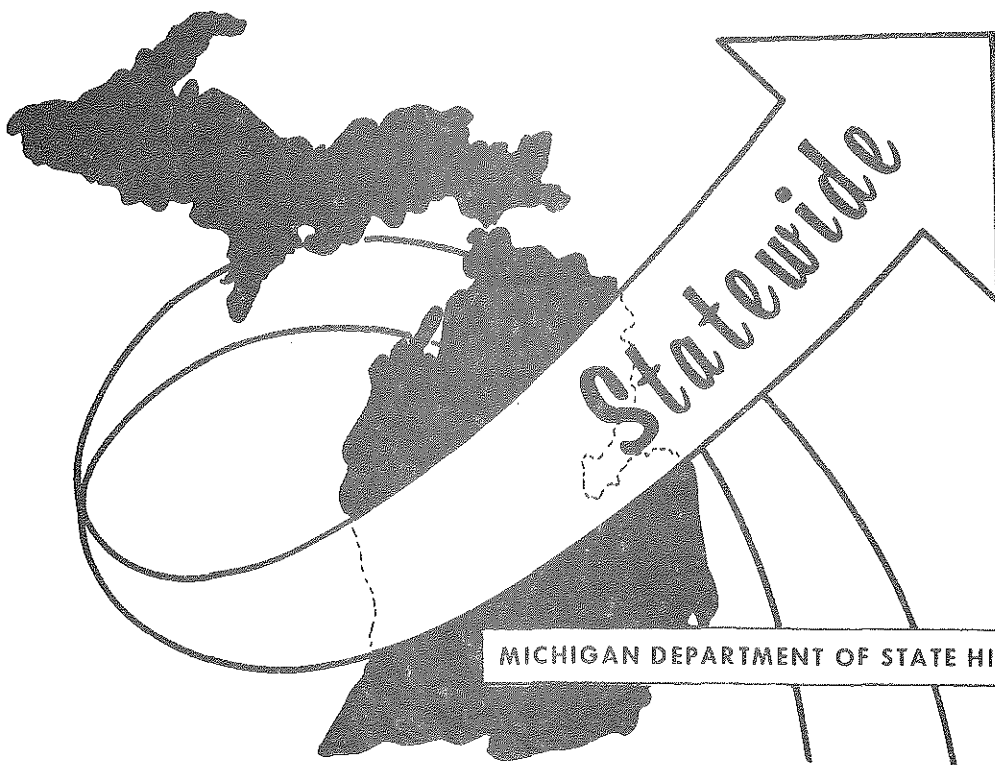


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Statewide Transportation Analysis & Research

MICHIGAN'S STATEWIDE
TRANSPORTATION MODELING SYSTEM
REFERENCE HANDBOOK NO. 2
MICHIGAN'S PERMANENT
TRAFFIC RECORDER TRENDS -
POTENTIAL APPLICATION
IN TRANSPORTATION PLANNING -
ENERGY ANALYSIS
STATEWIDE PROCEDURES SECTION

APRIL, 1978



MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

BUREAU OF TRANSPORTATION PLANNING

MICHIGAN'S STATEWIDE
TRANSPORTATION MODELING SYSTEM
REFERENCE HANDBOOK NO. 2
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TRAFFIC RECORDER TRENDS -
POTENTIAL APPLICATION
IN TRANSPORTATION PLANNING -
ENERGY ANALYSIS
STATEWIDE PROCEDURES SECTION
APRIL, 1978

STATE HIGHWAY COMMISSION

PETER B. FLETCHER

Chairman

CARL V. PELLONPAA

Vice Chairman

HANNES MEYERS, JR.

WESTON E. VIVIAN

DIRECTOR

John P. Woodford

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POTENTIAL APPLICATION IN TRANSPORTATION PLANNING -

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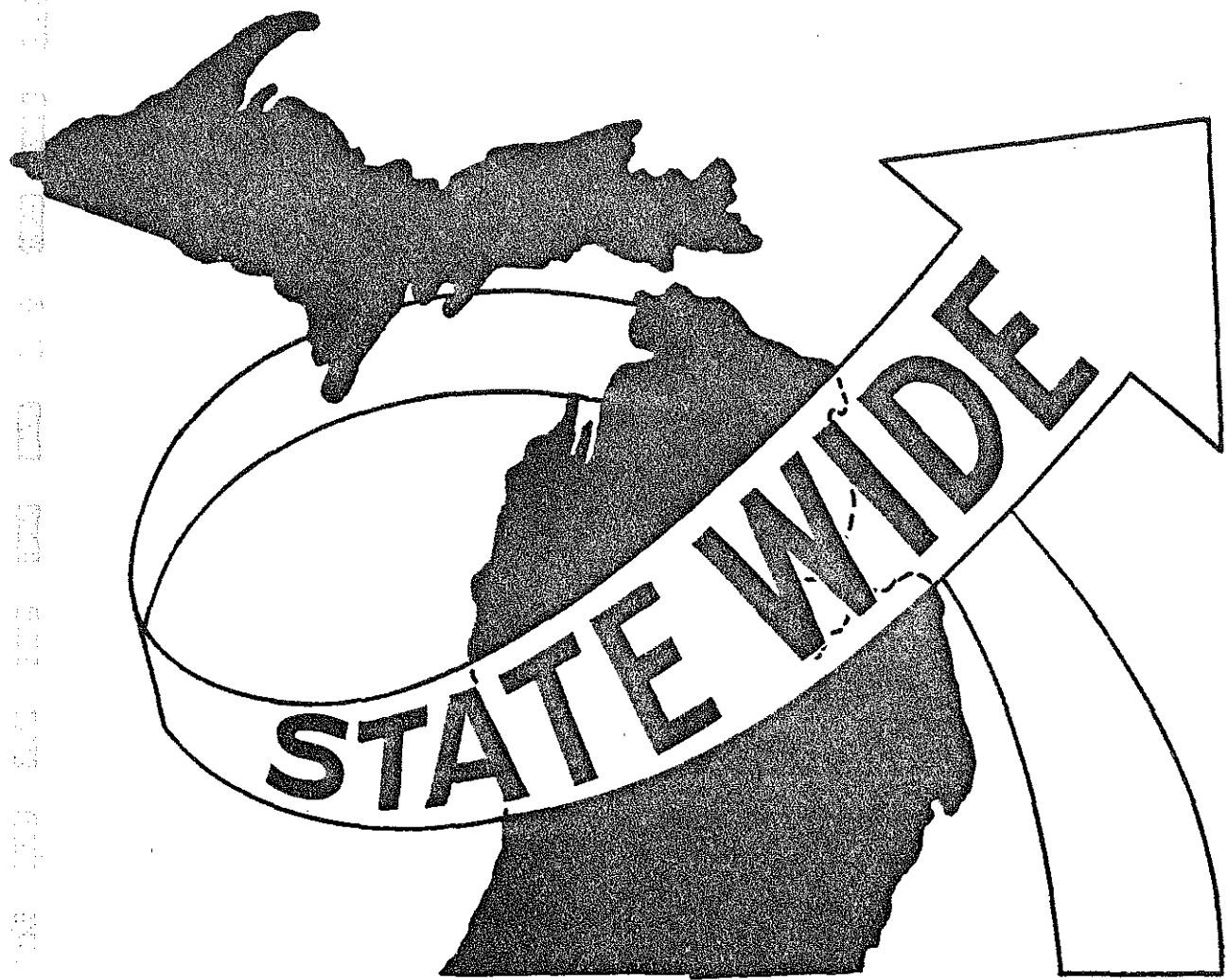
BY: SANDRA K. BOWERS

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NOTE:

THIS REPORT WAS ORIGINALLY PUBLISHED TO SHOW THE AFFECT, IF ANY, THE 1973-74 OIL EMBARGO HAD ON TRAFFIC PATTERNS IN MICHIGAN. SINCE THAT TIME, THE GRAPHS HAVE BEEN UPDATED AND CAN NOW BE USED AS A REFERENCE TO SHOW THE TRAVEL TRENDS SINCE THE INITIAL REPORT. THE TEXT AND CONCLUSIONS HAVE NOT BEEN MODIFIED TO REFLECT THE NEW INFORMATION.

INTRODUCTION

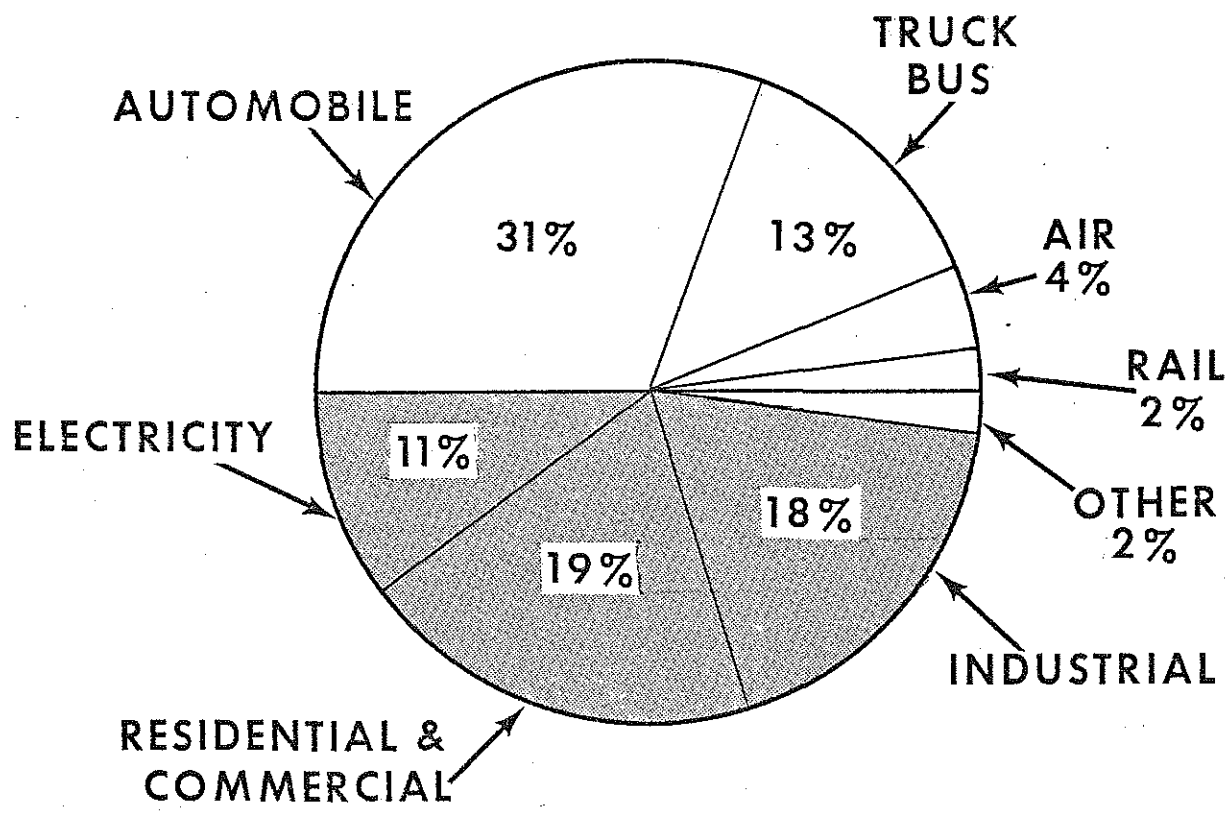


INTRODUCTION

On October 19, 1973, the Arab petroleum-exporting nations imposed an immediate embargo on oil shipments to the United States, which resulted in a 10% reduction in the nation's oil supply. This shortage of fuel came at a critical time when energy consumption in the United States was at an all time high level. Although there is considerable controversy regarding this "energy crisis", there is a general concern that the United States has an energy problem and that this problem is complicated by our nation's domestic petroleum sources and its inability to keep pace with the public's energy demands. The resulting difference between petroleum energy production and petroleum energy consumption is supplied by foreign sources. As demonstrated by the 1973-74 oil embargo, the dependability of foreign petroleum as an energy source to alleviate our energy imbalance is questionable, and future energy-need projections show the United States requiring increasing quantities of foreign oil to satisfy our nation's "energy gap".

The transportation sector is the largest petroleum user in the United States, accounting for over 50% of the consumption of petroleum (Figure 1). The automobile is the primary mode of transportation for Americans with automobile travel accounting for nearly one-third of our total petroleum consumption. Consequently, our transportation system is extremely sensitive to interruptions in petroleum supplies as well as representing an important area for conservation. The resultant impact of a long-range gasoline shortage on our transportation system would be dramatic with automobile utilization declining in correlation with rising fuel prices, reduction in the abundance of gasoline, and the availability of alternate modes of transportation. While it would

U.S. PETROLEUM CONSUMPTION BY SECTOR



□ TRANSPORTATION (52%)

■ ALL OTHER (48%)

Source: Federal Register, January 13, 1977

be desirable to prepare for such an emergency, few planning efforts have considered this possibility. Methods are now available to estimate changes in fuel cost, but no method currently exists to estimate and evaluate the impacts of fuel supply restriction on travel demand. As a result, energy sensitivity has remained a relatively new and often unknown variable in transportation planning.

An initial step in resolving this problem would be to analyze the effects of the 1973-74 oil embargo on travel demand. Impacts to be considered include user and non-user impacts, the impacts upon various market segments, changes in travel patterns, trip rate change and elasticity by purpose, and mode share. A present data source that could effectively be used to begin analysis of these variables in traffic forecasting is ADT (Average Daily Traffic) counts. ADT data is collected and maintained by the Transportation Survey Section, Bureau of Transportation Planning, Michigan Department of State Highways and Transportation. Permanent Traffic Recorders (PTR) are stationed at various locations throughout the State and register the number of vehicles utilizing the roadway (see Figure 2). ADT counts are then calculated from this base data.

The ADT trends have been divided, by PTR station, into three groups for the 1973-74 oil embargo period; those experiencing slight increases, slight decreases, and significant decreases. A map displaying these stations is included with each section. ADTs for each PTR station are also graphically displayed by year, followed by a numerical listing with geographical data relative to station location. By analyzing the graphs for each PTR, ADT trends can be studied with regard to travel growth patterns before and after

the 1973-74 oil embargo. These trends can also be utilized to check the validity of traffic forecasts generated by the Statewide Transportation Model.

Studies, conducted by state and federal transportation agencies, have concluded that auto trips most affected by the "energy shortage" were the short, daily or work/shop trips. Carpooling, trip-chaining and utilization of alternate modes of transportation appear to have been the public's method of conserving gasoline. In a cursory analysis of Michigan during this 1973-74 time period, it appears these travel patterns hold true. The roads experiencing the most significant decline in traffic volumes are located in the southern, more populated sector of the State. These roads primarily service high volume traffic with both vacation and work/shop type trip purposes. Consequently, they were also the first to feel the impact of the lower traffic volumes resulting from an energy-conscious public. Michigan presently has the ability to forecast both regional and statewide travel through the application of a Statewide Transportation Modeling System. This system generates a typical trip matrix that is split by trip purpose based on actual O & D information. It is therefore hoped that the trend information in this report and studies, such as this, conducted by Texas, New York, and NCHRP Report #43 will finally supply information useful in developing a procedure to systematically model travel changes as the result of gasoline limitation.

Other system development and system application reports utilizing the Statewide Transportation Modeling System are listed on pages 7, 8, and 9.

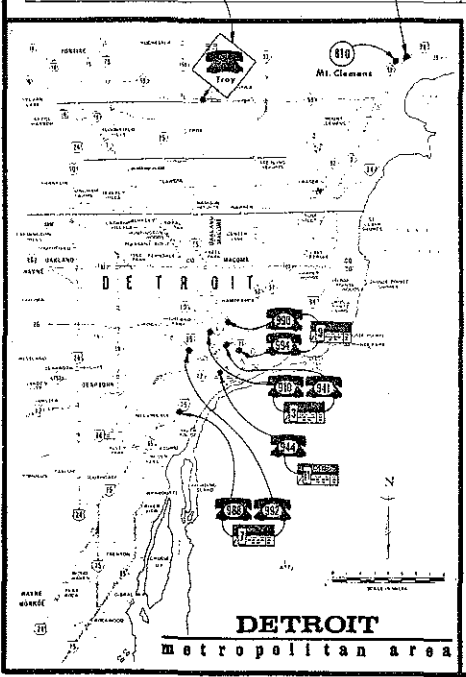
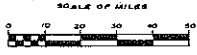
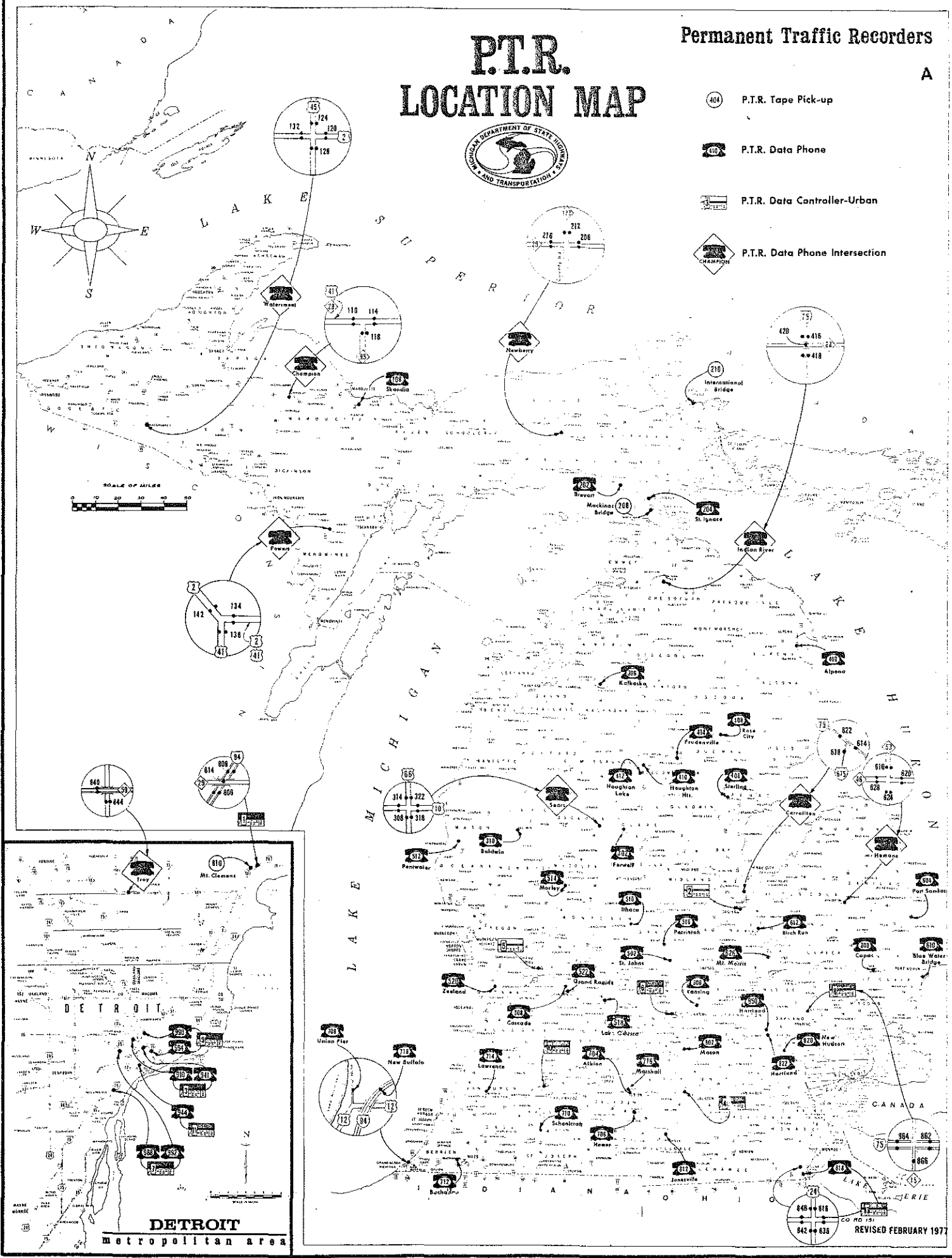
P.T.R. LOCATION MAP

Permanent Traffic Recorders

A

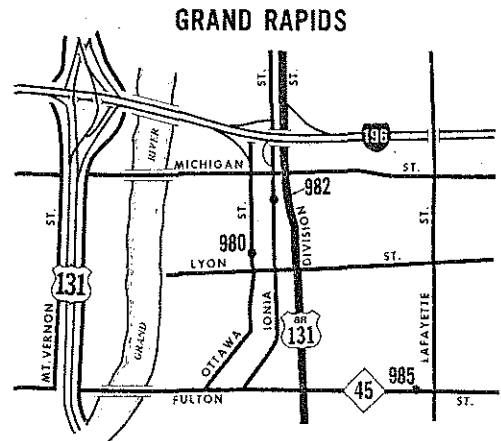
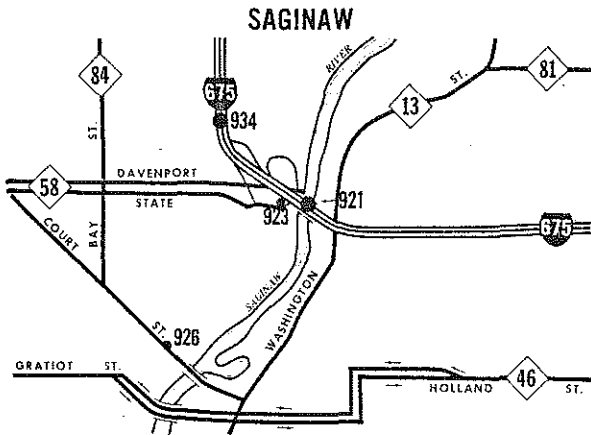
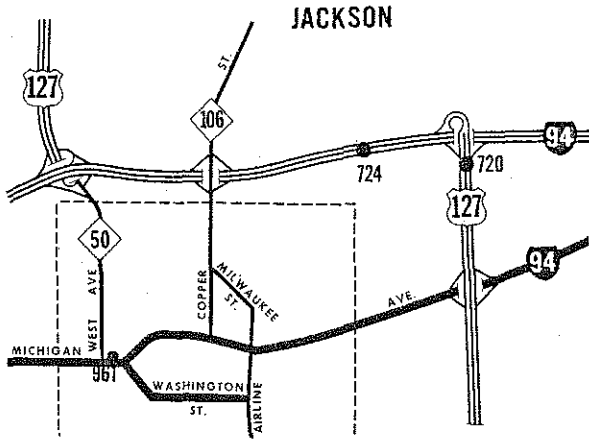
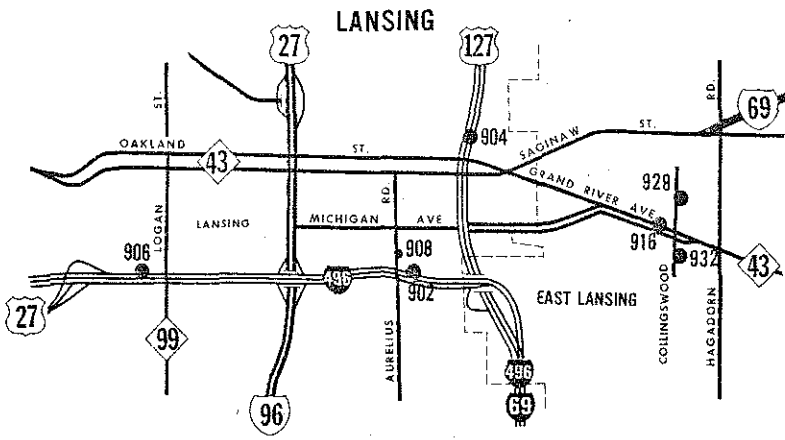


- P.T.R. Tape Pick-up
- P.T.R. Data Phone
- P.T.R. Data Controller-Urban
- P.T.R. Data Phone Intersection



REVISED FEBRUARY 1977

P.T.R. URBAN LOCATION MAP



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VOLUME I	- OBJECTIVES AND WORK PROGRAM
VOLUME I-A	- REGION 4 WORKSHOP TOPIC SUMMARIES
VOLUME I-B	- SINGLE AND MULTIPLE CORRIDOR ANALYSIS
VOLUME I-D	- PROXIMITY ANALYSIS
VOLUME I-E	- MODEL APPLICATION: COST-BENEFIT ANALYSIS
VOLUME I-F	- AIR AND NOISE POLLUTION
VOLUME I-G	- PSYCHOLOGICAL IMPACT MODEL
VOLUME I-H	- LEVEL OF SERVICE MODEL
VOLUME I-I	- STATEWIDE SOCIO-ECONOMIC AND TRANSPORTATION RESOURCES
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VOLUME II-B	- TREE PLOTTING WITH INTERACTIVE GRAPHICS
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VOLUME VIII-A	- CONVERSION OF INDUSTRIAL EXPANSION FILE
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VOLUME IX-A	- MAPPING SOCIO-ECONOMIC DATA WITH SYMAP
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VOLUME XVI	- DIAL-A-RIDE
VOLUME XVII	- INTERMODAL IMPACT ANALYSIS - TRUCK AND RAILROAD
VOLUME XVIII	- OUTLINE ANALYSIS PROGRAM

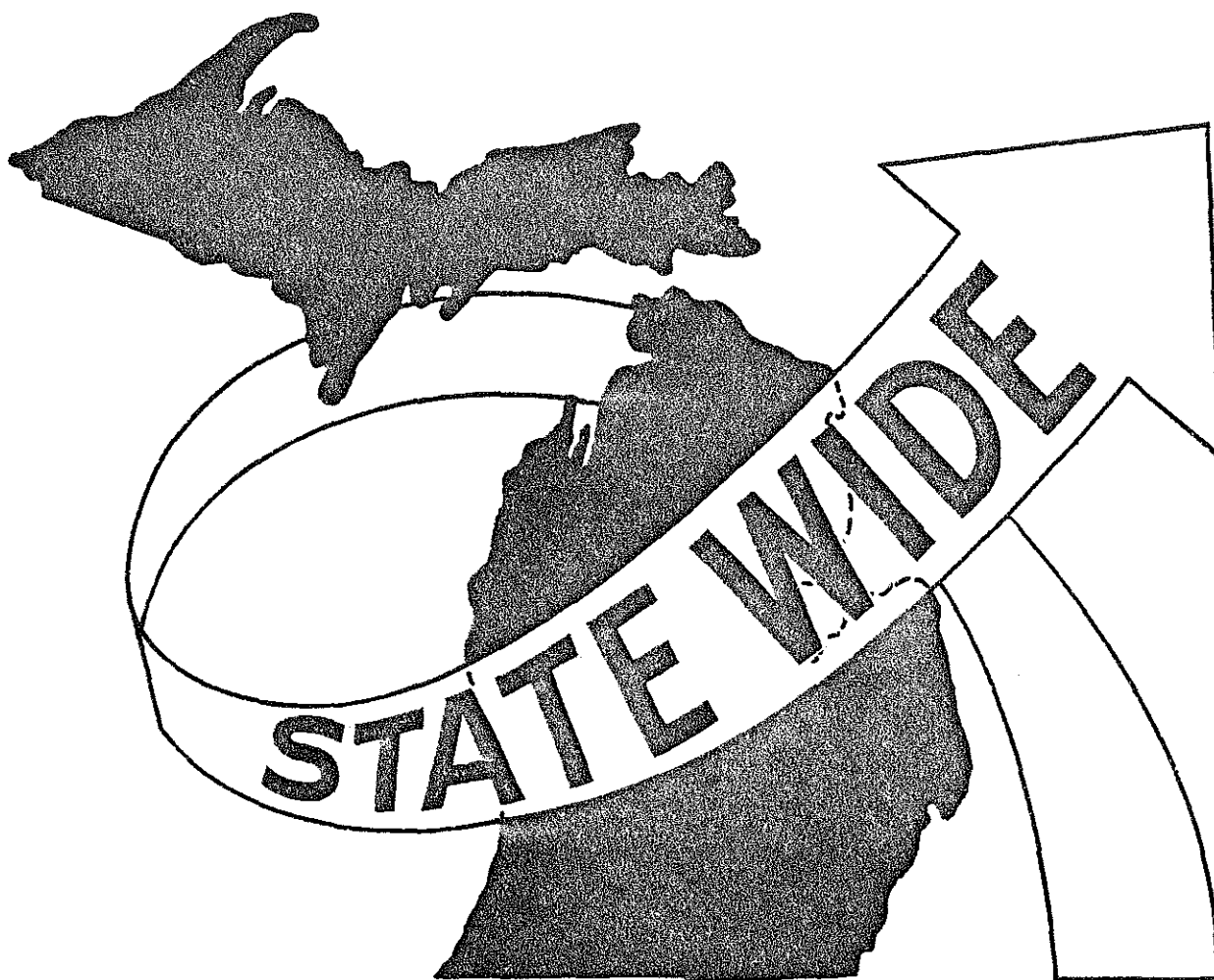
STATEWIDE SYSTEM DEVELOPMENT REPORTS

- REPORT 1 - COMMUNITY COLLEGE SERVICE - AREA ANALYSIS
- REPORT 2 - PROXIMITY OF PEOPLE TO GENERAL PURPOSE HOSPITALS
- REPORT 3 - INDUSTRIAL PARK PROXIMITY ANALYSIS
- REPORT 4 - PROXIMITY OF AUTOMOBILE INJURY ACCIDENTS TO HOSPITALS
- REPORT 5 - PROXIMITY OF AIRPORTS WITH SCHEDULED SERVICE TO POPULATION
- REPORT 6 - REGIONAL PARK PROXIMITY ANALYSIS
- REPORT 7 - RIFLE RANGE PROXIMITY ANALYSIS
- REPORT 8 - AMBULANCE SERVICE - AREA ANALYSIS
- REPORT 9 - COMPREHENSIVE STATEWIDE PLANNING
- REPORT 10 - GRAPHIC DISPLAY OF FIXED-OBJECT ACCIDENT DATA
- REPORT 11 - PRELIMINARY INVESTIGATION: A TECHNIQUE FOR THE PROJECTION OF ACCIDENT RATES
- REPORT 12 - IMPACT OF 50, 55, OR 60 M.P.H. STATEWIDE SPEED LIMIT
- REPORT 13 - A METHOD FOR FUNCTIONALLY CLASSIFYING RURAL ARTERIAL HIGHWAYS
- REPORT 14 - ECONOMIC AND TRAVEL IMPACTS OF SPEED LIMIT REDUCTION USING A STATEWIDE TRANSPORTATION MODELING SYSTEM
- REPORT 15 - I-69 IMPACT ON THE ACCESSIBILITY OF HEALTH, FIRE, AND AMBULANCE SERVICES TO RESIDENTIAL AREAS
- REPORT 16 - CRISIS OR OPPORTUNITY: APPLICATION OF AN OPERATIONAL STATEWIDE TRANSPORTATION MODELING SYSTEM
- REPORT 17 - US-23 CORRIDOR LOCATION STUDY - PRELIMINARY TRAVEL IMPACT ANALYSIS
- REPORT 19 - GRAPHIC DISPLAY OF ACCIDENT DATA
- REPORT 20 - DEMOGRAPHIC INFORMATION FOR THE NORTHWEST REGION
- REPORT 21 - AMTRAK MARKET AREA ANALYSIS - SYSTEM APPLICATION

STATEWIDE SYSTEM REFERENCE HANDBOOKS

- REFERENCE HANDBOOK #1 - STATEWIDE BUS TICKET SURVEY TRAVEL CHARACTERISTICS
- REFERENCE HANDBOOK #2 - MICHIGAN'S PERMANENT TRAFFIC RECORDER TRENDS - POTENTIAL APPLICATION IN TRANSPORTATION PLANNING - ENERGY ANALYSIS
- REFERENCE HANDBOOK #3 - MINOR ORIGIN & DESTINATION TRAVEL CHARACTERISTICS - PART A

PTR STATIONS SHOWING SLIGHT INCREASES



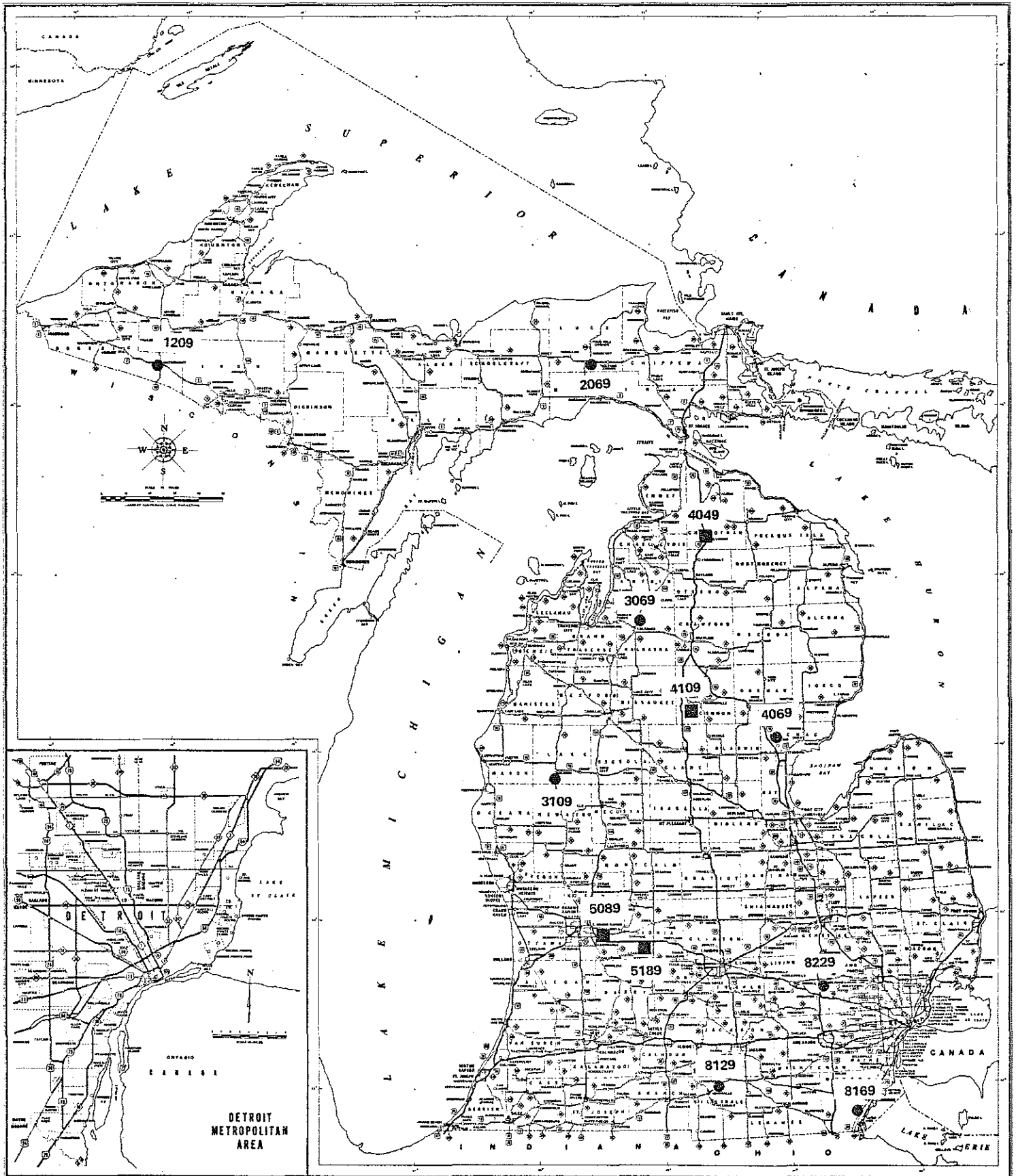
PTR STATIONS SHOWING SLIGHT INCREASES

1973-74 OIL EMBARGO

<u>PTR STATION</u>	<u>PERCENT INCREASE</u>
1029	24
2069	2
3069	1
3109	3
4049	7
4069	.2
4109	4
5089	6
5189	2
8129	2
8169	.1
8229	4

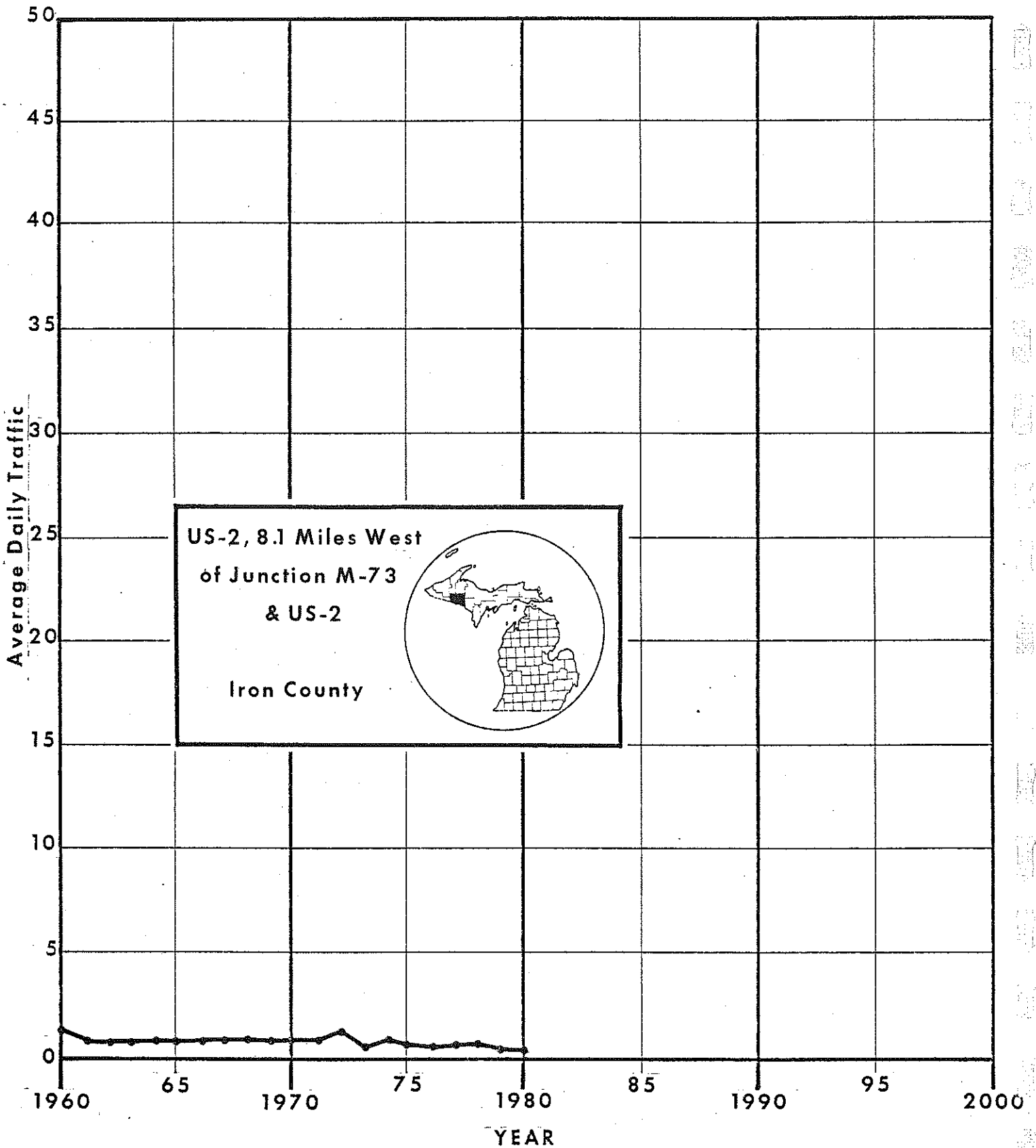
PTR STATIONS SHOWING SLIGHT INCREASES

1973-74 OIL EMBARGO



AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 1209



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #1209 Dir E-W Bd.

