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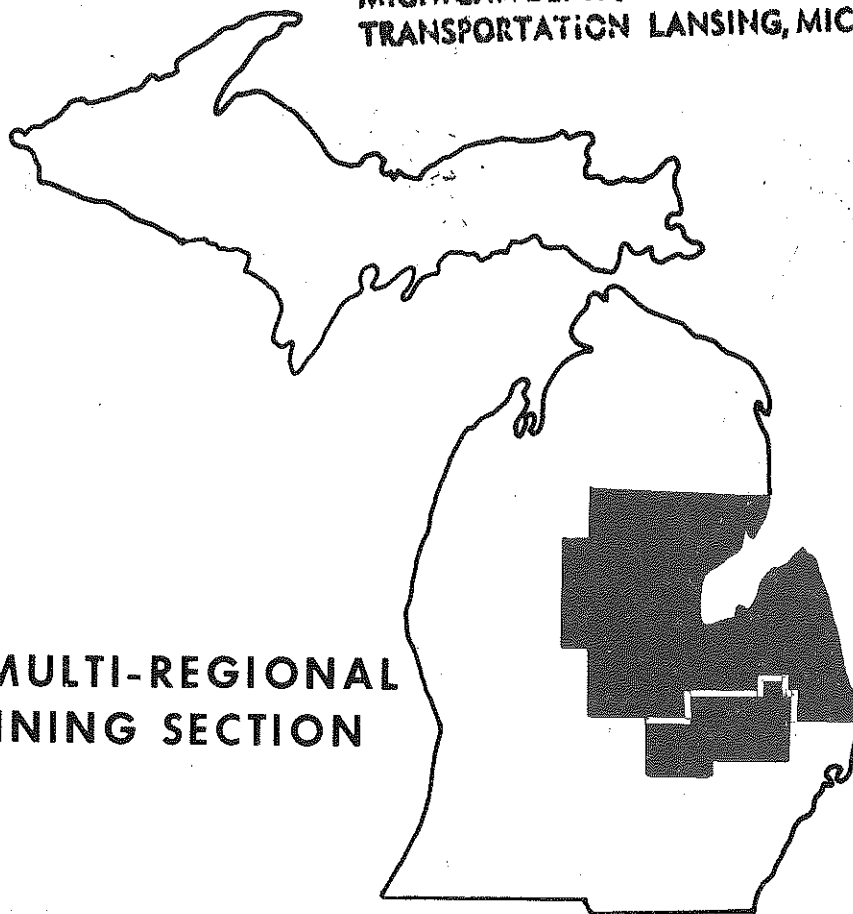
MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

WEST BRANCH AREA 1974
EXTERNAL
ORIGIN DESTINATION
SURVEY
FACTUAL DATA REPORT

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MICHIGAN DEPARTMENT
OF
STATE HIGHWAYS AND TRANSPORTATION

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JOHN P. WOODFORD, DIRECTOR

April 19, 1976

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

Dear Mr. Cryderman:

Documented in this report are the results of the 1974 West Branch External Origin Destination Survey. Included are tables, maps and summaries of data obtained during the survey.

This report was prepared by Transportation Planner David E. Bell under the supervision of Maynard A. Christensen of the East Michigan Planning Region.

Sincerely,

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

Keith E. Bushnell, Administrator
Multi-Regional Planning Division



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SURVEY AREA

West Branch, located in the southwest corner of Ogemaw County, is the county seat and has the largest population (1912) in the county. The City is situated along M-55 near M-30 and I-75.

It is located in an area containing large tracts of state and national forests, making the area attractive for the tourist and recreationalist. In addition to the tourist industry, West Branch has several small manufacturing concerns largely oriented toward the construction industry.

TERMINOLOGY AND DEFINITIONS

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

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

Study Area: The area enclosed by the Cordon Line.

Origin: The place where a trip begins.

Destination: The place where a trip ends.

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

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

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

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

FIELD PROCEDURE

Field work for the West Branch External Origin Destination Survey was conducted during July, 1974. The purpose of the survey was to gather data regarding the movement of individuals by motor vehicle through, into, and out of the study area.

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

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

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

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

TABLE 1
WEST BRANCH
EXTERNAL ORIGIN DESTINATION SURVEY

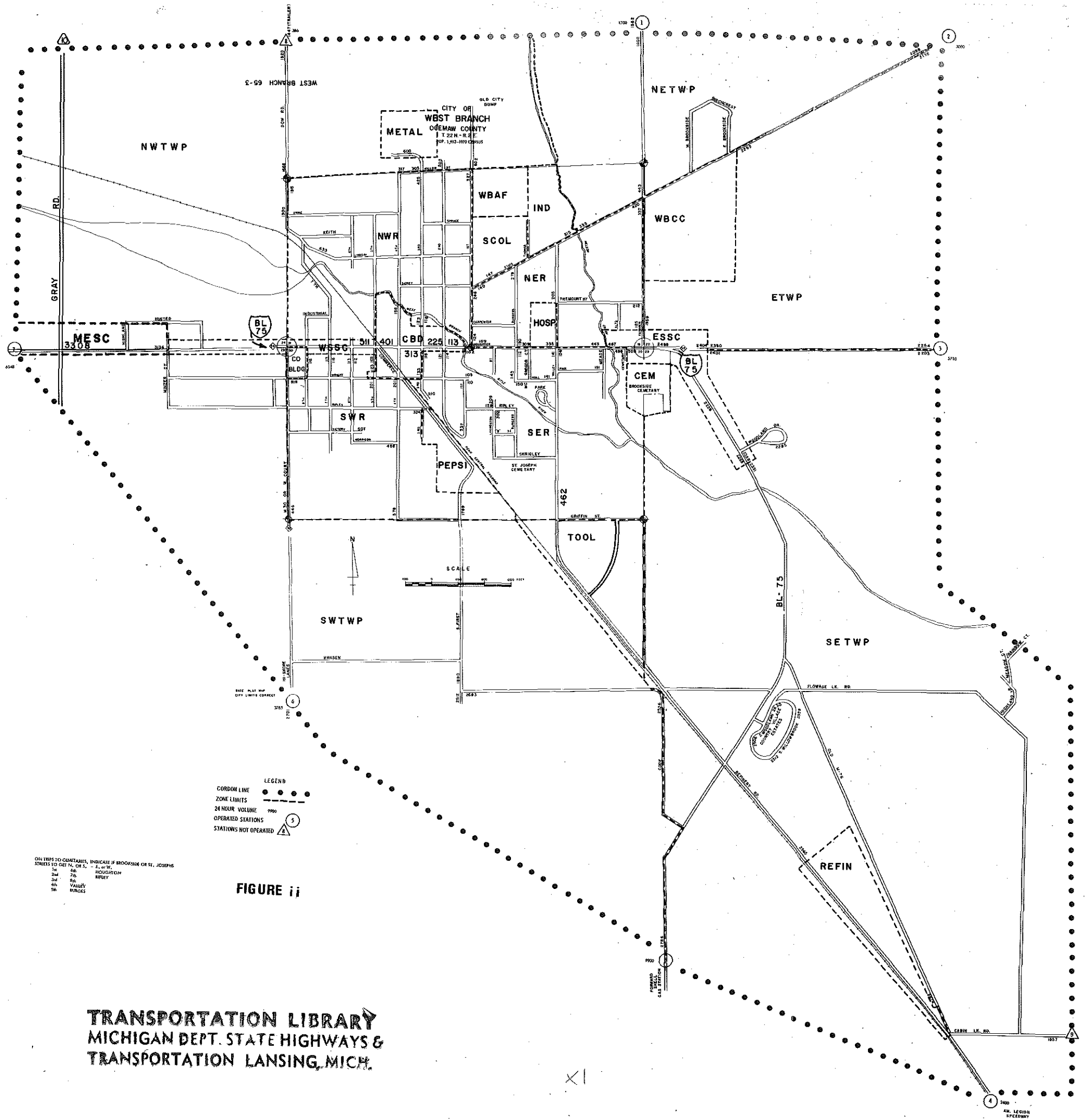
EXTERNAL STATIONS

<u>Station No.</u>	<u>Location</u>
1	Fairview Street N of West Branch N City Limits
2	State Road NE of West Branch City Limits
3	Houghton Road E of West Branch E City Limits
4	Refinery Road SE of Cabin Lake Road
5	BL-75 S of Cook Road at Shell gas station
6	M-30 S of Hansen Street
7	BL-75 W of Gray Road

INTERNAL ANALYSIS ZONES

WEST BRANCH ZONE ABBREVIATIONS AND THEIR EQUIVALENTS

CBD	11	CENTRAL BUSINESS DISTRICT
CEM	29	CEMETERY
COBLDG	20	COUNTY BUILDING
ESSC	28	EAST SIDE SHOPPING CENTER
ETWP	27	EAST TOWNSHIP
HOSP	16	HOSPITAL
IND	24	INDUSTRY
MESC	4	MICHIGAN EMPLOYMENT SECURITY COMMISSION
NER	15	NORTH EAST RESIDENTIAL
NETWP	25	NORTH EAST TOWNSHIP
NWR	12	NORTH WEST RESIDENTIAL
NWTWP	2	NORTH WEST TOWNSHIP
PEPSI	18	PEPSI-COLA
REFIN	32	REFINERY
SCOL	14	SCHOOL
SER	17	SOUTH EAST RESIDENTIAL
SETWP	31	SOUTH EAST TOWNSHIP
SWR	19	SOUTH WEST RESIDENTIAL
SWTWP	33	SOUTH WEST TOWNSHIP
TOOL	30	REEVES MACHINE & TOOL
WBAF	13	WEST BRANCH ATHLETIC FIELD
WBCC	26	WEST BRANCH COUNTRY CLUB
METAL	23	WEST BRANCH METAL PRODUCTS
WSSC	21	WEST SIDE SHOPPING CENTER



ALL STATIONS

Interviews were conducted for the West Branch External Origin Destination Survey on an average October, 1974, weekday. While a total of 18059 trips passed through all stations, 13, 189 were stopped and interviewed, yielding an area-wide interview rate of 73.9%. Due to conventions of computer programs used to process and expand interview data, as explained in the footnote to Table 1, trips discussed in ensuing paragraphs of this report will be slightly understated.

After expansion, for all stations, there were 17,852 total area vehicle trips. As can be seen in Table 1, 12,653 or 70.1% of total vehicle area trips utilized M-55 (Stations 3&7), M-30 (Station 6) of BL-75 (Station 5), state trunkline facilities. Stations 1, 2 & 4, located on county roads, constituted the remaining trips.

Traffic was categorized as terminal or through, with the former constituting 68.9% and the latter 31.1% of all vehicle trips. However, since a through trip was counted at its entrance or exit station, in order to determine total trips it was necessary to half factor all through trips to adjust for this double counting. When considered in this light, terminal trips accounted for 84.4% of all trips and through trips 15.6%.

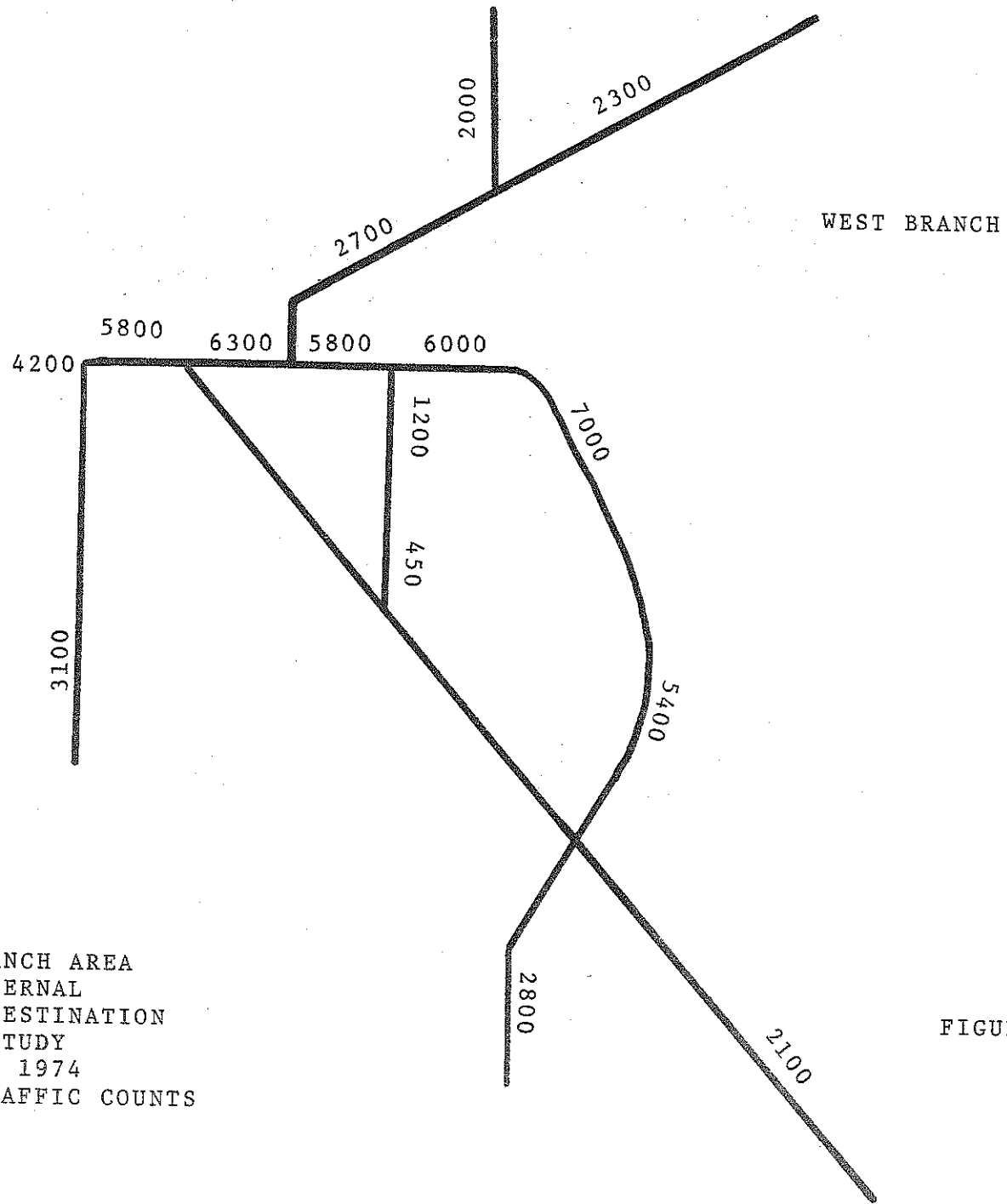
Over 54% of all terminal trips interchange with Zone 11 (Central Business District), Zone 28 (East Side Shopping Center), Zone 21, (West Side Shopping Center) or Zone 12 (Northwest Residential).

Table 2 presents a list of total area terminal trips by zone with Figure 1, displaying the study area with terminal trips superimposed.

Through trips will be treated in individual station analysis.

Table 3, which shows the trip length of all trips determined through the survey, indicates that the average trip length was 51 minutes. The longest trip was 15 hours 30 minutes. It is to be noted that through trips were half factored for reasons previously stated.

