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HIGHWAYS  
LANSING, MICH.  
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MUNISING 1971  
ORIGIN-DESTINATION STUDY  
EXTERNAL SURVEY  
FACTUAL DATA REPORT

STATE OF MICHIGAN DEPARTMENT OF STATE HIGHWAYS

65-9985

MICHIGAN DEPARTMENT OF STATE HIGHWAYS

In Cooperation with:

U. S. Department of Transportation  
Federal Highway Administration

Alger County Road Commission

City of Munising

MUNISING 1971

ORIGIN-DESTINATION STUDY

EXTERNAL SURVEY

FACTUAL DATA REPORT

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HIGHWAYS

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STATE HIGHWAYS BUILDING - POST OFFICE DRAWER K - LANSING, MICHIGAN 48904

JOHN P. WOODFORD, STATE HIGHWAY DIRECTOR

March 28, 1973

Mr. Sam F. Cryderman  
Engineer of Transportation Planning  
Transportation Planning Division  
Michigan Department of State Highways  
Lansing, Michigan

Dear Mr. Cryderman:

This report documents the results and presents analyses of the Munising External Origin-Destination Survey. Included in the report are tables, plots and summaries of the data obtained during the survey.

This report was prepared by David Jewison (Transportation Analyst) with the assistance of Eric Smith (Student Technician) of the Northwest Michigan Analysis Unit of the Transportation Survey and Analysis Section. Unit supervisor is Leo Farman.

Sincerely,

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

Keith E. Bushnell, Engineer  
Transportation Survey & Analysis

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## SURVEY AREA

Alger County is located in the north central part of Michigan's Upper Peninsula. The city of Munising is approximately in the center of the county on the shore of Lake Superior.

The Pictured Rocks National Lakeshore attracts many tourists to this area during the summer. Boat cruises are available from June 15 through September 20.

Alger County is a four season vacation land. Good fishing for Lake Trout, Steelhead, Coho Salmon, Walleyes, Northern Pike, Bass, Trout and panfish is provided by 250 inland lakes, 700 miles of trout streams and 80 miles of Lake Superior Shoreline. Swimming, Water Skiing, and Boating are enjoyed in summer. Woodland areas in the Hiawatha National Forest provide camping areas and hunting for rabbits, grouse, deer, and bear. Ducks and geese are also hunted in the marsh areas. Other activities include agate hunting, hiking, nature trails, and picture taking. The North American Snowmobile Championship Races are held at Munising annually. There are hundreds of miles of marked trails for snowmobiling.

Modern shopping areas, excellent motels, restaurants, golf courses, and many fine resort areas are available in this area. Two state trunklines, M-28 and M-94, serve the Munising Area. Rail and air service are of only minor importance.

Industries in the Munising Area include Kimberly Clark Corporation, The Munising Paper Company and the Forest Center Sawmill.

LEGEND

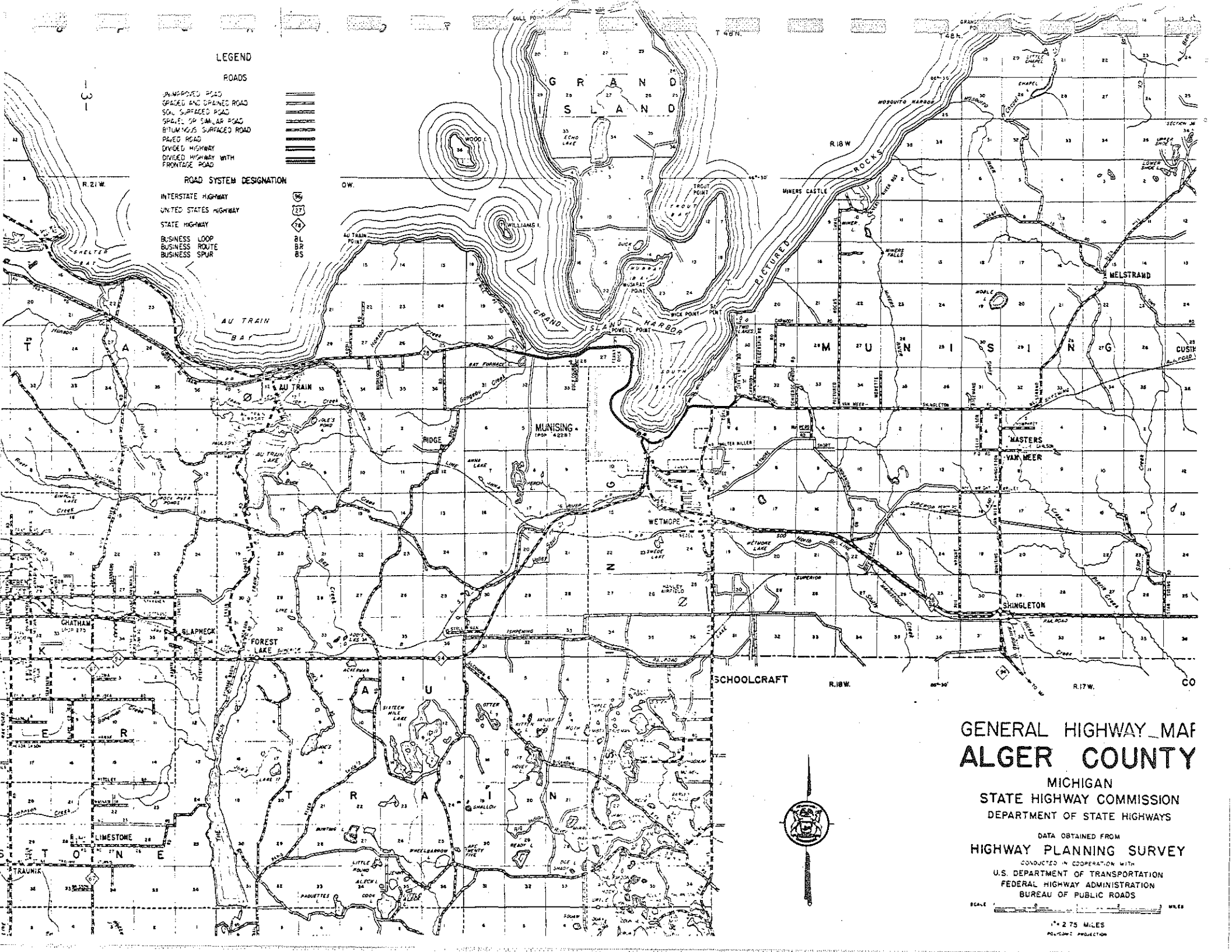
ROADS

- UNIMPROVED ROAD
- GRAVEL AND SPRAID ROAD
- SOIL & GRAVEL ROAD
- GRAVEL SURFACED ROAD
- BITUMINOUS SURFACED ROAD
- PAVED ROAD
- DIVIDED HIGHWAY
- DIVIDED HIGHWAY WITH FRONTAGE ROAD



ROAD SYSTEM DESIGNATION

- INTERSTATE HIGHWAY
- UNITED STATES HIGHWAY
- STATE HIGHWAY
- BUSINESS LOOP
- BUSINESS ROUTE
- BUSINESS SPUR



GENERAL HIGHWAY MAP  
**ALGER COUNTY**

MICHIGAN  
 STATE HIGHWAY COMMISSION  
 DEPARTMENT OF STATE HIGHWAYS

DATA OBTAINED FROM  
**HIGHWAY PLANNING SURVEY**  
 CONDUCTED IN COOPERATION WITH  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 BUREAU OF PUBLIC ROADS



SCALE 0 1 2 3 4 5 MILES

1" = 2.75 MILES  
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## FIELD PROCEDURE

Field work on the Munising Traffic Study was conducted during the months of July and August, 1971. The purpose was to collect data concerning the movement of people by motor vehicle through, into, and out of the study area.

Data for the analysis of external trips was obtained at five interview stations established on all of the important roads leading into the study area. At each of these stations, vehicles were stopped and the drivers interviewed concerning the origin, destination, and purpose of their trips. All stations were operated for fourteen hours each. Manual vehicle classification counts were taken at each station for twenty-four hours.

Answers to the interview question were recorded on Form OD-1757. One line of this form was used for each vehicle interviewed. A sample copy of this form is shown in Appendix "A". Both inbound and outbound vehicles were interviewed. They were recorded each hour at each station by direction of travel. A sample copy of Form 1790 O-D 9, used for Manual Vehicle classification, is also included in Appendix "A". One line of this form was used for each hour period for each direction.



## TERMINOLOGY AND DEFINITIONS

- Cordon line:** An imaginary line around the area under study.
- Destination:** The place where a trip ends.
- External Station:** A point on a highway at the limits of the study area at which the drivers of vehicles were interviewed.
- Origin:** The place where the trip begins.
- Origin-Destination Zone:** A basic subdivision of the study area having a single or dominant land use, designated for purposes of tabulation and analysis.
- Study Area:** The area enclosed by the cordon line.
- Terminal Trip:** A trip with one end outside the study area and the other end inside the study area.
- Through Trip:** A trip passing through the study area with both ends outside the study area.
- Trip:** One-way travel between an origin and a destination.

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## TRAFFIC VOLUME SUMMARY

### Total Traffic

On an average July-August weekday in 1971, approximately 13,431 vehicles passed the five interview stations located on the Federal Aid Primary and Secondary highway serving Munising. Of the 13,431 vehicles, 10,671 (79%) traveled on the state trunklines.

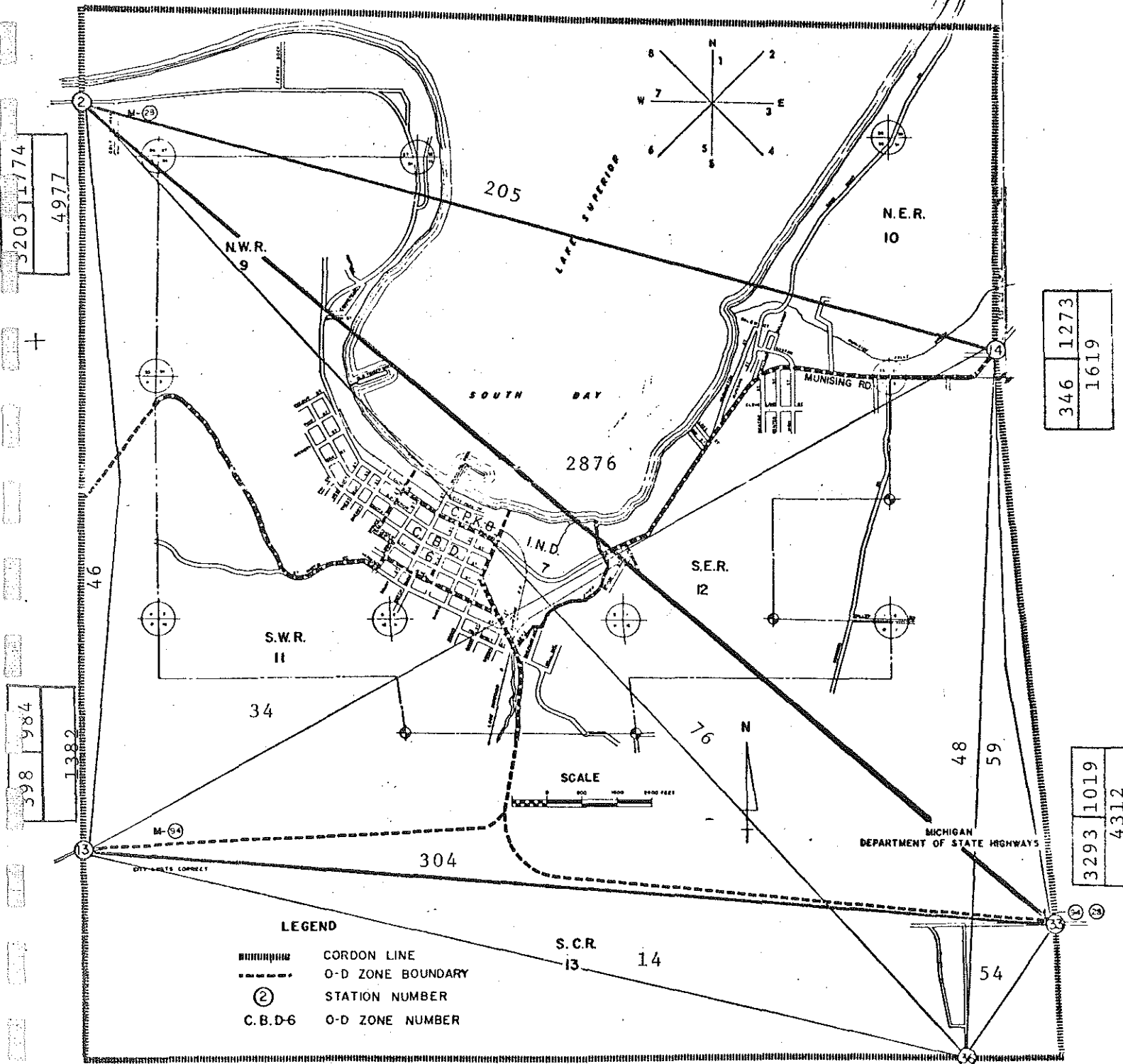
The traffic volume at each station is as follows:

<u>Station</u>	<u>Location</u>	<u>Traffic Volume</u>	<u>Percent of Total</u>
2	M-28 at North City Limit	4977	37.1
13	M-94 West of West Junction of M-28	1382	10.3
14	Munising Road at East City Limit	1619	12.0
33	M-28/M-94 East of Federal Forest Hwy 13	4312	32.1
36	Federal Forest Hwy 13 South of M-28/M-94	1141	8.5
TOTAL ALL STATIONS		13,431	100.0

The diagram on the following page shows the through traffic between the external stations. The 7,432 through vehicles consist of 3,716 through trips since each vehicle is counted at both its entering and departing station. The 7,432 through vehicles represent 55.3 percent of the 13,431 total vehicles passing the five interview stations. The largest through traffic movement (2,876) is between Station 2 on M-28 and Station 33 on M-28/M-94.

# MUNISING EXTERNAL O-D STUDY AREA

THROUGH TRIPS



3203	1774
4977	

346	1273
1619	

398	984
1382	

3293	1019
4312	

- LEGEND**
- CORDON LINE
  - O-D ZONE BOUNDARY
  - STATION NUMBER
  - O-D ZONE NUMBER

Thru trips	Terminal trips
Total	Trips

192	949
1141	

## DATA ANALYSIS

Four Basic computer outputs will serve as the basis for this part of the report. These outputs are:

1. General purpose summary of trip purpose and vehicle type for terminal, thru, and total trips.
2. General purpose summary of the number of trips going into or out of each internal zone.
3. Trip length frequency distribution.
4. Plot of external trip ends.

Outputs were obtained for each station in addition to the combined stations. Explanations, for the use of each type of output, are provided on the succeeding pages.

## USE OF GENERAL PURPOSE SUMMARY TABLES

The table on page 10 shows the distribution of through trips 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 = Buses
- 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 443.10 trips which were vacation (4) trips made by passenger cars with trailers (2). This first figure in each cell will always be the raw number of trips. The second figure indicates that 19.31 percent of the trips with trip purpose 4 were passenger cars with trailers. The third figure indicates that 93.51 percent

of the trips made by type 2 vehicles were vacation trips. The last figure in the cell indicates that 13.83 percent of all trips in the table are of this type (i.e. vehicle type = 2 and trip purpose = 4). The row total at the right shows that 2295.06 trips, or 71.65 percent were vacation trips. The column total at the bottom shows that 473.87 trips, or 14.79 percent were passenger cars with trailers. The total number of trips (3203.01) in this table is indicated at the lower right. For each station and for all stations combined there will be three tables as shown on the following page, one each for through, terminal, and total trips, in that order.

FORM NUMBER = 6  
 EXIT ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T	169.61	2.71	37.94	0.00	23.88	49.26	0.00	0.00	283.40
	59.85	0.96	13.39	0.00	8.43	17.38	0.00	0.00	8.85
	7.13	0.57	26.04	0.00	20.50	97.60	0.00	0.00	
	5.30	0.08	1.18	0.00	0.75	1.54	0.00	0.00	
R	35.33	0.00	5.84	0.00	0.00	0.00	0.00	0.00	41.17
	85.81	0.00	14.19	0.00	0.00	0.00	0.00	0.00	1.29
I	1.49	0.00	4.01	0.00	0.00	0.00	0.00	0.00	
P	1.10	0.00	0.18	0.00	0.00	0.00	0.00	0.00	
P	21.43	0.00	4.12	0.00	0.00	0.00	0.00	0.00	25.55
	83.87	0.00	16.13	0.00	0.00	0.00	0.00	0.00	0.80
	0.90	0.00	2.83	0.00	0.00	0.00	0.00	0.00	
	0.67	0.00	0.13	0.00	0.00	0.00	0.00	0.00	
U	1657.31	443.10	76.91	33.56	82.97	1.21	0.00	0.00	RCW TOTAL 2295.06
	72.21	19.31	RCW% 3.35	1.46	3.62	0.05	0.00	0.00	71.65
R	69.69	93.51	52.79	87.56	71.22	2.40	0.00	0.00	
P	51.74	13.83	2.40	1.05	2.59	0.04	0.00	0.00	
Q	407.28	22.03	13.39	4.77	9.65	0.00	0.00	0.00	457.12
	89.10	4.82	2.93	1.04	2.11	0.00	0.00	0.00	14.27
S	17.13	4.65	TOTAL% 9.19	12.44	8.28	0.00	0.00	0.00	
	12.72	0.69	0.42	0.15	0.30	0.00	0.00	0.00	
E	87.20	6.03	7.48	0.00	0.00	0.00	0.00	0.00	100.71
	86.59	5.99	7.43	0.00	0.00	0.00	0.00	0.00	3.14
	3.67	1.27	5.13	0.00	0.00	0.00	0.00	0.00	
	2.72	0.19	0.23	0.00	0.00	0.00	0.00	0.00	
-----									
TOTAL TOT %	2378.16	473.87	145.68	38.33	116.50	50.47	0.00	0.00	3203.01
	74.25	14.79	4.55	1.20	3.64	1.58	0.00	0.00	TOTAL TRIPS

COLUMN TOTAL

## GENERAL PURPOSE SUMMARY OF TERMINAL TRIPS

The area within the cordon line was divided into 8 origin-destination zones. Each zone was given an alphabetical abbreviation to describe its predominant land use. For example, the Central Business District is abbreviated C.B.D. Each zone was also numbered. The zone names and their corresponding numbers are as follows:

C.B.D. - Central Business District	6
I.N.D. - Industrial	7
C.P.K. - County Park	8
N.W.R. - Northwest Residential	9
N.E.R. - Northeast Residential	10
S.W.R. - Southwest Residential	11
S.E.R. - Southeast Residential	12
S.C.R. - Southcentral Residential	13

The table on the following page gives the number of inbound trips that had destinations in each of the zones. The outbound trips that had origins in each of the zones will be given on a similar output. Later in the report both outputs will be presented for each station and for the combined stations. For example (see page 12), zone 8 (County Park) attracted 92.42 trips or 10.77 percent of the 858.31 total inbound terminal trips that passed thru the station. A map of the study area showing the external stations and the internal zones is on page 13.