Location Iron River Route US-2, 8.1 mi. W. of Jct. M-73 & US-2

County Iron Twp or City Iron River Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	1037	16.9	175
1961	923	15.6	144
1962	904	16.5	149
1963	908	16.5	150
1964	960	16.1	155
1965	924	17.3	160
1966	929	17.2	160
1967	946	17.1	169
1968	981	18.7	183
1969	957	17.6	168
1970	972	17.6	171
1971	989	19.8	196
1972	1020	18.1	185
1973	794	18.4	146
1974	987	18.9	149
1975	844	20.1	170
1976	759	18.3	139
1977	828	18.8	156
1978	882	18.1	160
1979	709	15.2	108
1980	725	17.0	123
1981			
1982			
1983			
1984			
1985			
1986			
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1989			
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2000			

REMARKS: _____

DATE INSTALLED: August 1956

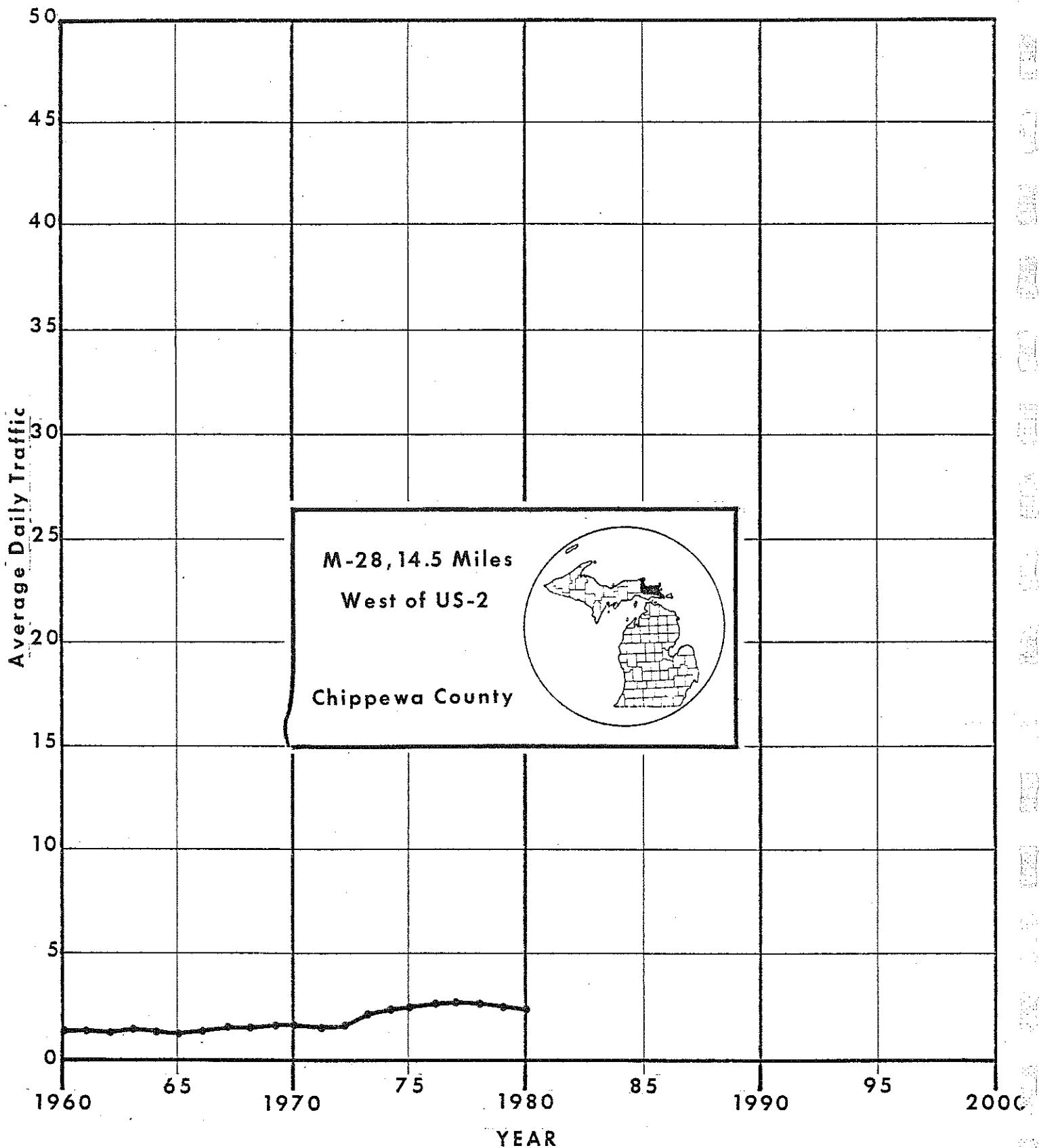
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AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 2069



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 2069 Dir N-S Bd.

Location Raco Route M-28, 14.5 mi. W. of US-2
 County Chippewa Twp or City Superior Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	1182	22.3	263
1961	1180	20.5	242
1962	1132	20.1	227
1963	1190	22.1	263
1964	1151	22.2	256
1965	1066	23.6	252
1966	1158	20.8	241
1967	1224	20.5	251
1968	1221	21.0	256
1969	1292	21.4	276
1970	1353	20.8	281
1971	1299	20.2	263
1972	1343	19.7	265
1973	2022	13.4	270
1974	2063	15.0	309
1975	2296	15.1	346
1976	2537	14.5	367
1977	2684	14.5	390
1978	2603	15.2	395
1979	2314	13.1	304
1980	2175	14.9	323
1981			
1982			
1983			
1984			
1985			
1986			
1987			
1988			
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1990			
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1993			
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1999			
2000			

REMARKS: _____

DATE INSTALLED: August 1955

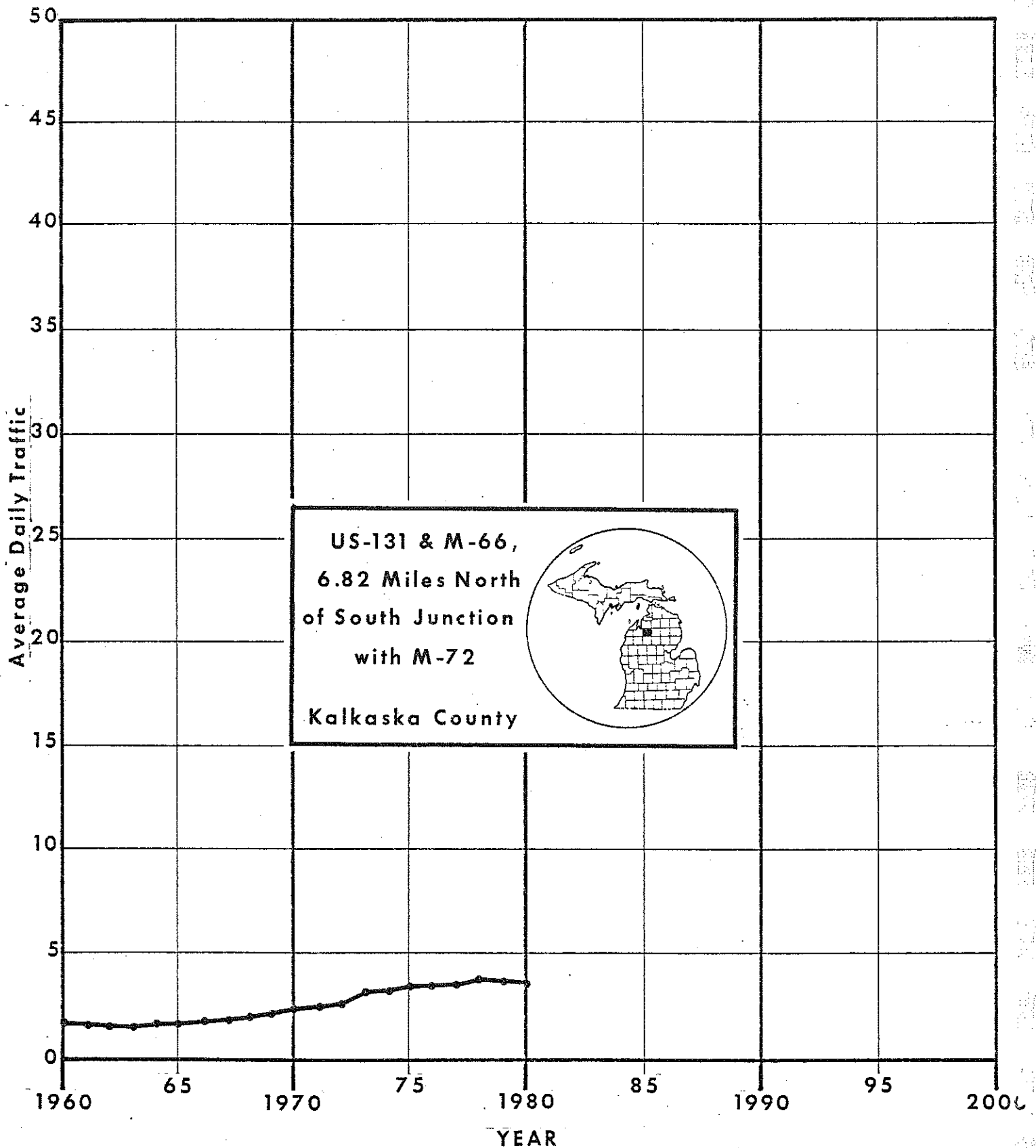
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AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 3069



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 3069 Dir N-S Bd.

Location Kalkaska Route US-131 & M-66, 6.82 mi. N or S Jct w/M-72
 County Kalkaska Twp or City Rapid River Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	1682	20.3	342
1961	1614	21.0	339
1962	1607	18.6	299
1963	1585	17.4	275
1964	1648	16.3	268
1965	1691	16.7	283
1966	1816	16.5	300
1967	1893	15.4	291
1968	1999	15.5	310
1969	2071	15.4	319
1970	2261	14.9	338
1971	2404	15.0	360
1972	2731	15.2	416
1973	3216	12.7	409
1974	3258	13.5	439
1975	3501	13.2	461
1976	3530	13.6	479
1977	3681		
1978	3999	13.0	519
1979	3880	12.8	497
1980	3751	13.1	493
1981			
1982			
1983			
1984			
1985			
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2000			

REMARKS: _____
 Renumbered from 636 to
3059 - January 1, 1956

DATE INSTALLED: August 1955

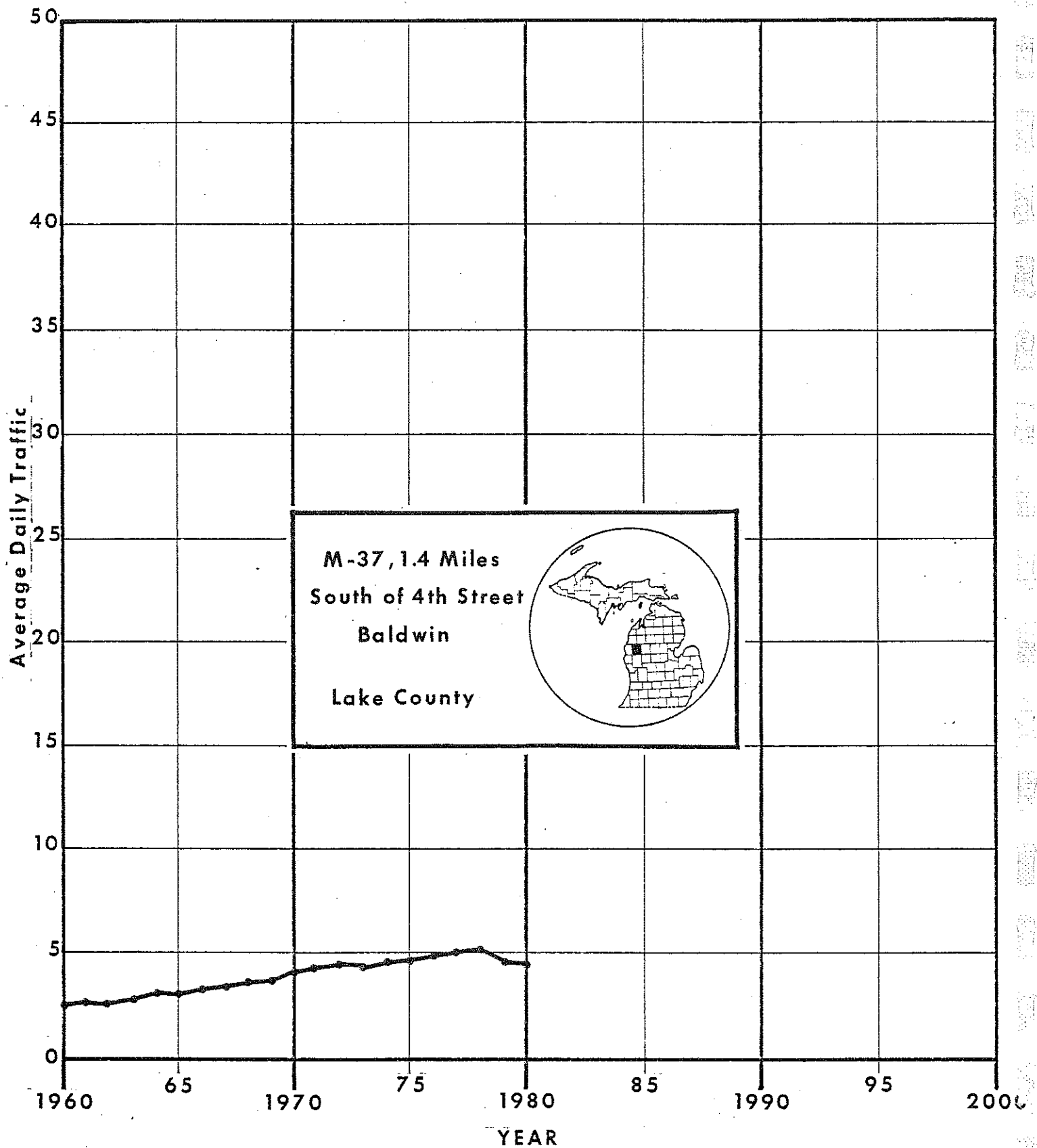
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DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 3109



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 3109 Dir N-S Bd.

Location Baldwin Route M-37, 1.4 mi. S. of 4th St., Baldwin

County Lake Twp or City Pleasant Plains Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	2529	21.2	537
1961	2744	19.9	546
1962	2722	20.5	559
1963	2932	21.7	636
1964	3117	21.4	668
1965	3065	22.6	693
1966	3287	21.3	699
1967	3407	20.7	705
1968	3703	20.1	746
1969	3821	19.5	744
1970	4101	19.3	793
1971	4297	17.9	768
1972	4589	17.4	798
1973	4499	16.4	738
1974	4603	18.0	830
1975	4769	20.3	967
1976	4995	19.1	956
1977	5021	19.1	958
1978	5083	18.7	952
1979	4737	19.3	913
1980	4631	19.3	895
1981			
1982			
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2000			

REMARKS: _____

DATE INSTALLED: 9/58

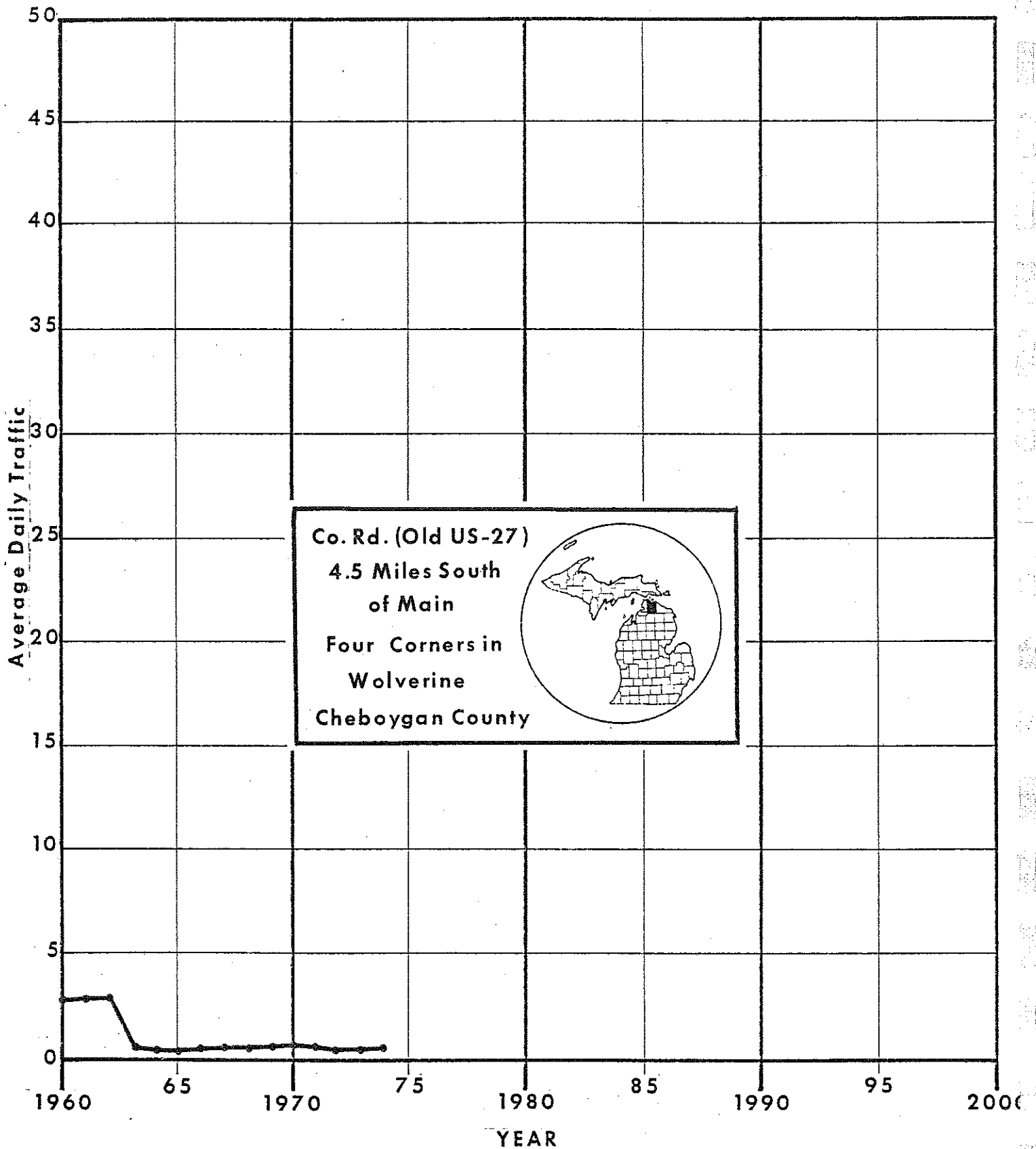
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DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 4049



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #4049 Dir N-S Bd.

Co. Road (Old US-27) 4.5 mi. S. of

Location Wolverine Route Main Four Corners in Wolverine

County Cheboygan Twp or City Wilmet Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	720	28.8	207
1950	1607	24.1	387
1955	2202	21.1	464
1960	2690	24.7	665
1961	2826	23.6	667
1962	2915	30.2	881
1963	495	21.8	108
1964	467	21.1	98
1965	465	21.7	101
1966	521	19.8	103
1967	582	21.8	127
1968	580	17.1	99
1969	653	15.3	100
1970	646	18.4	119
1971	634	18.6	118
1972	508	18.1	92
1973	594	16.3	97
1974	635	15.7	100
1975			
1976			
1977			
1978			
1979			
1980			
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REMARKS: _____

Renumbered from 615 to

4039 - January 1, 1956

DATE INSTALLED: 8/41

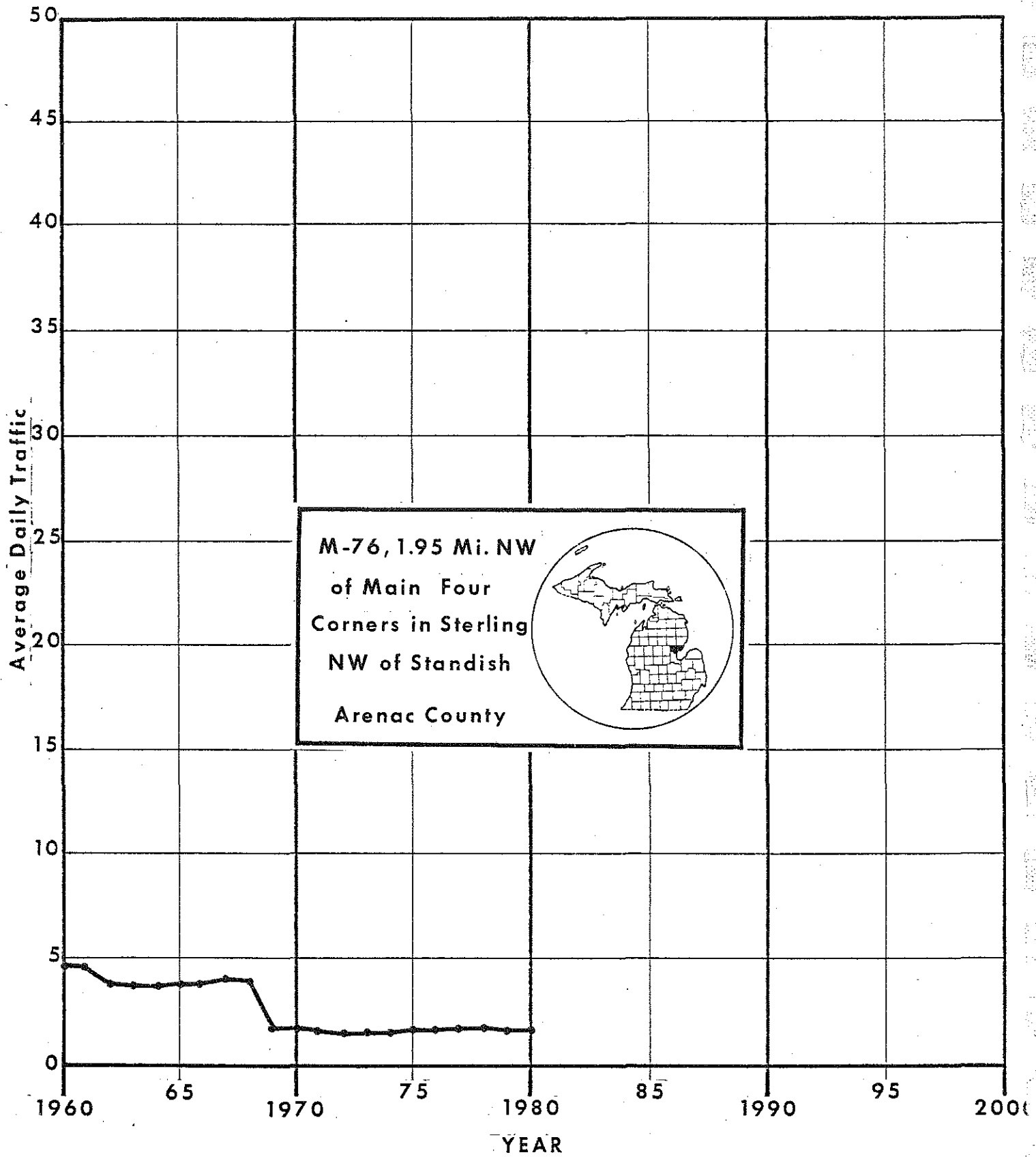
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CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 4069



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 4069 Dir SE ^{NW} Bd.

Location Sterling Route M-76, 1.95 mi. NW of Main Four Corners
in Sterling NW of Standish

County Arenac Twp or City Adams Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	<u>4511</u>	<u>23.8</u>	<u>1074</u>
1961	<u>4518</u>	<u>23.1</u>	<u>1043</u>
1962	<u>3583</u>	<u>26.4</u>	<u>946</u>
1963	<u>3436</u>	<u>25.4</u>	<u>873</u>
1964	<u>3486</u>	<u>25.3</u>	<u>881</u>
1965	<u>3635</u>	<u>28.9</u>	<u>1049</u>
1966	<u>3636</u>	<u>26.0</u>	<u>945</u>
1967	<u>3928</u>	<u>24.3</u>	<u>954</u>
1968	<u>3874</u>	<u>22.6</u>	<u>877</u>
1969	<u>1427</u>	<u>22.0</u>	<u>314</u>
1970	<u>1440</u>	<u>20.1</u>	<u>289</u>
1971	<u>1325</u>	<u>22.4</u>	<u>297</u>
1972	<u>1371</u>	<u>20.2</u>	<u>277</u>
1973	<u>1368</u>	<u>18.1</u>	<u>247</u>
1974	<u>1371</u>	<u>19.4</u>	<u>266</u>
1975	<u>1446</u>	<u>22.9</u>	<u>331</u>
1976	<u>1438</u>	<u>20.8</u>	<u>299</u>
1977	<u>1503</u>	<u>24.6</u>	<u>369</u>
1978	<u>1544</u>	<u>22.5</u>	<u>348</u>
1979	<u>1442</u>	<u>20.7</u>	<u>299</u>
1980	<u>1467</u>	<u>22.6</u>	<u>332</u>
1981			
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REMARKS: _____

Renumbered from 637 to

4059 - January 1, 1956

DATE INSTALLED: 8/55

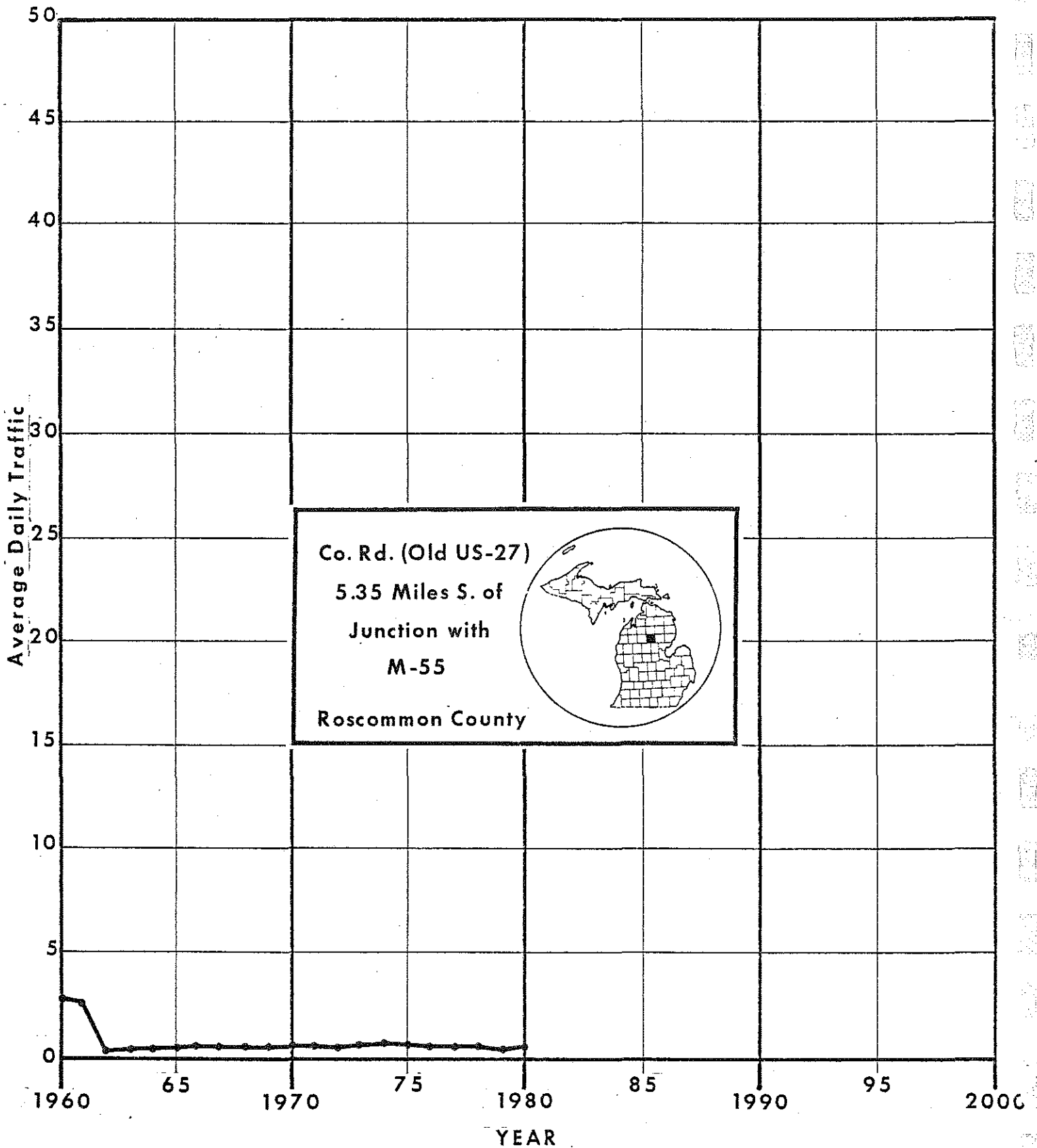
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 4109



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 4109 Dir N-S Bd.