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



WEST BRANCH AREA
EXTERNAL
ORIGIN DESTINATION
STUDY
JULY 1974
24-HOUR TRAFFIC COUNTS

FIGURE iii

TABLE 1

WEST BRANCH TOTAL AREA TRIPS

<u>STATION</u>	<u>24-HOUR TRAFFIC COUNTS</u>	<u>14-HOUR INTERVIEWS</u>	<u>PERCENT INTERVIEWED</u>	¹ <u>VEHICLE TRIPS</u>	<u>PERCENT OF TOTAL TRAFFIC</u>
1	1617	1240	76.7	1618	9.00
2	1976	1438	72.8	1976	10.99
3	4112	2726	66.3	4112	23.00
4	1813	1743	96.1	1814	10.01
5	2203	1533	69.3	2203	12.17
6	2735	2056	75.2	2736	15.04
7	<u>3603</u>	<u>2543</u>	<u>70.6</u>	<u>3603</u>	<u>17.76</u>
TOTAL	18,059	13,279	73.5	18,062	100.00

<u>STATION</u>	¹ <u>VEHICLE TRIPS</u>	<u>TERMINAL TRIPS</u>	<u>% OF OF TOTAL</u>	<u>THROUGH TRIPS</u>	<u>% OF TOTAL</u>
1	1618	1066	65.9	552	34.1
2	1976	1630	82.5	346	17.5
3	4112	2883	70.1	1229	29.9
4	1814	1357	74.8	457	25.2
5	2203	1492	67.7	711	32.3
6	2736	1912	69.9	824	30.1
7	<u>3603</u>	<u>2096</u>	<u>58.2</u>	<u>1507</u>	<u>41.8</u>
TOTAL VEHICLE TRIPS	18,062	12,436	68.9	5626	31.1
TRIPS	15,277	12,436	81.4	² 2841	18.6

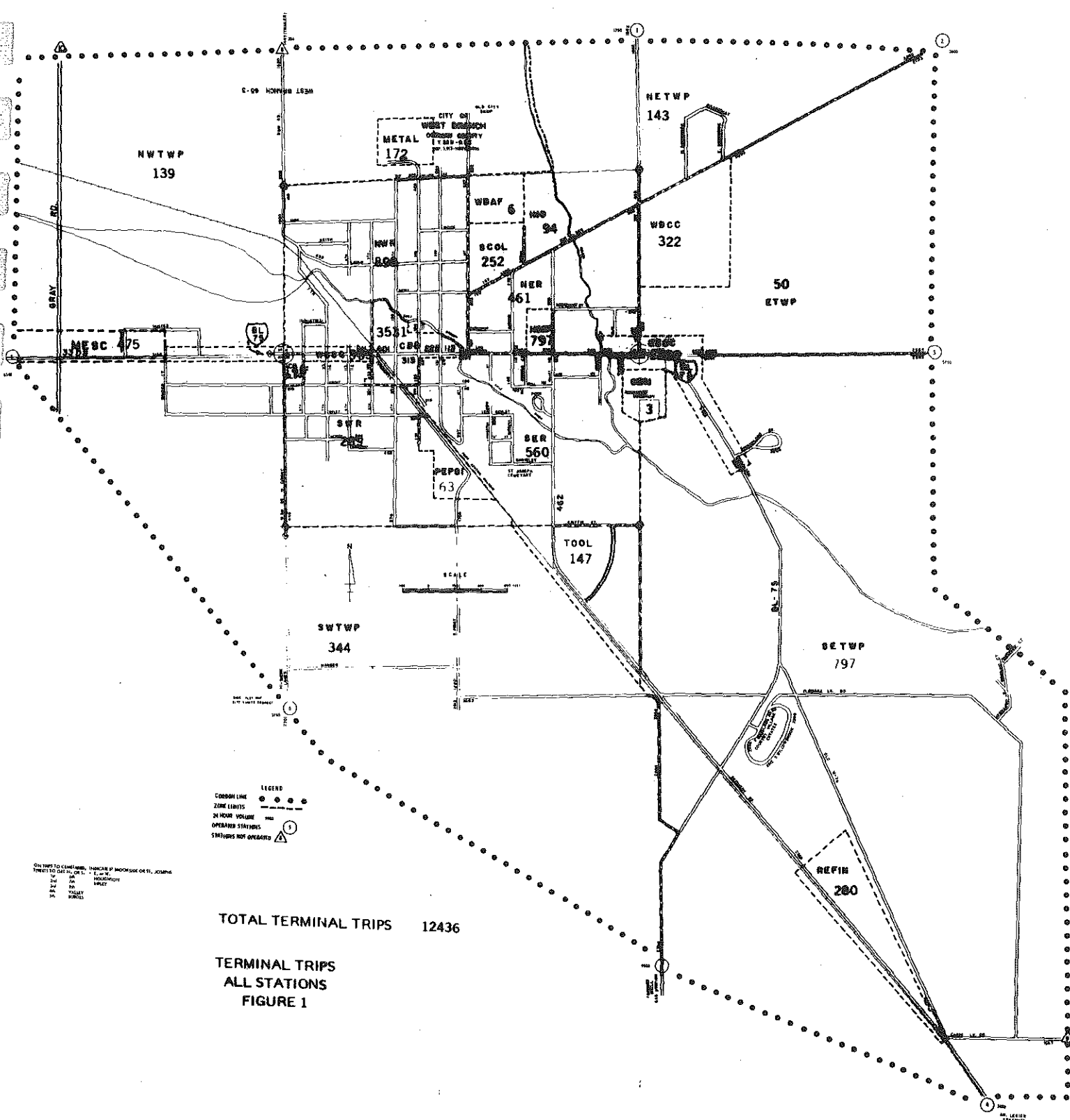
¹Due to the conventions of certain computer programs, expanded vehicle trips do not necessarily correspond exactly with 24-hour traffic counts.

²A through trip is counted both at the station of entrance and exit. To adjust for this double counting, it was necessary to half-factor through trip records.

TABLE 2

TOTAL AREA TERMINAL TRIPS

<u>ZONE NUMBER</u>	<u>ORIGINS</u>	<u>DESTINATIONS</u>	<u>TOTAL</u>	<u>PERCENT OF TOTAL</u>
11	1771	1872	3643	29.28
12	485	428	913	7.36
13	1	5	6	0.05
14	84	173	257	2.07
15	255	215	470	3.78
16	386	427	813	6.54
17	279	306	585	4.71
18	32	33	65	0.52
19	152	143	295	2.37
20	69	80	149	1.20
21	566	418	984	7.91
22	90	52	142	1.14
23	79	97	176	1.42
24	47	49	96	0.77
25	82	64	146	1.17
26	130	199	329	2.65
27	27	24	51	0.41
28	684	546	1230	9.89
29	0	3	3	0.02
30	70	80	150	1.21
31	407	403	810	6.51
32	138	148	286	2.30
33	188	163	351	2.82
34	<u>248</u>	<u>237</u>	<u>485</u>	<u>3.90</u>
TOTAL	6270	6165	12,435	100.00



TOTAL TERMINAL TRIPS 12436

TERMINAL TRIPS
ALL STATIONS
FIGURE 1

ON MAP TO CORRIDORS, INDICATE IF BOUNDARIES OF ST. CORRIDOR
 TO GET TO OR FROM ST. CORRIDOR
 ON BOUNDARIES
 ON BOUNDARIES
 ON BOUNDARIES
 ON BOUNDARIES

TABLE 3
TOTAL AREA
TRIP LENGTHS

<u>MINUTES</u>	<u>TRIPS</u>	<u>PERCENT OF TOTAL</u>
1-20	5779	37.57
20-40	4290	27.89
40-60	2035	13.23
60-90	1105	7.18
90-120	547	3.56
120-180	993	6.46
180-240	376	2.45
240-300	114	0.74
300-360	59	0.39
360-910	<u>83</u>	<u>0.55</u>
	15381	100.00

Longest Trip - 15 hours 30 minutes
Average Trip Length - 51 minutes

*Total trips may deviate from other total trips reported for all stations due to the nature of the program used to compute trip lengths. (See Table 1 footnote¹).

STATION 1

Station 1 was located on Fairview Road north of West Branch. Total trips at this location (1617) represent 9.0% of all trips for the study area. The greater proportion of these trips, 65.9%, was terminal, i.e., one end of the trip either originated or was destined to an internal analysis zone, while the remainder were through trips. Table 4 lists terminal trips by zone with Figure 3 graphically displaying the interchange of all terminal trips from the station to each zone. More than 55% interchanged with one of four zones. Zones 11 and 27 had 27.25% and 13.38% respectively, while Zone 12 and 31 each had 7.46% and 7.55%.

Of all trips passing through Station 1, a combined total of almost 63% interchanged with Station 3 (32.3%) or Station 5 (30.5%). Table 5 represents the distribution of through trips to all stations, and Figure 4 gives a schematic presentation of these trips.

The single greatest trip purpose was the work trip at 37.1% of total trips. Other social recreation constituted the next largest category at 22% with shopping accounting for an additional 18%. In all, over 77% of all trips at this station were accounted for by these three purposes.

Passenger car was the most popular means of transportation, evidenced by the fact that almost 66% of all trips were made in this manner. Panel and pickup trucks formed the next largest category, over 22% of all trips.

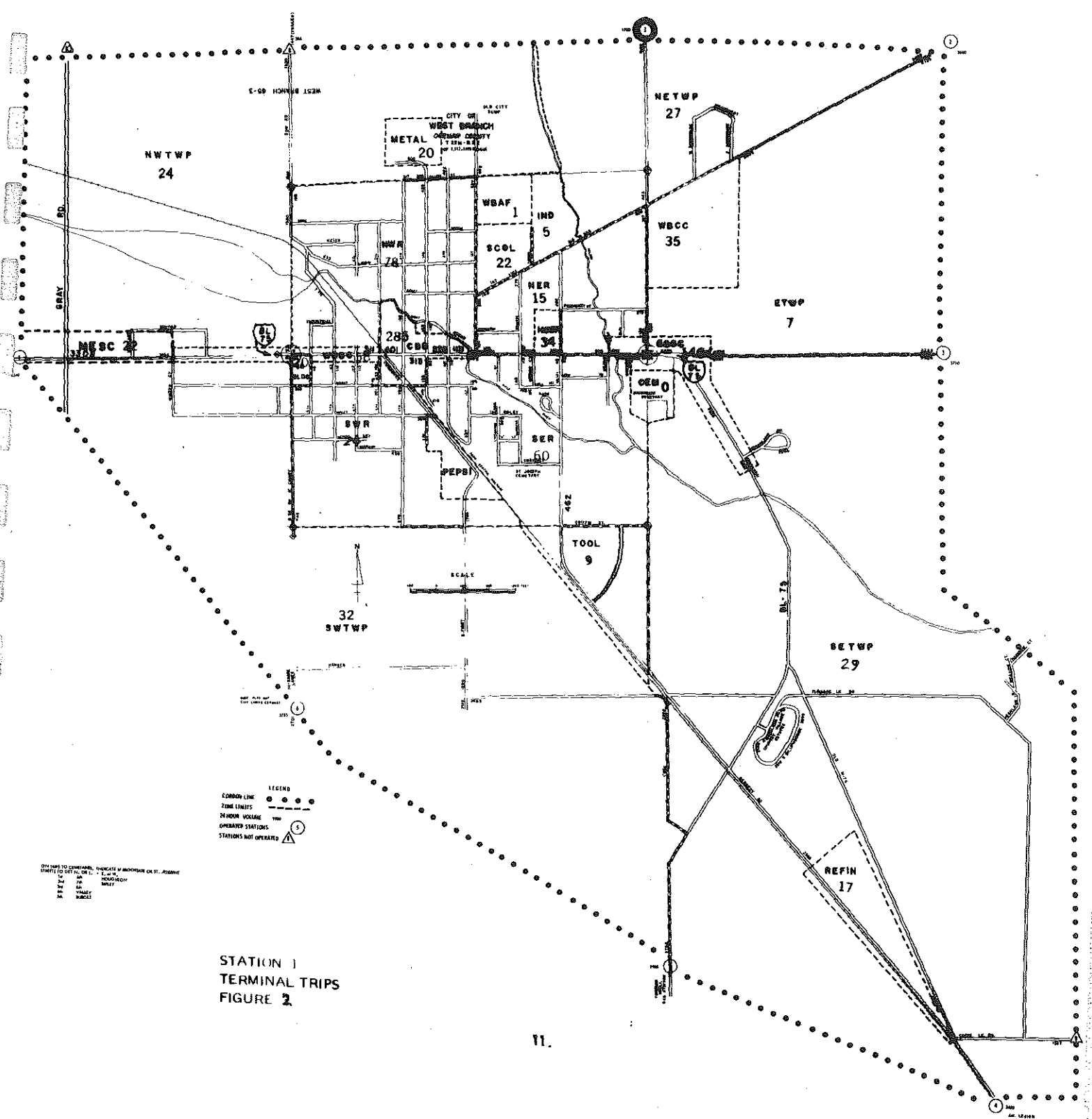
A breakdown of total, terminal and through trips at Station 1 by trip purpose and vehicle type is presented in Table 6.

It was possible to determine trip lengths for each trip passing through Station 1, utilizing the Statewide Traffic Forecasting Model. A summary of these trip lengths appears in Table 7. As can be seen most trips were of relatively short duration with over 42% having a trip length of 20 minutes or less. The average trip length was 37 minutes.

A county outline map of Michigan is presented as Figure 5 showing the distribution of origin and destination trip ends for all trips passing through the station.

TABLE 4
STATION 1 TERMINAL TRIPS

	<u>ORIG</u>	<u>DEST</u>	<u>TOTAL</u>	<u>%</u> <u>TOTAL</u>
11	122	163	285	27.25
12	41	37	78	7.46
13	1	0	1	0.10
14	11	11	22	2.10
15	30	14	44	4.21
16	18	16	34	3.25
17	35	25	60	5.74
18	1	2	3	0.29
19	8	16	24	2.29
20	11	9	20	1.91
21	34	24	58	5.54
22	19	5	24	2.29
23	5	15	20	1.91
24	4	1	5	0.48
25	20	7	27	2.58
26	12	23	35	3.35
27	4	3	7	0.67
28	72	68	140	13.38
29	0	0	0	0.00
30	1	8	9	0.86
31	46	33	79	7.55
32	8	9	17	1.63
33	21	11	32	3.06
34	15	7	22	2.10
	<u>539</u>	<u>507</u>	<u>1046</u>	<u>100.00</u>

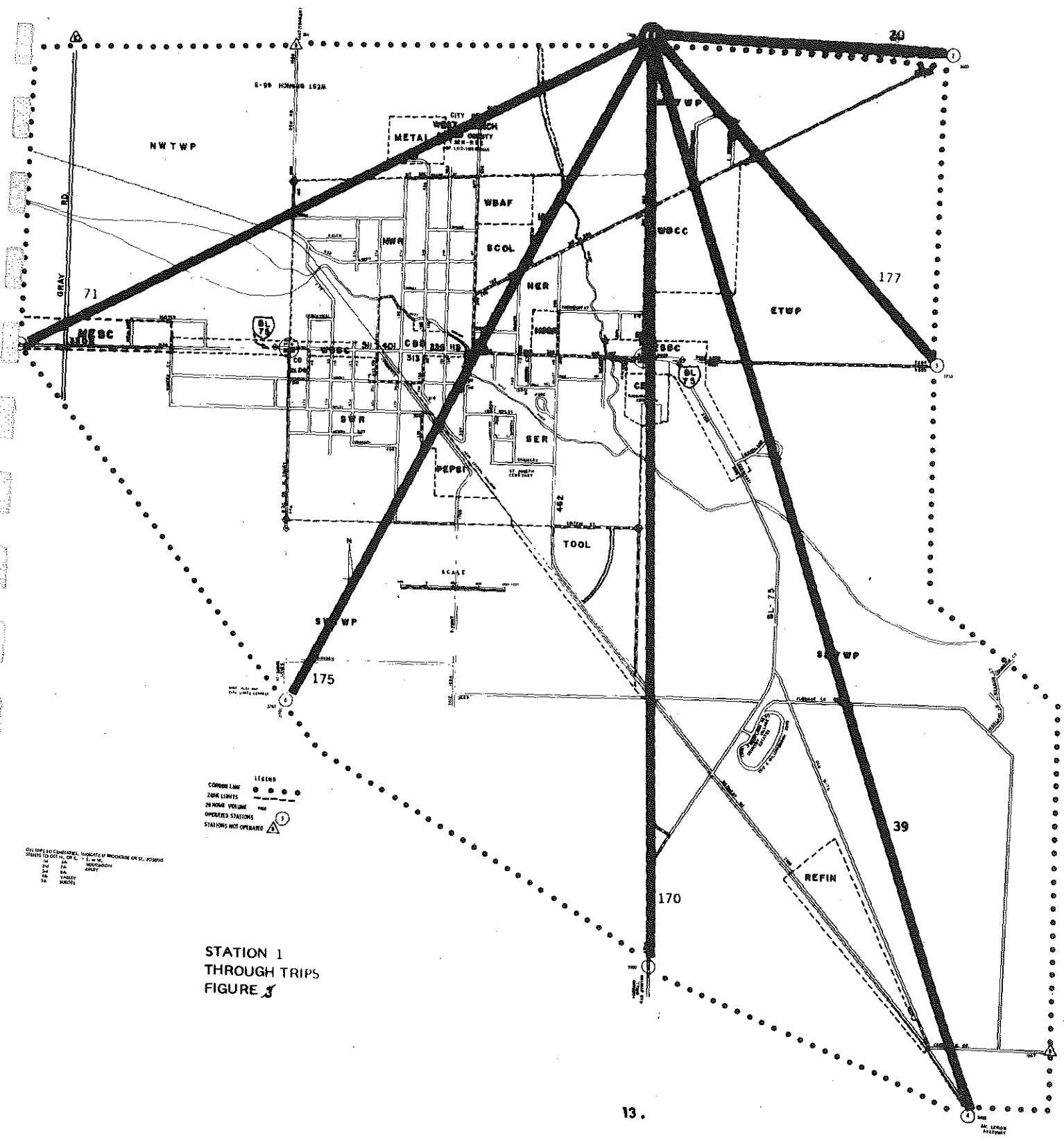


STATION 1
 TERMINAL TRIPS
 FIGURE 2

TABLE 5
STATION 1

THROUGH TRIPS TO ALL OTHER STATIONS

<u>STATION</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>
2	20	3.62
3	177	32.07
4	39	7.07
5	170	30.80
6	75	13.59
7	<u>71</u>	<u>12.86</u>
	552	100.00



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 STREETS TO ONE IN. OR L. 1/4 IN. W.

