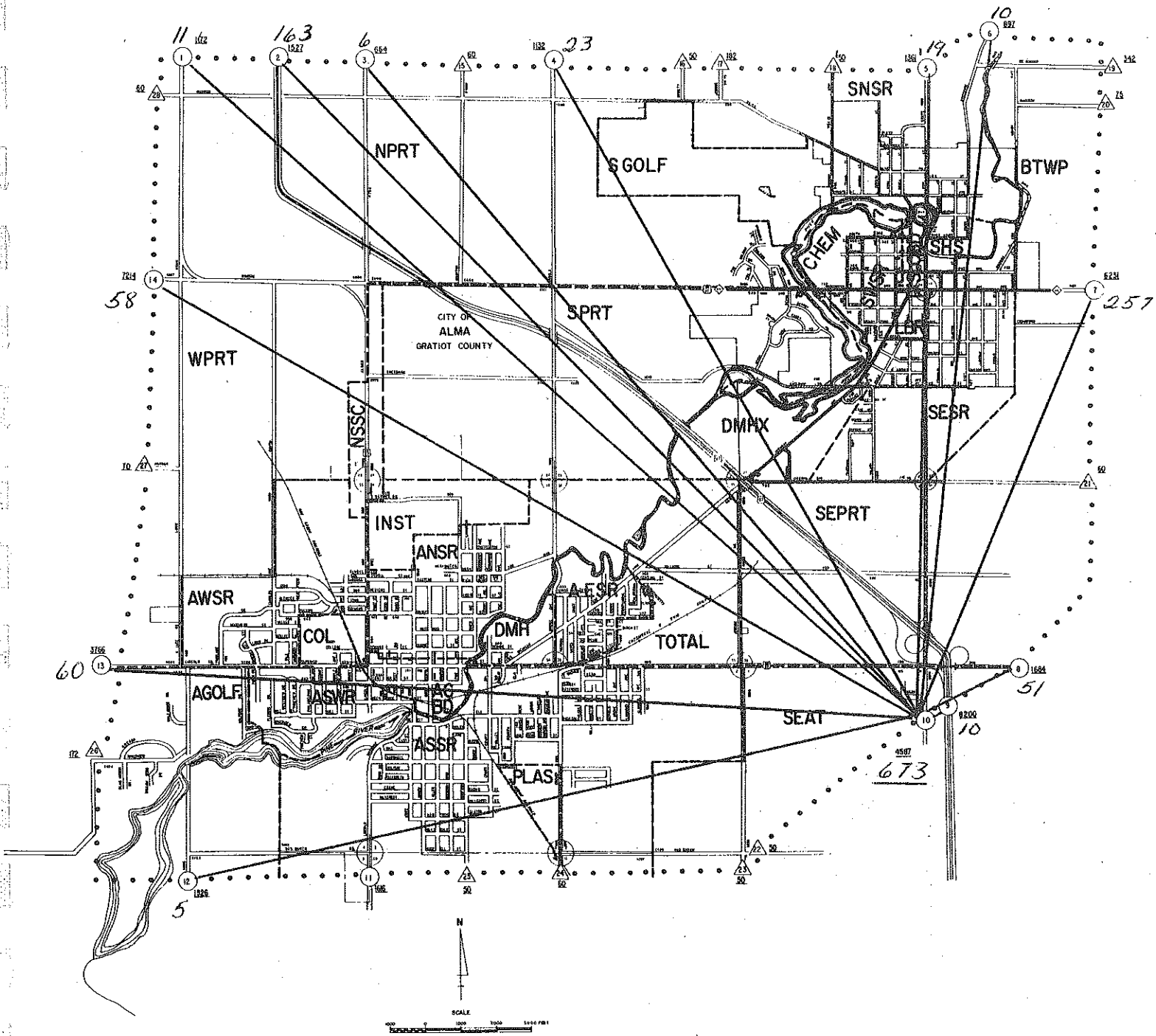


Figure 34

TABLE 45

STATION 10

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 2051 | 56.25 |
| 20-40 | 1182 | 32.42 |
| 40-60 | 144 | 3.95 |
| 60-80 | 145 | 3.98 |
| 80-100 | 42 | 1.15 |
| 100-200 | 53 | 1.45 |
| 200-460 | <u>29</u> | <u>.80</u> |
| TOTAL | 3646 | 100.00 |

Longest Trip Length - 7 Hours 40 Minutes

Average Trip Length - 32 Minutes

STATION 11

Station 11 was located on Alger Road, .2 miles south of Van Buren Road. Vehicle trips passing through the station (1971) represented 4.00% of all station traffic. Traffic was classified as terminal or through with the former constituting 94.88% of the total and the latter 5.12%. When compared to all station terminal and through trips, the station represents 8.00% of total terminal traffic and .391% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 46 presents the results of this analysis. Over 95% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 79.71% and the latter 16.64%. Work trips at 37.13% was the largest trip purpose category. Shopping and other social-recreation followed at 28.79% and 14.1% respectively.

By definition terminal trips have one end inside the study area. Two internal zones accounted for 58.32% of this kind of trip. Zone 29 (ACBD) contributed 44.14% and zone 33 (ASSR) 14.18%. This information as well as other terminal trip interchanges is presented in Table 47 and graphically shown in Figure 36.

Over 70% of the through trips at the station either entered or exited the study area via one of these stations. Station 2 (US-27) contributed 38.62%, Station 7 (M-46) east of St. Louis 20.79%, and Station 14 (M-46) west of the city 13.86%.

All through trips at the station are listed in Table 48 and graphically displayed in Figure 37.

Utilizing the data from this study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 49. As can be seen, 28.68% of the trips had a duration of 20 minutes or less with 95.41% occurring within an hour. The longest trip was determined to be 5 hours 50 minutes with the average trip length 34 minutes.

A county outline map of Michigan is provided as Figure 38 showing the distribution of origin and destination kinds of trips at the station. 90% of all trip ends are concentrated in Gratiot County. The remainder were primarily concentrated in the central portion of the lower peninsula.

TABLE 46

STATION 11

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 | 1571 | 79.71 | 1504 | 95.74 | 67 | 4.25 |
| Passenger Car With Trailer | 2 | .10 | 1 | 50.00 | 1 | 50.00 |
| Panel or Pickup | 328 | 16.64 | 301 | 91.79 | 27 | 8.21 |
| Panel or Pickup with Trailer | 9 | .46 | 9 | 100.00 | 0 | 0 |
| Other Single Unit Trucks | 49 | 2.49 | 44 | 89.80 | 5 | 10.20 |
| Combinations and Trucks with Trailers | 12 | .60 | 11 | 91.67 | 1 | 8.33 |
| TOTAL | 1971 | 100.00 | 1870 | 94.88 | 101 | 5.12 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|--------------|----------------|-------------|
| Work | 744 | 37.73 | 695 | 93.41 | 49 | 6.59 |
| Personal Business | 165 | 8.39 | 160 | 96.97 | 5 | 3.03 |
| Shopping | 568 | 28.79 | 560 | 98.59 | 8 | 1.41 |
| Vacation | 17 | .87 | 7 | 41.18 | 10 | 58.82 |
| Other Social- Recreation | 278 | 14.1 | 262 | 94.24 | 16 | 5.76 |
| All Other | 199 | 10.12 | 186 | 93.47 | 13 | 6.53 |
| TOTAL | 1971 | 100.00 | 1870 | 94.88 | 101 | 5.12 |

TABLE 47
STATION 11
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 424 | 401 | 825 | 44.14 |
| 30 | 58 | 47 | 105 | 5.62 |
| 31 | 10 | 10 | 20 | 1.07 |
| 32 | 23 | 24 | 47 | 2.51 |
| 33 | 142 | 123 | 265 | 14.18 |
| 34 | 15 | 13 | 28 | 1.50 |
| 35 | 56 | 50 | 106 | 5.67 |
| 36 | 11 | 10 | 21 | 1.12 |
| 37 | 3 | 6 | 9 | .48 |
| 38 | 4 | 5 | 9 | .48 |
| 39 | 10 | 19 | 29 | 1.55 |
| 40 | 74 | 91 | 165 | 8.83 |
| 41 | 72 | 77 | 149 | 7.97 |
| 42 | 5 | 6 | 11 | .59 |
| 43 | 1 | 1 | 2 | .11 |
| 44 | 2 | 0 | 2 | .11 |
| 45 | 5 | 8 | 13 | .70 |
| 46 | 1 | 3 | 4 | .21 |
| 47 | 0 | 1 | 1 | .05 |
| 48 | 1 | 3 | 4 | .21 |
| 49 | 11 | 6 | 17 | .91 |
| 50 | 0 | 0 | 0 | 0 |
| 51 | 0 | 0 | 0 | 0 |

TABLE 47 (continued)

STATION 11

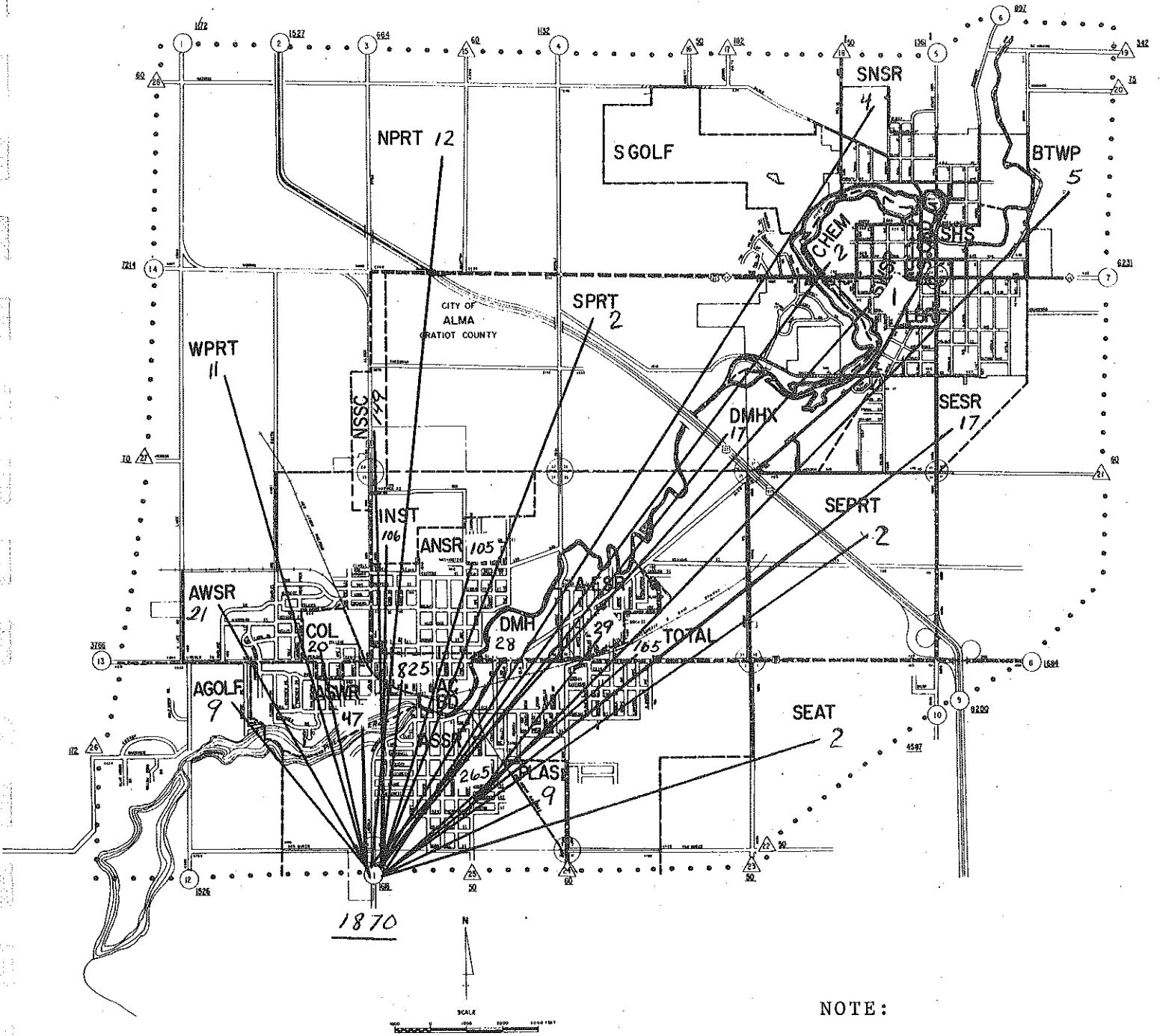
TERMINAL TRIPS

| ZONE NO. | ORIGIN | DESTINATION | TOTAL | PERCENT OF TOTAL |
|----------|--------|-------------|-------|------------------------|
| 52 | 7 | 5 | 12 | .64 |
| 53 | 10 | 7 | 17 | .86 |
| 54 | 4 | 1 | 5 | .27 |
| 55 | 1 | 1 | 2 | .11 |
| 56 | 1 | 1 | 2 | .11 |
| TOTAL | 951 | 919 | 1870 | 100.00 |

STATION 11

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY



NOTE:

SCBD = 13
LBR = 4

Figure 36

TABLE 48
STATION 11
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 6 | 5.94 |
| 2 | 39 | 38.62 |
| 3 | 2 | 1.98 |
| 4 | 3 | 2.97 |
| 5 | 5 | 4.95 |
| 6 | 1 | .99 |
| 7 | 21 | 20.79 |
| 8 | 4 | 3.96 |
| 9 | 1 | .99 |
| 13 | 5 | 4.95 |
| 14 | 14 | 13.86 |
| TOTAL | 101 | 100.00 |

STATION 11

THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

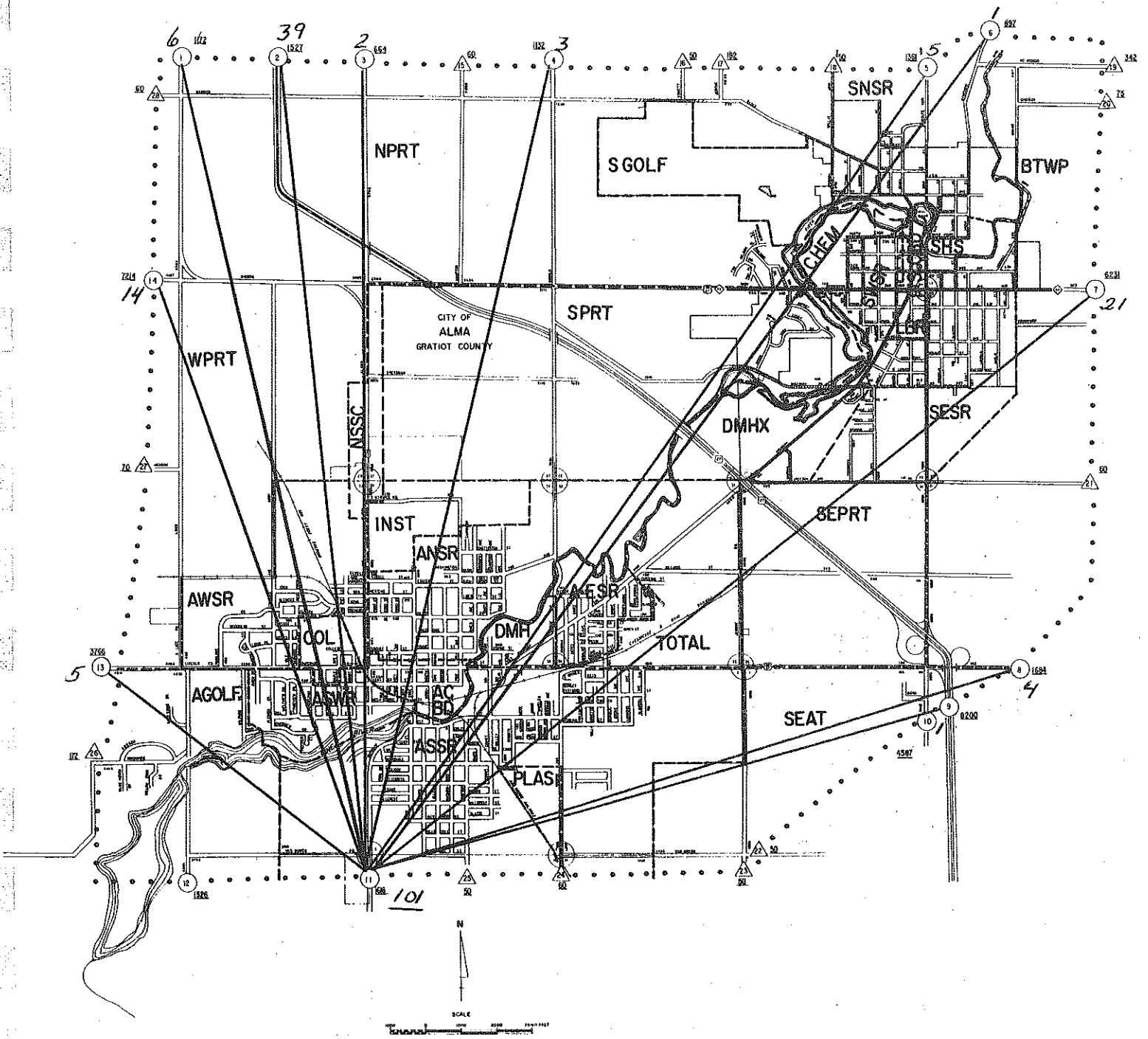


Figure 37

TABLE 49

STATION 11

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 563 | 28.68 |
| 20-40 | 1041 | 53.03 |
| 40-60 | 269 | 13.70 |
| 60-80 | 52 | 2.65 |
| 80-350 | <u>38</u> | <u>1.94</u> |
| TOTAL | 1963 | 100.00 |

Longest Trip Length - 5 Hours 50 Minutes

Average Trip Length - 34 Minutes

Station 12

Station 12 was located at Luce Road south of VanBuren Road. Vehicle trips passing through the station (1300) represented 2.64% of all station traffic. Traffic was classified as terminal or through with the former constituting 77.69% of the total and the latter 22.31%. When compared to all station terminal and through trips, the station represents 4.32% of total terminal traffic and 1.12% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 50 presents the results of this analysis. Over 90% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 74.20% and the latter 18.78%. Work trips at 45.00% was the largest trip purpose category. Shopping, other social recreation, and all other followed at 16.92%, 16.31%, and 13.15% respectively.

By definition terminal trips have one end inside the study area. Three internal zones accounted for 47.68% of this kind of trip. Zone 29 (ACBD) contributed 21.36%, Zone 35 (INST) 11.87%, and Zone 41 (NSSC) 14.45%. This information as well as other terminal trip interchanges is presented in Table 51 and graphically shown in Figure 39.

Over 50% of the through trips at the station either entered or exited the study area via one of two stations. Station 2 (US-27) contributed 30.00% and Station 13 (Lincoln Road) 21.03%. Table 52 lists all through trips at the station and, in addition to the above, indicates that stations 1, 7, and 14 were the next most significant interchanges at 17.59%, 13.10%, and 12.41% respectively.

These interchanges are graphically displayed in Figure 40.

Utilizing data from the study and the Statewide Traffic Forecast Model, it was possible to determine the lengths of all trips passing through the station. The results of these computations are presented in Table 53. As can be seen, 60.95% of the trips had a duration of 40 minutes or less with more than 80% occurring within an hour. The longest trip was computed to be 7 hours 10 minutes with the average trip length 48 minutes.

A county outline map of Michigan is provided as Figure 41 showing the distribution of origin and destination ends of trips at the station. Over 77% of all trip ends are concentrated in Gratiot County. The remaining trip ends are located primarily in the central portion of the lower peninsula.

TABLE 50

STATION 12

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 | 965 | 74.20 | 783 | 81.13 | 182 | 18.7 |
| Passenger Car With Trailer | 12 | .88 | 3 | 25.0 | 9 | 75.0 |
| Panel or Pickup | 244 | 18.78 | 171 | 70.08 | 73 | 29.92 |
| Panel or Pickup with Trailer | 9 | .71 | 1 | 11.11 | 8 | 88.89 |
| Other Single Unit Trucks | 54 | 4.20 | 40 | 74.07 | 14 | 25.93 |
| Combinations and Trucks with Trailers | 16 | 1.23 | 12 | 75.0 | 4 | 25.0 |
| TOTAL | 1300 | 100.00 | 1010 | 77.69 | 290 | 22.31 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|----------|----------------|----------|
| Work | 585 | 45.00 | 467 | 79.83 | 118 | 20.17 |
| Personal Business | 76 | 5.85 | 53 | 70.67 | 23 | 30.26 |
| Shopping | 220 | 16.92 | 203 | 92.27 | 17 | 7.73 |
| Vacation | 36 | 2.77 | 10 | 27.78 | 26 | 72.22 |
| Other Social- Recreation | 212 | 16.31 | 147 | 69.34 | 65 | 30.66 |
| All Other | 171 | 13.15 | 130 | 76.02 | 41 | 23.8 |
| TOTAL | 1300 | 100.00 | 1010 | 77.69 | 290 | 22.31 |

TABLE 51
STATION 12
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 96 | 120 | 216 | 21.36 |
| 30 | 24 | 29 | 53 | 5.24 |
| 31 | 16 | 24 | 40 | 3.96 |
| 32 | 18 | 15 | 33 | 3.26 |
| 33 | 20 | 13 | 33 | 3.26 |
| 34 | 4 | 9 | 13 | 1.29 |
| 35 | 50 | 70 | 120 | 11.87 |
| 36 | 34 | 32 | 66 | 6.53 |
| 37 | 32 | 37 | 69 | 6.82 |
| 38 | 4 | 0 | 4 | .40 |
| 39 | 12 | 6 | 18 | 1.78 |
| 40 | 32 | 41 | 73 | 7.22 |
| 41 | 79 | 67 | 146 | 14.45 |
| 42 | 13 | 23 | 36 | 3.56 |
| 43 | 1 | 2 | 3 | .40 |
| 44 | 3 | 0 | 3 | .30 |
| 45 | 6 | 2 | 8 | .79 |
| 46 | 1 | 4 | 5 | .49 |
| 47 | 4 | 5 | 9 | .89 |
| 48 | 0 | 0 | 0 | 0 |
| 49 | 4 | 4 | 8 | .79 |
| 50 | 0 | 0 | 0 | 0 |
| 51 | 1 | 0 | 1 | .10 |

TABLE 51 (continued)

STATION 12

TERMINAL TRIPS

| ZONE NO. | ORIGIN | DESTINATION | TOTAL | PERCENT OF TOTAL |
|----------|--------|-------------|-------|------------------------|
| 52 | 8 | 9 | 17 | 1.68 |
| 53 | 3 | 4 | 7 | .69 |
| 54 | 4 | 5 | 9 | .89 |
| 55 | 9 | 8 | 17 | 1.68 |
| 56 | 2 | 1 | 3 | .30 |
| TOTAL | 480 | 530 | 1010 | 100.00 |

STATION 12

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

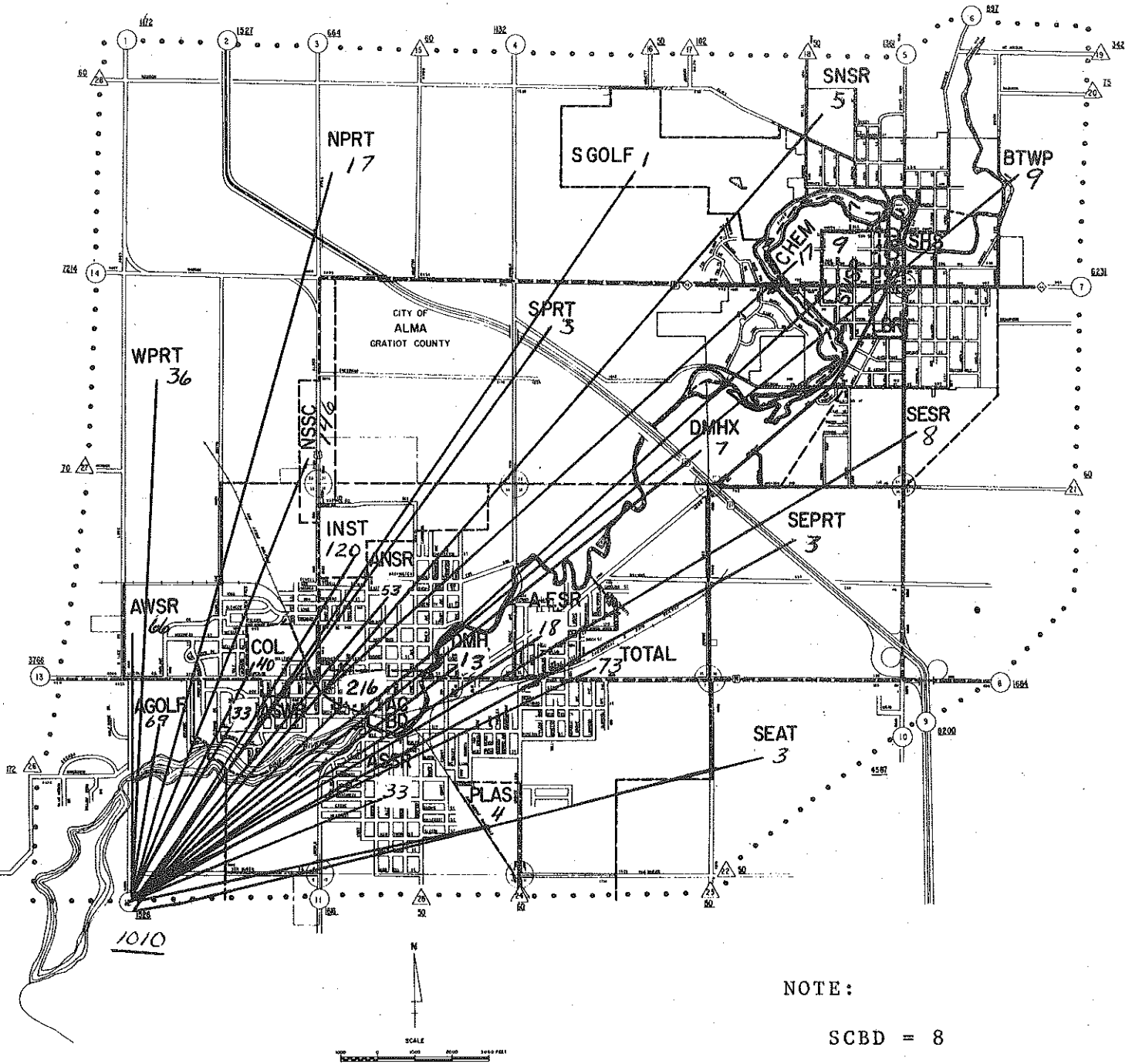


Figure 39

TABLE 52
 STATION 12
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 51 | 17.59 |
| 2 | 87 | 30.00 |
| 4 | 2 | .69 |
| 5 | 9 | 3.10 |
| 6 | 4 | 1.38 |
| 7 | 38 | 13.10 |
| 8 | 1 | .35 |
| 9 | 1 | .35 |
| 13 | 61 | 21.03 |
| • 14 | 36 | 12.41 |
| TOTAL | 290 | 100.00 |

STATION 12

THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

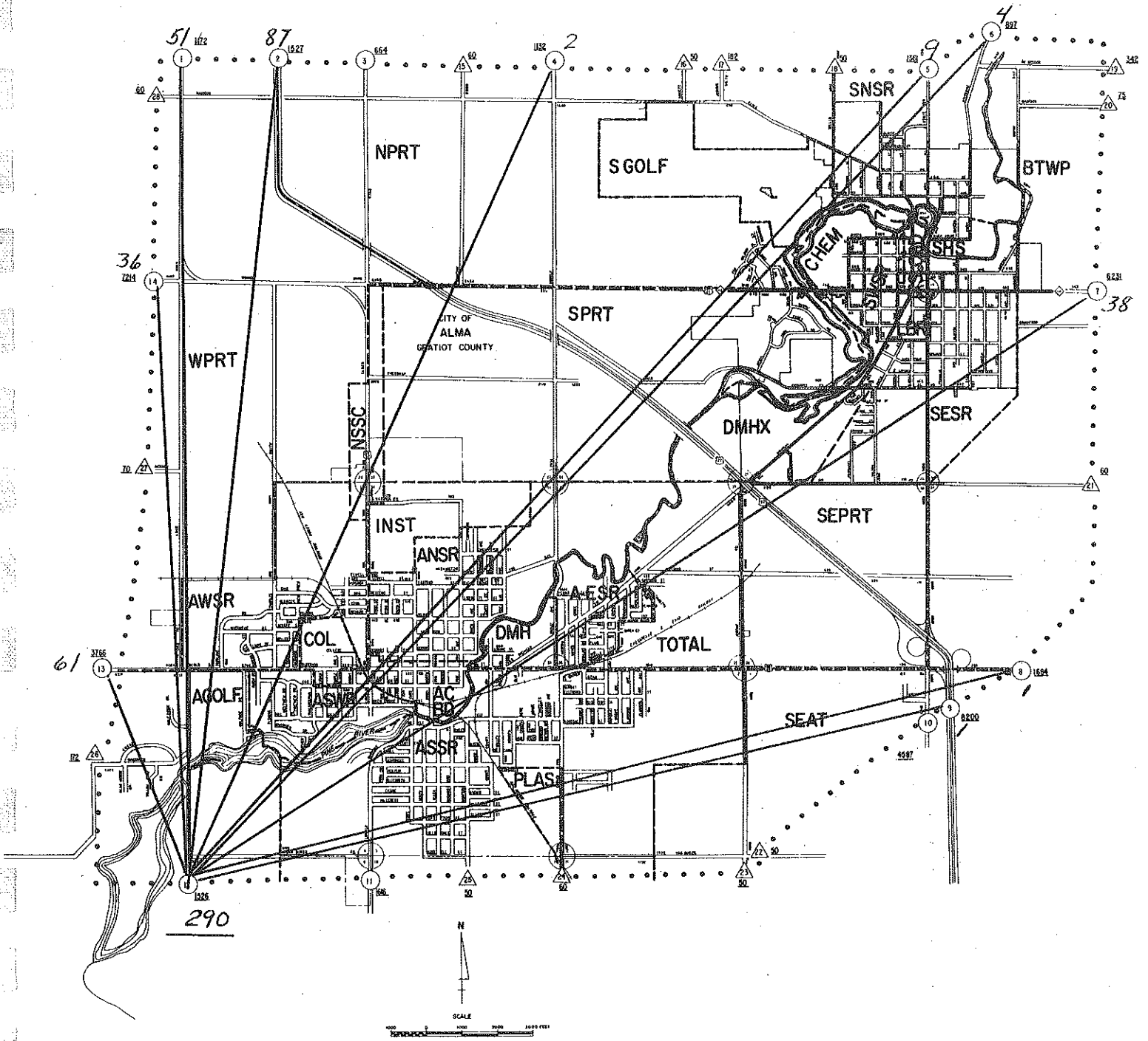


Figure 40

TABLE 53

STATION 12

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 95 | 7.40 |
| 20-40 | 687 | 53.55 |
| 40-60 | 283 | 22.06 |
| 60-80 | 117 | 9.12 |
| 80-100 | 48 | 3.74 |
| 100-430 | <u>53</u> | <u>4.13</u> |
| TOTAL | 1283 | 100.00 |

Longest Trip Length - 7 Hours 10 Minutes

Average Trip Length = 48 Minutes

Station 13

Station 13 was situated on Lincoln Road .4 miles west of Luce Road. Vehicle trips passing through the station (3172) represented 6.44% of all station traffic. Traffic was classified as terminal or through with the former constituting 90.10% of the total and the latter 9.90%. When compared to all station traffic, the station represents 12.23% of total terminal traffic and 1.27% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 54 presented the results of this analysis. Over 95% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 78.44% and the latter 18.38%. Work trips at 43.38% was the largest trip purpose category. Shopping, other social-recreation, and all other followed at 16.96%, 17.24%, and 13.91% respectively.