Location Houghton Lake Route Co.Rd. (Old US-27) 5.35 mi. S of Jct. w/M-55

County Roscommon Twp or City Roscommon Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	2874	25.1	722
1961	2588	26.8	694
1962	368	30.4	112
1963	405	32.3	131
1964	419	31.5	132
1965	455	34.1	155
1966	516	30.6	158
1967	519	28.9	150
1968	533	30.2	161
1969	540	28.1	152
1970	562	25.4	143
1971	563	26.6	150
1972	559	26.1	146
1973	580	23.4	136
1974	602	27.2	164
1975	573	23.6	135
1976	563	25.4	143
1977	566	26.3	149
1978	577	25.5	147
1979	526	23.6	124
1980	564	25.4	143
1981			
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REMARKS: _____

DATE INSTALLED: June 1956

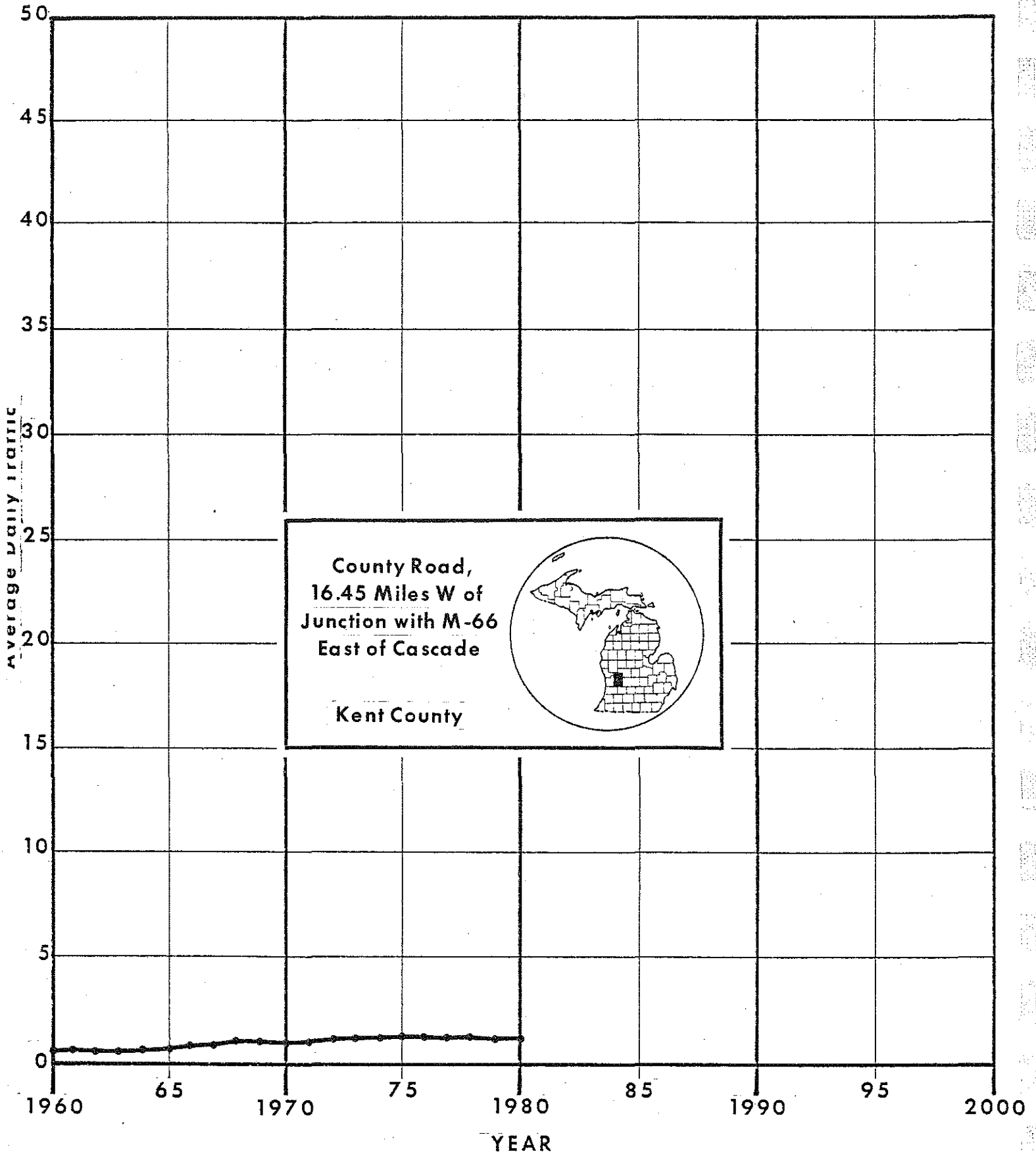
DATE REMOVED: _____

CONVERTED TO: _____


DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5089



County Road,
16.45 Miles W of
Junction with M-66
East of Cascade



Kent County

30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 5089 Dir E-W Bd.

Location Cascade Route Co. Rd., 16.45 mi. W of Jct. with M-66 East of Cascade

County Kent Twp or City Lowell Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	2467	13.3	327
1950	5282	11.9	626
1955	5053	12.1	609
1960*	669	13.8	92
1961	773	12.8	99
1962	707	14.7	104
1963	761	13.8	105
1964	826	13.3	110
1965	865	13.2	114
1966	973	12.7	124
1967	972	12.2	119
1968	1058	11.7	124
1969	1051	12.4	131
1970	1017	12.2	124
1971	1035	12.6	130
1972	1086	12.4	135
1973	1150	11.4	131
1974	1220	12.8	156
1975	1275	12.3	157
1976	1321	13.1	173
1977	1396	12.8	178
1978	1414	12.4	175
1979	1298	12.5	162
1980	1325	12.2	161
1981			
1982			
1983			
1984			
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REMARKS: _____

Renumbered from 609 to

507 - January 1, 1956

* Expressway opened.

DATE INSTALLED: July 1941

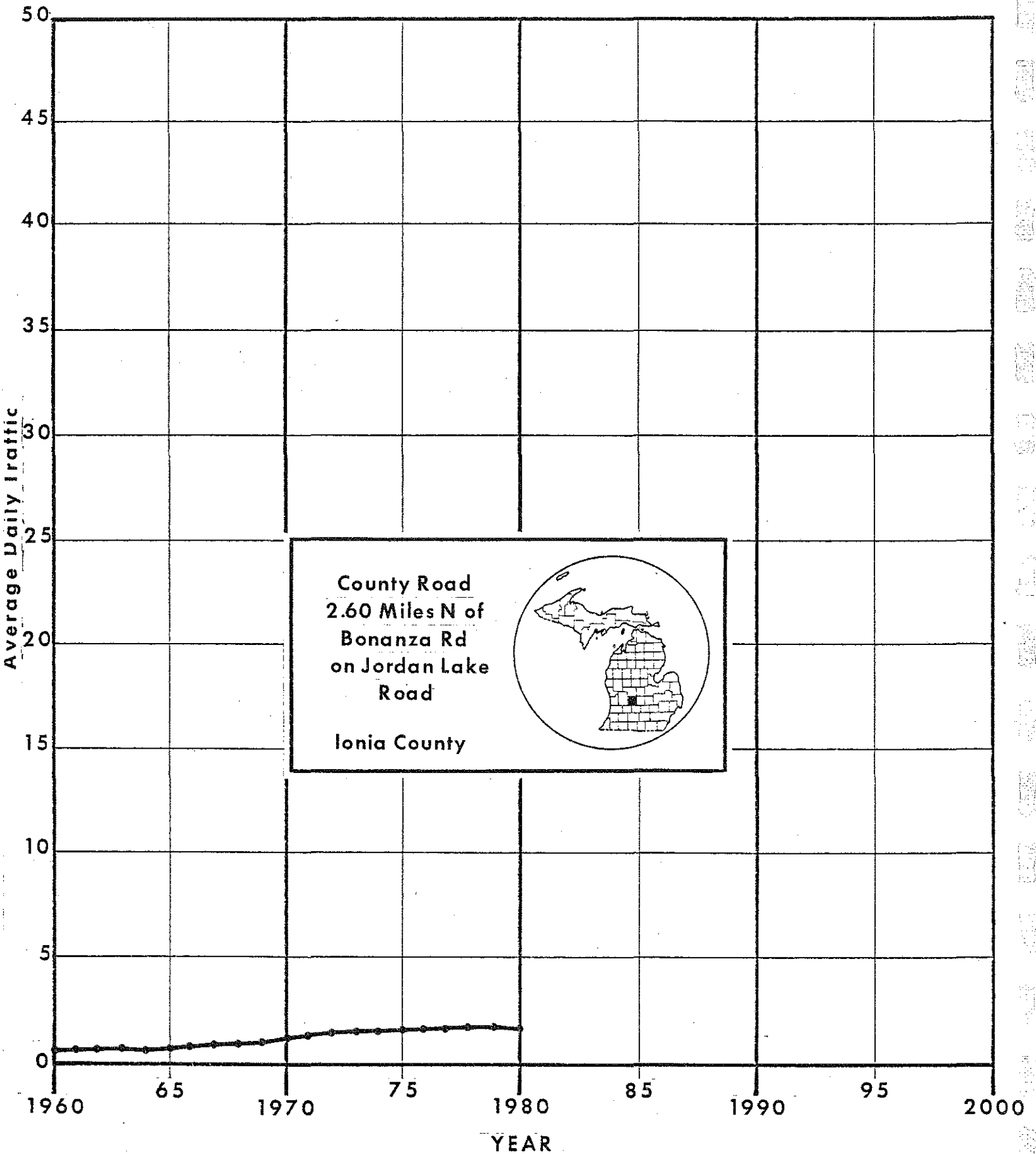
DATE REMOVED: _____

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DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5189



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 5189 Dir N-S Bd.

Location Lake Odessa Route Co. Rd., 2.60 mi. N. of Bonanza Road on Jordan Lake Road
 County Ionia Twp or City Odessa Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	710	15.2	108
1961	778	14.0	109
1962	796	14.8	118
1963	827	13.8	114
1964	805	13.4	108
1965	863	13.2	114
1966	893	12.0	107
1967	911	13.2	120
1968	936	12.5	117
1969	982	12.1	119
1970	1057	11.8	125
1971	1141	11.0	125
1972	1282	11.5	147
1973	1414	10.8	153
1974	1436	11.0	158
1975	1494	11.1	166
1976	1549	11.2	174
1977	1594	11.0	175
1978	1684	11.3	190
1979	1697	11.1	189
1980	1630	11.2	182
1981			
1982			
1983			
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REMARKS: _____

DATE INSTALLED: July 1958

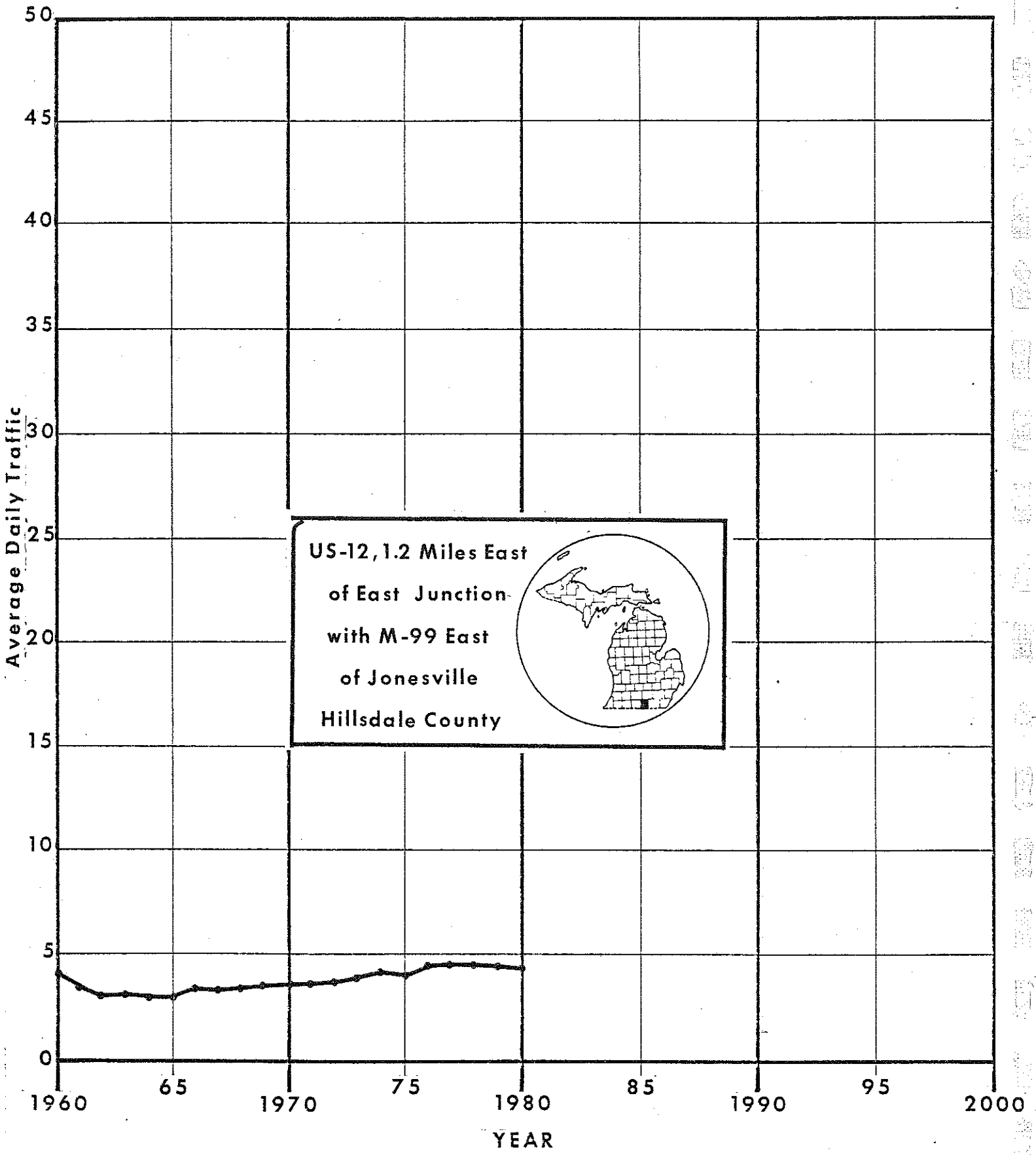
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 8129



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 8129 Dir E-W Bd.

Location Jonesville Route US-12, 1.2 mi. E. of E. Jct. with M-99 E. of Jonesville
 County Hillsdale Twp or City Fayette Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	2362	12.4	292
1950	4309	10.6	456
1955	4454	10.4	465
1960	3957	10.0	397
1961	3106	10.4	324
1962	2838	10.3	293
1963	2971	10.2	302
1964	2810	10.6	297
1965	2889	9.9	285
1966	3125	9.5	298
1967	3033	9.7	294
1968	3144	9.7	305
1969	3320	9.3	309
1970	3465	9.6	332
1971	3551	9.5	337
1972	3634	9.5	347
1973	3940	10.3	407
1974	4025	10.0	404
1975	3966	9.2	365
1976	4403	9.6	423
1977	4437	9.4	415
1978	4444	10.4	462
1979	4364	9.7	423
1980	4281	9.5	406
1981			
1982			
1983			
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REMARKS: _____

Renumbered from 601 to
8119 - January 1, 1956

DATE INSTALLED: Aug. 1941

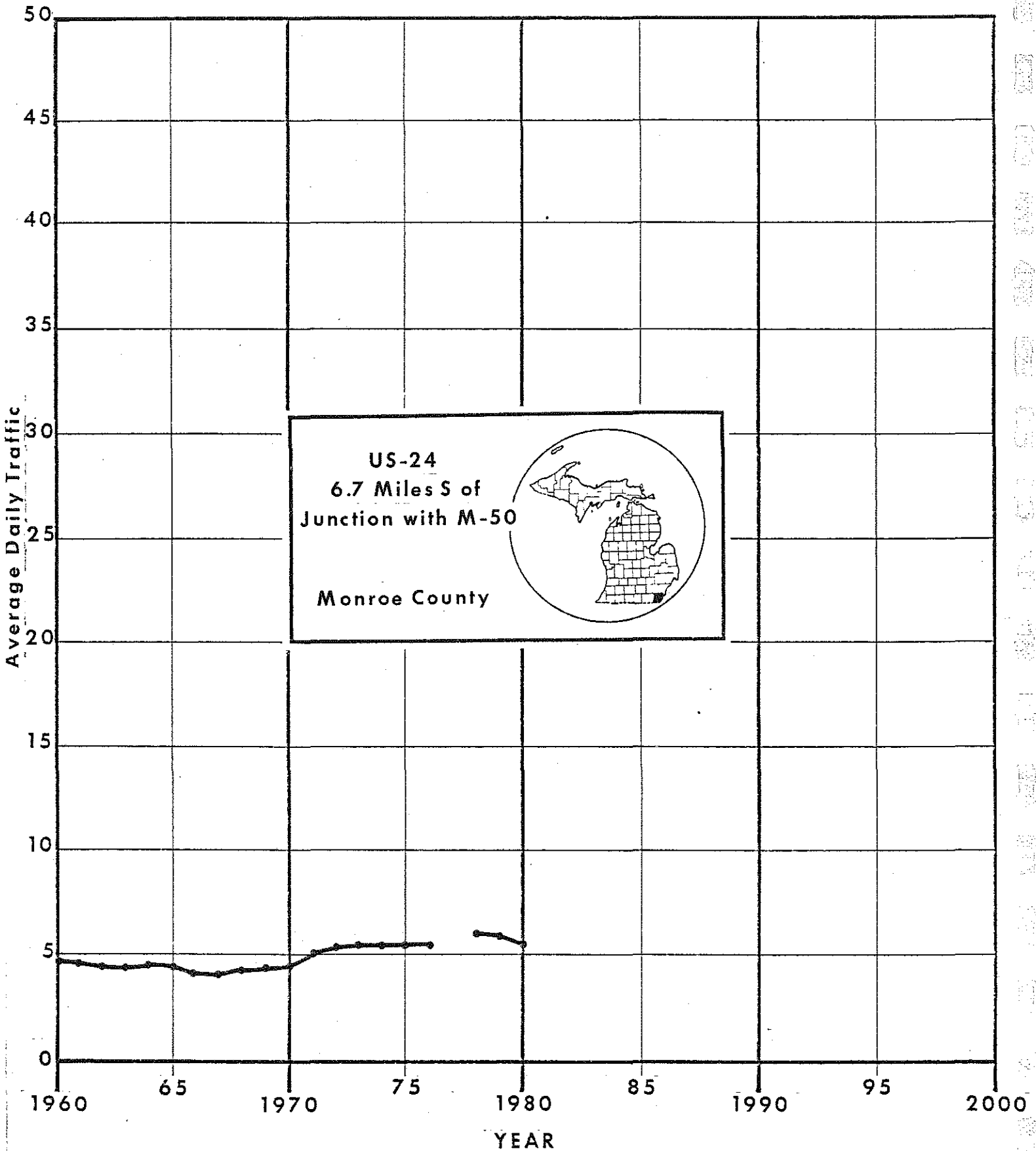
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CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 8169



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 8169 Dir N-S Bd.

Location Erie Route US-24, 6.7 mi. S. of Jct. with M-50

County Monroe Twp or City LaSalle Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955	12838	9.7	1246
1960	4862	10.7	519
1961	4761	11.0	526
1962	4441	10.9	484
1963	4308	10.7	461
1964	4581	11.2	512
1965	4413	10.1	445
1966	4093	11.6	473
1967	4074	9.4	384
1968	4223	9.4	395
1969	4485	9.4	422
1970	4591	9.4	430
1971	5023	9.3	468
1972	5395	9.3	504
1973	5590	9.6	535
1974	5598	9.3	520
1975	5541	9.5	528
1976	5613	9.9	553
1977			
1978	6141	9.4	579
1979	6067	9.4	573
1980	5720	9.5	546
1981			
1982			
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2000			

REMARKS: _____

Renumbered from 628 & 629

to 8169 - January 1, 1956.

US-24A opened December 1956.

No data - 1977

DATE INSTALLED: July 1951

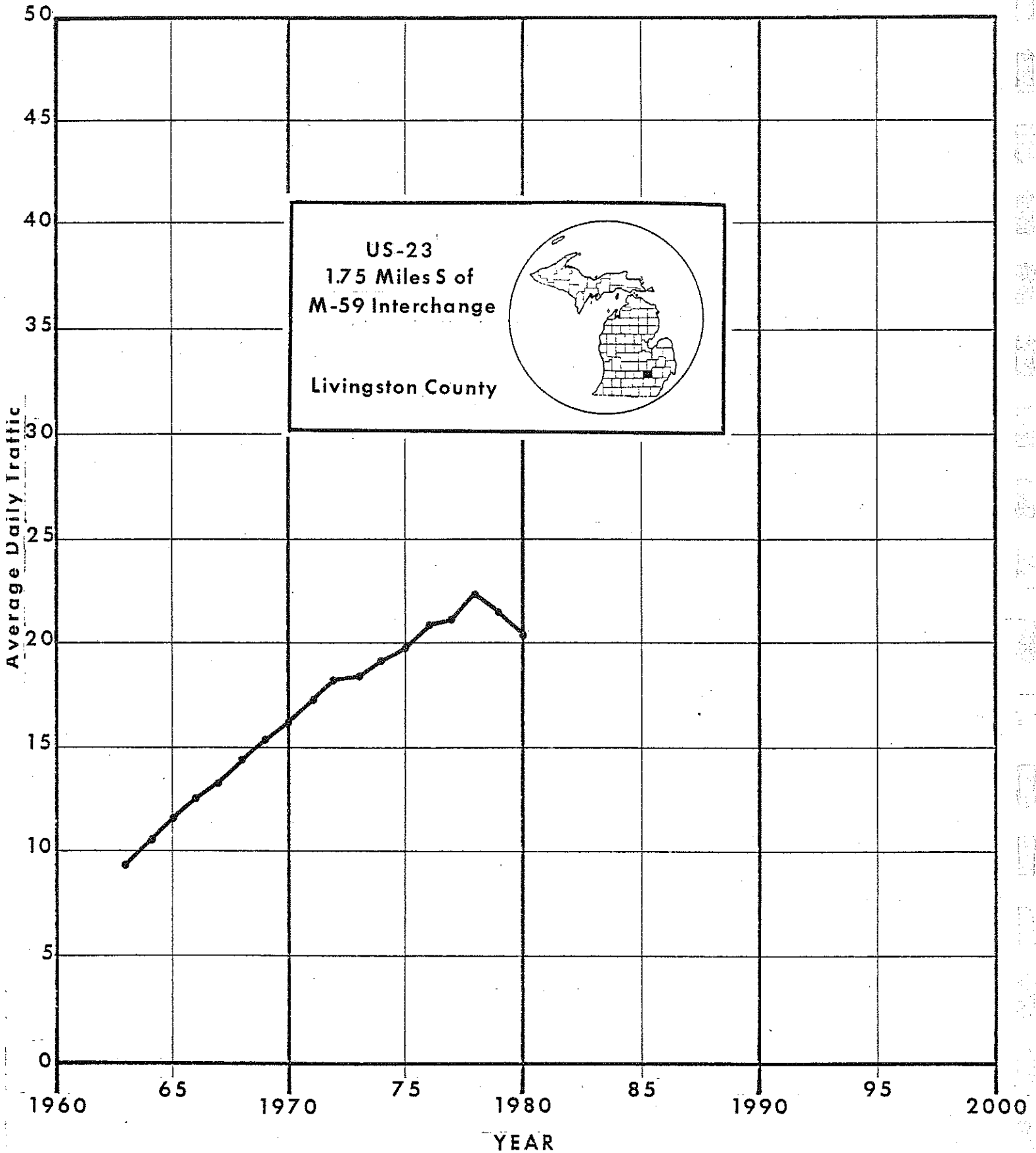
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 8229



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 8229 Dir N-S Bd.

Location Brighton Route US-23, 1.75 mi. S. of M-59 Interchange

County Livingston Twp or City _____ Hwy System _____

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936	_____	_____	_____
1940	_____	_____	_____
1945	_____	_____	_____
1950	_____	_____	_____
1955	_____	_____	_____
1960	_____	_____	_____
1961	_____	_____	_____
1962	_____	_____	_____
1963	<u>9483</u>	<u>14.9</u>	<u>1416</u>
1964	<u>10496</u>	<u>14.3</u>	<u>1501</u>
1965	<u>11862</u>	<u>13.7</u>	<u>1628</u>
1966	<u>12639</u>	<u>13.8</u>	<u>1738</u>
1967	<u>13143</u>	<u>13.5</u>	<u>1771</u>
1968	<u>14375</u>	<u>13.5</u>	<u>1942</u>
1969	<u>15480</u>	<u>12.9</u>	<u>2000</u>
1970	<u>16066</u>	<u>12.9</u>	<u>2068</u>
1971	<u>17468</u>	<u>12.6</u>	<u>2196</u>
1972	<u>18229</u>	<u>12.3</u>	<u>2250</u>
1973	<u>18426</u>	<u>11.0</u>	<u>2019</u>
1974	<u>19229</u>	<u>12.4</u>	<u>2392</u>
1975	<u>19899</u>	<u>12.5</u>	<u>2481</u>
1976	<u>21017</u>	<u>12.2</u>	<u>2565</u>
1977	<u>21378</u>	<u>11.7</u>	<u>2719</u>
1978	<u>22593</u>	<u>12.5</u>	<u>2822</u>
1979	<u>21799</u>	<u>13.0</u>	<u>2833</u>
1980	<u>20583</u>	<u>13.2</u>	<u>2726</u>
1981	_____	_____	_____
1982	_____	_____	_____
1983	_____	_____	_____
1984	_____	_____	_____
1985	_____	_____	_____
1986	_____	_____	_____
1987	_____	_____	_____
1988	_____	_____	_____
1989	_____	_____	_____
1990	_____	_____	_____
1991	_____	_____	_____
1992	_____	_____	_____
1993	_____	_____	_____
1994	_____	_____	_____
1995	_____	_____	_____
1996	_____	_____	_____
1997	_____	_____	_____
1998	_____	_____	_____
1999	_____	_____	_____
2000	_____	_____	_____

REMARKS: _____

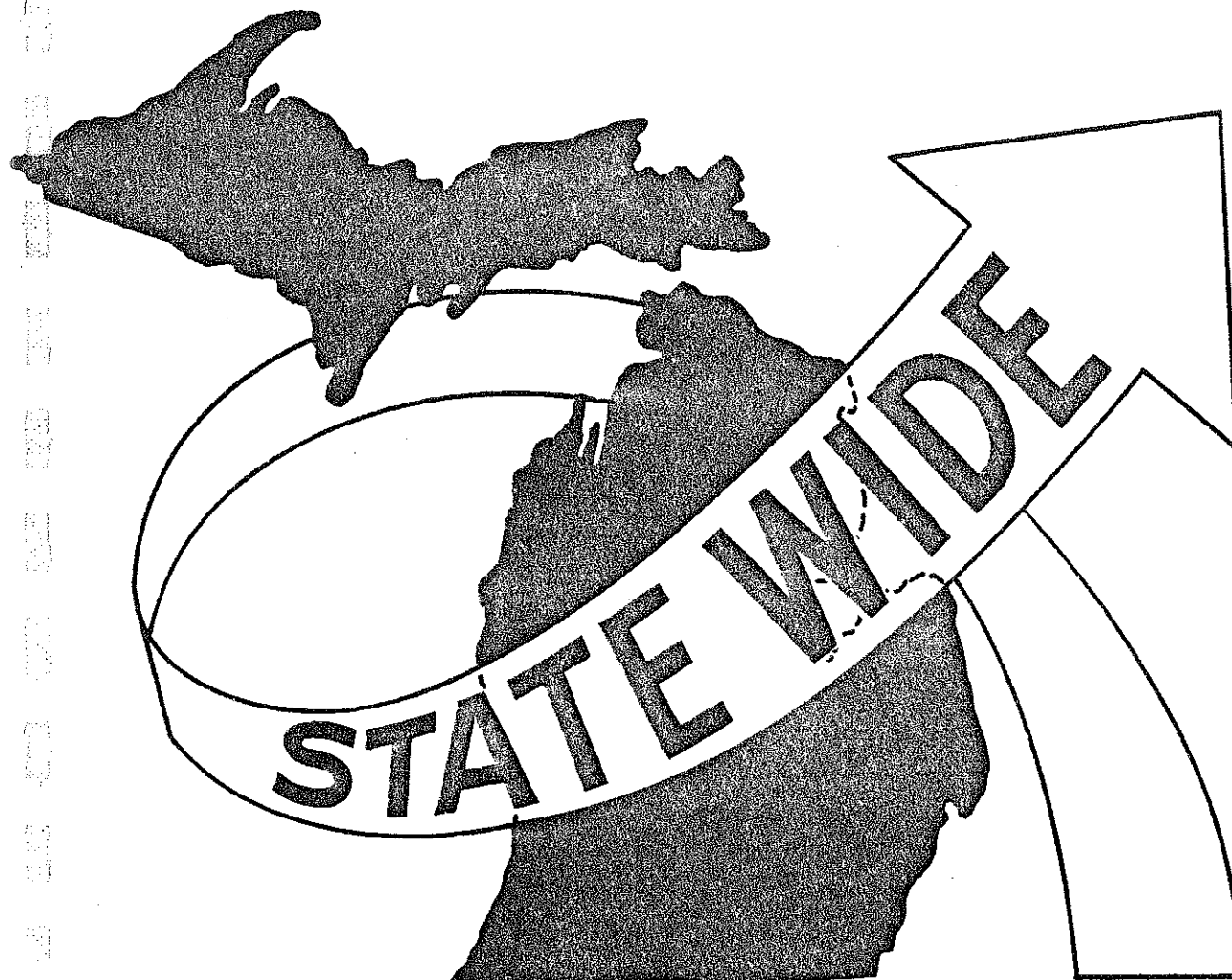
DATE INSTALLED: Aug. 1962

DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

PTR STATIONS SHOWING SLIGHT DECREASES



PTR STATIONS SHOWING SLIGHT DECREASES

1973-74 OIL EMBARGO

<u>PTR STATION</u>	<u>PERCENT DECREASE</u>
2029	3
2049	5
4029	3
4089	4
5109	4
5149	1
5229	5
6049	5
6089	4
7049	5
7089	1
7129	2
8049	.02
8109	4
8189	5

PTR STATIONS SHOWING SLIGHT DECREASES

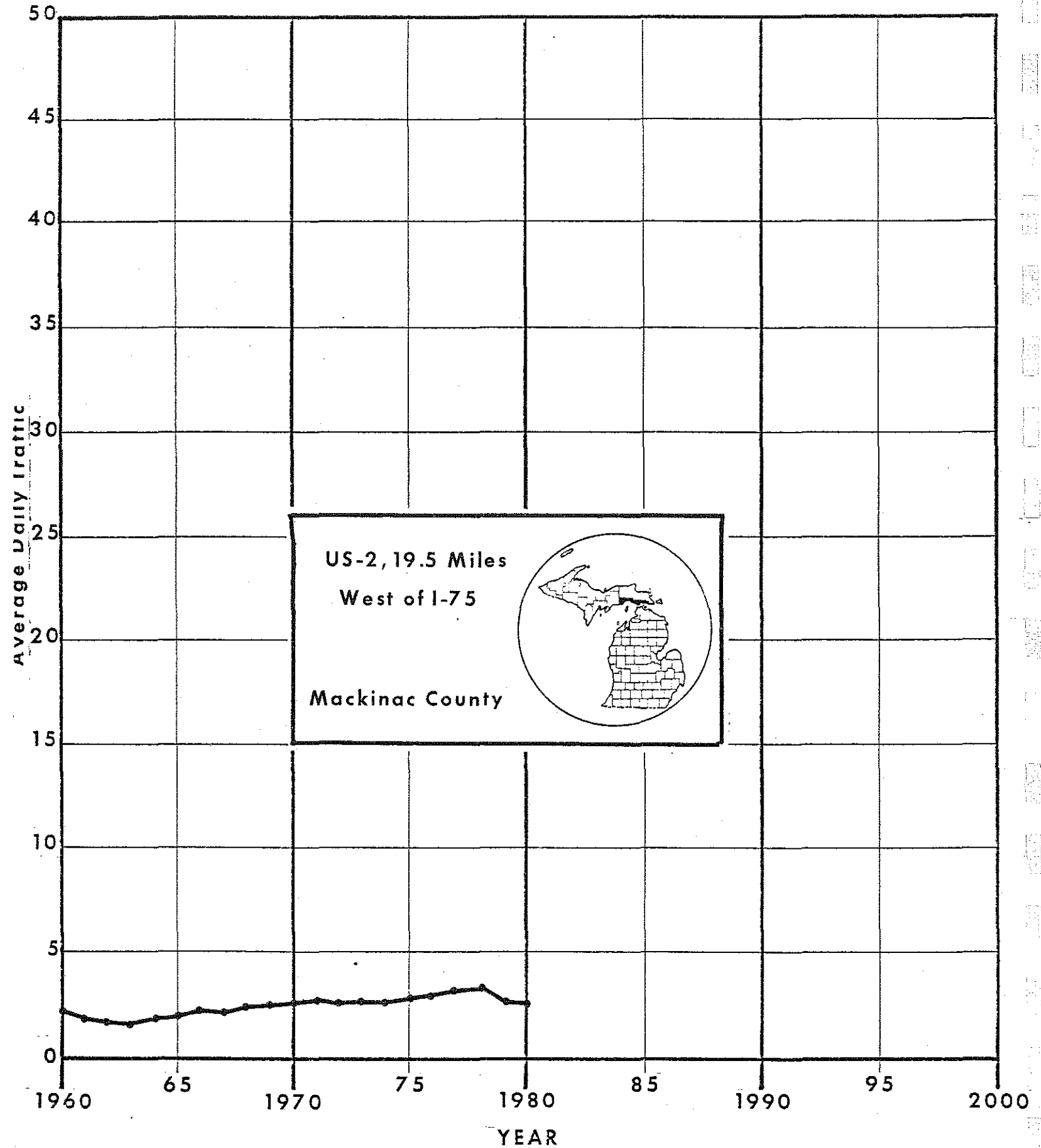
1973-74 OIL EMBARGO



- STATE TRUNKLINE
- NON-TRUNKLINE (COUNTY ROAD)

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 2029



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 2029Dir E-W Bd.

Location Brevort Route US-2, 19.5 mi. W. of I-75
 County Mackinac Twp or City Moran Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	616	27.1	167
1950	1647	19.8	326
1955	1764	20.1	354
1960	2035	25.2	513
1961	1913	24.8	474
1962	1877	25.9	486
1963	1848	25.9	478
1964	1907	26.1	497
1965	1991	26.2	522
1966	2117	25.2	534
1967	2079	26.3	546
1968	2259	23.6	534
1969	2417	23.7	573
1970	2521	24.8	626
1971	2700	24.3	655
1972	2632	23.9	629
1973	2715	22.9	623
1974	2632	23.8	627
1975	2816	22.5	634
1976	2914	22.6	659
1977	3011	21.8	656
1978	3114	22.4	696
1979	2682	21.4	573
1980	2646	22.1	585
1981			
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REMARKS: _____

Renumbered from 616 to

2019 - January 1, 1956.