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20	LA	MOOREHEAD
30	SA	ARKAY
40	SA	ARKAY
50	SA	ARKAY

LEGEND
 CONTOUR LINE ○ ○ ○ ○
 ZONE LINES ○ ○ ○ ○
 24 HOUR VOLUME ○ ○ ○ ○
 OPERATED STATIONS ○
 STATIONS NOT OPERATED △

**STATION 1
 THROUGH TRIPS
 FIGURE 3**

TABLE 7
STATION 1

FAIRVIEW ROAD
NORTH OF WILLOW STREET

TRIP LENGTHS

<u>MINUTES</u>	<u>TRIPS</u>	<u>PERCENT OF TOTAL</u>
1 - 20	676	42.07
20 - 40	653	40.64
40 - 60	40	2.49
60 - 90	98	6.10
90 -390	<u>140</u>	<u>8.71</u>
TOTAL	1607	100.0

Longest Trip = 8 Hours 10 Minutes

Average Trip Length = 37 Minutes

STATION 2

Station 2 was located on State Road northeast of West Branch. Total trips at this location (1976) represent 11% of all trips for the study area. The greater portion of these trips, 82.5% was terminal and 17.5% through. Table 8 lists terminal trips by zone with Figure 6 graphically displaying the interchange of all terminal trips from the station to each zone. More than 51% interchanged with one of four zones. Zones 11 and 16 had 22.82% and 12.73% respectively, while Zones 12 and 21 each had 9.95% and 6.14%.

Of all trips passing through Station 2, a combined total of 71% interchanged with Station 6 or Station 7. Table 9 represents the distribution of through trips to all stations, and Figure 7 gives a schematic presentation of these trips.

The single greatest trip purpose was the work trip at 30% of total trips. Other Social Recreation constituted the next largest category at 22%, with shopping accounting for an additional 15%. In all, over 67% of all trips at this station were accounted for by these three purposes.

The passenger car was the most popular means of transportation, evidenced by the fact that 61% of all trips were made in this manner. Panel or Pickup trucks formed the next largest category, 27% of all trips.

A breakdown of total, terminal and through trips at Station 2 by trip purpose and vehicle type is presented in Table 10.

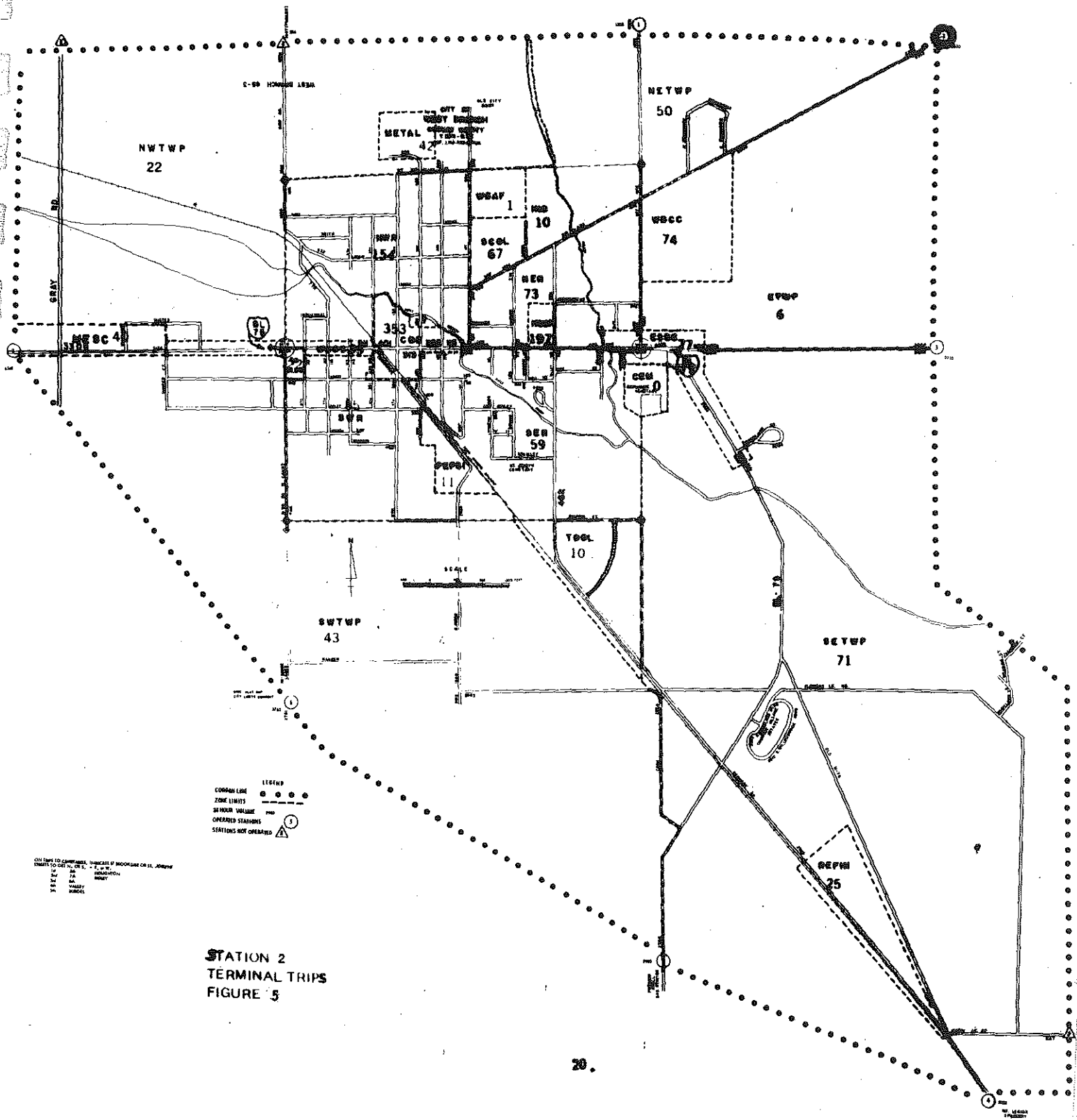
The average trip length was determined to be 37-1/2 minutes with the longest trip at approximately 5 hours. Table 11 shows the distribution of trips by increments of time.

A county outline map of Michigan presented as Figure 7 shows the distribution of origin and destination trip ends for all trips passing through the station. Nearly 96% of all trip ends occur in counties adjacent to and including Ogenaw County which, by itself accounts for about 86%.

TABLE 8

STATION 2 TERMINAL TRIPS

<u>ORIGINS</u>	<u>DESTINATIONS</u>	<u>TOTAL</u>	<u>PERCENT OF TOTAL</u>
1 171	182	353	22.82
12 77	77	154	9.95
13 0	1	1	0.06
14 18	49	67	4.33
15 39	34	73	4.72
16 92	105	197	12.73
17 25	34	59	3.81
18 4	7	11	0.71
19 21	24	45	2.91
20 8	14	22	1.42
21 47	48	95	6.14
22 11	11	22	1.42
23 17	25	42	2.71
24 6	4	10	0.65
25 26	24	50	3.23
26 25	49	74	4.78
27 2	4	6	0.39
28 41	36	77	4.98
29 0	0	0	0.00
30 5	5	10	0.65
31 47	24	71	4.59
32 15	10	25	1.62
33 15	28	43	2.78
34 <u>17</u>	<u>23</u>	<u>40</u>	<u>2.59</u>
TOTAL 729	818	1547	100.00

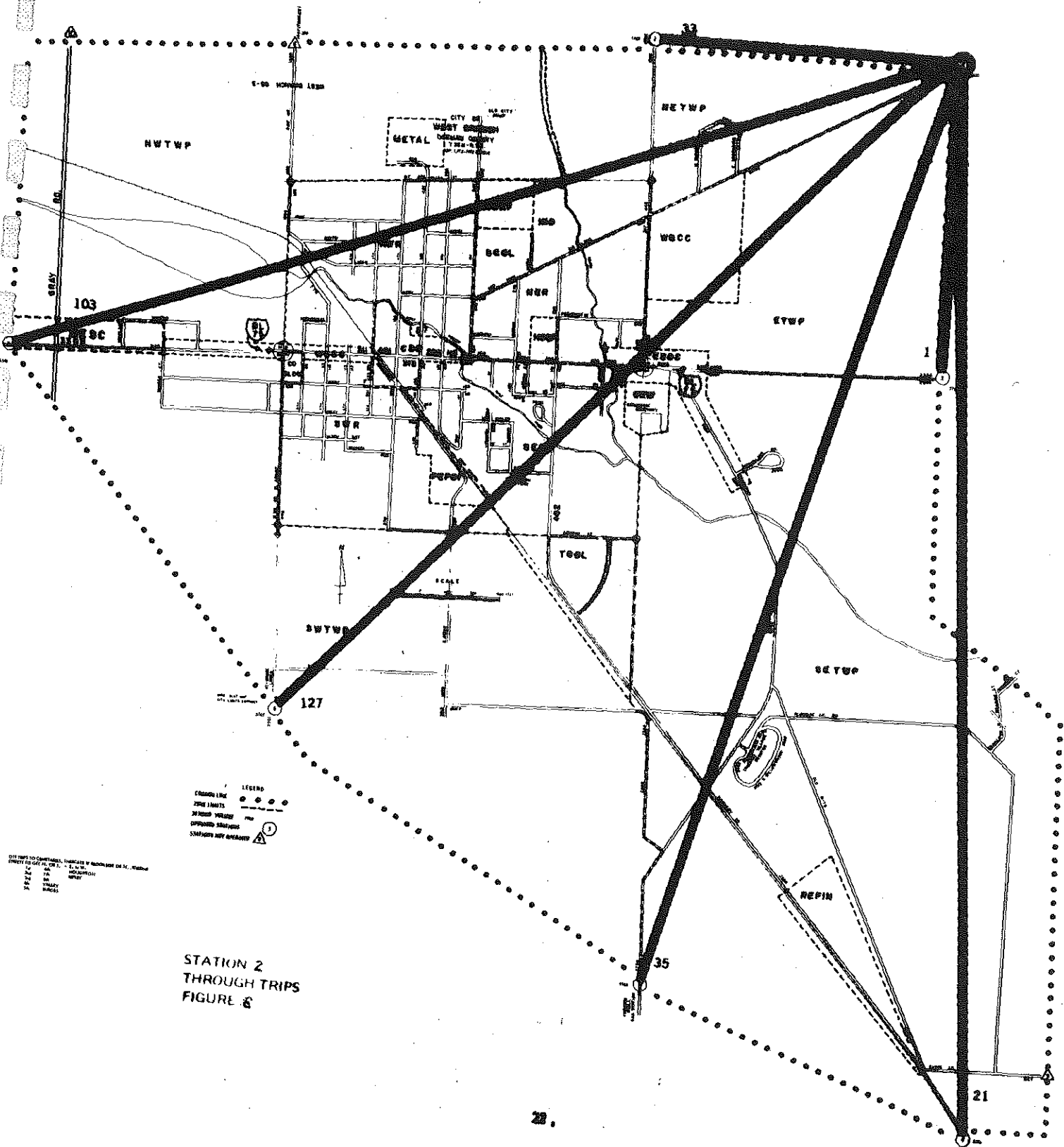


**STATION 2
TERMINAL TRIPS
FIGURE 5**

TABLE 9
STATION 2

THROUGH TRIPS TO ALL OTHER STATIONS

<u>STATION</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>
1	33	10.19
2	4	1.23
3	1	0.31
4	21	6.48
5	35	10.80
6	127	39.20
7	<u>103</u>	<u>31.80</u>
TOTAL	324	100.00



STATION 2
THROUGH TRIPS
FIGURE 6

LEGEND
 STATION LINE
 ZONE LIMITS
 PROPOSED PARKING
 PROPOSED STATIONS
 STATION AREA BOUNDARY

ALL RIGHTS RESERVED, INDICATED BY BOUNDARY OF N. ROAD
 STREET TO OFFICIAL USE, 1:1 IN N.
 ALL INFORMATION
 WEST

TABLE 10

STATION 2

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>VEHICLE TYPE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Passenger Car	463	61.24	395	85.3	68	14.7
Passenger Car With Trailer	4	0.53	4	100.0	0	0.0
Panel or Pickup	208	27.51	156	75.0	52	25.0
Panel or Pickup with Trailer	4	0.53	0	0.0	4	100.0
Other Single Unit Trucks	67	8.86	36	53.7	31	56.3
Combinations and Trucks with Trailers	<u>10</u>	<u>1.32</u>	<u>8</u>	80.0	<u>2</u>	20.0
TOTAL	756	100.00	599	79.2	157	21.8

<u>TRIP PURPOSE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Work	463	30.44	395	85.3	68	14.7
Personal Business	187	12.29	165	88.2	22	11.8
Shopping	235	15.45	226	96.2	9	3.8
Vacation	26	1.71	10	38.5	16	61.5
Other Social- Recreation	345	22.68	265	76.8	80	23.2
All Other	<u>265</u>	<u>17.42</u>	<u>233</u>	87.9	<u>32</u>	12.1
TOTAL	1521	100.0	1294	85.1	227	14.9

TABLE 11

STATION 2

TRIP LENGTHS

<u>MINUTES</u>	<u>TRIPS</u>	<u>PERCENT OF TOTAL</u>
1-20	656	33.44
20-40	956	48.73
40-60	59	3.00
60-90	160	8.15
90-390	<u>131</u>	<u>6.68</u>
TOTAL	1962	100.00

LONGEST TRIP - 5 hours 4 minutes

AVERAGE TRIP LENGTH - 37 1/2 minutes

*Total trips may deviate from other total trips for this station due to the nature of the program used to compute trip lengths.

Note: Appearing in Appendix A is a trip length frequency distribution graph which may prove useful in determining the number of trips for each 10 minute increment of time.

STATION 2 DISTRIBUTION OF TRIP ENDS
BY COUNTY

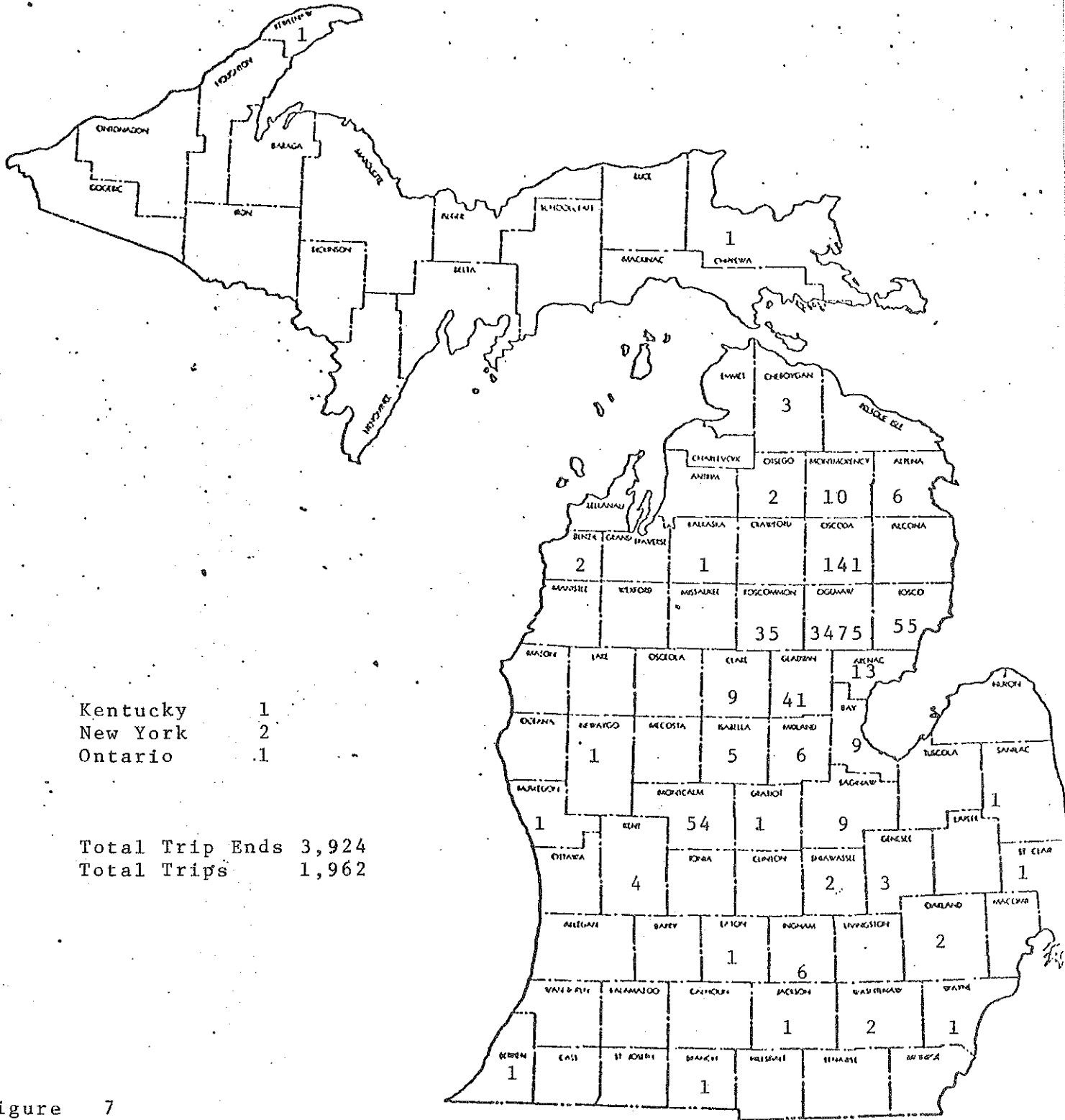


Figure 7

STATION 3

Station 3 was located on Houghton Road east of the West Branch City Limits. Total trips (4112) represent 23% of all trips for the study area. The greater portion 70.8%, was terminal and 29.2% through. Table 12 lists terminal trips by zone with Figure 8 graphically displaying the interchange of all terminal trips from the station to each zone. Almost 58% interchanged with one of four zones. Zones 11 and 28 had 29.46% and 13.51% respectively while Zones 12 and 21 each had 7.48% and 7.45%.