By definition terminal trips have one end inside the study area. Five internal zones accounted for 65.57% of this kind of trip. Zone 29 (ACBD) contributed 33.52%, Zone 30 (ANSR) 7.52%, Zone 35 (INST) 8.89%, Zone 40 (Total) 8.96%, and Zone 41 (NSSC) 6.68%. This information as well as other terminal trip interchanges is presented in Table 55 and graphically shown in Figure 42.

Nearly 50% of the through trips at the station either entered or exited the study area via one of two stations. Station 7 (M-46) contributed 21.66% and Station 9 (US-27) 26.11%. Table 56 lists all through trips at the station and Figure 43 presents a graphical display of these interchanges.

Utilizing the data from the study and the Statewide Traffic Forecast Model, it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 57. As can be seen, 50.62% of the trips had a duration of 20 minutes or less with more than 95% occurring within an hour of the station. The longest trip was determined to be 6 hours 40 minutes with the average trip length 31 minutes.

A county outline map of Michigan is provided as Figure 44 showing the distribution of origin and destination ends of trips at the station. Over 90% of all trip ends were concentrated in Gratiot County. The remaining trip ends are located generally in the central portion of the lower peninsula.

TABLE 54

STATION 13

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 | 2488 | 78.44 | 2249 | 90.39 | 239 | 9.61 |
| Passenger Car With Trailer | 16 | .50 | 15 | 93.75 | 1 | 6.25 |
| Panel or Pickup | 583 | 18.38 | 524 | 89.88 | 59 | 10.12 |
| Panel or Pickup with Trailer | 3 | .09 | 0 | 0 | 3 | 100.00 |
| Other Single Unit Trucks | 69 | 2.18 | 62 | 89.86 | 7 | 10.14 |
| Combinations and Trucks with Trailers | 13 | .41 | 8 | 61.54 | 5 | 38.46 |
| TOTAL | 3172 | 100.00 | 2858 | 90.10 | 314 | 9.90 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|----------|----------------|----------|
| Work | 1376 | 43.38 | 1240 | 90.12 | 136 | 9.88 |
| Personal Business | 255 | 8.04 | 233 | 91.37 | 22 | 8.63 |
| Shopping | 538 | 16.96 | 512 | 95.17 | 26 | 4.83 |
| Vacation | 15 | .47 | 7 | 46.67 | 8 | 53.33 |
| Other Social- Recreation | 547 | 17.24 | 456 | 83.36 | 91 | 16.64 |
| All Other | 441 | 13.91 | 410 | 92.97 | 31 | 7.03 |
| TOTAL | 3172 | 100.00 | 2858 | 90.10 | 314 | 9.90 |

TABLE 55
STATION 13
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 478 | 480 | 958 | 33.52 |
| 30 | 120 | 95 | 215 | 7.52 |
| 31 | 51 | 50 | 101 | 3.53 |
| 32 | 60 | 58 | 118 | 4.13 |
| 33 | 105 | 104 | 209 | 7.31 |
| 34 | 26 | 38 | 64 | 2.24 |
| 35 | 109 | 145 | 254 | 8.89 |
| 36 | 44 | 32 | 76 | 2.66 |
| 37 | 20 | 25 | 45 | 1.58 |
| 38 | 12 | 13 | 25 | .87 |
| 39 | 44 | 41 | 85 | 2.97 |
| 40 | 135 | 121 | 256 | 8.96 |
| 41 | 99 | 92 | 191 | 6.68 |
| 42 | 17 | 23 | 40 | 1.40 |
| 43 | 0 | 3 | 3 | .11 |
| 44 | 9 | 7 | 16 | .56 |
| 45 | 26 | 11 | 37 | 1.30 |
| 46 | 16 | 3 | 19 | .67 |
| 47 | 8 | 4 | 12 | .42 |
| 48 | 3 | 0 | 3 | .11 |
| 49 | 11 | 22 | 33 | 1.15 |
| 50 | 2 | 7 | 9 | .31 |
| 51 | 0 | 3 | 3 | .11 |

TABLE 55 (continued)

STATION 13

TERMINAL TRIPS

| ZONE NO. | ORIGIN | DESTINATION | TOTAL | PERCENT OF TOTAL |
|----------|--------|-------------|-------|------------------------|
| 52 | 13 | 6 | 19 | .67 |
| 53 | 14 | 17 | 31 | 1.08 |
| 54 | 12 | 0 | 12 | .42 |
| 55 | 4 | 7 | 11 | .38 |
| 56 | 9 | 4 | 13 | .45 |
| TOTAL | 1447 | 1411 | 2858 | 100.00 |

STATION 13

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

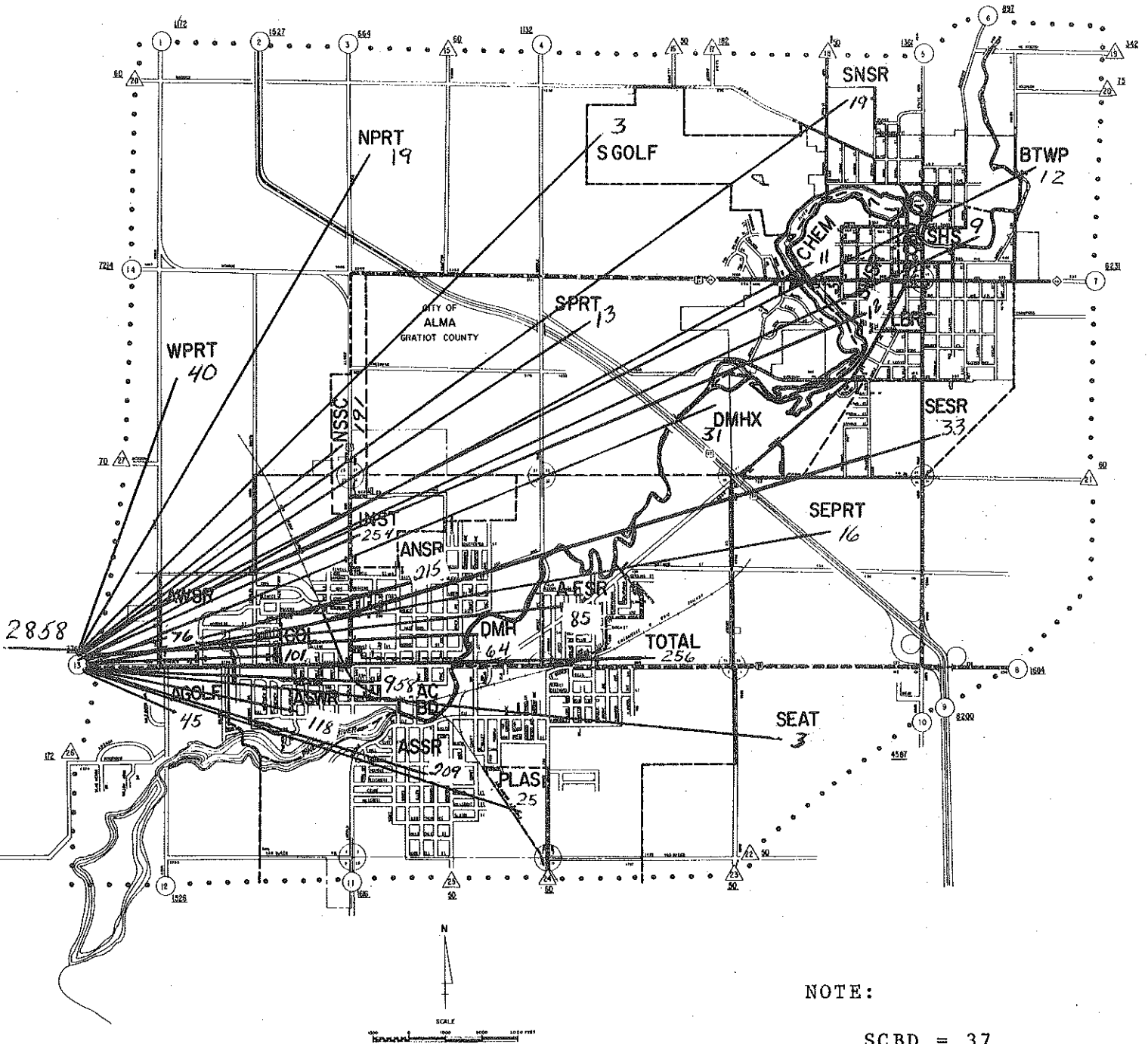


Figure 42

TABLE 56
 STATION 13
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 8 | 2.55 |
| 2 | 23 | 7.32 |
| 5 | 1 | .32 |
| 6 | 5 | 1.59 |
| 7 | 68 | 21.66 |
| 8 | 21 | 6.69 |
| 9 | 82 | 26.11 |
| 10 | 48 | 15.29 |
| 11 | 7 | 2.23 |
| 12 | 47 | 14.97 |
| 14 | 4 | 1.27 |
| TOTAL | 314 | 100.00 |

TABLE 57

STATION 13

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 1603 | 50.62 |
| 20-40 | 1267 | 40.00 |
| 40-60 | 139 | 4.39 |
| 60-80 | 89 | 2.81 |
| 80-100 | 22 | .70 |
| 100-400 | <u>47</u> | <u>1.48</u> |
| TOTAL | 3167 | 100.00 |

Longest Trip Length - 6 Hours 40 Minutes

Average Trip Length = 31 Minutes

Station 14

Station 14 was located on M-46 west of the two cities. Vehicle trips passing through the station (5271) represented 10.71% of all station traffic. Traffic was classified as terminal or through with the former constituting 51.07% of the total and the latter 48.93%. When compared to all station terminal and through trips, the station represents 11.52% of total terminal traffic and 9.97% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 58 presents the results of this analysis. Over 80% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 68.94% and the latter 14.86%. Work trips at 45.63% was the largest trip purpose category. Shopping and other social-recreation followed at 11.17% and 17.98%.

By definition, terminal trips have one end inside the study area. Two internal zones accounted for 39.08% of this kind of trip. Zone 29 (ACBD) contributed 22.29% and Zone 41 (NSSC) 16.79%. This information as well as other terminal trip interchanges is presented in Table 59 and graphically shown in Figure 45.

Most through trips at the station either entered or exited the study area via one of three stations surrounding the two cities. Table 60 lists all through trips at the station and indicates the primary station of exit of entrance was Station 7 (M-46) at 42.34%. These interchanges are graphically displayed in Figure 46.

Utilizing the data from the study and the Statewide Traffic Forecast Model, it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 61. As can be seen, over 23.85% of the trips had a duration of 20 minutes or less with 52.51% occurring within one hour. The longest trip was 11 hours 30 minutes with the average trip length at 1 hour 36 minutes.

A county outline map of Michigan is provided as Figure 47 showing the distribution of origin and destination ends of trips at the station. As can be seen nearly every county in the state had an impact on the traffic at this location. Over 1% of the trip ends were out-of-state and 1.1% in the Upper Peninsula. The remaining 98% were situated in the Lower Peninsula. Those counties adjacent to and including Gratiot County contributed 70.55% of the total.

TABLE 58

STATION 14

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 | 3634 | 68.94 | 1950 | 53.67 | 1684 | 46.33 |
| Passenger Car With Trailer | 123 | 2.33 | 17 | 13.82 | 106 | 86.18 |
| Panel or Pickup | 783 | 14.86 | 518 | 66.16 | 265 | 33.84 |
| Panel or Pickup with Trailer | 38 | 72 | 17 | 44.74 | 21 | 55.26 |
| Other Single Unit Trucks | 277 | 5.26 | 91 | 32.85 | 186 | 67.15 |
| Combinations and Trucks with Trailers | 416 | 7.89 | 99 | 23.80 | 317 | 76.20 |
| TOTAL | 5271 | 100.00 | 2692 | 51.07 | 2579 | 48.93 |

| <u>TRIP PURPOSE</u> | <u>VEHICLES</u> | <u>PERCENT OF TOTAL</u> | <u>TERMINAL TRIPS</u> | <u>%</u> | <u>THROUGH</u> | <u>%</u> |
|-----------------------------|-----------------|---------------------------------|---------------------------|--------------|----------------|--------------|
| Work | 2406 | 45.63 | 1276 | 53.03 | 1130 | 46.09 |
| Personal Business | 319 | 6.05 | 185 | 57.99 | 134 | 42.01 |
| Shopping | 588 | 11.17 | 515 | 87.59 | 73 | 12.41 |
| Vacation | 506 | 9.6 | 31 | 6.13 | 475 | 92.07 |
| Other Social- Recreation | 948 | 17.98 | 387 | 40.82 | 561 | 59.18 |
| All Other | 504 | 9.57 | 298 | 59.12 | 206 | 40.87 |
| TOTAL | 5271 | 100.00 | 2692 | 51.07 | 2579 | 48.93 |

TABLE 59
STATION 14
TERMINAL TRIPS

| ZONE NO. | ORIGINS | DESTINATIONS | TOTAL | PERCENT OF TOTAL |
|----------|---------|--------------|-------|------------------------|
| 29 | 258 | 342 | 600 | 22.29 |
| 30 | 55 | 49 | 104 | 3.86 |
| 31 | 25 | 26 | 51 | 1.89 |
| 32 | 22 | 21 | 43 | 1.60 |
| 33 | 81 | 67 | 148 | 5.50 |
| 34 | 13 | 17 | 30 | 1.11 |
| 35 | 71 | 141 | 212 | 7.88 |
| 36 | 28 | 27 | 55 | 2.04 |
| 37 | 3 | 4 | 7 | .26 |
| 38 | 3 | 5 | 8 | .30 |
| 39 | 29 | 31 | 60 | 2.23 |
| 40 | 100 | 118 | 218 | 8.10 |
| 41 | 252 | 200 | 452 | 16.79 |
| 42 | 55 | 43 | 98 | 3.64 |
| 43 | 3 | 0 | 3 | .11 |
| 44 | 6 | 18 | 24 | .89 |
| 45 | 66 | 47 | 113 | 4.20 |
| 46 | 25 | 20 | 45 | 1.67 |
| 47 | 26 | 12 | 38 | 1.41 |
| 48 | 19 | 13 | 32 | 1.19 |
| 49 | 34 | 28 | 62 | 2.30 |
| 50 | 2 | 0 | 2 | .08 |
| 51 | 6 | 5 | 11 | .41 |

TABLE 59 (continued)

STATION 14

TERMINAL TRIPS

| ZONE NO. | ORIGIN | DESTINATION | TOTAL | PERCENT OF TOTAL |
|----------|--------|-------------|-------|------------------------|
| 52 | 34 | 37 | 71 | 2.64 |
| 53 | 13 | 8 | 21 | .78 |
| 54 | 19 | 19 | 38 | 1.41 |
| 55 | 35 | 56 | 91 | 3.38 |
| 56 | 22 | 33 | 55 | 2.04 |
| TOTAL | 1305 | 1387 | 2692 | 100.00 |

STATION 14

TERMINAL TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

2692

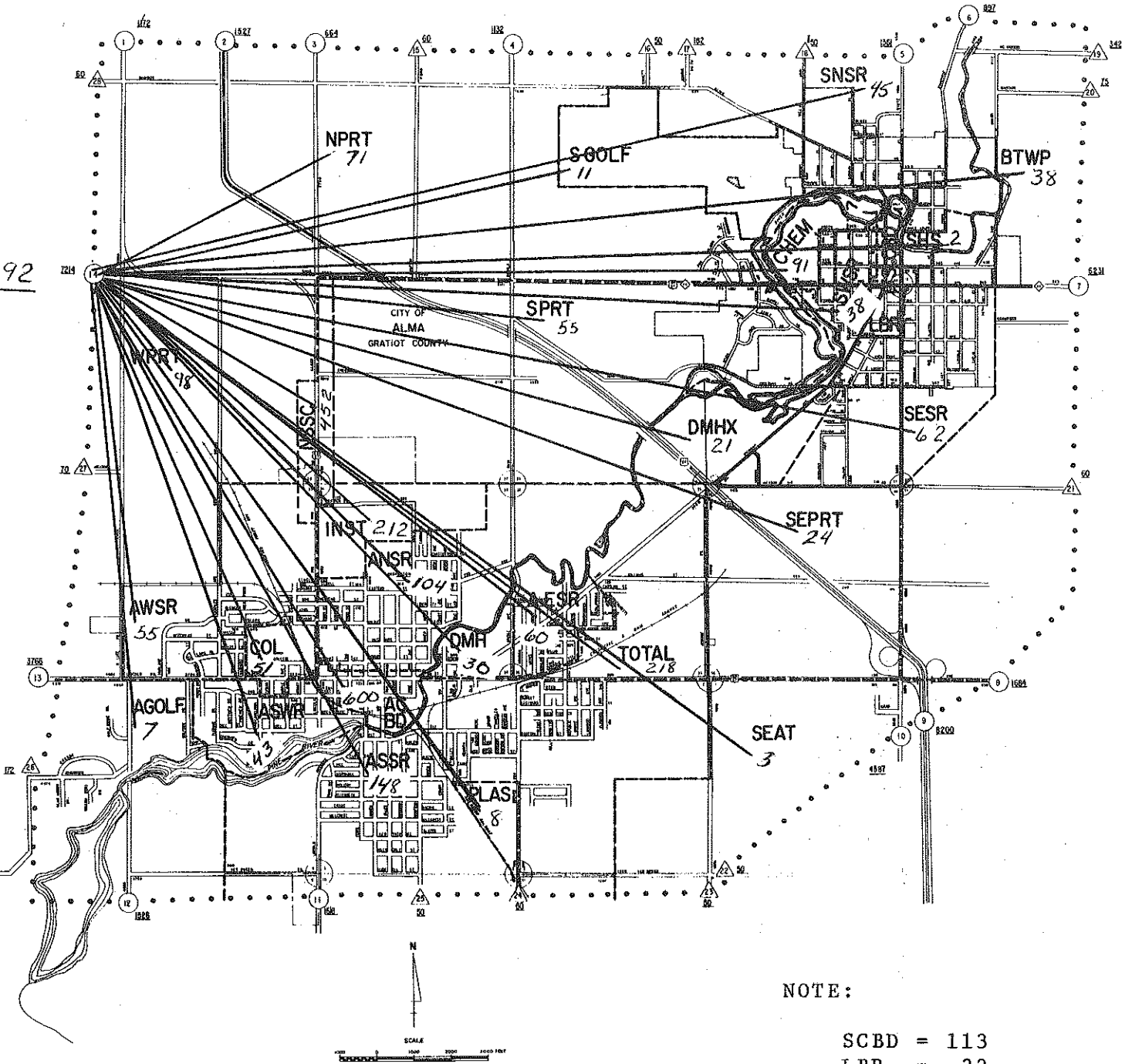


Figure 45

TABLE 60
 STATION 14
THROUGH TRIPS

| <u>Station</u> | <u>Vehicles</u> | <u>Percent of Total</u> |
|----------------|-----------------|---------------------------------|
| 1 | 36 | 1.40 |
| 2 | 694 | 26.91 |
| 3 | 9 | .35 |
| 4 | 16 | .62 |
| 5 | 9 | .35 |
| 6 | 6 | .23 |
| 7 | 1110 | 43.04 |
| 8 | 4 | .16 |
| 9 | 643 | 24.93 |
| 10 | 29 | 1.12 |
| 11 | 5 | .19 |
| 12 | 16 | .62 |
| 13 | 2 | .08 |
| TOTAL | 2579 | 100.00 |

STATION 14
THROUGH TRIPS

CITY OF
ST. LOUIS
GRATIOT COUNTY

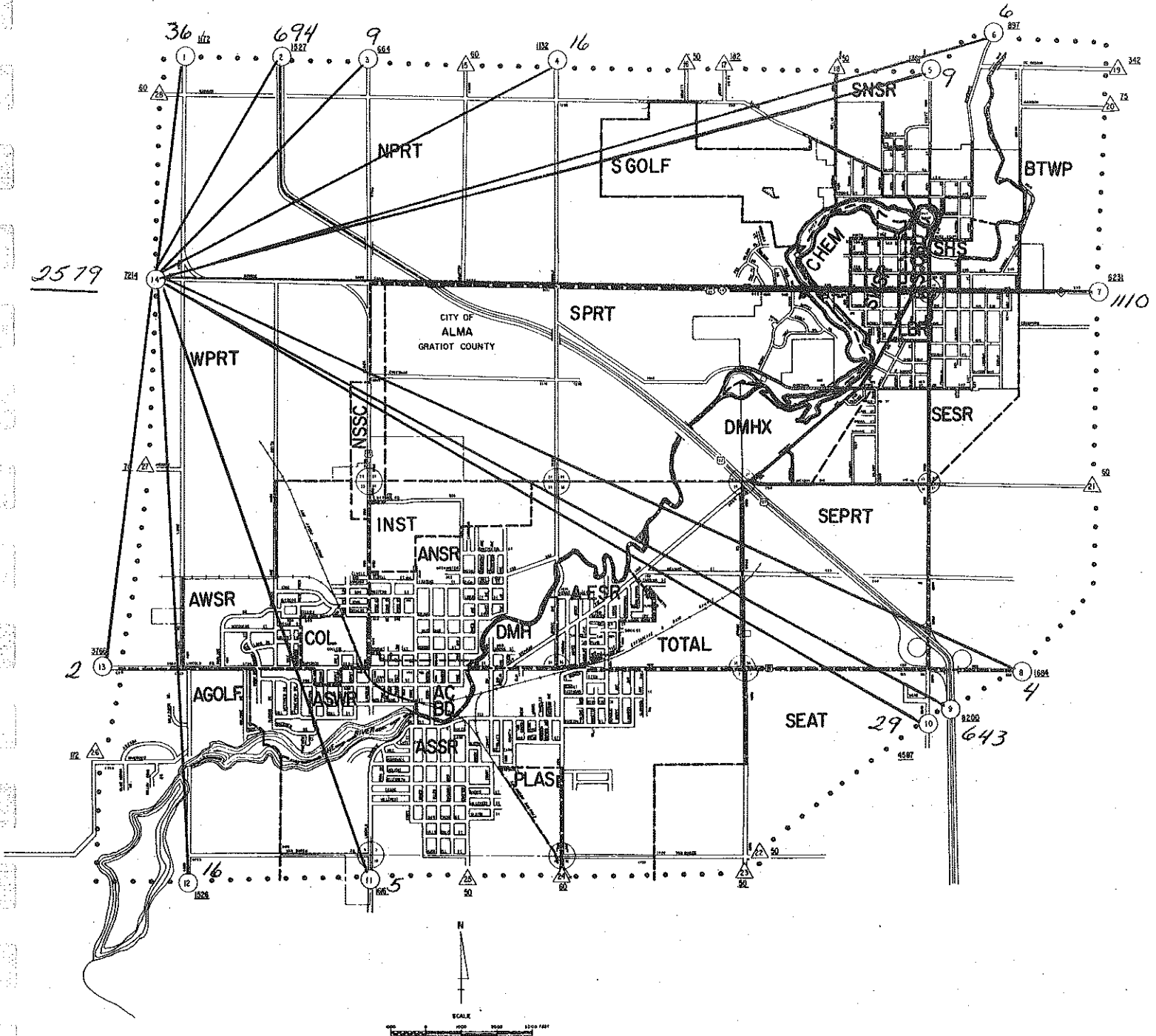


Figure 46

TABLE 61

STATION 14

TRIP LENGTHS

| <u>Minutes</u> | <u>Trips</u> | <u>Percent of Total</u> |
|----------------|--------------|---------------------------------|
| 0-20 | 1265 | 23.85 |
| 20-40 | 1024 | 19.31 |
| 40-60 | 496 | 9.35 |
| 60-80 | 294 | 5.54 |
| 80-100 | 417 | 7.86 |
| 100-120 | 253 | 4.77 |
| 120-140 | 250 | 4.71 |
| 140-160 | 354 | 6.68 |
| 160-180 | 260 | 4.90 |
| 180-200 | 162 | 3.06 |
| 200-240 | 177 | 3.34 |
| 240-280 | 104 | 1.96 |
| 280-320 | 86 | 1.62 |
| 320-400 | 72 | 1.36 |
| 400-690 | <u>89</u> | <u>1.69</u> |
| TOTAL | 5303 | 100.00 |

Longest Trip Length = 11 Hours 30 Minutes

Average Trip Length - 1 Hour 36 Minutes

ALMA-ST. LOUIS EXTERNAL ORIGIN DESTINATION SURVEY

STATION 14
M-46 WEST

DISTRIBUTION OF TRIP ENDS BY COUNTY

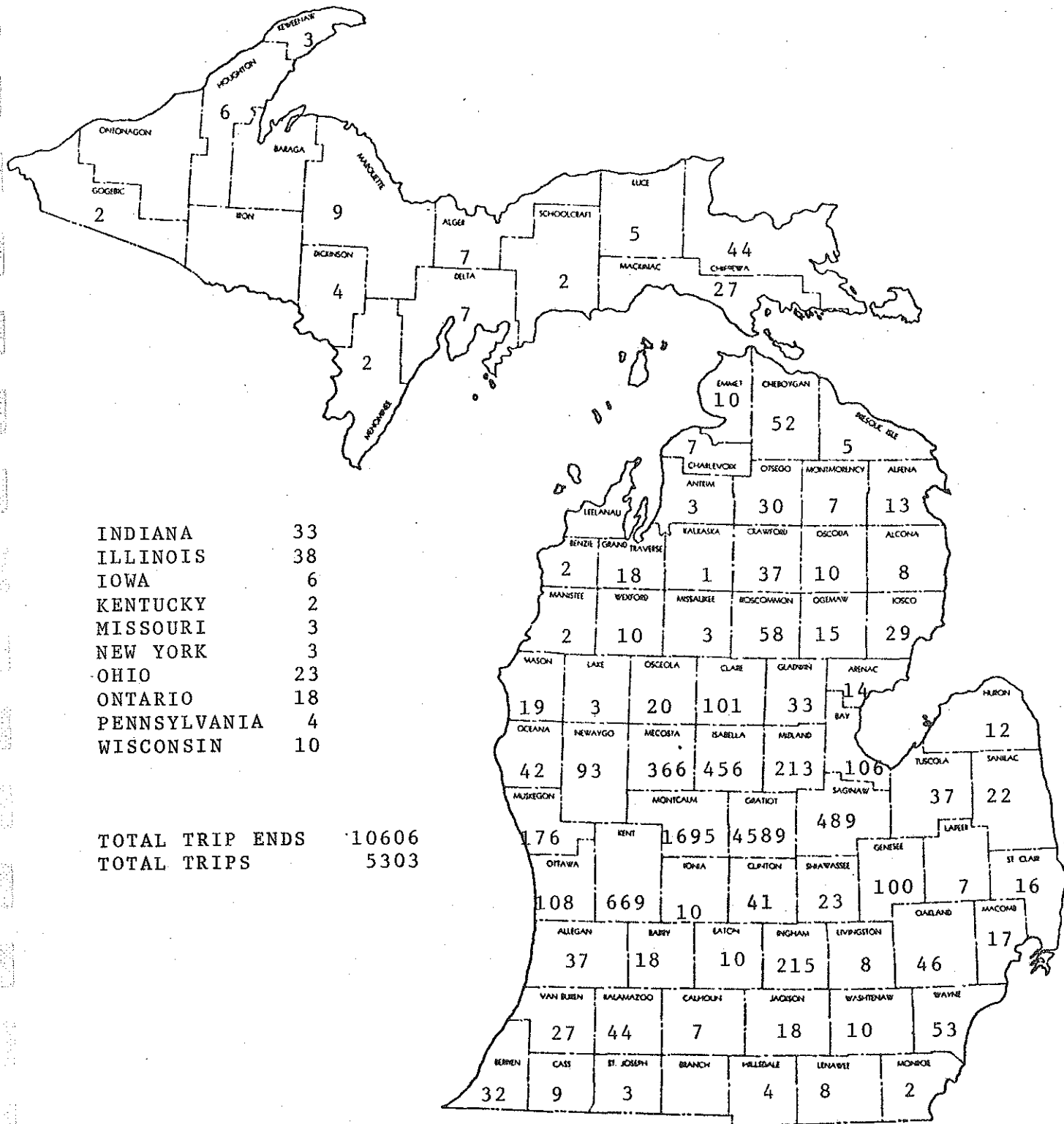


FIGURE 47

APPENDIX A

USE OF TABLES AND CHARTS

USE OF GENERAL PURPOSE SUMMARY TABLES

The tables on the following pages 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 11.89 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 66.50 percent of the trips with trip purpose 3 were passenger cars. The third figure indicates that 5.96 percent of the trips made by type 1 vehicles were shopping trips.

The last figure in the cell indicates that 4.30 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 17.88 trips, or 6.46 percent were shopping trips. The column total at the bottom shows that 199.59 trips, or 72.16 percent were passenger cars. The total number of trips 276.61 in this table is indicated at the lower right. There will be a table for each station for each interview date.