FORM NUMBER = 6  
INBOUND DIRECTION = 3 TO 3

I N T E R N A L E N D

RANGES	6	TOTAL
	6	TOT %
06	429.05	429.05
06	100.00	49.99
	49.99	
	49.99	
T E R M I N A L T R I P S		
I 07	60.81	60.81
07	100.00	7.08
T	7.08	
	7.08	
Y		
08	92.42	92.42
08	100.00	10.77
	10.77	
	10.77	
E 09	146.20	146.20
09	100.00	17.03
S	17.03	
	17.03	
I 10	39.01	39.01
I 10	100.00	4.54
	4.54	
	4.54	
11	43.89	43.89
11	100.00	5.11
Z	5.11	
	5.11	
12	24.58	24.58
12	100.00	2.86
	2.86	
	2.86	
S 13	22.35	22.35
13	100.00	2.60
	2.60	
	2.60	

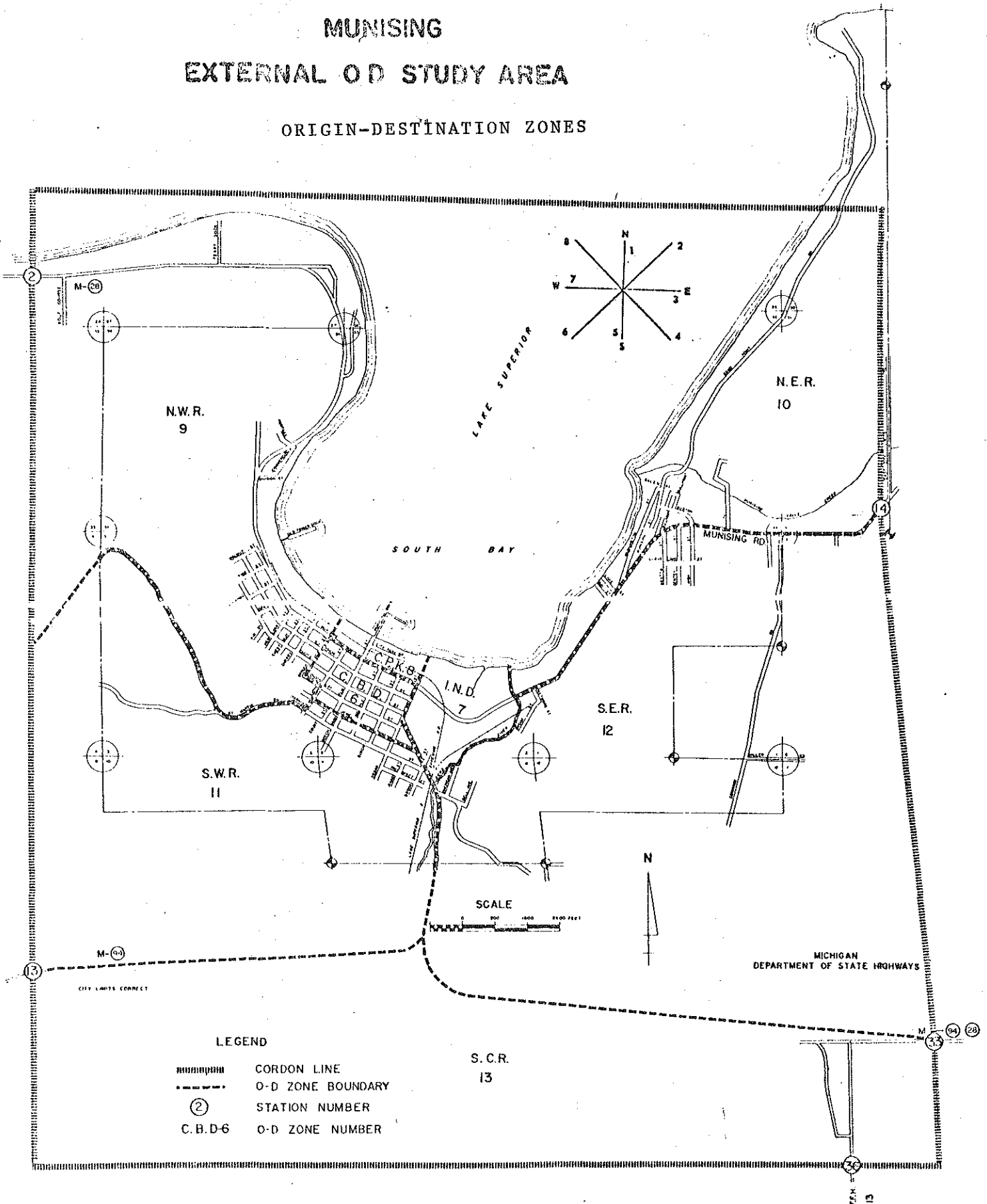
TOTAL 858.31  
TOT % 100.00

858.31

-12-

# MUNISING EXTERNAL O-D STUDY AREA

## ORIGIN-DESTINATION ZONES



## 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, 595 trips or 12.018 percent of the total were approximately 100 minutes in length. The percent of trips which were 100 minutes or less is 33.852.

Some statistical information such as mean and standard deviation are printed at the end of each table. A similar graph for each station and for all stations combined will be presented later in this report.

	C.	CU	TUA
1.....	1.252	1.252	62
2.....	12.402	13.654	614
3.....	0.020	13.674	1
4.....	0.586	14.260	29
5.....	0.000	14.260	0
6.....	0.000	14.260	0
7.....	6.302	20.562	312
8.....	1.030	21.592	51
9.....	0.242	21.834	12
10.....	12.018	33.852	595
11.....	1.777	35.629	88
12.....	1.959	37.588	97
13.....	0.121	37.710	6
14.....	0.323	38.033	16
15.....	0.020	38.053	1
16.....	2.545	40.598	126
17.....	2.646	43.244	131
18.....	1.131	44.375	56
19.....	0.182	44.557	9
20.....	0.323	44.880	16
21.....	1.030	45.910	51
22.....	0.424	46.334	21
23.....	4.767	51.101	236
24.....	0.485	51.586	24
25.....	0.323	51.909	16
26.....	1.919	53.828	95
27.....	0.869	54.716	44
28.....	0.323	55.039	16
29.....	0.768	55.807	38
30.....	0.384	56.191	19
31.....	0.586	56.776	29
32.....	0.444	57.220	22
33.....	1.495	56.715	74
34.....	0.424	59.140	21
35.....	0.283	59.422	14
36.....	1.575	60.998	78
37.....	1.070	62.068	53
38.....	0.263	62.331	13
39.....	0.545	62.876	27
40.....	0.808	63.684	40
41.....	0.828	64.512	41
42.....	1.555	66.067	77
43.....	1.111	67.178	55
44.....	0.384	67.562	19
45.....	0.404	67.966	20
46.....	0.545	68.511	27
47.....	0.626	69.138	31
48.....	0.303	69.441	15
49.....	1.151	70.592	57
50.....	0.444	71.036	22
51.....	1.030	72.066	51
52.....	1.131	73.197	56
53.....	1.232	74.429	61
54.....	0.384	74.813	19
55.....	0.586	75.309	29
56.....	0.566	75.964	28
57.....	1.010	76.974	50
58.....	0.990	77.964	49
59.....	0.760	78.732	38
60.....	1.495	80.226	74
61.....	1.252	81.478	62



## TRIP CHARACTERISTICS

This part of the report will present the tables, graphs and plots for the combined stations and for each individual station. Each set of output will be preceded by a page of summary comments to point out important features or problems concerning the data. After this the outputs will be presented in the following order:

1. General Purpose Summary Tables of trip purpose and vehicle type.
2. General Purpose Summary Tables of trips to and from the internal zones.
3. Trip length frequency distribution tables.
4. Trip-end Plots. (Have been omitted for Stations 13, 14 and 36.)

MUNISING  
ALL STATIONS

About 59 percent of all trips were thru trips. For all stations combined about 76 percent of the trips were made by passenger car. The two largest trip purposes were for vacation (43 percent) and social-recreation (22 percent). This is to be expected since the study was conducted in a recreational area during the summer.

Vacation trips accounted for 65 percent of the thru versus 12 percent for terminal. Less than 12 percent of the thru trips were for the purpose of work versus 23 percent for terminal.

As might be expected most of the trips are long. Only about 11 percent were less than one hour. About 48 percent of the trips were more than three hours long.

Of the terminal trips, about 40 percent either began or ended in the CBD. The external trips were widely dispersed.

FORM NUMBER = 6  
 EXIT ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	581.31	12.49	112.36	4.79	59.12	154.70	0.00	0.00	920.77
	1	62.86	1.35	12.15	0.52	6.39	16.73	0.00	0.00	11.92
		10.14	1.16	28.32	4.21	22.56	88.10	0.00	0.00	
		7.49	0.16	1.45	0.06	0.76	1.99	0.00	0.00	
R	2	148.73	2.28	11.86	0.00	4.80	0.00	0.00	0.00	167.67
	2	88.70	1.36	7.07	0.00	2.84	0.00	0.00	0.00	2.16
		2.59	0.21	2.99	0.00	1.83	0.00	0.00	0.00	
		1.92	0.03	0.15	0.00	0.06	0.00	0.00	0.00	
P	3	51.57	3.60	11.76	0.00	0.00	0.00	0.00	0.00	66.93
	3	77.05	5.38	17.57	0.00	0.00	0.00	0.00	0.00	0.86
		0.00	0.33	2.96	0.00	0.00	0.00	0.00	0.00	
		0.66	0.05	0.15	0.00	0.00	0.00	0.00	0.00	
J	4	3630.72	962.73	173.08	95.87	180.85	15.61	0.00	0.00	5058.86
	4	71.77	19.03	3.42	1.90	3.57	0.31	0.00	0.00	65.19
		63.34	89.09	43.63	84.28	69.00	8.92	0.00	0.00	
		46.78	12.41	2.23	1.24	2.33	0.20	0.00	0.00	
S	5	1106.85	91.04	69.22	9.34	16.13	3.69	0.00	0.00	1296.27
	5	85.39	7.02	5.34	0.72	1.24	0.28	0.00	0.00	16.70
		19.31	8.42	17.45	8.21	6.15	2.11	0.00	0.00	
		14.26	1.17	0.89	0.12	0.21	0.05	0.00	0.00	
E	6	213.32	8.53	18.41	3.75	1.20	1.00	0.00	0.00	246.21
	6	86.64	3.46	7.48	1.52	0.49	0.41	0.00	0.00	3.17
		3.72	0.79	4.64	3.30	0.46	0.57	0.00	0.00	
		2.75	0.11	0.24	0.05	0.02	0.01	0.00	0.00	
<hr/>										
TOTAL	5732.50	1080.67	396.69	113.75	262.10	175.00	0.00	0.00	7760.71	
TOT %	73.87	13.92	5.11	1.47	3.38	2.25	0.00	0.00		

-61-



FORM NUMBER = 6

EXIT ENT STATION = T1

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
I P U R S E	1	745.01	6.87	353.62	9.38	112.20	47.66	0.00	0.00	1274.74
	1	58.44	0.54	27.74	0.74	8.80	3.74	0.00	0.00	23.39
		17.37	5.17	44.39	29.39	78.62	83.51	0.00	0.00	
		13.67	0.13	6.49	0.17	2.06	0.87	0.00	0.00	
I P U R S E	2	241.29	1.11	49.37	2.66	0.00	0.00	0.00	0.00	294.43
	2	81.95	0.38	16.77	0.90	0.00	0.00	0.00	0.00	5.40
		5.63	0.84	6.20	8.33	0.00	0.00	0.00	0.00	
		4.43	0.02	0.91	0.05	0.00	0.00	0.00	0.00	
I P U R S E	3	1004.38	18.51	170.74	2.22	3.48	2.40	0.00	0.00	1201.73
	3	83.58	1.54	14.21	0.18	0.29	0.20	0.00	0.00	22.05
		23.41	13.93	21.43	6.95	2.44	4.21	0.00	0.00	
		18.43	0.34	3.13	0.04	0.06	0.04	0.00	0.00	
I P U R S E	4	542.49	77.07	36.36	11.19	9.02	4.80	0.00	0.00	680.93
	4	79.67	11.32	5.34	1.64	1.32	0.70	0.00	0.00	12.49
		12.65	58.00	4.56	35.06	6.32	8.41	0.00	0.00	
		9.95	1.41	0.67	0.21	0.17	0.09	0.00	0.00	
I P U R S E	5	1435.49	22.97	135.78	6.47	14.58	1.00	0.00	0.00	1616.29
	5	88.81	1.42	8.40	0.40	0.90	0.06	0.00	0.00	29.65
		33.47	17.29	17.04	20.27	10.22	1.75	0.00	0.00	
		26.34	0.42	2.49	0.12	0.27	0.02	0.00	0.00	
I P U R S E	6	320.83	6.35	50.83	0.00	3.44	1.21	0.00	0.00	382.66
	6	83.84	1.66	13.28	0.00	0.90	0.32	0.00	0.00	7.02
		7.88	4.78	6.38	0.00	2.41	2.12	0.00	0.00	
		5.89	0.12	0.93	0.00	0.04	0.02	0.00	0.00	
<hr/>										
TOTAL	4289.49	132.88	796.70	31.92	142.72	57.07	0.00	0.00	5450.78	
TOT %	78.69	2.44	14.62	0.59	2.62	1.05	0.00	0.00		

-20-

FORM NUMBER = 6  
 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	
1	1326.32	19.36	465.98	14.17	171.32	202.36	0.00	0.00	2199.51
1	60.30	0.88	21.19	0.64	7.79	9.20	0.00	0.00	16.65
	13.23	1.60	39.05	9.73	42.32	87.20	0.00	0.00	
T	10.04	0.15	3.53	0.11	1.30	1.53	0.00	0.00	
2	390.02	3.39	61.23	2.66	4.80	0.00	0.00	0.00	462.10
2	84.40	0.73	13.25	0.58	1.04	0.00	0.00	0.00	3.50
I	3.89	0.28	5.13	1.83	1.19	0.00	0.00	0.00	
P	2.95	0.03	0.46	0.02	0.04	0.00	0.00	0.00	
3	1055.05	22.11	182.50	2.22	3.48	2.40	0.00	0.00	1268.66
3	83.23	1.74	14.39	0.17	0.27	0.19	0.00	0.00	9.60
	10.54	1.82	15.29	1.52	0.86	1.03	0.00	0.00	
P	7.99	0.17	1.34	0.02	0.03	0.02	0.00	0.00	
4	4173.21	1039.80	209.44	107.06	189.87	20.41	0.00	0.00	5739.79
4	72.71	18.12	3.65	1.87	3.31	0.36	0.00	0.00	43.45
R	41.64	85.68	17.55	73.49	46.90	8.79	0.00	0.00	
P	31.59	7.87	1.59	0.81	1.44	0.15	0.00	0.00	
5	2542.34	114.01	205.00	15.81	30.71	4.69	0.00	0.00	2912.56
5	87.29	3.91	7.04	0.54	1.05	0.16	0.00	0.00	22.05
	25.37	9.39	17.18	10.85	7.59	2.02	0.00	0.00	
S	19.24	0.86	1.55	0.12	0.23	0.04	0.00	0.00	
6	534.15	14.86	69.24	3.75	4.64	2.21	0.00	0.00	628.87
6	84.94	2.37	11.01	0.60	0.74	0.35	0.00	0.00	4.76
	5.33	1.23	5.80	2.57	1.15	0.95	0.00	0.00	
	4.04	0.11	0.52	0.03	0.04	0.02	0.00	0.00	
-----									
TOTAL	10021.09	1213.55	1193.39	145.67	404.82	232.07	0.00	0.00	13211.49
TOT %	75.86	9.19	9.03	1.10	3.06	1.76	0.00	0.00	

-21-

FORM NUMBER = 6

I N T E R N A L E N D

RANGES	6	TOTAL
	6	TOT %
06	1042.00	1042.00
06	100.00	39.48
	39.48	
C	39.48	
I 07	224.62	224.62
07	100.00	8.51
T	8.51	
	8.51	
Y		
08	225.86	225.86
08	100.00	8.56
	8.56	
D	8.56	
R 09	434.31	434.31
09	100.00	16.45
I	16.45	
	16.45	
G		
I 10	164.19	164.19
10	100.00	6.22
	6.22	
N	6.22	
11	181.13	181.13
11	100.00	6.86
	6.86	
Z	6.86	
O		
N 12	203.76	203.76
12	100.00	7.72
	7.72	
E	7.72	
S 13	163.71	163.71
13	100.00	6.20
	6.20	
	6.20	
-----		
TOTAL	2639.58	2639.58
TOT %	100.00	

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FORM NUMBER 6

I N T E R N A L E N D

RANGES	6	TOTAL
	6	TOT %
	1141.26	1141.26
	100.00	41.57
	41.57	
C	41.57	
	234.67	234.67
I	100.00	8.55
	8.55	
T	8.55	
	334.37	334.37
Y	100.00	12.18
	12.18	
D	12.18	
	373.07	373.07
E	100.00	13.59
	13.59	
S	13.59	
	168.42	168.42
I	100.00	6.13
	6.13	
4	6.13	
	173.82	173.82
	100.00	6.33
Z	6.33	
	6.33	
U	179.09	179.09
	100.00	6.52
	6.52	
E	6.52	
	140.66	140.66
S	100.00	5.12
	5.12	
	5.12	
TOTAL		2745.36
TOT %		100.00

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	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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59.....																						
60.....																						