Of all trips passing through Station 3, a combined total of 82% interchanged with Station 6 or 7. Table 13 represents the distribution of through trips to all stations, and Figure 9 gives a schematic presentation of these trips.

The single greatest trip purpose was the work trip at 26% of total trips. However, there were nearly as many (25%) Other Social-Recreation through trips, and Shopping accounted for another 22%. In all, over 73% of all trips were accounted for by these three purposes.

The most popular means of transportation was the Passenger car, since nearly 55% of all trips were made in this manner. Panel of Pickup truck formed the next largest category, 28% of all trips.

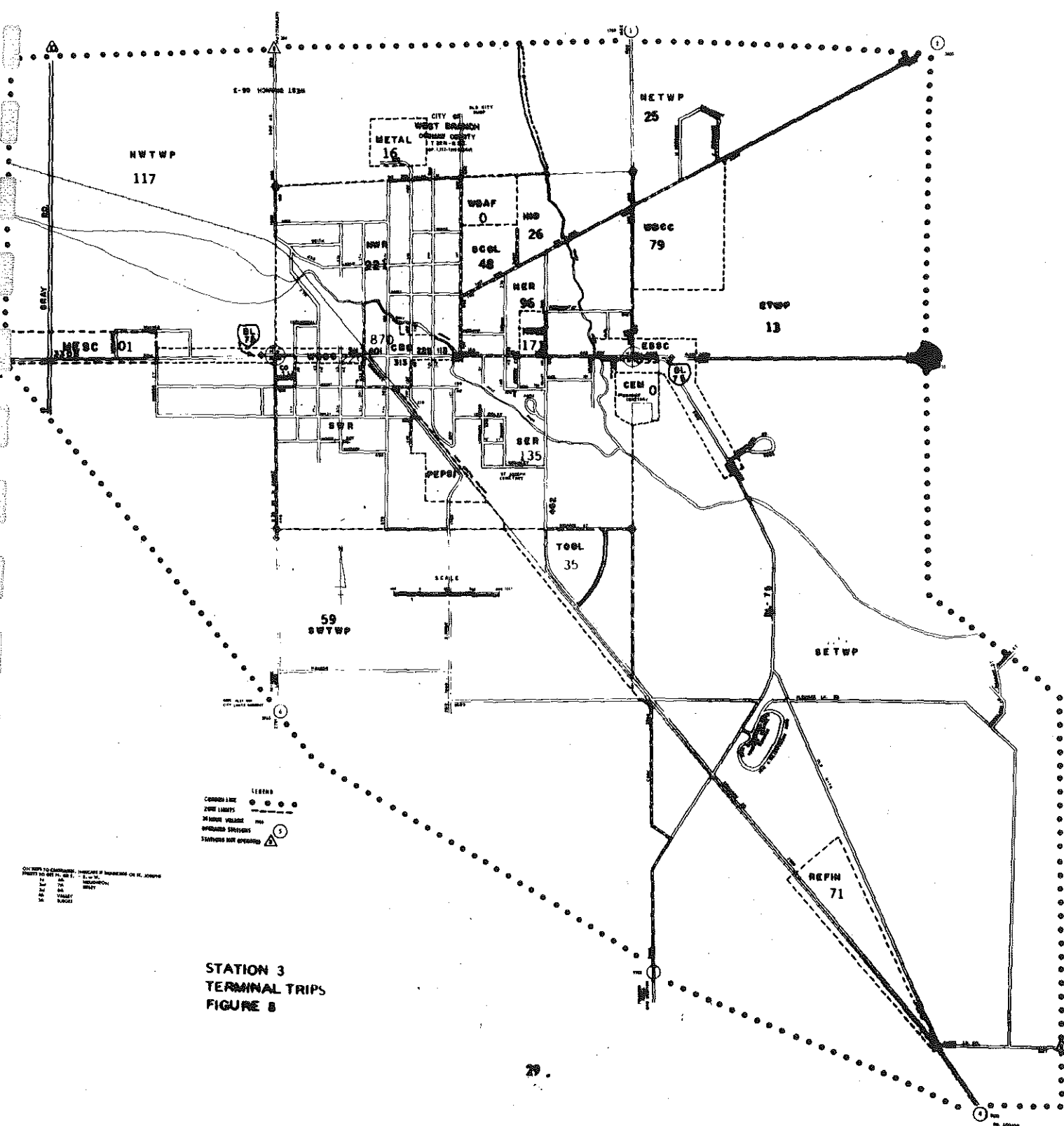
A breakdown of total terminal and through trips at Station 3 by trip purpose and vehicle type is presented in Table 14.

The average trip length was determined to be 47 minutes with the largest trip being approximately 12 hours. Table 15 shows the distribution of trips by increments of time.

A county outline map of Michigan presented as Figure 10 shows the distribution of origin and destination trip ends for all trips passing through the station. Over 92% of all trip ends occur in counties adjacent to and including Ogemaw County, which by itself, accounts for about 77%.

TABLE 12
STATION 3 TERMINAL TRIPS

<u>ORIGINS</u>	<u>DESTINATIONS</u>	<u>TOTAL</u>	<u>PERCENT OF TOTAL</u>
11 436	434	870	29.46
12 121	100	221	7.48
13 0	0	0	0.00
14 18	30	48	1.63
15 55	41	96	3.25
16 77	94	171	5.79
17 60	75	135	4.57
18 3	3	6	0.20
19 30	38	68	2.30
20 25	23	48	1.62
21 115	105	220	7.45
22 17	100	117	3.96
23 8	8	16	0.54
24 9	17	26	0.88
25 12	13	25	0.85
26 32	47	79	2.68
27 10	3	13	0.44
28 228	171	399	13.51
29 0	0	0	0
30 17	18	35	1.19
31 67	62	129	4.36
32 28	43	71	2.40
33 26	33	59	2.00
34 <u>53</u>	<u>48</u>	<u>101</u>	<u>3.42</u>
TOTAL 1447	1506 28.	2953	100.00

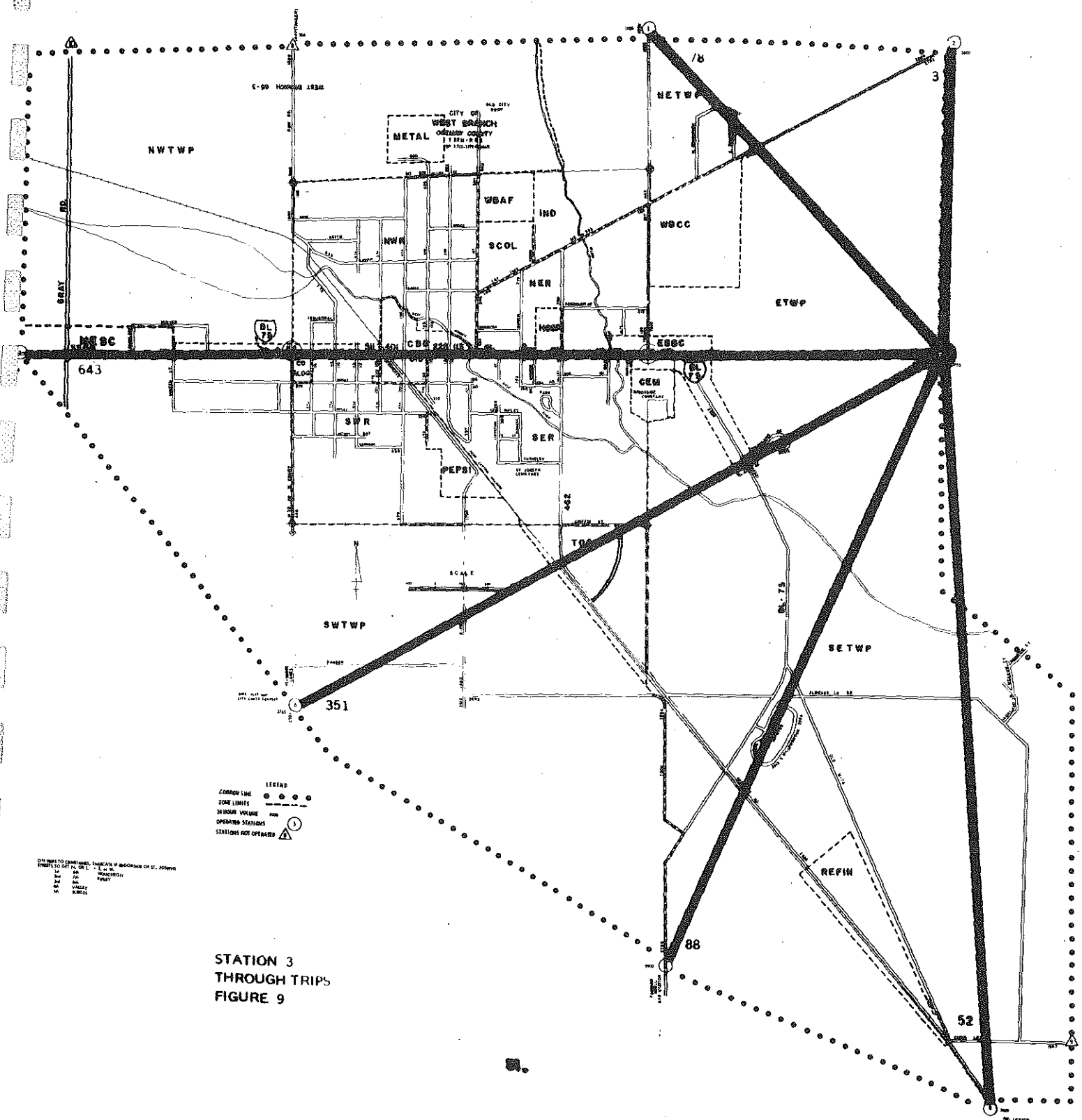


STATION 3
 TERMINAL TRIPS
 FIGURE B

TABLE 13
STATION 3

THROUGH TRIPS TO ALL OTHER STATIONS

<u>STATION</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>
1	78	6.41
2	3	0.25
3	1	0.08
4	52	4.28
5	88	7.24
6	351	28.87
7	<u>643</u>	<u>52.88</u>
TOTAL	1216	100.00



STATION 3
THROUGH TRIPS
FIGURE 9

OWNERS TO CORRECTLY INDICATE IF BRANCHES OR ST. JOHNS
STREETS TO GET TO ONE - L. W. M.
BY SA. HENNINGSON
BY SA. HENNINGSON
BY SA. HENNINGSON
BY SA. HENNINGSON

TABLE 14

STATION 3

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>VEHICLE TYPE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Passenger Car	796	54.75	585	73.5	211	26.5
Passenger Car With Trailer	12	0.83	5	41.7	7	58.3
Panel or Pickup	407	27.99	289	71.0	118	29.0
Panel or Pickup with Trailer	19	1.31	10	52.6	9	47.4
Other Single Unit Trucks	136	9.35	90	66.2	46	33.8
Combinations and Trucks with Trailers	84	5.78	36	42.9	48	57.1
TOTAL	1454	100.0	1015	69.8	439	30.2

<u>TRIP PURPOSE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Work	796	26.36	585	73.5	211	26.5
Personal Business	220	7.28	195	88.6	25	11.4
Shopping	675	22.35	642	95.1	33	4.9
Vacation	199	6.59	37	18.6	162	81.4
Other Social- Recreation	750	24.83	388	51.7	362	48.3
All Other	380	12.58	286	75.3	94	24.7
TOTAL	3020	100.0	2133	70.6	887	29.4

TABLE 15
 STATION 3
 STATE ROAD
 NORTHEAST OF BROOKSIDE

TRIP LENGTHS

<u>MINUTES</u>	<u>TRIPS</u>	<u>PERCENT OF TOTAL</u>
1-20	1572	38.26
20-40	1359	33.08
40-60	331	8.06
60-90	299	7.28
90-390	<u>548</u>	<u>13.32</u>
TOTAL	4109	100.00

LONGEST TRIP - 12 1/3 hours

AVERAGE TRIP LENGTH - 47 minutes

*Total trips may deviate from other total trips for this station due to the nature of the program used to compute trip lengths.

Note: Appearing in Appendix A is a trip length frequency distribution graph which may prove useful in determining the number of trips for each 10 minute increment of time.

STATION 3 DISTRIBUTION OF TRIP ENDS
BY COUNTY

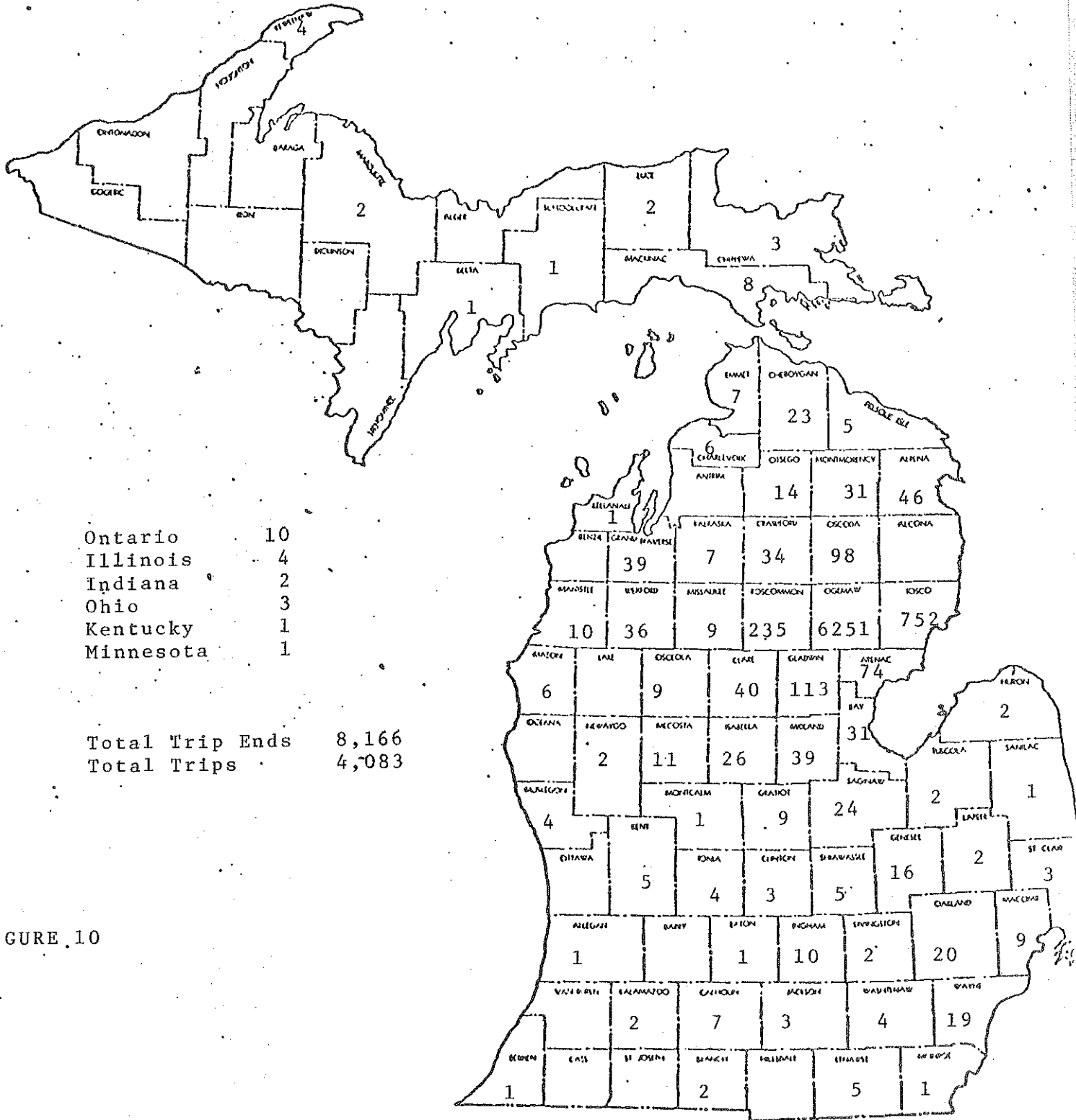


FIGURE 10

STATION 4

Station 4 was located on Refinery Road southeast of Cabin Lake Road. Total trips (1814) represent 10% of all trips for the study area. The greater portion (76.2%) was terminal and 23.8% through. Table 16 lists terminal trips by zone with Figure 11 graphically displaying the interchange of all terminal trips from the station to each zone. Almost 57% interchanged with one of four zones. Zones 1 and 31 had 25.59% and 12.76% respectively, while Zones 22 and 28 had 7.31% and 11.17% .