STATION NUMBER = 01
EXIT-ENT STATION = 01 TO 14
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 | 61.90 | 0.00 | 31.58 | 5.22 | 9.32 | 3.60 | 0.00 | 0.00 | 111.62 |
| | ROW % | 55.46 | 0.00 | 28.29 | 4.68 | 8.35 | 3.23 | 0.00 | 0.00 | 40.35 |
| | COL % | 31.01 | 0.00 | 67.13 | 61.05 | 79.93 | 78.26 | 0.00 | 0.00 | |
| | TOT % | 22.38 | 0.00 | 11.42 | 1.89 | 3.37 | 1.30 | 0.00 | 0.00 | |
| I P | 2 ? | 13.38 | 0.00 | 2.22 | 1.11 | 0.00 | 0.00 | 0.00 | 0.00 | 16.71 |
| | ROW % | 80.07 | 0.00 | 13.29 | 6.64 | 0.00 | 0.00 | 0.00 | 0.00 | 6.04 |
| | COL % | 6.70 | 0.00 | 4.72 | 12.98 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 4.84 | 0.00 | 0.80 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P U R | 3 TRIPS | 11.89 | 0.00 | 5.99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 17.88 |
| | ROW % | 66.50 | 0.00 | 33.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.46 |
| | COL % | 5.96 | 0.00 | 12.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 4.30 | 0.00 | 2.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| O S E | 4 | 20.74 | 5.17 | 1.17 | 2.22 | 2.34 | 0.00 | 0.00 | 0.00 | 31.64 |
| | ROW % | 65.55 | 16.34 | 3.70 | 7.02 | 7.40 | 0.00 | 0.00 | 0.00 | 11.44 |
| | COL % | 10.39 | 100.00 | 2.49 | 25.96 | 20.07 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.50 | 1.87 | 0.42 | 0.80 | 0.85 | 0.00 | 0.00 | 0.00 | |
| S E | 5 | 65.56 | 0.00 | 3.80 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 70.36 |
| | ROW % | 93.18 | 0.00 | 5.40 | 0.00 | 0.00 | 1.42 | 0.00 | 0.00 | 25.44 |
| | COL % | 32.85 | 0.00 | 8.08 | 0.00 | 0.00 | 21.74 | 0.00 | 0.00 | |
| | TOT % | 23.70 | 0.00 | 1.37 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | |
| 6 | 6 | 26.12 | 0.00 | 2.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.40 |
| | ROW % | 91.97 | 0.00 | 8.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.27 |
| | COL % | 13.09 | 0.00 | 4.85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 9.44 | 0.00 | 0.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOTAL | | 199.59 | 5.17 | 47.04 | 8.55 | 11.66 | 4.60 | 0.00 | 0.00 | 276.61 |
| TCT % | | 72.16 | 1.87 | 17.01 | 3.09 | 4.22 | 1.66 | 0.00 | 0.00 | |

COLUMN
TOTALS

Row
TOTALS

STATION 1
Through TRIPS

TOTAL
TRIPS

STATION NUMBER = 01
 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 | 263.09 | 0.00 | 86.25 | 3.33 | 8.27 | 4.40 | 0.00 | 0.00 | 365.34 |
| | ROW % | 72.01 | 0.00 | 23.61 | 0.91 | 2.26 | 1.20 | 0.00 | 0.00 | 49.51 |
| | COL % | 45.29 | 0.00 | 63.79 | 74.00 | 63.47 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 35.65 | 0.00 | 11.69 | 0.45 | 1.12 | 0.60 | 0.00 | 0.00 | |
| I | 2 2 | 49.71 | 0.00 | 4.50 | 1.17 | 1.11 | 0.00 | 0.00 | 0.00 | 56.49 |
| | ROW % | 88.00 | 0.00 | 7.97 | 2.07 | 1.96 | 0.00 | 0.00 | 0.00 | 7.65 |
| | COL % | 8.56 | 0.00 | 3.33 | 26.00 | 8.52 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 6.74 | 0.00 | 0.61 | 0.16 | 0.15 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 99.29 | 0.00 | 18.62 | 0.00 | 2.54 | 0.00 | 0.00 | 0.00 | 120.45 |
| | ROW % | 82.43 | 0.00 | 15.46 | 0.00 | 2.11 | 0.00 | 0.00 | 0.00 | 16.32 |
| | COL % | 17.09 | 0.00 | 13.77 | 0.00 | 19.49 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 13.45 | 0.00 | 2.52 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 1.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.34 |
| | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 |
| | COL % | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 87.48 | 0.00 | 13.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 101.16 |
| | ROW % | 86.48 | 0.00 | 13.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.71 |
| | COL % | 15.06 | 0.00 | 10.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 11.85 | 0.00 | 1.85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 79.94 | 0.00 | 12.15 | 0.00 | 1.11 | 0.00 | 0.00 | 0.00 | 93.20 |
| | ROW % | 85.77 | 0.00 | 13.04 | 0.00 | 1.19 | 0.00 | 0.00 | 0.00 | 12.63 |
| | COL % | 13.76 | 0.00 | 8.99 | 0.00 | 8.52 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 10.83 | 0.00 | 1.65 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 580.85 | 0.00 | 135.20 | 4.50 | 13.03 | 4.40 | 6.00 | 0.00 | 737.98 |
| TOT % | | 78.71 | 0.00 | 18.32 | 0.61 | 1.77 | 0.60 | 0.00 | 0.00 | |

STATION 1
 TERMINAL TRIPS

STATION NUMBER = 01
 EXIT-ENTY STATION = 01 TO
 VEHICLE TYPE

| RANGES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|---------|--------|--------|--------|-------|-------|-------|------|------|----------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| I 1 1 | 324.99 | 0.00 | 117.83 | 8.55 | 17.59 | 8.00 | 0.00 | 0.00 | 476.96 |
| T ROW % | 68.14 | 0.00 | 24.70 | 1.79 | 3.69 | 1.68 | 0.00 | 0.00 | 47.01 |
| COL % | 41.64 | 0.00 | 64.66 | 65.52 | 71.24 | 88.89 | 8.00 | 0.00 | |
| R TOT % | 32.03 | 0.00 | 11.61 | 0.84 | 1.73 | 0.79 | 0.00 | 0.00 | |
| I 2 2 | 63.09 | 0.00 | 6.72 | 2.28 | 1.11 | 0.00 | 0.00 | 0.00 | 73.20 |
| P ROW % | 86.19 | 0.00 | 9.18 | 3.11 | 1.52 | 0.00 | 0.00 | 0.00 | 7.21 |
| COL % | 8.08 | 0.00 | 3.69 | 17.47 | 4.50 | 0.00 | 0.00 | 0.00 | |
| TOT % | 6.22 | 0.00 | 0.66 | 0.22 | 0.11 | 0.00 | 0.00 | 0.00 | |
| P 3 3 | 111.18 | 0.00 | 24.61 | 0.00 | 2.54 | 0.00 | 0.00 | 0.00 | 138.33 |
| U ROW % | 80.37 | 0.00 | 17.79 | 0.00 | 1.84 | 0.00 | 0.00 | 0.00 | 13.63 |
| COL % | 14.25 | 0.00 | 13.50 | 0.00 | 10.29 | 0.00 | 0.00 | 0.00 | |
| TOT % | 10.96 | 0.00 | 2.43 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | |
| P 4 4 | 22.08 | 5.17 | 1.17 | 2.22 | 2.34 | 0.00 | 0.00 | 0.00 | 32.98 |
| U ROW % | 66.95 | 15.68 | 3.55 | 6.73 | 7.10 | 0.00 | 0.00 | 0.00 | 3.25 |
| COL % | 2.83 | 100.00 | 0.64 | 17.01 | 9.48 | 0.00 | 0.00 | 0.00 | |
| TOT % | 2.18 | 0.51 | 0.12 | 0.22 | 0.23 | 0.00 | 0.00 | 0.00 | |
| S 5 5 | 153.04 | 0.00 | 17.48 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 171.52 |
| E ROW % | 89.23 | 0.00 | 10.19 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 16.91 |
| COL % | 19.61 | 0.00 | 9.59 | 0.00 | 0.00 | 11.11 | 0.00 | 0.00 | |
| TOT % | 15.08 | 0.00 | 1.72 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | |
| S 6 6 | 106.06 | 0.00 | 14.43 | 0.00 | 1.11 | 0.00 | 0.00 | 0.00 | 121.60 |
| E ROW % | 87.22 | 0.00 | 11.87 | 0.00 | 0.91 | 0.00 | 0.00 | 0.00 | 11.99 |
| COL % | 13.59 | 0.00 | 7.92 | 0.00 | 4.50 | 0.00 | 0.00 | 0.00 | |
| TOT % | 10.45 | 0.00 | 1.42 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | |
| TOTAL | 780.44 | 5.17 | 182.24 | 13.05 | 24.69 | 9.00 | 0.00 | 0.00 | 1014.59 |
| TOT % | 76.92 | 0.51 | 17.96 | 1.29 | 2.43 | 0.89 | 0.00 | 0.00 | |

STATION 1
 TOTAL TRIPS

ALMA-ST LOUIS GENERAL PURPOSE SUMMARY BY STATION

STATION NUMBER = 02
 EXIT-ENT STATION = 01 TO 14
 VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|---------|--------|--------|--------|--------|--------|------|------|----------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT % |
| T | 1 1 | 1417.29 | 19.49 | 280.79 | 24.76 | 248.95 | 523.52 | 0.00 | 0.00 | 2514.80 |
| | ROW % | 56.36 | 0.78 | 11.17 | 0.98 | 9.90 | 20.82 | 0.00 | 0.00 | 24.58 |
| | COL % | 18.78 | 3.40 | 31.99 | 14.26 | 54.62 | 86.67 | 0.00 | 0.00 | |
| R | TOT % | 13.85 | 0.19 | 2.74 | 0.24 | 2.43 | 5.12 | 0.00 | 0.00 | |
| I | 2 2 | 328.77 | 9.08 | 37.75 | 13.78 | 2.99 | 3.18 | 0.00 | 0.00 | 395.55 |
| | ROW % | 83.12 | 2.30 | 9.54 | 3.48 | 0.76 | 0.80 | 0.00 | 0.00 | 3.87 |
| | COL % | 4.36 | 1.59 | 4.30 | 7.93 | 0.66 | 0.53 | 0.00 | 0.00 | |
| P | TOT % | 3.21 | 0.09 | 0.37 | 0.13 | 0.03 | 0.03 | 0.00 | 0.00 | |
| P | 3 3 | 126.25 | 4.53 | 15.89 | 3.12 | 0.00 | 0.00 | 0.00 | 0.00 | 149.79 |
| | ROW % | 84.28 | 3.02 | 10.61 | 2.08 | 0.00 | 0.00 | 0.00 | 0.00 | 1.46 |
| | COL % | 1.67 | 0.79 | 1.81 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 1.23 | 0.04 | 0.16 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 2815.89 | 435.19 | 204.12 | 106.95 | 147.63 | 52.34 | 0.00 | 0.00 | 3762.12 |
| | ROW % | 74.85 | 11.57 | 5.43 | 2.84 | 3.92 | 1.39 | 0.00 | 0.00 | 36.78 |
| | COL % | 37.32 | 75.99 | 23.25 | 61.58 | 32.39 | 8.66 | 0.00 | 0.00 | |
| P | TOT % | 27.53 | 4.25 | 2.00 | 1.05 | 1.44 | 0.51 | 0.00 | 0.00 | |
| D | 5 5 | 1753.48 | 65.45 | 185.74 | 7.94 | 35.37 | 4.36 | 0.00 | 0.00 | 2052.34 |
| | ROW % | 85.44 | 3.19 | 9.05 | 0.39 | 1.72 | 0.21 | 0.00 | 0.00 | 20.06 |
| | COL % | 23.24 | 11.43 | 21.16 | 4.57 | 7.76 | 0.72 | 0.00 | 0.00 | |
| S | TOT % | 17.14 | 0.64 | 1.82 | 0.08 | 0.35 | 0.04 | 0.00 | 0.00 | |
| E | 6 6 | 1104.17 | 38.99 | 153.55 | 17.13 | 20.87 | 20.66 | 0.00 | 0.00 | 1355.37 |
| | ROW % | 81.47 | 2.88 | 11.33 | 1.26 | 1.54 | 1.52 | 0.00 | 0.00 | 13.25 |
| | COL % | 14.63 | 6.81 | 17.49 | 9.86 | 4.58 | 3.42 | 0.00 | 0.00 | |
| F | TOT % | 10.79 | 0.38 | 1.50 | 0.17 | 0.20 | 0.20 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 7545.85 | 572.73 | 877.84 | 173.48 | 455.81 | 604.06 | 0.00 | 0.00 | 10229.97 |
| TOT % | | 73.76 | 5.60 | 8.98 | 1.70 | 4.46 | 5.90 | 0.00 | 0.00 | |

STATION 2
 Through TRIPS

A-7

STATION NUMBER = 02

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 \$ |
| 1 | 1 | 714.36 | 0.00 | 158.42 | 4.60 | 109.38 | 181.70 | 0.00 | 0.00 | 1168.46 |
| T | RDW % | 61.14 | 0.00 | 13.56 | 0.39 | 9.36 | 15.55 | 0.00 | 0.00 | 53.75 |
| | COL % | 44.93 | 0.00 | 64.22 | 67.06 | 89.34 | 98.89 | 0.00 | 0.00 | |
| R | TOT % | 32.86 | 0.00 | 7.29 | 0.21 | 5.03 | 8.36 | 0.00 | 0.00 | |
| I | 2 | 153.38 | 0.00 | 13.54 | 0.00 | 1.99 | 0.00 | 0.00 | 0.00 | 168.91 |
| P | RDW % | 90.81 | 0.00 | 8.02 | 0.00 | 1.18 | 0.00 | 0.00 | 0.00 | 7.77 |
| | COL % | 9.65 | 0.00 | 5.49 | 0.00 | 1.63 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.06 | 0.00 | 0.62 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | |
| P | 3 | 171.79 | 0.00 | 18.55 | 2.26 | 2.54 | 2.04 | 0.00 | 0.00 | 197.18 |
| | RDW % | 87.12 | 0.00 | 9.41 | 1.15 | 1.29 | 1.03 | 0.00 | 0.00 | 9.07 |
| | COL % | 10.80 | 0.00 | 7.52 | 32.94 | 2.07 | 1.11 | 0.00 | 0.00 | |
| U | TOT % | 7.90 | 0.00 | 0.85 | 0.10 | 0.12 | 0.09 | 0.00 | 0.00 | |
| R | 4 | 92.89 | 13.46 | 5.46 | 0.00 | 4.64 | 0.00 | 0.00 | 0.00 | 116.45 |
| | RDW % | 79.77 | 11.56 | 4.69 | 0.00 | 3.98 | 0.00 | 0.00 | 0.00 | 5.36 |
| P | COL % | 5.84 | 55.57 | 2.21 | 0.00 | 3.79 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 4.27 | 0.62 | 0.25 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | |
| S | 5 | 247.62 | 4.44 | 33.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 265.79 |
| | RDW % | 86.64 | 1.55 | 11.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.15 |
| | COL % | 15.57 | 18.33 | 13.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 11.39 | 0.20 | 1.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 | 210.00 | 6.32 | 17.00 | 0.00 | 3.88 | 0.00 | 0.00 | 0.00 | 237.20 |
| | RDW % | 88.53 | 2.66 | 7.17 | 0.00 | 1.64 | 0.00 | 0.00 | 0.00 | 10.91 |
| | COL % | 13.21 | 26.09 | 6.89 | 0.00 | 3.17 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 9.66 | 0.29 | 0.78 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 1590.04 | 24.22 | 246.70 | 6.86 | 122.43 | 183.74 | 0.00 | 0.00 | 2173.99 |
| TOT % | | 73.14 | 1.11 | 11.35 | 0.32 | 5.63 | 8.45 | 0.00 | 0.00 | |

STATION 2
 TERMINAL TRIPS

STATION NUMBER = 02
 EXIT-ENTY 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 | 1 1 | 2131.65 | 19.49 | 439.21 | 29.36 | 358.33 | 705.22 | 0.00 | 0.00 | 3683.26 |
| | ROW % | 57.87 | 0.53 | 11.92 | 0.80 | 9.73 | 19.15 | 0.00 | 0.00 | 29.69 |
| | COL % | 23.33 | 3.26 | 39.06 | 16.26 | 61.97 | 89.52 | 0.00 | 0.00 | |
| R | TOT % | 17.19 | 0.16 | 3.54 | 0.24 | 2.89 | 5.69 | 0.00 | 0.00 | |
| I | 2 2 | 482.15 | 9.08 | 51.29 | 13.78 | 4.98 | 3.18 | 0.00 | 0.00 | 564.46 |
| | ROW % | 85.42 | 1.61 | 9.09 | 2.44 | 0.88 | 0.56 | 0.00 | 0.00 | 4.55 |
| | COL % | 5.28 | 1.52 | 4.56 | 7.63 | 0.86 | 0.40 | 0.00 | 0.00 | |
| P | TOT % | 3.89 | 0.07 | 0.41 | 0.11 | 0.04 | 0.03 | 0.00 | 0.00 | |
| P | 3 3 | 298.04 | 4.53 | 34.44 | 5.38 | 2.54 | 2.04 | 0.00 | 0.00 | 346.97 |
| | ROW % | 85.90 | 1.31 | 9.93 | 1.55 | 0.73 | 0.59 | 0.00 | 0.00 | 2.80 |
| | COL % | 3.26 | 0.76 | 3.06 | 2.98 | 0.44 | 0.26 | 0.00 | 0.00 | |
| U | TOT % | 2.40 | 0.04 | 0.28 | 0.04 | 0.02 | 0.02 | 0.00 | 0.00 | |
| R | 4 4 | 2908.78 | 448.65 | 209.58 | 106.95 | 152.27 | 52.34 | 0.00 | 0.00 | 3878.57 |
| | ROW % | 75.00 | 11.57 | 5.40 | 2.76 | 3.93 | 1.35 | 0.00 | 0.00 | 31.27 |
| | COL % | 31.64 | 75.16 | 18.64 | 59.74 | 26.33 | 6.64 | 0.00 | 0.00 | |
| P | TOT % | 23.45 | 3.62 | 1.69 | 0.86 | 1.23 | 0.42 | 0.00 | 0.00 | |
| S | 5 5 | 2001.10 | 69.89 | 219.47 | 7.94 | 35.37 | 4.36 | 0.00 | 0.00 | 2338.13 |
| | ROW % | 85.59 | 2.99 | 9.39 | 0.34 | 1.51 | 0.19 | 0.00 | 0.00 | 18.65 |
| | COL % | 21.90 | 11.71 | 19.52 | 4.40 | 6.12 | 0.55 | 0.00 | 0.00 | |
| E | TOT % | 16.13 | 0.56 | 1.77 | 0.06 | 0.29 | 0.04 | 0.00 | 0.00 | |
| 6 | 6 6 | 1314.17 | 45.31 | 170.55 | 17.13 | 24.75 | 20.66 | 0.00 | 0.00 | 1592.57 |
| | ROW % | 82.52 | 2.85 | 10.71 | 1.08 | 1.55 | 1.30 | 0.00 | 0.00 | 12.84 |
| | COL % | 14.38 | 7.59 | 15.17 | 9.49 | 4.28 | 2.62 | 0.00 | 0.00 | |
| | TOT % | 10.59 | 0.37 | 1.37 | 0.14 | 0.20 | 0.17 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 9135.89 | 596.95 | 1124.54 | 180.54 | 578.24 | 787.80 | 0.00 | 0.00 | 12403.96 |
| TOT % | | 73.65 | 4.81 | 9.07 | 1.46 | 4.66 | 6.35 | 0.00 | 0.00 | |

STATION 2
 TOTAL TRIPS

STATION NUMBER = 03

EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|--------|------|-------|------|--------|--------|------|------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT % |
| T | 1 1 | 19.49 | 0.00 | 13.06 | 0.00 | 30.04 | 9.34 | 0.00 | 0.00 | 71.93 |
| | ROW % | 27.10 | 0.00 | 18.16 | 0.00 | 41.76 | 12.98 | 0.00 | 0.00 | 67.37 |
| | COL % | 38.47 | 0.00 | 78.06 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 18.25 | 0.00 | 12.23 | 0.00 | 28.14 | 8.75 | 0.00 | 0.00 | |
| I | 2 2 | 2.38 | 0.00 | 2.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.74 |
| | ROW % | 50.21 | 0.00 | 49.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.44 |
| | COL % | 4.70 | 0.00 | 14.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 2.23 | 0.00 | 2.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 1.33 | 0.00 | 1.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.64 |
| | ROW % | 50.38 | 0.00 | 49.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.47 |
| | COL % | 2.63 | 0.00 | 7.83 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 1.25 | 0.00 | 1.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 5 5 | 22.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.40 |
| | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.98 |
| | COL % | 44.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 20.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 6 6 | 5.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.06 |
| | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.74 |
| | COL % | 9.99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 4.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 50.66 | 0.00 | 16.73 | 0.00 | 30.04 | 9.34 | 0.00 | 0.00 | 106.77 |
| TCT % | | 47.45 | 0.00 | 15.67 | 0.00 | 28.14 | 8.75 | 0.00 | 0.00 | |

STATION 3
THROUGH TRIPS

01-V

STATION NUMBER = 03
 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 | 124.78 | 0.00 | 43.02 | 1.05 | 10.34 | 0.00 | 0.00 | 0.00 | 179.19 |
| | ROW % | 69.64 | 0.00 | 24.01 | 0.59 | 5.77 | 0.00 | 0.00 | 0.00 | 44.41 |
| | COL % | 39.21 | 0.00 | 61.34 | 100.00 | 80.47 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 30.93 | 0.00 | 10.66 | 0.26 | 2.56 | 0.00 | 0.00 | 0.00 | |
| I | 2 2 | 30.00 | 1.19 | 5.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 36.55 |
| | ROW % | 82.08 | 3.26 | 14.66 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.06 |
| | COL % | 9.43 | 100.00 | 7.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.44 | 0.29 | 1.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 80.53 | 0.00 | 11.55 | 0.00 | 1.31 | 0.00 | 0.00 | 0.00 | 93.39 |
| | ROW % | 86.23 | 0.00 | 12.37 | 0.00 | 1.40 | 0.00 | 0.00 | 0.00 | 23.15 |
| | COL % | 25.30 | 0.00 | 16.47 | 0.00 | 10.19 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 19.96 | 0.00 | 2.86 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 1.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.19 |
| | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 |
| | COL % | 0.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 41.58 | 0.00 | 5.47 | 0.00 | 1.20 | 0.00 | 0.00 | 0.00 | 48.25 |
| | ROW % | 86.18 | 0.00 | 11.34 | 0.00 | 2.49 | 0.00 | 0.00 | 0.00 | 11.96 |
| | COL % | 13.06 | 0.00 | 7.80 | 0.00 | 9.34 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 10.31 | 0.00 | 1.36 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | |
| E | 6 6 | 40.18 | 0.00 | 4.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 44.91 |
| | ROW % | 89.47 | 0.00 | 10.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.13 |
| | COL % | 12.62 | 0.00 | 6.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 9.96 | 0.00 | 1.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 318.26 | 1.19 | 70.13 | 1.05 | 12.85 | 0.00 | 0.00 | 0.00 | 403.48 |
| TOT % | | 78.88 | 0.29 | 17.38 | 0.26 | 3.18 | 0.00 | 0.00 | 0.00 | |

STATION 3
 TERMINAL TRIPS

STATION NUMBER = 03
 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 | 144.27 | 0.00 | 56.08 | 1.05 | 40.38 | 9.34 | 0.00 | 0.00 | 251.12 |
| | ROW % | 57.45 | 0.00 | 22.33 | 0.42 | 16.08 | 3.72 | 0.00 | 0.00 | 49.22 |
| | COL % | 39.11 | 0.00 | 64.56 | 100.00 | 94.15 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 28.27 | 0.00 | 10.99 | 0.21 | 7.91 | 1.83 | 0.00 | 0.00 | |
| I P | 2 2 | 32.38 | 1.19 | 7.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 41.29 |
| | ROW % | 78.42 | 2.88 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.09 |
| | COL % | 8.78 | 100.00 | 8.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.33 | 0.23 | 1.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P U | 3 3 | 81.86 | 0.00 | 12.86 | 0.00 | 1.31 | 0.00 | 0.00 | 0.00 | 96.03 |
| | ROW % | 85.24 | 0.00 | 13.39 | 0.00 | 1.36 | 0.00 | 0.00 | 0.00 | 18.82 |
| | COL % | 22.19 | 0.00 | 14.81 | 0.00 | 3.05 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 16.04 | 0.00 | 2.52 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | |
| R P | 4 4 | 1.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.19 |
| | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 |
| | COL % | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S E | 5 5 | 63.98 | 0.00 | 5.47 | 0.00 | 1.20 | 0.00 | 0.00 | 0.00 | 70.65 |
| | ROW % | 90.56 | 0.00 | 7.74 | 0.00 | 1.70 | 0.00 | 0.00 | 0.00 | 13.85 |
| | COL % | 17.34 | 0.00 | 6.30 | 0.00 | 2.80 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 12.54 | 0.00 | 1.07 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 45.24 | 0.00 | 4.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.97 |
| | ROW % | 90.53 | 0.00 | 9.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.79 |
| | COL % | 12.26 | 0.00 | 5.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.87 | 0.00 | 0.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 368.92 | 1.19 | 86.86 | 1.05 | 42.89 | 9.34 | 0.00 | 0.00 | 510.25 |
| TOT % | | 72.30 | 0.23 | 17.02 | 0.21 | 8.41 | 1.83 | 0.00 | 0.00 | |

STATION 3
 TOTAL TRIPS

STATION NUMBER = 04

EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|-------|-------|--------|--------|--------|--------|------|------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT % |
| T | 1 1 | 27.82 | 0.00 | 27.30 | 0.00 | 2.69 | 4.00 | 0.00 | 0.00 | 61.81 |
| | ROW % | 45.01 | 0.00 | 44.17 | 0.00 | 4.35 | 6.47 | 0.00 | 0.00 | 41.70 |
| | COL % | 31.59 | 0.00 | 56.85 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 18.77 | 0.00 | 18.42 | 0.00 | 1.81 | 2.70 | 0.00 | 0.00 | |
| I | 2 2 | 7.59 | 1.37 | 5.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.68 |
| | ROW % | 51.70 | 9.33 | 38.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.90 |
| | COL % | 8.62 | 32.93 | 11.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 5.12 | 0.92 | 3.86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 8.05 | 1.37 | 0.00 | 1.28 | 0.00 | 0.00 | 0.00 | 0.00 | 10.70 |
| | ROW % | 75.23 | 12.80 | 0.00 | 11.96 | 0.00 | 0.00 | 0.00 | 0.00 | 7.22 |
| | COL % | 9.14 | 32.93 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 5.43 | 0.92 | 0.00 | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 0.00 | 0.00 | 1.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.77 |
| | ROW % | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.19 |
| | COL % | 0.00 | 0.00 | 3.69 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.00 | 0.00 | 1.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 32.42 | 0.00 | 6.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 38.62 |
| | ROW % | 83.95 | 0.00 | 16.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 26.06 |
| | COL % | 36.81 | 0.00 | 12.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 21.87 | 0.00 | 4.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | 6 6 | 12.19 | 1.42 | 7.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.64 |
| | ROW % | 59.06 | 6.88 | 34.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.93 |
| | COL % | 13.84 | 34.13 | 14.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.22 | 0.96 | 4.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 88.07 | 4.16 | 48.02 | 1.28 | 2.69 | 4.00 | 0.00 | 0.00 | 148.22 |
| TOT % | | 59.42 | 2.81 | 32.40 | 0.86 | 1.81 | 2.70 | 0.00 | 0.00 | |

STATION 4
THROUGH TRIPS

CI-13

STATION NUMBER = 04
 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 | 254.77 | 1.42 | 107.60 | 2.22 | 10.76 | 3.00 | 0.00 | 0.00 | 379.77 |
| | ROW % | 67.09 | 0.37 | 28.33 | 0.58 | 2.83 | 0.79 | 0.00 | 0.00 | 45.48 |
| | COL % | 41.77 | 23.91 | 55.50 | 100.00 | 53.85 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 30.51 | 0.17 | 12.89 | 0.27 | 1.29 | 0.36 | 0.00 | 0.00 | |
| I | 2 2 | 58.41 | 0.00 | 23.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 81.45 |
| | ROW % | 71.71 | 0.00 | 28.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.75 |
| | COL % | 9.58 | 0.00 | 11.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 7.00 | 0.00 | 2.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 99.70 | 0.00 | 19.24 | 0.00 | 2.88 | 0.00 | 0.00 | 0.00 | 121.82 |
| | ROW % | 81.84 | 0.00 | 15.79 | 0.00 | 2.36 | 0.00 | 0.00 | 0.00 | 14.59 |
| | COL % | 16.34 | 0.00 | 9.92 | 0.00 | 14.41 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 11.94 | 0.00 | 2.30 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 0.00 | 1.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.73 |
| | ROW % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 |
| | COL % | 0.00 | 29.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 91.44 | 1.42 | 15.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 108.29 |
| | ROW % | 84.44 | 1.31 | 14.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12.97 |
| | COL % | 14.99 | 23.91 | 7.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 10.95 | 0.17 | 1.85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 105.67 | 1.37 | 28.57 | 0.00 | 6.34 | 0.00 | 0.00 | 0.00 | 141.95 |
| | ROW % | 74.44 | 0.97 | 20.13 | 0.00 | 4.47 | 0.00 | 0.00 | 0.00 | 17.00 |
| | COL % | 17.32 | 23.06 | 14.74 | 0.00 | 31.73 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 12.65 | 0.16 | 3.42 | 0.00 | 0.76 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 609.99 | 5.94 | 193.88 | 2.22 | 19.98 | 3.00 | 0.00 | 0.00 | 835.01 |
| TOT % | | 73.05 | 0.71 | 23.22 | 0.27 | 2.39 | 0.36 | 0.00 | 0.00 | |