Note: The trip lengths, as shown here and for each station, are overly long because of indirect routing on the Statewide highway network.

	P.C.	CUM.	ACTUAL
1.....	1.655	1.655	218
2.....	7.091	8.746	934
3.....	0.008	8.754	1
4.....	2.194	10.948	289
5.....	0.000	10.948	0
6.....	0.000	10.948	0
7.....	3.310	14.259	436
8.....	1.777	16.035	234
9.....	0.919	16.954	121
10.....	21.487	38.441	2830
11.....	2.414	40.855	318
12.....	1.936	42.791	255
13.....	0.676	43.467	89
14.....	0.494	43.960	65
15.....	0.357	44.317	47
16.....	2.999	47.316	395
17.....	3.766	51.082	496
18.....	0.934	52.016	123
19.....	0.304	52.319	40
20.....	0.228	52.547	30
21.....	0.767	53.314	101
22.....	0.539	53.853	71
23.....	4.062	57.915	535
24.....	0.516	58.431	68
25.....	0.269	58.720	38
26.....	1.093	59.813	144
27.....	0.668	60.481	88
28.....	0.296	60.777	39
29.....	0.661	61.438	87
30.....	0.486	61.924	64
31.....	0.448	62.372	59
32.....	0.486	62.858	64
33.....	1.169	64.027	154
34.....	0.524	64.551	69
35.....	0.349	64.900	46
36.....	1.488	66.388	196
37.....	0.805	67.193	106
38.....	0.213	67.406	28
39.....	0.342	67.747	45
40.....	0.645	68.393	85
41.....	0.607	69.000	80
42.....	1.579	70.579	208
43.....	0.979	71.559	129
44.....	0.304	71.862	40
45.....	0.304	72.166	40
46.....	0.653	72.819	86
47.....	0.531	73.351	70
48.....	0.395	73.745	52
49.....	0.896	74.641	118
50.....	0.509	75.150	67
51.....	0.767	75.917	101
52.....	1.101	77.018	145
53.....	1.017	78.035	134
54.....	0.531	78.567	70
55.....	0.501	79.068	66
56.....	0.623	79.690	82
57.....	0.782	80.472	103
58.....	0.896	81.368	118
59.....	0.797	82.165	105
60.....	1.329	83.494	175

63..	0.448	85.514	59
64....	1.162	86.675	153
65..	0.471	87.146	62
66..	0.395	87.541	52
67....	0.607	88.148	80
68....	0.919	89.067	121
69..	0.418	89.484	55
70..	0.516	90.001	68
71....	0.653	90.654	86
72..	0.402	91.056	53
73....	0.850	91.906	112
74....	0.699	92.605	92
75..	0.600	93.205	79
76....	0.850	94.055	112
77..	0.349	94.404	48
78..	0.342	94.746	45
79....	0.623	95.369	82
80..	0.311	95.680	41
81..	0.197	95.877	26
82..	0.144	96.022	19
83..	0.387	96.409	51
84..	0.425	96.834	56
85..	0.076	96.910	10
86..	0.226	97.138	30
87..	0.114	97.252	15
88..	0.190	97.441	25
89..	0.266	97.707	35
90..	0.053	97.760	7
91..	0.152	97.912	20
92..	0.023	97.935	3
93..	0.084	98.018	11
94..	0.106	98.125	14
95..	0.076	98.201	10
96..	0.030	98.231	4
97..	0.319	98.550	42
98..	0.008	98.557	1
99..	0.000	98.557	0
100....	0.736	99.294	97
101..	0.008	99.301	1
102..	0.053	99.355	7
103..	0.038	99.393	5
104..	0.175	99.567	23
105..	0.008	99.575	1
106..	0.000	99.575	0
107..	0.030	99.605	4
108..	0.053	99.658	7
109..	0.015	99.674	2
110..	0.000	99.674	0
111..	0.000	99.674	0
112..	0.015	99.680	2
113..	0.243	99.930	32
114..	0.000	99.930	0
115..	0.068	100.000	9

REMAINING VALUES ARE ALL ZERO  
NUMBER OF OBSERVATIONS= 13171

SUM= 391723.

MEAN= 29.741

VAR= 683.779

SD= 26.149

TOTAL TRIPS OVER MAXP = 0  
TOTAL TRIPS OVER 255 = 0  
VOLUME TRIP NUMBER = 201  
SALE TRIP NUMBER = 101

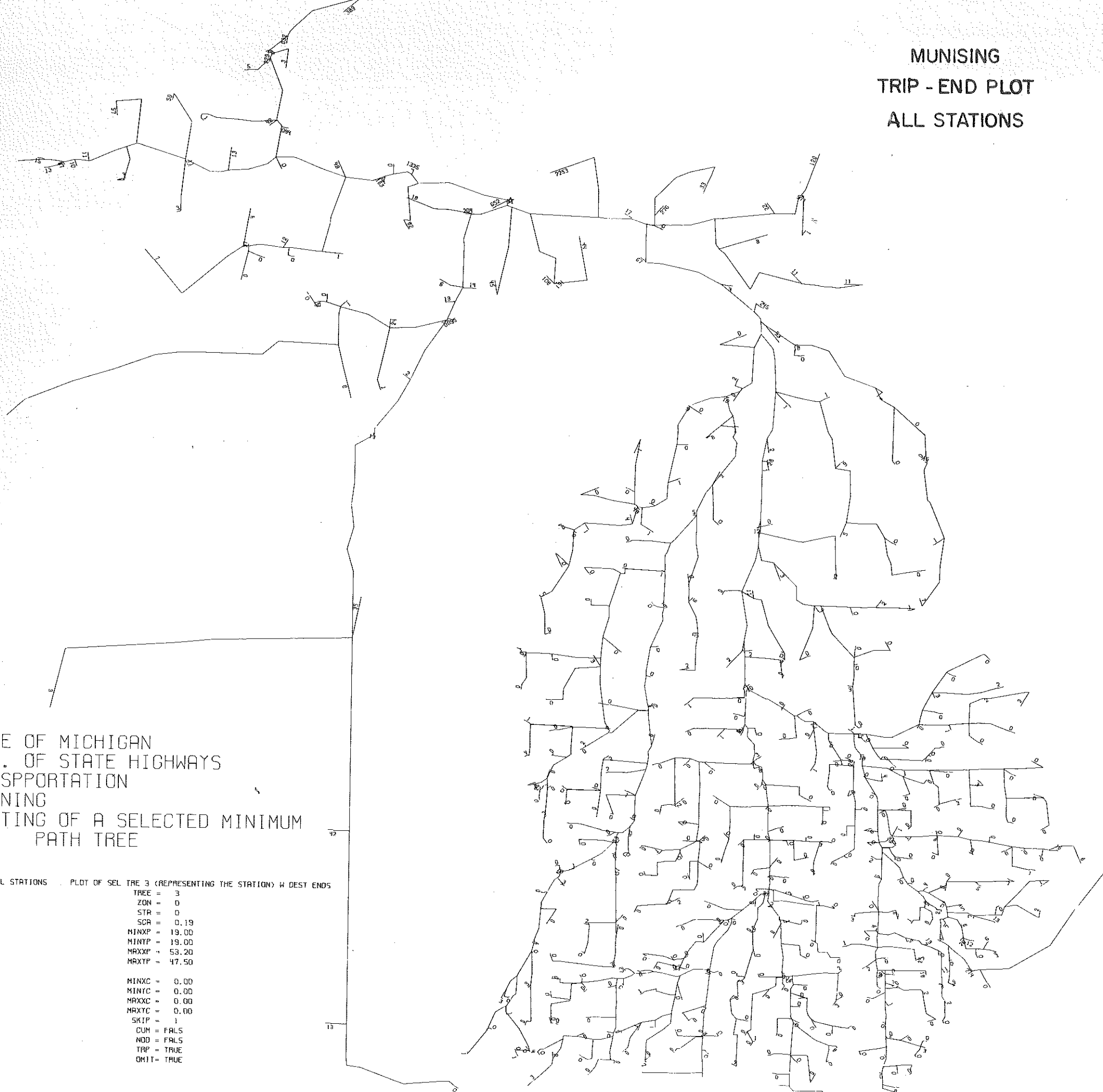
MUNISING  
TRIP - END PLOT  
ALL STATIONS

STATE OF MICHIGAN  
DEPT. OF STATE HIGHWAYS  
TRANSPORTATION  
PLANNING  
PLOTING OF A SELECTED MINIMUM  
PATH TREE

ALL STATIONS . . . PLOT OF SEL TRE 3 (REPRESENTING THE STATION) W DEST ENDS

TREE = 3  
ZON = 0  
STA = 0  
SCA = 0.19  
MINXP = 19.00  
MINYP = 19.00  
MAXXP = 53.20  
MAXYP = 47.50

MINXC = 0.00  
MINYC = 0.00  
MAXXC = 0.00  
MAXYC = 0.00  
SKIP = 1  
CUM = FALS  
NOD = FALS  
TRP = TRUE  
OMIT = TRUE



MUNISING  
STATION 2

Station 2 is located on M-28, a state trunkline entering the city from the west. Trips for Station 2 represent about 37 percent of the total trips for all five stations. About 65 percent of the trips for Station 2 were thru trips. Out of all trips for Station 2, about 76 percent were made by passenger cars without trailers. Trips for the purpose of vacation made up about 51 percent of the total for this station.

Work trips accounted for about 23 percent of terminal versus only about 9 percent of the thru trips. About 72 percent of the thru trips were for vacation versus only about 13 percent of the terminal trips.

Of the terminal trips, 45.6 percent had an origin or a destination in the CBD (Zone 6). Zone 9 (NWR), which is adjacent to this station, was the next largest with 17.7 percent.

The average trip length for Station 2 is more than five hours. Only about 14.3 percent of the trips were one hour or less in length.

The external trips for this station are quite widely dispersed. More trips (660) began or ended in Marquette than at any other location.



FORM NUMBER = 6

EXIT ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	169.61	2.71	37.94	0.00	23.88	49.26	0.00	0.00	283.40
	1	59.85	0.96	13.39	0.00	8.43	17.38	0.00	0.00	8.85
		7.13	0.57	26.04	0.00	20.50	97.60	0.00	0.00	
		5.30	0.08	1.18	0.00	0.75	1.54	0.00	0.00	
R	2	35.33	0.00	5.84	0.00	0.00	0.00	0.00	0.00	41.17
	2	85.81	0.00	14.19	0.00	0.00	0.00	0.00	0.00	1.29
		1.49	0.00	4.01	0.00	0.00	0.00	0.00	0.00	
		1.10	0.00	0.18	0.00	0.00	0.00	0.00	0.00	
P	3	21.43	0.00	4.12	0.00	0.00	0.00	0.00	0.00	25.55
	3	83.87	0.00	16.13	0.00	0.00	0.00	0.00	0.00	0.80
		0.90	0.00	2.83	0.00	0.00	0.00	0.00	0.00	
		0.67	0.00	0.13	0.00	0.00	0.00	0.00	0.00	
C	4	1657.31	443.10	76.91	33.56	82.97	1.21	0.00	0.00	2295.06
	4	72.21	19.31	3.35	1.46	3.62	0.05	0.00	0.00	71.65
		69.69	93.51	52.79	87.56	71.22	2.40	0.00	0.00	
		51.74	13.83	2.40	1.05	2.59	0.04	0.00	0.00	
D	5	407.28	22.03	13.39	4.77	9.65	0.00	0.00	0.00	457.12
	5	89.10	4.82	2.93	1.04	2.11	0.00	0.00	0.00	14.27
		17.13	4.65	9.19	12.44	8.28	0.00	0.00	0.00	
		12.72	0.69	0.42	0.15	0.30	0.00	0.00	0.00	
E	6	87.20	6.03	7.48	0.00	0.00	0.00	0.00	0.00	100.71
	6	86.59	5.99	7.43	0.00	0.00	0.00	0.00	0.00	3.14
		3.67	1.27	5.13	0.00	0.00	0.00	0.00	0.00	
		2.72	0.19	0.23	0.00	0.00	0.00	0.00	0.00	
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TOTAL	2378.16	473.87	145.68	38.33	116.50	50.47	0.00	0.00	3203.01	
TOT %	74.25	14.79	4.55	1.20	3.64	1.58	0.00	0.00		

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FORM NUMBER = 6

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	235.50	3.53	98.66	2.82	56.50	8.23	0.00	0.00	405.24
	1	58.11	0.87	24.35	0.70	13.94	2.03	0.00	0.00	23.36
		17.12	5.96	46.59	32.94	80.44	87.18	0.00	0.00	
		13.57	0.20	5.69	0.16	3.26	0.47	0.00	0.00	
R	2	91.63	0.00	16.41	0.00	0.00	0.00	0.00	0.00	108.04
	2	84.81	0.00	15.19	0.00	0.00	0.00	0.00	0.00	6.23
		6.66	0.00	7.75	0.00	0.00	0.00	0.00	0.00	
I		5.28	0.00	0.95	0.00	0.00	0.00	0.00	0.00	
	3	373.37	8.42	43.86	0.00	2.48	0.00	0.00	0.00	428.13
P	3	87.21	1.97	10.24	0.00	0.58	0.00	0.00	0.00	24.68
		27.14	14.22	20.71	0.00	3.53	0.00	0.00	0.00	
		21.52	0.49	2.53	0.00	0.14	0.00	0.00	0.00	
C	4	162.52	38.47	8.67	5.74	2.86	0.00	0.00	0.00	218.26
	4	74.46	17.63	3.97	2.63	1.31	0.00	0.00	0.00	12.58
		11.81	64.97	4.09	67.06	4.07	0.00	0.00	0.00	
		9.37	2.22	0.50	0.33	0.16	0.00	0.00	0.00	
S	5	396.49	6.22	31.25	0.00	7.16	0.00	0.00	0.00	441.12
	5	89.88	1.41	7.08	0.00	1.62	0.00	0.00	0.00	25.43
		28.82	10.50	14.76	0.00	10.19	0.00	0.00	0.00	
		22.85	0.36	1.80	0.00	0.41	0.00	0.00	0.00	
E	6	116.13	2.57	12.91	0.00	1.24	1.21	0.00	0.00	134.06
	6	86.63	1.92	9.63	0.00	0.92	0.90	0.00	0.00	7.73
		8.44	4.34	6.10	0.00	1.77	12.82	0.00	0.00	
		6.69	0.15	0.74	0.00	0.07	0.07	0.00	0.00	
<hr/>										
TOTAL	1375.64	59.21	211.76	8.56	70.24	9.44	0.00	0.00	1734.85	
TOT %	79.29	3.41	12.21	0.49	4.05	0.54	0.00	0.00		

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VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	405.11	6.24	136.60	2.82	80.38	57.49	0.00	0.00	688.64
	1	58.83	0.91	19.84	0.41	11.67	8.35	0.00	0.00	13.95
		10.79	1.17	38.22	6.01	43.04	95.96	0.00	0.00	
		8.20	0.13	2.77	0.06	1.63	1.16	0.00	0.00	
R	2	126.96	0.00	22.25	0.00	0.00	0.00	0.00	0.00	149.21
	2	85.09	0.00	14.91	0.00	0.00	0.00	0.00	0.00	3.02
		3.38	0.00	6.22	0.00	0.00	0.00	0.00	0.00	
		2.57	0.00	0.45	0.00	0.00	0.00	0.00	0.00	
P	3	394.80	8.42	47.98	0.00	2.48	0.00	0.00	0.00	453.68
	3	87.02	1.86	10.58	0.00	0.55	0.00	0.00	0.00	9.19
		10.52	1.58	13.42	0.00	1.33	0.00	0.00	0.00	
		8.00	0.17	0.97	0.00	0.05	0.00	0.00	0.00	
U	4	1819.83	481.57	85.58	39.30	85.83	1.21	0.00	0.00	2513.32
	4	72.41	19.16	3.41	1.56	3.42	0.05	0.00	0.00	50.90
		48.48	90.34	23.94	83.81	45.96	2.02	0.00	0.00	
		36.85	9.75	1.73	0.80	1.74	0.02	0.00	0.00	
S	5	803.77	28.25	44.64	4.77	16.81	0.00	0.00	0.00	898.24
	5	89.48	3.15	4.97	0.53	1.87	0.00	0.00	0.00	18.19
		21.41	5.30	12.49	10.17	9.00	0.00	0.00	0.00	
		16.28	0.57	0.90	0.10	0.34	0.00	0.00	0.00	
E	6	203.33	8.60	20.39	0.00	1.24	1.21	0.00	0.00	234.77
	6	86.61	3.66	8.69	0.00	0.53	0.52	0.00	0.00	4.75
		5.42	1.61	5.70	0.00	0.66	2.02	0.00	0.00	
		4.12	0.17	0.41	0.00	0.03	0.02	0.00	0.00	
-----										
TOTAL	1753.80	533.08	357.44	46.89	186.74	59.91	0.00	0.00	4937.86	
TOT %	76.02	10.80	7.24	0.95	3.78	1.21	0.00	0.00		