Of all trips passing through Station 4, a combined total of 73% interchanged with Station 3 or 7. Table 17 represents the distribution of through trips to all stations, and Figure 12 gives a schematic presentation of these trips.

The two greatest trip purposes were the work trip at nearly 30% and the shopping trip with over 24% of total trips. Other Social-Recreation accounted for an additional 19%. Altogether, these three purposes accounted for 73% of all trips.

The Passenger Car was the transportation mode most frequently used, representing over 59% of all vehicles. Panel or pickup was the next largest category at 21%.

A breakdown of total, terminal, and through trips at Station 4 by trip purpose and vehicle type is presented in Table 18.

The average trip length was determined to be 52 minutes with the longest trip being approximately 6 hours. Table 19 shows the distribution of trips by increments of time.

A county outline map of Michigan presented as Figure 13 shows the distribution of origin and destination trip ends for all trips passing through the station. Over 90% of all trip ends occurred in counties adjacent to and including Ogemaw County, which by itself, accounted for about 72%.

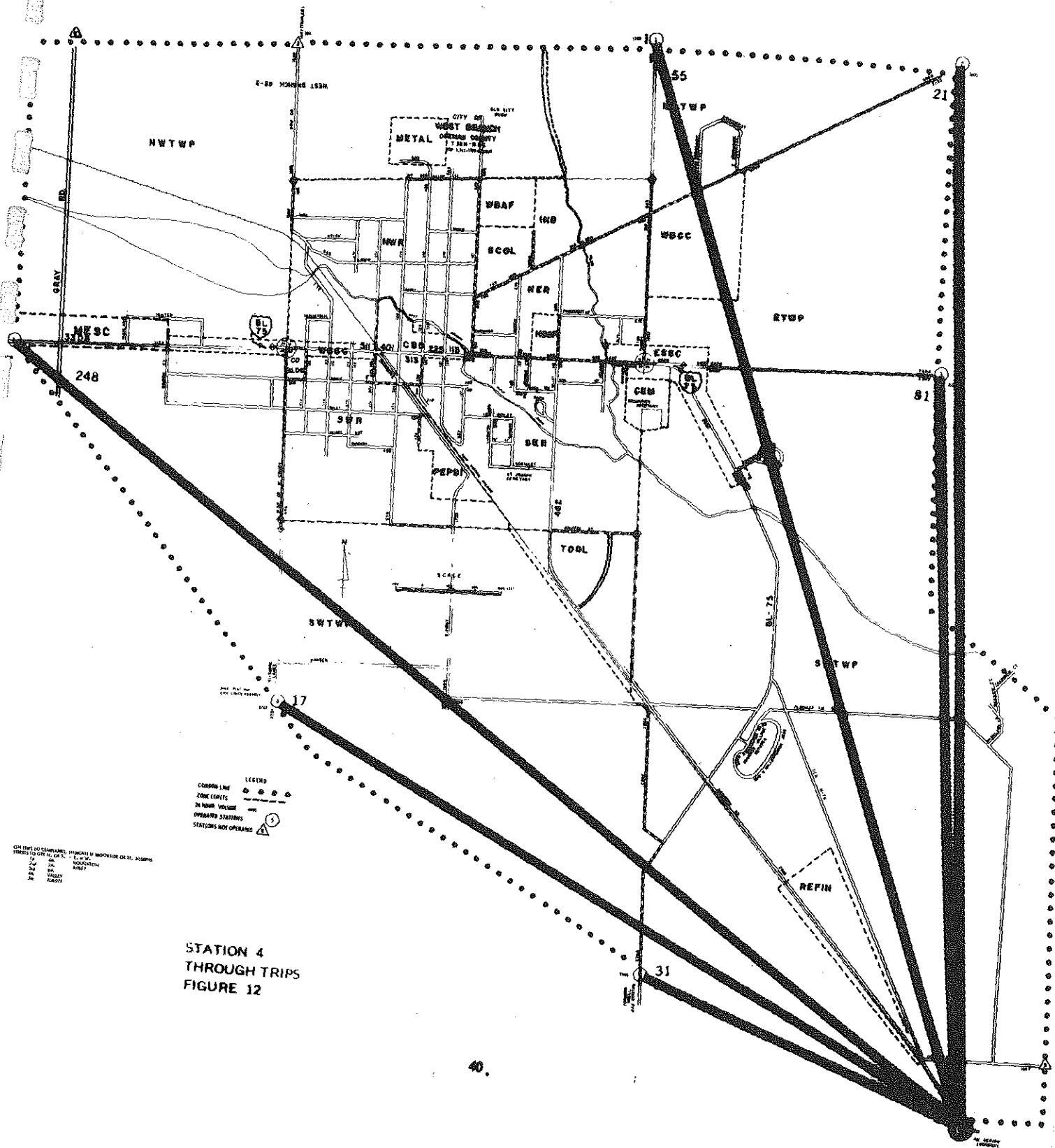
TABLE 16
STATION 4 TERMINAL TRIPS

<u>ORIGINS</u>	<u>DESTINATIONS</u>	<u>TOTAL</u>	<u>PERCENT OF TOTAL</u>
11 186	185	371	25.59
12 26	33	59	4.07
13 1	0	1	0.07
14 0	4	4	0.28
15 19	15	34	2.34
16 48	54	102	7.03
17 43	47	90	6.21
18 2	5	7	0.48
19 11	6	17	1.17
20 5	10	15	1.03
21 39	32	71	4.90
22 6	100	106	7.31
23 24	17	41	2.83
24 13	9	22	1.52
25 5	3	8	0.55
26 13	12	25	1.72
27 2	3	5	0.34
28 90	72	162	11.17
29 0	1	1	0.07
30 3	11	14	1.00
31 89	96	185	12.76
32 15	21	36	2.48
33 14	8	22	1.52
34 <u>25</u>	<u>27</u>	<u>52</u>	<u>3.59</u>
679	771	1450	100.0

TABLE 17
STATION 4

THROUGH TRIPS TO ALL OTHER STATIONS

<u>STATION</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>
1	55	12.14
2	21	4.63
3	81	17.88
5	31	6.84
6	17	3.75
7	<u>248</u>	<u>54.75</u>
	453	100.0



STATION 4
THROUGH TRIPS
FIGURE 12

LEGEND
 CONDUIT LINE
 ZONE LINE
 24 HOUR VOLUME
 OPERATING STATIONS
 STATIONS NOT OPERATING

CONDUIT LINE
 24 HOUR VOLUME
 OPERATING STATIONS
 STATIONS NOT OPERATING

TABLE 18
STATION 4

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>VEHICLE TYPE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Passenger Car	400	59.35	323	80.8	77	19.2
Passenger Car With Trailer	10	1.48	5	50.0	5	50.0
Panel or Pickup	144	21.36	116	80.6	28	19.4
Panel or Pickup with Trailer	6	0.89	3	50.0	3	50.0
Other Single Unit Trucks	76	11.28	53	69.7	23	30.3
Combinations and Trucks with Trailers	<u>38</u>	<u>5.64</u>	<u>32</u>	<u>84.2</u>	<u>6</u>	<u>15.8</u>
TOTAL	674	100.0	532	78.9	142	21.1

<u>TRIP PURPOSE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Work	400	29.72	323	80.8	77	19.2
Personal Business	101	7.50	93	92.1	8	7.9
Shopping	324	24.07	307	94.8	17	5.2
Vacation	75	5.57	11	14.7	64	85.3
Other Social-Recreation	254	18.87	148	58.3	106	41.7
All Other	<u>192</u>	<u>14.26</u>	<u>155</u>	<u>80.7</u>	<u>37</u>	<u>19.3</u>
TOTAL	1346	100.0	1037	77.0	309	23.0

TABLE 19
 STATION 4
 REFINERY ROAD
 SOUTHEAST OF CABIN LAKE ROAD

TRIP LENGTHS

<u>MINUTES</u>	<u>TRIPS</u>	<u>PERCENT OF TOTAL</u>
1-20	490	27.40
20-40	550	30.76
40-60	430	24.05
60-90	104	5.82
90-390	<u>214</u>	<u>11.97</u>
TOTAL	1788	100.00

LONGEST TRIP - 6 Hours 10 Minutes

AVERAGE TRIP LENGTH - 52 MINUTES

*Total trips may deviate from other total trips for this station due to the nature of the program used to compute trip lengths.

Note: Appearing in Appendix A is a trip length frequency distribution graph which may prove useful in determining the number of trips for each 10 minute increment of time. 42.

STATION 5

Station 5 was located on BL-75 near the Shell gas station. Total trips (2157) represent 12% of all trips for the study area. The greater portion (68.3%) was terminal and 31.7% through. Table 20 lists terminal trips by zone with Figure 14 displaying the interchange of all terminal trips from the station to each zone.

Of all trips passing through Station 5, a combined total of 65% interchanged with Station 3 or 7. Table 21 represents the distribution of through trips to all stations, and Figure 15 gives a schematic presentation of these trips.

The Work Trip was the greatest trip purpose at over 28% of total trips, while the Shopping trip and Other Social-Recreation had about 19% and 18% respectively. Altogether, almost 65% of all trips were accounted for by these three purposes.

The Passenger Car was the most frequently used mode at over 50% of all vehicles. The Panel or Pickup formed the next largest category at 22%.

A breakdown of total, terminal and through trips at Station 5 by trip purpose and vehicle type is presented in Table 22.

The average trip length was 1 hour 14 minutes with the longest trip being 15 and 1/2 hours. Table 23 shows the distribution of trips by increments of time.

A county outline map of Michigan presented as Figure 16 shows the distribution of origin and destination trip ends for all trips passing through the station. Almost 79% of all trip ends occurred in counties adjacent to and including Ogemaw County which by itself, accounted for 69%.

TABLE 20
STATION 5 TERMINAL TRIPS

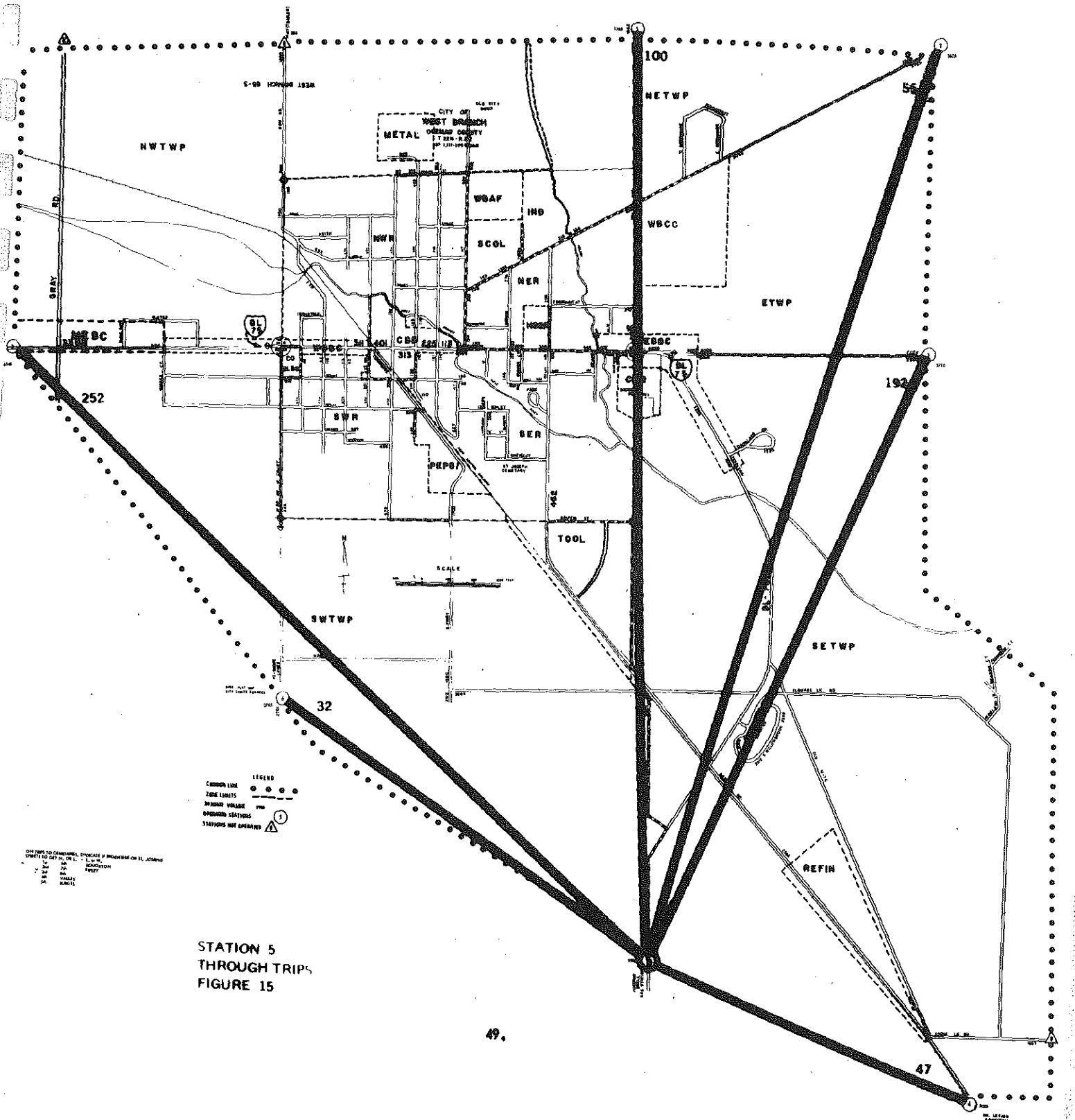
	<u>Origins</u>	<u>Destinations</u>	<u>Total</u>	<u>Percent of Total</u>
11	183	196	379	25.73
12	62	46	108	7.33
13	0	0	0	0.00
14	4	12	16	1.09
15	25	27	52	3.53
16	32	26	58	3.94
17	27	36	63	4.28
18	7	4	11	0.75
19	32	17	49	3.33
20	1	3	4	0.27
21	59	25	84	5.70
22	6	4	10	0.68
23	13	6	19	1.29
24	1	8	9	0.61
25	5	7	12	0.81
26	14	25	39	2.65
27	1	2	3	0.20
28	94	81	175	11.88
29	0	2	2	0.14
30	11	6	17	1.15
31	89	102	191	12.97
32	50	49	99	6.72
33	32	10	42	2.85
34	<u>20</u>	<u>11</u>	<u>31</u>	<u>2.10</u>
	768	705	1473	100.00

TABLE 21

STATION 5

THROUGH TRIPS TO ALL OTHER STATIONS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	100	14.62
2	55	8.04
3	192	28.07
4	47	6.87
5	6	0.88
6	32	4.68
7	<u>252</u>	<u>36.84</u>
	684	100.00



STATION 5
THROUGH TRIPS
FIGURE 15

TABLE 22

STATION 5

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>VEHICLE TYPE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Passenger Car	439	50.06	327	74.5	112	25.5
Passenger Car With Trailer	2	0.23	1	50.0	1	50.0
Panel or Pickup	194	22.12	148	76.3	46	23.7
Panel or Pickup with Trailer	4	0.46	4	100.0	0	0.0
Other Single Unit Trucks	123	14.03	98	79.7	25	20.3
Combinations and Trucks with Trailers	<u>115</u>	<u>13.11</u>	<u>96</u>	<u>83.5</u>	<u>19</u>	<u>16.5</u>
TOTAL	877	100.0	674	76.9	203	23.1

<u>TRIP PURPOSE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Work	439	28.45	327	74.5	112	25.5
Personal Business	133	8.62	86	64.7	47	35.3
Shopping	286	18.54	238	83.2	48	16.8
Vacation	190	12.31	60	31.6	130	68.4
Other Social- Recreation	277	17.95	142	51.3	135	48.7
All Other	<u>218</u>	<u>14.13</u>	<u>155</u>	<u>71.1</u>	<u>63</u>	<u>28.9</u>
TOTAL	1543	100.00	1008	65.3	535	34.7

TABLE 23
STATION 5

BL-75

NEAR SHELL GAS STATION

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	894	41.22
20 - 40	192	8.83
40 - 60	148	6.81
60 - 90	343	15.78
90 - 390	597	27.46
TOTAL	<u>2174</u>	<u>100.0</u>

Longest Trip = 15 1/2 Hours.
Average Trip Length = 1 Hour 14 Minutes.

*Total trips may deviate from other total trips for this station due to the nature of the program used to compute trip lengths.

Note: Appearing in Appendix A is a trip length frequency distribution graph which may prove useful in determining the number of trips for each 10 minute increment of time.

STATION 6

Station 6 was located on M-30 south of Hansen. Total trips (2736) represent 15% of all trips for the study area. The greater portion, 64.1% was terminal and 35.9 through. Table 24 lists terminal trips by zone with Figure 17 displaying the interchange of all terminal trips from the station to each zone.

Of all trips passing through Station 6, a combined total of 69% interchanged with Station 3 or 7. Table 25 represents the distribution of through trips to all stations, and Figure 18 gives a schematic presentation of these trips.

The Work trip was the greatest trip purpose at about 31% of total trips, while the Shopping trip and Other Social-Recreational accounted for about 23% and 22% respectively. Altogether, almost 76% of all trips were accounted for by these three purposes.