STATION 4
 TERMINAL TRIPS

STATION NUMBER = 04

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 | 1 1 | 282.59 | 1.42 | 134.90 | 2.22 | 13.45 | 7.00 | 0.00 | 0.00 | 441.58 |
| | ROW % | 64.00 | 0.32 | 30.55 | 0.50 | 3.05 | 1.59 | 0.00 | 0.00 | 44.91 |
| | COL % | 40.48 | 14.06 | 55.77 | 63.43 | 59.33 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 28.74 | 0.14 | 13.72 | 0.23 | 1.37 | 0.71 | 0.00 | 0.00 | |
| I | 2 2 | 66.00 | 1.37 | 28.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 96.13 |
| | ROW % | 68.66 | 1.43 | 29.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.78 |
| | COL % | 9.45 | 13.56 | 11.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.71 | 0.14 | 2.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 107.75 | 1.37 | 19.24 | 1.28 | 2.88 | 0.00 | 0.00 | 0.00 | 132.52 |
| | ROW % | 81.31 | 1.03 | 14.52 | 0.97 | 2.17 | 0.00 | 0.00 | 0.00 | 13.48 |
| | COL % | 15.44 | 13.56 | 7.95 | 36.57 | 12.70 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 10.96 | 0.14 | 1.96 | 0.13 | 0.29 | 0.00 | 0.00 | 0.00 | |
| K | 4 4 | 0.00 | 1.73 | 1.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.50 |
| | ROW % | 0.00 | 49.43 | 50.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 |
| | COL % | 0.00 | 17.13 | 0.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.00 | 0.18 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 123.86 | 1.42 | 21.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 146.91 |
| | ROW % | 84.31 | 0.97 | 14.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.94 |
| | COL % | 17.74 | 14.06 | 8.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 12.60 | 0.14 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | 6 6 | 117.86 | 2.79 | 35.60 | 0.00 | 6.34 | 0.00 | 0.00 | 0.00 | 162.59 |
| | ROW % | 72.49 | 1.72 | 21.90 | 0.00 | 3.90 | 0.00 | 0.00 | 0.00 | 16.54 |
| | COL % | 16.88 | 27.62 | 14.72 | 0.00 | 27.97 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.99 | 0.28 | 3.62 | 0.00 | 0.64 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 698.06 | 10.10 | 241.90 | 3.50 | 22.67 | 7.00 | 0.00 | 0.00 | 983.23 |
| TOT % | | 71.00 | 1.03 | 24.60 | 0.36 | 2.31 | 0.71 | 0.00 | 0.00 | |

STATION 4
TOTAL TRIPS

STATION NUMBER = 05
 EXIT-ENT STATION = 01 TO 14
 VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|--------|-------|-------|-------|-------|--------|------|------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT & |
| T | 1 1 | 66.66 | 0.00 | 27.94 | 2.45 | 16.13 | 3.84 | 0.00 | 0.00 | 117.02 |
| | ROW % | 56.96 | 0.00 | 23.88 | 2.09 | 13.78 | 3.28 | 0.00 | 0.00 | 48.21 |
| | COL % | 41.25 | 0.00 | 53.16 | 67.68 | 87.33 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 27.46 | 0.00 | 11.51 | 1.01 | 6.65 | 1.58 | 0.00 | 0.00 | |
| I | 2 2 | 7.77 | 0.00 | 1.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.94 |
| | ROW % | 86.91 | 0.00 | 13.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.68 |
| | COL % | 4.81 | 0.00 | 2.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 3.20 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 4.02 | 0.00 | 7.59 | 0.00 | 2.34 | 0.00 | 0.00 | 0.00 | 13.95 |
| | ROW % | 28.82 | 0.00 | 54.41 | 0.00 | 16.77 | 0.00 | 0.00 | 0.00 | 5.75 |
| | COL % | 2.49 | 0.00 | 14.44 | 0.00 | 12.67 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 1.66 | 0.00 | 3.13 | 0.00 | 0.96 | 0.00 | 0.00 | 0.00 | |
| P | 4 4 | 9.31 | 1.30 | 2.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.13 |
| | ROW % | 70.91 | 9.90 | 19.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.41 |
| | COL % | 5.76 | 49.24 | 4.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Q | TOT % | 3.84 | 0.54 | 1.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 49.89 | 0.00 | 1.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 51.22 |
| | ROW % | 97.40 | 0.00 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.10 |
| | COL % | 30.87 | 0.00 | 2.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 20.55 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 23.94 | 1.34 | 12.01 | 1.17 | 0.00 | 0.00 | 0.00 | 0.00 | 38.46 |
| | ROW % | 62.25 | 3.48 | 31.23 | 3.04 | 0.00 | 0.00 | 0.00 | 0.00 | 15.85 |
| | COL % | 14.82 | 50.76 | 22.85 | 32.32 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 9.66 | 0.55 | 4.95 | 0.48 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 161.59 | 2.64 | 52.56 | 3.62 | 18.47 | 3.84 | 0.00 | 0.00 | 242.72 |
| TOT % | | 66.57 | 1.09 | 21.65 | 1.49 | 7.61 | 1.58 | 0.00 | 0.00 | |

STATION 5
 THROUGH TRIPS

STATION NUMBER = 05
 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 | 188.06 | 0.00 | 70.20 | 0.00 | 7.28 | 9.18 | 0.00 | 0.00 | 274.72 |
| | ROW % | 68.46 | 0.00 | 25.55 | 0.00 | 2.65 | 3.34 | 0.00 | 0.00 | 38.06 |
| | CDL % | 33.77 | 0.00 | 51.87 | 0.00 | 86.15 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 26.05 | 0.00 | 9.73 | 0.00 | 1.01 | 1.27 | 0.00 | 0.00 | |
| P | I 2 2 | 51.00 | 0.00 | 2.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 53.54 |
| | ROW % | 95.26 | 0.00 | 4.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.42 |
| | CDL % | 9.16 | 0.00 | 1.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.07 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | P 3 3 | 94.86 | 1.30 | 26.84 | 1.33 | 1.17 | 0.00 | 0.00 | 0.00 | 125.50 |
| | ROW % | 75.59 | 1.04 | 21.39 | 1.06 | 0.93 | 0.00 | 0.00 | 0.00 | 17.39 |
| | CDL % | 17.03 | 14.04 | 19.83 | 50.00 | 13.85 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 13.14 | 0.18 | 3.72 | 0.18 | 0.16 | 0.00 | 0.00 | 0.00 | |
| R | P 4 4 | 0.00 | 1.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.36 |
| | ROW % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 |
| | CDL % | 0.00 | 14.69 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | E 5 5 | 134.44 | 5.22 | 19.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 158.88 |
| | ROW % | 84.62 | 3.29 | 12.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.01 |
| | CDL % | 24.14 | 56.37 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 18.62 | 0.72 | 2.66 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | 6 6 | 88.58 | 1.38 | 16.55 | 1.33 | 0.00 | 0.00 | 0.00 | 0.00 | 107.84 |
| | ROW % | 82.14 | 1.28 | 15.35 | 1.23 | 0.00 | 0.00 | 0.00 | 0.00 | 14.94 |
| | CDL % | 15.90 | 14.90 | 12.23 | 50.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 12.27 | 0.19 | 2.29 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 556.94 | 9.26 | 135.35 | 2.66 | 8.45 | 9.18 | 0.00 | 0.00 | 721.84 |
| TOT % | | 77.16 | 1.28 | 18.75 | 0.37 | 1.17 | 1.27 | 0.00 | 0.00 | |

STATION 5
 TERMINAL TRIPS

STATION NUMBER = 05
 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 % |
| I T R | 1 1 | 254.72 | 0.00 | 98.14 | 2.45 | 23.81 | 13.02 | 0.00 | 0.00 | 391.74 |
| | ROW % | 65.02 | 0.00 | 25.05 | 0.63 | 5.98 | 3.32 | 0.00 | 0.00 | 40.61 |
| | COL % | 35.45 | 0.00 | 52.23 | 39.01 | 86.96 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 26.41 | 0.00 | 10.17 | 0.25 | 2.43 | 1.35 | 0.00 | 0.00 | |
| I P | 2 2 | 58.77 | 0.00 | 3.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 62.48 |
| | ROW % | 94.06 | 0.00 | 5.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.48 |
| | COL % | 8.16 | 0.00 | 1.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.09 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P U | 3 3 | 98.88 | 1.30 | 34.43 | 1.33 | 3.51 | 0.00 | 0.00 | 0.00 | 139.45 |
| | ROW % | 70.91 | 0.93 | 24.69 | 0.95 | 2.52 | 0.00 | 0.00 | 0.00 | 14.46 |
| | COL % | 13.76 | 10.92 | 18.32 | 21.18 | 13.04 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 10.25 | 0.13 | 3.57 | 0.14 | 0.36 | 0.00 | 0.00 | 0.00 | |
| R P D | 4 4 | 9.31 | 2.66 | 2.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.49 |
| | ROW % | 64.25 | 18.36 | 17.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.50 |
| | COL % | 1.30 | 22.35 | 1.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.97 | 0.28 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S E | 5 5 | 184.33 | 5.22 | 20.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 210.10 |
| | ROW % | 87.73 | 2.48 | 9.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.78 |
| | COL % | 25.65 | 43.87 | 10.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 19.11 | 0.54 | 2.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 112.52 | 2.72 | 28.56 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 | 146.30 |
| | ROW % | 76.91 | 1.86 | 19.52 | 1.71 | 0.00 | 0.00 | 0.00 | 0.00 | 15.17 |
| | COL % | 15.66 | 22.86 | 15.20 | 39.81 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.67 | 0.28 | 2.96 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 718.53 | 11.90 | 187.91 | 6.28 | 26.92 | 13.02 | 0.00 | 0.00 | 964.56 |
| TOT % | | 74.49 | 1.23 | 19.48 | 0.65 | 2.79 | 1.35 | 0.00 | 0.00 | |

STATION 5
 TOTAL TRIPS

STATION NUMBER = 06

EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|--------|--------|-------|--------|--------|------|------|------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT \$ |
| I | 1 | 55.59 | 0.00 | 22.10 | 0.00 | 6.07 | 0.00 | 0.00 | 0.00 | 83.76 |
| T | RDW % | 66.37 | 0.00 | 26.38 | 0.00 | 7.25 | 0.00 | 0.00 | 0.00 | 56.28 |
| | COL % | 50.67 | 0.00 | 75.74 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | |
| R | TOT % | 37.35 | 0.00 | 14.85 | 0.00 | 4.08 | 0.00 | 0.00 | 0.00 | |
| I | 2 | 10.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.17 |
| P | RDW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.83 |
| | COL % | 9.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.83 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 | 4.13 | 0.00 | 0.00 | 1.36 | 0.00 | 0.00 | 0.00 | 0.00 | 5.49 |
| | RDW % | 75.23 | 0.00 | 0.00 | 24.77 | 0.00 | 0.00 | 0.00 | 0.00 | 3.69 |
| | COL % | 3.76 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 2.77 | 0.00 | 0.00 | 0.91 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 4 | 6.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.58 |
| | RDW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.42 |
| | COL % | 6.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 4.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 | 23.67 | 2.51 | 5.87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 32.05 |
| | RDW % | 73.85 | 7.83 | 18.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.53 |
| | COL % | 21.58 | 100.00 | 20.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 15.90 | 1.69 | 3.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | 6 | 9.57 | 0.00 | 1.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.78 |
| | RDW % | 88.78 | 0.00 | 11.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.24 |
| | COL % | 8.72 | 0.00 | 4.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.43 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 109.71 | 2.51 | 29.18 | 1.36 | 6.07 | 0.00 | 0.00 | 0.00 | 148.83 |
| TOT % | | 73.71 | 1.69 | 19.61 | 0.91 | 4.08 | 0.00 | 0.00 | 0.00 | |

61-19

STATION 6
THROUGH TRIPS

STATION NUMBER = 06
 EXIT-ENT STATION = TO
 VEHICLE TYPE

| RANGES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|--------|--------|-------|--------|--------|-------|--------|------|------|----------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| T 1 1 | 238.69 | 1.30 | 87.61 | 0.00 | 22.01 | 6.99 | 0.00 | 0.00 | 356.60 |
| ROW % | 66.93 | 0.36 | 24.57 | 0.00 | 6.17 | 1.96 | 0.00 | 0.00 | 46.33 |
| COL % | 39.52 | 31.78 | 68.26 | 0.00 | 87.17 | 100.00 | 0.00 | 0.00 | |
| TOT % | 31.01 | 0.17 | 11.38 | 0.00 | 2.86 | 0.91 | 0.00 | 0.00 | |
| I 2 2 | 47.79 | 0.00 | 6.12 | 1.09 | 3.24 | 0.00 | 0.00 | 0.00 | 58.24 |
| ROW % | 82.06 | 0.00 | 10.51 | 1.87 | 5.56 | 0.00 | 0.00 | 0.00 | 7.57 |
| COL % | 7.91 | 0.00 | 4.77 | 100.00 | 12.83 | 0.00 | 0.00 | 0.00 | |
| TOT % | 6.21 | 0.00 | 0.80 | 0.14 | 0.42 | 0.00 | 0.00 | 0.00 | |
| P 3 3 | 146.05 | 2.79 | 28.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 176.95 |
| ROW % | 82.54 | 1.58 | 15.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.99 |
| COL % | 24.18 | 68.22 | 21.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOT % | 18.97 | 0.36 | 3.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R 5 5 | 105.36 | 0.00 | 4.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 109.61 |
| ROW % | 96.12 | 0.00 | 3.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.24 |
| COL % | 17.44 | 0.00 | 3.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOT % | 13.69 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S 6 6 | 66.11 | 0.00 | 2.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 68.37 |
| ROW % | 96.69 | 0.00 | 3.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.88 |
| COL % | 10.95 | 0.00 | 1.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOT % | 8.59 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | |
| TOTAL | 604.00 | 4.09 | 128.35 | 1.09 | 25.25 | 6.99 | 0.00 | 0.00 | 769.77 |
| TOT % | 78.46 | 0.53 | 16.67 | 0.14 | 3.28 | 0.91 | 0.00 | 0.00 | |

STATION 6
 TERMINAL TRIPS

STATION NUMBER = 06

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|--------|-------|--------|-------|--------|-------|-------|--------|------|------|----------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| I | 1 | 294.28 | 1.30 | 109.71 | 0.00 | 28.08 | 6.99 | 0.00 | 0.00 | 440.36 |
| T | ROW % | 66.83 | 0.30 | 24.91 | 0.00 | 6.38 | 1.59 | 0.00 | 0.00 | 47.94 |
| | CUL % | 41.23 | 19.70 | 69.64 | 0.00 | 89.66 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 32.04 | 0.14 | 11.94 | 0.00 | 3.06 | 0.76 | 0.00 | 0.00 | |
| I | 2 | 57.96 | 0.00 | 6.12 | 1.09 | 3.24 | 0.00 | 0.00 | 0.00 | 68.41 |
| P | ROW % | 84.72 | 0.00 | 8.95 | 1.59 | 4.74 | 0.00 | 0.00 | 0.00 | 7.45 |
| | CUL % | 8.12 | 0.00 | 3.88 | 44.49 | 10.34 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.31 | 0.00 | 0.67 | 0.12 | 0.35 | 0.00 | 0.00 | 0.00 | |
| P | 3 | 150.18 | 2.79 | 28.11 | 1.36 | 0.00 | 0.00 | 0.00 | 0.00 | 182.44 |
| | ROW % | 82.32 | 1.53 | 15.41 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 19.86 |
| | CUL % | 21.04 | 42.27 | 17.84 | 55.51 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 16.35 | 0.30 | 3.06 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 | 6.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.58 |
| F | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.72 |
| | CUL % | 0.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 | 129.03 | 2.51 | 10.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 141.66 |
| E | ROW % | 91.08 | 1.77 | 7.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 15.42 |
| | CUL % | 18.08 | 38.03 | 6.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 14.05 | 0.27 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | 6 | 75.68 | 0.00 | 3.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 79.15 |
| | ROW % | 95.62 | 0.00 | 4.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.62 |
| | CUL % | 10.60 | 0.00 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.24 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 713.71 | 6.60 | 157.53 | 2.45 | 31.32 | 6.99 | 0.00 | 0.00 | 918.60 |
| TOT % | | 77.70 | 0.72 | 17.15 | 0.27 | 3.41 | 0.76 | 0.00 | 0.00 | |

STATION 6

TOTAL TRIPS

A-21

STATION NUMBER = 07

EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|--------|-------|---------|-------|--------|-------|--------|--------|------|------|----------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| T | 1 1 | 459.52 | 3.36 | 127.31 | 15.67 | 153.38 | 205.58 | 0.00 | 0.00 | 964.82 |
| | ROW % | 47.63 | 0.35 | 13.20 | 1.62 | 15.90 | 21.31 | 0.00 | 0.00 | 46.37 |
| | COL % | 32.08 | 12.16 | 59.31 | 52.81 | 89.87 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 22.09 | 0.16 | 6.12 | 0.75 | 7.37 | 9.88 | 0.00 | 0.00 | |
| I | 2 2 | 119.97 | 0.00 | 16.58 | 1.34 | 3.24 | 0.00 | 0.00 | 0.00 | 141.13 |
| | ROW % | 85.01 | 0.00 | 11.75 | 0.95 | 2.30 | 0.00 | 0.00 | 0.00 | 6.78 |
| | COL % | 8.38 | 0.00 | 7.72 | 4.52 | 1.90 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 5.77 | 0.00 | 0.80 | 0.06 | 0.16 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 139.46 | 0.00 | 29.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 168.49 |
| | ROW % | 82.77 | 0.00 | 17.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 |
| | COL % | 9.74 | 0.00 | 13.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 6.70 | 0.00 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 160.84 | 12.22 | 2.34 | 7.52 | 8.26 | 0.00 | 0.00 | 0.00 | 191.18 |
| | ROW % | 84.13 | 6.39 | 1.22 | 3.93 | 4.32 | 0.00 | 0.00 | 0.00 | 9.19 |
| | COL % | 11.23 | 44.23 | 1.09 | 25.35 | 4.84 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 7.73 | 0.59 | 0.11 | 0.36 | 0.40 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 376.79 | 5.06 | 21.73 | 3.62 | 1.42 | 0.00 | 0.00 | 0.00 | 408.62 |
| | ROW % | 92.21 | 1.24 | 5.32 | 0.89 | 0.35 | 0.00 | 0.00 | 0.00 | 19.64 |
| | COL % | 26.31 | 18.31 | 10.12 | 12.20 | 0.83 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 18.11 | 0.24 | 1.04 | 0.17 | 0.07 | 0.00 | 0.00 | 0.00 | |
| E | 6 6 | 175.75 | 6.99 | 17.66 | 1.52 | 4.36 | 0.00 | 0.00 | 0.00 | 206.28 |
| | ROW % | 85.20 | 3.39 | 8.56 | 0.74 | 2.11 | 0.00 | 0.00 | 0.00 | 9.91 |
| | COL % | 12.27 | 25.30 | 8.23 | 5.12 | 2.58 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.45 | 0.34 | 0.85 | 0.07 | 0.21 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 1432.33 | 27.63 | 214.65 | 29.67 | 170.66 | 205.58 | 0.00 | 0.00 | 2080.52 |
| TOT % | | 68.84 | 1.33 | 10.32 | 1.43 | 8.20 | 9.88 | 0.00 | 0.00 | |

STATION 7
Through TRIPS

STATION NUMBER = 07
 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 | 886.56 | 3.10 | 317.56 | 3.27 | 179.91 | 129.32 | 0.00 | 0.00 | 1519.72 |
| | RDW % | 58.34 | 0.20 | 20.90 | 0.22 | 11.84 | 8.51 | 0.00 | 0.00 | 48.64 |
| | COL % | 38.66 | 38.94 | 64.20 | 73.81 | 93.20 | 98.78 | 0.00 | 0.00 | |
| | TOT % | 28.38 | 0.10 | 10.16 | 0.10 | 5.76 | 4.14 | 0.00 | 0.00 | |
| P | 1 2 | 193.19 | 0.00 | 26.49 | 0.00 | 2.34 | 0.00 | 0.00 | 0.00 | 222.02 |
| | RDW % | 87.01 | 0.00 | 11.93 | 0.00 | 1.05 | 0.00 | 0.00 | 0.00 | 7.11 |
| | COL % | 8.42 | 0.00 | 5.36 | 0.00 | 1.21 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.18 | 0.00 | 0.85 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | |
| U | 3 3 | 473.95 | 1.30 | 78.06 | 0.00 | 7.52 | 0.00 | 0.00 | 0.00 | 560.83 |
| | RDW % | 84.51 | 0.23 | 13.92 | 0.00 | 1.34 | 0.00 | 0.00 | 0.00 | 17.95 |
| | COL % | 20.67 | 16.33 | 15.78 | 0.00 | 3.90 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 15.17 | 0.04 | 2.50 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | |
| A-23 | 4 4 | 19.54 | 0.00 | 1.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.85 |
| | RDW % | 93.72 | 0.00 | 6.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.67 |
| | COL % | 0.85 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.63 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 454.53 | 1.59 | 35.22 | 1.16 | 1.53 | 1.60 | 0.00 | 0.00 | 495.63 |
| | RDW % | 91.71 | 0.32 | 7.11 | 0.23 | 0.31 | 0.32 | 0.00 | 0.00 | 15.86 |
| | COL % | 19.82 | 19.97 | 7.12 | 26.19 | 0.79 | 1.22 | 0.00 | 0.00 | |
| | TOT % | 14.55 | 0.05 | 1.13 | 0.04 | 0.05 | 0.05 | 0.00 | 0.00 | |
| E | 6 6 | 265.52 | 1.97 | 36.03 | 0.00 | 1.74 | 0.00 | 0.00 | 0.00 | 305.26 |
| | RDW % | 86.98 | 0.65 | 11.80 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 9.77 |
| | COL % | 11.58 | 24.75 | 7.28 | 0.00 | 0.90 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.50 | 0.06 | 1.15 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 2293.29 | 7.96 | 494.67 | 4.43 | 193.04 | 130.92 | 0.00 | 0.00 | 3124.31 |
| TOT % | | 73.40 | 0.25 | 15.83 | 0.14 | 6.18 | 4.19 | 0.00 | 0.00 | |

STATION 7
 TERMINAL TRIPS

STATION NUMBER = 07
 EXIT-ENT STATION = 01 TO
 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 | 1346.08 | 6.46 | 444.87 | 18.94 | 333.29 | 334.90 | 0.00 | 0.00 | 2484.54 |
| | ROW % | 54.18 | 0.26 | 17.91 | 0.76 | 13.41 | 13.48 | 0.00 | 0.00 | 47.74 |
| | COL % | 36.13 | 18.15 | 62.72 | 55.54 | 91.64 | 99.52 | 0.00 | 0.00 | |
| | TOT % | 25.86 | 0.12 | 8.55 | 0.36 | 6.40 | 6.43 | 0.00 | 0.00 | |
| I P | 2 2 | 313.16 | 0.00 | 43.07 | 1.34 | 5.58 | 0.00 | 0.00 | 0.00 | 363.15 |
| | ROW % | 86.23 | 0.00 | 11.86 | 0.37 | 1.54 | 0.00 | 0.00 | 0.00 | 6.98 |
| | COL % | 8.41 | 0.00 | 6.07 | 3.93 | 1.53 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.02 | 0.00 | 0.83 | 0.03 | 0.11 | 0.00 | 0.00 | 0.00 | |
| P U | 3 3 | 613.41 | 1.30 | 107.09 | 0.00 | 7.52 | 0.00 | 0.00 | 0.00 | 729.32 |
| | ROW % | 84.11 | 0.18 | 14.68 | 0.00 | 1.03 | 0.00 | 0.00 | 0.00 | 14.01 |
| | COL % | 16.46 | 3.65 | 15.10 | 0.00 | 2.07 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.79 | 0.02 | 2.06 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | |
| R P D | 4 4 | 180.38 | 12.22 | 3.65 | 7.52 | 8.26 | 0.00 | 0.00 | 0.00 | 212.03 |
| | ROW % | 85.07 | 5.76 | 1.72 | 3.55 | 3.90 | 0.00 | 0.00 | 0.00 | 4.07 |
| | COL % | 4.84 | 34.34 | 0.51 | 22.05 | 2.27 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 3.47 | 0.23 | 0.07 | 0.14 | 0.16 | 0.00 | 0.00 | 0.00 | |
| S E | 5 5 | 831.32 | 6.65 | 56.95 | 4.78 | 2.95 | 1.60 | 0.00 | 0.00 | 904.25 |
| | ROW % | 91.93 | 0.74 | 6.30 | 0.53 | 0.33 | 0.18 | 0.00 | 0.00 | 17.37 |
| | COL % | 22.31 | 18.69 | 8.03 | 14.02 | 0.81 | 0.48 | 0.00 | 0.00 | |
| | TOT % | 15.97 | 0.13 | 1.09 | 0.09 | 0.06 | 0.03 | 0.00 | 0.00 | |
| 6 | 6 6 | 441.27 | 8.96 | 53.69 | 1.52 | 6.10 | 0.00 | 0.00 | 0.00 | 511.54 |
| | ROW % | 86.26 | 1.75 | 10.50 | 0.30 | 1.19 | 0.00 | 0.00 | 0.00 | 9.83 |
| | COL % | 11.84 | 25.18 | 7.57 | 4.46 | 1.68 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.48 | 0.17 | 1.03 | 0.03 | 0.12 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 3725.62 | 35.59 | 709.32 | 34.10 | 363.70 | 336.50 | 0.00 | 0.00 | 5204.83 |
| TOT % | | 71.58 | 0.68 | 13.63 | 0.66 | 6.99 | 6.47 | 0.00 | 0.00 | |

STATION 7
 TOTAL TRIPS

A-24

STATION NUMBER = 08
 EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|---------|--------|--------|-------|------|-------|------|------|------|----------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| I 1 1 | 42.28 | 0.00 | 34.21 | 0.00 | 18.33 | 0.00 | 0.00 | 0.00 | 94.82 |
| T ROW % | 44.59 | 0.00 | 36.08 | 0.00 | 19.33 | 0.00 | 0.00 | 0.00 | 45.03 |
| COL % | 29.56 | 0.00 | 73.30 | 0.00 | 93.95 | 0.00 | 0.00 | 0.00 | |
| R TOT % | 20.08 | 0.00 | 16.25 | 0.00 | 8.71 | 0.00 | 0.00 | 0.00 | |
| I 2 2 | 31.51 | 0.00 | 2.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 34.27 |
| P ROW % | 91.95 | 0.00 | 8.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 16.28 |
| COL % | 22.03 | 0.00 | 5.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOT % | 14.97 | 0.00 | 1.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P 3 3 | 6.39 | 0.00 | 4.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.28 |
| ROW % | 56.65 | 0.00 | 43.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.36 |
| COL % | 4.47 | 0.00 | 10.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOT % | 3.03 | 0.00 | 2.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P 4 4 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.80 |
| ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.33 |
| COL % | 1.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOT % | 1.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| O 5 5 | 46.21 | 1.32 | 1.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 48.80 |
| ROW % | 94.69 | 2.70 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 23.18 |
| COL % | 32.30 | 100.00 | 2.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOT % | 21.95 | 0.63 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E 6 6 | 13.86 | 0.00 | 3.54 | 0.00 | 1.18 | 0.00 | 0.00 | 0.00 | 18.58 |
| ROW % | 74.60 | 0.00 | 19.05 | 0.00 | 6.35 | 0.00 | 0.00 | 0.00 | 6.82 |
| COL % | 9.69 | 0.00 | 7.59 | 0.00 | 6.05 | 0.00 | 0.00 | 0.00 | |
| TOT % | 6.58 | 0.00 | 1.68 | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | |
| TOTAL | 143.05 | 1.32 | 46.67 | 0.00 | 19.51 | 0.00 | 0.00 | 0.00 | 210.55 |
| TOT % | 67.94 | 0.63 | 22.17 | 0.00 | 9.27 | 0.00 | 0.00 | 0.00 | |

A-25

STATION 8
 THROUGH TRIPS

STATION NUMBER = 08

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 % |
| I | 1 1 | 389.78 | 1.25 | 145.20 | 0.00 | 25.25 | 11.85 | 0.00 | 0.00 | 573.33 |
| | ROW % | 67.99 | 0.22 | 25.33 | 0.00 | 4.40 | 2.07 | 0.00 | 0.00 | 47.23 |
| | COL % | 41.68 | 49.80 | 62.83 | 0.00 | 79.88 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 32.11 | 0.10 | 11.96 | 0.00 | 2.08 | 0.98 | 0.00 | 0.00 | |
| P | 2 2 | 116.46 | 0.00 | 20.89 | 0.00 | 1.19 | 0.00 | 0.00 | 0.00 | 138.54 |
| | ROW % | 84.06 | 0.00 | 15.08 | 0.00 | 0.86 | 0.00 | 0.00 | 0.00 | 11.41 |
| | COL % | 12.45 | 0.00 | 9.04 | 0.00 | 3.76 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 9.59 | 0.00 | 1.72 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | |
| U | 3 3 | 213.28 | 0.00 | 30.91 | 1.58 | 2.36 | 0.00 | 0.00 | 0.00 | 248.13 |
| | ROW % | 85.95 | 0.00 | 12.46 | 0.64 | 0.95 | 0.00 | 0.00 | 0.00 | 20.44 |
| | COL % | 22.81 | 0.00 | 13.37 | 100.00 | 7.47 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 17.57 | 0.00 | 2.55 | 0.13 | 0.19 | 0.00 | 0.00 | 0.00 | |
| D | 4 4 | 4.05 | 0.00 | 0.00 | 0.00 | 1.49 | 0.00 | 0.00 | 0.00 | 5.54 |
| | ROW % | 73.10 | 0.00 | 0.00 | 0.00 | 26.90 | 0.00 | 0.00 | 0.00 | 0.46 |
| | COL % | 0.43 | 0.00 | 0.00 | 0.00 | 4.71 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.33 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 112.32 | 0.00 | 12.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 124.84 |
| | ROW % | 89.97 | 0.00 | 10.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.28 |
| | COL % | 12.01 | 0.00 | 5.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 9.25 | 0.00 | 1.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | 6 6 | 99.32 | 1.26 | 21.59 | 0.00 | 1.32 | 0.00 | 0.00 | 0.00 | 123.49 |
| | ROW % | 80.43 | 1.02 | 17.48 | 0.00 | 1.07 | 0.00 | 0.00 | 0.00 | 10.17 |
| | COL % | 10.62 | 50.20 | 9.34 | 0.00 | 4.18 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.18 | 0.10 | 1.78 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 935.21 | 2.51 | 231.11 | 1.58 | 31.61 | 11.85 | 0.00 | 0.00 | 1213.87 |
| TOT % | | 77.04 | 0.21 | 19.04 | 0.13 | 2.60 | 0.98 | 0.00 | 0.00 | |