Station was only operated

the last five months of 1954.

DATE INSTALLED: July 1954

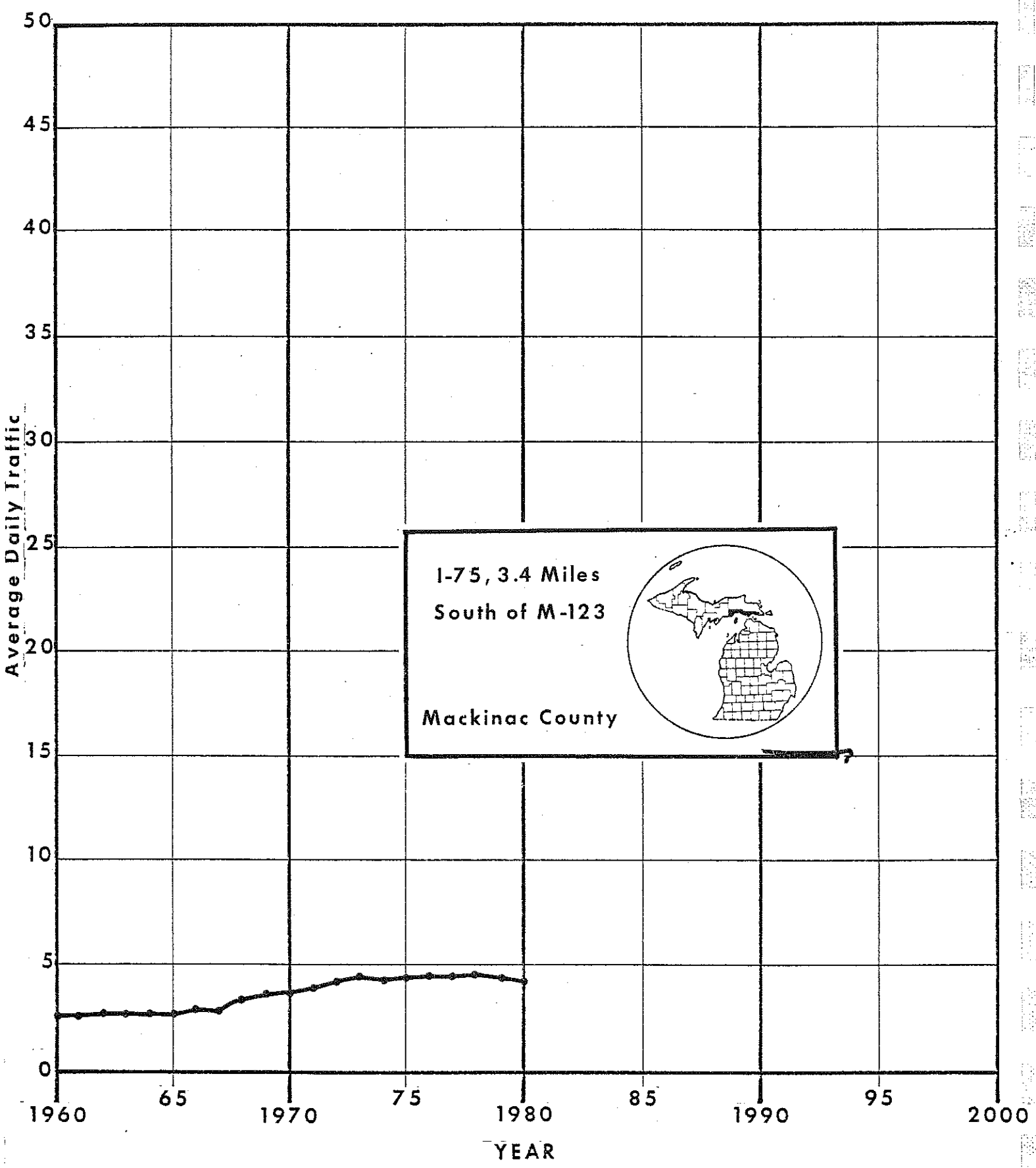
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 2049



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 2049 Dir N-S Bd.

Location St. Ignace Route I-75, 3.4 mi. S. of M-123

County Mackinac Twp or City St. Ignace Hwy System 01 IR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955	2300	17.7	407
1960	2436	22.2	541
1961	2444	21.1	515
1962	2736	21.2	581
1963	2685	24.0	645
1964	2650	24.8	656
1965	2763	23.5	650
1966	2921	23.9	697
1967	2897	22.7	658
1968	3142	22.6	711
1969	3503	22.9	802
1970	3659	22.1	810
1971	3933	22.0	866
1972	4093	21.3	873
1973	4365	20.3	884
1974	4176	21.3	891
1975	4384	20.8	914
1976	4403	20.0	882
1977	4474	20.3	909
1978	4635	21.9	1014
1979	4214	20.0	843
1980	4177	20.4	851
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REMARKS: _____

Renumbered from 631 to 203

- January 1, 1956.

Changed to Directional

2/4/58 and numbered 2049.

DATE INSTALLED: July 1954

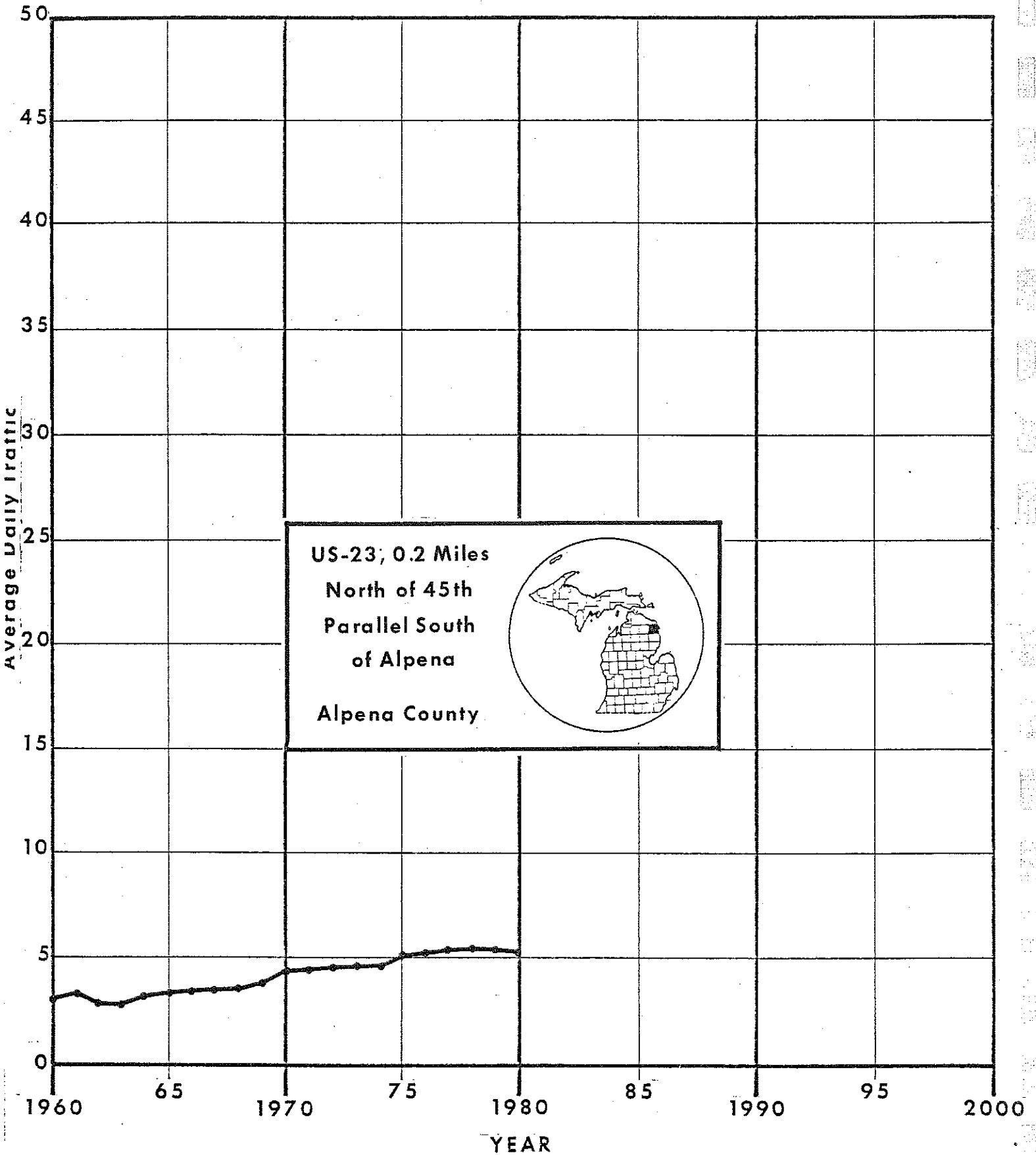
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 4029



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 4029 Dir N-S Bd.

Location Alpena Route US-23, 0.2 mi. N. of
45th Parallel S. of Alpena

County Alpena Twp or City Alpena Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	880	20.9	184
1950	1829	15.9	290
1955	2608	14.4	376
1960	2957	13.6	401
1961	3024	13.2	400
1962	2872	12.4	356
1963	2855	12.6	359
1964	3008	11.9	359
1965	3118	11.8	369
1966	3294	11.3	372
1967	3374	11.5	389
1968	3565	11.9	423
1969	3907	13.1	513
1970	4229	11.3	478
1971	4448	11.7	519
1972	4770	10.9	518
1973	4884	11.0	537
1974	4831	11.3	548
1975	5018	10.9	546
1976	5216	11.2	584
1977	5435	11.2	608
1978	5463	10.9	596
1979	5361	10.7	571
1980	5121	11.1	567
1981			
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REMARKS: _____

Renumbered from 614 to
4019 - January 1, 1956.

DATE INSTALLED: Aug. 1941

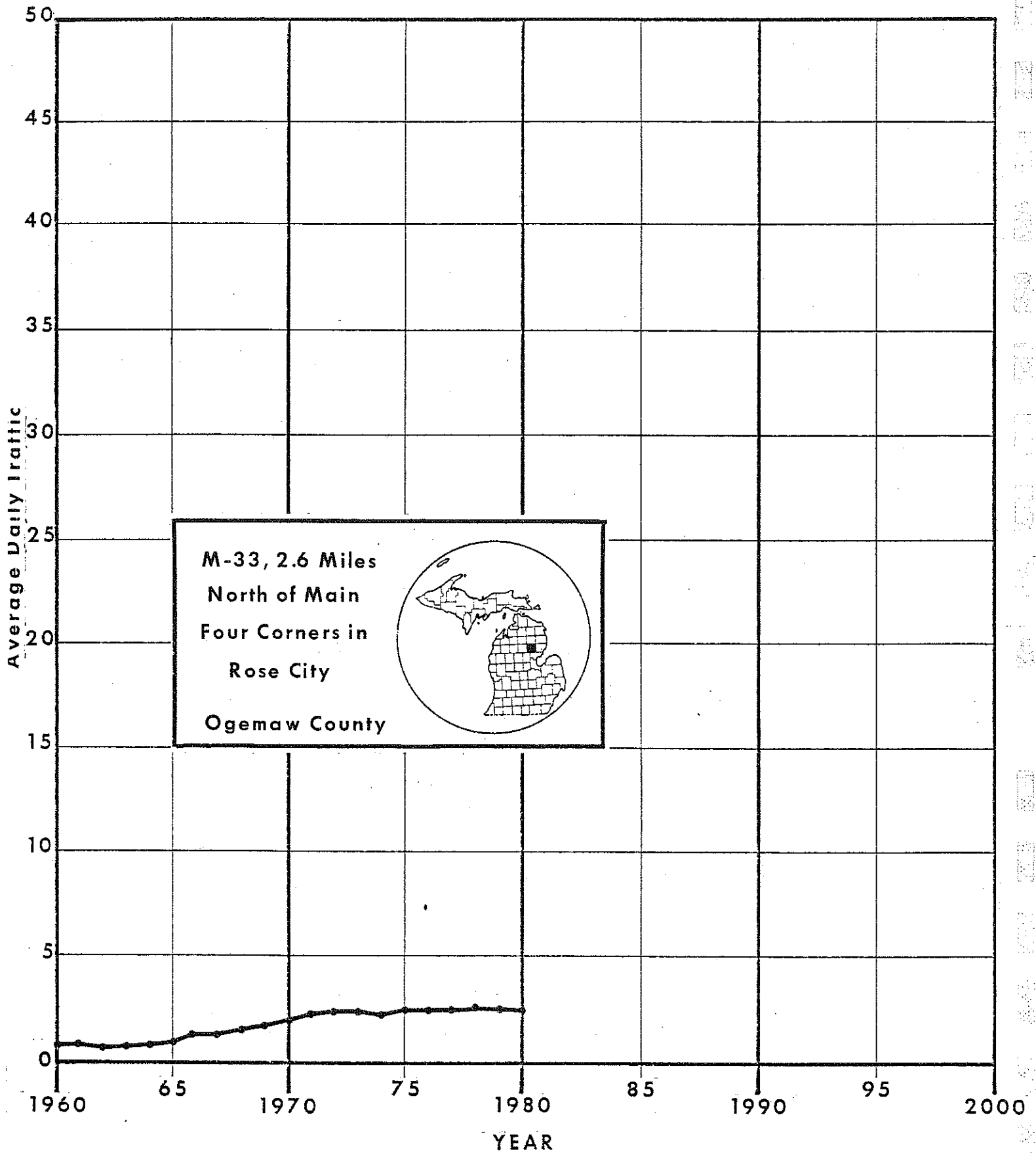
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 4089



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 4089 Dir N-S Bd.

Location Rose City Route M-33, 2.6 mi. N. of Main Four Corners in Rose City

County Ogemaw Twp or City Rose Hwy System 05 FSR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	1785	29.2	521
1961	1826	27.5	502
1962	1689	29.2	494
1963	1760	30.6	538
1964	1869	28.9	541
1965	1939	31.0	601
1966	2041	27.6	564
1967	2035	24.4	497
1968	2219	25.7	571
1969	2630	24.6	647
1970	2952	22.9	676
1971	3070	22.3	685
1972	3191	21.2	675
1973	3171	20.8	658
1974	3077	21.3	655
1975	3241	23.0	744
1976	3283	22.8	748
1977	3359	21.5	721
1978	3512	21.6	758
1979	3312	21.7	720
1980	3213	23.3	749
1981			
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REMARKS: _____

DATE INSTALLED: June 1956

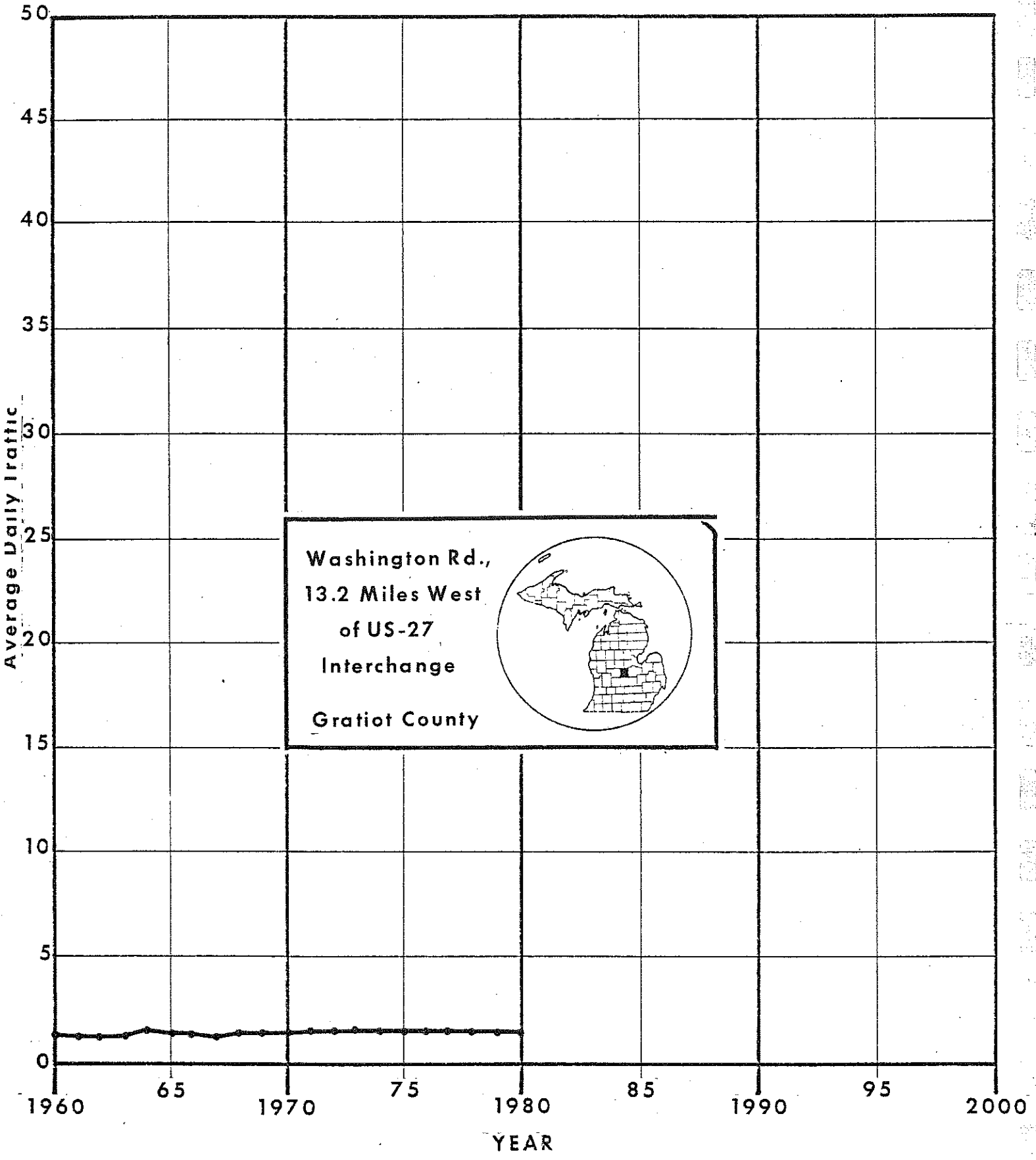
DATE REMOVED: _____

CONVERTED TO: _____


DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5109



Washington Rd.,
13.2 Miles West
of US-27
Interchange
Gratiot County



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 5109 Dir E-W Bd.

Location Ithaca Route Washington Road,
13.2 mi. W. of US-27 Interchange

County Gratiot Twp or City New Haven Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	336	18.2	61
1950	471	19.3	91
1955	947	19.5	185
1960	1154	21.4	247
1961	1074	17.9	192
1962	1054	16.8	177
1963	1074	15.6	168
1964	1257	17.4	219
1965	1117	16.7	186
1966	1107	14.6	162
1967	1087	14.2	154
1968	1217	13.6	165
1969	1188	13.7	163
1970	1210	12.6	152
1971	1308	12.9	169
1972	1358	12.7	172
1973	1404	11.5	161
1974	1348	11.9	161
1975	1365	12.5	170
1976	1433	12.1	173
1977	1429	12.7	182
1978	1459	12.3	180
1979	1371	12.3	168
1980	1388	11.8	164
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REMARKS: _____

Renumbered from 612 to

509 - January 1, 1956.

DATE INSTALLED: Oct. 1941

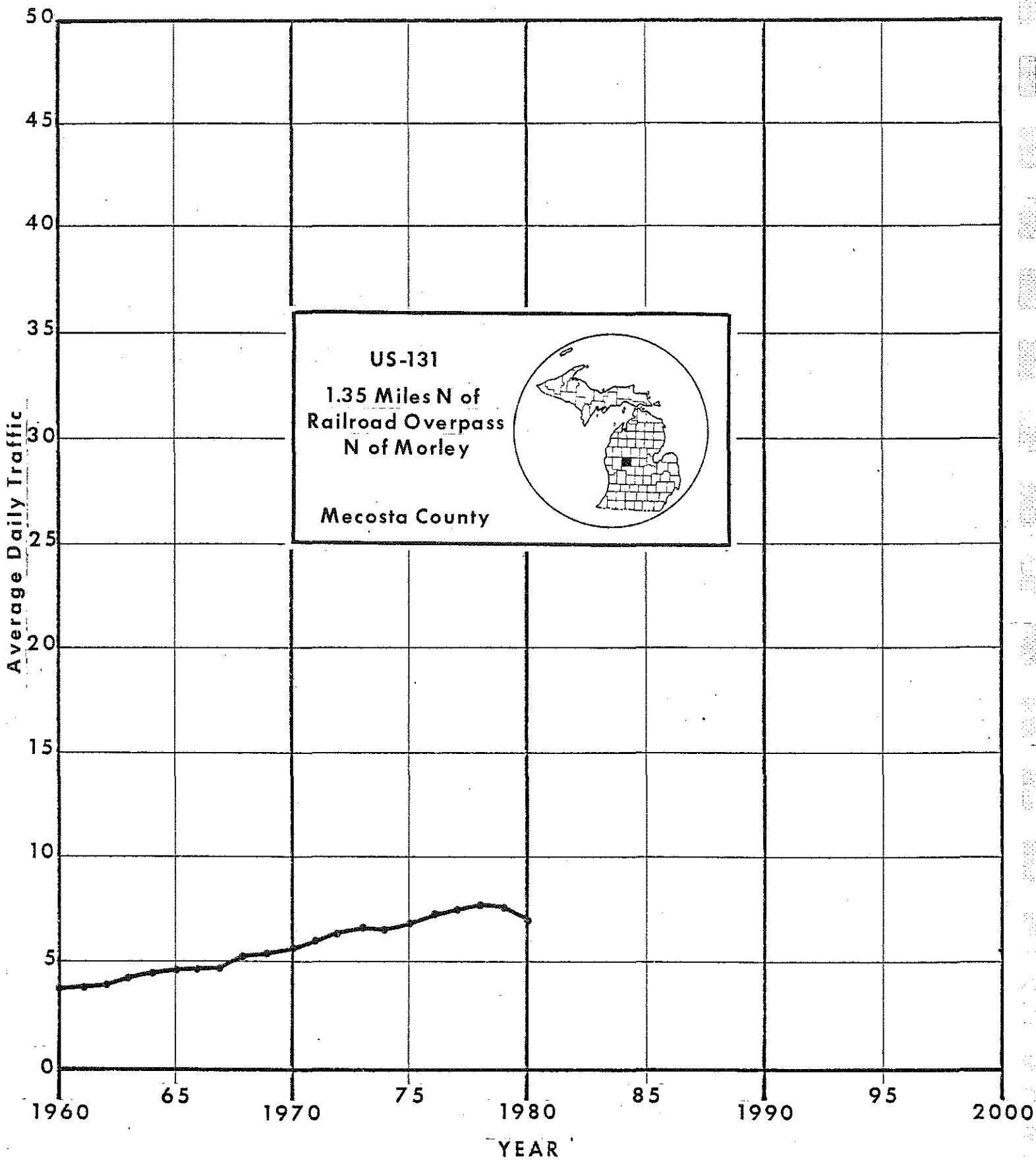
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5149



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 5149 Dir N-S Bd.

Location Morley Route US-131, 1.35 mi. N. of Railroad Overpass N. of Morley

County Mecosta Twp or City Aetna Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	3777	16.3	617
1961	3820	15.1	576
1962	3902	15.1	590
1963	4042	15.8	639
1964	4314	16.0	692
1965	4499	15.8	712
1966	4678	15.7	735
1967	4876	15.5	756
1968	5136	14.6	752
1969	5399	14.6	786
1970	5612	14.3	800
1971	5915	14.2	839
1972	6036	14.3	864
1973	6517	13.4	875
1974	6422	14.4	926
1975	6858	14.6	1003
1976	7118	14.0	994
1977	7364	13.6	1001
1978	7731	14.0	1084
1979	7514	13.8	1040
1980	6912	15.0	1037
1981			
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REMARKS: _____

DATE INSTALLED: July 1957

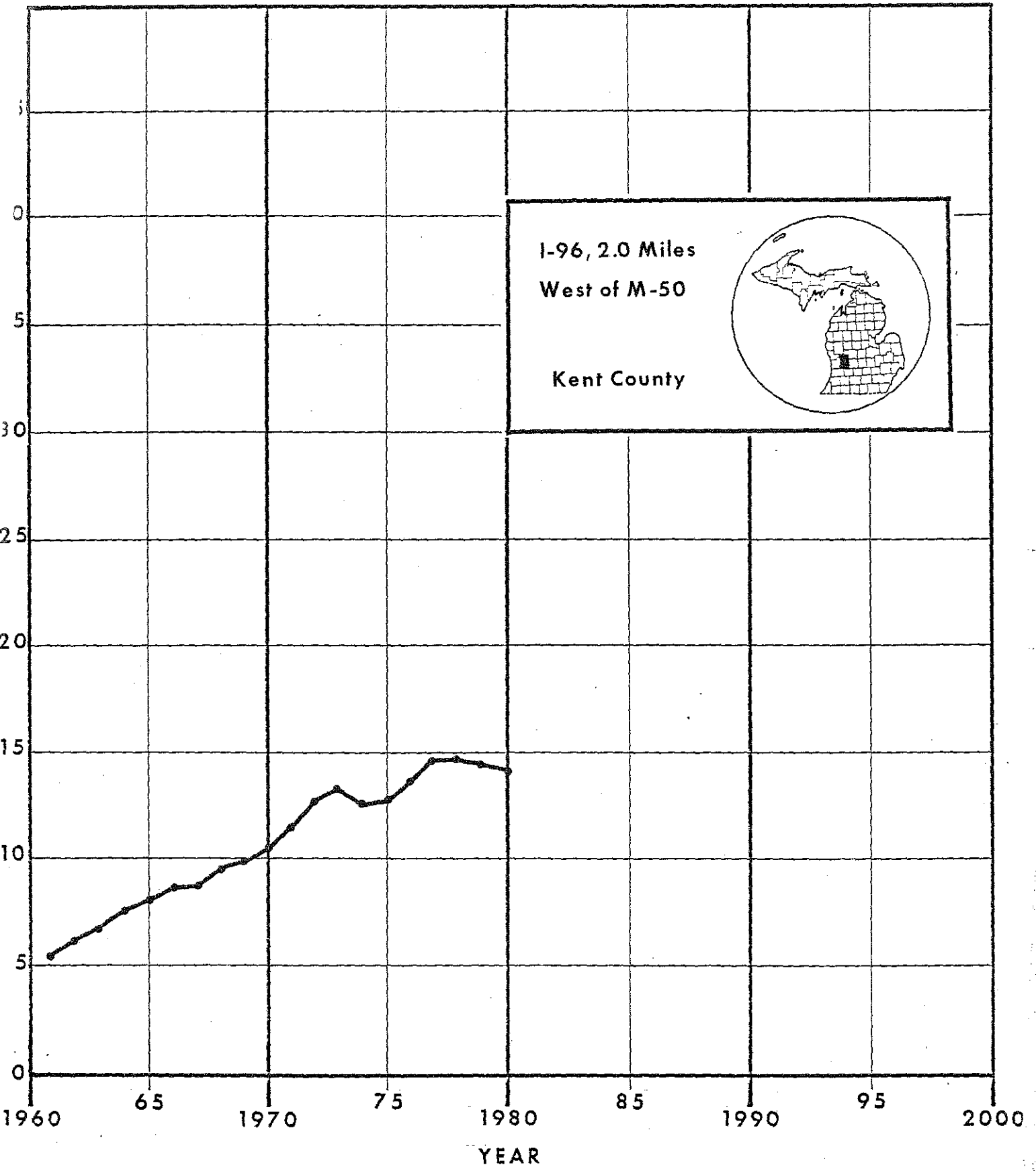
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5229



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 5229 Dir E-W Bd.

Location Cascade Route I-96, 2.0 mi. W. of M-50
 County Kent Twp or City Lowell Hwy System 01 IR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960			
1961	5431	13.0	706
1962	6061	13.1	794
1963	6781	13.4	909
1964	7432	12.9	958
1965	7922	13.6	1076
1966	8553	12.6	1078
1967	8735	12.9	1125
1968	9514	12.3	1166
1969	9981	11.8	1174
1970	10466	11.9	1246
1971	11284	11.6	1306
1972	12506	12.0	1501
1973	13004	11.5	1539
1974	12428	12.4	1541
1975	12726	12.2	1555
1976	13517	12.3	1656
1977	14744	12.1	1784
1978	14817	12.2	1809
1979	14231	12.3	1744
1980	13999	12.0	1676
1981			
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REMARKS: _____

DATE INSTALLED: _____

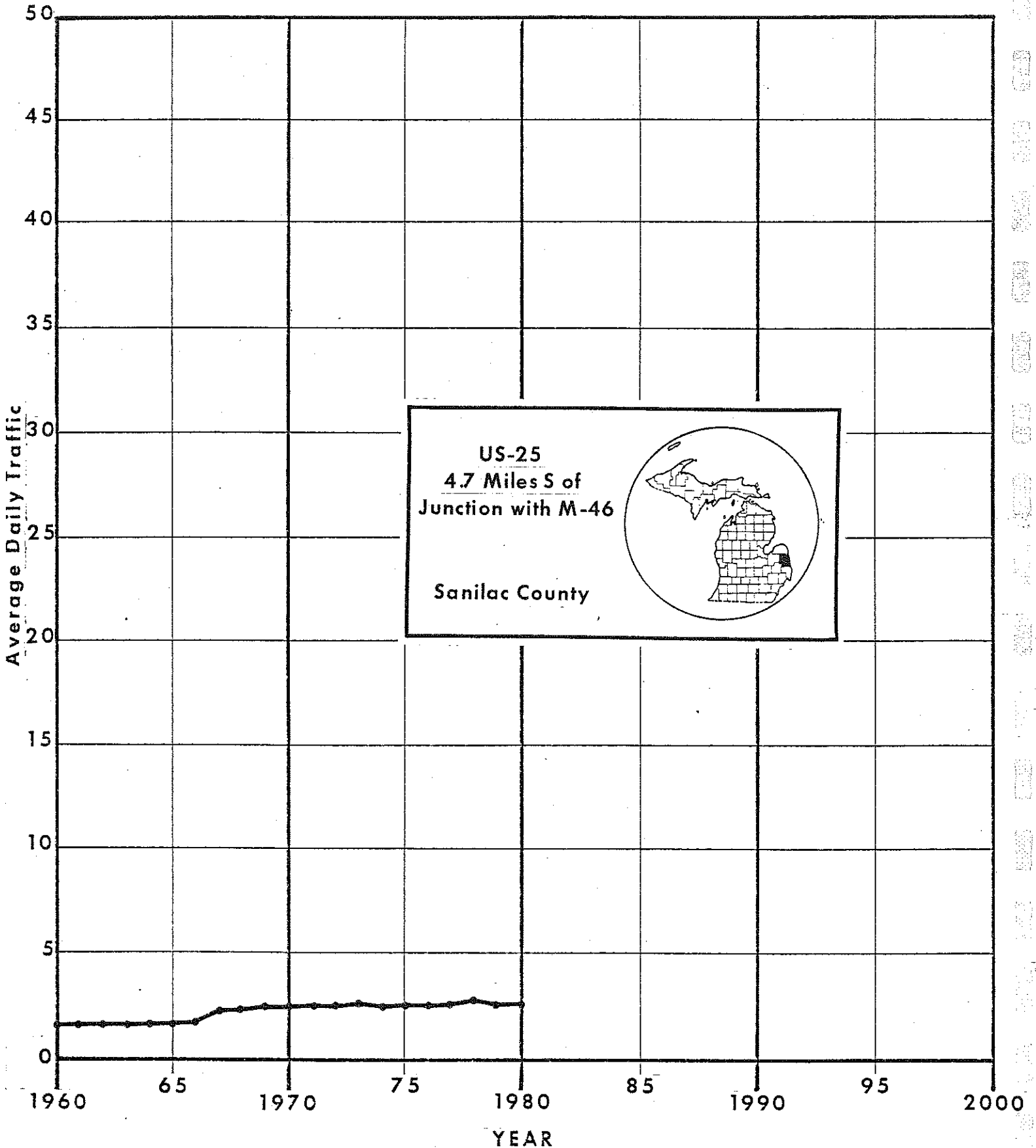
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 6049



US-25
4.7 Miles S of
Junction with M-46
Sanilac County

30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 6049 Dir N-S Bd.

Location Port Sanilac Route US-25, 4.7 mi. S. of Jct. with M-46

County Sanilac Twp or City Sanilac Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	565	34.0	192
1950	1002	33.7	338
1955	1596	27.9	445
1960	1366	28.3	386
1961	1408	26.8	378
1962	1451	26.6	386
1963	1472	26.9	396
1964	1524	26.4	403
1965	1668	27.8	445
1966	1756	25.1	441
1967	2079	21.8	453
1968	2174	22.6	491
1969	2283	21.5	491
1970	2380	21.4	510
1971	2494	20.7	516
1972	2567	22.0	566
1973	2652	20.1	532
1974	2520	21.4	539
1975	2640	19.7	521
1976	2721	19.5	530
1977	2809	19.9	560
1978	2941	19.7	580
1979	2658	18.9	503
1980	2626	18.7	492
1981			
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REMARKS: _____

Renumbered from 613 to
6039 - January 1, 1956.