The Passenger Car was the most frequently used mode, having almost 56% of all vehicles. The Panel or Pickup category was the next largest at 28%.

A breakdown of total, terminal and through trips at Station 6 by trip purpose and vehicle type is presented in Table 26.

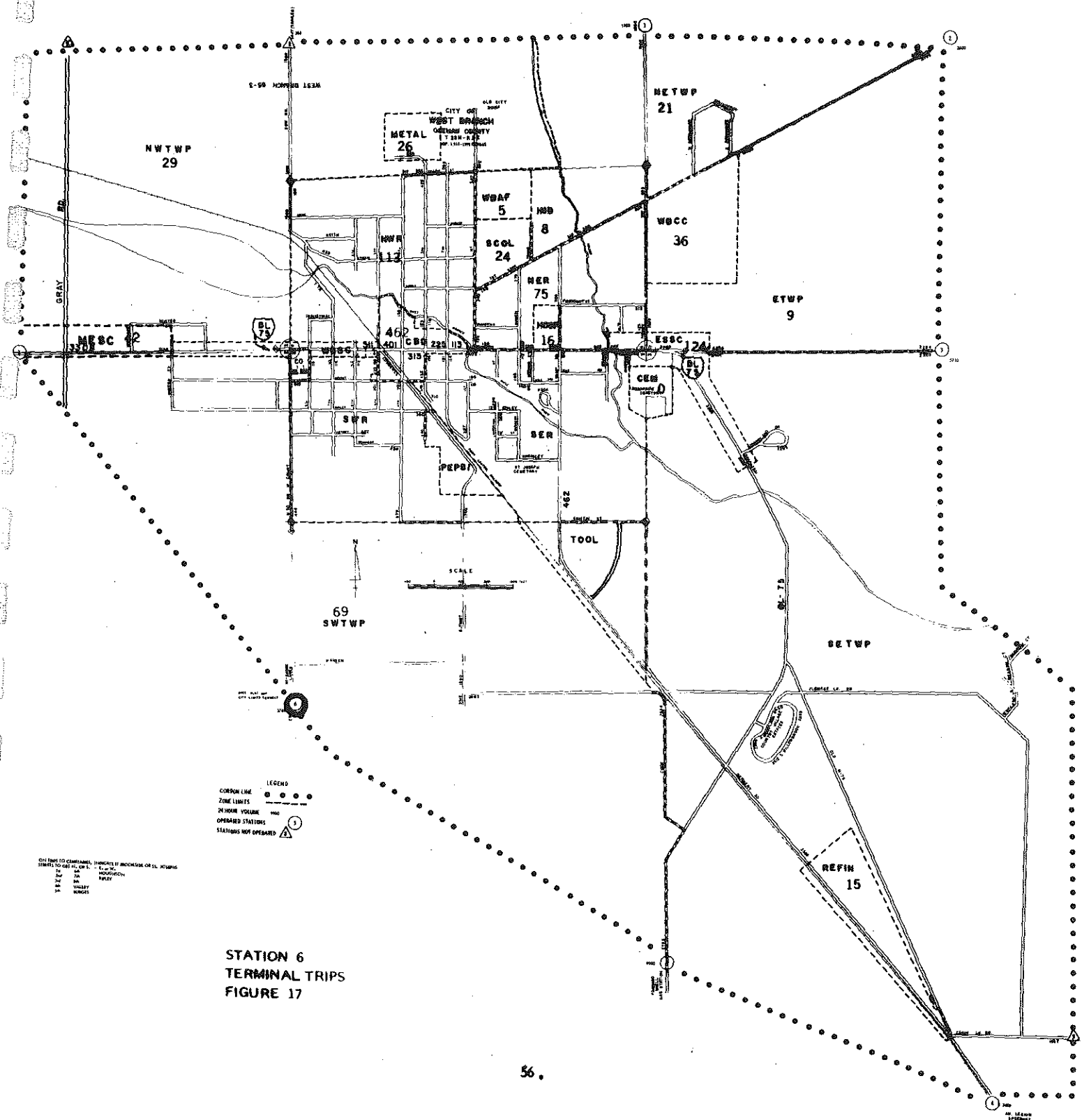
The average trip length was 46 minutes, with the longest trip being 9 hours and 20 minutes. Table 27 shows the distribution of trips by increments of time.

A county outline map of Michigan presented as Figure 19 shows the distribution of origin and destination trip ends for all trips passing through the station. Over 91% of all trip ends occurred in

counties adjacent to or including Ogemaw County which, by itself, accounted for 70%.

TABLE 24
STATION 6 TERMINAL TRIPS

	<u>Origins</u>	<u>Destinations</u>	<u>Total</u>	<u>Percent of Total</u>
11	122	340	462	31.30
12	41	72	113	7.66
13	1	4	5	0.34
14	11	13	24	1.63
15	30	45	75	5.08
16	18	50	68	4.61
17	35	44	79	5.35
18	1	4	5	0.34
19	8	29	37	2.51
20	11	10	21	1.42
21	34	80	114	7.72
22	19	10	29	1.96
23	5	21	26	1.76
24	4	4	8	0.54
25	20	1	21	1.42
26	12	24	36	2.44
27	4	5	9	0.61
28	72	52	124	8.40
29	0	0	0	0.00
30	1	16	17	1.15
31	46	31	77	5.22
32	8	7	15	1.02
33	21	48	69	4.67
34	<u>15</u>	<u>27</u>	<u>42</u>	<u>2.85</u>
	539	937	1476	100.00



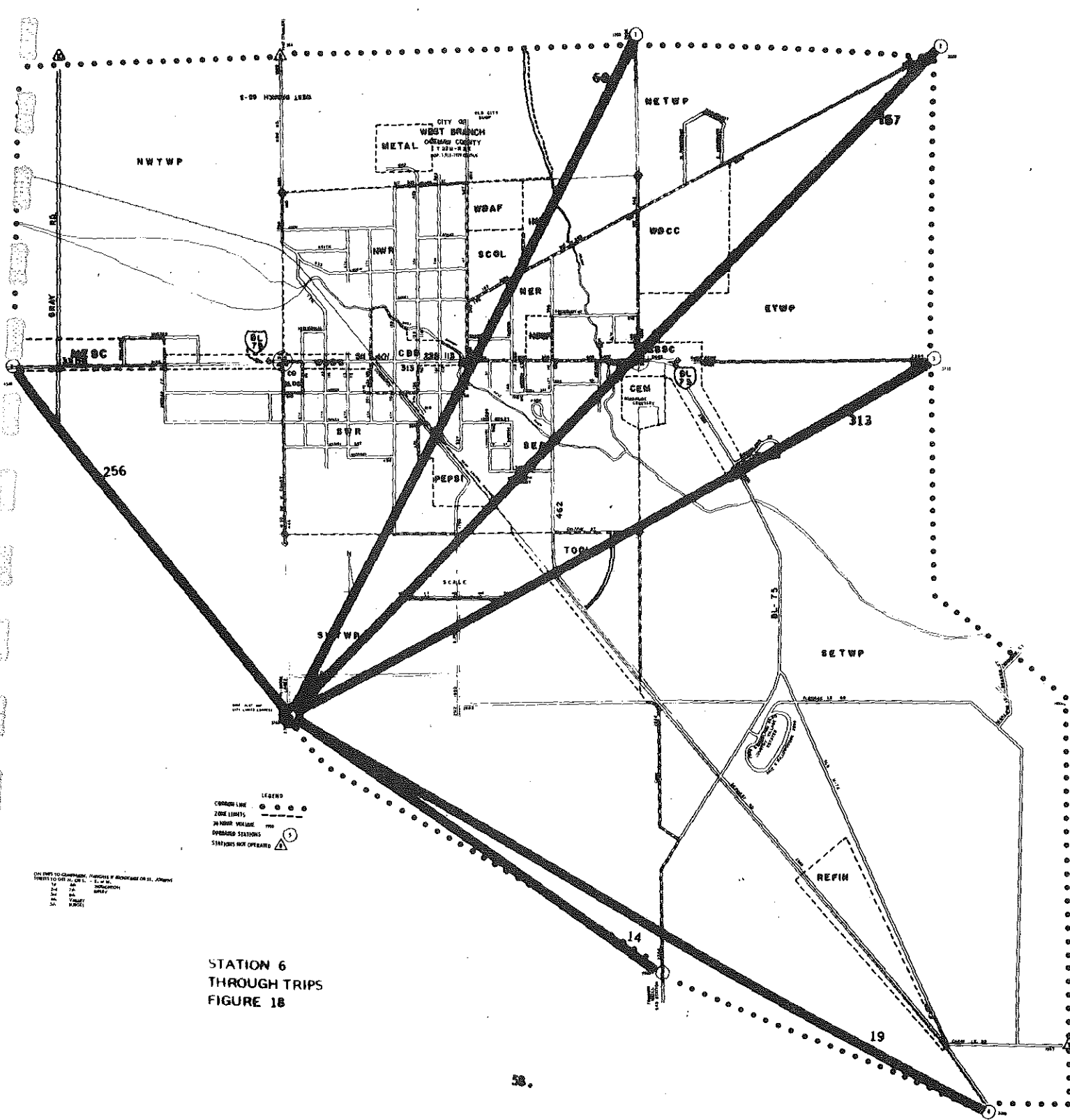
STATION 6
 TERMINAL TRIPS
 FIGURE 17

TABLE 25

STATION 6

THROUGH TRIPS TO ALL OTHER STATIONS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	60	7.33
2	157	19.17
3	313	38.22
4	19	2.32
5	14	1.71
7	256	31.26
	<hr/>	<hr/>
	819	100.00



STATION 6
THROUGH TRIPS
FIGURE 18

TABLE 26

STATION 6

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>VEHICLE TYPE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Passenger Car	604	55.51	442	73.2	162	23.8
Passenger Car With Trailer	4	0.37	0	0.0	4	100.0
Panel or Pickup	303	27.85	222	73.3	81	26.7
Panel or Pickup with Trailer	6	0.55	3	50.0	3	50.0
Other Single Unit Trucks	106	9.74	57	53.8	49	46.2
Combinations and Trucks with Trailers	<u>65</u>	<u>5.97</u>	<u>19</u>	29.2	<u>46</u>	70.8
TOTAL	1088	100.0	743	68.3	345	31.1

<u>TRIP PURPOSE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Work	604	30.74	442	73.2	162	23.8
Personal Business	148	7.53	116	78.4	32	21.6
Shopping	443	22.54	420	94.8	23	5.2
Vacation	77	3.92	21	27.3	56	72.7
Other Social- Recreation	438	22.29	239	54.6	199	45.4
All Other	<u>255</u>	<u>12.98</u>	<u>204</u>	80.0	<u>51</u>	20.0
TOTAL	1965	100.0	1442	73.4	523	26.6

TABLE 27
STATION 6
M-30 S. OF HANSEN

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	1237	46.07
20 - 40	152	5.66
40 - 60	778	28.98
60 - 90	165	6.15
90 - 390	353	13.14
 	<hr/>	<hr/>
TOTAL	2685	100.00

Longest Trip = 9 1/3 Hours
Average Trip Length = 46 1/2 Minutes

*Total trips may deviate from other total trips for this station due to the nature of the program used to compute trip lengths.

Note: Appearing in Appendix A is a trip length frequency distribution graph which may prove useful in determining the number of trips for each 10 minute increment of time.

STATION 7

Station 7 was located on Houghton (BL-75) west of Gray Road. Total trips (3603) represent 20% of all trips for the study area. The greater portion, 57.4%, was terminal and 42.6% through. Table 28 lists terminal trips by zone with Figure 20 displaying the interchange of all terminal trips from the station to each zone.

Of all trips passing through Station 7, a combined total of 67% interchanged with Station 3 or 5. Table 29 represents the distribution of through trips to all stations, and Figure 21 gives a schematic presentation of these trips.

The Work trip was the greatest trip purpose at 22% of all trips, closely followed by the Shopping trip and Other Social-Recreation, each constituting approximately 20% of all trips. Altogether, these categories composed 62% of all trips.

The Passenger car was the most frequently used means of transportation at almost 51% of total vehicles. The Panel or Pickup was the next largest category at about 25% of total vehicles.

A breakdown of total, terminal and through trips at Station 7 by trip purpose and vehicle type is presented in Table 30.

The average trip length was 1 hour and 23 minutes, with the longest trip being 13 hours and twenty minutes. Table 31 shows the distribution of trips by increments of time.

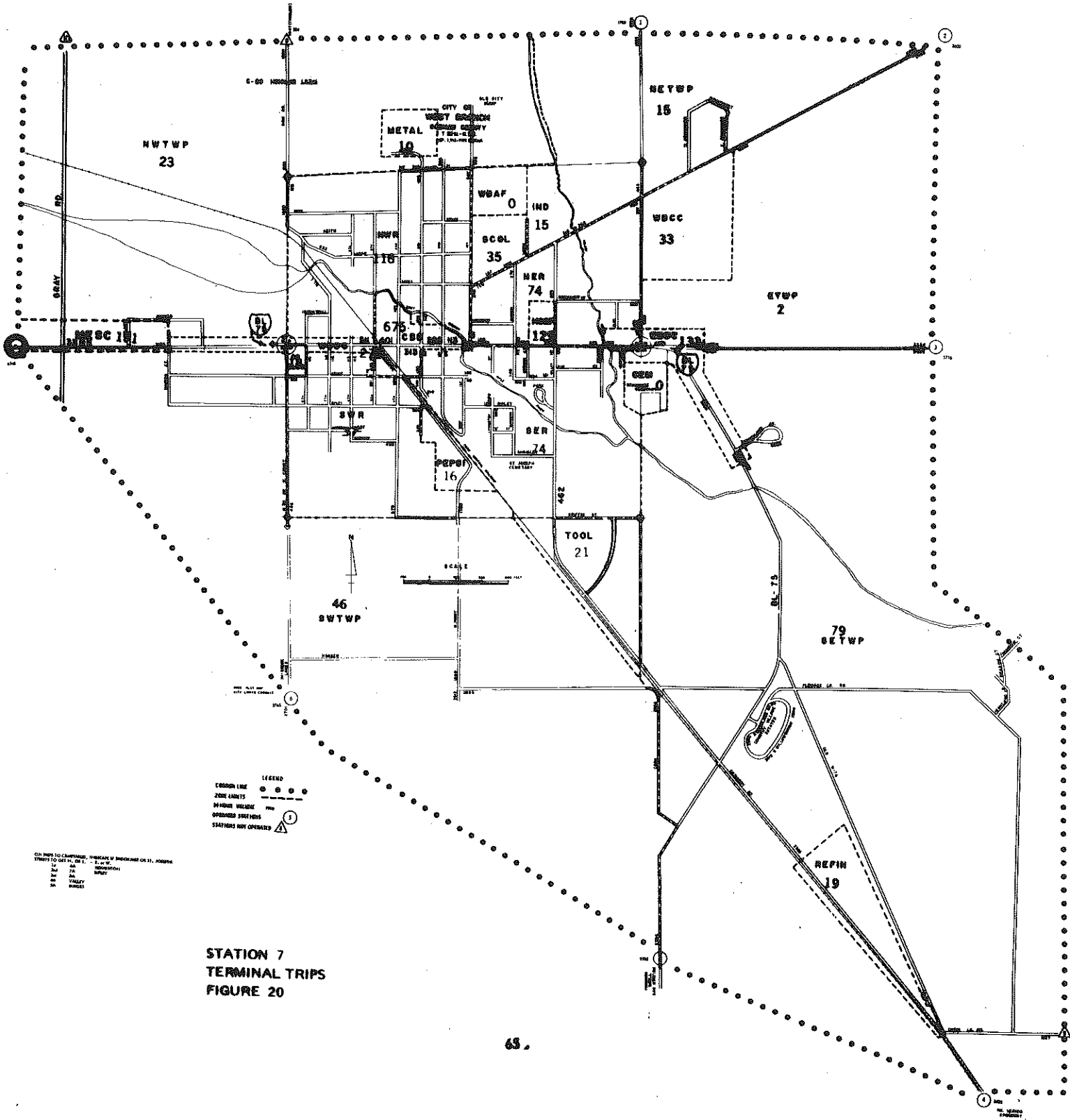
**TRANSPORTATION LIBRARY
MICHIGAN DEPT. STATE HIGHWAYS &
TRANSPORTATION LANSING, MICH.**

A county outline map of Michigan presented as Figure 22 shows the distribution of origin and destination trip ends for all trips passing through the station. Almost 83% of all trip ends occurred in counties adjacent to and including Ogemaw County, which by itself, accounted for 50%.