A-26

STATION 8
TERMINAL TRIPS

STATION NUMBER = 08
 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 % |
| I | 1 | 432.06 | 1.25 | 179.41 | 0.00 | 43.58 | 11.85 | 0.00 | 0.00 | 668.15 |
| T | ROW % | 64.67 | 0.19 | 26.85 | 0.00 | 6.52 | 1.77 | 0.00 | 0.00 | 46.91 |
| | COL % | 40.07 | 32.64 | 64.59 | 0.00 | 85.25 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 30.33 | 0.09 | 12.60 | 0.00 | 3.06 | 0.83 | 0.00 | 0.00 | |
| I | 2 | 147.97 | 0.00 | 23.65 | 0.00 | 1.19 | 0.00 | 0.00 | 0.00 | 172.81 |
| P | ROW % | 85.63 | 0.00 | 13.69 | 0.00 | 0.69 | 0.00 | 0.00 | 0.00 | 12.13 |
| | COL % | 13.72 | 0.00 | 8.51 | 0.00 | 2.33 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 10.39 | 0.00 | 1.66 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | |
| P | 3 | 219.67 | 0.00 | 35.80 | 1.58 | 2.36 | 0.00 | 0.00 | 0.00 | 259.41 |
| U | ROW % | 84.68 | 0.00 | 13.80 | 0.61 | 0.91 | 0.00 | 0.00 | 0.00 | 18.21 |
| | COL % | 20.37 | 0.00 | 12.89 | 100.00 | 4.62 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 15.42 | 0.00 | 2.51 | 0.11 | 0.17 | 0.00 | 0.00 | 0.00 | |
| R | 4 | 6.85 | 0.00 | 0.00 | 0.00 | 1.49 | 0.00 | 0.00 | 0.00 | 6.34 |
| P | ROW % | 82.13 | 0.00 | 0.00 | 0.00 | 17.87 | 0.00 | 0.00 | 0.00 | 0.59 |
| | COL % | 0.64 | 0.00 | 0.00 | 0.00 | 2.91 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.48 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | |
| S | 5 | 158.53 | 1.32 | 13.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 173.64 |
| E | ROW % | 91.30 | 0.76 | 7.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12.19 |
| | COL % | 14.70 | 34.46 | 4.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.13 | 0.09 | 0.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | 6 | 113.18 | 1.26 | 25.13 | 0.00 | 2.50 | 0.00 | 0.00 | 0.00 | 142.07 |
| | ROW % | 79.66 | 0.89 | 17.69 | 0.00 | 1.76 | 0.00 | 0.00 | 0.00 | 9.97 |
| | COL % | 10.50 | 32.90 | 9.05 | 0.00 | 4.89 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.95 | 0.09 | 1.76 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| | TOTAL | 1078.26 | 3.83 | 277.78 | 1.58 | 51.12 | 11.85 | 0.00 | 0.00 | 1424.42 |
| | TOT % | 75.70 | 0.27 | 19.50 | 0.11 | 3.59 | 0.83 | 0.00 | 0.00 | |

STATION 8
 TOTAL TRIPS

A-27

STATION NUMBER = 09

EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|---------|--------|--------|--------|--------|--------|------|------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT % |
| T | 1 1 | 1182.39 | 15.30 | 317.93 | 29.17 | 208.74 | 473.66 | 0.00 | 0.00 | 2227.19 |
| | ROW % | 53.09 | 0.69 | 14.27 | 1.31 | 9.37 | 21.27 | 0.00 | 0.00 | 26.33 |
| | COL % | 18.89 | 3.69 | 38.53 | 19.91 | 65.28 | 96.17 | 0.00 | 0.00 | |
| R | TOT % | 13.98 | 0.18 | 3.76 | 0.34 | 2.47 | 5.60 | 0.00 | 0.00 | |
| I | 2 2 | 382.45 | 10.41 | 50.20 | 1.94 | 2.73 | 0.00 | 0.00 | 0.00 | 447.73 |
| | ROW % | 85.42 | 2.33 | 11.21 | 0.43 | 0.61 | 0.00 | 0.00 | 0.00 | 5.29 |
| | COL % | 6.11 | 2.51 | 6.08 | 1.32 | 0.85 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 4.52 | 0.12 | 0.59 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 124.51 | 9.89 | 42.06 | 7.48 | 6.65 | 0.00 | 0.00 | 0.00 | 190.59 |
| | ROW % | 65.33 | 5.19 | 22.07 | 3.92 | 3.49 | 0.00 | 0.00 | 0.00 | 2.25 |
| | COL % | 1.99 | 2.39 | 5.10 | 5.11 | 2.08 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 1.47 | 0.12 | 0.50 | 0.09 | 0.08 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 2061.24 | 309.92 | 167.93 | 67.00 | 76.02 | 16.42 | 0.00 | 0.00 | 2718.53 |
| | ROW % | 75.82 | 11.40 | 6.18 | 3.20 | 2.80 | 0.60 | 0.00 | 0.00 | 32.14 |
| | COL % | 32.92 | 74.81 | 20.35 | 59.39 | 23.77 | 3.33 | 0.00 | 0.00 | |
| P | TOT % | 24.37 | 3.66 | 1.99 | 1.03 | 0.90 | 0.19 | 0.00 | 0.00 | |
| S | 5 5 | 1499.57 | 31.21 | 155.09 | 10.46 | 13.46 | 2.42 | 0.00 | 0.00 | 1712.21 |
| | ROW % | 87.58 | 1.82 | 9.06 | 0.61 | 0.79 | 0.14 | 0.00 | 0.00 | 20.24 |
| | COL % | 23.95 | 7.53 | 18.79 | 7.14 | 4.21 | 0.49 | 0.00 | 0.00 | |
| E | TOT % | 17.73 | 0.37 | 1.83 | 0.12 | 0.16 | 0.03 | 0.00 | 0.00 | |
| 6 | 6 6 | 1010.42 | 37.57 | 91.97 | 10.45 | 12.18 | 0.00 | 0.00 | 0.00 | 1162.59 |
| | ROW % | 86.91 | 3.23 | 7.91 | 0.90 | 1.05 | 0.00 | 0.00 | 0.00 | 13.74 |
| | COL % | 16.14 | 9.07 | 11.15 | 7.13 | 3.81 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.95 | 0.44 | 1.09 | 0.12 | 0.14 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 6260.58 | 414.30 | 825.18 | 146.50 | 319.78 | 492.50 | 0.00 | 0.00 | 8458.84 |
| TOT % | | 74.01 | 4.90 | 9.76 | 1.73 | 3.78 | 5.82 | 0.00 | 0.00 | |

A-28

STATION 9
Through TRIPS

STATION NUMBER = 09
 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 |
| T R | 1 1 | 664.58 | 0.00 | 158.57 | 2.15 | 53.16 | 272.07 | 0.00 | 0.00 | 1150.53 |
| | ROW % | 57.76 | 0.00 | 13.78 | 0.19 | 4.62 | 23.65 | 0.00 | 0.00 | 57.85 |
| | COL % | 47.40 | 0.00 | 67.30 | 46.74 | 91.85 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 33.42 | 0.00 | 7.97 | 0.11 | 2.67 | 13.68 | 0.00 | 0.00 | |
| I P | 2 2 | 89.71 | 0.00 | 5.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 95.42 |
| | ROW % | 94.02 | 0.00 | 5.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.80 |
| | COL % | 6.40 | 0.00 | 2.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 4.51 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| A-29 P U R | 3 3 | 199.23 | 4.00 | 22.88 | 0.00 | 2.57 | 0.00 | 0.00 | 0.00 | 228.68 |
| | ROW % | 87.12 | 1.75 | 10.01 | 0.00 | 1.12 | 0.00 | 0.00 | 0.00 | 11.50 |
| | COL % | 14.21 | 24.15 | 9.71 | 0.00 | 4.44 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 10.02 | 0.20 | 1.15 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | |
| O P | 4 4 | 46.26 | 7.27 | 1.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 55.30 |
| | ROW % | 83.65 | 13.15 | 3.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.78 |
| | COL % | 3.30 | 43.90 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 2.33 | 0.37 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S P E | 5 5 | 266.84 | 0.00 | 24.57 | 2.45 | 0.00 | 0.00 | 0.00 | 0.00 | 293.86 |
| | ROW % | 90.81 | 0.00 | 8.36 | 0.83 | 0.00 | 0.00 | 0.00 | 0.00 | 14.78 |
| | COL % | 19.03 | 0.00 | 10.43 | 53.26 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 13.42 | 0.00 | 1.24 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 135.40 | 5.29 | 22.13 | 0.00 | 2.15 | 0.00 | 0.00 | 0.00 | 164.97 |
| | ROW % | 82.08 | 3.21 | 13.41 | 0.00 | 1.30 | 0.00 | 0.00 | 0.00 | 8.30 |
| | COL % | 9.66 | 31.94 | 9.39 | 0.00 | 3.71 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.81 | 0.27 | 1.11 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 1402.02 | 16.56 | 235.63 | 4.60 | 57.88 | 272.07 | 0.00 | 0.00 | 1988.76 |
| TOT % | | 70.50 | 0.83 | 11.85 | 0.23 | 2.91 | 13.68 | 0.00 | 0.00 | |

STATION 9
 TERMINAL TRIPS

STATION NUMBER = 09

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|--------|-------|---------|--------|---------|--------|--------|--------|------|------|----------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| T | 1 1 | 1846.97 | 15.30 | 476.50 | 31.32 | 261.90 | 745.73 | 0.00 | 0.00 | 3377.72 |
| | ROW % | 54.68 | 0.45 | 14.11 | 0.93 | 7.75 | 22.08 | 0.00 | 0.00 | 32.33 |
| | COL % | 24.10 | 3.55 | 44.92 | 20.73 | 69.35 | 97.54 | 0.00 | 0.00 | |
| R | TOT % | 17.68 | 0.15 | 4.56 | 0.30 | 2.51 | 7.14 | 0.00 | 0.00 | |
| I | 2 2 | 472.16 | 10.41 | 55.91 | 1.94 | 2.73 | 0.00 | 0.00 | 0.00 | 543.15 |
| | ROW % | 86.93 | 1.92 | 10.29 | 0.36 | 0.50 | 0.00 | 0.00 | 0.00 | 5.20 |
| | COL % | 6.16 | 2.42 | 5.27 | 1.28 | 0.72 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 4.52 | 0.10 | 0.54 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 323.74 | 13.89 | 64.94 | 7.48 | 9.22 | 0.00 | 0.00 | 0.00 | 419.27 |
| | ROW % | 77.22 | 3.31 | 15.49 | 1.78 | 2.20 | 0.00 | 0.00 | 0.00 | 4.01 |
| | COL % | 4.22 | 3.22 | 6.12 | 4.95 | 2.44 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 3.10 | 0.13 | 0.62 | 0.07 | 0.09 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 2107.50 | 317.19 | 169.70 | 87.00 | 76.02 | 16.42 | 0.00 | 0.00 | 2773.83 |
| | ROW % | 75.98 | 11.44 | 6.12 | 3.14 | 2.74 | 0.59 | 0.00 | 0.00 | 26.55 |
| | COL % | 27.50 | 73.62 | 16.00 | 57.58 | 20.13 | 2.15 | 0.00 | 0.00 | |
| P | TOT % | 20.17 | 3.04 | 1.62 | 0.83 | 0.73 | 0.16 | 0.00 | 0.00 | |
| S | 5 5 | 1766.41 | 31.21 | 179.66 | 12.91 | 13.46 | 2.42 | 0.00 | 0.00 | 2006.07 |
| | ROW % | 88.05 | 1.56 | 8.96 | 0.64 | 0.67 | 0.12 | 0.00 | 0.00 | 19.20 |
| | COL % | 23.05 | 7.24 | 16.94 | 8.54 | 3.56 | 0.32 | 0.00 | 0.00 | |
| E | TOT % | 16.91 | 0.30 | 1.72 | 0.12 | 0.13 | 0.02 | 0.00 | 0.00 | |
| 6 | 6 6 | 1145.82 | 42.86 | 114.10 | 10.45 | 14.33 | 0.00 | 0.00 | 0.00 | 1327.56 |
| | ROW % | 86.31 | 3.23 | 8.59 | 0.79 | 1.08 | 0.00 | 0.00 | 0.00 | 12.71 |
| | COL % | 14.95 | 9.95 | 10.76 | 6.92 | 3.79 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 10.97 | 0.41 | 1.09 | 0.10 | 0.14 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 7662.60 | 430.86 | 1060.81 | 151.10 | 377.66 | 764.57 | 0.00 | 0.00 | 10447.60 |
| TOT % | | 73.34 | 4.12 | 10.15 | 1.45 | 3.61 | 7.32 | 0.00 | 0.00 | |

STATION 9
TOTAL TRIPS

A-30

STATION NUMBER = 10
 EXIT-ENT STATION = 01 TO 14
 VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|--------|-------|--------|-------|--------|-------|------|------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT % |
| I | 1 | 136.21 | 0.00 | 90.49 | 8.21 | 53.77 | 13.88 | 0.00 | 0.00 | 302.56 |
| T | ROW % | 45.02 | 0.00 | 29.91 | 2.71 | 17.77 | 4.59 | 0.00 | 0.00 | 44.98 |
| | COL % | 33.12 | 0.00 | 53.70 | 56.78 | 100.00 | 92.72 | 0.00 | 0.00 | |
| R | TOT % | 20.25 | 0.00 | 13.45 | 1.22 | 7.99 | 2.06 | 0.00 | 0.00 | |
| I | 2 | 50.13 | 1.56 | 13.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 65.61 |
| P | ROW % | 76.41 | 2.38 | 21.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.75 |
| | COL % | 12.19 | 16.23 | 8.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.45 | 0.23 | 2.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 | 37.96 | 2.00 | 19.96 | 3.73 | 0.00 | 0.00 | 0.00 | 0.00 | 63.65 |
| | ROW % | 59.64 | 3.14 | 31.36 | 5.86 | 0.00 | 0.00 | 0.00 | 0.00 | 9.46 |
| | COL % | 9.23 | 20.81 | 11.84 | 25.80 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 5.64 | 0.30 | 2.97 | 0.55 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 | 22.74 | 1.34 | 6.19 | 0.00 | 0.00 | 1.09 | 0.00 | 0.00 | 31.36 |
| P | ROW % | 72.51 | 4.27 | 19.74 | 0.00 | 0.00 | 3.48 | 0.00 | 0.00 | 4.66 |
| | COL % | 5.53 | 13.94 | 3.67 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 | |
| | TOT % | 3.38 | 0.20 | 0.92 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | |
| O | 5 | 98.16 | 1.37 | 19.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 119.29 |
| S | ROW % | 82.29 | 1.15 | 16.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 17.73 |
| | COL % | 23.86 | 14.26 | 11.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 14.59 | 0.20 | 2.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | 6 | 66.12 | 3.34 | 18.19 | 2.52 | 0.00 | 0.00 | 0.00 | 0.00 | 90.17 |
| | ROW % | 73.33 | 3.70 | 20.17 | 2.79 | 0.00 | 0.00 | 0.00 | 0.00 | 13.41 |
| | COL % | 16.08 | 34.76 | 10.79 | 17.43 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 9.83 | 0.50 | 2.70 | 0.37 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 411.32 | 9.61 | 168.51 | 14.46 | 53.77 | 14.97 | 0.00 | 0.00 | 672.64 |
| TOT % | | 61.15 | 1.43 | 25.05 | 2.15 | 7.99 | 2.23 | 0.00 | 0.00 | |

STATION 10
 THROUGH TRIPS

A-31

STATION NUMBER = 10

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 | 874.16 | 1.83 | 205.56 | 4.42 | 85.18 | 22.22 | 0.00 | 0.00 | 1193.37 |
| | ROW % | 73.25 | 0.15 | 17.23 | 0.37 | 7.14 | 1.86 | 0.00 | 0.00 | 40.19 |
| | COL % | 35.66 | 17.72 | 53.47 | 72.82 | 89.83 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 29.44 | 0.06 | 6.92 | 0.15 | 2.87 | 0.75 | 0.00 | 0.00 | |
| I | 2 2 | 251.58 | 0.00 | 41.10 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | 294.43 |
| | ROW % | 85.45 | 0.00 | 13.96 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | 9.92 |
| | COL % | 10.26 | 0.00 | 10.69 | 0.00 | 1.85 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 8.47 | 0.00 | 1.38 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 509.94 | 3.62 | 72.81 | 1.65 | 2.88 | 0.00 | 0.00 | 0.00 | 590.90 |
| | ROW % | 86.30 | 0.61 | 12.32 | 0.28 | 0.49 | 0.00 | 0.00 | 0.00 | 19.90 |
| | COL % | 20.80 | 35.04 | 18.94 | 27.18 | 3.04 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 17.17 | 0.12 | 2.45 | 0.06 | 0.10 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 3.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.05 |
| | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 |
| | COL % | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 386.61 | 0.00 | 21.67 | 0.00 | 2.63 | 0.00 | 0.00 | 0.00 | 410.91 |
| | ROW % | 94.09 | 0.00 | 5.27 | 0.00 | 0.64 | 0.00 | 0.00 | 0.00 | 13.84 |
| | COL % | 15.77 | 0.00 | 5.64 | 0.00 | 2.77 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 13.02 | 0.00 | 0.73 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 426.20 | 4.88 | 43.28 | 0.00 | 2.38 | 0.00 | 0.00 | 0.00 | 476.74 |
| | ROW % | 89.40 | 1.02 | 9.08 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 16.06 |
| | COL % | 17.38 | 47.24 | 11.26 | 0.00 | 2.51 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 14.35 | 0.16 | 1.46 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 2451.54 | 10.33 | 384.42 | 6.07 | 94.82 | 22.22 | 0.00 | 0.00 | 2969.40 |
| TOT % | | 82.56 | 0.35 | 12.95 | 0.20 | 3.19 | 0.75 | 0.00 | 0.00 | |

STATION 10
 TERMINAL TRIPS

A-32

STATION NUMBER = 10
 EXIT-ENTY STATION = 01 TO
 VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|---------|-------|--------|-------|--------|-------|------|------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT 8 |
| I | 1 | 1010.37 | 1.83 | 296.05 | 12.63 | 138.95 | 36.10 | 0.00 | 0.00 | 1495.93 |
| T | ROW % | 67.54 | 0.12 | 19.79 | 0.84 | 9.29 | 2.41 | 0.00 | 0.00 | 41.07 |
| | COL % | 35.29 | 9.18 | 53.54 | 61.52 | 93.51 | 97.07 | 0.00 | 0.00 | |
| R | TOT % | 27.74 | 0.05 | 8.13 | 0.35 | 3.82 | 0.99 | 0.00 | 0.00 | |
| I | 2 | 301.71 | 1.56 | 55.02 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | 360.04 |
| P | ROW % | 83.80 | 0.43 | 15.28 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 9.89 |
| | COL % | 10.54 | 7.82 | 9.95 | 0.00 | 1.18 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.28 | 0.04 | 1.51 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | |
| P | 3 | 547.90 | 5.62 | 92.77 | 5.38 | 2.88 | 0.00 | 0.00 | 0.00 | 654.55 |
| | ROW % | 83.71 | 0.86 | 14.17 | 0.82 | 0.44 | 0.00 | 0.00 | 0.00 | 17.97 |
| | COL % | 19.14 | 28.18 | 16.78 | 26.21 | 1.94 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 15.04 | 0.15 | 2.55 | 0.15 | 0.08 | 0.00 | 0.00 | 0.00 | |
| R | 4 | 25.79 | 1.34 | 6.19 | 0.00 | 0.00 | 1.09 | 0.00 | 0.00 | 34.41 |
| P | ROW % | 74.95 | 3.89 | 17.99 | 0.00 | 0.00 | 3.17 | 0.00 | 0.00 | 0.94 |
| | COL % | 0.90 | 6.72 | 1.12 | 0.00 | 0.00 | 2.93 | 0.00 | 0.00 | |
| | TOT % | 0.71 | 0.04 | 0.17 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | |
| S | 5 | 484.77 | 1.37 | 41.43 | 0.00 | 2.63 | 0.00 | 0.00 | 0.00 | 530.20 |
| | ROW % | 91.43 | 0.26 | 7.81 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 14.56 |
| | COL % | 16.93 | 6.87 | 7.49 | 0.00 | 1.77 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 13.31 | 0.04 | 1.14 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | |
| | 6 | 492.32 | 8.22 | 61.47 | 2.52 | 2.38 | 0.00 | 0.00 | 0.00 | 566.91 |
| | ROW % | 86.84 | 1.45 | 10.84 | 0.44 | 0.42 | 0.00 | 0.00 | 0.00 | 15.57 |
| | COL % | 17.20 | 41.22 | 11.12 | 12.27 | 1.60 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 13.52 | 0.23 | 1.69 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 2862.86 | 19.94 | 552.93 | 20.53 | 148.59 | 37.19 | 0.00 | 0.00 | 3642.04 |
| TOT % | | 78.61 | 0.55 | 15.18 | 0.56 | 4.08 | 1.02 | 0.00 | 0.00 | |

STATION 10
 TOTAL TRIPS

A-33

STATION NUMBER = 11

EXIT-ENT STATION = 01 TO 14

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 | 30.37 | 0.00 | 12.41 | 0.00 | 4.82 | 1.17 | 0.00 | 0.00 | 48.77 |
| | ROW % | 62.27 | 0.00 | 25.45 | 0.00 | 9.88 | 2.40 | 0.00 | 0.00 | 48.36 |
| | COL % | 45.65 | 0.00 | 45.71 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 30.11 | 0.00 | 12.31 | 0.00 | 4.78 | 1.16 | 0.00 | 0.00 | |
| I P | 2 2 | 1.30 | 1.18 | 2.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.10 |
| | ROW % | 25.49 | 23.14 | 51.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.06 |
| | COL % | 1.95 | 100.00 | 9.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 1.29 | 1.17 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P U | 3 3 | 7.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.79 |
| | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.72 |
| | COL % | 11.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R P | 4 4 | 6.54 | 0.00 | 3.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.79 |
| | ROW % | 66.80 | 0.00 | 33.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.71 |
| | COL % | 9.83 | 0.00 | 11.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.48 | 0.00 | 3.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S E | 5 5 | 11.06 | 0.00 | 5.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 16.27 |
| | ROW % | 67.98 | 0.00 | 32.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 16.13 |
| | COL % | 16.62 | 0.00 | 19.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 10.97 | 0.00 | 5.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 9.47 | 0.00 | 3.66 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.13 |
| | ROW % | 72.12 | 0.00 | 27.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.02 |
| | COL % | 14.23 | 0.00 | 13.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 9.39 | 0.00 | 3.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 66.53 | 1.18 | 27.15 | 0.00 | 4.82 | 1.17 | 0.00 | 0.00 | 100.85 |
| TOT % | | 65.97 | 1.17 | 26.92 | 0.00 | 4.78 | 1.16 | 0.00 | 0.00 | |

STATION 11
THROUGH TRIPS

A-34

STATION NUMBER = 11

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 \$. |
| I | 1 | 472.27 | 1.20 | 162.51 | 5.40 | 42.78 | 10.68 | 0.00 | 0.00 | 694.84 |
| T | ROW % | 67.97 | 0.17 | 23.39 | 0.78 | 6.16 | 1.54 | 0.00 | 0.00 | 37.15 |
| | COL % | 31.40 | 100.00 | 53.87 | 61.36 | 97.40 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 25.25 | 0.06 | 8.69 | 0.29 | 2.29 | 0.57 | 0.00 | 0.00 | |
| I | 2 | 135.17 | 0.00 | 23.94 | 0.00 | 1.14 | 0.00 | 0.00 | 0.00 | 160.25 |
| P | ROW % | 84.35 | 0.00 | 14.94 | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | 8.57 |
| | COL % | 8.99 | 0.00 | 7.94 | 0.00 | 2.60 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.23 | 0.00 | 1.28 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | |
| P | 3 | 494.28 | 0.00 | 63.18 | 2.26 | 0.00 | 0.00 | 0.00 | 0.00 | 559.72 |
| | ROW % | 88.31 | 0.00 | 11.29 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 29.93 |
| | COL % | 32.87 | 0.00 | 20.94 | 25.68 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 26.43 | 0.00 | 3.38 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 | 6.09 | 0.00 | 1.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.37 |
| P | ROW % | 82.63 | 0.00 | 17.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 |
| | COL % | 0.40 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.33 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| D | 5 | 241.44 | 0.00 | 20.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 261.66 |
| S | ROW % | 92.27 | 0.00 | 7.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.99 |
| | COL % | 16.05 | 0.00 | 6.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 12.91 | 0.00 | 1.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | 6 | 154.61 | 0.00 | 30.54 | 1.14 | 0.00 | 0.00 | 0.00 | 0.00 | 186.29 |
| | ROW % | 82.99 | 0.00 | 16.39 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 9.96 |
| | COL % | 10.28 | 0.00 | 10.12 | 12.95 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.27 | 0.00 | 1.63 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 1503.86 | 1.20 | 301.67 | 8.80 | 43.92 | 10.68 | 0.00 | 0.00 | 1870.13 |
| TOT % | | 80.41 | 0.06 | 16.13 | 0.47 | 2.35 | 0.57 | 0.00 | 0.00 | |

STATION 11
 TERMINAL TRIPS

A-35

STATION NUMBER = 11
 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 % |
| I | 1 | 502.64 | 1.20 | 174.92 | 5.40 | 47.60 | 11.85 | 0.00 | 0.00 | 743.61 |
| T | ROW % | 67.59 | 0.16 | 23.52 | 0.73 | 6.40 | 1.59 | 0.00 | 0.00 | 37.73 |
| | COL % | 32.01 | 50.42 | 53.20 | 61.36 | 97.66 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 25.50 | 0.06 | 8.87 | 0.27 | 2.42 | 0.60 | 0.00 | 0.00 | |
| I | 2 | 136.47 | 1.18 | 26.56 | 0.00 | 1.14 | 0.00 | 0.00 | 0.00 | 165.35 |
| P | ROW % | 82.53 | 0.71 | 16.06 | 0.00 | 0.69 | 0.00 | 0.00 | 0.00 | 8.39 |
| | COL % | 8.69 | 49.58 | 8.08 | 0.00 | 2.34 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.92 | 0.06 | 1.35 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | |
| P | 3 | 502.07 | 0.00 | 63.18 | 2.26 | 0.00 | 0.00 | 0.00 | 0.00 | 567.51 |
| | ROW % | 88.47 | 0.00 | 11.13 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 28.79 |
| | COL % | 31.97 | 0.00 | 19.21 | 25.68 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 25.47 | 0.00 | 3.21 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 | 12.63 | 0.00 | 4.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 17.16 |
| P | ROW % | 73.60 | 0.00 | 26.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 |
| | COL % | 0.80 | 0.00 | 1.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.64 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| D | 5 | 252.50 | 0.00 | 25.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 277.93 |
| S | ROW % | 90.85 | 0.00 | 9.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.10 |
| | COL % | 16.08 | 0.00 | 7.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 12.81 | 0.00 | 1.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | 6 | 164.08 | 0.00 | 34.20 | 1.14 | 0.00 | 0.00 | 0.00 | 0.00 | 199.42 |
| | ROW % | 82.28 | 0.00 | 17.15 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 10.12 |
| | COL % | 10.45 | 0.00 | 10.40 | 12.95 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.32 | 0.00 | 1.74 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 1570.39 | 2.38 | 328.82 | 8.80 | 48.74 | 11.85 | 0.00 | 0.00 | 1970.98 |
| TOT % | | 79.68 | 0.12 | 16.68 | 0.45 | 2.47 | 0.60 | 0.00 | 0.00 | |

STATION 11
 TOTAL TRIPS

A-36

STATION NUMBER = 12
 EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|--------|-------|-------|-------|--------|-------|------|------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT % |
| T | 1 1 | 54.48 | 0.00 | 45.29 | 1.22 | 14.38 | 3.00 | 0.00 | 0.00 | 118.37 |
| | ROW % | 46.03 | 0.00 | 38.26 | 1.03 | 12.15 | 2.53 | 0.00 | 0.00 | 40.83 |
| | COL % | 29.93 | 0.00 | 62.21 | 15.10 | 100.00 | 75.00 | 0.00 | 0.00 | |
| | TOT % | 18.79 | 0.00 | 15.62 | 0.42 | 4.96 | 1.03 | 0.00 | 0.00 | |
| I | 2 2 | 12.86 | 2.64 | 4.74 | 1.18 | 0.00 | 1.00 | 0.00 | 0.00 | 22.42 |
| | ROW % | 57.36 | 11.78 | 21.14 | 5.26 | 0.00 | 4.46 | 0.00 | 0.00 | 7.73 |
| | COL % | 7.07 | 30.56 | 6.51 | 14.60 | 0.00 | 25.00 | 0.00 | 0.00 | |
| | TOT % | 4.44 | 0.91 | 1.64 | 0.41 | 0.00 | 0.34 | 0.00 | 0.00 | |
| P | 3 3 | 9.84 | 0.00 | 6.39 | 1.18 | 0.00 | 0.00 | 0.00 | 0.00 | 17.41 |
| | ROW % | 56.52 | 0.00 | 36.70 | 6.78 | 0.00 | 0.00 | 0.00 | 0.00 | 6.01 |
| | COL % | 5.41 | 0.00 | 8.78 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 3.39 | 0.00 | 2.20 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 20.57 | 4.59 | 0.00 | 1.18 | 0.00 | 0.00 | 0.00 | 0.00 | 26.34 |
| | ROW % | 78.09 | 17.43 | 0.00 | 4.48 | 0.00 | 0.00 | 0.00 | 0.00 | 9.09 |
| | COL % | 11.30 | 53.12 | 0.00 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 7.10 | 1.58 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | |
| O | 5 5 | 50.60 | 1.41 | 10.40 | 2.14 | 0.00 | 0.00 | 0.00 | 0.00 | 64.55 |
| | ROW % | 78.39 | 2.18 | 16.11 | 3.32 | 0.00 | 0.00 | 0.00 | 0.00 | 22.27 |
| | COL % | 27.80 | 16.32 | 14.29 | 26.49 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 17.45 | 0.49 | 3.59 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 6 6 | 33.65 | 0.00 | 5.98 | 1.18 | 0.00 | 0.00 | 0.00 | 0.00 | 40.81 |
| | ROW % | 82.46 | 0.00 | 14.65 | 2.89 | 0.00 | 0.00 | 0.00 | 0.00 | 14.06 |
| | COL % | 18.49 | 0.00 | 8.21 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.61 | 0.00 | 2.06 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 182.00 | 8.64 | 72.80 | 8.08 | 14.38 | 4.00 | 0.00 | 0.00 | 289.90 |
| TOT % | | 62.78 | 2.98 | 25.11 | 2.79 | 4.96 | 1.38 | 0.00 | 0.00 | |