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24 JAN 73

GENERAL PURPOSE SUMMARY MONTHLY 020002 0 28

FORM NUMBER = 6

INBOUND DIRECTION = 3 T1 3

I N T E R N A L E N D

RANGES	6	TOTAL TOT %
	6	
	06 429.05	429.05
	06 100.00	49.99
	49.99	
C	49.99	
	07 60.81	60.81
I	07 100.00	7.08
T	7.08	
	7.08	
Y	08 92.42	92.42
	08 100.00	10.77
	10.77	
O	10.77	
E	09 146.20	146.20
	09 100.00	17.03
S	17.03	
	17.03	
I	10 39.01	39.01
I	10 100.00	4.54
	4.54	
4	4.54	
	11 43.89	43.89
	11 100.00	5.11
Z	5.11	
	5.11	
U	12 24.58	24.58
4	12 100.00	2.86
	2.86	
E	2.86	
S	13 22.35	22.35
	13 100.00	2.60
	2.60	
	2.60	
<hr/>		
TOTAL	858.31	858.31
TOT %	100.00	

-13-

FORM NUMBER = 6  
 OUTBOUND DIRECTION = 7 - T 7

I N T E R N A L E N D

RANGES	6	TOTAL
	6	TOT %
	06 361.03	361.03
	06 100.00	41.29
		41.29
C		
	07 70.86	70.86
I	07 100.00	8.10
T		8.10
		8.10
Y		
	08 83.96	83.96
	08 100.00	9.60
		9.60
O		
	09 160.99	160.99
R	09 100.00	18.41
I		18.41
		18.41
G		
	10 37.14	37.14
-I	10 100.00	4.25
-32-		4.25
Z		
	11 62.51	62.51
	11 100.00	7.15
Z		7.15
		7.15
U		
	12 67.39	67.39
N	12 100.00	7.71
		7.71
E		
	13 30.41	30.41
S	13 100.00	3.48
		3.48
		3.48
-----		
TOTAL	R74.29	874.29
TOT %	100.00	

	0.	CU4.	ACTUA.
1.....	1.252	1.252	62
2.....	12.402	13.654	614
3.....	0.020	13.674	1
4.....	0.586	14.260	29
5.....	0.000	14.260	0
6.....	0.000	14.260	0
7.....	6.302	20.562	312
8.....	1.030	21.592	51
9.....	0.242	21.834	12
10.....	12.016	33.852	595
11.....	1.777	35.629	88
12.....	1.959	37.588	97
13.....	0.121	37.710	6
14.....	0.323	38.033	16
15.....	0.020	38.053	1
16.....	2.545	40.598	126
17.....	2.646	43.244	131
18.....	1.131	44.375	58
19.....	0.182	44.557	9
20.....	0.323	44.880	16
21.....	1.030	45.910	51
22.....	0.424	46.334	21
23.....	4.767	51.101	236
24.....	0.485	51.586	24
25.....	0.323	51.909	16
26.....	1.919	53.828	95
27.....	0.869	54.716	44
28.....	0.323	55.039	16
29.....	0.768	55.807	38
30.....	0.384	56.191	19
31.....	0.586	56.776	29
32.....	0.444	57.221	22
33.....	1.495	58.715	74
34.....	0.424	59.140	21
35.....	0.283	59.422	14
36.....	1.575	60.998	78
37.....	1.070	62.068	53
38.....	0.263	62.331	13
39.....	0.545	62.876	27
40.....	0.808	63.684	40
41.....	0.828	64.512	41
42.....	1.555	66.067	77
43.....	1.111	67.178	55
44.....	0.384	67.562	19
45.....	0.404	67.966	20
46.....	0.545	68.511	27
47.....	0.626	69.138	31
48.....	0.303	69.441	15
49.....	1.151	70.592	57
50.....	0.444	71.036	22
51.....	1.030	72.066	51
52.....	1.131	73.197	56
53.....	1.232	74.429	61
54.....	0.384	74.813	19
55.....	0.586	75.399	29
56.....	0.566	75.964	28
57.....	1.010	76.974	50
58.....	0.990	77.964	49
59.....	0.760	78.732	38
60.....	1.478	80.204	74
61.....	1.252	81.878	62

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63.....	0.505	82.347	25
64.....	1.212	83.559	60
65.....	0.424	83.983	21
66.....	0.667	84.650	33
67.....	0.747	85.397	37
68.....	1.010	86.407	50
69.....	0.646	87.053	32
70.....	0.788	87.841	39
71.....	0.808	88.649	40
72.....	0.424	89.073	21
73.....	1.050	90.123	52
74.....	0.747	90.871	37
75.....	0.727	91.598	36
76.....	1.111	92.709	55
77.....	0.485	93.193	24
78.....	0.424	93.617	21
79.....	0.970	94.587	46
80.....	0.242	94.829	12
81.....	0.141	94.971	7
82.....	0.202	95.173	10
83.....	0.364	95.536	18
84.....	0.566	96.102	28
85.....	0.061	96.162	3
86.....	0.303	96.465	15
87.....	0.162	96.627	8
88.....	0.162	96.789	8
89.....	0.283	97.071	14
90.....	0.020	97.091	1
91.....	0.222	97.314	11
92.....	0.000	97.314	0
93.....	0.101	97.415	5
94.....	0.182	97.596	9
95.....	0.101	97.697	5
96.....	0.020	97.718	1
97.....	0.444	98.162	22
98.....	0.020	98.182	1
99.....	0.000	98.182	0
100.....	0.848	99.030	42
101.....	0.020	99.051	1
102.....	0.041	99.131	4
103.....	0.081	99.212	4
104.....	0.182	99.394	9
105.....	0.000	99.394	0
106.....	0.000	99.394	0
107.....	0.061	99.455	3
108.....	0.040	99.495	2
109.....	0.040	99.535	2
110.....	0.000	99.535	0
111.....	0.000	99.535	0
112.....	0.040	99.576	2
113.....	0.283	99.859	14
114.....	0.000	99.859	0
115.....	0.141	100.000	7

REMAINING VALUES ARE ALL ZERO

NUMBER OF OBSERVATIONS= 4951

SUM= 161496.

MEAN= 32.619

VAR= 758.703

SD= 27.545

TOTAL TIMES OVER PAIR      0  
TOTAL TIMES OVER PS      0  
TOTAL TIMES OVER      211  
TOTAL TIMES OVER      14

MUNISING  
TRIP - END PLOT  
M-28 STATION 2

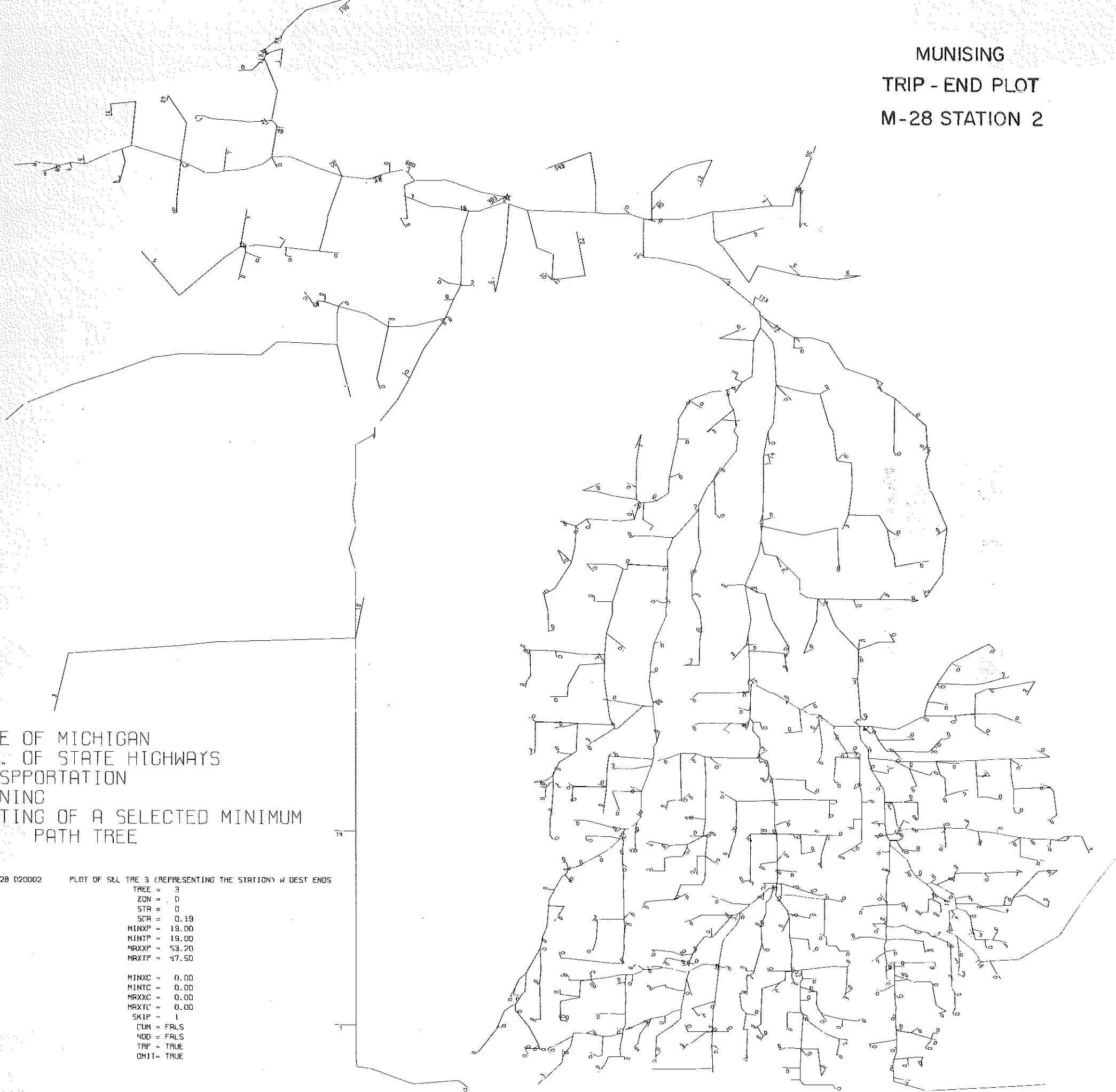
STATE OF MICHIGAN  
DEPT. OF STATE HIGHWAYS  
TRANSPORTATION  
PLANNING  
PLOTING OF A SELECTED MINIMUM  
PATH TREE

M 28 020002

PLOT OF SEL TRE 3 (REPRESENTING THE STATION) W DEST ENDS

TREE = 3  
ZON = 0  
STR = 0  
SCA = 0.19  
MINXP = 19.00  
MINTP = 19.00  
MAXXP = 53.20  
MAXTP = 47.50

MINXC = 0.00  
MINTC = 0.00  
MAXXC = 0.00  
MAXTC = 0.00  
SKIP = 1  
CUM = FALS  
NOD = FALS  
TRP = TRUE  
OMIT = TRUE





MUNISING  
STATION 13

Station 13 is located on M-94 southwest of the city. Trips for Station 13 accounted for about 10 percent of the total trips that passed through all five stations. About 59 percent of the trips were terminal trips. Pickup and panel trucks made about 12 percent of the trips. Work trips accounted for about 27 percent followed by social-recreation with about 26 percent.

About 36 percent of the thru trips were for vacation but only about 6 percent of the terminal trips were made for this purpose.

Of the terminal trips, about 41 percent had an origin or a destination in the CBD (Zone 6).

The average trip length for Station 13 is about three hours. About 42 percent of the trips were 40 minutes or less in length.

The external trips for this station were not as widely dispersed as for Station 2. A large portion of these trips began or ended at locations close to Munising.

FORM NUMBER = 6  
 EXIT ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	94.67	0.00	9.27	0.00	6.32	32.97	0.00	0.00	143.23
	1	66.10	0.00	6.47	0.00	4.41	23.02	0.00	0.00	25.74
		22.41	0.00	27.57	0.00	83.93	88.39	0.00	0.00	
		17.02	0.00	1.67	0.00	1.14	5.93	0.00	0.00	
R	2	20.90	2.28	1.14	0.00	0.00	0.00	0.00	0.00	24.32
	2	85.94	9.37	4.69	0.00	0.00	0.00	0.00	0.00	4.37
I		4.95	5.10	3.39	0.00	0.00	0.00	0.00	0.00	
P		3.76	0.41	0.20	0.00	0.00	0.00	0.00	0.00	
	3	9.49	1.14	2.89	0.00	0.00	0.00	0.00	0.00	13.52
	3	70.19	8.43	21.38	0.00	0.00	0.00	0.00	0.00	2.43
P		2.25	2.55	8.60	0.00	0.00	0.00	0.00	0.00	
		1.71	0.20	0.52	0.00	0.00	0.00	0.00	0.00	
U	4	140.12	35.10	8.09	10.71	1.21	3.12	0.00	0.00	198.35
	4	70.64	17.70	4.08	5.40	0.61	1.57	0.00	0.00	35.65
R		33.16	78.56	24.06	100.00	16.07	8.36	0.00	0.00	
P		25.19	6.31	1.45	1.93	0.22	0.56	0.00	0.00	
U	5	120.02	6.16	7.45	0.00	0.00	1.21	0.00	0.00	134.84
	5	89.01	4.57	5.53	0.00	0.00	0.90	0.00	0.00	24.24
S		28.41	13.79	22.16	0.00	0.00	3.24	0.00	0.00	
		21.57	1.11	1.34	0.00	0.00	0.22	0.00	0.00	
E	6	37.32	0.00	4.78	0.00	0.00	0.00	0.00	0.00	42.10
	6	88.65	0.00	11.35	0.00	0.00	0.00	0.00	0.00	7.57
		8.83	0.00	14.22	0.00	0.00	0.00	0.00	0.00	
		6.71	0.00	0.86	0.00	0.00	0.00	0.00	0.00	
-----										
TOTAL		422.52	44.68	33.62	10.71	7.53	37.30	0.00	0.00	556.36
TOT %		75.94	8.03	6.04	1.93	1.35	6.70	0.00	0.00	

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FORM NUMBER = 6

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	113.67	1.14	68.73	0.00	14.98	22.75	0.00	0.00	221.27
	1	51.37	0.52	31.06	0.00	6.77	10.28	0.00	0.00	28.13
		18.94	9.61	52.27	0.00	79.01	100.00	0.00	0.00	
		14.45	0.14	8.74	0.00	1.90	2.89	0.00	0.00	
R	2	35.01	0.00	7.21	0.00	0.00	0.00	0.00	0.00	42.22
	2	82.92	0.00	17.08	0.00	0.00	0.00	0.00	0.00	5.37
I		5.83	0.00	5.48	0.00	0.00	0.00	0.00	0.00	
		4.45	0.00	0.92	0.00	0.00	0.00	0.00	0.00	
P	3	161.33	1.37	23.21	0.00	0.00	0.00	0.00	0.00	185.91
	3	86.78	0.74	12.48	0.00	0.00	0.00	0.00	0.00	23.63
		26.88	11.55	17.65	0.00	0.00	0.00	0.00	0.00	
U		20.51	0.17	2.95	0.00	0.00	0.00	0.00	0.00	
	4	39.89	3.04	3.42	1.37	0.00	0.00	0.00	0.00	47.72
R	4	83.59	6.37	7.17	2.87	0.00	0.00	0.00	0.00	6.07
		6.65	25.63	2.60	100.00	0.00	0.00	0.00	0.00	
P		5.07	0.39	0.43	0.17	0.00	0.00	0.00	0.00	
	5	188.83	6.31	18.81	0.00	3.98	0.00	0.00	0.00	217.93
Q	5	86.65	2.90	8.63	0.00	1.83	0.00	0.00	0.00	27.71
		31.46	53.20	14.31	0.00	20.99	0.00	0.00	0.00	
S		24.01	0.80	2.39	0.00	0.51	0.00	0.00	0.00	
	6	61.45	0.00	10.10	0.00	0.00	0.00	0.00	0.00	71.55
E	6	85.88	0.00	14.12	0.00	0.00	0.00	0.00	0.00	9.10
		10.24	0.00	7.68	0.00	0.00	0.00	0.00	0.00	
		7.81	0.00	1.28	0.00	0.00	0.00	0.00	0.00	
-----										
TOTAL	600.18	11.86	131.48	1.37	18.96	22.75	0.00	0.00		786.60
TOT %	76.30	1.51	16.71	0.17	2.41	2.89	0.00	0.00		