TABLE 28

STATION 7 TERMINAL TRIPS

<u>ORIGINS</u>	<u>DESTINATIONS</u>	<u>TOTAL</u>	<u>PERCENT OF TOTAL</u>
11 338	337	675	33.47
12 61	55	116	5.75
13 0	0	0	0.00
14 13	22	35	1.74
15 38	36	74	3.67
16 56	73	129	6.40
17 35	39	74	3.67
18 8	8	16	0.79
19 28	9	37	1.83
20 8	10	18	0.89
21 180	96	276	13.68
22 15	8	23	1.14
23 6	4	10	0.50
24 9	6	15	0.74
25 6	9	15	0.74
26 19	14	33	1.64
27 2	0	2	0.10
28 77	56	133	6.59
29 0	0	0	0.00
30 7	14	21	1.04
31 33	46	79	3.92
32 12	7	19	0.94
33 23	23	46	2.28
34 <u>81</u>	<u>90</u>	<u>171</u>	<u>8.48</u>
1055	962	2017	100.00



ON PAPER TO COMPARED, IN SCALE OF INCHES OR 1/2, POINTS
 1" = 100' OR 1" = 50' OR 1" = 25' OR 1" = 12.5'

SCALE
 1" = 100'

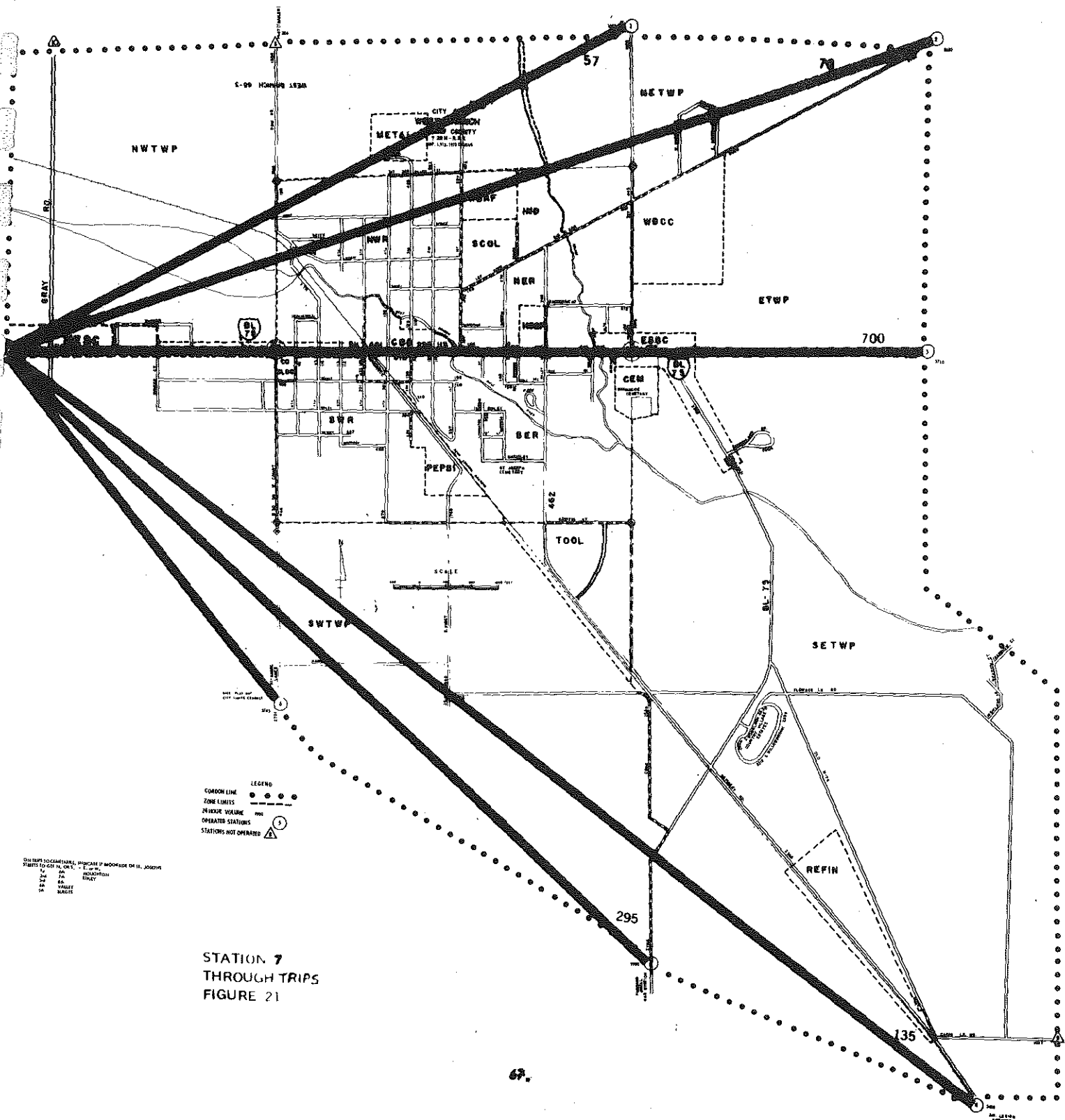
STATION 7
 TERMINAL TRIPS
 FIGURE 20

TABLE 29

STATION 7

THROUGH TRIPS TO ALL OTHER STATIONS

<u>STATION</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>
1	57	3.81
2	70	4.68
3	700	46.79
4	135	9.02
5	295	19.72
6	237	15.84
7	<u>2</u>	<u>00.13</u>
TOTAL	1496	100.00



STATION 7
THROUGH TRIPS
FIGURE 21

TABLE 30

STATION 7

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>VEHICLE TYPE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Passenger Car	571	50.85	369	64.6	202	35.4
Passenger Car With Trailer	15	1.34	10	66.7	5	33.3
Panel or Pickup	278	24.76	189	68.0	89	32.0
Panel or Pickup with Trailer	9	0.80	6	66.7	3	33.3
Other Single Unit Trucks	139	12.38	86	61.9	53	38.1
Combinations and Trucks with Trailers	<u>111</u>	<u>9.88</u>	<u>51</u>	45.9	<u>60</u>	54.1
TOTAL	1123	100.0	711	63.3	412	36.7

<u>TRIP PURPOSE</u>	<u>VEHICLES</u>	<u>PERCENT OF TOTAL</u>	<u>TERMINAL TRIPS</u>	<u>%</u>	<u>THROUGH</u>	<u>%</u>
Work	571	22.02	369	64.6	202	35.4
Personal Business	287	11.07	202	70.4	85	29.6
Shopping	531	20.48	452	85.1	79	14.9
Vacation	436	16.81	97	22.2	339	77.8
Other Social-Recreation	510	19.67	195	38.2	315	61.8
All Other	<u>258</u>	<u>9.95</u>	<u>189</u>	73.3	<u>69</u>	26.7
TOTAL	2593	100.00	1504	58.0	1089	42.0

TABLE 31

STATION 7

BL-75 W OF GRAY ROAD

TRIP LENGTHS

<u>MINUTES</u>	<u>TRIPS</u>	<u>PERCENT OF TOTAL</u>
1 - 20	675	19.14
20-40	910	25.80
40-60	625	17.72
60-90	295	8.36
90-390	<u>1022</u>	<u>28.98</u>
TOTAL	3527	100.00

LONGEST TRIP - 13 1/3 hours

AVERAGE TRIP LENGTH - 1 hour 23 minutes

*Total trips may deviate from other total trips for this station due to the nature of the program used to compute trip lengths.

Note: Appearing in Appendix A is a trip length frequency distribution graph which may prove useful in determining the number of trips for each 10 minute increment of time.

STATION 7 DISTRIBUTION OF
TRIP ENDS BY COUNTY

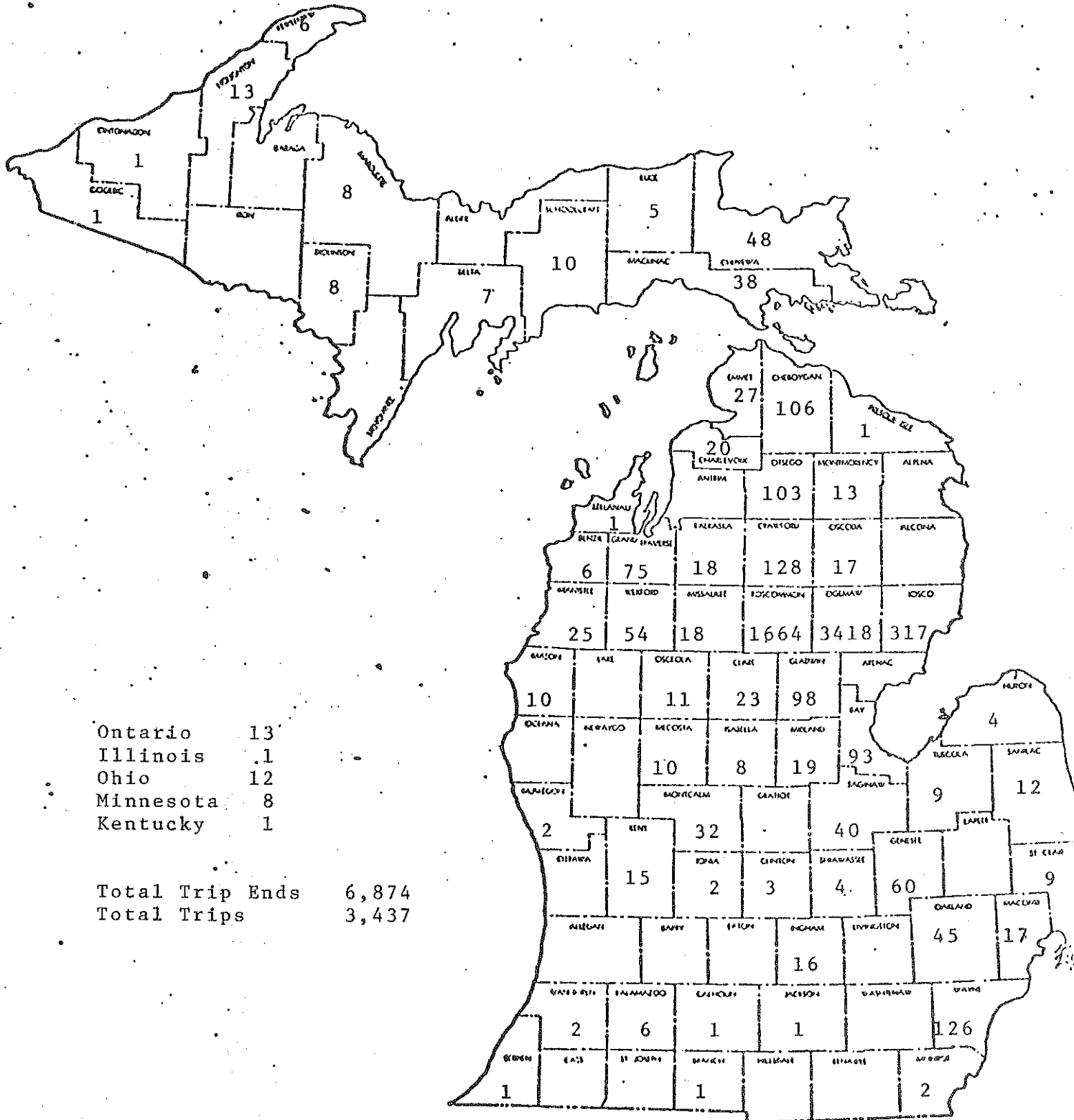


FIGURE 22

APPENDIX A

USE OF TABLES AND CHARTS

USE OF GENERAL PURPOSE SUMMARY TABLES

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

The vehicle type codes are:

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

The trip purpose codes are:

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

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

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

STATION NUMBER = 1

EXIT-ENT STATION = 01 TO 07

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
1	1	68.10	3.94	61.18	1.42	87.48	11.00	0.00	0.00	233.12
T	ROW %	29.21	1.09	26.24	0.61	37.53	4.72	0.00	0.00	42.24
	COL %	22.82	15.05	51.30	22.61	95.13	100.00	0.00	0.00	
R	TOT %	12.34	0.71	11.09	0.26	15.85	1.99	0.00	0.00	
I	2	25.73	1.79	8.90	0.00	0.00	0.00	0.00	0.00	36.42
P	ROW %	70.65	4.91	24.44	0.00	0.00	0.00	0.00	0.00	6.60
	COL %	8.62	7.11	7.47	0.00	0.00	0.00	0.00	0.00	
	TOT %	4.66	0.32	1.61	0.00	0.00	0.00	0.00	0.00	
P	3	9.12	0.00	3.37	0.00	0.00	0.00	0.00	0.00	12.49
	ROW %	73.02	0.00	26.98	0.00	0.00	0.00	0.00	0.00	2.26
	COL %	3.06	0.00	2.83	0.00	0.00	0.00	0.00	0.00	
U	TOT %	1.65	0.00	0.61	0.00	0.00	0.00	0.00	0.00	
R	4	40.81	11.02	10.80	3.25	1.07	0.00	0.00	0.00	67.55
P	ROW %	60.41	17.20	15.99	4.81	1.58	0.00	0.00	0.00	12.24
	COL %	13.68	46.15	9.07	51.75	1.16	0.00	0.00	0.00	
	TOT %	7.39	2.11	1.96	0.59	0.19	0.00	0.00	0.00	
O	5	130.82	6.51	27.67	1.61	1.01	0.00	0.00	0.00	167.62
S	ROW %	78.35	3.38	18.51	0.96	0.60	0.00	0.00	0.00	30.37
	COL %	43.84	25.35	23.24	25.64	1.10	0.00	0.00	0.00	
E	TOT %	23.70	1.18	5.01	0.29	0.18	0.00	0.00	0.00	
	6	23.82	1.32	7.16	0.00	2.40	0.00	0.00	0.00	34.70
	ROW %	68.65	3.80	20.63	0.00	6.92	0.00	0.00	0.00	6.29
	COL %	7.98	5.24	5.01	0.00	2.61	0.00	0.00	0.00	
	TOT %	4.32	0.24	1.30	0.00	0.43	0.00	0.00	0.00	

TOTAL		298.40	25.16	119.08	6.23	91.96	11.00	0.00	0.00	551.90
TOT %		54.07	4.56	21.53	1.14	16.86	1.99	0.00	0.00	

STATION NUMBER = 1

EXIT-ENT STATION = 01

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
I	1	218.89	2.27	110.93	3.35	23.23	4.00	0.00	0.00	366.67
T	ROW %	59.70	0.62	30.25	0.91	6.34	2.13	0.00	0.00	34.40
	COL %	28.51	31.84	46.14	33.80	71.10	100.00	0.00	0.00	
R	TOT %	20.53	0.21	10.41	0.31	2.18	0.75	0.00	0.00	
I	2	97.61	0.00	22.55	0.00	0.00	0.00	0.00	0.00	120.16
P	ROW %	81.23	0.00	18.77	0.00	0.00	0.00	0.00	0.00	11.27
	COL %	12.71	0.00	9.38	0.00	0.00	0.00	0.00	0.00	
	TOT %	9.16	0.00	2.12	0.00	0.00	0.00	0.00	0.00	
P	3	212.86	2.44	52.95	1.42	9.44	0.00	0.00	0.00	279.11
	ROW %	76.26	0.67	18.97	0.51	3.38	0.00	0.00	0.00	26.18
U	COL %	27.72	34.22	22.02	14.33	28.90	0.00	0.00	0.00	
	TOT %	19.97	0.23	4.97	0.13	0.89	0.00	0.00	0.00	
R	4	5.14	0.00	1.88	0.00	0.00	0.00	0.00	0.00	7.02
P	ROW %	73.22	0.00	26.78	0.00	0.00	0.00	0.00	0.00	0.66
	COL %	0.67	0.00	0.78	0.00	0.00	0.00	0.00	0.00	
	TOT %	0.49	0.00	0.18	0.00	0.00	0.00	0.00	0.00	
S	5	158.44	1.28	24.82	3.26	0.00	0.00	0.00	0.00	187.80
E	ROW %	84.37	0.08	13.22	1.74	0.00	0.00	0.00	0.00	17.62
	COL %	20.63	17.45	10.32	32.90	0.00	0.00	0.00	0.00	
	TOT %	14.86	0.12	2.33	0.31	0.00	0.00	0.00	0.00	
	6	74.91	1.14	27.31	1.88	0.00	0.00	0.00	0.00	105.24
	ROW %	71.18	1.08	25.95	1.79	0.00	0.00	0.00	0.00	9.87
	COL %	9.76	15.39	11.36	18.97	0.00	0.00	0.00	0.00	
	TOT %	7.03	0.11	2.56	0.18	0.00	0.00	0.00	0.00	