A-37

STATION 12
 THROUGH TRIPS

STATION NUMBER = 12

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 | 304.69 | 1.41 | 108.44 | 1.22 | 39.13 | 12.00 | 0.00 | 0.00 | 466.89 |
| | ROW % | 65.26 | 0.30 | 23.23 | 0.26 | 8.38 | 2.57 | 0.00 | 0.00 | 46.18 |
| | COL % | 38.90 | 51.27 | 63.23 | 100.00 | 97.07 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 30.14 | 0.14 | 10.73 | 0.12 | 3.87 | 1.19 | 0.00 | 0.00 | |
| I | 2 2 | 47.14 | 0.00 | 6.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 53.19 |
| | ROW % | 88.63 | 0.00 | 11.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.26 |
| | COL % | 6.02 | 0.00 | 3.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 4.66 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 171.19 | 0.00 | 31.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 202.87 |
| | ROW % | 84.38 | 0.00 | 15.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.07 |
| | COL % | 21.86 | 0.00 | 18.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 16.93 | 0.00 | 3.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 10.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.71 |
| | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.06 |
| | COL % | 1.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| F | TOT % | 1.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| D | 5 5 | 136.71 | 0.00 | 10.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 147.24 |
| | ROW % | 92.85 | 0.00 | 7.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.56 |
| | COL % | 17.45 | 0.00 | 6.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | TOT % | 13.52 | 0.00 | 1.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 6 6 | 112.78 | 1.34 | 14.79 | 0.00 | 1.18 | 0.00 | 0.00 | 0.00 | 130.09 |
| | ROW % | 86.69 | 1.03 | 11.37 | 0.00 | 0.91 | 0.00 | 0.00 | 0.00 | 12.87 |
| | COL % | 14.40 | 48.73 | 8.62 | 0.00 | 2.93 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.16 | 0.13 | 1.46 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 783.22 | 2.75 | 171.49 | 1.22 | 40.31 | 12.00 | 0.00 | 0.00 | 1010.99 |
| TOT % | | 77.47 | 0.27 | 16.96 | 0.12 | 3.99 | 1.19 | 0.00 | 0.00 | |

STATION 12
 TERMINAL TRIPS

STATION NUMBER = 12
 EXIT-ENT STATION = 01 TO
 VEHICLE TYPE

A-39

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|--------|-------|--------|-------|-------|-------|------|------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT % |
| T | 1 1 | 359.17 | 1.41 | 153.73 | 2.44 | 53.51 | 15.00 | 0.00 | 0.00 | 585.26 |
| | ROW % | 61.37 | 0.24 | 26.27 | 0.42 | 9.14 | 2.56 | 0.00 | 0.00 | 44.99 |
| | COL % | 37.21 | 12.38 | 62.93 | 26.24 | 97.84 | 93.75 | 0.00 | 0.00 | |
| | TOT % | 27.61 | 0.11 | 11.82 | 0.19 | 4.11 | 1.15 | 0.00 | 0.00 | |
| P | I 2 2 | 60.00 | 2.64 | 10.79 | 1.18 | 0.00 | 1.00 | 0.00 | 0.00 | 75.61 |
| | ROW % | 79.35 | 3.49 | 14.27 | 1.56 | 0.00 | 1.32 | 0.00 | 0.00 | 5.81 |
| | COL % | 6.22 | 23.18 | 4.42 | 12.69 | 0.00 | 6.25 | 0.00 | 0.00 | |
| | TOT % | 4.61 | 0.20 | 0.83 | 0.09 | 0.00 | 0.08 | 0.00 | 0.00 | |
| U | P 3 3 | 181.03 | 0.00 | 38.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.00 | 220.28 |
| | ROW % | 82.18 | 0.00 | 17.28 | 0.54 | 0.00 | 0.00 | 0.00 | 0.00 | 16.93 |
| | COL % | 18.76 | 0.00 | 15.58 | 12.69 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 13.92 | 0.00 | 2.93 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | P 4 4 | 31.28 | 4.59 | 0.00 | 1.18 | 0.00 | 0.00 | 0.00 | 0.00 | 37.05 |
| | ROW % | 84.43 | 12.39 | 0.00 | 3.18 | 0.00 | 0.00 | 0.00 | 0.00 | 2.85 |
| | COL % | 3.24 | 40.30 | 0.00 | 12.69 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 2.40 | 0.35 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | O 5 5 | 187.31 | 1.41 | 20.93 | 2.14 | 0.00 | 0.00 | 0.00 | 0.00 | 211.79 |
| | ROW % | 88.44 | 0.67 | 9.88 | 1.01 | 0.00 | 0.00 | 0.00 | 0.00 | 16.28 |
| | COL % | 19.41 | 12.38 | 8.57 | 23.01 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 14.40 | 0.11 | 1.61 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E | 6 6 | 146.43 | 1.34 | 20.77 | 1.18 | 1.18 | 0.00 | 0.00 | 0.00 | 170.90 |
| | ROW % | 85.68 | 0.78 | 12.15 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 13.14 |
| | COL % | 15.17 | 11.76 | 8.50 | 12.69 | 2.16 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.26 | 0.10 | 1.60 | 0.09 | 0.09 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 965.22 | 11.39 | 244.29 | 9.30 | 54.69 | 16.00 | 0.00 | 0.00 | 1300.89 |
| TOT % | | 74.20 | 0.88 | 18.78 | 0.71 | 4.20 | 1.23 | 0.00 | 0.00 | |

STATION 12
 TOTAL TRIPS

ALMA-ST LOUIS GENERAL PURPOSE SUMMARY BY STATION

STATION NUMBER = 13

EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|--------|--------|-------|--------|-------|--------|------|------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT \$ |
| T | 1 1 | 67.87 | 0.00 | 33.70 | 3.01 | 5.58 | 5.61 | 0.00 | 0.00 | 135.77 |
| | RDW % | 64.72 | 0.00 | 24.82 | 2.22 | 4.11 | 4.13 | 0.00 | 0.00 | 43.16 |
| | COL % | 36.80 | 0.00 | 57.23 | 100.00 | 82.67 | 100.00 | 0.00 | 0.00 | |
| | TOT % | 27.94 | 0.00 | 10.71 | 0.96 | 1.77 | 1.78 | 0.00 | 0.00 | |
| P | I 2 2 | 16.65 | 0.00 | 5.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.27 |
| | RDW % | 74.76 | 0.00 | 25.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.08 |
| | COL % | 6.97 | 0.00 | 9.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 5.29 | 0.00 | 1.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| U | P 3 3 | 20.39 | 0.00 | 5.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.87 |
| | RDW % | 78.82 | 0.00 | 21.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.22 |
| | COL % | 8.54 | 0.00 | 9.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.48 | 0.00 | 1.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| R | P 4 4 | 4.97 | 1.52 | 0.00 | 0.00 | 1.17 | 0.00 | 0.00 | 0.00 | 7.66 |
| | RDW % | 64.88 | 19.84 | 0.00 | 0.00 | 15.27 | 0.00 | 0.00 | 0.00 | 2.44 |
| | COL % | 2.08 | 100.00 | 0.00 | 0.00 | 17.33 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 1.58 | 0.48 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 | |
| S | E 5 5 | 82.35 | 0.00 | 9.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 91.49 |
| | RDW % | 90.01 | 0.00 | 9.99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 29.09 |
| | COL % | 34.49 | 0.00 | 15.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 26.18 | 0.00 | 2.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| O | 6 6 | 26.53 | 0.00 | 4.95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 31.48 |
| | RDW % | 84.28 | 0.00 | 15.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.01 |
| | COL % | 11.11 | 0.00 | 8.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 8.43 | 0.00 | 1.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 238.76 | 1.52 | 58.89 | 3.01 | 6.75 | 5.61 | 0.00 | 0.00 | 314.54 |
| TOT % | | 75.91 | 0.48 | 18.72 | 0.96 | 2.15 | 1.78 | 0.00 | 0.00 | |

STATION 13
Through TRIPS

STATION NUMBER = 13

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 % |
| I | 1 1 | 849.15 | 5.10 | 328.80 | 0.00 | 49.12 | 7.86 | 0.00 | 0.00 | 1240.03 |
| T | ROW % | 68.48 | 0.41 | 26.52 | 0.00 | 3.96 | 0.63 | 0.00 | 0.00 | 43.39 |
| | COL % | 37.75 | 34.79 | 62.78 | 0.00 | 79.39 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 29.72 | 0.18 | 11.51 | 0.00 | 1.72 | 0.28 | 0.00 | 0.00 | |
| I | 2 2 | 185.09 | 0.00 | 46.13 | 0.00 | 1.28 | 0.00 | 0.00 | 0.00 | 232.50 |
| P | ROW % | 79.61 | 0.00 | 19.84 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | 8.14 |
| P | COL % | 8.23 | 0.00 | 8.81 | 0.00 | 2.07 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 6.48 | 0.00 | 1.61 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 443.73 | 2.94 | 62.60 | 0.00 | 2.80 | 0.00 | 0.00 | 0.00 | 512.07 |
| P | ROW % | 86.65 | 0.57 | 12.22 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | 17.92 |
| | COL % | 19.73 | 20.05 | 11.95 | 0.00 | 4.53 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 15.53 | 0.10 | 2.19 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 6.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.97 |
| P | ROW % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 |
| P | COL % | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 414.06 | 3.61 | 32.83 | 0.00 | 5.59 | 0.00 | 0.00 | 0.00 | 456.09 |
| S | ROW % | 90.78 | 0.79 | 7.20 | 0.00 | 1.23 | 0.00 | 0.00 | 0.00 | 15.96 |
| E | COL % | 18.41 | 24.62 | 6.27 | 0.00 | 9.04 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 14.49 | 0.13 | 1.15 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | |
| O | 6 6 | 350.39 | 3.01 | 53.41 | 0.00 | 3.08 | 0.00 | 0.00 | 0.00 | 409.89 |
| | ROW % | 85.48 | 0.73 | 13.03 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 14.34 |
| | COL % | 15.58 | 20.53 | 10.20 | 0.00 | 4.98 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 12.26 | 0.11 | 1.87 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| | TOTAL | 2249.39 | 14.66 | 523.77 | 0.00 | 61.87 | 7.86 | 0.00 | 0.00 | 2857.55 |
| | TOT % | 78.72 | 0.51 | 18.33 | 0.00 | 2.17 | 0.28 | 0.00 | 0.00 | |

STATION 13
 TERMINAL TRIPS

A-41

STATION NUMBER = 13

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|--------|-------|---------|-------|--------|--------|-------|--------|------|------|----------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| T | 1 1 | 937.02 | 5.10 | 362.50 | 3.01 | 54.70 | 13.47 | 0.00 | 0.00 | 1375.80 |
| | ROW % | 68.11 | 0.37 | 26.35 | 0.22 | 3.98 | 0.98 | 0.00 | 0.00 | 43.37 |
| | COL % | 37.66 | 31.52 | 62.21 | 100.00 | 79.71 | 100.00 | 0.00 | 0.00 | |
| R | TOT % | 29.54 | 0.16 | 11.43 | 0.09 | 1.72 | 0.42 | 0.00 | 0.00 | |
| I | 2 2 | 201.74 | 0.00 | 51.75 | 0.00 | 1.28 | 0.00 | 0.00 | 0.00 | 254.77 |
| | ROW % | 79.19 | 0.00 | 20.31 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 6.03 |
| | COL % | 8.11 | 0.00 | 8.88 | 0.00 | 1.87 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 6.36 | 0.00 | 1.63 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 464.12 | 2.94 | 68.08 | 0.00 | 2.80 | 0.00 | 0.00 | 0.00 | 537.94 |
| | ROW % | 86.28 | 0.55 | 12.66 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | 16.96 |
| | COL % | 18.65 | 18.17 | 11.68 | 0.00 | 4.08 | 0.00 | 0.00 | 0.00 | |
| U | TOT % | 14.63 | 0.09 | 2.15 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | |
| R | 4 4 | 11.94 | 1.52 | 0.00 | 0.00 | 1.17 | 0.00 | 0.00 | 0.00 | 14.63 |
| | ROW % | 81.61 | 10.39 | 0.00 | 0.00 | 8.00 | 0.00 | 0.00 | 0.00 | 0.46 |
| | COL % | 0.48 | 9.39 | 0.00 | 0.00 | 1.71 | 0.00 | 0.00 | 0.00 | |
| P | TOT % | 0.38 | 0.05 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | |
| S | 5 5 | 496.41 | 3.61 | 41.97 | 0.00 | 5.59 | 0.00 | 0.00 | 0.00 | 547.58 |
| | ROW % | 90.66 | 0.66 | 7.66 | 0.00 | 1.02 | 0.00 | 0.00 | 0.00 | 17.26 |
| | COL % | 19.95 | 22.31 | 7.20 | 0.00 | 8.15 | 0.00 | 0.00 | 0.00 | |
| F | TOT % | 15.65 | 0.11 | 1.32 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | |
| 6 | 6 6 | 376.92 | 3.01 | 58.36 | 0.00 | 3.08 | 0.00 | 0.00 | 0.00 | 441.37 |
| | ROW % | 85.40 | 0.68 | 13.22 | 0.00 | 0.70 | 0.00 | 0.00 | 0.00 | 13.91 |
| | COL % | 15.15 | 18.60 | 10.02 | 0.00 | 4.49 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 11.88 | 0.09 | 1.84 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 2488.15 | 16.18 | 582.66 | 3.01 | 68.62 | 13.47 | 0.00 | 0.00 | 3172.09 |
| TOT % | | 78.44 | 0.51 | 18.37 | 0.09 | 2.16 | 0.42 | 0.00 | 0.00 | |

STATION 13.
TOTAL TRIPS

A-42

ALMA-ST LOUIS GENERAL PURPOSE SUMMARY BY STATION

STATION NUMBER = 14

EXIT-ENT STATION = 01 TO 14

VEHICLE TYPE

| RANGES | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|--------|-------|---------|--------|--------|-------|--------|--------|------|------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOT % |
| I 1 | 1 | 488.17 | 8.76 | 155.18 | 3.73 | 163.70 | 310.38 | 0.00 | 0.00 | 1129.92 |
| | ROW % | 43.20 | 0.78 | 13.73 | 0.33 | 14.49 | 27.47 | 0.00 | 0.00 | 43.82 |
| | COL % | 29.00 | 8.27 | 58.53 | 17.57 | 87.99 | 97.93 | 0.00 | 0.00 | |
| | TOT % | 18.93 | 0.34 | 6.02 | 0.14 | 6.35 | 12.04 | 0.00 | 0.00 | |
| I 2 | 2 | 111.82 | 1.88 | 16.72 | 1.65 | 1.50 | 0.00 | 0.00 | 0.00 | 133.57 |
| | ROW % | 83.72 | 1.41 | 12.52 | 1.24 | 1.12 | 0.00 | 0.00 | 0.00 | 5.18 |
| | COL % | 6.64 | 1.77 | 6.31 | 7.77 | 0.81 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 4.34 | 0.07 | 0.65 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | |
| P 3 | 3 | 58.35 | 0.00 | 12.95 | 0.00 | 2.04 | 0.00 | 0.00 | 0.00 | 73.34 |
| | ROW % | 79.56 | 0.00 | 17.66 | 0.00 | 2.78 | 0.00 | 0.00 | 0.00 | 2.84 |
| | COL % | 3.47 | 0.00 | 4.88 | 0.00 | 1.10 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 2.26 | 0.00 | 0.50 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | |
| P 4 | 4 | 350.65 | 69.64 | 21.05 | 15.85 | 14.06 | 3.34 | 0.00 | 0.00 | 474.59 |
| | ROW % | 73.88 | 14.67 | 4.44 | 3.34 | 2.96 | 0.70 | 0.00 | 0.00 | 18.41 |
| | COL % | 20.83 | 65.74 | 7.94 | 74.66 | 7.56 | 1.05 | 0.00 | 0.00 | |
| | TOT % | 13.60 | 2.70 | 0.82 | 0.61 | 0.55 | 0.13 | 0.00 | 0.00 | |
| S 5 | 5 | 507.37 | 17.08 | 31.33 | 0.00 | 3.28 | 1.50 | 0.00 | 0.00 | 560.56 |
| | ROW % | 90.51 | 3.05 | 5.59 | 0.00 | 0.59 | 0.27 | 0.00 | 0.00 | 21.74 |
| | COL % | 30.14 | 16.12 | 11.82 | 0.00 | 1.76 | 0.47 | 0.00 | 0.00 | |
| | TOT % | 19.68 | 0.66 | 1.22 | 0.00 | 0.13 | 0.06 | 0.00 | 0.00 | |
| E 6 | 6 | 166.88 | 8.58 | 27.89 | 0.00 | 1.47 | 1.73 | 0.00 | 0.00 | 206.55 |
| | ROW % | 80.79 | 4.15 | 13.50 | 0.00 | 0.71 | 0.84 | 0.00 | 0.00 | 8.01 |
| | COL % | 9.91 | 8.10 | 10.52 | 0.00 | 0.79 | 0.55 | 0.00 | 0.00 | |
| | TOT % | 6.47 | 0.33 | 1.08 | 0.00 | 0.06 | 0.07 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 1683.24 | 105.94 | 265.12 | 21.23 | 186.05 | 316.95 | 0.00 | 0.00 | 2578.53 |
| TOT % | | 65.28 | 4.11 | 10.28 | 0.82 | 7.22 | 12.29 | 0.00 | 0.00 | |

STATION 14
Through TRIPS

ALMA-ST LOUIS GENERAL PURPOSE SUMMARY BY STATION

STATION NUMBER = 14

EXIT-ENT STATION = TO

VEHICLE TYPE

| RANGES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|---------|---------|-------|--------|-------|-------|-------|------|------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| I 1 1 | 776.92 | 5.16 | 297.80 | 10.70 | 87.62 | 97.22 | 0.00 | 0.00 | 1275.42 |
| T RDW % | 60.91 | 0.40 | 23.35 | 0.84 | 6.87 | 7.62 | 0.00 | 0.00 | 47.37 |
| COL % | 39.85 | 29.47 | 57.53 | 61.60 | 95.73 | 98.47 | 0.00 | 0.00 | |
| R TOT % | 28.85 | 0.19 | 11.06 | 0.40 | 3.25 | 3.61 | 0.00 | 0.00 | |
| I 2 2 | 148.07 | 0.00 | 35.31 | 0.00 | 1.87 | 0.00 | 0.00 | 0.00 | 185.25 |
| P RDW % | 79.93 | 0.00 | 19.06 | 0.00 | 1.01 | 0.00 | 0.00 | 0.00 | 6.88 |
| COL % | 7.59 | 0.00 | 6.82 | 0.00 | 2.04 | 0.00 | 0.00 | 0.00 | |
| TOT % | 5.50 | 0.00 | 1.31 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | |
| P 3 3 | 426.77 | 1.68 | 83.81 | 1.50 | 0.00 | 1.51 | 0.00 | 0.00 | 515.27 |
| RDW % | 82.82 | 0.33 | 16.27 | 0.29 | 0.00 | 0.29 | 0.00 | 0.00 | 19.14 |
| COL % | 21.89 | 9.59 | 16.19 | 8.64 | 0.00 | 1.53 | 0.00 | 0.00 | |
| U TOT % | 15.85 | 0.06 | 3.11 | 0.06 | 0.00 | 0.06 | 0.00 | 0.00 | |
| R 4 4 | 24.38 | 5.38 | 0.00 | 1.65 | 0.00 | 0.00 | 0.00 | 0.00 | 31.41 |
| RDW % | 77.62 | 17.13 | 0.00 | 5.25 | 0.00 | 0.00 | 0.00 | 0.00 | 1.17 |
| P COL % | 1.25 | 30.73 | 0.00 | 9.50 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOT % | 0.91 | 0.20 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | |
| O 5 5 | 340.39 | 5.29 | 39.95 | 1.44 | 0.00 | 0.00 | 0.00 | 0.00 | 387.07 |
| S RDW % | 87.94 | 1.37 | 10.32 | 0.37 | 0.00 | 0.00 | 0.00 | 0.00 | 14.38 |
| COL % | 17.46 | 30.21 | 7.72 | 8.29 | 0.00 | 0.00 | 0.00 | 0.00 | |
| E TOT % | 12.64 | 0.20 | 1.48 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 6 6 6 | 233.17 | 0.00 | 60.79 | 2.08 | 2.04 | 0.00 | 0.00 | 0.00 | 298.08 |
| RDW % | 78.22 | 0.00 | 20.39 | 0.70 | 0.68 | 0.00 | 0.00 | 0.00 | 11.07 |
| COL % | 11.96 | 0.00 | 11.74 | 11.97 | 2.23 | 0.00 | 0.00 | 0.00 | |
| TOT % | 8.66 | 0.00 | 2.26 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | |
| TOTAL | 1949.70 | 17.51 | 517.66 | 17.37 | 91.53 | 98.73 | 0.00 | 0.00 | 2692.50 |
| TOT % | 72.41 | 0.65 | 19.23 | 0.65 | 3.40 | 3.67 | 0.00 | 0.00 | |

STATION 14
TERMINAL TRIPS

A-44

STATION NUMBER = 14
 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 | 1 1 | 1265.09 | 13.92 | 452.98 | 14.43 | 251.32 | 407.80 | 0.00 | 0.00 | 2405.34 |
| | ROW % | 52.60 | 0.58 | 18.83 | 0.60 | 10.45 | 16.95 | 0.00 | 0.00 | 45.63 |
| | COL % | 34.82 | 11.28 | 57.87 | 37.38 | 90.54 | 98.06 | 0.00 | 0.00 | |
| | TOT % | 24.00 | 0.26 | 8.59 | 0.27 | 4.77 | 7.73 | 0.00 | 0.00 | |
| I | 2 2 | 259.89 | 1.88 | 52.03 | 1.65 | 3.37 | 0.00 | 0.00 | 0.00 | 318.82 |
| | ROW % | 81.52 | 0.59 | 16.32 | 0.52 | 1.06 | 0.00 | 0.00 | 0.00 | 6.05 |
| | COL % | 7.15 | 1.52 | 6.65 | 4.27 | 1.21 | 0.00 | 0.00 | 0.00 | |
| | TOT % | 4.93 | 0.04 | 0.99 | 0.03 | 0.06 | 0.00 | 0.00 | 0.00 | |
| P | 3 3 | 485.12 | 1.68 | 96.76 | 1.50 | 2.04 | 1.51 | 0.00 | 0.00 | 588.61 |
| | ROW % | 82.42 | 0.29 | 16.44 | 0.25 | 0.35 | 0.26 | 0.00 | 0.00 | 11.17 |
| | COL % | 13.35 | 1.36 | 12.36 | 3.89 | 0.73 | 0.36 | 0.00 | 0.00 | |
| | TOT % | 9.20 | 0.03 | 1.84 | 0.03 | 0.04 | 0.03 | 0.00 | 0.00 | |
| R | 4 4 | 375.03 | 75.02 | 21.05 | 17.50 | 14.06 | 3.34 | 0.00 | 0.00 | 506.00 |
| | ROW % | 74.12 | 14.83 | 4.16 | 3.46 | 2.78 | 0.66 | 0.00 | 0.00 | 9.60 |
| | COL % | 10.32 | 60.77 | 2.69 | 45.34 | 5.07 | 0.80 | 0.00 | 0.00 | |
| | TOT % | 7.11 | 1.42 | 0.40 | 0.33 | 0.27 | 0.06 | 0.00 | 0.00 | |
| S | 5 5 | 847.76 | 22.37 | 71.28 | 1.44 | 3.28 | 1.50 | 0.00 | 0.00 | 947.63 |
| | ROW % | 89.46 | 2.36 | 7.52 | 0.15 | 0.35 | 0.16 | 0.00 | 0.00 | 17.98 |
| | COL % | 23.34 | 18.12 | 9.11 | 3.73 | 1.18 | 0.36 | 0.00 | 0.00 | |
| | TOT % | 16.08 | 0.42 | 1.35 | 0.03 | 0.06 | 0.03 | 0.00 | 0.00 | |
| E | 6 6 | 400.05 | 8.58 | 88.68 | 2.08 | 3.51 | 1.73 | 0.00 | 0.00 | 504.63 |
| | ROW % | 79.28 | 1.70 | 17.57 | 0.41 | 0.70 | 0.34 | 0.00 | 0.00 | 9.57 |
| | COL % | 11.01 | 6.95 | 11.33 | 5.39 | 1.26 | 0.42 | 0.00 | 0.00 | |
| | TOT % | 7.59 | 0.16 | 1.68 | 0.04 | 0.07 | 0.03 | 0.00 | 0.00 | |
| ----- | | | | | | | | | | |
| TOTAL | | 3632.94 | 123.45 | 782.78 | 38.60 | 277.58 | 415.68 | 0.00 | 0.00 | 5271.03 |
| TOT % | | 68.92 | 2.34 | 14.85 | 0.73 | 5.27 | 7.89 | 0.00 | 0.00 | |

STATION 14
 TOTAL TRIPS

A-45

FORM NUMBER = 6
 EXIT-ENT STATION = 01 TO 14
 VEHICLE TYPE

| RANGES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT % |
|---------|---------|--------|---------|--------|--------|--------|------|------|----------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| I 1 1 | 2077.43 | 23.51 | 612.99 | 46.85 | 470.82 | 779.98 | 0.00 | 0.00 | 4011.58 |
| T FCR % | 51.79 | 0.59 | 15.28 | 1.17 | 11.74 | 19.44 | 0.00 | 0.00 | 30.89 |
| R CIL % | 22.27 | 4.06 | 44.29 | 22.72 | 72.04 | 93.46 | 0.00 | 0.00 | |
| TCT % | 16.00 | 0.18 | 4.72 | 0.36 | 3.63 | 6.01 | 0.00 | 0.00 | |
| I 2 2 | 549.79 | 14.09 | 82.30 | 10.53 | 5.24 | 2.09 | 0.00 | 0.00 | 664.04 |
| P FCR % | 82.79 | 2.12 | 12.39 | 1.59 | 0.79 | 0.31 | 0.00 | 0.00 | 5.11 |
| P CIL % | 5.89 | 2.43 | 5.95 | 5.11 | 0.80 | 0.25 | 0.00 | 0.00 | |
| TCT % | 4.23 | 0.11 | 0.63 | 0.08 | 0.04 | 0.02 | 0.00 | 0.00 | |
| P 3 3 | 285.37 | 8.91 | 78.32 | 9.09 | 5.54 | 0.00 | 0.00 | 0.00 | 387.23 |
| P FCR % | 73.70 | 2.30 | 20.23 | 2.35 | 1.43 | 0.00 | 0.00 | 0.00 | 2.98 |
| U CIL % | 3.06 | 1.54 | 5.66 | 4.41 | 0.85 | 0.00 | 0.00 | 0.00 | |
| U TCT % | 2.20 | 0.07 | 0.60 | 0.07 | 0.04 | 0.00 | 0.00 | 0.00 | |
| R 4 4 | 2748.52 | 421.14 | 205.58 | 110.59 | 125.01 | 36.62 | 0.00 | 0.00 | 3647.46 |
| P FCR % | 75.35 | 11.55 | 5.64 | 3.03 | 3.43 | 1.00 | 0.00 | 0.00 | 28.09 |
| P CIL % | 29.47 | 72.65 | 14.85 | 53.64 | 19.13 | 4.39 | 0.00 | 0.00 | |
| TCT % | 21.17 | 3.24 | 1.58 | 0.85 | 0.96 | 0.28 | 0.00 | 0.00 | |
| D 5 5 | 2321.76 | 62.84 | 228.95 | 12.11 | 26.83 | 4.64 | 0.00 | 0.00 | 2657.13 |
| S FCR % | 87.38 | 2.36 | 8.62 | 0.46 | 1.01 | 0.17 | 0.00 | 0.00 | 20.46 |
| E CIL % | 24.89 | 10.84 | 16.54 | 5.87 | 4.11 | 0.56 | 0.00 | 0.00 | |
| E TCT % | 17.88 | 0.48 | 1.76 | 0.09 | 0.21 | 0.04 | 0.00 | 0.00 | |
| 6 6 | 1344.73 | 49.21 | 176.00 | 17.01 | 20.07 | 11.21 | 0.00 | 0.00 | 1619.23 |
| P FCR % | 83.10 | 3.04 | 10.88 | 1.05 | 1.24 | 0.69 | 0.00 | 0.00 | 12.46 |
| CIL % | 14.42 | 8.49 | 12.72 | 8.25 | 3.07 | 1.34 | 0.00 | 0.00 | |
| TCT % | 10.36 | 0.38 | 1.36 | 0.13 | 0.15 | 0.09 | 0.00 | 0.00 | |
| <hr/> | | | | | | | | | |
| TOTAL | 9327.60 | 579.70 | 1384.14 | 206.18 | 653.51 | 834.54 | 0.00 | 0.00 | 12965.67 |
| TCT % | 71.63 | 4.46 | 10.66 | 1.59 | 5.03 | 6.43 | 0.00 | 0.00 | |