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FORM NUMBER \* 6  
 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	208.34	1.14	78.00	0.00	21.30	55.72	0.00	0.00	364.50
I	57.16	0.31	21.40	0.00	5.84	15.29	0.00	0.00	27.14
T	20.37	2.02	47.24	0.00	80.41	92.79	0.00	0.00	
T	15.51	0.08	5.81	0.00	1.59	4.15	0.00	0.00	
R	55.91	2.28	8.35	0.00	0.00	0.00	0.00	0.00	66.54
R	84.02	3.43	12.55	0.00	0.00	0.00	0.00	0.00	4.95
I	5.47	4.03	5.06	0.00	0.00	0.00	0.00	0.00	
P	4.16	0.17	0.62	0.00	0.00	0.00	0.00	0.00	
P	170.82	2.51	26.10	0.00	0.00	0.00	0.00	0.00	199.43
P	85.65	1.26	13.09	0.00	0.00	0.00	0.00	0.00	14.85
P	16.70	4.44	15.81	0.00	0.00	0.00	0.00	0.00	
P	12.72	0.19	1.94	0.00	0.00	0.00	0.00	0.00	
J	180.01	38.14	11.51	12.08	1.21	3.12	0.00	0.00	246.07
R	73.15	15.50	4.68	4.91	0.49	1.27	0.00	0.00	18.32
R	17.60	67.46	6.97	100.00	4.57	5.20	0.00	0.00	
P	13.40	2.84	0.86	0.90	0.09	0.23	0.00	0.00	
Q	308.85	12.47	26.26	0.00	3.98	1.21	0.00	0.00	352.77
Q	87.55	3.53	7.44	0.00	1.13	0.34	0.00	0.00	26.27
S	30.20	22.06	15.91	0.00	15.02	2.01	0.00	0.00	
S	23.00	0.93	1.96	0.00	0.30	0.09	0.00	0.00	
E	98.77	0.00	14.88	0.00	0.00	0.00	0.00	0.00	113.65
E	86.91	0.00	13.09	0.00	0.00	0.00	0.00	0.00	8.46
E	9.66	0.00	9.01	0.00	0.00	0.00	0.00	0.00	
E	7.35	0.00	1.11	0.00	0.00	0.00	0.00	0.00	
-----									
TOTAL	1022.70	56.54	165.10	12.08	26.49	60.05	0.00	0.00	1342.96
TOT %	76.15	4.21	12.29	0.90	1.97	4.47	0.00	0.00	

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FORM NUMBER = 6

INBOUND DIRECTION = 3 TO 3

I N T E R N A L E N D

RANGES	6	6	TOTAL TOT %
	06	178.45	178.45
	06	100.00	45.93
		45.93	
C		45.93	
I	07	37.66	37.66
	07	100.00	9.69
T		9.69	
		9.69	
Y	08	21.15	21.15
	08	100.00	5.44
		5.44	
D		5.44	
E	09	47.91	47.91
	09	100.00	12.33
S		12.33	
		12.33	
T	10	28.44	28.44
I	10	100.00	7.32
		7.32	
N		7.32	
	11	34.86	34.86
	11	100.00	8.97
Z		8.97	
		8.97	
O	12	26.95	26.95
N	12	100.00	6.94
		6.94	
E		6.94	
	13	13.07	13.07
S	13	100.00	3.36
		3.36	
		3.36	
TOTAL			388.49
TOT %			100.00

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FORM NUMBER = 6

OUTBOUND DIRECTION = 7 TO 7

INTERNAL END

RANGES			TOTAL TOT \$
	6		
	6		
	06	131.36	131.36
	06	100.00	35.21
		35.21	
C		35.21	
	07	46.61	46.61
I	07	100.00	12.49
T		12.49	
Y		12.49	
	08	26.25	26.25
	08	100.00	7.04
		7.04	
O		7.04	
	09	78.33	78.33
R	09	100.00	21.00
I		21.00	
G		21.00	
	10	29.44	29.44
I	10	100.00	7.89
		7.89	
N		7.89	
	11	10.60	10.60
	11	100.00	2.84
Z		2.84	
D		2.84	
	12	30.34	30.34
N	12	100.00	8.13
		8.13	
E		8.13	
	13	20.13	20.13
S	13	100.00	5.40
		5.40	
		5.40	
TOTAL			373.06
TOT \$			100.00

-41-

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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C.	UM.	TOTAL
0.000	0.000	0
22.463	22.463	290
0.000	22.463	0
19.830	42.293	256
0.000	42.293	0
0.000	42.293	0
3.873	46.166	50
1.162	47.328	15
6.274	53.602	81
0.775	54.376	10
2.943	57.320	38
2.401	59.721	31
1.936	61.658	25
0.387	62.045	5
0.155	62.200	2
2.091	64.291	27
3.563	67.854	46
1.239	69.094	16
1.317	70.411	17
0.310	70.720	4
0.387	71.108	5
0.775	71.882	10
2.943	74.826	38
0.697	75.523	9
0.310	75.833	4
1.549	77.382	20
0.387	77.769	5
0.077	77.847	1
0.620	78.466	6
0.465	78.931	6
0.077	79.009	1
0.697	79.706	9
0.697	80.403	9
1.472	81.875	19
0.155	82.029	2
0.310	82.339	4
0.310	82.649	4
0.077	82.727	1
0.077	82.804	1
0.232	83.036	3
0.465	83.501	6
0.542	84.043	7
0.775	84.818	10
0.387	85.205	5
0.310	85.515	4
0.465	85.980	6
0.697	86.677	9
0.542	87.219	7
0.310	87.529	4
0.155	87.684	2
0.775	88.459	10
0.852	89.311	11
0.387	89.698	5
0.387	90.085	5
0.387	90.473	5
1.162	91.634	15
0.620	92.254	8
0.232	92.486	3
0.232	92.719	3
0.465	93.184	6
1.627	94.810	21

63..	0.155	94.985	2
64..	0.387	95.352	5
65.	0.232	95.585	3
66.	0.155	95.740	2
67..	0.000	95.740	0
68..	0.232	95.972	3
69.	0.465	96.437	6
70..	0.155	96.592	2
71.	0.232	96.824	3
72.	0.000	96.824	0
73.	0.077	96.902	1
74.	0.077	96.979	1
75..	0.155	97.134	2
76..	0.387	97.521	5
77.	0.310	97.831	4
78.	0.077	97.909	1
79.	0.155	98.064	2
80.	0.000	98.064	0
81..	0.077	98.141	1
82.	0.387	98.528	5
83.	0.000	98.528	0
84.	0.077	98.606	1
85.	0.155	98.761	2
86.	0.077	98.838	1
87.	0.155	98.993	2
88..	0.000	98.993	0
89.	0.465	99.458	6
90.	0.155	99.613	2
91.	0.077	99.690	1
92.	0.077	99.768	1
93.	0.000	99.768	0
94.	0.000	99.768	0
95.	0.000	99.768	0
96.	0.000	99.768	0
97.	0.000	99.768	0
98.	0.000	99.768	0
99.	0.000	99.768	0
100..	0.232	100.000	3

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REMAINING VALUES ARE ALL ZERO  
 NUMBER OF OBSERVATIONS= 1291

SUM= 23438.      MEAN= 18.155      VAR= 446.562      SD= 21.132

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



MUNISING  
STATION 14

Station 14 is located on Munising Road, a county road entering the city from the east. Trips for Station 14 represent about 12 percent of the total trips for all five stations. About 70 percent of the trips for Station 14 were terminal trips. Out of all trips for this station, about 82 percent were made by passenger cars without trailers. Trips for the purposes of vacation and social-recreation made up about 61 percent of the total for this station.

Vacation trips accounted for about 60 percent of the thru trips but only about 8 percent of the terminal trips.

Of the terminal trips, about 37 percent had an origin or a destination in the CBD (Zone 6).

The average trip length for Station 14 is about two hours and twenty minutes. About 68 percent of the trips were approximately one hour and 40 minutes in length.

A large portion of the trips (749) began or ended in the area where the Pictured Rocks are located.

FORM NUMBER = 6  
 EXIT ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T	1	9.87	0.00	3.50	0.00	1.00	0.00	0.00	14.37
	1	68.68	0.00	24.36	0.00	6.96	0.00	0.00	3.06
		2.61	0.00	12.27	0.00	14.29	0.00	0.00	
		2.10	0.00	0.74	0.00	0.21	0.00	0.00	
R	2	12.69	0.00	1.11	0.00	0.00	0.00	0.00	13.80
	2	91.96	0.00	8.04	0.00	0.00	0.00	0.00	2.94
I		3.35	0.00	3.89	0.00	0.00	0.00	0.00	
P		2.70	0.00	0.24	0.00	0.00	0.00	0.00	
	3	5.01	0.00	1.11	0.00	0.00	0.00	0.00	6.12
	3	81.86	0.00	18.14	0.00	0.00	0.00	0.00	1.30
		1.32	0.00	3.89	0.00	0.00	0.00	0.00	
P		1.07	0.00	0.24	0.00	0.00	0.00	0.00	
U	4	220.63	38.43	10.96	3.44	5.00	2.00	0.00	280.46
	4	78.67	13.70	3.91	1.23	1.78	0.71	0.00	59.65
R		58.30	77.25	38.43	100.00	71.43	66.67	0.00	
P		46.93	8.17	2.33	0.73	1.06	0.43	0.00	
U	5	126.50	11.32	10.62	0.00	1.00	0.00	0.00	149.44
D	5	84.65	7.57	7.11	0.00	0.67	0.00	0.00	31.78
		33.42	22.75	37.24	0.00	14.29	0.00	0.00	
S		26.91	2.41	2.26	0.00	0.21	0.00	0.00	
E	6	3.76	0.00	1.22	0.00	0.00	1.00	0.00	5.98
	6	62.88	0.00	20.40	0.00	0.00	16.72	0.00	1.27
		0.99	0.00	4.28	0.00	0.00	33.33	0.00	
		0.80	0.00	0.26	0.00	0.00	0.21	0.00	
-----									
TOTAL		378.46	49.75	28.52	3.44	7.00	3.00	0.00	470.17
TOT %		80.49	10.58	6.07	0.73	1.49	0.64	0.00	

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FORM NUMBER = 6

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	129.15	0.00	53.36	0.00	6.00	5.00	0.00	0.00	193.51
	1	66.74	0.00	27.57	0.00	3.10	2.58	0.00	0.00	17.73
		14.33	0.00	33.52	0.00	66.67	83.33	0.00	0.00	
		11.83	0.00	4.89	0.00	0.55	0.46	0.00	0.00	
R	2	39.05	1.11	11.66	0.00	0.00	0.00	0.00	0.00	51.82
	2	75.36	2.14	22.50	0.00	0.00	0.00	0.00	0.00	4.75
		4.33	8.82	7.32	0.00	0.00	0.00	0.00	0.00	
		3.58	0.10	1.07	0.00	0.00	0.00	0.00	0.00	
I	3	197.11	1.55	42.32	2.22	1.00	0.00	0.00	0.00	244.20
	3	80.72	0.63	17.33	0.91	0.41	0.00	0.00	0.00	22.37
		21.87	12.31	26.58	66.67	11.11	0.00	0.00	0.00	
		18.06	0.14	3.88	0.20	0.09	0.00	0.00	0.00	
P	4	71.80	4.86	6.20	0.00	0.00	0.00	0.00	0.00	82.86
	4	86.65	5.87	7.48	0.00	0.00	0.00	0.00	0.00	7.59
		7.97	38.60	3.89	0.00	0.00	0.00	0.00	0.00	
		6.58	0.45	0.57	0.00	0.00	0.00	0.00	0.00	
U	5	404.14	5.07	31.13	1.11	1.00	1.00	0.00	0.00	443.45
	5	91.14	1.14	7.02	0.25	0.23	0.23	0.00	0.00	40.63
		44.84	40.27	19.55	33.33	11.11	16.67	0.00	0.00	
		37.03	0.46	2.85	0.10	0.09	0.09	0.00	0.00	
S	6	60.11	0.00	14.54	0.00	1.00	0.00	0.00	0.00	75.65
	6	79.46	0.00	19.22	0.00	1.32	0.00	0.00	0.00	6.93
		6.67	0.00	9.13	0.00	11.11	0.00	0.00	0.00	
		5.51	0.00	1.33	0.00	0.09	0.00	0.00	0.00	
-----										
TOTAL	901.36	12.59	159.21	3.33	9.00	6.00	0.00	0.00	0.00	1091.49
TOT %	82.58	1.15	14.59	0.31	0.82	0.55	0.00	0.00	0.00	

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FORM NUMBER = 6

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	139.02	0.00	56.86	0.00	7.00	5.00	0.00	0.00	207.88
	1	66.88	0.00	27.35	0.00	3.37	2.41	0.00	0.00	13.31
		10.86	0.00	30.29	0.00	43.75	55.56	0.00	0.00	
		8.90	0.00	3.64	0.00	0.45	0.32	0.00	0.00	
R	2	51.74	1.11	12.77	0.00	0.00	0.00	0.00	0.00	65.62
	2	78.85	1.69	19.46	0.00	0.00	0.00	0.00	0.00	4.20
		4.04	1.78	6.80	0.00	0.00	0.00	0.00	0.00	
		3.31	0.07	0.82	0.00	0.00	0.00	0.00	0.00	
I	3	202.12	1.55	43.43	2.22	1.00	0.00	0.00	0.00	250.32
	3	80.74	0.62	17.35	0.89	0.40	0.00	0.00	0.00	16.03
		15.79	2.49	23.13	32.79	6.25	0.00	0.00	0.00	
		12.94	0.10	2.78	0.14	0.06	0.00	0.00	0.00	
P	4	292.43	43.29	17.16	3.44	5.00	2.00	0.00	0.00	363.32
	4	80.49	11.92	4.72	0.95	1.38	0.55	0.00	0.00	23.26
		22.85	69.44	9.14	50.81	31.25	22.22	0.00	0.00	
		18.73	2.77	1.10	0.22	0.32	0.13	0.00	0.00	
U	5	530.64	16.39	41.75	1.11	2.00	1.00	0.00	0.00	592.89
	5	89.50	2.76	7.04	0.19	0.34	0.17	0.00	0.00	37.97
		41.46	26.29	22.24	16.40	12.50	11.11	0.00	0.00	
		33.98	1.05	2.67	0.07	0.13	0.06	0.00	0.00	
D	6	63.87	0.00	15.76	0.00	1.00	1.00	0.00	0.00	81.63
	6	78.24	0.00	19.31	0.00	1.23	1.23	0.00	0.00	5.23
		4.99	0.00	8.40	0.00	6.25	11.11	0.00	0.00	
		4.09	0.00	1.01	0.00	0.06	0.06	0.00	0.00	
-----										
TOTAL	1279.82	62.34	187.73	6.77	16.00	9.00	0.00	0.00	0.00	1561.66
TOT %	81.95	3.99	12.02	0.43	1.02	0.58	0.00	0.00	0.00	

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FORM NUMBER = 6

OUTBOUND DIRECTION = 3 TO 3

I N T E R N A L E N D

RANGES	6	TOTAL
	6	TOT %
	196.77	196.77
	100.00	38.45
	38.45	
	38.45	
C		
I	47.27	47.27
	100.00	9.24
T	9.24	
	9.24	
Y		
	34.17	34.17
	100.00	6.68
	6.68	
	6.68	
U		
R	69.85	69.85
	100.00	13.65
I	13.65	
	13.65	
G		
I	55.59	55.59
	100.00	10.86
	10.86	
N		
	32.74	32.74
	100.00	6.40
Z	6.40	
	6.40	
Q		
	50.23	50.23
	100.00	9.81
	9.81	
E		
	9.81	
S		
	25.20	25.20
	100.00	4.92
	4.92	
	4.92	
TOTAL		511.82
TOT %		100.00
		511.82

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FORM NUMBER = 6

INBOUND DIRECTION = 7 TO 7

I N T E R N A L E N D

RANGES

6  
6

TOTAL  
TOT %

06 199.81  
06 100.00

199.81  
38.96

34.96  
34.96

C

I 07 58.09  
07 100.00

58.09  
10.16

T

10.16  
10.16

Y

08 76.68  
08 100.00

76.68  
13.41

13.41  
13.41

D

E 09 60.93  
09 100.00

60.93  
10.66

S

10.66  
10.66

T

I 10 51.64  
I 10 100.00

51.64  
9.03

9.03  
9.03

N

11 40.49  
11 100.00

40.49  
7.08

Z

7.08  
7.08

D

N 12 58.68  
12 100.00

58.68  
10.27

E

10.27  
10.27

S 13 25.28  
13 100.00

25.28  
4.42

4.42  
4.42

TOTAL 571.60  
TOT % 100.00

571.60

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	P. C.	CUM.	ACTUAL
1.....	2.911	2.911	45
2.	0.000	2.911	0
3.	0.000	2.911	0
4.	0.000	2.911	0
5.	0.000	2.911	0
6.	0.000	2.911	0
7.	0.000	2.911	0
8.	0.388	3.299	6
9.	0.065	3.364	1
10.....	68.370	71.734	1057
11.....	3.881	75.614	60
12..	1.035	76.649	16
13...	1.358	78.008	21
14..	0.647	78.655	10
15.	0.194	78.849	3
16.....	6.662	85.511	103
17.....	2.393	87.904	37
18..	0.841	88.745	13
19.	0.129	88.875	2
20.	0.065	88.939	1
21.	0.323	89.263	5
22.	0.323	89.586	5
23.	0.129	89.715	2
24.	0.129	89.845	2
25.	0.065	89.909	1
26.	0.259	90.168	4
27..	0.453	90.621	7
28.	0.000	90.621	0
29.	0.000	90.621	0
30.	0.129	90.750	2
31.	0.000	90.750	0
32.	0.065	90.815	1
33.	0.323	91.138	5
34.	0.000	91.138	0
35.	0.065	91.203	1
36...	1.682	92.885	26
37.	0.000	92.885	0
38.	0.065	92.950	1
39.	0.000	92.950	0
40.	0.194	93.144	3
41.	0.000	93.144	0
42.....	3.299	96.442	51
43.	0.129	96.572	2
44.	0.065	96.636	1
45.	0.000	96.636	0
46.	0.194	96.831	3
47.	0.129	96.960	2
48.	0.000	96.960	0
49.	0.129	97.089	2
50.	0.129	97.219	2
51.	0.388	97.607	6
52.	0.065	97.671	1
53..	0.776	98.448	12
54.	0.000	98.448	0
55.	0.129	98.577	2
56.	0.000	98.577	0
57.	0.000	98.577	0
58.	0.000	98.577	0
59..	0.453	99.030	7
60.	0.065	99.094	1
61.	0.256	99.350	0

63.	0.129	99.483	2
64.	0.000	99.483	0
65.	0.129	99.612	2
66.	0.000	99.612	0
67.	0.000	99.612	0
68.	0.065	99.677	1
69.	0.065	99.741	1
70.	0.000	99.741	0
71.	0.000	99.741	0
72.	0.000	99.741	0
73.	0.000	99.741	0
74.	0.065	99.806	1
75.	0.000	99.806	0
76.	0.000	99.806	0
77.	0.000	99.806	0
78.	0.000	99.806	0
79.	0.000	99.806	0
80.	0.065	99.871	1
81.	0.000	99.871	0
82.	0.000	99.871	0
83.	0.000	99.871	0
84.	0.000	99.871	0
85.	0.000	99.871	0
86.	0.000	99.871	0
87.	0.000	99.871	0
88.	0.129	100.000	2

REMAINING VALUES ARE ALL ZERO  
NUMBER OF OBSERVATIONS= 1546

SUM= 21804.