DATE INSTALLED: July 1941

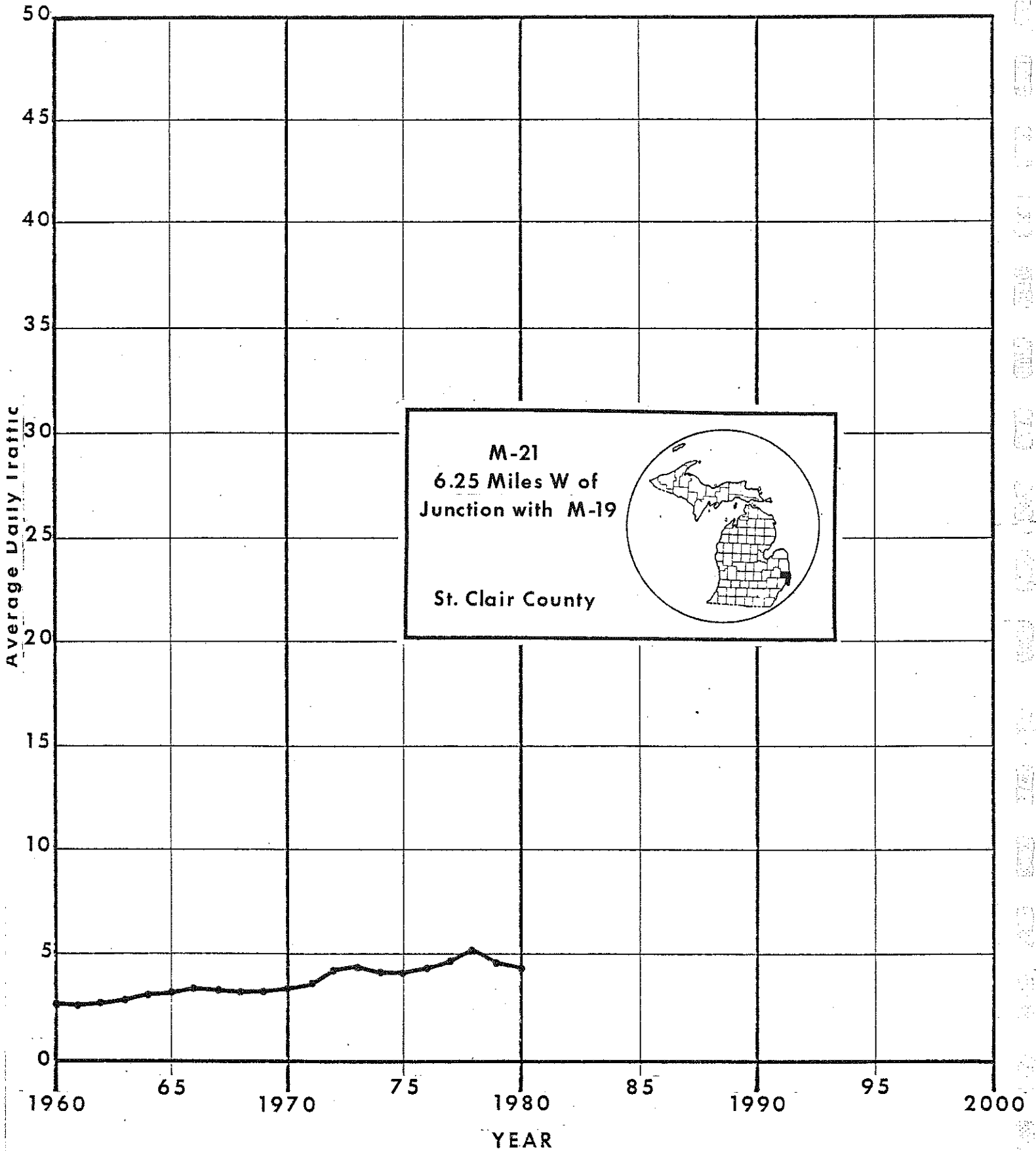
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 6089



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 6089 Dir E-W Bd.

Location Capac Route M-21, 6.25 mi. W. of Jct. with M-19

County St. Clair Twp or City Mussey Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	2793	13.7	362
1961	2785	12.8	356
1962	2857	13.3	380
1963	2966	13.1	389
1964	3041	12.9	391
1965	3131	12.8	400
1966	3417	12.1	413
1967	3245	12.4	402
1968	3140	12.1	380
1969	3180	12.4	393
1970	3298	11.8	389
1971	3639	11.3	413
1972	4112	12.0	495
1973	4293	11.9	510
1974	4126	12.0	497
1975	4057	12.0	488
1976	4399	11.9	525
1977	4817	11.6	561
1978	5072	11.6	589
1979	4715	11.3	532
1980	4336	11.7	507
1981			
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REMARKS: _____

DATE INSTALLED: Aug. 1958

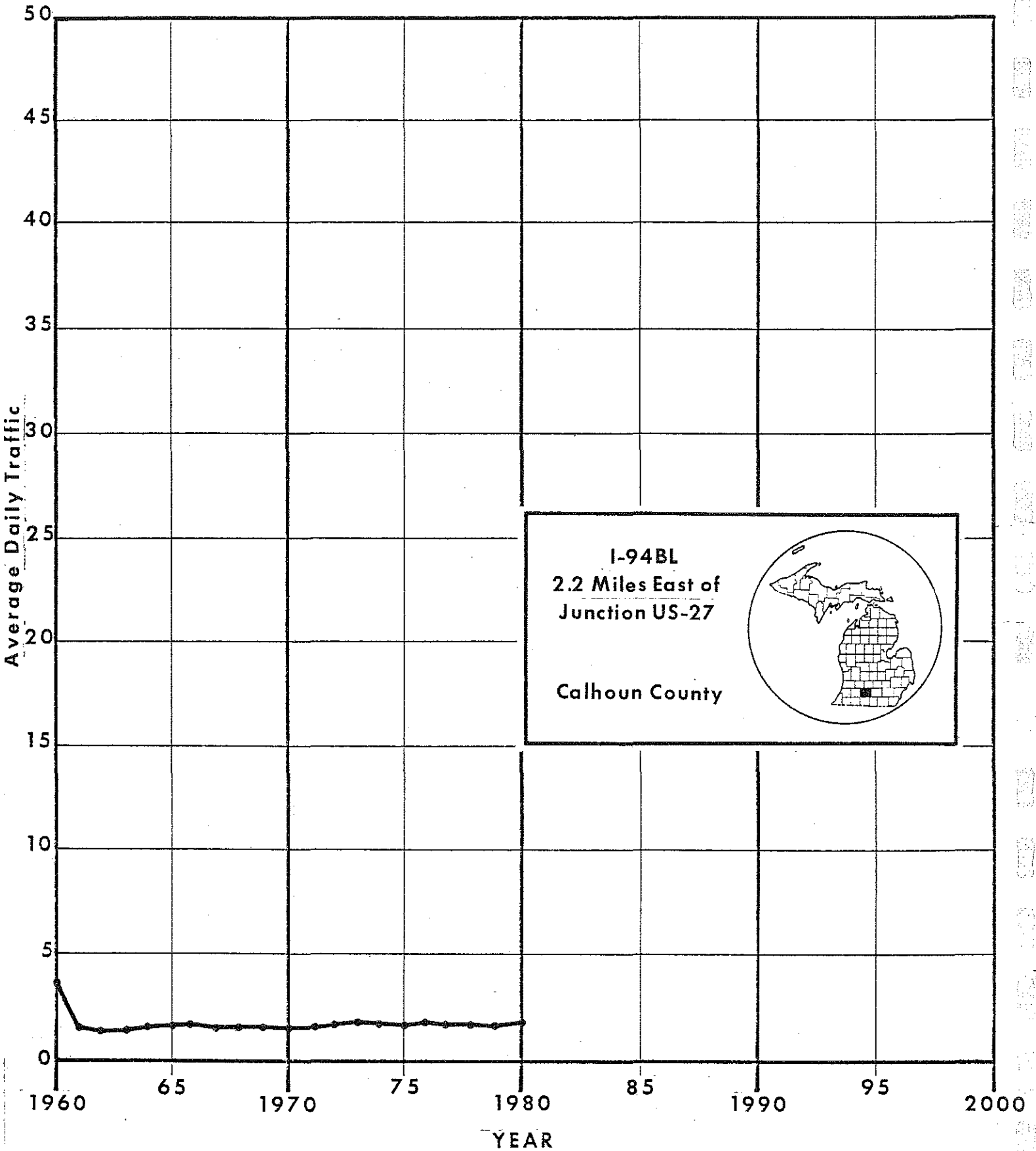
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 7049



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 7049 Dir E-W Bd.

Location Marshall Route I-94BL, 2.2 mi. E. of Jct. US-27

County Calhoun Twp or City Marengo Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	2534	13.6	344
1950	5278	12.5	662
1955	5142	11.4	584
1960*	3627	15.7	568
1961	1438	12.7	182
1962	1339	11.4	152
1963	1375	11.8	162
1964	1504	11.2	168
1965	1567	11.8	185
1966	1618	11.8	191
1967	1487	11.4	169
1968	1522	12.1	184
1969	1513	11.8	178
1970	1508	11.9	179
1971	1556	12.0	186
1972	1715	12.6	216
1973	1856	11.5	213
1974	1768	11.9	210
1975	1739	11.9	207
1976	1884	12.0	227
1977	1879	12.6	236
1978	1767	12.2	216
1979	1781	12.0	214
1980	1808	11.7	212
1981			
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REMARKS: _____

Renumbered from 603 to

7039 - January 1, 1956.

* Expressway opened.

DATE INSTALLED: Aug. 1941

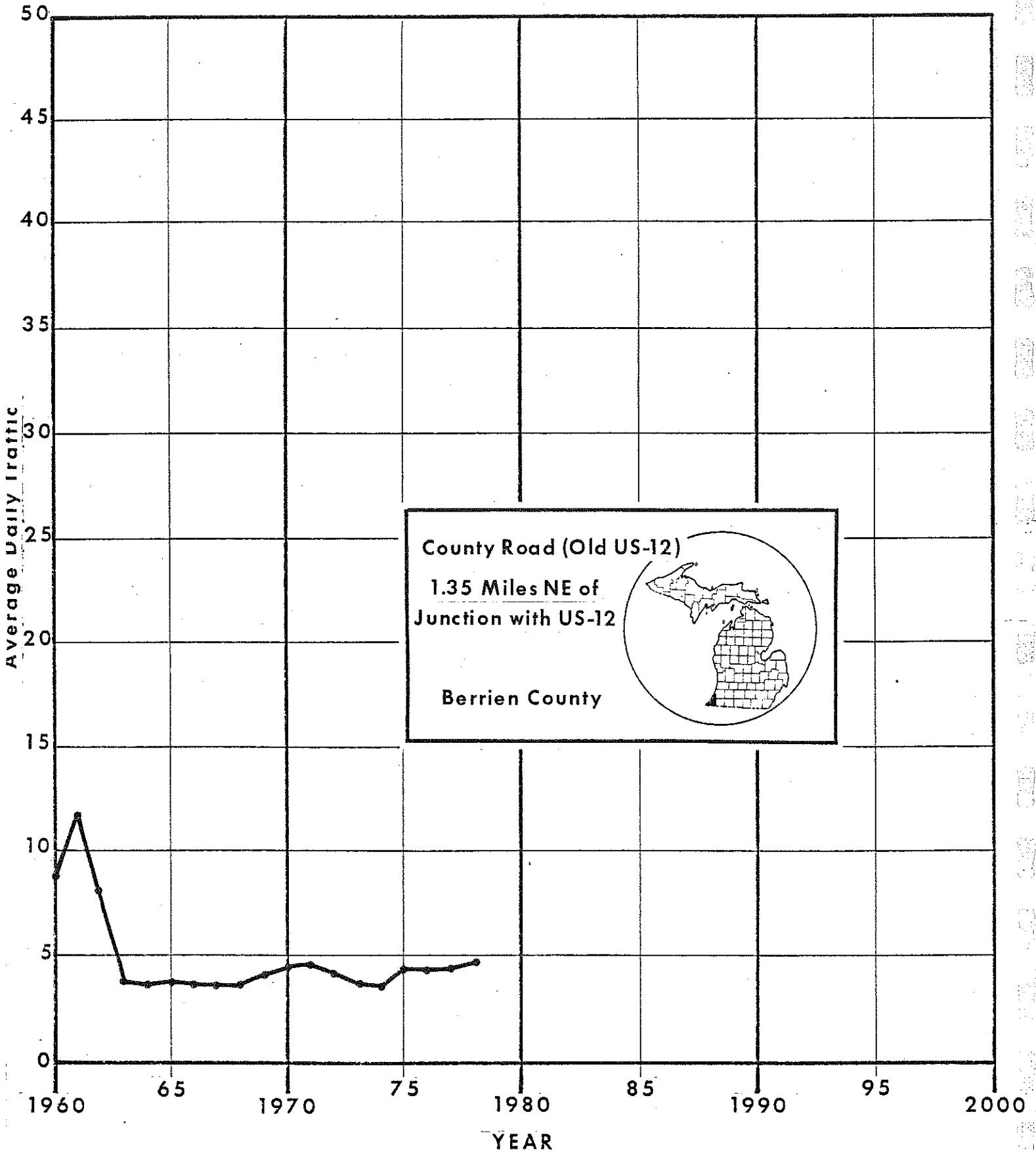
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 7089



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #7089 Dir N-S Bd.

Location New Buffalo Route Co. Road (Old US-12),
1.35 mi. N.E. of Jct. with US-12
County Berrien Twp or City New Buffalo Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	4551	23.6	1072
1950	8606	18.4	1586
1955	8257	16.4	1355
1960	8988	17.0	1526
1961	11604	15.6	1814
1962	8018	18.8	1504
1963	3911	17.1	668
1964	3868	17.6	682
1965	3920	16.8	660
1966	3882	16.2	628
1967	3743	15.3	572
1968	3860	15.0	580
1969	4193	14.0	588
1970	4512	14.1	638
1971	4632	15.5	718
1972	4186	12.7	531
1973	3842	11.5	442
1974	3786	11.1	420
1975	4427	13.3	588
1976	4250	12.6	536
1977	4421	11.3	499
1978	4828	12.5	602
1979			
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REMARKS: _____

Changed to directional

9/18/56. Renumbered from

600 to 707 - January 1, 1956.

Station divided in 1957.

DATE INSTALLED: Aug. 1941

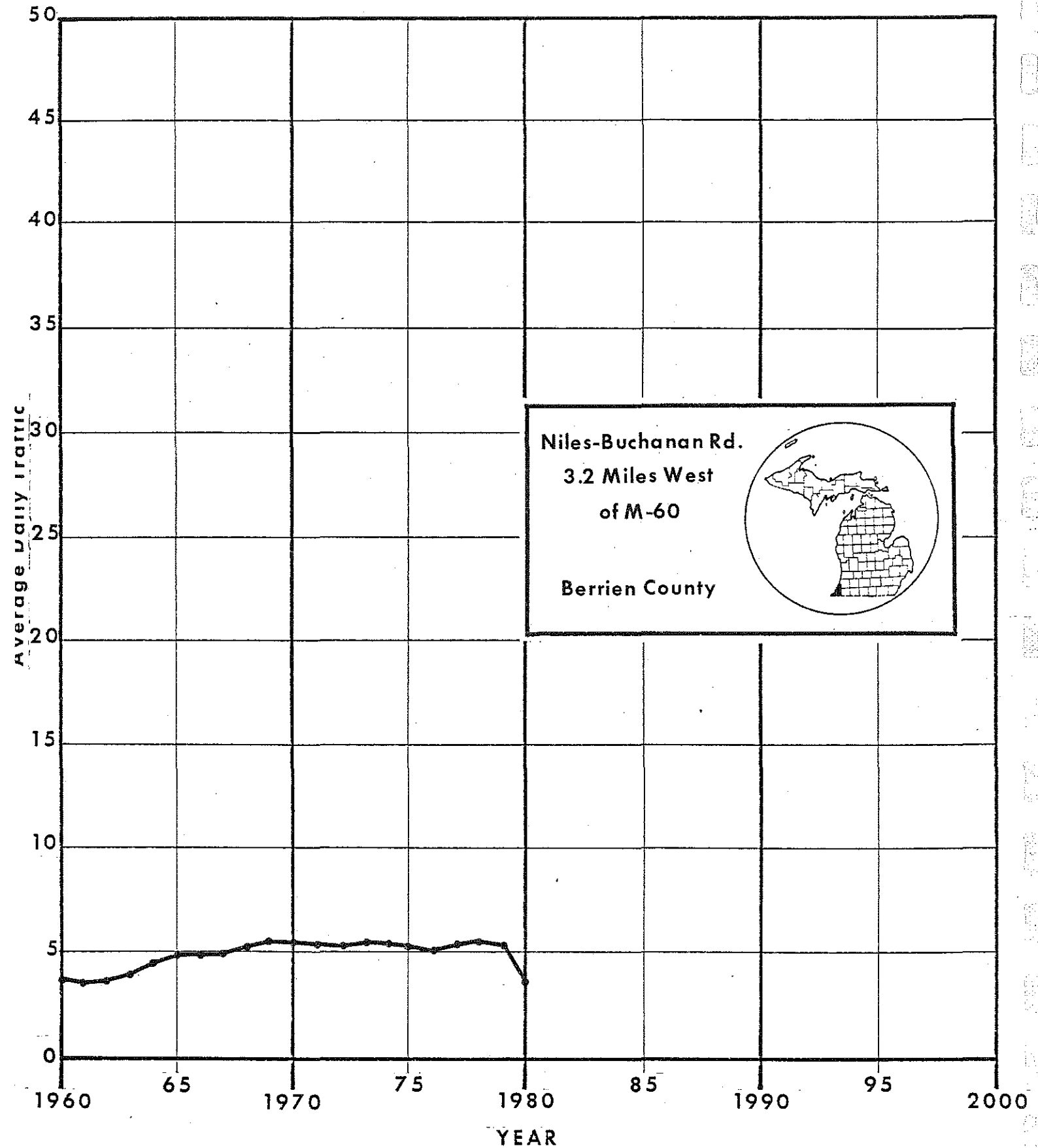
DATE REMOVED: 1979

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 7129



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 7129 Dir E-W Bd.

Location Buchanan Route Niles-Buchanan Rd., 3.2 mi. W. of M-60
 County Berrien Twp or City Berrand Hwy System 07 FAS

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	3732	11.5	430
1961	3521	11.8	417
1962	3626	11.9	432
1963	3902	12.5	489
1964	4236	12.0	509
1965	4948	11.4	563
1966	4919	11.8	582
1967	4949	12.1	598
1968	5119	12.0	614
1969	5514	12.4	681
1970	5473	13.1	715
1971	5310	12.1	645
1972	5236	11.7	613
1973	5470	11.8	646
1974	5373	11.6	621
1975	5215	11.6	607
1976	5054	11.6	586
1977	5316	11.3	601
1978	5501	11.5	634
1979	5274	11.3	598
1980	3498	15.0	526
1981			
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REMARKS: _____

DATE INSTALLED: Oct. 1958

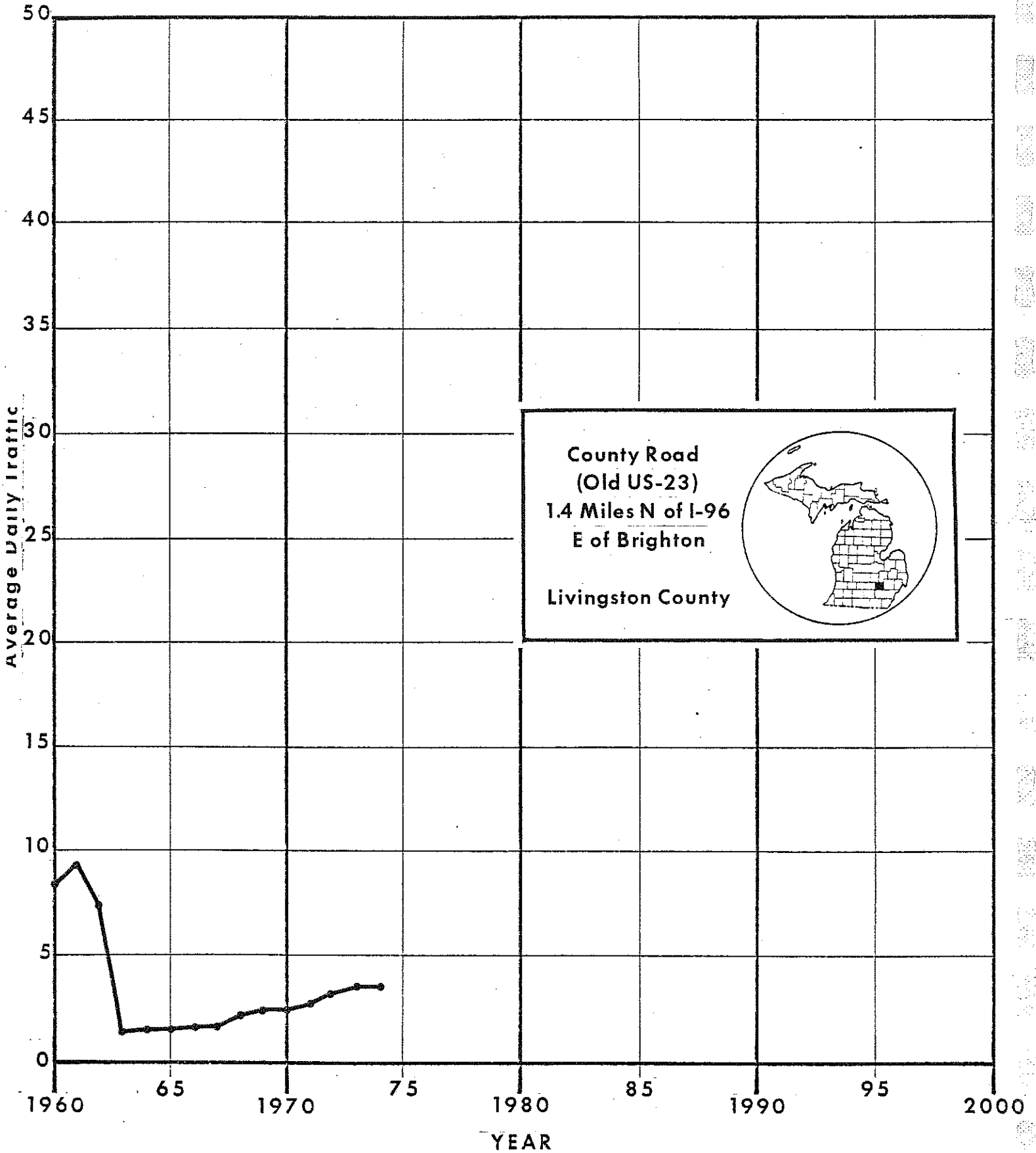
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 8049



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #8049 Dir N-S Bd.

Location Brighton Route Co. Rd. (Old US-23),
1.4 mi. N. of I-96 E. of Brighton
County Livingston Twp or City Brighton Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940	<u>1562</u>	<u>22.9</u>	<u>357</u>
1945	<u>1092</u>	<u>23.5</u>	<u>257</u>
1950	<u>3227</u>	<u>16.4</u>	<u>530</u>
1955	<u>4137</u>	<u>13.4</u>	<u>555</u>
1960	<u>8435</u>	<u>14.2</u>	<u>1194</u>
1961	<u>9100</u>	<u>12.9</u>	<u>1176</u>
1962	<u>7533</u>	<u>17.1</u>	<u>1288</u>
1963	<u>1329</u>	<u>12.3</u>	<u>164</u>
1964	<u>1493</u>	<u>11.6</u>	<u>173</u>
1965	<u>1666</u>	<u>11.6</u>	<u>194</u>
1966	<u>1845</u>	<u>11.2</u>	<u>207</u>
1967	<u>1898</u>	<u>11.1</u>	<u>211</u>
1968	<u>2110</u>	<u>10.9</u>	<u>230</u>
1969	<u>2276</u>	<u>10.4</u>	<u>236</u>
1970	<u>2472</u>	<u>10.6</u>	<u>262</u>
1971	<u>2810</u>	<u>10.5</u>	<u>294</u>
1972	<u>3090</u>	<u>10.3</u>	<u>317</u>
1973	<u>3501</u>	<u>10.1</u>	<u>353</u>
1974	<u>3500</u>	<u>10.1</u>	<u>354</u>
1975			
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REMARKS: _____

Renumbered from 678 to

8039 - January 1, 1956.

DATE INSTALLED: July 1937

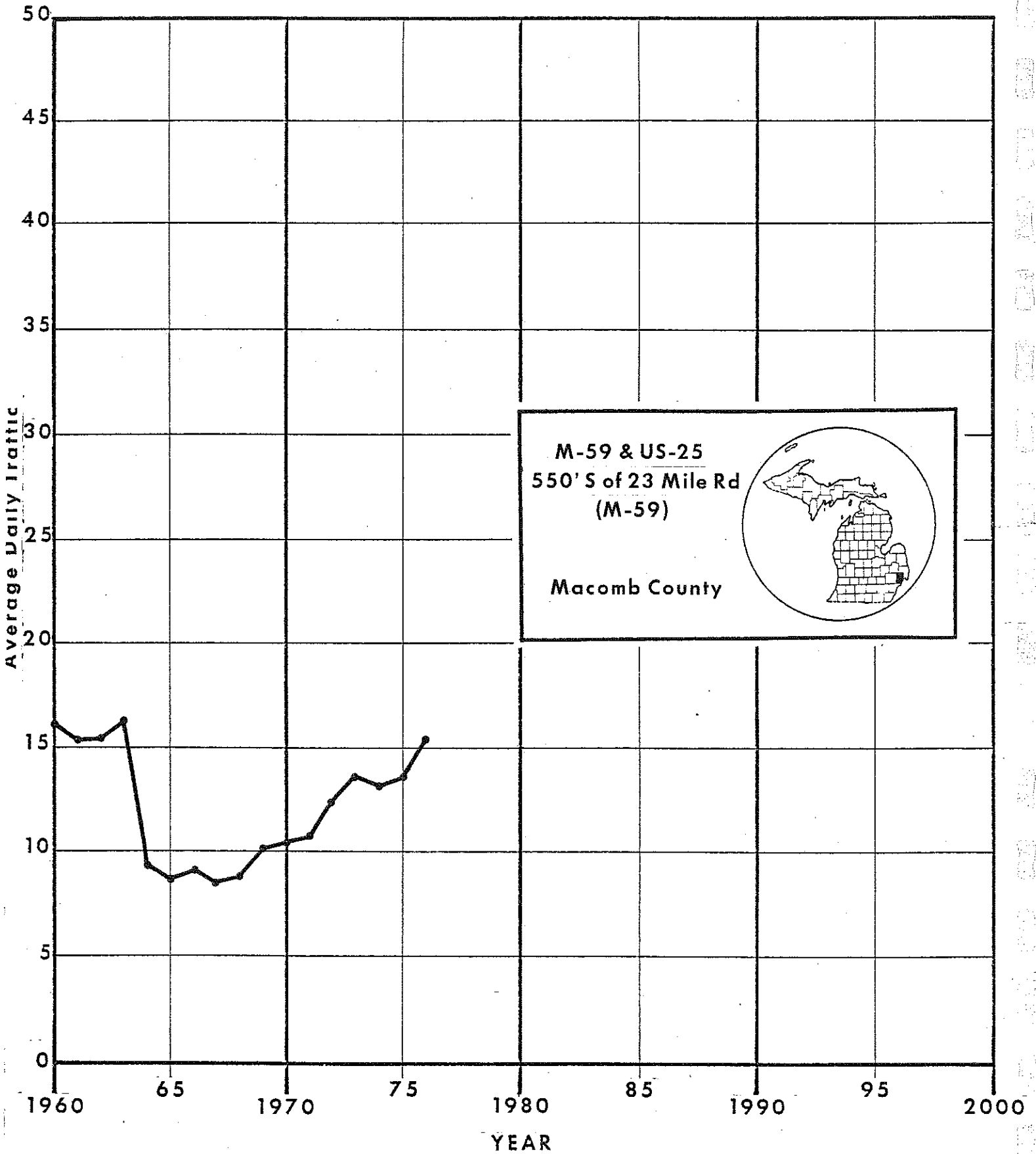
DATE REMOVED: 1974

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 8109



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 8109 Dir N-S Bd.

Location Mt. Clemens Route M-59 & US-25, 550' S. of 23 Mi. Rd. (M-59)

County Macomb Twp or City Chesterfield Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	6783	20.8	1413
1950	12366	19.9	2462
1955	14367	13.2	1900
1960	16164	12.9	20855
1961	15362	12.5	19218
1962	15518	12.4	1920
1963	16285	12.2	1983
1964	9287	12.1	1126
1965	8834	11.3	998
1966	9023	10.8	976
1967	8644	10.6	912
1968	8984	10.5	947
1969	10040	10.2	1020
1970	10459	10.4	1087
1971	10849	9.8	1067
1972	12177	9.9	1202
1973	13519	9.6	1303
1974	13033	9.7	1263
1975	13576	10.3	1395
1976	15527	9.5	1479
1977			
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2000			

REMARKS: Changed to directional
June 24, 1954. Renumbered
from 6050 S to 8109 - 1/1/56.
Parallel route opened 12/63.
Station divided in 1956.

DATE INSTALLED: Jan. 1956

DATE REMOVED: 1977

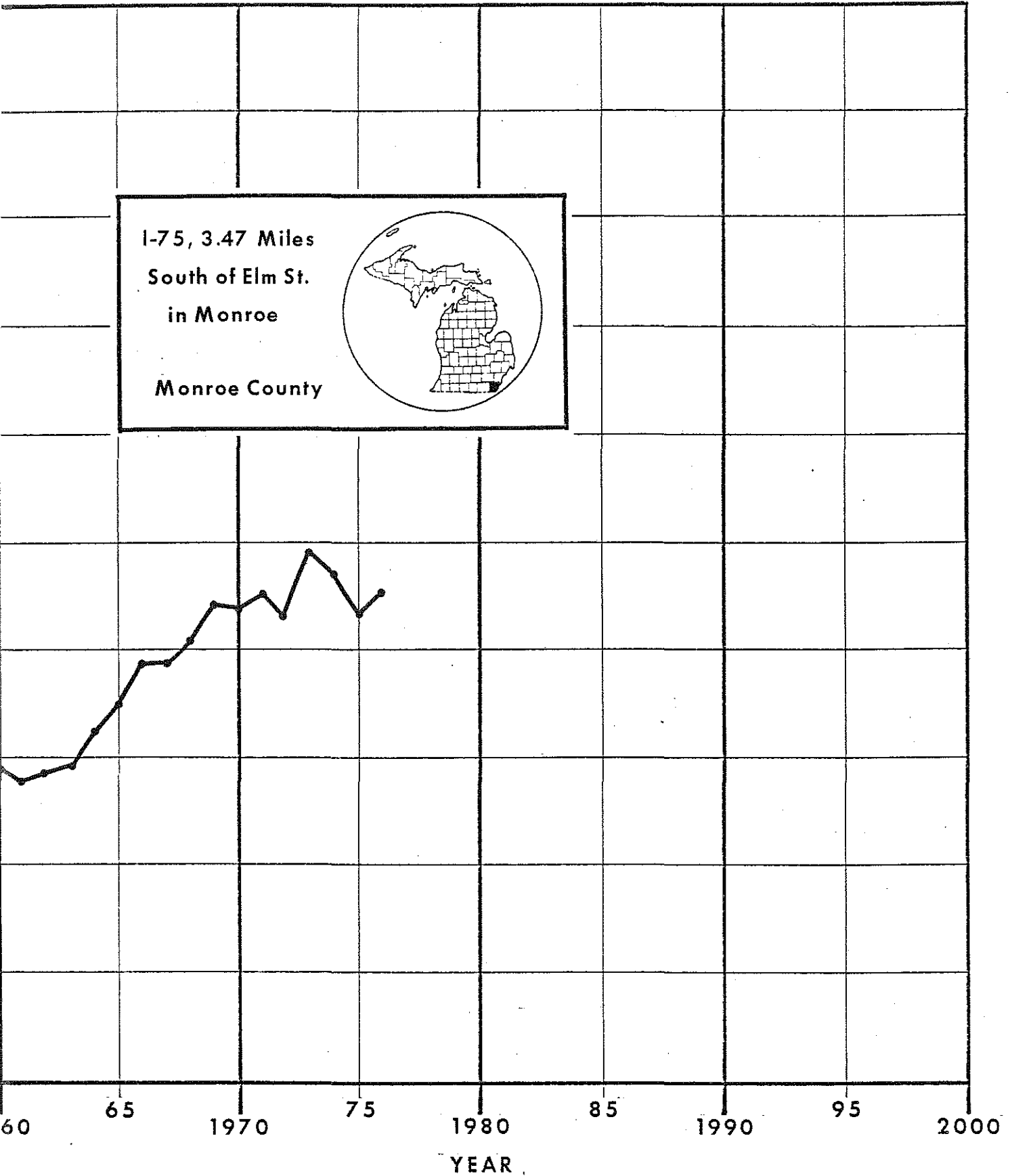

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 8189

I-75, 3.47 Miles
South of Elm St.
in Monroe
Monroe County



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #8189 Dir N-S Bd.

Location Monroe Route I-75, 3.47 mi. S. of Elm St. in Monroe

County Monroe Twp or City Monroe Hwy System 01 IR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	14495	11.0	1592
1961	13935	10.6	1473
1962	14240	10.9	1551
1963	14750	10.4	1535
1964	16121	10.0	1619
1965	17415	10.2	1776
1966	19308	9.9	1917
1967	19325	9.7	1873
1968	20348	9.9	2015
1969	22044	9.5	2102
1970	21995	9.7	2135
1971	22782	9.6	2197
1972	21611	9.0	1942
1973	24720	9.1	2253
1974	23567	8.7	2062
1975	21887	9.7	2114
1976	22867	9.9	2253
1977			
1978			
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1980			
1981			
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REMARKS: _____

No data - 1977, 1978, 1979
and 1980. Not operational
but being repaired.