ALL STATIONS
 THROUGH TRIPS

ALMA-ST LOUIS ALL STATION GENERAL PURPOSE SUMMARY

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 % |
| I 1 1 | 6986.76 | 21.77 | 2273.53 | 37.29 | 722.70 | 748.83 | 0.00 | 0.00 | 10790.88 |
| T PGM 9 | 64.75 | 0.20 | 21.07 | 0.35 | 6.70 | 6.94 | 0.00 | 0.00 | 46.40 |
| CEL 9 | 39.33 | 19.18 | 60.51 | 60.75 | 89.44 | 99.32 | 0.00 | 0.00 | |
| R TOT 9 | 30.04 | 0.09 | 9.78 | 0.16 | 3.11 | 3.22 | 0.00 | 0.00 | |
| I 2 2 | 1553.82 | 1.19 | 258.94 | 2.26 | 15.91 | 0.00 | 0.00 | 0.00 | 1832.12 |
| P PGM 9 | 84.81 | 0.06 | 14.13 | 0.12 | 0.87 | 0.00 | 0.00 | 0.00 | 7.88 |
| CEL 9 | 8.75 | 1.05 | 6.89 | 3.48 | 1.97 | 0.00 | 0.00 | 0.00 | |
| TOT 9 | 6.68 | 0.01 | 1.11 | 0.01 | 0.07 | 0.00 | 0.00 | 0.00 | |
| P 3 3 | 3619.71 | 17.63 | 568.06 | 10.58 | 28.57 | 3.55 | 0.00 | 0.00 | 4248.10 |
| U PGM 9 | 85.21 | 0.42 | 13.37 | 0.25 | 0.67 | 0.08 | 0.00 | 0.00 | 18.26 |
| CEL 9 | 20.38 | 15.53 | 15.12 | 17.24 | 3.54 | 0.47 | 0.00 | 0.00 | |
| TOT 9 | 15.56 | 0.08 | 2.44 | 0.05 | 0.12 | 0.02 | 0.00 | 0.00 | |
| R 4 4 | 206.03 | 26.07 | 9.82 | 1.45 | 4.72 | 0.00 | 0.00 | 0.00 | 248.29 |
| F PGM 9 | 32.98 | 10.50 | 3.96 | 0.46 | 1.90 | 0.00 | 0.00 | 0.00 | 1.07 |
| CEL 9 | 1.16 | 22.97 | 0.26 | 2.49 | 0.58 | 0.00 | 0.00 | 0.00 | |
| TOT 9 | 0.89 | 0.11 | 0.04 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | |
| S 5 5 | 3039.96 | 21.57 | 285.16 | 5.05 | 10.95 | 1.60 | 0.00 | 0.00 | 3364.29 |
| E PGM 9 | 90.36 | 0.64 | 8.48 | 0.15 | 0.33 | 0.05 | 0.00 | 0.00 | 14.46 |
| CEL 9 | 17.11 | 19.00 | 7.59 | 8.23 | 1.36 | 0.21 | 0.00 | 0.00 | |
| TOT 9 | 13.07 | 0.09 | 1.23 | 0.02 | 0.05 | 0.01 | 0.00 | 0.00 | |
| A 6 6 | 2358.15 | 25.29 | 361.56 | 4.55 | 25.22 | 0.00 | 0.00 | 0.00 | 2774.77 |
| CEL 9 | 84.99 | 0.91 | 13.03 | 0.16 | 0.91 | 0.00 | 0.00 | 0.00 | 11.93 |
| TOT 9 | 13.27 | 22.28 | 9.62 | 7.41 | 3.12 | 0.00 | 0.00 | 0.00 | |
| TOT 9 | 10.14 | 0.11 | 1.55 | 0.02 | 0.11 | 0.00 | 0.00 | 0.00 | |
| ----- | | | | | | | | | |
| TOTAL | 17764.43 | 113.52 | 3757.07 | 61.38 | 808.07 | 753.98 | 0.00 | 0.00 | 23258.45 |
| TOT 9 | 76.38 | 0.49 | 16.15 | 0.26 | 3.47 | 3.24 | 0.00 | 0.00 | |

ALL STATIONS
TERMINAL TRIPS

A-47

FORM NUMBER = 6

EXIT-ENTY STATION = 01 TO

VEHICLE TYPE

| PARCES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL TOT \$ |
|----------|----------|--------|---------|--------|---------|---------|------|------|-----------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| I 1 | 9064.10 | 45.28 | 2886.52 | 84.14 | 1193.52 | 1528.81 | 0.00 | 0.00 | 14802.46 |
| T FLOW | 61.23 | 0.31 | 19.50 | 0.57 | 8.06 | 10.33 | 0.00 | 0.00 | 40.84 |
| R COLL | 33.46 | 6.53 | 56.14 | 31.45 | 81.66 | 96.24 | 0.00 | 0.00 | |
| R TOT \$ | 25.01 | 0.12 | 7.96 | 0.23 | 3.29 | 4.22 | 0.00 | 0.00 | |
| I 2 | 2103.61 | 15.28 | 341.24 | 12.79 | 21.15 | 2.09 | 0.00 | 0.00 | 2496.16 |
| P FLOW | 84.27 | 0.61 | 13.67 | 0.51 | 0.85 | 0.08 | 0.00 | 0.00 | 6.89 |
| P COLL | 7.71 | 2.20 | 6.04 | 4.78 | 1.45 | 0.13 | 0.00 | 0.00 | |
| TOT \$ | 5.80 | 0.04 | 0.94 | 0.04 | 0.06 | 0.01 | 0.00 | 0.00 | |
| P 3 | 3905.08 | 26.54 | 646.38 | 19.67 | 34.11 | 3.55 | 0.00 | 0.00 | 4635.33 |
| P FLOW | 84.25 | 0.57 | 13.94 | 0.42 | 0.74 | 0.08 | 0.00 | 0.00 | 12.79 |
| U COLL | 14.41 | 3.83 | 12.57 | 7.35 | 2.33 | 0.22 | 0.00 | 0.00 | |
| U TOT \$ | 10.77 | 0.07 | 1.78 | 0.05 | 0.09 | 0.01 | 0.00 | 0.00 | |
| R 4 | 2054.55 | 447.21 | 215.40 | 112.24 | 129.73 | 36.62 | 0.00 | 0.00 | 3895.75 |
| P FLOW | 75.84 | 11.48 | 5.53 | 2.88 | 3.33 | 0.94 | 0.00 | 0.00 | 10.75 |
| P COLL | 10.91 | 64.51 | 4.19 | 41.95 | 8.88 | 2.31 | 0.00 | 0.00 | |
| TOT \$ | 8.15 | 1.23 | 0.59 | 0.31 | 0.36 | 0.10 | 0.00 | 0.00 | |
| S 5 | 5361.72 | 84.41 | 514.11 | 17.16 | 37.78 | 6.24 | 0.00 | 0.00 | 6021.42 |
| S FLOW | 89.04 | 1.40 | 8.54 | 0.28 | 0.63 | 0.10 | 0.00 | 0.00 | 16.61 |
| E COLL | 19.79 | 12.18 | 10.00 | 6.41 | 2.58 | 0.39 | 0.00 | 0.00 | |
| E TOT \$ | 14.79 | 0.23 | 1.42 | 0.05 | 0.10 | 0.02 | 0.00 | 0.00 | |
| 6 | 3702.88 | 74.50 | 537.56 | 21.56 | 45.29 | 11.21 | 0.00 | 0.00 | 4393.00 |
| P FLOW | 84.29 | 1.70 | 12.24 | 0.49 | 1.03 | 0.26 | 0.00 | 0.00 | 12.12 |
| P COLL | 13.67 | 10.75 | 10.46 | 8.06 | 3.10 | 0.71 | 0.00 | 0.00 | |
| TOT \$ | 10.22 | 0.21 | 1.48 | 0.06 | 0.12 | 0.03 | 0.00 | 0.00 | |
| ----- | | | | | | | | | |
| TOTAL | 27092.03 | 693.22 | 5141.21 | 267.56 | 1461.58 | 1588.52 | 0.00 | 0.00 | 36244.12 |
| TOT \$ | 74.75 | 1.91 | 14.18 | 0.74 | 4.03 | 4.38 | 0.00 | 0.00 | |

ALL STATIONS
TOTAL TRIPS

84-V

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, 5536 trips or 15.214 percent of the total were approximately 30 minutes in length. The percent of trips which were 30 minutes or less is 45.478.

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.

| 0 | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | |
|---------|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
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| 9..... | | | | | | | | | | | | | | | | | | | | | |
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| 99.. | | | | | | | | | | | | | | | | | | | | | |
| 100.. | | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|--------|--------|--------|
| 2.427 | 2.427 | 883 |
| 27.837 | 30.264 | 10129 |
| 15.214 | 45.478 | 5536 |
| 7.530 | 53.008 | 2740 |
| 5.403 | 58.411 | 1966 |
| 4.741 | 63.152 | 1725 |
| 3.287 | 66.439 | 1196 |
| 3.463 | 69.901 | 1260 |
| 1.720 | 71.622 | 626 |
| 1.764 | 73.386 | 642 |
| 2.210 | 75.596 | 804 |
| 0.995 | 76.591 | 362 |
| 1.883 | 78.473 | 685 |
| 1.053 | 79.526 | 383 |
| 2.152 | 81.678 | 783 |
| 1.665 | 83.343 | 606 |
| 1.561 | 84.904 | 568 |
| 1.105 | 86.009 | 402 |
| 0.967 | 86.976 | 352 |
| 1.421 | 88.397 | 517 |
| 0.912 | 89.309 | 332 |
| 0.918 | 90.227 | 334 |
| 0.780 | 91.008 | 284 |
| 0.791 | 91.799 | 288 |
| 0.695 | 92.495 | 253 |
| 0.511 | 93.006 | 186 |
| 0.484 | 93.489 | 176 |
| 0.602 | 94.091 | 219 |
| 0.676 | 94.767 | 246 |
| 0.459 | 95.226 | 147 |
| 0.220 | 95.446 | 80 |
| 0.349 | 95.795 | 127 |
| 0.366 | 96.161 | 133 |
| 0.236 | 96.397 | 86 |
| 0.291 | 96.688 | 106 |
| 0.239 | 96.927 | 87 |
| 0.264 | 97.191 | 96 |
| 0.289 | 97.480 | 105 |
| 0.214 | 97.694 | 78 |
| 0.247 | 97.942 | 90 |
| 0.187 | 98.128 | 68 |
| 0.165 | 98.293 | 60 |
| 0.148 | 98.442 | 54 |
| 0.187 | 98.629 | 68 |
| 0.140 | 98.769 | 51 |
| 0.124 | 98.892 | 45 |
| 0.058 | 98.950 | 21 |
| 0.082 | 99.033 | 30 |
| 0.135 | 99.167 | 49 |
| 0.049 | 99.217 | 18 |
| 0.052 | 99.269 | 19 |
| 0.080 | 99.349 | 29 |
| 0.038 | 99.387 | 14 |
| 0.027 | 99.415 | 10 |
| 0.038 | 99.453 | 14 |
| 0.071 | 99.525 | 26 |
| 0.019 | 99.544 | 7 |
| 0.014 | 99.558 | 5 |
| 0.044 | 99.602 | 16 |
| 0.022 | 99.623 | 8 |
| 0.027 | 99.651 | 10 |

TRIP LENGTH FREQUENCY DISTRIBUTION

A-50

| | 0.022 | 0.67 | |
|-----|-------|---------|----|
| 62. | 0.049 | 99.722 | 16 |
| 63. | 0.025 | 99.747 | 9 |
| 64. | 0.016 | 99.764 | 6 |
| 65. | 0.016 | 99.780 | 6 |
| 66. | 0.005 | 99.786 | 2 |
| 67. | 0.022 | 99.808 | 8 |
| 68. | 0.014 | 99.821 | 5 |
| 69. | 0.022 | 99.843 | 8 |
| 70. | 0.033 | 99.876 | 12 |
| 71. | 0.003 | 99.879 | 1 |
| 72. | 0.027 | 99.907 | 10 |
| 73. | 0.008 | 99.915 | 3 |
| 74. | 0.019 | 99.934 | 7 |
| 75. | 0.011 | 99.945 | 4 |
| 76. | 0.011 | 99.956 | 4 |
| 77. | 0.003 | 99.959 | 1 |
| 78. | 0.000 | 99.959 | 0 |
| 79. | 0.005 | 99.964 | 2 |
| 80. | 0.005 | 99.970 | 2 |
| 81. | 0.000 | 99.970 | 0 |
| 82. | 0.000 | 99.970 | 0 |
| 83. | 0.014 | 99.984 | 5 |
| 84. | 0.003 | 99.986 | 1 |
| 85. | 0.000 | 99.986 | 0 |
| 86. | 0.000 | 99.986 | 0 |
| 87. | 0.000 | 99.986 | 0 |
| 88. | 0.003 | 99.989 | 1 |
| 89. | 0.000 | 99.989 | 0 |
| 90. | 0.000 | 99.989 | 0 |
| 91. | 0.005 | 99.995 | 2 |
| 92. | 0.000 | 99.995 | 0 |
| 93. | 0.005 | 100.000 | 2 |

A-51

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 36387 SUM= 317419. MEAN= 8.723 VAR= 106.714 SD= 10.330

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

ALL STATIONS

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

| | P.C. | CUM. | ACTUAL |
|-----|--------|--------|--------|
| 1. | 0.040 | 0.040 | 5 |
| 2. | 2.102 | 2.142 | 261 |
| 3. | 12.280 | 14.421 | 1525 |
| 4. | 2.359 | 16.781 | 293 |
| 5. | 1.498 | 18.278 | 186 |
| 6. | 2.086 | 20.364 | 259 |
| 7. | 2.875 | 23.239 | 357 |
| 8. | 5.701 | 28.940 | 708 |
| 9. | 1.763 | 30.703 | 219 |
| 10. | 2.730 | 33.433 | 339 |
| 11. | 4.469 | 37.902 | 555 |
| 12. | 1.941 | 39.842 | 241 |
| 13. | 4.074 | 43.917 | 506 |
| 14. | 1.916 | 45.833 | 238 |
| 15. | 4.171 | 50.004 | 518 |
| 16. | 2.979 | 52.983 | 370 |
| 17. | 3.527 | 56.510 | 438 |
| 18. | 2.432 | 58.942 | 302 |
| 19. | 1.852 | 60.794 | 230 |
| 20. | 3.712 | 64.506 | 461 |
| 21. | 2.577 | 67.083 | 320 |
| 22. | 2.045 | 69.128 | 254 |
| 23. | 2.198 | 71.326 | 273 |
| 24. | 2.383 | 73.710 | 296 |
| 25. | 2.013 | 75.723 | 250 |
| 26. | 1.457 | 77.180 | 181 |
| 27. | 1.546 | 78.726 | 192 |
| 28. | 1.933 | 80.659 | 240 |
| 29. | 2.335 | 82.994 | 290 |
| 30. | 1.651 | 84.644 | 205 |
| 31. | 0.668 | 85.313 | 83 |
| 32. | 1.135 | 86.448 | 141 |
| 33. | 1.433 | 87.881 | 178 |
| 34. | 0.684 | 88.566 | 85 |
| 35. | 0.990 | 89.556 | 123 |
| 36. | 0.676 | 90.233 | 84 |
| 37. | 0.821 | 91.054 | 102 |
| 38. | 1.192 | 92.246 | 148 |
| 39. | 0.628 | 92.874 | 78 |
| 40. | 0.837 | 93.711 | 104 |
| 41. | 0.709 | 94.420 | 88 |
| 42. | 0.491 | 94.911 | 61 |
| 43. | 0.298 | 95.209 | 37 |
| 44. | 0.733 | 95.942 | 91 |
| 45. | 0.395 | 96.336 | 49 |
| 46. | 0.362 | 96.699 | 45 |
| 47. | 0.137 | 96.835 | 17 |
| 48. | 0.169 | 97.005 | 21 |
| 49. | 0.523 | 97.528 | 65 |
| 50. | 0.137 | 97.665 | 17 |
| 51. | 0.201 | 97.866 | 25 |
| 52. | 0.225 | 98.092 | 28 |
| 53. | 0.169 | 98.261 | 21 |
| 54. | 0.089 | 98.349 | 11 |
| 55. | 0.169 | 98.518 | 21 |
| 56. | 0.161 | 98.679 | 20 |
| 57. | 0.048 | 98.728 | 6 |
| 58. | 0.032 | 98.760 | 4 |
| 59. | 0.105 | 98.865 | 13 |
| 60. | 0.040 | 98.905 | 5 |
| 61. | 0.048 | 98.953 | 6 |

A-53

| | | | |
|-----|-------|---------|----|
| 62. | 0.040 | 98.993 | 5 |
| 63. | 0.137 | 99.130 | 17 |
| 64. | 0.081 | 99.211 | 10 |
| 65. | 0.016 | 99.227 | 2 |
| 66. | 0.032 | 99.259 | 4 |
| 67. | 0.000 | 99.259 | 0 |
| 68. | 0.040 | 99.299 | 5 |
| 69. | 0.048 | 99.348 | 6 |
| 70. | 0.056 | 99.404 | 7 |
| 71. | 0.089 | 99.493 | 11 |
| 72. | 0.000 | 99.493 | 0 |
| 73. | 0.129 | 99.622 | 16 |
| 74. | 0.024 | 99.646 | 3 |
| 75. | 0.081 | 99.726 | 10 |
| 76. | 0.064 | 99.791 | 8 |
| 77. | 0.032 | 99.823 | 4 |
| 78. | 0.016 | 99.839 | 2 |
| 79. | 0.000 | 99.839 | 0 |
| 80. | 0.040 | 99.879 | 5 |
| 81. | 0.016 | 99.895 | 2 |
| 82. | 0.000 | 99.895 | 0 |
| 83. | 0.000 | 99.895 | 0 |
| 84. | 0.072 | 99.968 | 9 |
| 85. | 0.000 | 99.968 | 0 |
| 86. | 0.000 | 99.968 | 0 |
| 87. | 0.000 | 99.968 | 0 |
| 88. | 0.000 | 99.968 | 0 |
| 89. | 0.000 | 99.968 | 0 |
| 90. | 0.000 | 99.968 | 0 |
| 91. | 0.000 | 99.968 | 0 |
| 92. | 0.000 | 99.968 | 0 |
| 93. | 0.032 | 100.000 | 4 |

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 12419

SUM= 224184.

MEAN= 18.052

VAR= 177.169

SD= 13.310

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

STATION 2

A-54

07 JUN 75

ALMA-ST LOUIS TRIP LENGTH FREQUENCY DISTRIBUTION STATION 1 T 7

| | 0 | 4 | 8 | 12 | 16 | 20 | 24 | 28 | 32 | 36 | 40 | 44 | 48 | 52 | 56 | 60 | 64 | 68 | 72 | 76 | 80 | |
|--------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| 1..... | | | | | | | | | | | | | | | | | | | | | | |
| 2..... | | | | | | | | | | | | | | | | | | | | | | |
| 3..... | | | | | | | | | | | | | | | | | | | | | | |
| 4..... | | | | | | | | | | | | | | | | | | | | | | |
| 5..... | | | | | | | | | | | | | | | | | | | | | | |
| 6..... | | | | | | | | | | | | | | | | | | | | | | |
| 7.. | | | | | | | | | | | | | | | | | | | | | | |
| 8... | | | | | | | | | | | | | | | | | | | | | | |
| 9.. | | | | | | | | | | | | | | | | | | | | | | |
| 10.. | | | | | | | | | | | | | | | | | | | | | | |
| 11. | | | | | | | | | | | | | | | | | | | | | | |
| 12. | | | | | | | | | | | | | | | | | | | | | | |
| 13. | | | | | | | | | | | | | | | | | | | | | | |
| 14. | | | | | | | | | | | | | | | | | | | | | | |
| 15. | | | | | | | | | | | | | | | | | | | | | | |
| 16... | | | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|--------|---------|--------|
| 9.163 | 9.163 | 46 |
| 64.940 | 74.104 | 326 |
| 8.765 | 82.869 | 44 |
| 3.187 | 86.056 | 16 |
| 2.789 | 88.845 | 14 |
| 4.582 | 93.426 | 23 |
| 0.996 | 94.422 | 5 |
| 1.394 | 95.817 | 7 |
| 0.797 | 96.614 | 4 |
| 0.797 | 97.410 | 4 |
| 0.199 | 97.610 | 1 |
| 0.000 | 97.610 | 0 |
| 0.199 | 97.809 | 1 |
| 0.000 | 97.809 | 0 |
| 0.199 | 98.008 | 1 |
| 1.992 | 100.000 | 10 |

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 502

SUM= 1468. MEAN= 2.924 VAR= 6.731 SD= 2.594

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

STATION 3

A-55

| | 0 | 3 | 6 | 9 | 12 | 15 | 18 | 21 | 24 | 27 | 30 | 33 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | |
|--------|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| 1..... | | | | | | | | | | | | | | | | | | | | | | |
| 2..... | | | | | | | | | | | | | | | | | | | | | | |
| 3..... | | | | | | | | | | | | | | | | | | | | | | |
| 4..... | | | | | | | | | | | | | | | | | | | | | | |
| 5..... | | | | | | | | | | | | | | | | | | | | | | |
| 6..... | | | | | | | | | | | | | | | | | | | | | | |
| 7... | | | | | | | | | | | | | | | | | | | | | | |
| 8... | | | | | | | | | | | | | | | | | | | | | | |
| 9.. | | | | | | | | | | | | | | | | | | | | | | |
| 10.. | | | | | | | | | | | | | | | | | | | | | | |
| 11.. | | | | | | | | | | | | | | | | | | | | | | |
| 12. | | | | | | | | | | | | | | | | | | | | | | |
| 13. | | | | | | | | | | | | | | | | | | | | | | |
| 14. | | | | | | | | | | | | | | | | | | | | | | |
| 15.. | | | | | | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | | | | | | | |

| | P.C. | CUM. | ACTUAL |
|--------|--------|---------|--------|
| 1..... | 4.406 | 4.406 | 43 |
| 2..... | 57.582 | 61.988 | 562 |
| 3..... | 17.008 | 78.996 | 166 |
| 4..... | 3.279 | 82.275 | 32 |
| 5..... | 3.689 | 85.963 | 36 |
| 6..... | 9.324 | 95.287 | 91 |
| 7... | 1.230 | 96.516 | 12 |
| 8... | 1.025 | 97.541 | 10 |
| 9.. | 0.410 | 97.951 | 4 |
| 10.. | 0.512 | 98.463 | 5 |
| 11.. | 0.512 | 98.975 | 5 |
| 12. | 0.000 | 98.975 | 0 |
| 13. | 0.000 | 98.975 | 0 |
| 14. | 0.000 | 98.975 | 0 |
| 15.. | 0.307 | 99.283 | 3 |
| 16.. | 0.307 | 99.590 | 3 |
| 17. | 0.102 | 99.693 | 1 |
| 18. | 0.000 | 99.693 | 0 |
| 19. | 0.000 | 99.693 | 0 |
| 20. | 0.205 | 99.898 | 2 |
| 21. | 0.000 | 99.898 | 0 |
| 22. | 0.000 | 99.898 | 0 |
| 23. | 0.000 | 99.898 | 0 |
| 24. | 0.000 | 99.898 | 0 |
| 25. | 0.000 | 99.898 | 0 |
| 26. | 0.000 | 99.898 | 0 |
| 27. | 0.000 | 99.898 | 0 |
| 28. | 0.000 | 99.898 | 0 |
| 29. | 0.000 | 99.898 | 0 |
| 30. | 0.000 | 99.898 | 0 |
| 31. | 0.000 | 99.898 | 0 |
| 32. | 0.000 | 99.898 | 0 |
| 33. | 0.000 | 99.898 | 0 |
| 34. | 0.000 | 99.898 | 0 |
| 35. | 0.000 | 99.898 | 0 |
| 36. | 0.000 | 99.898 | 0 |
| 37. | 0.000 | 99.898 | 0 |
| 38. | 0.000 | 99.898 | 0 |
| 39. | 0.000 | 99.898 | 0 |
| 40. | 0.102 | 100.000 | 1 |

A-56

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 976 SUM= 3014. MEAN= 3.088 VAR= 6.101 SD= 2.470

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

STATION 4

07 JUN 75

ALMA-ST LOUIS TRIP LENGTH FREQUENCY DISTRIBUTION BY STATION 1 TRIP 7

3E

| | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | |
|---------|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| 1..... | | | | | | | | | | | | | | | | | | | | | |
| 2..... | | | | | | | | | | | | | | | | | | | | | |
| 3..... | | | | | | | | | | | | | | | | | | | | | |
| 4..... | | | | | | | | | | | | | | | | | | | | | |
| 5..... | | | | | | | | | | | | | | | | | | | | | |
| 6..... | | | | | | | | | | | | | | | | | | | | | |
| 7..... | | | | | | | | | | | | | | | | | | | | | |
| 8..... | | | | | | | | | | | | | | | | | | | | | |
| 9..... | | | | | | | | | | | | | | | | | | | | | |
| 10..... | | | | | | | | | | | | | | | | | | | | | |
| 11..... | | | | | | | | | | | | | | | | | | | | | |
| 12..... | | | | | | | | | | | | | | | | | | | | | |
| 13..... | | | | | | | | | | | | | | | | | | | | | |
| 14..... | | | | | | | | | | | | | | | | | | | | | |
| 15..... | | | | | | | | | | | | | | | | | | | | | |
| 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..... | | | | | | | | | | | | | | | | | | | | | |

| | P.C. | CUM. | ACTUAL |
|---------|--------|--------|--------|
| 1..... | 4.325 | 4.325 | 41 |
| 2..... | 34.494 | 38.819 | 327 |
| 3..... | 5.591 | 44.409 | 53 |
| 4..... | 2.954 | 47.363 | 28 |
| 5..... | 6.646 | 54.008 | 63 |
| 6..... | 29.641 | 83.650 | 261 |
| 7..... | 4.430 | 88.080 | 42 |
| 8..... | 1.688 | 89.768 | 16 |
| 9..... | 0.949 | 90.717 | 9 |
| 10..... | 0.949 | 91.667 | 9 |
| 11..... | 2.321 | 93.987 | 22 |
| 12..... | 1.371 | 95.359 | 13 |
| 13..... | 1.055 | 96.414 | 10 |
| 14..... | 0.422 | 96.835 | 4 |
| 15..... | 0.316 | 97.152 | 3 |
| 16..... | 0.949 | 98.101 | 9 |
| 17..... | 0.316 | 98.418 | 3 |
| 18..... | 0.000 | 98.418 | 0 |
| 19..... | 0.211 | 98.629 | 2 |
| 20..... | 0.527 | 99.156 | 5 |
| 21..... | 0.105 | 99.262 | 1 |
| 22..... | 0.000 | 99.262 | 0 |
| 23..... | 0.000 | 99.262 | 0 |
| 24..... | 0.105 | 99.367 | 1 |
| 25..... | 0.000 | 99.367 | 0 |
| 26..... | 0.211 | 99.578 | 2 |
| 27..... | 0.000 | 99.578 | 0 |
| 28..... | 0.105 | 99.684 | 1 |
| 29..... | 0.000 | 99.684 | 0 |
| 30..... | 0.000 | 99.684 | 0 |
| 31..... | 0.000 | 99.684 | 0 |
| 32..... | 0.000 | 99.684 | 0 |
| 33..... | 0.000 | 99.684 | 0 |
| 34..... | 0.000 | 99.684 | 0 |
| 35..... | 0.000 | 99.684 | 0 |
| 36..... | 0.211 | 99.895 | 2 |
| 37..... | 0.000 | 99.895 | 0 |
| 38..... | 0.000 | 99.895 | 0 |
| 39..... | 0.000 | 99.895 | 0 |
| 40..... | 0.000 | 99.895 | 0 |
| 41..... | 0.000 | 99.895 | 0 |
| 42..... | 0.000 | 99.895 | 0 |
| 43..... | 0.000 | 99.895 | 0 |
| 44..... | 0.000 | 99.895 | 0 |
| 45..... | 0.000 | 99.895 | 0 |
| 46..... | 0.000 | 99.895 | 0 |
| 47..... | 0.000 | 99.895 | 0 |
| 48..... | 0.000 | 99.895 | 0 |
| 49..... | 0.000 | 99.895 | 0 |
| 50..... | 0.000 | 99.895 | 0 |
| 51..... | 0.000 | 99.895 | 0 |
| 52..... | 0.000 | 99.895 | 0 |
| 53..... | 0.000 | 99.895 | 0 |
| 54..... | 0.000 | 99.895 | 0 |
| 55..... | 0.000 | 99.895 | 0 |
| 56..... | 0.000 | 99.895 | 0 |
| 57..... | 0.000 | 99.895 | 0 |
| 58..... | 0.000 | 99.895 | 0 |
| 59..... | 0.000 | 99.895 | 0 |
| 60..... | 0.000 | 99.895 | 0 |
| 61..... | 0.000 | 99.895 | 0 |

A-57

| 0 | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 |
|---------|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1..... | | | | | | | | | | | | | | | | | | | | |
| 2..... | | | | | | | | | | | | | | | | | | | | |
| 3..... | | | | | | | | | | | | | | | | | | | | |
| 4..... | | | | | | | | | | | | | | | | | | | | |
| 5..... | | | | | | | | | | | | | | | | | | | | |
| 6..... | | | | | | | | | | | | | | | | | | | | |
| 7..... | | | | | | | | | | | | | | | | | | | | |
| 8..... | | | | | | | | | | | | | | | | | | | | |
| 9..... | | | | | | | | | | | | | | | | | | | | |
| 10.... | | | | | | | | | | | | | | | | | | | | |
| 11..... | | | | | | | | | | | | | | | | | | | | |
| 12.... | | | | | | | | | | | | | | | | | | | | |
| 13..... | | | | | | | | | | | | | | | | | | | | |
| 14.... | | | | | | | | | | | | | | | | | | | | |
| 15..... | | | | | | | | | | | | | | | | | | | | |
| 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.. | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|--------|--------|--------|
| 6.434 | 6.434 | 337 |
| 32.761 | 39.194 | 1716 |
| 4.086 | 43.280 | 214 |
| 5.441 | 48.721 | 285 |
| 10.901 | 59.622 | 571 |
| 7.885 | 67.507 | 413 |
| 4.658 | 72.165 | 244 |
| 3.570 | 75.735 | 187 |
| 3.188 | 78.923 | 167 |
| 1.355 | 80.279 | 71 |
| 1.546 | 81.825 | 81 |
| 1.050 | 82.875 | 55 |
| 1.814 | 84.689 | 95 |
| 1.088 | 85.777 | 57 |
| 4.296 | 90.073 | 225 |
| 1.203 | 91.275 | 63 |
| 2.501 | 93.776 | 131 |
| 1.298 | 95.074 | 68 |
| 1.012 | 96.086 | 53 |
| 0.783 | 96.869 | 41 |
| 0.515 | 97.384 | 27 |
| 0.344 | 97.728 | 18 |
| 0.267 | 97.995 | 14 |
| 0.172 | 98.167 | 9 |
| 0.248 | 98.415 | 13 |
| 0.210 | 98.625 | 11 |
| 0.134 | 98.759 | 7 |
| 0.115 | 98.874 | 6 |
| 0.248 | 99.122 | 13 |
| 0.115 | 99.236 | 6 |
| 0.038 | 99.275 | 2 |
| 0.000 | 99.275 | 0 |
| 0.019 | 99.294 | 1 |
| 0.153 | 99.446 | 8 |
| 0.076 | 99.523 | 4 |
| 0.057 | 99.580 | 3 |
| 0.057 | 99.637 | 3 |
| 0.000 | 99.637 | 0 |
| 0.000 | 99.637 | 0 |
| 0.019 | 99.656 | 1 |
| 0.000 | 99.656 | 0 |
| 0.076 | 99.733 | 4 |
| 0.038 | 99.771 | 2 |
| 0.000 | 99.771 | 0 |
| 0.000 | 99.771 | 0 |
| 0.038 | 99.809 | 2 |
| 0.000 | 99.809 | 0 |
| 0.000 | 99.809 | 0 |
| 0.000 | 99.809 | 0 |
| 0.057 | 99.866 | 3 |
| 0.000 | 99.866 | 0 |
| 0.000 | 99.866 | 0 |
| 0.000 | 99.866 | 0 |
| 0.000 | 99.866 | 0 |
| 0.019 | 99.885 | 1 |
| 0.000 | 99.885 | 0 |
| 0.000 | 99.885 | 0 |
| 0.038 | 99.924 | 2 |
| 0.000 | 99.924 | 0 |
| 0.000 | 99.924 | 0 |
| 0.000 | 99.924 | 0 |