MEAN= 14.103

VAR= 123.534

SD= 11.115

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



MUNISING  
STATION 33

Station 33 is located on M-28/M-94 southeast of the city. Trips for this station represent about 32 percent of the total trips for all five stations. Only Station 2 on M-28 had more trips than Station 33. The trip characteristics for this station are quite similar to those of Station 2. About 76 percent of the trips for Station 33 were thru trips. Passenger cars with trailers accounted for about 12 percent of the trips for Station 33. Trips for the purpose of vacation made up about 57 percent of the total for this station.

Work trips accounted for about 30 percent of the terminal trips versus about 14 percent of the thru trips. Approximately 66 percent of the thru trips were for vacation versus about 27 percent of the terminal trips.

Of the terminal trips, about 34 percent had an origin or a destination in the CBD (Zone 6). Zone 8 (County Park) was next with 19 percent.

Station 33 had the longest average trip length of the five stations. Approximately 78 percent of the trips were more than two hours long.

The external trips for this station are quite widely dispersed. Only the trip ends for the northern part of Michigan are shown on the plot.

FORM NUMBER = 6

EXIT ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	284.71	7.17	53.70	4.79	27.92	72.47	0.00	0.00	450.76
	1	63.16	1.59	11.91	1.06	6.19	16.08	0.00	0.00	13.69
		12.01	1.45	34.09	8.69	21.30	88.13	0.00	0.00	
		8.65	0.22	1.63	0.15	0.85	2.20	0.00	0.00	
R	2	78.57	0.00	3.77	0.00	4.80	0.00	0.00	0.00	87.14
	2	90.17	0.00	4.33	0.00	5.51	0.00	0.00	0.00	2.65
		3.31	0.00	2.39	0.00	3.66	0.00	0.00	0.00	
		2.39	0.00	0.11	0.00	0.15	0.00	0.00	0.00	
I	3	15.64	2.46	3.64	0.00	0.00	0.00	0.00	0.00	21.74
	3	71.94	11.32	16.74	0.00	0.00	0.00	0.00	0.00	0.66
		0.66	0.50	2.31	0.00	0.00	0.00	0.00	0.00	
		0.47	0.07	0.11	0.00	0.00	0.00	0.00	0.00	
P	4	1541.83	432.77	69.82	42.00	91.67	7.28	0.00	0.00	2185.37
	4	70.55	19.80	3.19	1.92	4.19	0.33	0.00	0.00	66.37
		65.02	87.37	44.32	76.21	69.94	8.85	0.00	0.00	
		46.83	13.14	2.12	1.28	2.78	0.22	0.00	0.00	
U	5	370.64	50.43	21.66	4.57	5.48	2.48	0.00	0.00	455.26
	5	81.41	11.08	4.76	1.00	1.20	0.54	0.00	0.00	13.83
		15.63	10.18	13.75	8.29	4.18	3.02	0.00	0.00	
		11.26	1.53	0.66	0.14	0.17	0.08	0.00	0.00	
E	6	80.02	2.50	4.93	3.75	1.20	0.00	0.00	0.00	92.40
	6	86.60	2.71	5.34	4.06	1.30	0.00	0.00	0.00	2.81
		3.37	0.50	3.13	6.80	0.92	0.00	0.00	0.00	
		2.43	0.08	0.15	0.11	0.04	0.00	0.00	0.00	
-----										
TOTAL	2371.41	495.33	157.52	55.11	131.07	82.23	0.00	0.00	3292.67	
TOT %	72.02	15.04	4.78	1.67	3.98	2.50	0.00	0.00		

FORM NUMBER = 6

EXIT ENT STATION = TO

VEHICLE TYPE

RANGES	1 1	2 2	3 3	4 4	5 5	6 6	7 7	8 8	TOTAL TOT %
T	192.65	0.00	68.95	6.56	26.72	11.68	0.00	0.00	306.56
	62.84	0.00	22.49	2.14	8.72	3.81	0.00	0.00	29.95
	24.42	0.00	54.54	40.22	73.17	61.86	0.00	0.00	
	18.82	0.00	6.74	0.64	2.61	1.14	0.00	0.00	
R	48.85	0.00	10.57	1.41	0.00	0.00	0.00	0.00	60.83
	80.31	0.00	17.38	2.32	0.00	0.00	0.00	0.00	5.94
I	6.19	0.00	8.36	8.65	0.00	0.00	0.00	0.00	
	4.77	0.00	1.03	0.14	0.00	0.00	0.00	0.00	
P	117.50	3.77	23.26	0.00	0.00	2.40	0.00	0.00	146.93
	79.97	2.57	15.83	0.00	0.00	1.63	0.00	0.00	14.36
	14.90	10.34	18.40	0.00	0.00	12.71	0.00	0.00	
P	11.48	0.37	2.27	0.00	0.00	0.23	0.00	0.00	
U	227.25	25.79	11.15	4.08	6.16	4.80	0.00	0.00	279.23
	81.38	9.24	3.99	1.46	2.21	1.72	0.00	0.00	27.28
R	28.81	70.74	8.82	25.02	16.87	25.42	0.00	0.00	
	22.21	2.52	1.09	0.40	0.60	0.47	0.00	0.00	
P	156.62	3.12	5.10	4.26	2.44	0.00	0.00	0.00	171.54
	91.30	1.82	2.97	2.48	1.42	0.00	0.00	0.00	16.76
	19.86	8.56	4.03	26.12	6.68	0.00	0.00	0.00	
S	15.30	0.30	0.50	0.42	0.24	0.00	0.00	0.00	
E	45.94	3.78	7.40	0.00	1.20	0.00	0.00	0.00	58.32
	78.77	6.48	12.69	0.00	2.06	0.00	0.00	0.00	5.70
	5.82	10.37	5.85	0.00	3.29	0.00	0.00	0.00	
	4.49	0.37	0.72	0.00	0.12	0.00	0.00	0.00	
-----									
TOTAL	788.81	36.46	126.43	16.31	36.52	18.88	0.00	0.00	1023.41
TOT %	77.08	3.56	12.35	1.59	3.57	1.84	0.00	0.00	

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FORM NUMBER = 6

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	477.36	7.17	122.65	11.35	54.64	84.15	0.00	0.00	757.32
	1	63.03	0.95	16.20	1.50	7.21	11.11	0.00	0.00	117.55
		15.11	1.35	43.19	15.89	32.60	83.23	0.00	0.00	
		11.06	0.17	2.84	0.26	1.27	1.95	0.00	0.00	
R	2	127.42	0.00	14.34	1.41	4.80	0.00	0.00	0.00	147.97
	2	86.11	0.00	9.69	0.95	3.24	0.00	0.00	0.00	3.43
		4.03	0.00	5.05	1.97	2.86	0.00	0.00	0.00	
		2.95	0.00	0.33	0.03	0.11	0.00	0.00	0.00	
I	3	133.14	6.23	26.90	0.00	0.00	2.40	0.00	0.00	168.67
	3	78.94	3.69	15.95	0.00	0.00	1.42	0.00	0.00	3.91
		4.21	1.17	9.47	0.00	0.00	2.37	0.00	0.00	
		3.08	0.14	0.62	0.00	0.00	0.06	0.00	0.00	
U	4	1769.08	458.56	80.97	46.08	97.83	12.08	0.00	0.00	2464.60
	4	71.78	18.61	3.29	1.87	3.97	0.49	0.00	0.00	57.10
		55.98	86.23	28.52	64.52	58.37	11.95	0.00	0.00	
		40.99	10.62	1.88	1.07	2.27	0.28	0.00	0.00	
P	5	527.26	53.55	26.76	8.83	7.92	2.48	0.00	0.00	626.80
	5	84.12	8.54	4.27	1.41	1.26	0.40	0.00	0.00	14.52
		16.68	10.07	9.42	12.36	4.73	2.45	0.00	0.00	
		12.22	1.24	0.62	0.20	0.18	0.06	0.00	0.00	
S	6	125.96	6.28	12.33	3.75	2.40	0.00	0.00	0.00	150.72
	6	83.57	4.17	8.18	2.49	1.59	0.00	0.00	0.00	3.49
		3.99	1.18	4.34	5.25	1.43	0.00	0.00	0.00	
		2.92	0.15	0.29	0.09	0.06	0.00	0.00	0.00	
-----										
TOTAL	3160.22	531.79	283.95	71.42	167.59	101.11	0.00	0.00	4316.08	
TOT %	73.22	12.32	6.58	1.65	3.88	2.34	0.00	0.00		

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FARM NUMBER = 6  
OUTBOUND DIRECTION = 3 TO 3

I N T E R N A L E N D

RANGES	6	TOTAL TOT %
	6	
C 06	179.39	179.39
06	100.00	37.25
	37.25	
	37.25	
I 07	29.34	29.34
07	100.00	6.09
T	6.09	
	6.09	
Y 08	65.08	65.08
08	100.00	13.51
	13.51	
	13.51	
U 09	60.26	60.26
09	100.00	12.51
I	12.51	
	12.51	
G 10	21.13	21.13
I 10	100.00	4.39
	4.39	
	4.39	
Z 11	42.05	42.05
11	100.00	8.73
	8.73	
	8.73	
U 12	31.51	31.51
N 12	100.00	6.54
	6.54	
	6.54	
E 13	52.83	52.83
13	100.00	10.97
	10.97	
	10.97	
TOTAL		481.59
TOT %		100.00

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FORM NUMBER = 6

INBOUND DIRECTION = 7 TO 7

I N T E R N A L E N D

	RANGES		TOTAL TOT %
	6		
	6		
	06	165.25	165.25
	06	100.00	31.82
		31.82	
C		31.82	
	07	47.89	47.89
I	07	100.00	9.22
T		9.22	
Y		9.22	
	08	123.85	123.85
	08	100.00	23.85
		23.85	
D		23.85	
	09	56.83	56.83
E	09	100.00	10.94
S		10.94	
		10.94	
T	10	23.55	23.55
I	10	100.00	4.53
		4.53	
N		4.53	
	11	23.83	23.83
	11	100.00	4.59
Z		4.59	
		4.59	
O	12	48.54	48.54
N	12	100.00	9.35
		9.35	
E		9.35	
	13	29.62	29.62
S	13	100.00	5.70
		5.70	
		5.70	
TOTAL			519.36
TOT %			100.00
			519.36

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	P.C.	CUM.	ACTUAL
1.....	0.979	0.979	42
2.	0.047	1.026	2
3.	0.000	1.026	0
4.	0.000	1.026	0
5.	0.000	1.026	0
6.	0.000	1.026	0
7.....	1.586	2.612	68
8.....	1.003	3.615	43
9..	0.163	3.778	7
10.....	12.570	16.348	539
11.....	2.565	18.913	110
12.....	2.239	21.152	96
13....	0.606	21.758	26
14....	0.630	22.388	27
15....	0.700	23.088	30
16.....	2.565	25.653	110
17.....	5.830	31.483	250
18.....	0.863	32.346	37
19..	0.257	32.603	11
20.	0.093	32.696	4
21.....	0.863	33.559	37
22.....	0.723	34.282	31
23.....	5.970	40.252	256
24....	0.700	40.951	30
25....	0.373	41.325	16
26....	0.560	41.884	24
27....	0.700	42.584	30
28...	0.466	43.050	20
29.....	0.910	43.960	39
30.....	0.816	44.776	35
31....	0.676	45.452	29
32....	0.700	46.152	30
33.....	1.446	47.598	62
34....	0.583	48.181	25
35....	0.653	48.834	28
36.....	1.936	50.770	83
37.....	1.119	51.889	48
38..	0.280	52.169	12
39....	0.396	52.565	17
40.....	0.840	53.405	36
41....	0.700	54.104	30
42.....	1.632	55.737	70
43.....	1.446	57.183	62
44....	0.350	57.533	15
45....	0.350	57.882	15
46.....	1.096	58.979	47
47....	0.676	59.655	29
48....	0.700	60.354	30
49.....	1.236	61.590	53
50.....	0.910	62.500	39
51....	0.653	63.153	28
52.....	1.702	64.855	73
53.....	1.259	66.115	54
54.....	1.049	67.164	45
55....	0.676	67.840	29
56....	0.886	68.727	38
57....	1.003	69.729	43
58.....	1.562	71.292	67
59.....	1.283	72.575	55
60.....	2.192	74.767	94
61.....	1.655	76.422	71

63....	0.700	77.775	30
64.....	2.052	79.827	88
65.....	0.956	80.784	41
66....	0.443	81.227	19
67.....	0.910	82.136	39
68.....	1.469	83.605	63
69.....	0.513	84.118	22
70....	0.606	84.725	26
71.....	1.003	85.728	43
72.....	0.723	86.451	31
73.....	1.353	87.803	58
74.....	1.189	88.993	51
75.....	0.886	89.879	38
76.....	1.213	91.091	52
77.....	0.513	91.604	22
78.....	0.513	92.118	22
79.....	0.746	92.864	32
80.....	0.630	93.493	27
81....	0.326	93.820	14
82..	0.187	94.007	8
83....	0.653	94.660	28
84.....	0.583	95.243	25
85..	0.140	95.382	6
86....	0.326	95.709	14
87..	0.163	95.872	7
88..	0.233	96.105	10
89...	0.420	96.525	18
90..	0.117	96.642	5
91..	0.187	96.828	8
92.	0.070	96.898	3
93..	0.117	97.015	5
94.	0.093	97.108	4
95..	0.117	97.225	5
96.	0.070	97.295	3
97...	0.466	97.761	20
98.	0.000	97.761	0
99.	0.000	97.761	0
100.....	1.236	98.997	53
101.	0.000	98.997	0
102.	0.070	99.067	3
103.	0.023	99.090	1
104...	0.350	99.440	15
105.	0.023	99.464	1
106.	0.000	99.464	0
107.	0.023	99.487	1
108..	0.117	99.604	5
109.	0.000	99.604	0
110.	0.000	99.604	0
111.	0.000	99.604	0
112.	0.000	99.604	0
113...	0.373	99.977	16
114.	0.000	99.977	0
115.	0.023	100.000	1

REMAINING VALUES ARE ALL ZERO  
NUMBER OF OBSERVATIONS= 4288      SUM= 171553.      MEAN= 40.008      VAR= 689.358      SD= 26.256