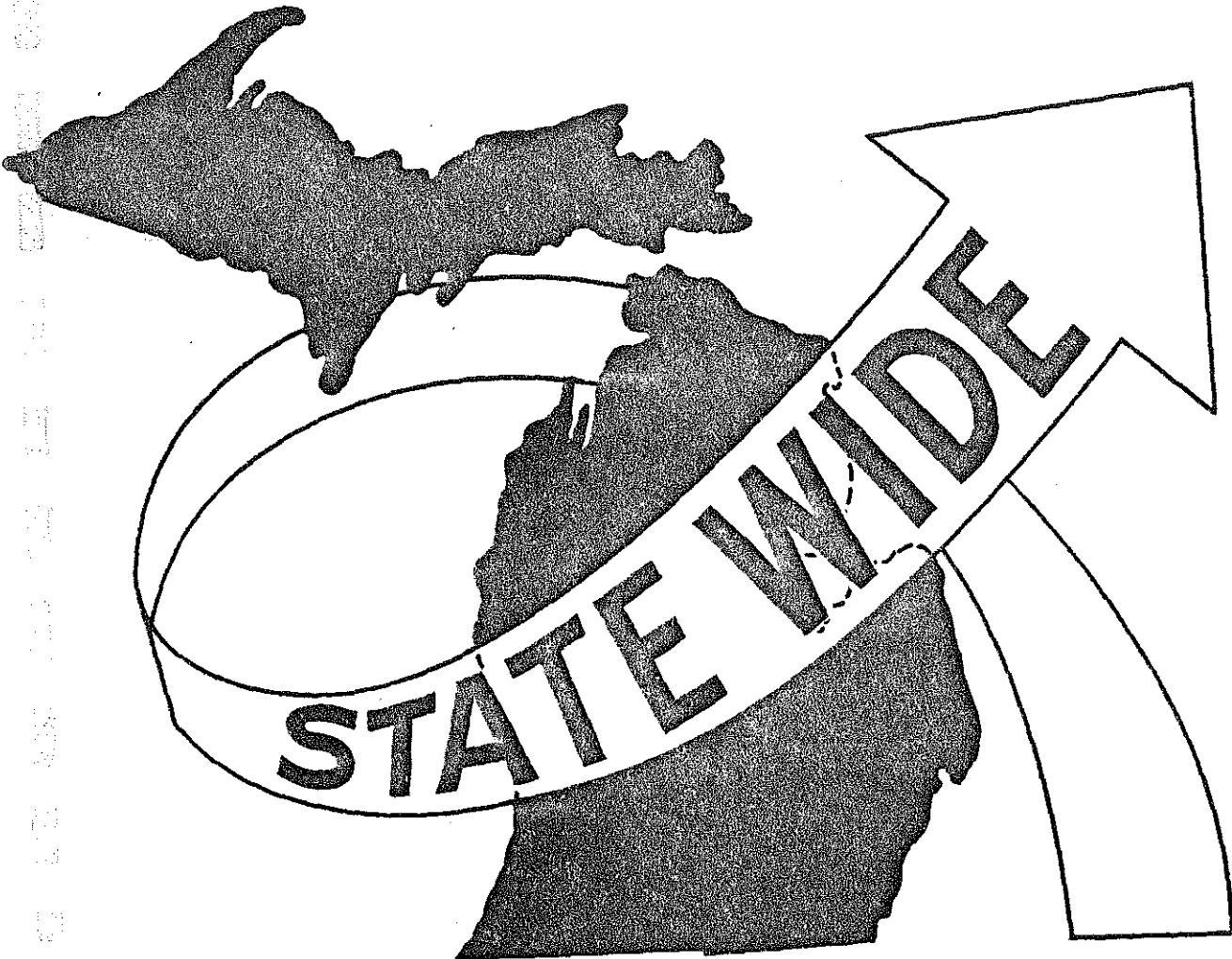
DATE INSTALLED: Jan. 1957

DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

PTR STATIONS SHOWING SIGNIFICANT DECREASES



PTR STATIONS SHOWING SIGNIFICANT DECREASES

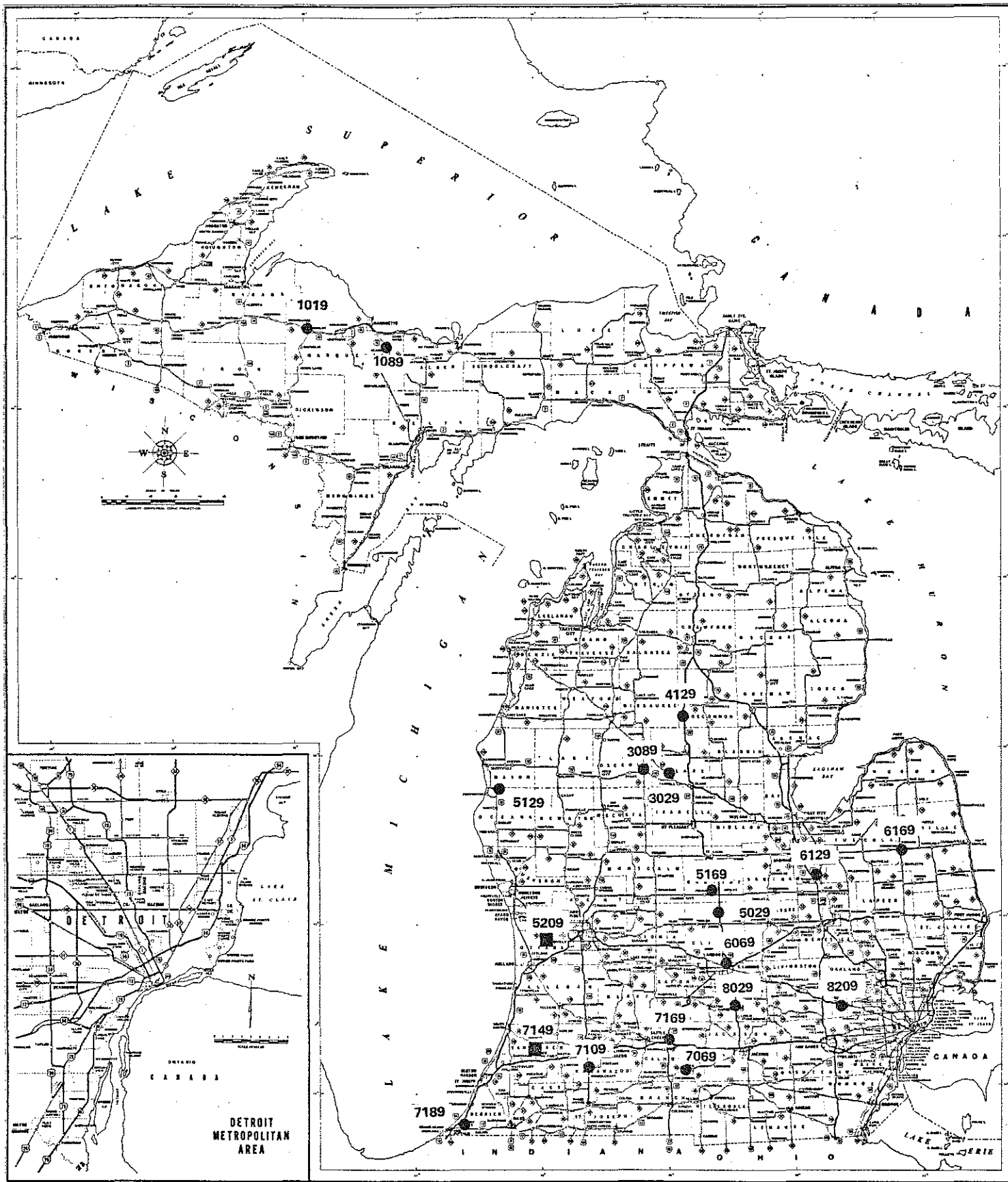
1973-74 OIL EMBARGO

<u>PTR STATION</u>	<u>PERCENT INCREASE</u>
1089	8
1019	6
3029	8
3089	22
4129*	75
5029	9
5129	8
5169	13
5209	6
6069	12
6129	9
6169	7
7069	6
7109	7
7149	54
7169	11
7189	6
8029	10
8209	11

* I-75 OPENED IN 1974

PTR STATIONS SHOWING SIGNIFICANT DECREASES

1973-74 OIL EMBARGO

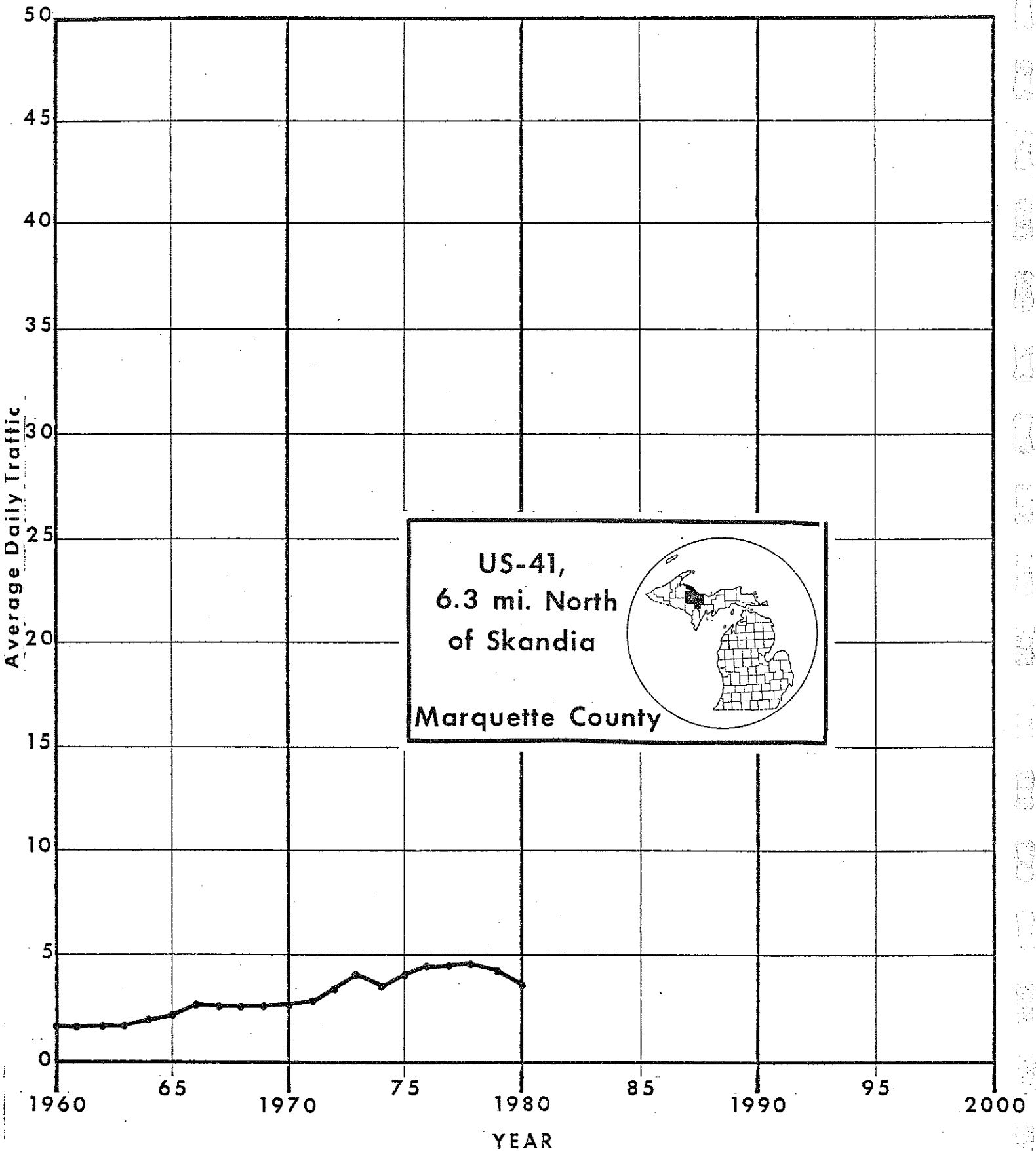


● STATE TRUNKLINE

■ NON-TRUNKLINE (COUNTY ROAD)

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 1089



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #1089 Dir NW SE Bd.

Location Skandia Route US-41, 6.3 mi. N. of Skandia

County Marquette Twp or City Chocolay Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	1646	12.8	211
1961	1618	13.1	212
1962	1703	14.1	240
1963	1857	12.7	236
1964	1992	13.3	264
1965	2048	12.4	253
1966	2648	13.1	347
1967	2503	11.9	299
1968	2514	11.7	293
1969	2659	11.7	312
1970	2789	11.4	319
1971	2997	11.5	344
1972	3491	11.9	414
1973	4042	12.8	518
1974	3735	12.3	460
1975	4047	11.6	470
1976	4561	12.7	578
1977	4628	12.0	556
1978	4851	12.1	589
1979	4251	11.8	501
1980	3859	11.5	443
1981			
1982			
1983			
1984			
1985			
1986			
1987			
1988			
1989			
1990			
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1992			
1993			
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1995			
1996			
1997			
1998			
1999			
2000			

REMARKS: _____

DATE INSTALLED: Aug. 1956

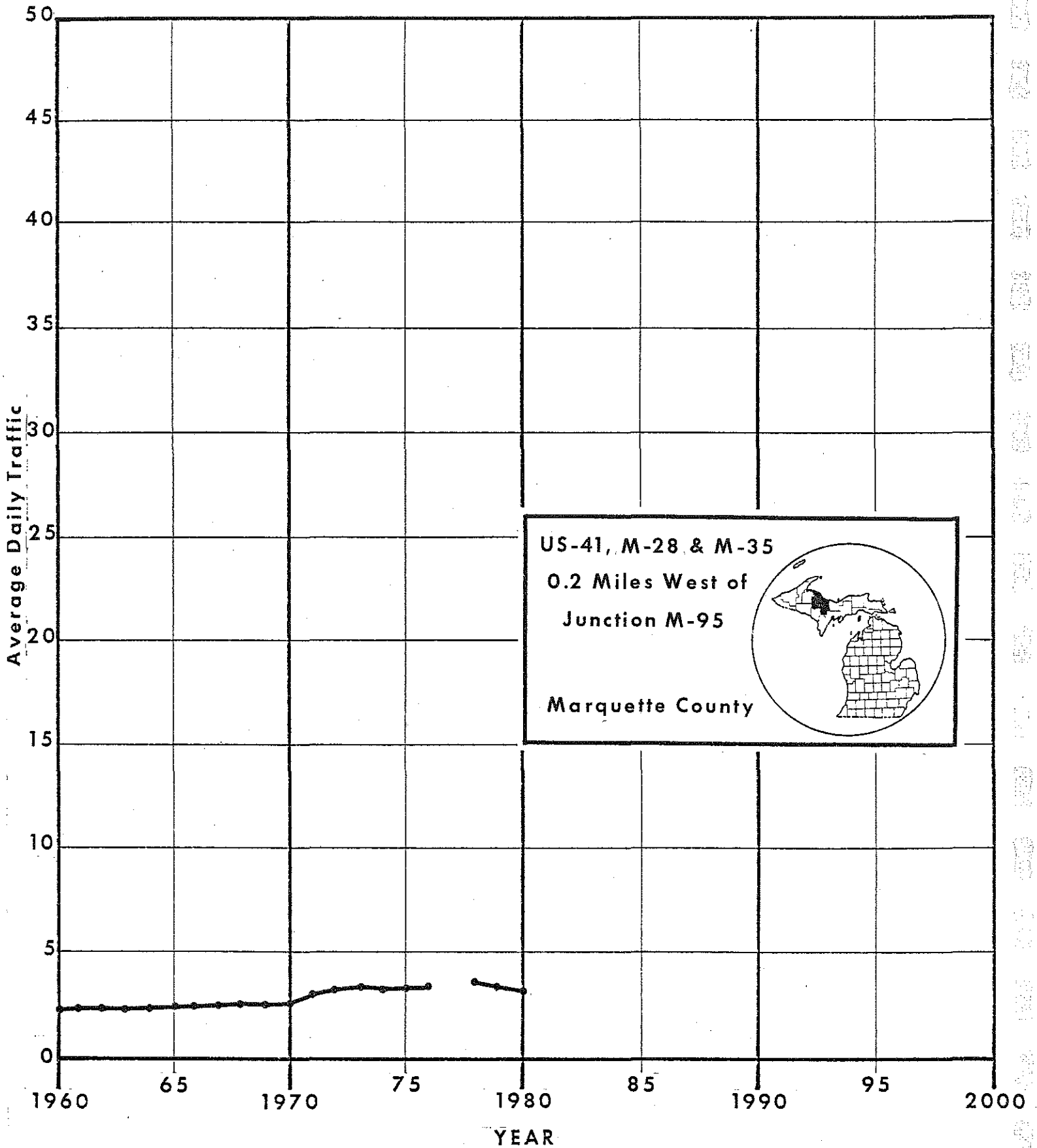
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 1109



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 1109 Dir N-S Bd.

Location Champion Route US-41, M-28 & M-35, 0.2 mi. W. of Jct. M-95

County Marquette Twp or City Humbolt Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	665	21.8	145
1950	1686	20.3	343
1955	1973	17.7	349
1960	2171	17.4	377
1961	2249	16.1	362
1962	2242	15.5	348
1963	2234	15.8	352
1964	2249	15.5	349
1965	2430	15.9	387
1966	2540	14.8	377
1967	2626	15.0	393
1968	2702	15.1	407
1969	2787	14.5	403
1970	2877	14.5	416
1971	3047	14.6	446
1972	3277	15.1	494
1973	3406	14.6	497
1974	3221	14.3	460
1975	3386	14.5	490
1976	3570	14.5	517
1977			
1978	3804	14.8	564
1979	3506	13.6	477
1980	3164	14.3	451
1981			
1982			
1983			
1984			
1985			
1986			
1987			
1988			
1989			
1990			
1991			
1992			
1993			
1994			
1995			
1996			
1997			
1998			
1999			
2000			

REMARKS: _____

Renumbered from 617 to

1019 - January 1, 1956.

No data - 1977.

Renumbered from 1019 to

1109 - 1973.

DATE INSTALLED: June 1941

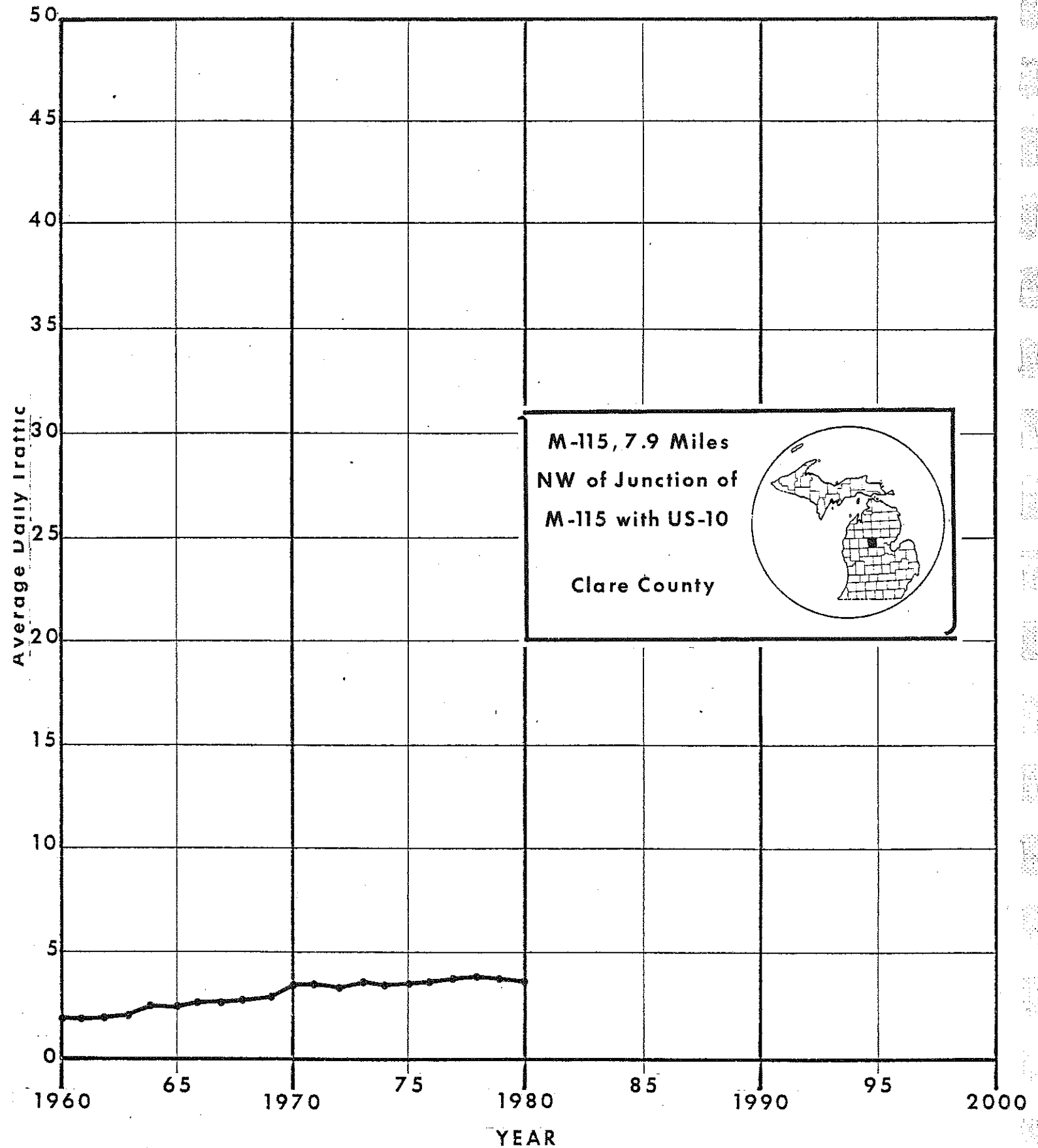
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DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 3029



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 3029 Dir NW SE Bd.

Location Farwell Route M-115, 7.9 mi. NW of Jct. of M-115 with US-10

County Clare Twp or City Freeman Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	803	27.5	221
1950	1406	22.5	316
1955	1622	22.3	362
1960	1828	25.1	458
1961	1879	25.3	475
1962	1922	25.9	498
1963	1986	25.5	507
1964	2248	25.5	574
1965	2275	24.7	563
1966	2525	23.1	583
1967	2657	23.0	611
1968	2853	22.2	634
1969	2924	21.6	633
1970	3364	21.2	714
1971	3367	20.8	699
1972	3198	21.4	683
1973	3575	20.2	722
1974	3297	21.4	706
1975	3412	21.9	747
1976	3633	21.5	782
1977	3806	21.1	802
1978	3992	20.6	821
1979	3858	21.4	827
1980	3759	22.0	827
1981			
1982			
1983			
1984			
1985			
1986			
1987			
1988			
1989			
1990			
1991			
1992			
1993			
1994			
1995			
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1997			
1998			
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REMARKS: _____

Renumbered from 695 to

3019 - January 1, 1956.

DATE INSTALLED: Feb. 1941

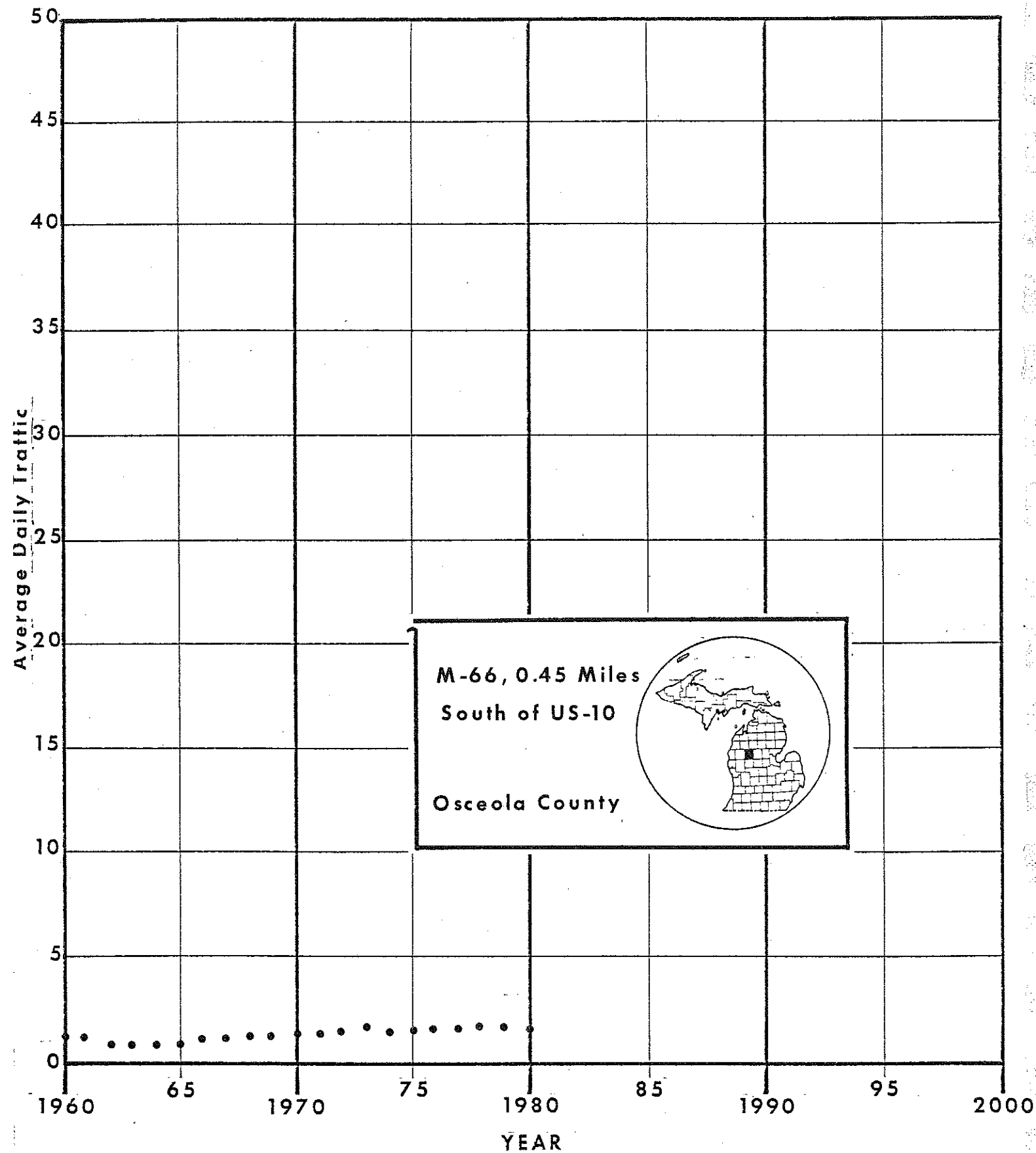
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CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 3089



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 3089 Dir N-S Bd.

Location Sears Route M-66, 0.45 mi. S. of US-10

County Osceola Twp or City Orient Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	<u>1157</u>	<u>27.7</u>	<u>320</u>
1961	<u>1129</u>	<u>24.2</u>	<u>273</u>
1962	<u>979</u>	<u>22.4</u>	<u>219</u>
1963	<u>977</u>	<u>23.1</u>	<u>226</u>
1964	<u>931</u>	<u>22.3</u>	<u>208</u>
1965	<u>968</u>	<u>23.3</u>	<u>226</u>
1966	<u>1073</u>	<u>29.4</u>	<u>315</u>
1967	<u>1051</u>	<u>22.4</u>	<u>235</u>
1968	<u>1113</u>	<u>22.5</u>	<u>250</u>
1969	<u>1183</u>	<u>23.1</u>	<u>273</u>
1970	<u>1244</u>	<u>21.4</u>	<u>266</u>
1971	<u>1288</u>	<u>22.0</u>	<u>283</u>
1972	<u>1443</u>	<u>22.0</u>	<u>317</u>
1973	<u>1660</u>	<u>20.4</u>	<u>338</u>
1974	<u>1360</u>	<u>18.6</u>	<u>253</u>
1975	<u>1536</u>	<u>22.4</u>	<u>344</u>
1976	<u>1606</u>	<u>20.2</u>	<u>324</u>
1977	<u>1659</u>	<u>19.5</u>	<u>324</u>
1978	<u>1703</u>	<u>19.1</u>	<u>325</u>
1979	<u>1657</u>	<u>18.8</u>	<u>312</u>
1980	<u>1497</u>	<u>18.8</u>	<u>282</u>
1981			
1982			
1983			
1984			
1985			
1986			
1987			
1988			
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REMARKS: _____

DATE INSTALLED: June 1956

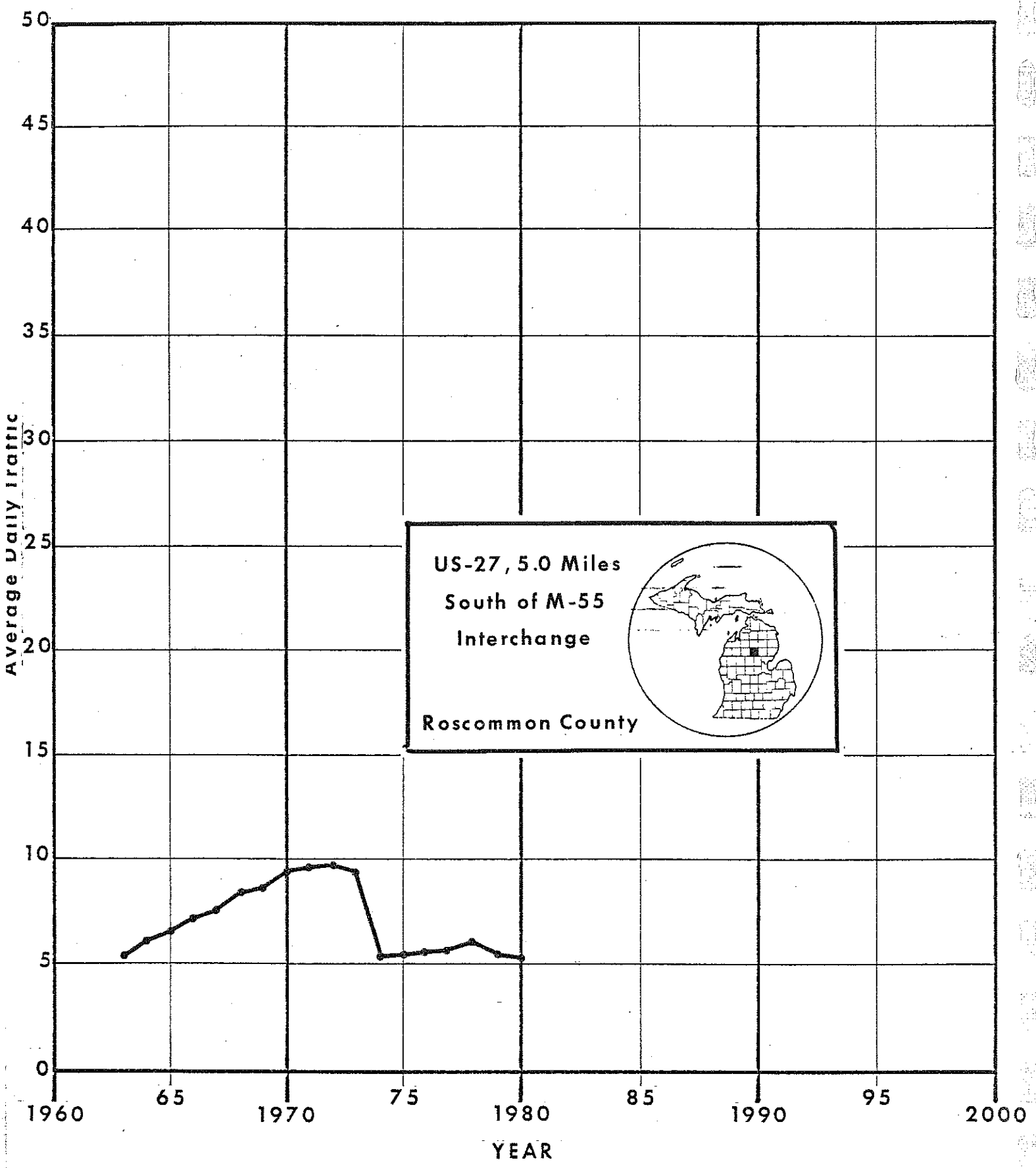
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CONVERTED TO: _____


DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 4129



US-27, 5.0 Miles
South of M-55
Interchange
Roscommon County



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #4129 Dir N-S Bd.

Location Houghton Lake Route US-27, 5.0 mi. S. of M-55 Interchange
 County Roscommon Twp or City Roscommon Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960			
1961			
1962			
1963	5329	30.7	1635
1964	6057	28.6	1730
1965	6559	29.1	1908
1966	7008	26.8	1879
1967	7305	26.2	1913
1968	8116	26.7	2164
1969	8446	25.1	2117
1970	9345	24.8	2316
1971	9776	25.2	2464
1972	9819	24.5	2410
1973	9217	24.6	2269
1974	5255*	22.2	1165
1975	5590	24.4	1363
1976	5731	24.8	1422
1977	5898	25.6	1507
1978	6076	24.8	1506
1979	5545	24.3	1346
1980	5385	25.6	1377
1981			
1982			
1983			
1984			
1985			
1986			
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2000			

REMARKS: _____

* I-75 opened in 1974.

DATE INSTALLED: Dec. 1961

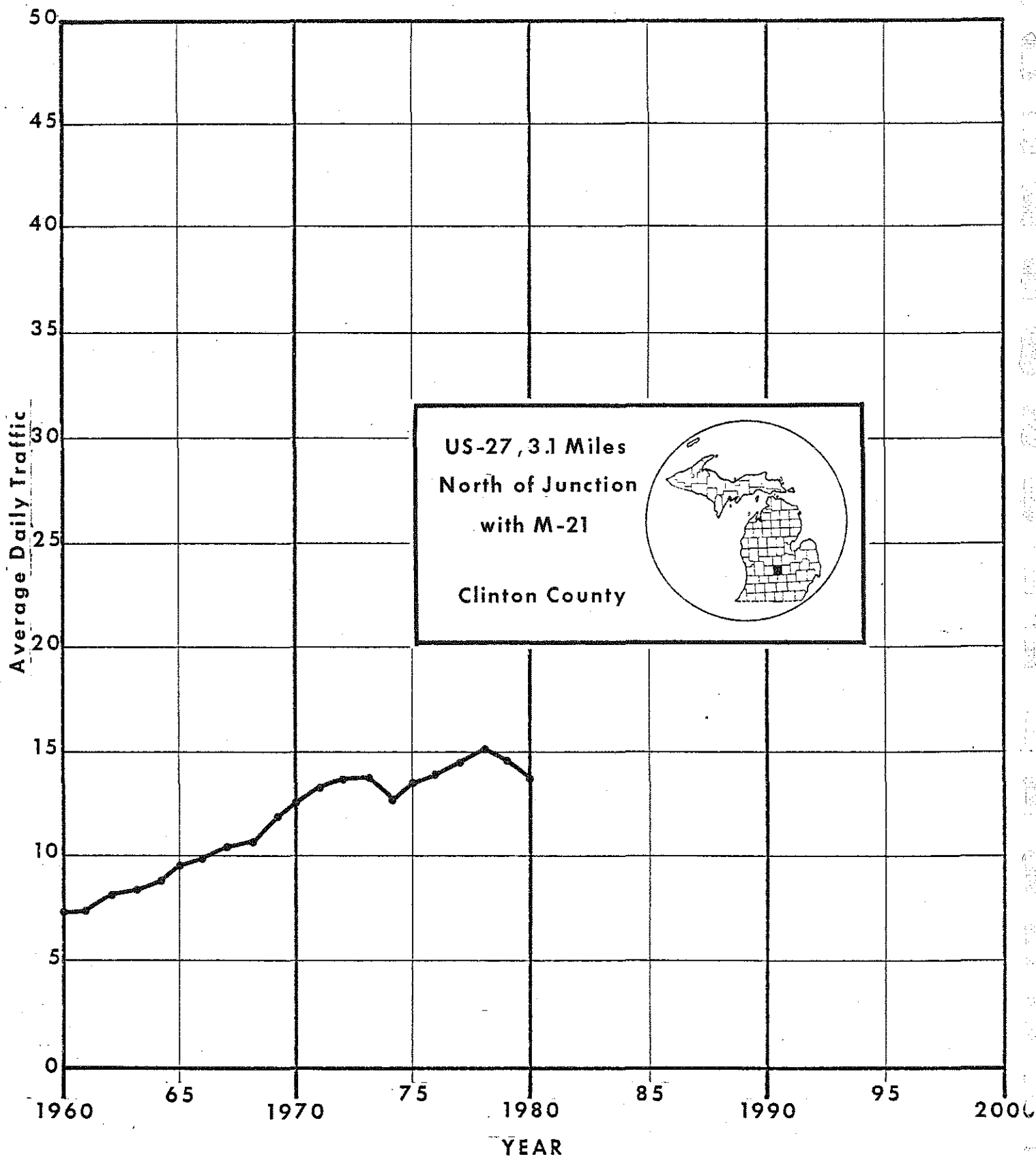
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CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5029



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 5029 Dir N-S Bd.