A-60

| | | | |
|-----|-------|---------|---|
| 63. | 0.000 | 99.943 | 1 |
| 64. | 0.000 | 99.943 | 0 |
| 65. | 0.000 | 99.943 | 0 |
| 66. | 0.000 | 99.943 | 0 |
| 67. | 0.000 | 99.943 | 0 |
| 68. | 0.000 | 99.943 | 0 |
| 69. | 0.000 | 99.943 | 0 |
| 70. | 0.019 | 99.962 | 1 |
| 71. | 0.000 | 99.962 | 0 |
| 72. | 0.038 | 100.000 | 2 |

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 5238

SUM= 34282. MEAN= 6,545 VAR= 42,626 SD= 6,529

TOTAL TRIPS OVER MAXP = 0
TOTAL TRIPS OVER 255 = 0
VOLUME TABLE NUMBER = 207
SKIP TREE NUMBER = 101

T9-V

STATION 7

| | 0 | 3 | 6 | 9 | 12 | 15 | 18 | 21 | 24 | 27 | 30 | 33 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | |
|--------|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| 1..... | | | | | | | | | | | | | | | | | | | | | | |
| 2..... | | | | | | | | | | | | | | | | | | | | | | |
| 3..... | | | | | | | | | | | | | | | | | | | | | | |
| 4..... | | | | | | | | | | | | | | | | | | | | | | |
| 5..... | | | | | | | | | | | | | | | | | | | | | | |
| 6..... | | | | | | | | | | | | | | | | | | | | | | |
| 7... | | | | | | | | | | | | | | | | | | | | | | |
| 8..... | | | | | | | | | | | | | | | | | | | | | | |
| 9. | | | | | | | | | | | | | | | | | | | | | | |
| 10.. | | | | | | | | | | | | | | | | | | | | | | |
| 11. | | | | | | | | | | | | | | | | | | | | | | |
| 12. | | | | | | | | | | | | | | | | | | | | | | |
| 13. | | | | | | | | | | | | | | | | | | | | | | |
| 14. | | | | | | | | | | | | | | | | | | | | | | |
| 15. | | | | | | | | | | | | | | | | | | | | | | |
| 16. | | | | | | | | | | | | | | | | | | | | | | |
| 17. | | | | | | | | | | | | | | | | | | | | | | |
| 18. | | | | | | | | | | | | | | | | | | | | | | |
| 19. | | | | | | | | | | | | | | | | | | | | | | |
| 20. | | | | | | | | | | | | | | | | | | | | | | |
| 21. | | | | | | | | | | | | | | | | | | | | | | |
| 22. | | | | | | | | | | | | | | | | | | | | | | |
| 23. | | | | | | | | | | | | | | | | | | | | | | |
| 24. | | | | | | | | | | | | | | | | | | | | | | |
| 25. | | | | | | | | | | | | | | | | | | | | | | |
| 26. | | | | | | | | | | | | | | | | | | | | | | |
| 27. | | | | | | | | | | | | | | | | | | | | | | |
| 28.. | | | | | | | | | | | | | | | | | | | | | | |
| 29. | | | | | | | | | | | | | | | | | | | | | | |
| 30. | | | | | | | | | | | | | | | | | | | | | | |
| 31. | | | | | | | | | | | | | | | | | | | | | | |

| | P.C. | CUM. | ACTUAL |
|--------|--------|---------|--------|
| 1..... | 3.544 | 3.544 | 50 |
| 2..... | 43.870 | 47.413 | 619 |
| 3..... | 23.955 | 71.368 | 338 |
| 4..... | 11.269 | 82.636 | 159 |
| 5..... | 7.654 | 90.291 | 108 |
| 6..... | 3.827 | 94.118 | 54 |
| 7... | 1.134 | 95.252 | 16 |
| 8..... | 2.410 | 97.661 | 34 |
| 9. | 0.213 | 97.874 | 3 |
| 10.. | 0.425 | 98.299 | 6 |
| 11. | 0.142 | 98.441 | 2 |
| 12. | 0.213 | 98.653 | 3 |
| 13. | 0.142 | 98.795 | 2 |
| 14. | 0.071 | 98.866 | 1 |
| 15. | 0.071 | 98.937 | 1 |
| 16. | 0.071 | 99.008 | 1 |
| 17. | 0.071 | 99.079 | 1 |
| 18. | 0.000 | 99.079 | 0 |
| 19. | 0.071 | 99.150 | 1 |
| 20. | 0.071 | 99.220 | 1 |
| 21. | 0.000 | 99.220 | 0 |
| 22. | 0.000 | 99.220 | 0 |
| 23. | 0.000 | 99.220 | 0 |
| 24. | 0.071 | 99.291 | 1 |
| 25. | 0.000 | 99.291 | 0 |
| 26. | 0.000 | 99.291 | 0 |
| 27. | 0.000 | 99.291 | 0 |
| 28.. | 0.567 | 99.858 | 8 |
| 29. | 0.000 | 99.858 | 0 |
| 30. | 0.000 | 99.858 | 0 |
| 31. | 0.142 | 100.000 | 2 |

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 1411

SUM= 4768. MEAN= 3.379 VAR= 8.474 SD= 2.911

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

STATION 8

A-62

| | 0 | 4 | 8 | 12 | 16 | 20 | 24 | 28 | 32 | 36 | 40 | 44 | 48 | 52 | 56 | 60 | 64 | 68 | 72 | 76 | 80 | |
|-----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| 1. | | | | | | | | | | | | | | | | | | | | | | |
| 2. | | | | | | | | | | | | | | | | | | | | | | |
| 3. | | | | | | | | | | | | | | | | | | | | | | |
| 4. | | | | | | | | | | | | | | | | | | | | | | |
| 5. | | | | | | | | | | | | | | | | | | | | | | |
| 6. | | | | | | | | | | | | | | | | | | | | | | |
| 7. | | | | | | | | | | | | | | | | | | | | | | |
| 8. | | | | | | | | | | | | | | | | | | | | | | |
| 9. | | | | | | | | | | | | | | | | | | | | | | |
| 10. | | | | | | | | | | | | | | | | | | | | | | |
| 11. | | | | | | | | | | | | | | | | | | | | | | |
| 12. | | | | | | | | | | | | | | | | | | | | | | |
| 13. | | | | | | | | | | | | | | | | | | | | | | |
| 14. | | | | | | | | | | | | | | | | | | | | | | |
| 15. | | | | | | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|-------|--------|--------|
| 0.019 | 0.019 | 2 |
| 4.467 | 4.486 | 465 |
| 2.622 | 7.109 | 273 |
| 4.140 | 11.249 | 431 |
| 1.191 | 12.440 | 124 |
| 2.325 | 14.765 | 242 |
| 6.571 | 21.335 | 684 |
| 7.272 | 28.607 | 757 |
| 3.285 | 31.892 | 342 |
| 2.632 | 34.524 | 274 |
| 5.917 | 40.442 | 616 |
| 2.411 | 42.853 | 251 |
| 4.294 | 47.147 | 447 |
| 2.334 | 49.481 | 243 |
| 4.400 | 53.881 | 458 |
| 4.361 | 58.242 | 454 |
| 3.535 | 61.777 | 368 |
| 2.805 | 64.582 | 292 |
| 2.565 | 67.147 | 267 |
| 4.102 | 71.249 | 427 |
| 2.075 | 73.324 | 216 |
| 3.132 | 76.455 | 326 |
| 2.133 | 78.588 | 222 |
| 1.892 | 80.480 | 197 |
| 1.864 | 82.344 | 194 |
| 1.431 | 83.775 | 149 |
| 1.153 | 84.928 | 120 |
| 1.134 | 86.061 | 118 |
| 1.575 | 87.637 | 164 |
| 0.797 | 88.434 | 83 |
| 0.471 | 88.905 | 49 |
| 0.682 | 89.587 | 71 |
| 0.701 | 90.288 | 73 |
| 0.634 | 90.922 | 66 |
| 0.548 | 91.470 | 57 |
| 0.682 | 92.152 | 71 |
| 0.653 | 92.805 | 68 |
| 0.538 | 93.343 | 56 |
| 0.624 | 93.967 | 65 |
| 0.644 | 94.611 | 67 |
| 0.384 | 94.995 | 40 |
| 0.375 | 95.370 | 39 |
| 0.471 | 95.841 | 49 |
| 0.327 | 96.167 | 34 |
| 0.423 | 96.590 | 44 |
| 0.317 | 96.907 | 33 |
| 0.221 | 97.128 | 23 |
| 0.279 | 97.406 | 29 |
| 0.307 | 97.714 | 32 |
| 0.134 | 97.848 | 14 |
| 0.067 | 97.915 | 7 |
| 0.269 | 98.184 | 28 |
| 0.086 | 98.271 | 9 |
| 0.067 | 98.338 | 7 |
| 0.019 | 98.357 | 2 |
| 0.231 | 98.588 | 24 |
| 0.077 | 98.665 | 8 |
| 0.029 | 98.694 | 3 |
| 0.115 | 98.809 | 12 |
| 0.086 | 98.895 | 9 |
| 0.096 | 98.991 | 10 |

A-63

| | | | |
|-------|-------|---------|----|
| 62.. | 0.048 | 99.039 | 5 |
| 63.. | 0.183 | 99.222 | 19 |
| 64.. | 0.058 | 99.280 | 6 |
| 65.. | 0.086 | 99.366 | 9 |
| 66.. | 0.048 | 99.414 | 5 |
| 67. | 0.010 | 99.424 | 1 |
| 68.. | 0.058 | 99.481 | 6 |
| 69.. | 0.048 | 99.529 | 5 |
| 70.. | 0.058 | 99.587 | 6 |
| 71... | 0.125 | 99.712 | 13 |
| 72. | 0.000 | 99.712 | 0 |
| 73.. | 0.077 | 99.789 | 8 |
| 74.. | 0.048 | 99.837 | 5 |
| 75. | 0.019 | 99.856 | 2 |
| 76. | 0.000 | 99.856 | 0 |
| 77.. | 0.048 | 99.904 | 5 |
| 78. | 0.000 | 99.904 | 0 |
| 79. | 0.000 | 99.904 | 0 |
| 80. | 0.000 | 99.904 | 0 |
| 81. | 0.019 | 99.923 | 2 |
| 82. | 0.000 | 99.923 | 0 |
| 83. | 0.000 | 99.923 | 0 |
| 84. | 0.000 | 99.923 | 0 |
| 85. | 0.019 | 99.942 | 2 |
| 86. | 0.000 | 99.942 | 0 |
| 87. | 0.000 | 99.942 | 0 |
| 88. | 0.019 | 99.962 | 2 |
| 89. | 0.000 | 99.962 | 0 |
| 90. | 0.000 | 99.962 | 0 |
| 91. | 0.038 | 100.000 | 4 |

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 10410

SUM= 176439.

MEAN= 16.949

VAR= 151.124

SD= 12.293

A-6

TOTAL TRIPS OVER MAYP = 0
 TOTAL TRIPS OVER 255 = 0
 VOLUME TABLE NUMBER = 202
 SKJM TREE NUMBER = 10

STATION 9

07 JUL 75

ALMA-ST LOUIS TRIP LENGTH FREQUENCY DISTRIBUTION BY STATION 8 U 1

| n | 3 | 6 | 9 | 12 | 15 | 18 | 21 | 24 | 27 | 30 | 33 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | |
|---------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| 1..... | | | | | | | | | | | | | | | | | | | | | |
| 2..... | | | | | | | | | | | | | | | | | | | | | |
| 3..... | | | | | | | | | | | | | | | | | | | | | |
| 4..... | | | | | | | | | | | | | | | | | | | | | |
| 5..... | | | | | | | | | | | | | | | | | | | | | |
| 6..... | | | | | | | | | | | | | | | | | | | | | |
| 7..... | | | | | | | | | | | | | | | | | | | | | |
| 8..... | | | | | | | | | | | | | | | | | | | | | |
| 9..... | | | | | | | | | | | | | | | | | | | | | |
| 10..... | | | | | | | | | | | | | | | | | | | | | |
| 11..... | | | | | | | | | | | | | | | | | | | | | |
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| 17..... | | | | | | | | | | | | | | | | | | | | | |
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| 38..... | | | | | | | | | | | | | | | | | | | | | |
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| 41..... | | | | | | | | | | | | | | | | | | | | | |
| 42..... | | | | | | | | | | | | | | | | | | | | | |
| 43..... | | | | | | | | | | | | | | | | | | | | | |
| 44..... | | | | | | | | | | | | | | | | | | | | | |
| 45..... | | | | | | | | | | | | | | | | | | | | | |
| 46..... | | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|--------|---------|--------|
| 2.496 | 2.496 | 91 |
| 53.758 | 56.253 | 1960 |
| 23.725 | 79.978 | 865 |
| 8.694 | 88.673 | 317 |
| 2.194 | 90.867 | 80 |
| 1.755 | 92.622 | 64 |
| 3.017 | 95.639 | 110 |
| 0.960 | 96.599 | 35 |
| 0.878 | 97.477 | 32 |
| 0.274 | 97.751 | 10 |
| 0.549 | 98.300 | 20 |
| 0.110 | 98.409 | 4 |
| 0.274 | 98.683 | 10 |
| 0.137 | 98.821 | 5 |
| 0.082 | 98.903 | 3 |
| 0.055 | 98.958 | 2 |
| 0.000 | 98.958 | 0 |
| 0.137 | 99.095 | 5 |
| 0.055 | 99.150 | 2 |
| 0.055 | 99.205 | 2 |
| 0.082 | 99.287 | 3 |
| 0.027 | 99.314 | 1 |
| 0.000 | 99.314 | 0 |
| 0.000 | 99.314 | 0 |
| 0.110 | 99.424 | 4 |
| 0.000 | 99.424 | 0 |
| 0.000 | 99.424 | 0 |
| 0.384 | 99.808 | 14 |
| 0.000 | 99.808 | 0 |
| 0.110 | 99.918 | 4 |
| 0.000 | 99.918 | 0 |
| 0.000 | 99.918 | 0 |
| 0.000 | 99.918 | 0 |
| 0.000 | 99.918 | 0 |
| 0.000 | 99.918 | 0 |
| 0.000 | 99.918 | 0 |
| 0.000 | 99.918 | 0 |
| 0.055 | 99.973 | 2 |
| 0.000 | 99.973 | 0 |
| 0.000 | 99.973 | 0 |
| 0.000 | 99.973 | 0 |
| 0.000 | 99.973 | 0 |
| 0.027 | 100.000 | 1 |

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 3646

SUM= 11632.

MEAN= 3.190

VAR= 9.160

SD= 3.027

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

STATION 10

A-65

| n | 3 | 6 | 9 | 12 | 15 | 18 | 21 | 24 | 27 | 30 | 33 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | |
|--------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
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| 33. | | | | | | | | | | | | | | | | | | | | | |
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| 35. | | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|--------|---------|--------|
| 0.458 | 0.458 | 9 |
| 28.222 | 28.681 | 554 |
| 41.671 | 70.352 | 818 |
| 11.360 | 81.712 | 223 |
| 13.041 | 94.753 | 256 |
| 0.662 | 95.415 | 13 |
| 1.477 | 96.893 | 29 |
| 1.172 | 98.064 | 23 |
| 0.611 | 98.675 | 12 |
| 0.408 | 99.083 | 8 |
| 0.051 | 99.134 | 1 |
| 0.051 | 99.185 | 1 |
| 0.051 | 99.236 | 1 |
| 0.000 | 99.236 | 0 |
| 0.204 | 99.440 | 4 |
| 0.051 | 99.491 | 1 |
| 0.051 | 99.542 | 1 |
| 0.051 | 99.592 | 1 |
| 0.051 | 99.643 | 1 |
| 0.000 | 99.643 | 0 |
| 0.153 | 99.796 | 3 |
| 0.051 | 99.847 | 1 |
| 0.000 | 99.847 | 0 |
| 0.000 | 99.847 | 0 |
| 0.000 | 99.847 | 0 |
| 0.000 | 99.847 | 0 |
| 0.000 | 99.847 | 0 |
| 0.000 | 99.847 | 0 |
| 0.000 | 99.847 | 0 |
| 0.000 | 99.847 | 0 |
| 0.051 | 99.898 | 1 |
| 0.000 | 99.898 | 0 |
| 0.000 | 99.898 | 0 |
| 0.000 | 99.898 | 0 |
| 0.102 | 100.000 | 2 |

A-66

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 1963 SUM= 6748. MEAN= 3.438 VAR= 4.724 SD= 2.173

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

STATION 11

| | 0 | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | |
|---------|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| 1..... | | | | | | | | | | | | | | | | | | | | | | |
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| 34.. | | | | | | | | | | | | | | | | | | | | | | |
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| 42.. | | | | | | | | | | | | | | | | | | | | | | |
| 43.. | | | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|--------|---------|--------|
| 2.027 | 2.027 | 26 |
| 5.378 | 7.405 | 69 |
| 36.243 | 43.648 | 465 |
| 17.303 | 60.951 | 222 |
| 19.018 | 79.969 | 244 |
| 3.040 | 83.009 | 39 |
| 3.507 | 86.516 | 45 |
| 5.612 | 92.128 | 72 |
| 1.637 | 93.765 | 21 |
| 2.104 | 95.869 | 27 |
| 1.169 | 97.038 | 15 |
| 0.234 | 97.272 | 3 |
| 0.156 | 97.428 | 2 |
| 0.078 | 97.506 | 1 |
| 0.546 | 98.051 | 7 |
| 0.234 | 98.285 | 3 |
| 0.312 | 98.597 | 4 |
| 0.312 | 98.909 | 4 |
| 0.156 | 99.065 | 2 |
| 0.078 | 99.143 | 1 |
| 0.000 | 99.143 | 0 |
| 0.078 | 99.221 | 1 |
| 0.078 | 99.299 | 1 |
| 0.078 | 99.376 | 1 |
| 0.078 | 99.454 | 1 |
| 0.156 | 99.610 | 2 |
| 0.000 | 99.610 | 0 |
| 0.000 | 99.610 | 0 |
| 0.078 | 99.688 | 1 |
| 0.000 | 99.688 | 0 |
| 0.000 | 99.688 | 0 |
| 0.078 | 99.766 | 1 |
| 0.000 | 99.766 | 0 |
| 0.000 | 99.766 | 0 |
| 0.000 | 99.766 | 0 |
| 0.000 | 99.766 | 0 |
| 0.000 | 99.766 | 0 |
| 0.000 | 99.766 | 0 |
| 0.000 | 99.766 | 0 |
| 0.000 | 99.766 | 0 |
| 0.078 | 99.844 | 1 |
| 0.000 | 99.844 | 0 |
| 0.156 | 100.000 | 2 |

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 1283 SUM= 6178. MFAN= 4.815 VAR= 12.924 SD= 3.595

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

STATION 12

A-67

| n | 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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| 39. | | | | | | | | | | | | | | | | | | | | | |
| 40. | | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|--------|---------|--------|
| 3.379 | 3.379 | 107 |
| 47.237 | 50.616 | 1496 |
| 29.460 | 80.076 | 933 |
| 10.546 | 90.622 | 334 |
| 3.252 | 93.874 | 103 |
| 1.137 | 95.011 | 36 |
| 0.853 | 95.864 | 27 |
| 1.958 | 97.821 | 62 |
| 0.316 | 98.137 | 10 |
| 0.379 | 98.516 | 12 |
| 0.189 | 98.705 | 6 |
| 0.189 | 98.895 | 6 |
| 0.158 | 99.053 | 5 |
| 0.095 | 99.147 | 3 |
| 0.189 | 99.337 | 6 |
| 0.063 | 99.400 | 2 |
| 0.032 | 99.432 | 1 |
| 0.000 | 99.432 | 0 |
| 0.000 | 99.432 | 0 |
| 0.000 | 99.432 | 0 |
| 0.063 | 99.495 | 2 |
| 0.000 | 99.495 | 0 |
| 0.158 | 99.653 | 5 |
| 0.095 | 99.747 | 3 |
| 0.000 | 99.747 | 0 |
| 0.000 | 99.747 | 0 |
| 0.000 | 99.747 | 0 |
| 0.000 | 99.747 | 0 |
| 0.063 | 99.811 | 2 |
| 0.032 | 99.842 | 1 |
| 0.000 | 99.842 | 0 |
| 0.063 | 99.905 | 2 |
| 0.000 | 99.905 | 0 |
| 0.063 | 99.968 | 2 |
| 0.000 | 99.968 | 0 |
| 0.000 | 99.968 | 0 |
| 0.000 | 99.968 | 0 |
| 0.000 | 99.968 | 0 |
| 0.032 | 100.000 | 1 |

REMAINING VALUES ARE ALL ZERO

NUMBER OF OBSERVATIONS= 3167

SUM= 9733.

MEAN= 3.073

VAR= 6.335

SD= 2.517

TOTAL TRIPS OVER MAXP = 0
TOTAL TRIPS OVER 255 = 0
VOLUME TABLE NUMBER = 206
SKIM TREE NUMBER = 101

STATION 13

89-V

07 JUN 75

ALMA-ST LOUIS TRIP LENGTH FREQUENCY DISTRIBUTION BY STATION 8 THRU 14

PAGE 1

| | 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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| 26..... | | | | | | | | | | | | | | | | | | | | | | |
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| 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..... | | | | | | | | | | | | | | | | | | | | | | |

| P.C. | CUM. | ACTUAL |
|--------|--------|--------|
| 4.111 | 4.111 | 218 |
| 19.744 | 23.854 | 1047 |
| 2.904 | 26.758 | 154 |
| 16.406 | 43.164 | 870 |
| 6.562 | 49.727 | 348 |
| 2.791 | 52.517 | 148 |
| 1.980 | 54.497 | 105 |
| 3.564 | 58.061 | 189 |
| 3.621 | 61.682 | 192 |
| 4.243 | 65.925 | 225 |
| 3.206 | 69.131 | 170 |
| 1.565 | 70.696 | 83 |
| 2.847 | 73.543 | 151 |
| 1.867 | 75.410 | 99 |
| 4.469 | 79.879 | 237 |
| 2.206 | 82.086 | 117 |
| 2.753 | 84.839 | 146 |
| 2.150 | 86.988 | 114 |
| 1.810 | 88.799 | 96 |
| 1.245 | 90.043 | 66 |
| 1.113 | 91.156 | 59 |
| 0.792 | 91.948 | 42 |
| 0.792 | 92.740 | 42 |
| 0.641 | 93.381 | 34 |
| 0.622 | 94.003 | 33 |
| 0.547 | 94.550 | 29 |
| 0.434 | 94.984 | 23 |
| 0.358 | 95.342 | 19 |
| 0.245 | 95.587 | 13 |
| 0.603 | 96.191 | 32 |
| 0.321 | 96.511 | 17 |
| 0.453 | 96.964 | 24 |
| 0.207 | 97.171 | 11 |
| 0.151 | 97.322 | 8 |
| 0.321 | 97.643 | 17 |
| 0.132 | 97.775 | 7 |
| 0.283 | 98.058 | 15 |
| 0.170 | 98.227 | 9 |
| 0.075 | 98.303 | 4 |
| 0.019 | 98.322 | 1 |
| 0.094 | 98.416 | 5 |
| 0.057 | 98.473 | 3 |
| 0.245 | 98.718 | 13 |
| 0.151 | 98.869 | 8 |
| 0.151 | 99.019 | 8 |
| 0.170 | 99.189 | 9 |
| 0.057 | 99.246 | 3 |
| 0.094 | 99.340 | 5 |
| 0.075 | 99.415 | 4 |
| 0.057 | 99.472 | 3 |
| 0.000 | 99.472 | 0 |
| 0.075 | 99.547 | 4 |
| 0.000 | 99.547 | 0 |
| 0.000 | 99.547 | 0 |
| 0.000 | 99.547 | 0 |
| 0.038 | 99.585 | 2 |
| 0.000 | 99.585 | 0 |
| 0.019 | 99.604 | 1 |
| 0.038 | 99.642 | 2 |
| 0.019 | 99.661 | 1 |

A-69

62.
63.
64.
65.
66.
67.
68.
69.

| | | |
|-------|---------|---|
| 0.075 | 99.736 | 4 |
| 0.038 | 99.774 | 2 |
| 0.000 | 99.774 | 0 |
| 0.019 | 99.793 | 1 |
| 0.075 | 99.868 | 4 |
| 0.038 | 99.906 | 2 |
| 0.075 | 99.981 | 4 |
| 0.019 | 100.000 | 1 |

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 5303

SUM= 50792. MEAN= 9.578 VAR= 88.419 SD= 9.403

TOTAL TRIPS OVER MAXP = 0
TOTAL TRIPS OVER 255 = 0
VOLUME TABLE NUMBER = 207
SKIM TREE NUMBER = 101

A-70

STATION 14

DATE TIME WIND DIRECTION WIND SPEED WAVE HEIGHT WAVE PERIOD WAVE DIRECTION WAVE PERIOD WAVE DIRECTION WAVE PERIOD WAVE DIRECTION WAVE PERIOD

APPENDIX B

SINGLE STATION RURAL O-D STUDY

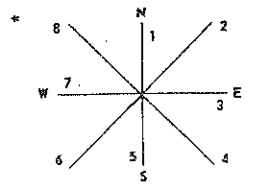
STA. LOCATION AND NUMBER

| | | | | | | | | | | | | | | | |
|-------------|---|---------------|---|------------------|-----|--------------------|---------|-------------|-----|------------------|-------|-----|-------|------|-------|
| FORM NUMBER | 6 | COUNTY NUMBER | 1 | STATEWIDE NUMBER | 2 3 | HOUR PERIOD ENDING | 4 5 6 7 | * DIRECTION | 8 9 | DAY ** OF TRAVEL | 10 11 | MO. | 12 13 | DATE | 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 | | |
| B-1 | | | | | 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
 - MONDAY 2
 - TUESDAY 3
 - WEDNESDAY 4
 - THURSDAY 5
 - FRIDAY 6
 - SATURDAY 7

- 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

ROUTE _____ LOCATION DESCRIPTION _____ CITY _____

| FORM | COUNTY | | | | STATEWIDE STA. NO. | | | | O-D STA. NO. | | YEAR | MONTH | DATE | DAY | O-D CITY TYPE | | SEQ | | | |
|------|--------|---|---|---|--------------------|---|---|---|--------------|----|------|-------|------|-----|---------------|----|-----|----|----|----|
| 9 | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |

RECORDER _____

DO NOT ACCUMULATE

| IN OUT | DIRECT OF TRAVEL | | | TIME ENDING | | | | PASSENGER CAR | | | | PANEL & PICK-UP (2 AXLE, 4 TIRE) | | | | ALL OTHER SINGLE UNIT TRUCKS WITHOUT TRAILER (5) | | | ALL TRUCK COMB. AND SINGLE UNIT TRUCK WITH TRAILER (6) | | | (7) ALL BUSES | | (8) MOTOR CYCLE | | TOTAL | | | | | | | | | |
|-----------|------------------|----|----|-------------|------|---------------------|------------------|---------------------|------------------|-----------------|--------------|----------------------------------|--------------|-----------------|--------------|--------------------------------------------------|--------------|-----------------|--------------------------------------------------------|----|----|---------------|----|-----------------|----|-------|----|----|----|----|----|----|----|--|--|
| | | | | HOUR | MIN. | WITHOUT (1) TRAILER | WITH (2) TRAILER | WITHOUT (3) TRAILER | WITH (4) TRAILER | WITHOUT TRAILER | WITH TRAILER | WITHOUT TRAILER | WITH TRAILER | WITHOUT TRAILER | WITH TRAILER | WITHOUT TRAILER | WITH TRAILER | WITHOUT TRAILER | WITH TRAILER | | | | | | | | | | | | | | | | |
| 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 | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

B-2

DAY OF WEEK: Col. 17

STATION TYPE: Col. 20

| | | | | | |
|-----------|---|----------|---|---------------------|---|
| Sunday | 1 | Thursday | 5 | Cordon Line Station | 2 |
| Monday | 2 | Friday | 6 | Screen Line Station | 1 |
| Tuesday | 3 | Saturday | 7 | Single Station | 3 |
| Wednesday | 4 | | | S. W. Winter Class. | 4 |

TRUCK IDENTIFICATION

Panel and Pickup (2 axle, 4 tire)

Light 2-axle, 4-tire trucks of less than one ton rated capacity, including:

- a. Panel and pickups standard type, including mini-vans (Ford Econoline, Volkswagon, etc.)
- b. Pickup trucks carrying a cab high (sleeper style) camper.

All Other Single Unit Trucks

Heavy 2-axles or more (dual tires or super singles) equal to or greater than one ton rated capacity, including:

- a. All multistop or standup delivery trucks (primarily designed for moving rural and urban goods.)
- b. All large 4-tire trucks with flatbed, dump or other heavy cargo bodies.
- c. Pickups and panels, having heavy truck type hubs or axles, or are noticeably larger and longer than the standard type.
- d. Heavy 2-axle trucks with a higher than cab camper body.
- e. Truck tractor without trailer.

Truck Combinations

Truck and/or truck tractor (power unit) pulling semi-trailer or full trailer combinations.

DIRECTION OF TRAVEL: Cols. 23-24

| | | | |
|----------------|----|-----------------------------|----|
| Northbound | 01 | Westbound | 07 |
| Northeastbound | 02 | Northwestbound | 08 |
| Eastbound | 03 | North-South (2-Way) | 09 |
| Southeastbound | 04 | East-West (2-Way) | 10 |
| Southbound | 05 | Northeast-Southwest (2-Way) | 11 |
| Southwestbound | 06 | Northwest-Southeast (2-Way) | 12 |

TIME ENDING: Cols. 25-28

| TIME | HOUR | MIN. |
|------------|-------------|-------------|
| | Cols. 25-26 | Cols. 27-28 |
| 1:05 AM | 01 | 05 |
| 2:13 AM | 02 | 13 |
| etc. | | |
| 12:00 Noon | 12 | 00 |
| etc. | | |
| 3:15 PM | 15 | 15 |
| etc. | | |
| 11:45 PM | 23 | 45 |
| etc. | | |