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

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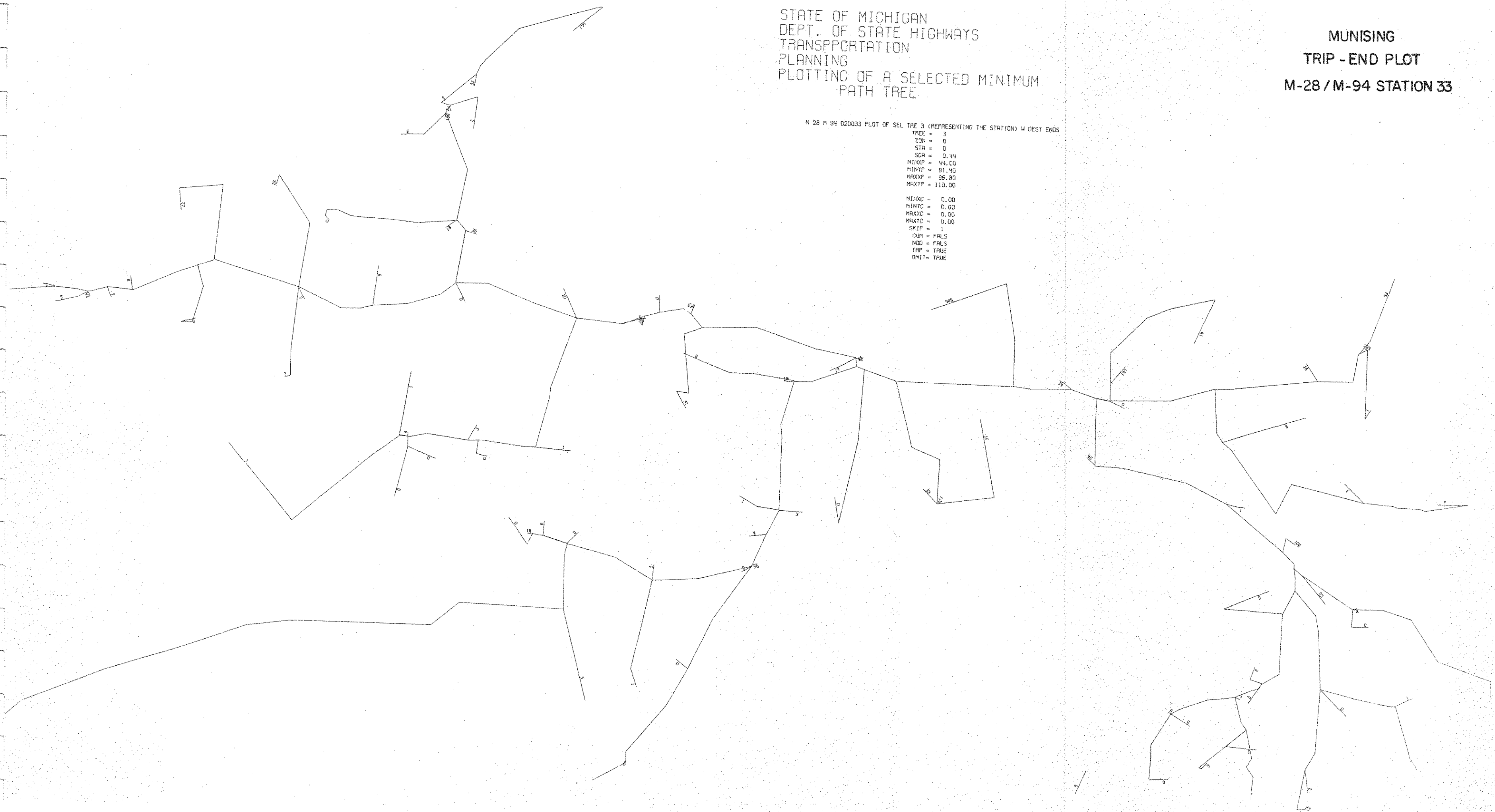


STATE OF MICHIGAN  
DEPT. OF STATE HIGHWAYS  
TRANSPORTATION  
PLANNING  
PLOTING OF A SELECTED MINIMUM  
PATH TREE

MUNISING  
TRIP - END PLOT  
M-28 / M-94 STATION 33

M 28 M 94 020033 PLOT OF SEL TRE 3 (REPRESENTING THE STATION) W DEST ENDS

TREE = 3  
ZDN = 0  
STR = 0  
SCR = 0.44  
MINXP = 44.00  
MINFP = 81.40  
MAXXP = 96.80  
MAXFP = 110.00  
  
MINXC = 0.00  
MINFC = 0.00  
MAXXC = 0.00  
MAXFC = 0.00  
SKIP = 1  
CUM = FALS  
NOD = FALS  
TAP = TRUE  
OMIT = TRUE



MUNISING  
STATION 36

Station 36 is located on Federal Forest Highway 13 South of M-28/M-94. Trips for this station represent 8.5 percent of the total trips for all five stations. The trip characteristics for this station are quite similar to those of Station 14. About 77 percent of the trips for Station 36 were terminal trips. About 19 percent of the trips were made by pickup and panel trucks. Trips for the purpose of social-recreation accounted for about 42 percent of the total for this station. Work trips were next with about 17 percent.

Shopping trips accounted for about 24 percent of the terminal trips versus none of the thru trips. Vacation trips made up about 42 percent of the thru trips but only about 6.5 percent of the terminal trips.

Of the terminal trips, about 43 percent had an origin or a destination in the CBD (Zone 6).

Station 36 had the shortest average trip length of the five stations. Approximately 87 percent of the trips were two hours or less in length.

A large portion of the external trips (435) began or ended in the part of Munising Township near the station.

FORM NUMBER = 6

EXIT ENT STATION = 01 TO 05

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
	22.45	2.61	7.95	0.00	0.00	0.00	0.00	0.00	33.01
	68.01	7.91	24.08	0.00	0.00	0.00	0.00	0.00	13.84
	12.34	15.32	25.36	0.00	0.00	0.00	0.00	0.00	
T	9.41	1.09	3.33	0.00	0.00	0.00	0.00	0.00	
	1.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.24
R	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52
I	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
P	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	70.83	13.33	7.30	6.16	0.00	2.00	0.00	0.00	99.62
	71.10	13.38	7.33	6.18	0.00	2.01	0.00	0.00	41.77
P	38.93	78.23	23.29	100.00	0.00	100.00	0.00	0.00	
	29.70	5.59	3.06	2.58	0.00	0.84	0.00	0.00	
	82.41	1.10	16.10	0.00	0.00	0.00	0.00	0.00	99.61
U	82.73	1.10	16.16	0.00	0.00	0.00	0.00	0.00	41.77
R	45.29	6.46	51.36	0.00	0.00	0.00	0.00	0.00	
P	34.55	0.46	6.75	0.00	0.00	0.00	0.00	0.00	
	5.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.02
U	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10
	2.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
S	2.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
-----									
TOTAL	181.95	17.04	31.35	6.16	0.00	2.00	0.00	0.00	238.50
TOT %	76.29	7.14	13.14	2.58	0.00	0.84	0.00	0.00	

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FORM NUMBER = 6  
 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	74.04	2.20	63.92	0.00	8.00	0.00	0.00	0.00	148.16
	1	49.97	1.48	43.14	0.00	5.40	0.00	0.00	0.00	18.19
		11.87	17.24	38.09	0.00	100.00	0.00	0.00	0.00	
		9.09	0.27	7.85	0.00	0.98	0.00	0.00	0.00	
R	2	26.75	0.00	3.52	1.25	0.00	0.00	0.00	0.00	31.52
	2	84.87	0.00	11.17	3.97	0.00	0.00	0.00	0.00	3.87
		4.29	0.00	2.10	53.19	0.00	0.00	0.00	0.00	
P		3.28	0.00	0.43	0.15	0.00	0.00	0.00	0.00	
	3	155.07	3.40	38.09	0.00	0.00	0.00	0.00	0.00	196.56
	3	78.89	1.73	19.38	0.00	0.00	0.00	0.00	0.00	24.13
P		24.87	26.65	22.70	0.00	0.00	0.00	0.00	0.00	
		19.04	0.42	4.68	0.00	0.00	0.00	0.00	0.00	
U	4	41.03	4.91	6.92	0.00	0.00	0.00	0.00	0.00	52.86
	4	77.62	9.29	13.09	0.00	0.00	0.00	0.00	0.00	6.49
R		6.58	38.48	4.12	0.00	0.00	0.00	0.00	0.00	
		5.04	0.60	0.85	0.00	0.00	0.00	0.00	0.00	
S	5	289.41	2.25	49.49	1.10	0.00	0.00	0.00	0.00	342.25
	5	84.56	0.66	14.46	0.32	0.00	0.00	0.00	0.00	42.02
		46.42	17.63	29.49	46.81	0.00	0.00	0.00	0.00	
E		35.54	0.28	6.08	0.14	0.00	0.00	0.00	0.00	
	6	37.20	0.00	5.88	0.00	0.00	0.00	0.00	0.00	43.08
	6	86.35	0.00	13.65	0.00	0.00	0.00	0.00	0.00	5.29
	5.97	0.00	3.50	0.00	0.00	0.00	0.00	0.00		
	4.57	0.00	0.72	0.00	0.00	0.00	0.00	0.00		
-----										
TOTAL	623.50	12.76	167.82	2.35	8.00	0.00	0.00	0.00	0.00	814.43
TOT %	76.56	1.57	20.61	0.29	0.98	0.00	0.00	0.00	0.00	

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FORM NUMBER = 6

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 I P	1	96.49	4.81	71.87	0.00	8.00	0.00	0.00	0.00	181.17
	1	53.26	2.65	39.67	0.00	4.42	0.00	0.00	0.00	17.21
		11.98	16.14	36.08	0.00	100.00	0.00	0.00	0.00	
		9.16	0.46	6.83	0.00	0.76	0.00	0.00	0.00	
P U C K A D S	2	27.99	0.00	3.52	1.25	0.00	0.00	0.00	0.00	32.76
	2	85.44	0.00	10.74	3.82	0.00	0.00	0.00	0.00	3.11
		3.48	0.00	1.77	14.69	0.00	0.00	0.00	0.00	
		2.66	0.00	0.33	0.12	0.00	0.00	0.00	0.00	
P U C K A D S	3	155.07	3.40	38.09	0.00	0.00	0.00	0.00	0.00	196.56
	3	78.89	1.73	19.38	0.00	0.00	0.00	0.00	0.00	18.67
		19.25	11.41	19.12	0.00	0.00	0.00	0.00	0.00	
		14.73	0.32	3.62	0.00	0.00	0.00	0.00	0.00	
P U C K A D S	4	111.86	18.24	14.22	6.16	0.00	2.00	0.00	0.00	152.48
	4	73.36	11.96	9.33	4.04	0.00	1.31	0.00	0.00	14.48
		13.89	61.21	7.14	72.39	0.00	100.00	0.00	0.00	
		10.62	1.73	1.35	0.59	0.00	0.19	0.00	0.00	
P U C K A D S	5	371.82	3.35	65.59	1.10	0.00	0.00	0.00	0.00	441.86
	5	84.15	0.76	14.84	0.25	0.00	0.00	0.00	0.00	41.96
		46.16	11.24	32.93	12.93	0.00	0.00	0.00	0.00	
		35.31	0.32	6.23	0.10	0.00	0.00	0.00	0.00	
P U C K A D S	6	42.22	0.00	5.88	0.00	0.00	0.00	0.00	0.00	48.10
	6	87.78	0.00	12.22	0.00	0.00	0.00	0.00	0.00	4.57
		5.24	0.00	2.95	0.00	0.00	0.00	0.00	0.00	
		4.01	0.00	0.56	0.00	0.00	0.00	0.00	0.00	
-----										
TOTAL	805.45	29.80	199.17	8.51	8.00	2.00	0.00	0.00	0.00	1052.93
TOT %	76.50	2.83	18.92	0.81	0.76	0.19	0.00	0.00	0.00	

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FORM NUMBER = 6  
 INBOUND DIRECTION = 1 TO 1  
 I N T E R N A L E N D

RANGES	A	TOTAL TOT %
	6	
	6	
06	168.70	168.70
06	100.00	42.05
	42.05	
C	42.05	
I 07	27.82	27.82
07	100.00	6.93
T	6.93	
Y	6.93	
08	20.27	20.27
08	100.00	5.05
	5.05	
D	5.05	
E 09	58.78	58.78
09	100.00	14.65
S	14.65	
T	14.65	
I 10	25.78	25.78
10	100.00	6.43
M	6.43	
	6.43	
11	30.75	30.75
11	100.00	7.66
Z	7.66	
	7.66	
D		
12	20.34	20.34
12	100.00	5.07
N	5.07	
E	5.07	
S 13	48.75	48.75
13	100.00	12.15
	12.15	
	12.15	
TOTAL		401.19
TOT		100.00

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FORM NUMBER = 6

OUTBOUND DIRECTION = 5 TO 5

I N T E R N A L E N D

RANGES	6	TOTAL
	6	TOT %
	06 173.45	173.45
	06 100.00	43.49
	43.49	
	43.49	
C		
	07 30.54	30.54
	07 100.00	7.66
I		
T		
	7.66	
	7.66	
Y		
	08 16.40	16.40
	08 100.00	4.11
	4.11	
O		
	4.11	
R		
	09 64.88	64.88
	09 100.00	16.27
I		
	16.27	
	16.27	
G		
	10 20.89	20.89
I		
	10 100.00	5.24
	5.24	
N		
	5.24	
	11 33.23	33.23
	11 100.00	8.33
Z		
	8.33	
	8.33	
O		
	12 24.29	24.29
N		
	12 100.00	6.09
	6.09	
E		
	6.09	
S		
	13 35.14	35.14
	13 100.00	8.81
	8.81	
	8.81	
TOTAL		398.82
TOT %		100.00

-99-

	P.C.	CUM.	ACTUAL
1.....	6.744	6.744	70
2....	2.505	9.249	26
3.	0.000	9.249	0
4.	0.289	9.538	3
5.	0.000	9.538	0
6.	0.000	9.538	0
7..	0.482	10.019	5
8.....	11.464	21.484	119
9...	1.830	23.314	19
10.....	60.790	84.104	631
11....	2.119	86.224	22
12...	1.252	87.476	13
13..	0.963	88.439	10
14..	0.482	88.921	5
15..	0.963	89.884	10
16....	2.794	92.678	29
17....	2.794	95.472	29
18.	0.000	95.472	0
19.	0.000	95.472	0
20.	0.289	95.761	3
21.	0.096	95.857	1
22.	0.096	95.954	1
23.	0.096	96.050	1
24.	0.096	96.146	1
25.	0.000	96.146	0
26.	0.000	96.146	0
27.	0.096	96.243	1
28.	0.193	96.435	2
29.	0.000	96.435	0
30.	0.000	96.435	0
31.	0.000	96.435	0
32.	0.096	96.532	1
33.	0.096	96.628	1
34.	0.193	96.821	2
35.	0.000	96.821	0
36..	0.578	97.399	6
37.	0.000	97.399	0
38.	0.096	97.495	1
39.	0.000	97.495	0
40.	0.000	97.495	0
41.	0.096	97.592	1
42.	0.096	97.688	1
43.	0.193	97.881	2
44.	0.000	97.881	0
45.	0.000	97.881	0
46.	0.193	98.073	2
47.	0.000	98.073	0
48.	0.000	98.073	0
49.	0.096	98.170	1
50.	0.193	98.362	2
51..	0.482	98.844	5
52.	0.385	99.229	4
53.	0.193	99.422	2
54.	0.096	99.518	1
55.	0.096	99.615	1
56.	0.096	99.711	1
57.	0.000	99.711	0
58.	0.000	99.711	0
59.	0.096	99.807	1
60.	0.000	99.807	0
61.	0.000	99.807	0





APPENDIX A  
Interview and Classification  
Forms

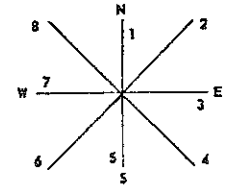
FORM NUMBER **4** COUNTY NUMBER **02** STATEWIDE NUMBER **0002** HOUR PERIOD ENDING **13** \*DIRECTION **3** DAY \*\* OF TRAVEL **4** MO. **09** DATE **11**

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	ROUTE OF EXIT OR ENT.
109	2	4	COPPER HARBOR	TAHOQUANEN	0003	4 03
110	2	2	IRONWOOD	MAC KINAC IS	0003	5 03
111	2	5	PORCUPINE MTNS	CED	0003	3
-70-						
112	1	2	CALUMET	FLINT	0002	5 03
113	1	2	PORCUPINE MTNS	St IGNACE	0003	5 03
114	1	6	CHASSISLL	N CANTON	041	0002 5 03

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

**VEHICLE TYPE**

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



**DAY OF TRAVEL \*\***

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

**GARAGED**

- 1 ORIGIN
- 2 DESTINATION
- 3 OTHER

**TRIP PURPOSE**

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



APPENDIX B

Vehicle Classification Count Listing

MANUAL CLASSIFICATION COUNTS

MUNISING

MON 8-9-71

INBOUND OD CORDON LINE 1.

STA 2

ENDING TIME	PASS W-U TPL	CAR W-U TRL	PL-PU W-U TRL	UNDER 1 W-U TRL	OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	16.	0.	2.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	21.
2	15.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	17.
3	6.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8.
4	7.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8.
5	7.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8.
6	11.	1.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
7	22.	3.	8.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	38.
8	27.	5.	8.	1.	5.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	47.
9	59.	9.	9.	1.	8.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	89.
10	100.	20.	7.	3.	7.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	140.
11	125.	36.	18.	4.	13.	5.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	203.
12	137.	37.	14.	1.	4.	3.	1.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	203.
13	118.	18.	6.	1.	8.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	153.
14	160.	20.	10.	1.	7.	1.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	202.
15	158.	26.	16.	2.	6.	2.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	212.
16	178.	26.	15.	3.	7.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	233.
17	148.	21.	11.	1.	11.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	195.
18	136.	7.	10.	0.	8.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	164.
19	107.	8.	12.	1.	3.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	133.
20	96.	4.	9.	0.	6.	1.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	120.
21	95.	3.	12.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	110.
22	69.	1.	3.	0.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	76.
23	79.	1.	4.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	87.
24	48.	2.	3.	0.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	56.
TOT	1926.	249.	162.	41.	99.	35.	4.	23.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2539.