Location St. Johns Route US-27, 3.1 mi. N. of Jct. with M-21

County Clinton Twp or City Greenbush Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940	<u>3490</u>	<u>17.0</u>	<u>594</u>
1945	<u>3077</u>	<u>15.5</u>	<u>477</u>
1950	<u>4643</u>	<u>14.5</u>	<u>672</u>
1955	<u>6759</u>	<u>13.9</u>	<u>940</u>
1960	<u>7412</u>	<u>15.6</u>	<u>1154</u>
1961	<u>7676</u>	<u>15.9</u>	<u>1219</u>
1962	<u>8252</u>	<u>17.2</u>	<u>1417</u>
1963	<u>8558</u>	<u>16.8</u>	<u>1435</u>
1964	<u>8978</u>	<u>16.0</u>	<u>1440</u>
1965	<u>9695</u>	<u>16.4</u>	<u>1591</u>
1966	<u>9941</u>	<u>15.9</u>	<u>1509</u>
1967	<u>10307</u>	<u>16.0</u>	<u>1654</u>
1968	<u>10894</u>	<u>15.4</u>	<u>1683</u>
1969	<u>11938</u>	<u>15.6</u>	<u>1865</u>
1970	<u>12404</u>	<u>16.7</u>	<u>2072</u>
1971	<u>13130</u>	<u>16.6</u>	<u>2181</u>
1972	<u>13673</u>	<u>16.0</u>	<u>2189</u>
1973	<u>13876</u>	<u>15.4</u>	<u>2141</u>
1974	<u>12689</u>	<u>16.0</u>	<u>2029</u>
1975	<u>13388</u>	<u>17.2</u>	<u>2307</u>
1976	<u>13918</u>	<u>16.0</u>	<u>2221</u>
1977	<u>14465</u>	<u>15.5</u>	<u>2243</u>
1978	<u>15022</u>	<u>15.3</u>	<u>2303</u>
1979	<u>14692</u>	<u>15.1</u>	<u>2221</u>
1980	<u>13622</u>	<u>15.6</u>	<u>2122</u>
1981			
1982			
1983			
1984			
1985			
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1997			
1998			
1999			
2000			

REMARKS: _____

Renumbered from 676 to

501 - January 1, 1956.

Changed to directional -

July 1, 1957.

Station divided in 1957.

DATE INSTALLED: Feb. 1937

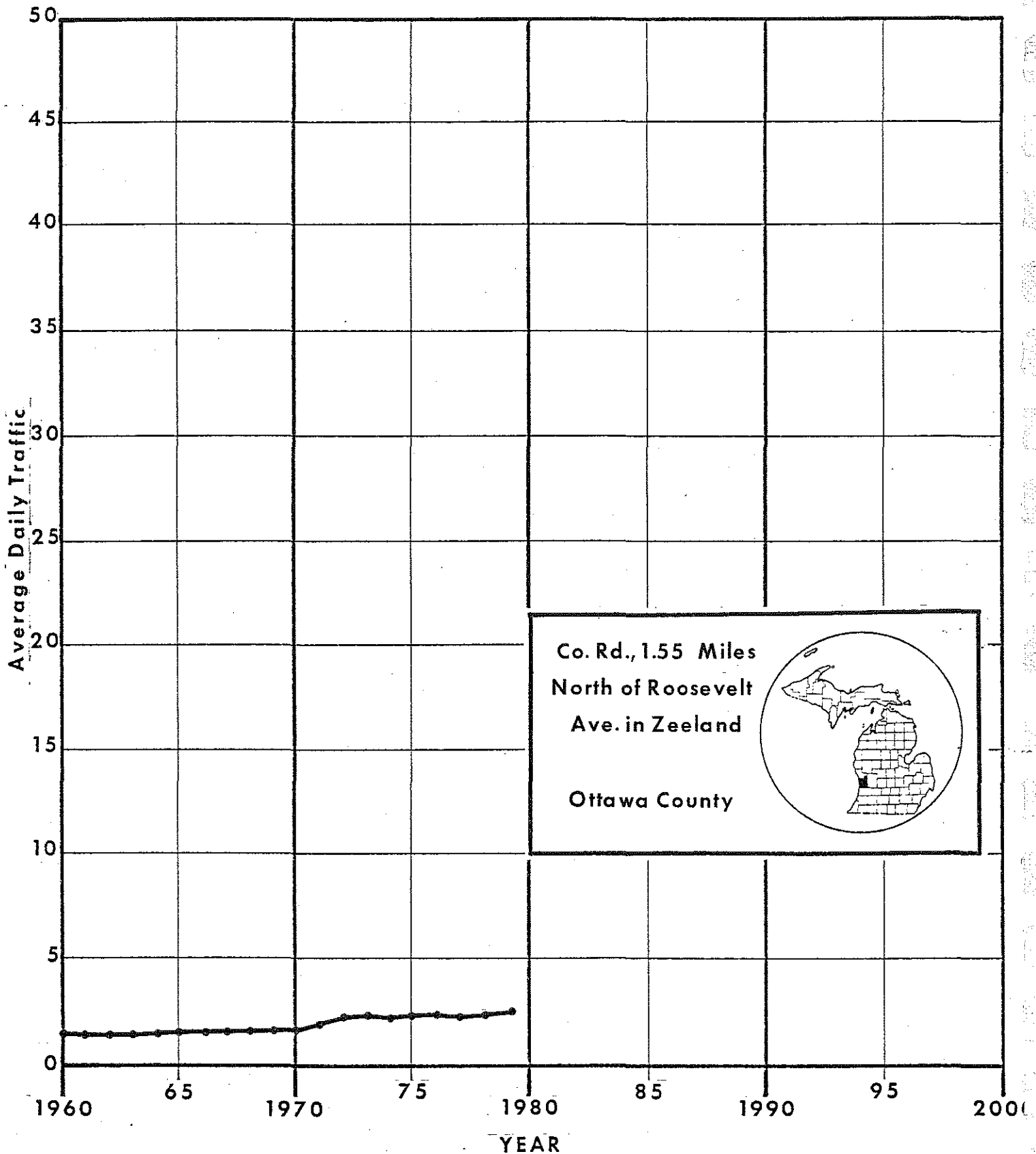
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5209



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #5209 Dir N-S Bd.

Location Zeeland Co. Rd., 1.55 mi.,
Route N. of Roosevelt Avenue in Zeeland

County Ottawa Twp or City _____ Hwy System _____

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936	_____	_____	_____
1940	_____	_____	_____
1945	_____	_____	_____
1950	_____	_____	_____
1955	_____	_____	_____
1960	1303	11.8	154
1961	1350	11.9	160
1962	1315	12.0	158
1963	1347	11.6	156
1964	1443	12.0	173
1965	1526	12.4	189
1966	1574	11.8	186
1967	1642	12.5	205
1968	1651	11.8	194
1969	1741	12.7	221
1970	1775	12.5	221
1971	1948	12.7	248
1972	2119	12.7	270
1973	2262	12.4	280
1974	2141	13.0	279
1975	2210	12.4	273
1976	2370	13.0	308
1977	2206	12.4	273
1978	2485	13.3	330
1979	2653	12.7	338
1980	_____	_____	_____
1981	_____	_____	_____
1982	_____	_____	_____
1983	_____	_____	_____
1984	_____	_____	_____
1985	_____	_____	_____
1986	_____	_____	_____
1987	_____	_____	_____
1988	_____	_____	_____
1989	_____	_____	_____
1990	_____	_____	_____
1991	_____	_____	_____
1992	_____	_____	_____
1993	_____	_____	_____
1994	_____	_____	_____
1995	_____	_____	_____
1996	_____	_____	_____
1997	_____	_____	_____
1998	_____	_____	_____
1999	_____	_____	_____
2000	_____	_____	_____

REMARKS: _____

DATE INSTALLED: Aug. 1958

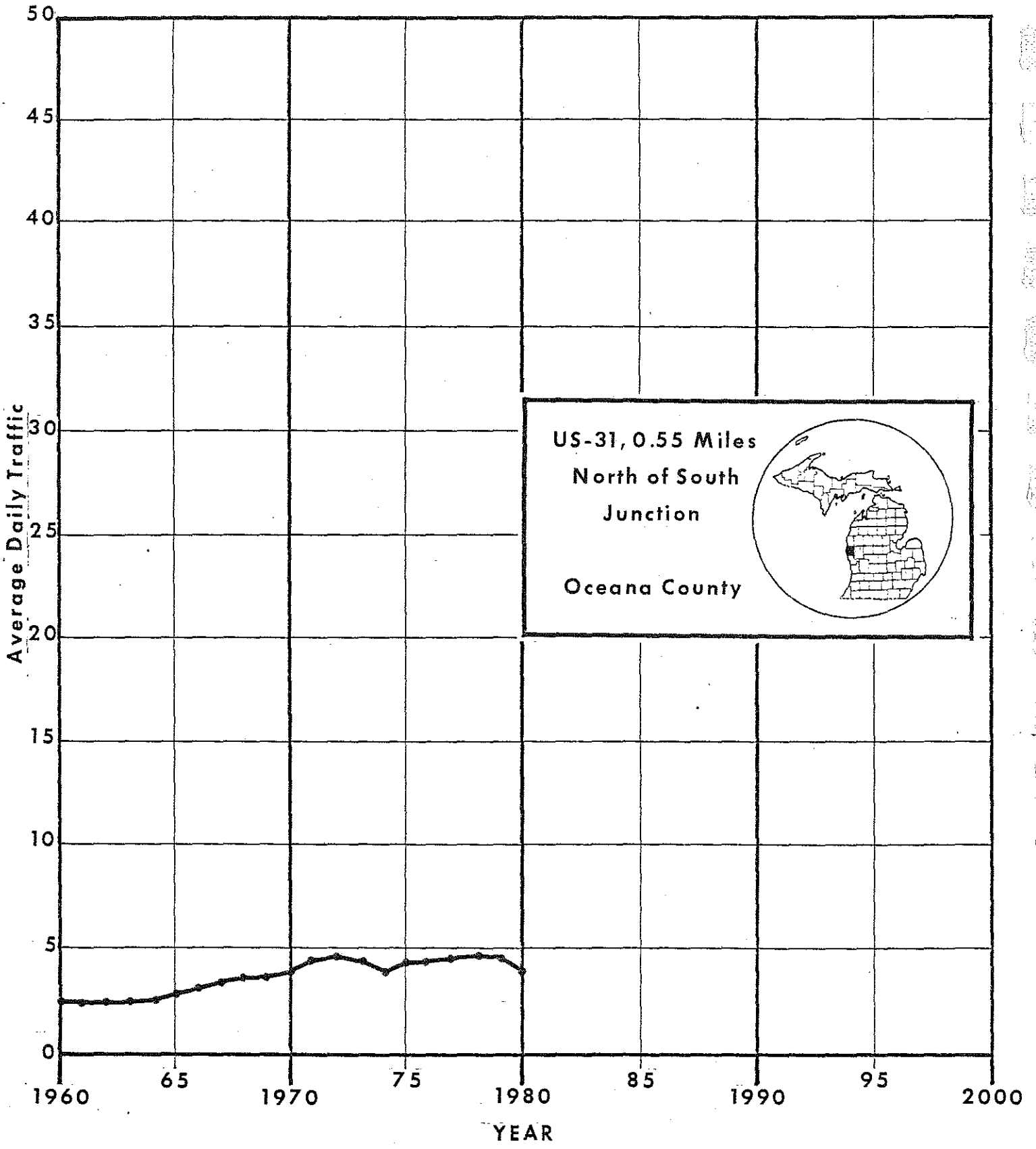
DATE REMOVED: 1980

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5129



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #5129 Dir N-S Bd.

Location Pentwater Route US-31, 0.55 mi. N. of S. Jct.
 County Oceana Twp or City Weare Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	2225	17.7	394
1961	2208	17.5	386
1962	2292	18.6	426
1963	2328	18.1	421
1964	2686	21.4	574
1965	2910	18.9	551
1966	3046	18.3	557
1967	3332	17.7	590
1968	3603	18.2	654
1969	3719	17.9	667
1970	3975	16.5	656
1971	4468	16.7	746
1972	4620	14.7	679
1973	4234	15.2	643
1974	3919	16.4	641
1975	4239	15.9	675
1976	4287	16.3	698
1977	4493	16.7	751
1978	4818	16.4	790
1979	4513	15.7	709
1980	3921	18.7	734
1981			
1982			
1983			
1984			
1985			
1986			
1987			
1988			
1989			
1990			
1991			
1992			
1993			
1994			
1995			
1996			
1997			
1998			
1999			
2000			

REMARKS: _____

DATE INSTALLED: July 1956

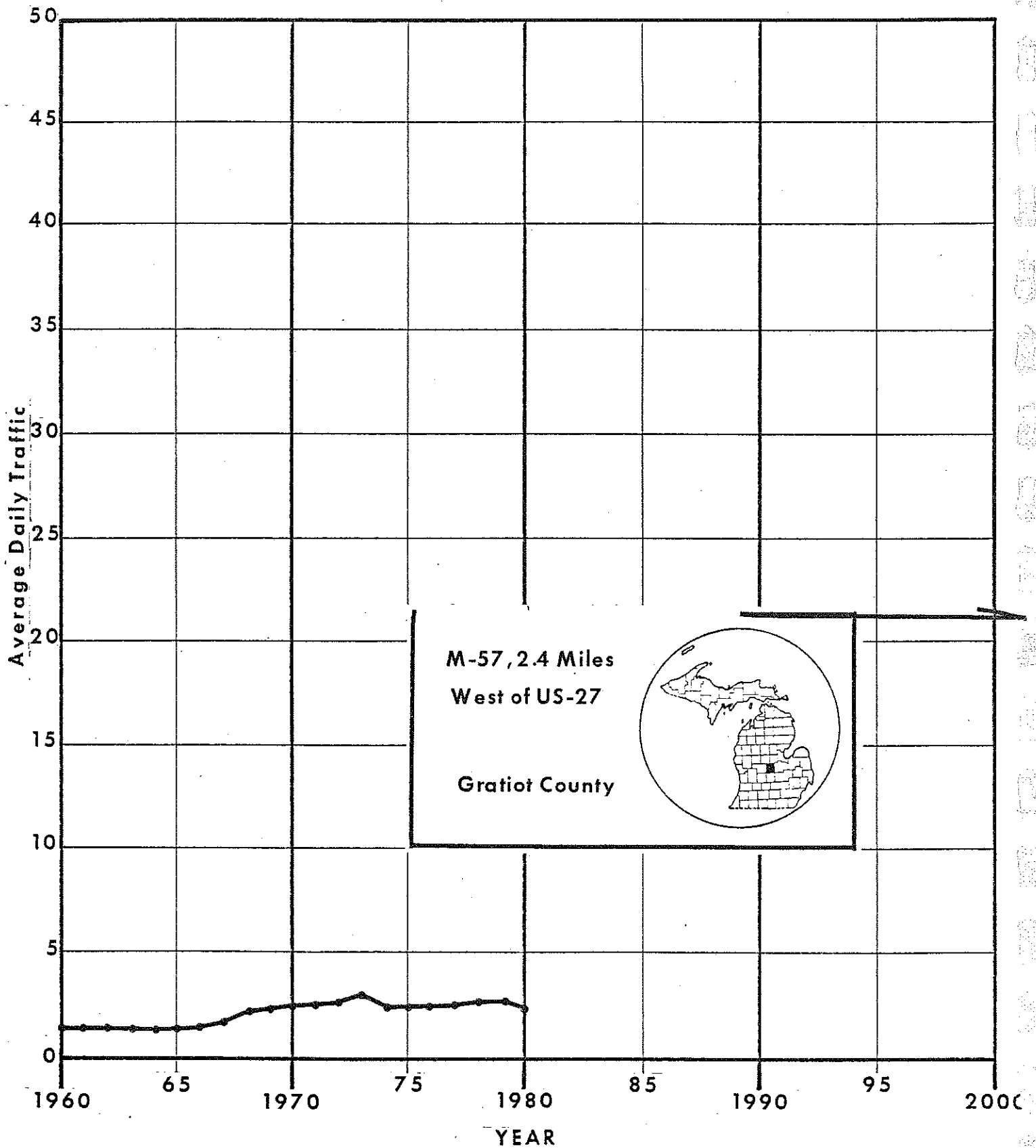
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 5169



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #5169 Dir E-W Bd.

Location Perrinton Route M-57, 2.4 mi. W. of US-27

County Gratiot Twp or City Fulton Hwy System 05 FSR

YEAR	A.D.T.	% 30th HI HR	30th HI HR
1936			
1940			
1945			
1950			
1955			
1960	1560	18.5	289
1961	1511	16.9	256
1962	1586	16.2	257
1963	1583	16.0	254
1964	1380	15.0	207
1965	1663	14.2	236
1966	1671	12.6	211
1967	1976	13.7	271
1968	2245	12.6	282
1969	2502	12.5	313
1970	2611	13.1	342
1971	2831	12.9	365
1972	2985	13.5	403
1973	3011	11.8	356
1974	2660	12.0	320
1975	2669	12.9	345
1976	2780	12.9	359
1977	2807	12.4	349
1978	2936	12.4	364
1979	2983	12.5	373
1980	2585	12.6	325
1981			
1982			
1983			
1984			
1985			
1986			
1987			
1988			
1989			
1990			
1991			
1992			
1993			
1994			
1995			
1996			
1997			
1998			
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2000			

REMARKS: _____

DATE INSTALLED: July 1958

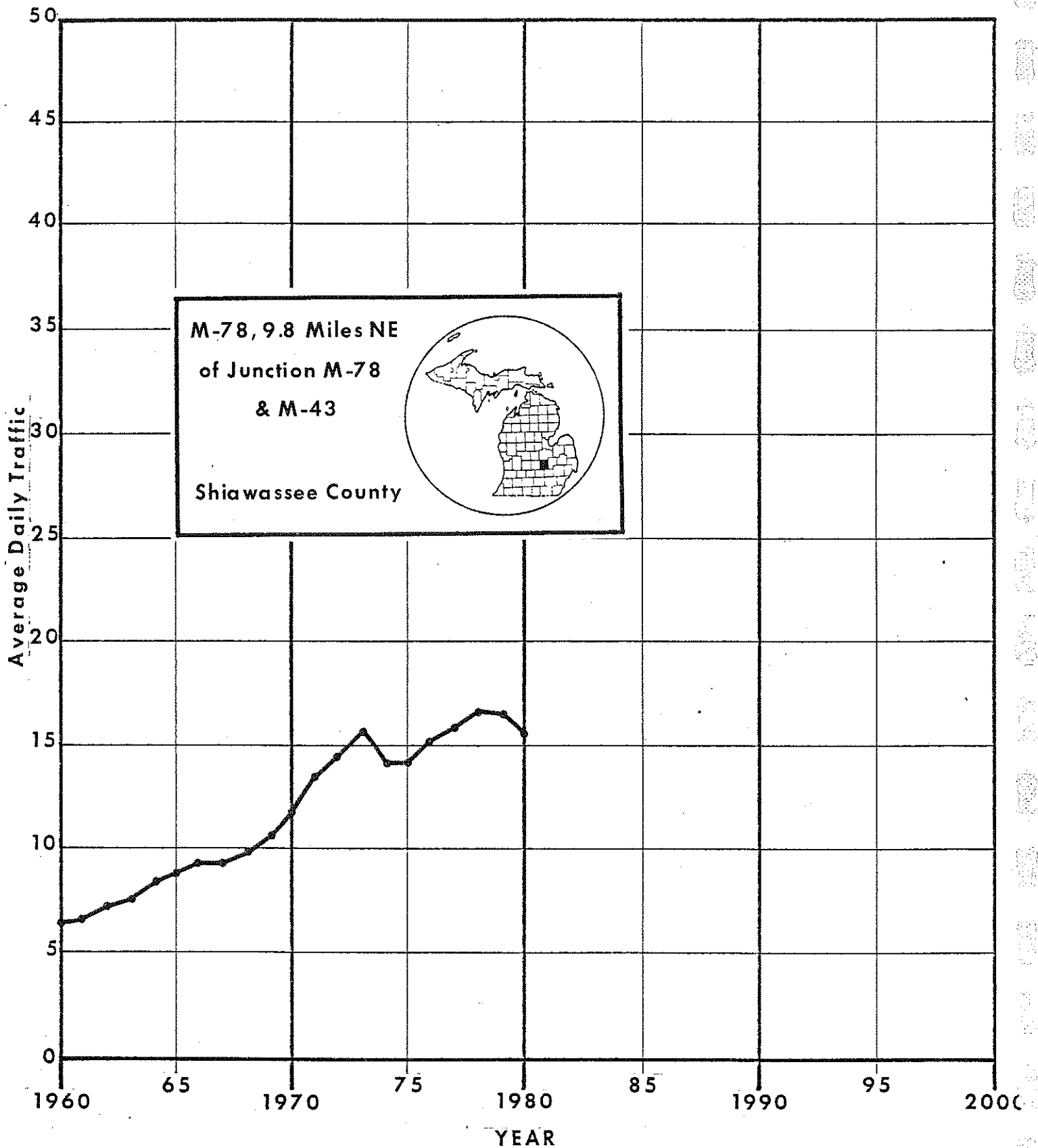
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 6069



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 6069 Dir E-W Bd.

Location Looking Glass River Route M-78, 9.8 mi. NE of Jct. M-78 & M-43

County Shiawassee Twp or City Woodhull Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	2272	14.7	335
1950	4870	12.9	628
1955	6190	11.2	691
1960	6671	11.2	747
1961	6840	11.2	767
1962	7271	11.2	814
1963	7720	11.3	869
1964	8384	10.9	914
1965	8859	11.1	987
1966	9199	11.4	1048
1967	9174	10.4	954
1968	9959	10.4	1035
1969	10627	10.5	1116
1970	11714	10.9	1271
1971	13406	10.7	1430
1972	14501	10.5	1520
1973	15787	10.3	1633
1974	14154	10.8	1531
1975	14172	10.7	1513
1976	15120	10.7	1622
1977	15940	10.4	1652
1978	16817	10.9	1825
1979	16703	10.6	1775
1980	15622	11.0	1715
1981			
1982			
1983			
1984			
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1986			
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2000			

REMARKS: _____

Renumbered from 608 to

6059 - January 1, 1956.

Changed to directional on

October 1, 1957.

DATE INSTALLED: July 1941

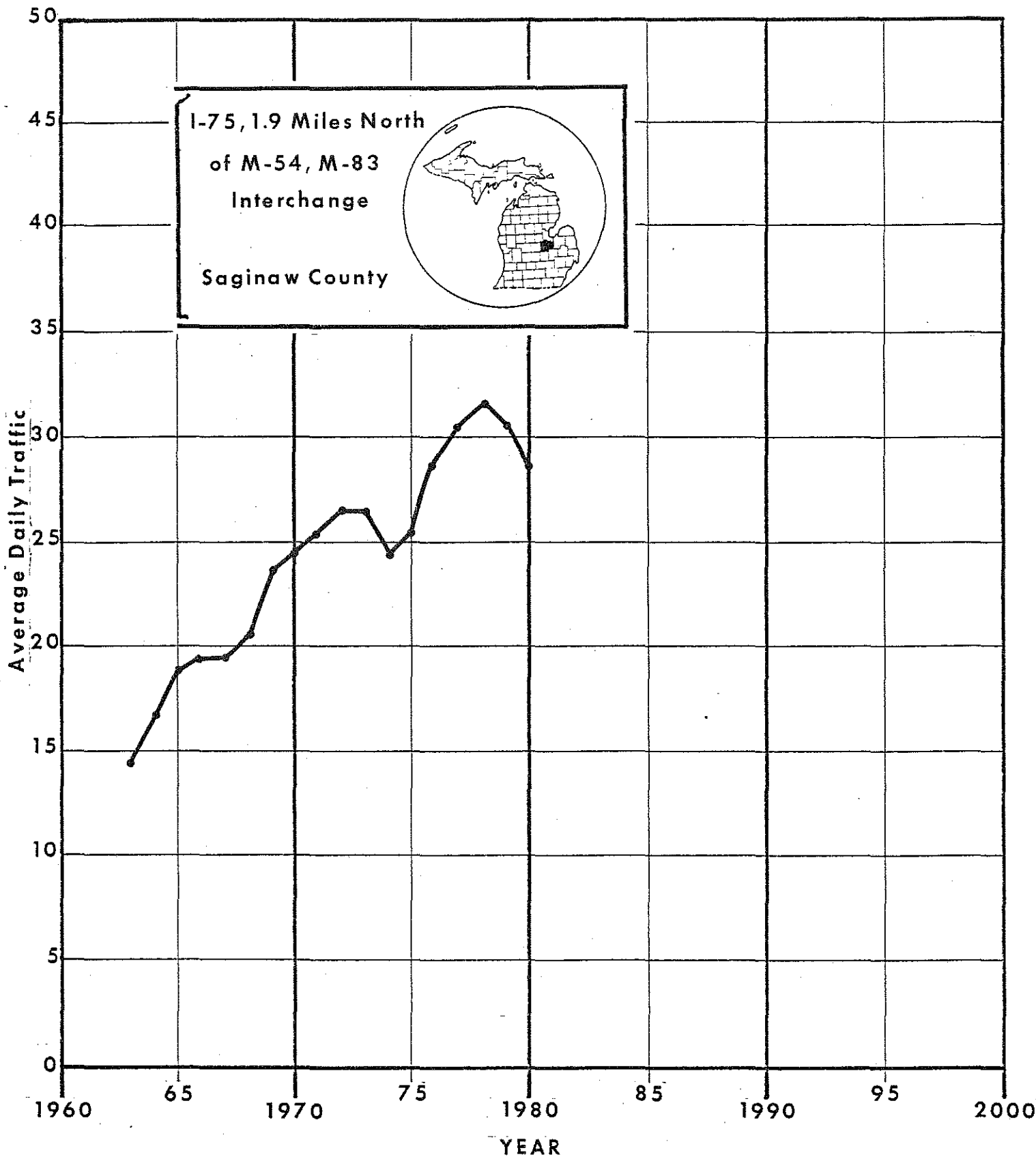
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 6129



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 6129 Dir N-S Bd.

Location Bridgeport Route I-75, 1.9 mi. N of M-54/M-83 Interchange

County Saginaw Twp or City Birch Run Hwy System 01 IR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936	_____	_____	_____
1940	_____	_____	_____
1945	_____	_____	_____
1950	_____	_____	_____
1955	_____	_____	_____
1960	_____	_____	_____
1961	_____	_____	_____
1962	_____	_____	_____
1963	<u>14590</u>	<u>16.7</u>	<u>2443</u>
1964	<u>16826</u>	<u>15.5</u>	<u>2611</u>
1965	<u>18927</u>	<u>15.2</u>	<u>2880</u>
1966	<u>19334</u>	<u>15.8</u>	<u>3059</u>
1967	<u>19570</u>	<u>16.3</u>	<u>3190</u>
1968	<u>20566</u>	<u>15.5</u>	<u>3192</u>
1969	<u>23514</u>	<u>14.5</u>	<u>3409</u>
1970	<u>24295</u>	<u>14.3</u>	<u>3476</u>
1971	<u>25346</u>	<u>14.2</u>	<u>3609</u>
1972	<u>26490</u>	<u>13.7</u>	<u>3620</u>
1973	<u>26310</u>	<u>13.2</u>	<u>3461</u>
1974	<u>24157</u>	<u>14.4</u>	<u>3487</u>
1975	<u>25440</u>	<u>14.6</u>	<u>3721</u>
1976	<u>28628</u>	<u>15.3</u>	<u>4389</u>
1977	<u>30411</u>	<u>15.2</u>	<u>4629</u>
1978	<u>31689</u>	<u>15.2</u>	<u>4821</u>
1979	<u>30629</u>	<u>15.7</u>	<u>4805</u>
1980	<u>28647</u>	<u>16.2</u>	<u>4634</u>
1981	_____	_____	_____
1982	_____	_____	_____
1983	_____	_____	_____
1984	_____	_____	_____
1985	_____	_____	_____
1986	_____	_____	_____
1987	_____	_____	_____
1988	_____	_____	_____
1989	_____	_____	_____
1990	_____	_____	_____
1991	_____	_____	_____
1992	_____	_____	_____
1993	_____	_____	_____
1994	_____	_____	_____
1995	_____	_____	_____
1996	_____	_____	_____
1997	_____	_____	_____
1998	_____	_____	_____
1999	_____	_____	_____
2000	_____	_____	_____

REMARKS: _____

DATE INSTALLED: Nov. 1962

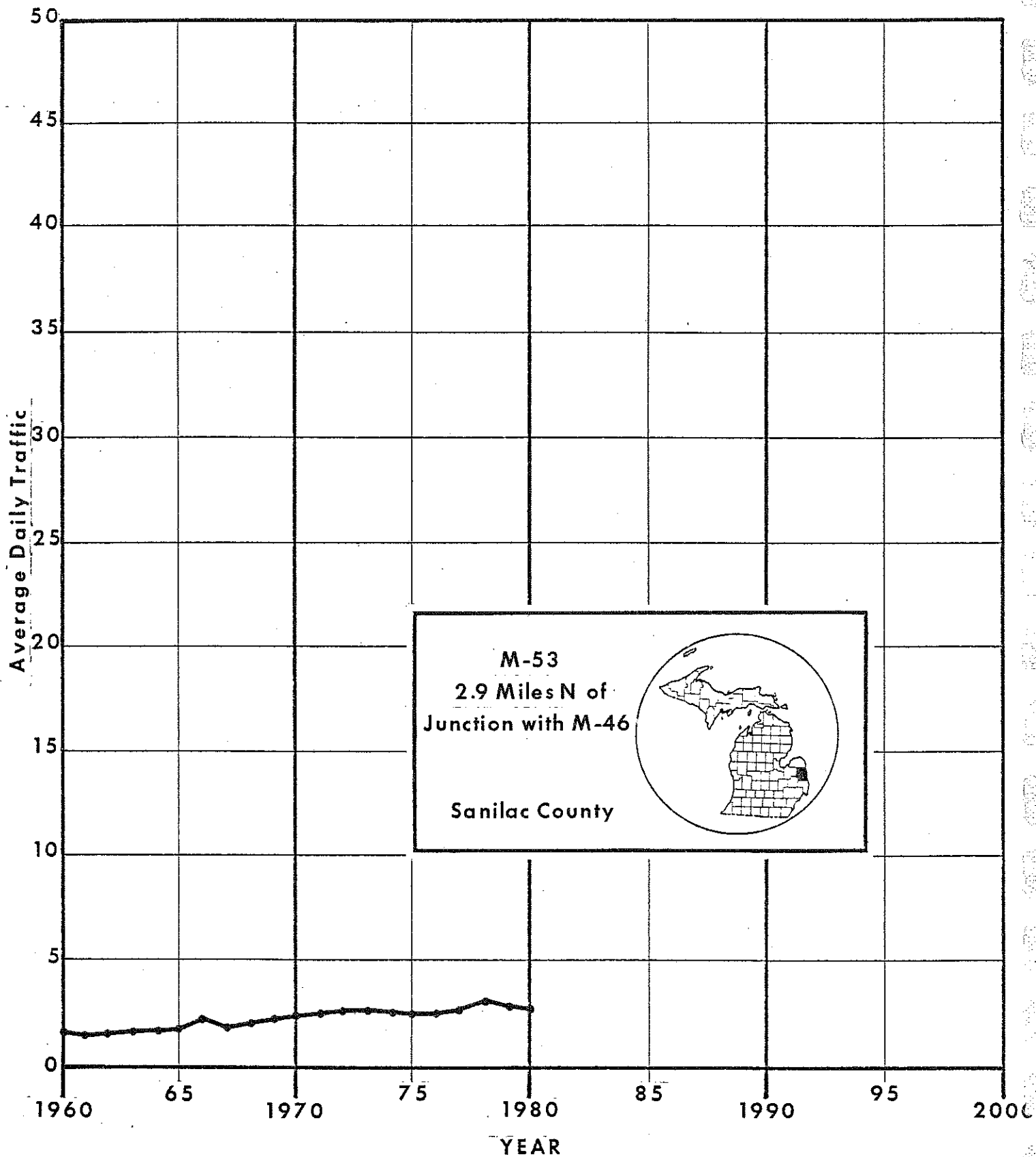
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 6169



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 6169Dir N-S Bd.

Location Marlette Route M-53, 2.9 mi. N. of Jct. with M-46

County Sanilac Twp or City Lamotte Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940	<u>1710</u>	<u>24.9</u>	<u>426</u>
1945	<u>887</u>	<u>22.3</u>	<u>198</u>
1950	<u>1531</u>	<u>20.8</u>	<u>318</u>
1955	<u>1852</u>	<u>21.3</u>	<u>395</u>
1960	<u>1663</u>	<u>20.4</u>	<u>340</u>
1961	<u>1440</u>	<u>17.2</u>	<u>248</u>
1962	<u>1604</u>	<u>20.8</u>	<u>333</u>
1963	<u>1711</u>	<u>19.6</u>	<u>336</u>
1964	<u>1805</u>	<u>18.4</u>	<u>332</u>
1965	<u>1815</u>	<u>19.1</u>	<u>346</u>
1966	<u>2140</u>	<u>16.9</u>	<u>361</u>
1967	<u>1978</u>	<u>18.2</u>	<u>360</u>
1968	<u>2013</u>	<u>17.6</u>	<u>340</u>
1969	<u>2149</u>	<u>17.4</u>	<u>375</u>
1970	<u>2240</u>	<u>18.1</u>	<u>405</u>
1971	<u>2426</u>	<u>17.9</u>	<u>434</u>
1972	<u>2778</u>	<u>17.6</u>	<u>489</u>
1973	<u>2785</u>	<u>16.0</u>	<u>446</u>
1974	<u>2611</u>	<u>15.8</u>	<u>413</u>
1975	<u>2584</u>	<u>15.4</u>	<u>397</u>
1976	<u>2677</u>	<u>15.1</u>	<u>405</u>
1977	<u>2802</u>	<u>15.4</u>	<u>431</u>
1978	<u>3008</u>	<u>16.0</u>	<u>482</u>
1979	<u>2956</u>	<u>15.1</u>	<u>446</u>
1980	<u>2864</u>	<u>14.9</u>	<u>426</u>
1981			
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REMARKS: _____

Renumbered from 679 to

6019 - January 1, 1956.

DATE INSTALLED: Aug. 1937

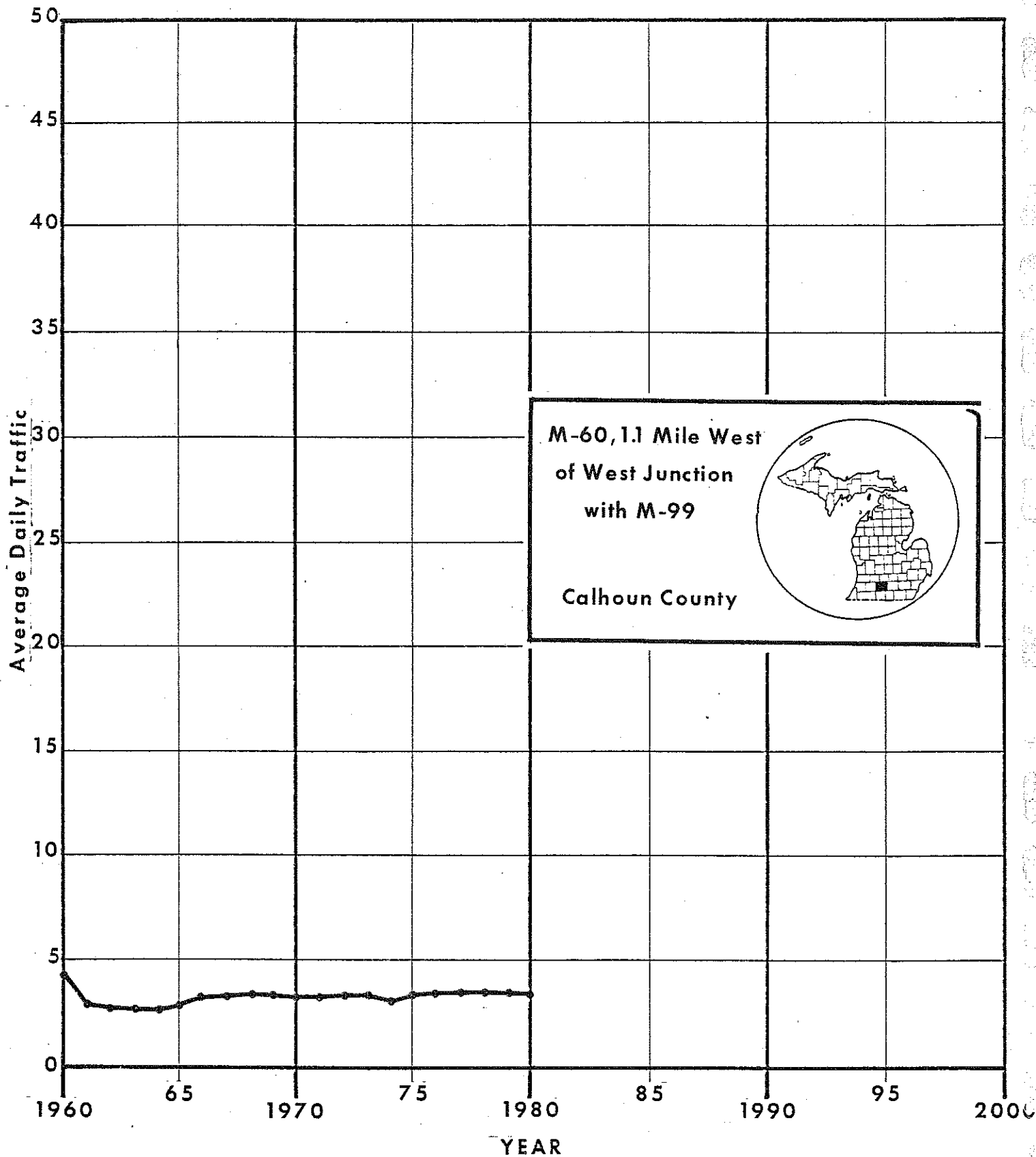
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 7069



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #7069 Dir E-W Bd.

Location Homer Route M-60, 1.1 mi. W of Jct. w/M-99

County Calhoun Twp or City Clarendon Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945	1636	12.7	208
1950	4416	10.5	463
1955	4375	10.6	464
1960	4137	10.1	417
1961*	2936	9.9	292
1962	2858	10.1	288
1963	2833	10.2	288
1964	2827	9.9	281
1965	2960	9.6	285
1966	3188	9.7	310
1967	3182	9.6	304
1968	3232	9.7	313
1969	3222	9.3	299
1970	3136	10.0	313
1971	3195	10.4	331
1972	3257	9.8	318
1973	3275	9.6	313
1974	3088	9.9	305
1975	3208	10.0	322
1976	3353	10.3	346
1977	3524	10.5	370
1978	3748	10.5	395
1979	3698	10.1	375
1980	3584	10.8	388
1981			
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REMARKS: _____

* Expressway opened.

DATE INSTALLED: Aug. 1941

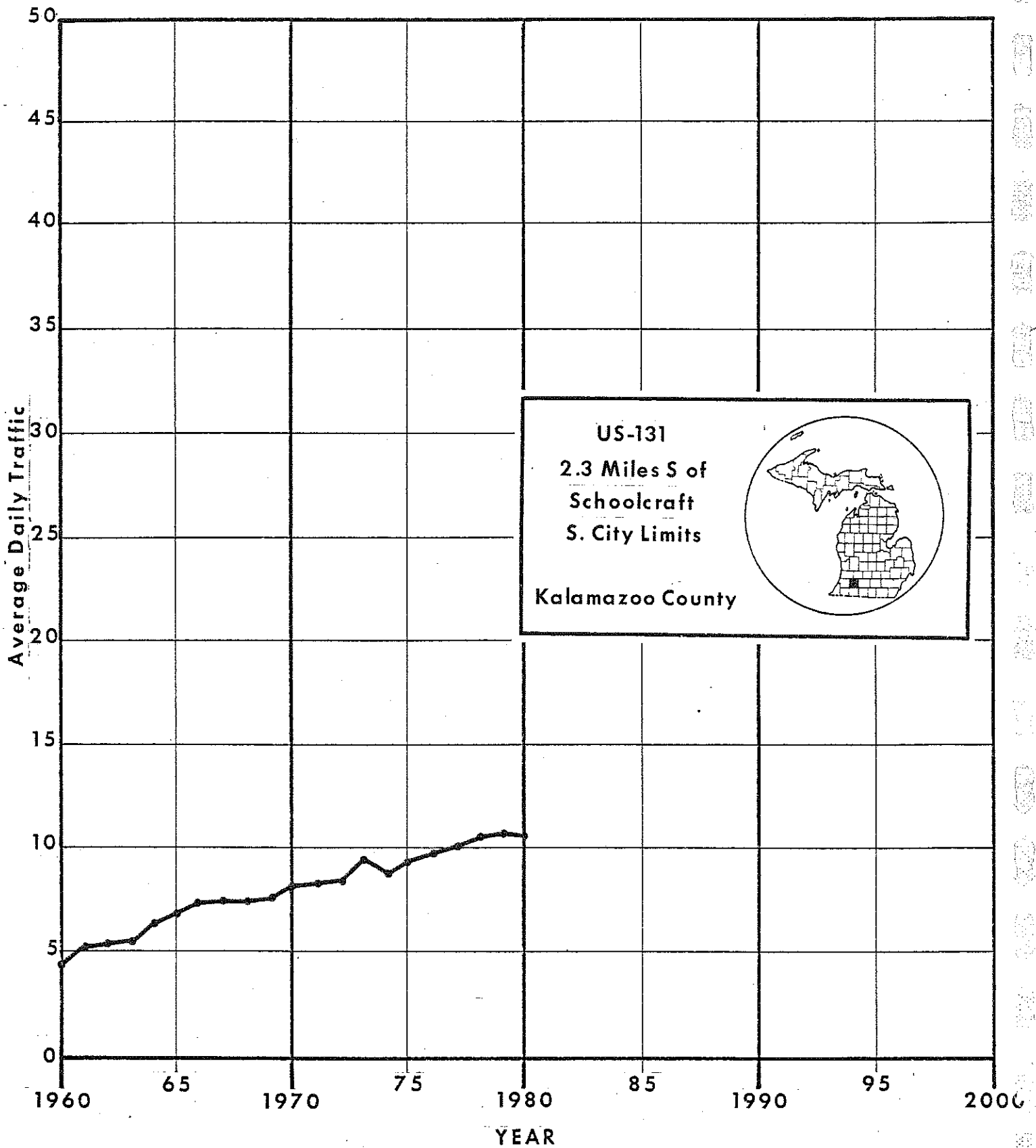
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DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 7109



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #7109 Dir N-S Bd.

Location Schoolcraft Route US-131, 2.3 mi. South of Schoolcraft S. City Limits
 County Kalamazoo Twp or City Schoolcraft Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	4443	14.0	624N
1961	5162	10.9	561S
1962	5446	11.0	598
1963	5665	11.2	636
1964	6302	11.1	699
1965	6939	10.9	753
1966	7375	10.7	792
1967	7547	11.1	835
1968	7693	10.2	782
1969	7811	10.5	824
1970	8102	10.5	852
1971	8274	10.1	835
1972	8531	10.8	920
1973	9529	10.2	968
1974	8909	10.6	941
1975	9201	10.5	969
1976	9830	10.6	1043
1977	10043	10.8	1082
1978	10639	10.9	1163
1979	10791	11.3	1221
1980	10629	10.8	1152
1981			
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REMARKS: _____

DATE INSTALLED: June 1956

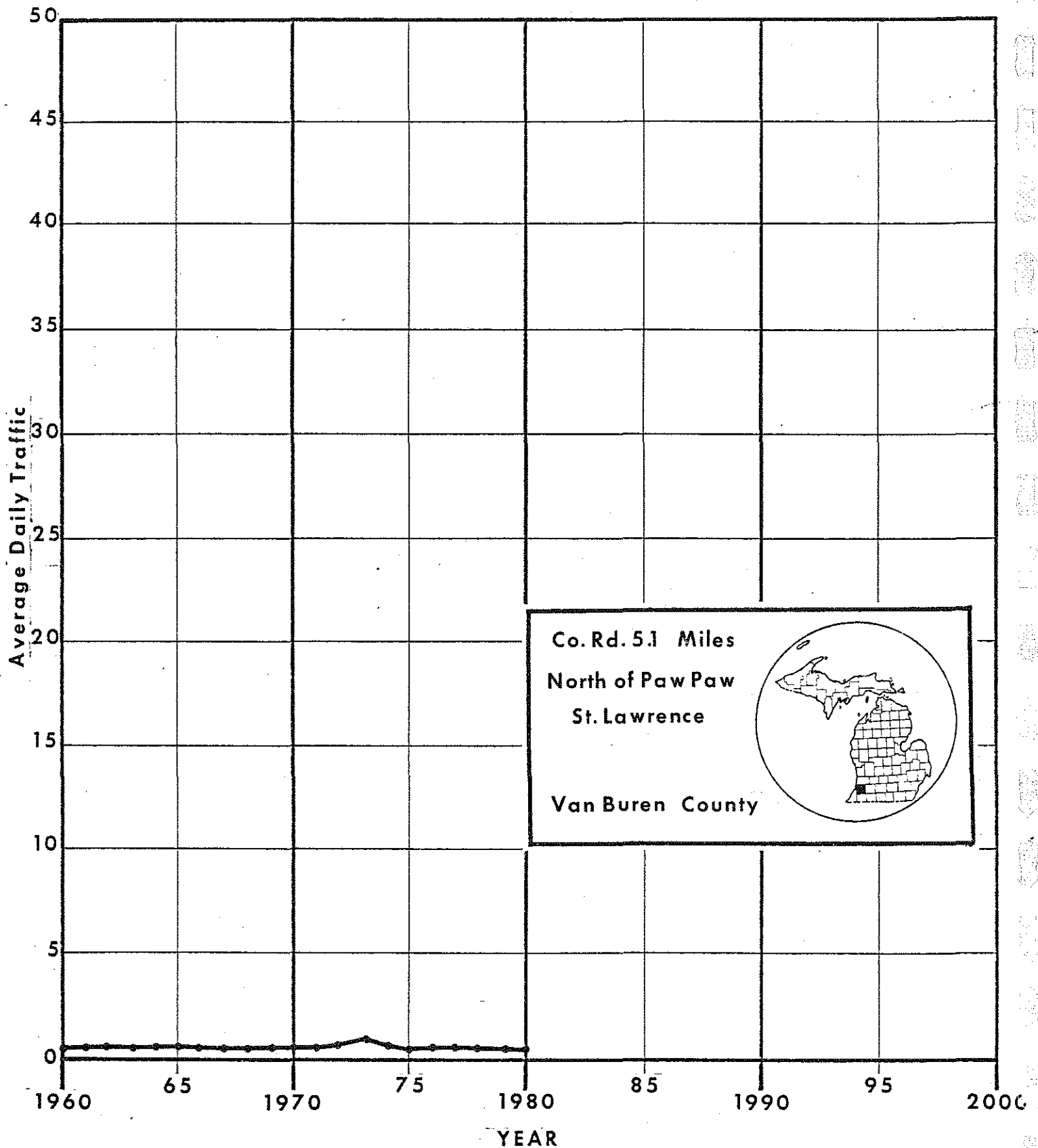
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DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 7149



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 7149 Dir N-S Bd.

Location Lawrence Route Co Rd, 5.1 mi. N of Paw Paw St. Lawrence

County Van Buren Twp or City Alington Hwy System 07 FLR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960	531	15.4	82
1961	565	15.6	88
1962	612	16.3	78
1963	581	15.3	89
1964	671	14.5	97
1965	650	14.9	97
1966	593	14.2	84
1967	543	14.8	80
1968	576	14.8	85
1969	663	13.7	91
1970	632	13.8	87
1971	667	13.5	90
1972	769	13.4	103
1973	976	13.6	133
1974	632	13.4	85
1975	560	13.0	73
1976	609	14.6	89
1977	712	12.5	89
1978	629	13.8	87
1979	523	13.0	68
1980	511	12.9	66
1981			
1982			
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2000			

REMARKS: _____

DATE INSTALLED: Aug. 1958

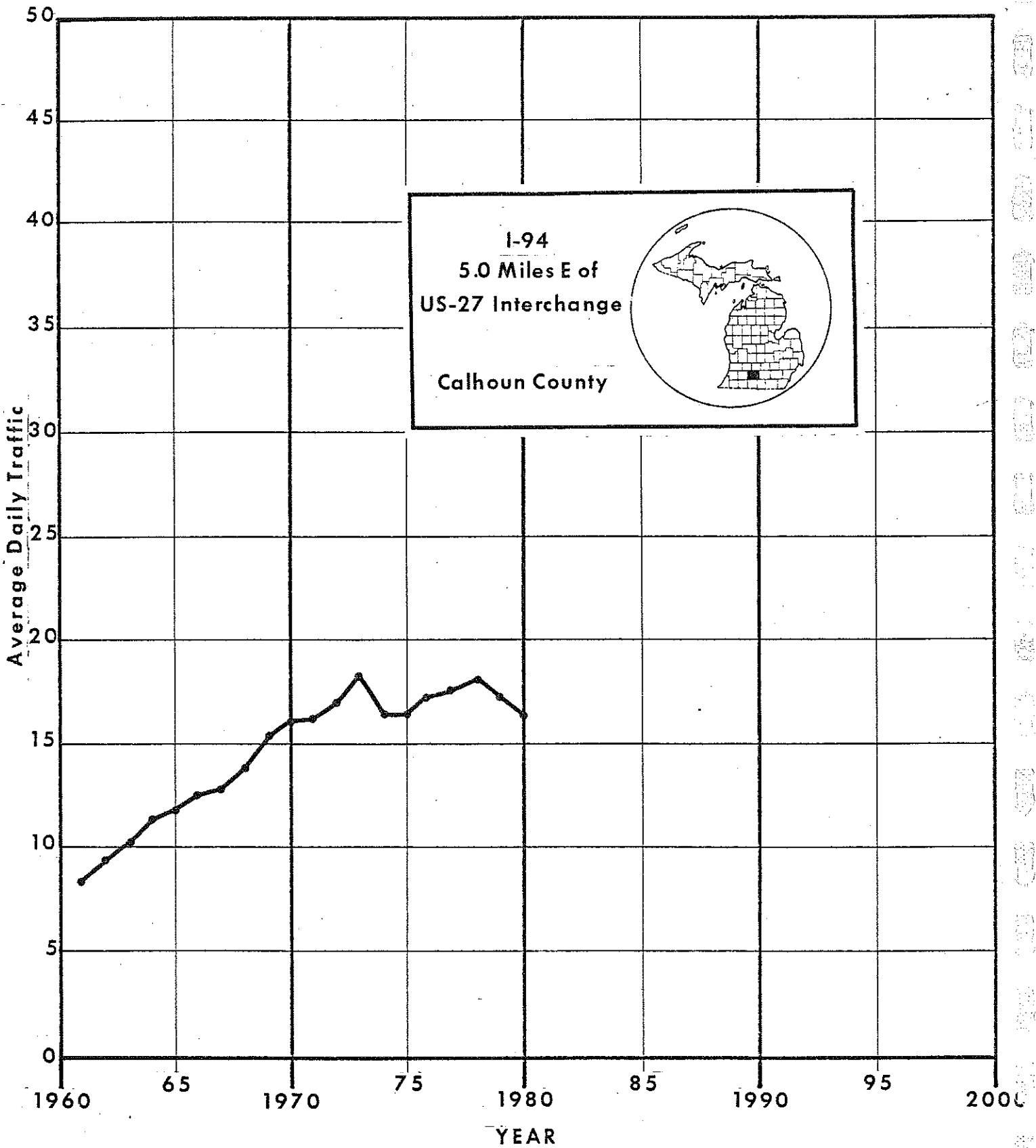
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CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 7169



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 7169 Dir E-W Bd.

Location Marshall Route I-94, 5.0 mi. E of US-27 Interchange
 County Calhoun Twp or City Maringo Hwy System 01 IR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960			
1961	<u>8265</u>	<u>12.4</u>	<u>1028S</u>
1962	<u>9436</u>	<u>12.6</u>	<u>1191</u>
1963	<u>10198</u>	<u>12.4</u>	<u>1265</u>
1964	<u>11185</u>	<u>12.0</u>	<u>1341</u>
1965	<u>11825</u>	<u>12.1</u>	<u>1436</u>
1966	<u>12608</u>	<u>11.9</u>	<u>1505</u>
1967	<u>12902</u>	<u>12.3</u>	<u>1587</u>
1968	<u>13997</u>	<u>12.2</u>	<u>1706</u>
1969	<u>15466</u>	<u>11.8</u>	<u>1831</u>
1970	<u>16010</u>	<u>11.7</u>	<u>1876</u>
1971	<u>16184</u>	<u>11.1</u>	<u>1792</u>
1972	<u>17041</u>	<u>11.9</u>	<u>2023</u>
1973	<u>18351</u>	<u>11.7</u>	<u>2144</u>
1974	<u>16579</u>	<u>11.9</u>	<u>1970</u>
1975	<u>16520</u>	<u>12.1</u>	<u>2005</u>
1976	<u>17272</u>	<u>12.1</u>	<u>2088</u>
1977	<u>17700</u>	<u>12.1</u>	<u>2145</u>
1978	<u>18109</u>	<u>11.9</u>	<u>2155</u>
1979	<u>17267</u>	<u>11.7</u>	<u>2027</u>
1980	<u>16349</u>	<u>12.1</u>	<u>1986</u>
1981			
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REMARKS: _____

DATE INSTALLED: Aug. 1960

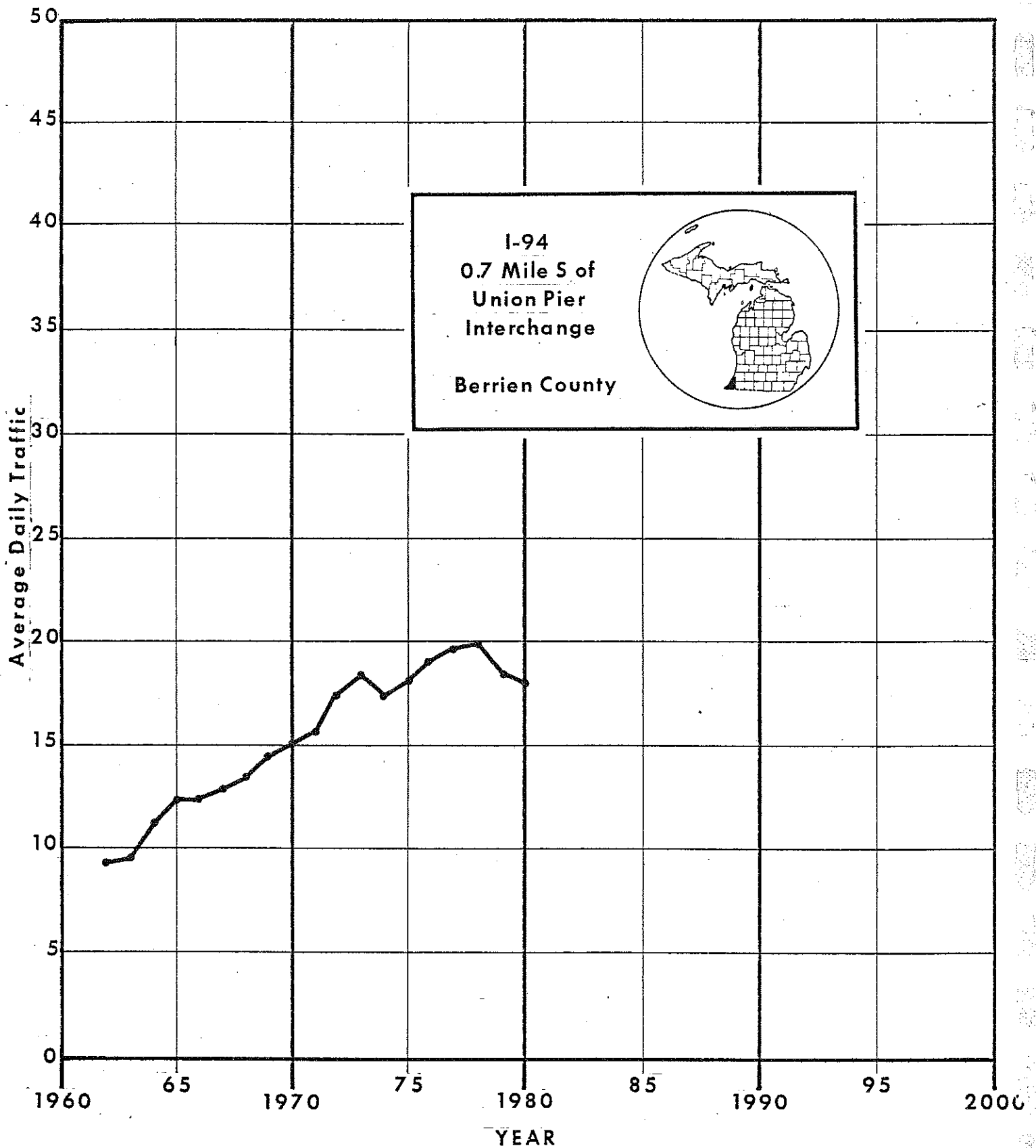
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DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 7189



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station # 7189 Dir N-S Bd.

Location New Buffalo Route I-94, 0.7 mi. S of Union Pier Interchange
 County Berrien Twp or City New Buffalo Hwy System 01 IR

YEAR	A.D.T.	% 30th HI HR	30th HI HR
1936			
1940			
1945			
1950			
1955			
1960			
1961			
1962	9219	13.7	1262
1963	9744	15.8	1543
1964	11570	15.9	1841
1965	12350	14.3	1761
1966	12400	14.8	1832
1967	13088	16.5	2163
1968	13678	16.5	2252
1969	14643	16.1	2361
1970	15015	16.1	2416
1971	15869	16.0	2534
1972	17418	15.6	2723
1973	18559	14.9	2771
1974	17513	15.4	2691
1975	18149	16.5	2988
1976	19057	16.0	3058
1977	19803	15.5	3071
1978	19914	15.9	3159
1979	18503	15.2	2817
1980	18024	15.4	2767
1981			
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REMARKS: _____
Three-month construction
in 1965 - September,
October and November.

DATE INSTALLED: July 1962

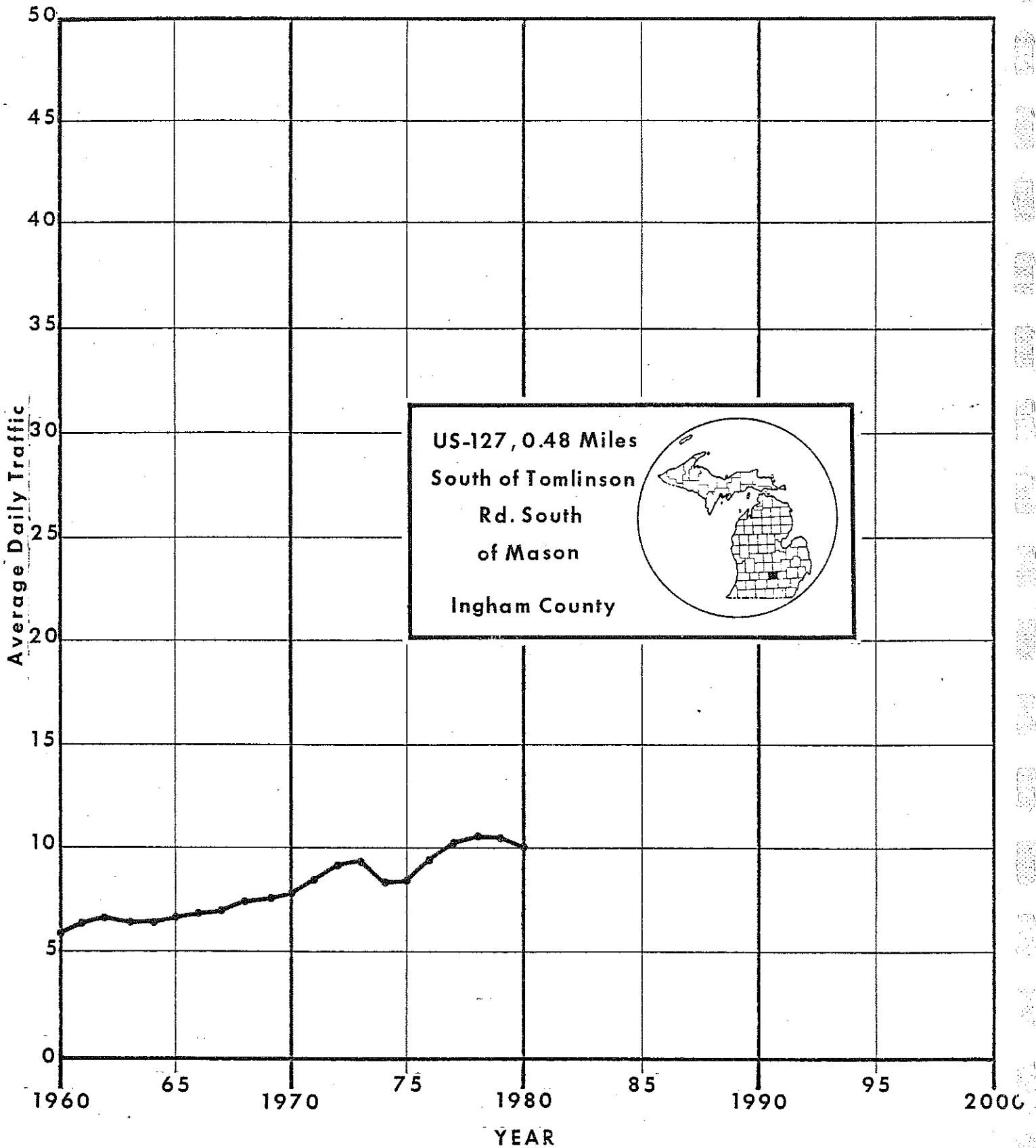
DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 8029



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #8029 Dir N-S Bd.

US-127, 0.48 mi.

Location Mason Route S. of Tomlinson Road S. of Mason

County Ingham Twp or City Vevay Hwy System 03 OFR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940	2890	15.1	437
1945	1964	16.1	317
1950	3422	12.2	418
1955	4391	11.9	521
1960	5905	11.8	694
1961	6278	12.3	774
1962	6815	12.1	828
1963	6306	11.7	737
1964	6354	11.3	719
1965	6862	11.6	794
1966	6978	11.3	789
1967	7035	11.6	818
1968	7406	11.5	854
1969	7769	11.1	864
1970	7991	11.7	931
1971	8609	11.6	998
1972	9256	10.9	1011
1973	9417	10.7	1011
1974	8532	11.4	974
1975	8696	12.0	1044
1976	9513	11.2	1061
1977	10127	11.1	1125
1978	10784	11.1	1196
1979	10666	10.9	1160
1980	10012	10.7	1075
1981			
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REMARKS: _____

Changed to directional on
January 1, 1957.

Renumbered from 675 to
8029 - January 1, 1956.

Station divided in 1957.

DATE INSTALLED: Oct. 1936

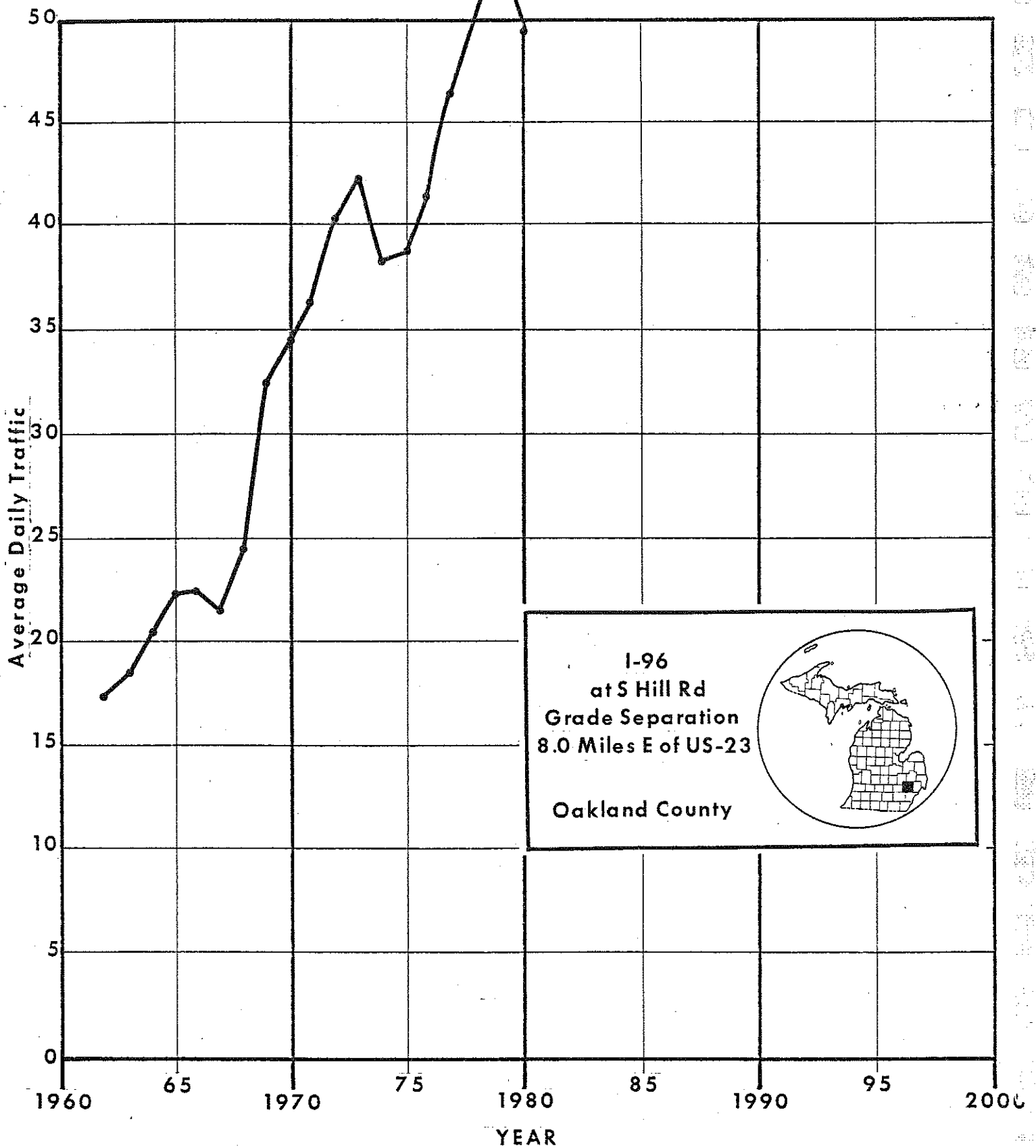
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DATE: _____

AVERAGE DAILY TRAFFIC - P.T.R. TRENDS

From Automatic Traffic Recorder Station 8209



30TH HIGH HOUR DATA - ANNUAL

From Automatic Traffic Recorder Station #8209 Dir E-W Bd.

Location New Hudson Route I-96 at S. Hill Rd. Grade Separation - 8.0 mi. E. of US-23

County Oakland Twp or City Lyon Hwy System 01 IR

<u>YEAR</u>	<u>A.D.T.</u>	<u>% 30th HI HR</u>	<u>30th HI HR</u>
1936			
1940			
1945			
1950			
1955			
1960			
1961			
1962	17329	18.4	3186
1963	18617	17.9	3324
1964	20624	16.3	3367
1965	22455	15.5	3486
1966	22623	12.8	2904
1967	21739	12.0	2610
1968	24712	13.6	3363
1969	32605	13.5	4387
1970	34619	13.2	4561
1971	36259	12.7	4603
1972	40166	12.1	4849
1973	42392	11.1	4721
1974	38343	11.4	4363
1975	38998	11.0	4290
1976	41401	11.7	4843
1977	46541	11.5	5322
1978			
1979	54076	11.1	5987
1980	49513	11.1	5514
1981			
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REMARKS: _____

No data - 1978.

DATE INSTALLED: May 1961

DATE REMOVED: _____

CONVERTED TO: _____

DATE: _____