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MANUAL CLASSIFICATION COUNTS

MUNISING

MON 8-9-71

OUTBOUND OD CORDON LINE 2. STA 2

ENDING TIME	PASS W-U	CAR W-	PL-PU W-U	UNDER 1 W-	OTHER S.U.	ALL TRK	ALL BUS	MTR CYCL												TOTAL
	TRL	TRL	TRL	TRL	TRK	CMB														
1	18.	0.	1.	0.	0.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	22.
2	19.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	22.
3	16.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	17.
4	4.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	5.
5	8.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	10.
6	9.	0.	5.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	15.
7	31.	0.	10.	0.	4.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	46.
8	69.	7.	7.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	86.
9	94.	13.	7.	1.	3.	2.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	122.
10	112.	14.	9.	2.	10.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	150.
11	124.	17.	11.	1.	9.	3.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	167.
12	158.	31.	18.	2.	5.	3.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	219.
13	136.	21.	10.	2.	9.	4.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	183.
14	147.	21.	9.	2.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	182.
15	136.	22.	16.	3.	12.	2.	1.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	196.
16	144.	24.	14.	1.	11.	1.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	200.
17	138.	17.	13.	0.	9.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	174.
18	125.	12.	9.	0.	4.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	152.
19	89.	5.	9.	1.	5.	0.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	112.
20	76.	6.	9.	1.	4.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	98.
21	64.	1.	7.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	94.
22	57.	1.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	64.
23	60.	0.	5.	0.	0.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	68.
24	29.	1.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
TOT	1883.	208.	184.	17.	91.	26.	3.	26.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2438.

MANUAL CLASSIFICATION COUNTS

MUNISING

MON 8-9-71

TOTAL DD CORDON LINE 9.

STA 2

ENDING TIME	PASS W-U TRK	CAR W-U TRK	PL*PU W-U TRK	UNDER 1 W-U TRK	OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	36.	0.	3.	0.	0.	1.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	43.
2	34.	0.	4.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	39.
3	22.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	25.
4	11.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	13.
5	15.	0.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	18.
6	20.	1.	8.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	31.
7	53.	3.	18.	1.	6.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	84.
8	96.	12.	15.	2.	7.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	133.
9	153.	22.	15.	2.	11.	4.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	211.
10	212.	34.	16.	5.	17.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	290.
11	249.	53.	29.	5.	22.	8.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	370.
12	295.	68.	32.	3.	9.	6.	1.	8.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	422.
13	254.	39.	16.	3.	17.	6.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	336.
14	307.	41.	19.	3.	9.	1.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	384.
15	294.	48.	32.	5.	18.	4.	1.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	408.
16	322.	50.	29.	4.	18.	4.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	433.
17	286.	33.	24.	1.	20.	4.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	369.
18	261.	19.	19.	0.	12.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	316.
19	196.	13.	21.	2.	8.	0.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	245.
20	172.	10.	18.	1.	10.	1.	1.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	218.
21	179.	4.	19.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	204.
22	126.	2.	9.	0.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	140.
23	139.	1.	9.	0.	2.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	155.
24	77.	3.	6.	0.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	90.
TOT	3809.	457.	366.	38.	190.	61.	7.	49.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4977.



MANUAL CLASSIFICATION COUNTS

MUNISING

WED

8-11-71

OD CORDON LINE 1.

STA

13

ENDING TIME	PASS W-U' TRL	CAR W- TRL	PL-PU W-U' TRL	UNDER W- TRL	1 OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL													TOTAL
1	4.	0.	1.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	7.
2	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.
3	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
4	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.
7	12.	0.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
8	9.	0.	4.	0.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	17.
9	18.	1.	9.	1.	1.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
10	20.	2.	6.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	29.
11	22.	3.	4.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	32.
12	26.	4.	3.	0.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	37.
13	27.	1.	4.	0.	1.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	38.
14	33.	2.	4.	0.	1.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	43.
15	39.	3.	6.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	51.
16	49.	3.	6.	1.	2.	1.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	65.
17	42.	4.	6.	0.	3.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	58.
18	45.	2.	9.	0.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	60.
19	32.	2.	4.	0.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	42.
20	30.	1.	3.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	36.
21	23.	0.	4.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	30.
22	17.	0.	4.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	22.
23	14.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	15.
24	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.
TOT	472.	28.	83.	6.	15.	35.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	645.

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MANUAL CLASSIFICATION COUNTS

MUNISING

WED

8-11-71

DD CORDON LINE 2.

STA

13

ENDING TIME	PASS W-U TRL	CAR W-U TRL	PL-PU W-U TRL	UNDER 1 TRL	OTHER S.U. TRL	ALL TRK CMB	ALL BUS	MTR CYCL													TOTAL
1	4.	0.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8.
2	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.
3	1.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.
4	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6	3.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	5.
7	17.	0.	7.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	25.
8	16.	1.	3.	0.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	24.
9	25.	3.	5.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
10	32.	3.	6.	1.	4.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	47.
11	35.	2.	4.	0.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	45.
12	31.	2.	3.	0.	5.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	44.
13	33.	1.	8.	0.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	45.
14	44.	1.	6.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	52.
15	54.	5.	7.	2.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	73.
16	42.	4.	5.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	56.
17	37.	2.	0.	2.	0.	2.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	46.
18	42.	1.	6.	0.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	53.
19	44.	2.	7.	0.	1.	1.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	58.
20	23.	0.	9.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
21	20.	2.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	26.
22	13.	0.	5.	0.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	22.
23	18.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	20.
24	10.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	12.
TOT	549.	29.	92.	6.	29.	25.	0.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	737.

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MANUAL CLASSIFICATION COUNTS

MUNISING

WED 8-11-71

OD CORDON LINE 9.

STA

13

ENDING TIME	PASS W-U	CAR W-U	PL-PU W-U	UNDEK W-U	1 S.U.	OTHER S.U.	ALL TRK CMB	ALL BUS	MTR CYCL											TOTAL
1	8.	0.	4.	0.	0.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	15.
2	6.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	7.
3	2.	0.	2.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	5.
4	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6	6.	0.	2.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9.
7	29.	0.	10.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.
8	25.	1.	7.	0.	2.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.
9	43.	4.	14.	1.	2.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	68.
10	52.	5.	12.	1.	5.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	76.
11	57.	5.	8.	2.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	77.
12	57.	6.	6.	0.	7.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	81.
13	60.	2.	12.	0.	1.	8.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	83.
14	77.	3.	10.	1.	1.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	95.
15	93.	8.	13.	3.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	124.
16	91.	7.	11.	1.	7.	1.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	121.
17	79.	6.	6.	2.	3.	4.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	104.
18	87.	3.	15.	0.	3.	4.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	113.
19	76.	4.	11.	0.	1.	5.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	100.
20	53.	1.	12.	0.	1.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	70.
21	43.	2.	8.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	56.
22	30.	0.	9.	0.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	44.
23	32.	0.	1.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	35.
24	14.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
TOT	1021.	57.	175.	12.	44.	60.	0.	13.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1382.

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MANUAL CLASSIFICATION COUNTS

MUNISING

FRI 7-16-71

OD CORDON LINE 1.

STA 14

ENDING TIME	PASS W-U <sup>1</sup> TRL	CAR W- TRL	PL-PU W-U TRL	UNDER W- TRL	1 OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	6.
2	3.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	5.
3	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
4	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
7	18.	0.	8.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	26.
8	12.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	15.
9	12.	0.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	15.
10	19.	1.	9.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	33.
11	37.	7.	4.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	51.
12	32.	1.	11.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	46.
13	33.	1.	9.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	45.
14	40.	7.	6.	1.	4.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	59.
15	50.	9.	7.	0.	5.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	73.
16	56.	0.	7.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	67.
17	62.	2.	13.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	79.
18	47.	3.	4.	1.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	59.
19	73.	0.	3.	0.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	79.
20	40.	0.	7.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	48.
21	46.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	47.
22	23.	1.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	29.
23	12.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
24	17.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	18.
TOT	639.	32.	106.	4.	32.	3.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	818.

MANUAL CLASSIFICATION COUNTS

MUNISING

FRI 7-16-71

OD CORDON LINE 2.

STA

14

ENDING TIME	PASS W-D TRK	CAR W- TRL	PL-PU W-D TRK	UNDER W- TRL	1 OTHER S,U, TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.
2	2.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.
3	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
4	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.
7	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	6.
8	9.	0.	3.	0.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
9	14.	0.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	18.
10	27.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	33.
11	31.	2.	11.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	47.
12	36.	3.	6.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	49.
13	40.	4.	5.	0.	0.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	52.
14	79.	2.	7.	0.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	92.
15	50.	4.	6.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	65.
16	51.	2.	6.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	63.
17	67.	1.	6.	1.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	79.
18	59.	3.	6.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	71.
19	32.	1.	7.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.
20	34.	2.	4.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.
21	50.	1.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	56.
22	26.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	28.
23	17.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	19.
24	13.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	14.
TOT	650.	29.	84.	2.	27.	6.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	801.

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MANUAL CLASSIFICATION COUNTS

MUNISING

FRI 7-16-71

OD CORDON LINE 9.

STA 14

ENDING TIME	PASS W-D	CAR	PL-PU W-U	UNDER 1	OTHER S.U.	ALL TRK	ALL BUS	MTR CYCL													TOTAL
	TRL	TRL	TRL	TRL	TRK	CMB															
1	10.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	10.
2	5.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9.
3	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
4	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.
7	24.	0.	8.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	32.
8	21.	0.	6.	0.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	31.
9	26.	0.	4.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	33.
10	46.	4.	12.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	66.
11	68.	0.	15.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	98.
12	68.	4.	17.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	95.
13	73.	5.	14.	0.	2.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	97.
14	119.	9.	13.	1.	7.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	151.
15	160.	13.	13.	0.	10.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	138.
16	107.	2.	13.	0.	8.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	130.
17	129.	3.	19.	1.	5.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	158.
18	106.	6.	10.	2.	4.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	130.
19	105.	1.	10.	0.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	120.
20	74.	2.	11.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	89.
21	96.	1.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	103.
22	49.	1.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	57.
23	29.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	35.
24	30.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	32.
TOT	1289.	61.	190.	6.	59.	9.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1619.

18-

MANUAL CLASSIFICATION COUNTS

MUNISING

TUES 8-10-71

OD CORDON LINE 1.

STA

33

ENDING TIME	PASS W-D TRL	CAR W- TRL	PL-PU W-U TRL	UNDER W- TRL	1 OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	9.	1.	0.	0.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	13.
2	8.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9.
3	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
4	2.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.
5	7.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8.
6	33.	1.	8.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	43.
7	30.	1.	9.	0.	4.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	45.
8	63.	8.	16.	0.	1.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	91.
9	108.	23.	9.	2.	5.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	149.
10	136.	37.	7.	3.	10.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	199.
11	142.	40.	12.	2.	6.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	206.
12	113.	27.	7.	6.	1.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	158.
13	91.	24.	12.	2.	4.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	137.
14	102.	16.	12.	3.	8.	3.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	150.
15	111.	24.	12.	3.	4.	6.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	161.
16	133.	10.	12.	1.	4.	6.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	167.
17	92.	8.	3.	1.	4.	8.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	117.
18	77.	9.	5.	1.	2.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	96.
19	60.	5.	4.	1.	7.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	78.
20	41.	4.	4.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	51.
21	48.	1.	2.	0.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	56.
22	35.	1.	3.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	42.
23	14.	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	18.
24	17.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	19.
TOT	1474.	243.	141.	25.	67.	54.	3.	12.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2019.

MANUAL CLASSIFICATION COUNTS

MUNISING

TUES 8-10-71

OD CORDON LINE 2.

STA

33

ENDING TIME	PASS W-D TRL	CAR W-D TRL	PL-PU W-D TRL	UNDER 1 W-D TRL	OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	12.	0.	1.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	15.
2	20.	1.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	23.
3	2.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.
4	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	5.
5	2.	1.	2.	0.	0.	0.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	6.
6	7.	0.	2.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	12.
7	30.	1.	4.	0.	1.	1.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	43.
8	32.	3.	2.	2.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	43.
9	44.	4.	8.	2.	7.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	66.
10	102.	20.	6.	4.	9.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	145.
11	118.	33.	10.	2.	9.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	176.
12	124.	31.	16.	4.	6.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	190.
13	109.	21.	7.	4.	8.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	153.
14	146.	26.	12.	3.	4.	5.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	198.
15	141.	26.	15.	3.	5.	3.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	195.
16	170.	28.	13.	3.	4.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	221.
17	143.	22.	16.	3.	7.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	194.
18	145.	16.	7.	1.	10.	4.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	185.
19	83.	11.	6.	1.	5.	4.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	112.
20	68.	5.	2.	1.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	81.
21	67.	4.	7.	0.	0.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	81.
22	52.	3.	7.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	65.
23	33.	3.	6.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	44.
24	31.	0.	2.	0.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	37.
TOT	1686.	259.	151.	34.	92.	47.	6.	18.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2293.



MANUAL CLASSIFICATION COUNTS

MUNISING

TUES 8-10-71

OD CORDON LINE 9.

STA 33

ENDING TIME	PASS W-D TRK	CAR W- TRL	PL-PU W-U TRL	UNDEK W- TRL	1 OTHER S.U. TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	21.	1.	1.	0.	1.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	28.
2	28.	2.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	32.
3	4.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	5.
4	7.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9.
5	9.	1.	3.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	14.
6	40.	1.	10.	1.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	55.
7	60.	2.	13.	0.	5.	2.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	88.
8	95.	11.	18.	2.	5.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	134.
9	152.	27.	17.	4.	12.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	215.
10	238.	57.	13.	7.	19.	10.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	344.
11	260.	73.	22.	4.	15.	8.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	382.
12	237.	58.	23.	10.	9.	7.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	348.
13	200.	45.	19.	6.	12.	6.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	290.
14	248.	42.	24.	6.	12.	8.	0.	8.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	348.
15	252.	50.	27.	6.	9.	9.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	356.
16	303.	38.	25.	4.	8.	8.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	388.
17	235.	30.	19.	4.	11.	11.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	311.
18	222.	25.	12.	2.	12.	5.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	281.
19	143.	16.	10.	2.	12.	5.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	190.
20	109.	9.	6.	1.	5.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	132.
21	115.	5.	9.	0.	2.	3.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	137.
22	87.	4.	10.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	107.
23	47.	3.	8.	0.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	62.
24	48.	1.	3.	0.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	56.
TOT	3160.	502.	292.	59.	159.	101.	9.	30.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4312.

MANUAL CLASSIFICATION COUNTS

MUNISING

FRI 7-16-71

OD CORDON LINE 1.

STA

36

ENDING TIME	PASS W-D	CAR W-	PL-PU W-U	UNDER W-	1 S.U.	OTHER TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.
2	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
3	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
4	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6	2.	0.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	6.
7	6.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9.
8	3.	0.	4.	0.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	11.
9	16.	2.	2.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	24.
10	14.	3.	9.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	28.
11	32.	1.	7.	0.	4.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	45.
12	33.	2.	6.	2.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	50.
13	34.	1.	3.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.
14	30.	1.	7.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.
15	29.	0.	4.	0.	4.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	38.
16	31.	2.	11.	0.	5.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	52.
17	32.	1.	7.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.
18	16.	1.	13.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	32.
19	25.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	31.
20	15.	0.	9.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	25.
21	19.	1.	6.	0.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	28.
22	21.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	23.
23	11.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	13.
24	14.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
TOT	386.	15.	108.	3.	39.	2.	2.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	559.

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MANUAL CLASSIFICATION COUNTS

MUNISING

FRI 7-16-71

OD CORDON LINE 2.

STA

36

ENDING TIME	PASS W-U TRL	CAR W- TRL	PL-PU W-U TRL	UNDER 1 W- TRL	OTHER S,U, TRK	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.
2	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
3	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
4	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.
5	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
6	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.
7	5.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8.
8	5.	0.	3.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	14.
9	3.	0.	3.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	11.
10	21.	0.	8.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
11	20.	0.	5.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	29.
12	22.	1.	2.	0.	3.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	30.
13	22.	3.	4.	2.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
14	44.	2.	10.	2.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	62.
15	41.	2.	13.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	61.
16	30.	1.	3.	0.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	38.
17	37.	2.	13.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	55.
18	33.	1.	9.	0.	0.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	45.
19	32.	0.	4.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	37.
20	22.	0.	4.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	27.
21	21.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	22.
22	24.	0.	4.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	29.
23	17.	0.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	21.
24	15.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.
TOT	420.	14.	93.	5.	42.	2.	1.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	582.

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MANUAL CLASSIFICATION COUNTS

MUNISING

FRI 7-16-71

UD CORDON LINE 9.

STA

36

ENDING TIME	PASS W-U TRL	CAR W-U TRL	PL-PU W-U TRL	UNDER 1 TRL	OTHER S.U. TRL	ALL TRK CMB	ALL BUS	MTR CYCL												TOTAL
1	3.	0.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	6.
2	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
3	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
4	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.
5	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
6	4.	0.	4.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9.
7	11.	1.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	17.
8	8.	0.	7.	0.	9.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	25.
9	19.	2.	5.	0.	9.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	35.
10	35.	3.	17.	0.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	62.
11	52.	1.	12.	0.	8.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	74.
12	55.	3.	8.	0.	10.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	80.
13	56.	4.	7.	3.	4.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	75.
14	74.	3.	17.	2.	6.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	103.
15	70.	2.	17.	0.	9.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	99.
16	61.	3.	14.	0.	8.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	90.
17	69.	3.	20.	1.	2.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	96.
18	49.	2.	22.	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	77.
19	57.	0.	10.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	68.
20	37.	0.	13.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	52.
21	40.	1.	7.	0.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	50.
22	45.	0.	6.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	52.
23	28.	0.	5.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.
24	29.	0.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	32.
TOT	806.	29.	201.	8.	81.	4.	3.	9.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1141.

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