TOTAL		767.85	7.13	240.44	9.91	32.67	8.00	0.00	0.00	1066.00
TOT %		72.03	0.07	22.56	0.93	3.06	0.75	0.00	0.00	

STATION NUMBER = 1

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
1	1	286.99	6.21	172.11	4.77	110.71	19.00	0.00	0.00	599.79
T	ROW %	47.85	1.04	28.70	0.80	18.46	3.17	0.00	0.00	37.07
	COL %	26.92	19.22	47.87	29.46	88.83	100.00	0.00	0.00	
R	TOT %	17.74	0.33	10.64	0.29	6.84	1.17	0.00	0.00	
I	2	123.34	1.79	31.45	0.00	0.00	0.00	0.00	0.00	156.58
P	ROW %	78.77	1.14	20.09	0.00	0.00	0.00	0.00	0.00	9.68
	COL %	11.57	5.34	8.75	0.00	0.00	0.00	0.00	0.00	
	TOT %	7.62	0.11	1.94	0.00	0.00	0.00	0.00	0.00	
P	3	221.98	2.44	56.32	1.42	9.44	0.00	0.00	0.00	291.60
	ROW %	76.12	0.04	19.31	0.49	3.24	0.00	0.00	0.00	18.02
	COL %	20.82	7.35	15.67	8.77	7.57	0.00	0.00	0.00	
U	TOT %	13.72	0.15	3.48	0.09	0.58	0.00	0.00	0.00	
R	4	45.95	11.02	12.08	3.25	1.07	0.00	0.00	0.00	74.57
	ROW %	61.02	15.58	17.00	4.36	1.43	0.00	0.00	0.00	4.61
P	COL %	4.31	35.76	3.53	20.07	0.86	0.00	0.00	0.00	
	TOT %	2.84	0.72	0.78	0.20	0.07	0.00	0.00	0.00	
D	5	289.26	7.79	52.49	4.87	1.01	0.00	0.00	0.00	355.42
S	ROW %	81.39	2.19	14.77	1.37	0.28	0.00	0.00	0.00	21.97
	COL %	27.13	24.11	14.60	30.08	0.61	0.00	0.00	0.00	
E	TOT %	17.88	0.43	3.24	0.30	0.06	0.00	0.00	0.00	
	6	98.73	2.46	34.47	1.88	2.40	0.00	0.00	0.00	139.94
	ROW %	70.55	1.76	24.63	1.34	1.72	0.00	0.00	0.00	8.65
	COL %	9.26	7.01	9.59	11.61	1.93	0.00	0.00	0.00	
	TOT %	6.10	0.15	2.13	0.12	0.15	0.00	0.00	0.00	

TOTAL		1066.25	32.31	359.52	16.19	124.63	19.00	0.00	0.00	1617.90
TOT %		65.90	2.00	22.22	1.00	7.70	1.17	0.00	0.00	

STATION NUMBER = 2

EXIT-ENT STATION = 01 TH 07

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
I	1 1	68.14	0.00	51.65	3.90	31.37	2.00	0.00	0.00	157.06
T	ROW %	43.38	0.00	32.89	2.48	19.97	1.27	0.00	0.00	45.39
	COL %	29.95	0.00	73.06	49.74	92.21	100.00	0.00	0.00	
R	TOT %	19.69	0.00	14.93	1.13	9.07	0.58	0.00	0.00	
I	2 2	22.12	0.00	1.32	1.25	0.00	0.00	0.00	0.00	24.69
P	ROW %	89.59	0.00	5.35	5.06	0.00	0.00	0.00	0.00	7.14
	COL %	9.72	0.00	1.87	15.94	0.00	0.00	0.00	0.00	
P	TOT %	6.34	0.00	0.38	0.36	0.00	0.00	0.00	0.00	
P	3 3	8.84	1.18	1.17	0.00	0.00	0.00	0.00	0.00	11.19
	ROW %	79.00	10.55	10.46	0.00	0.00	0.00	0.00	0.00	3.23
	COL %	3.89	30.53	1.65	0.00	0.00	0.00	0.00	0.00	
U	TOT %	2.55	0.34	0.34	0.00	0.00	0.00	0.00	0.00	
R	4 4	15.75	1.50	3.01	0.00	0.00	0.00	0.00	0.00	20.26
P	ROW %	77.74	7.40	14.86	0.00	0.00	0.00	0.00	0.00	5.86
	COL %	6.92	38.56	4.26	0.00	0.00	0.00	0.00	0.00	
O	TOT %	4.55	0.43	0.87	0.00	0.00	0.00	0.00	0.00	
S	5 5	80.37	1.21	8.05	0.00	1.32	0.00	0.00	0.00	90.95
E	ROW %	88.37	1.33	8.85	0.00	1.45	0.00	0.00	0.00	26.29
	COL %	35.32	31.11	11.34	0.00	3.88	0.00	0.00	0.00	
	TOT %	23.23	0.35	2.33	0.00	0.38	0.00	0.00	0.00	
	6 6	32.32	0.00	5.50	2.69	1.33	0.00	0.00	0.00	41.84
	ROW %	77.25	0.00	13.15	6.43	3.18	0.00	0.00	0.00	12.09
	COL %	14.20	0.00	7.78	34.31	3.91	0.00	0.00	0.00	
	TOT %	9.34	0.00	1.54	0.78	0.38	0.00	0.00	0.00	

	TOTAL	227.54	3.09	70.70	7.84	34.02	2.00	0.00	0.00	345.99
	TOT %	65.76	1.12	20.43	2.27	9.83	0.58	0.00	0.00	

STATION NUMBER = 2

EXIT-ENT STATION = 10

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T	1 1	394.84	3.06	156.45	0.00	35.61	8.00	0.00	0.00	598.76
	ROW %	65.94	0.04	26.13	0.00	5.95	1.34	0.00	0.00	36.72
	COL %	30.50	34.28	56.71	0.00	87.26	100.00	0.00	0.00	
	TOT %	24.22	0.24	9.60	0.00	2.18	0.49	0.00	0.00	
I	2 2	164.60	0.00	22.46	0.00	1.32	0.00	0.00	0.00	188.38
	ROW %	87.38	0.00	11.92	0.00	0.70	0.00	0.00	0.00	11.55
	COL %	12.72	0.00	8.14	0.00	3.23	0.00	0.00	0.00	
	TOT %	10.10	0.00	1.38	0.00	0.08	0.00	0.00	0.00	
P	3 3	226.21	3.70	38.10	0.00	3.88	0.00	0.00	0.00	271.89
	ROW %	83.20	1.36	14.01	0.00	1.43	0.00	0.00	0.00	16.68
	COL %	17.47	32.06	13.81	0.00	9.51	0.00	0.00	0.00	
	TOT %	13.87	0.23	2.34	0.00	0.24	0.00	0.00	0.00	
R	4 4	10.20	1.26	2.05	0.00	0.00	0.00	0.00	0.00	14.11
	ROW %	72.29	3.93	18.78	0.00	0.00	0.00	0.00	0.00	0.87
	COL %	0.79	11.19	0.96	0.00	0.00	0.00	0.00	0.00	
	TOT %	0.03	0.04	0.16	0.00	0.00	0.00	0.00	0.00	
O	5 5	265.34	1.21	23.11	0.00	0.00	0.00	0.00	0.00	289.66
	ROW %	91.60	0.42	7.98	0.00	0.00	0.00	0.00	0.00	17.77
	COL %	20.50	10.75	8.38	0.00	0.00	0.00	0.00	0.00	
	TOT %	16.27	0.07	1.42	0.00	0.00	0.00	0.00	0.00	
E	6 6	233.31	1.23	33.09	0.00	0.00	0.00	0.00	0.00	267.63
	ROW %	87.18	0.46	12.36	0.00	0.00	0.00	0.00	0.00	16.41
	COL %	18.02	10.92	12.00	0.00	0.00	0.00	0.00	0.00	
	TOT %	14.31	0.08	2.03	0.00	0.00	0.00	0.00	0.00	

TOTAL		1294.50	11.26	275.86	0.00	40.81	8.00	0.00	0.00	1630.43
TOT %		79.40	0.09	16.92	0.00	2.50	0.49	0.00	0.00	

STATION NUMBER = 7

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1 1	462.98	3.66	208.10	3.90	66.98	10.00	0.00	0.00	755.82
	ROW %	61.26	0.51	27.53	0.52	8.86	1.32	0.00	0.00	38.24
	COL %	30.42	25.48	60.05	49.74	89.51	100.00	0.00	0.00	
R	TOT %	23.43	0.20	10.53	0.20	3.39	0.51	0.00	0.00	
I	2 2	186.72	0.00	23.78	1.25	1.32	0.00	0.00	0.00	213.07
	ROW %	97.63	0.00	11.16	0.59	0.62	0.00	0.00	0.00	10.78
	COL %	12.27	0.00	6.86	15.94	1.76	0.00	0.00	0.00	
P	TOT %	9.45	0.00	1.20	0.06	0.07	0.00	0.00	0.00	
P	3 3	235.05	4.56	39.27	0.00	3.88	0.00	0.00	0.00	283.05
	ROW %	83.03	1.72	13.87	0.00	1.37	0.00	0.00	0.00	14.32
	COL %	15.44	32.21	11.33	0.00	5.19	0.00	0.00	0.00	
U	TOT %	11.89	0.25	1.99	0.00	0.20	0.00	0.00	0.00	
R	4 4	25.95	2.76	5.66	0.00	0.00	0.00	0.00	0.00	34.37
	ROW %	75.50	8.03	16.47	0.00	0.00	0.00	0.00	0.00	1.74
	COL %	1.70	14.22	1.63	0.00	0.00	0.00	0.00	0.00	
P	TOT %	1.31	0.14	0.20	0.00	0.00	0.00	0.00	0.00	
S	5 5	345.71	2.42	31.16	0.00	1.32	0.00	0.00	0.00	380.61
	ROW %	90.83	0.54	8.14	0.00	0.35	0.00	0.00	0.00	19.26
	COL %	22.71	15.97	8.99	0.00	1.76	0.00	0.00	0.00	
E	TOT %	17.49	0.12	1.58	0.00	0.07	0.00	0.00	0.00	
6	6 6	265.63	1.23	38.59	2.69	1.33	0.00	0.00	0.00	309.47
	ROW %	85.83	0.40	12.47	0.87	0.43	0.00	0.00	0.00	15.66
	COL %	17.45	3.12	11.14	34.31	1.78	0.00	0.00	0.00	
	TOT %	13.44	0.56	1.95	0.14	0.07	0.00	0.00	0.00	

TOTAL		1522.04	15.15	346.56	7.84	74.83	10.00	0.00	0.00	1976.42
TOT %		77.01	0.77	17.53	0.40	3.79	0.51	0.00	0.00	

STATION NUMBER = 3

EXIT-ENT STATION = 01 TO 02

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T	1 1	210.74	6.79	118.28	8.53	46.24	47.78	0.00	0.00	438.36
	ROW %	48.07	1.55	26.98	1.95	10.55	10.90	0.00	0.00	35.68
	COL %	23.77	15.71	73.40	30.19	75.16	100.00	0.00	0.00	
R	TOT %	17.15	0.55	9.63	0.69	3.76	3.89	0.00	0.00	
I	2 2	25.13	0.00	3.93	1.19	1.44	0.00	0.00	0.00	36.69
	ROW %	68.49	0.00	24.34	3.24	3.92	0.00	0.00	0.00	2.99
	COL %	2.83	0.00	5.54	4.21	2.34	0.00	0.00	0.00	
P	TOT %	2.05	0.00	0.73	0.10	0.12	0.00	0.00	0.00	
P	3 3	32.63	1.70	2.53	0.00	1.87	0.00	0.00	0.00	38.78
	ROW %	84.14	4.38	6.65	0.00	4.82	0.00	0.00	0.00	3.16
	COL %	3.68	3.93	1.60	0.00	3.04	0.00	0.00	0.00	
U	TOT %	2.55	0.14	0.21	0.00	0.15	0.00	0.00	0.00	
R	4 4	161.74	21.65	10.33	12.18	5.50	0.00	0.00	0.00	211.40
	ROW %	76.51	10.24	4.89	5.76	2.60	0.00	0.00	0.00	17.21
	COL %	18.24	50.09	6.41	43.12	3.94	0.00	0.00	0.00	
P	TOT %	13.17	1.76	0.94	0.93	0.45	0.00	0.00	0.00	
S	5 5	362.33	11.65	19.34	1.60	6.47	0.00	0.00	0.00	401.39
	ROW %	90.27	2.90	4.82	0.40	1.61	0.00	0.00	0.00	32.67
	COL %	40.87	26.95	12.00	5.66	10.52	0.00	0.00	0.00	
E	TOT %	29.49	0.95	1.57	0.13	0.53	0.00	0.00	0.00	
6	6 6	94.06	1.43	1.68	4.75	0.00	0.00	0.00	0.00	101.92
	ROW %	92.29	1.40	1.65	4.66	0.00	0.00	0.00	0.00	8.30
	COL %	10.61	3.31	1.04	16.81	0.00	0.00	0.00	0.00	
	TOT %	7.66	0.12	0.14	0.39	0.00	0.00	0.00	0.00	
TOTAL		896.63	43.22	161.14	28.25	61.52	47.78	0.00	0.00	1228.54
TOT %		72.17	3.52	13.12	2.30	5.01	3.89	0.00	0.00	

STATION NUMBER = 3

EXIT-ENT STATION = 10

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1 1	585.38	4.61	289.31	9.09	49.55	35.76	0.00	0.00	1013.70
	ROW %	57.75	0.45	28.54	0.90	8.83	1.53	0.00	0.00	35.16
	COL %	27.43	21.19	49.97	78.97	90.35	93.66	0.00	0.00	
R	TOT %	20.30	0.16	10.03	0.32	3.11	1.20	0.00	0.00	
I	2 2	195.17	1.96	47.66	0.00	0.00	0.00	0.00	0.00	244.79
	ROW %	79.73	0.60	19.47	0.00	0.00	0.00	0.00	0.00	8.49
	P	COL %	9.15	9.01	8.23	0.00	0.00	0.00	0.00	0.00
P	TOT %	6.77	0.07	1.65	0.00	0.00	0.00	0.00	0.00	
P	3 3	641.93	4.46	134.61	1.28	3.59	1.27	0.00	0.00	787.19
	ROW %	81.55	0.57	17.10	0.16	0.46	0.16	0.00	0.00	27.30
	U	COL %	30.09	20.50	23.25	11.12	3.62	3.33	0.00	0.00
U	TOT %	22.27	0.15	4.57	0.04	0.12	0.04	0.00	0.00	
R	4 4	37.42	3.30	2.40	0.00	1.42	0.00	0.00	0.00	45.04
	ROW %	83.08	8.44	5.33	0.00	3.15	0.00	0.00	0.00	1.56
	P	COL %	1.75	17.46	0.41	0.00	1.43	0.00	0.00	0.00
D	TOT %	1.30	0.13	0.08	0.00	0.05	0.00	0.00	0.00	
S	5 5	388.09	4.23	66.58	0.00	4.55	0.00	0.00	0.00	463.50
	ROW %	83.73	0.92	14.36	0.00	0.98	0.00	0.00	0.00	16.06
	E	COL %	18.19	19.67	11.50	0.00	4.54	0.00	0.00	0.00
E	TOT %	13.46	0.15	2.31	0.00	0.16	0.00	0.00	0.00	
6	6 6	285.59	2.65	38.39	1.14	0.00	1.15	0.00	0.00	329.02
	ROW %	86.33	0.31	11.67	0.35	0.00	0.35	0.00	0.00	11.41
	COL %	13.39	12.13	6.63	9.99	0.00	3.00	0.00	0.00	
	TOT %	9.91	0.09	1.33	0.04	0.00	0.04	0.00	0.00	

TOTAL		2133.73	21.76	576.95	11.51	99.11	38.28	0.00	0.00	2883.24
TOT %		74.00	0.75	20.08	0.40	3.44	1.32	0.00	0.00	

STATION NUMBER = 3

EXIT-ENT STATION = 01 11

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1 1	796.12	11.40	407.59	17.62	135.79	83.54	0.00	0.00	1452.06
	ROW %	54.83	0.79	28.07	1.21	9.35	5.75	0.00	0.00	35.31
	COL %	76.36	17.54	55.07	44.32	84.54	97.18	0.00	0.00	
R	TOT %	19.36	0.28	9.91	0.43	3.30	2.03	0.00	0.00	
I	2 2	220.30	1.96	56.59	1.19	1.44	0.00	0.00	0.00	281.48
P	ROW %	78.26	0.70	20.10	0.42	0.51	0.00	0.00	0.00	6.85
	COL %	7.29	3.02	7.65	2.99	0.90	0.00	0.00	0.00	
	TOT %	5.36	0.05	1.38	0.03	0.04	0.00	0.00	0.00	
P	3 3	674.61	6.16	137.19	1.28	5.46	1.27	0.00	0.00	825.97
	ROW %	81.67	0.75	16.61	0.15	0.66	0.15	0.00	0.00	20.09
U	COL %	22.34	9.48	18.54	3.22	3.40	1.46	0.00	0.00	
	TOT %	16.41	0.15	3.34	0.03	0.13	0.03	0.00	0.00	
R	4 4	199.16	25.45	12.73	12.18	6.92	0.00	0.00	0.00	256.44
P	ROW %	77.66	9.92	4.96	4.75	2.70	0.00	0.00	0.00	6.24
	COL %	6.59	39.17	1.72	30.63	4.31	0.00	0.00	0.00	
D	TOT %	4.84	0.02	0.31	0.30	0.17	0.00	0.00	0.00	
S	5 5	750.42	15.93	85.92	1.60	11.02	0.00	0.00	0.00	864.89
E	ROW %	86.76	1.04	9.93	0.18	1.27	0.00	0.00	0.00	21.03
	COL %	24.85	24.52	11.61	4.02	6.86	0.00	0.00	0.00	
	TOT %	18.25	0.39	2.09	0.04	0.27	0.00	0.00	0.00	
	6 6	379.75	4.05	40.07	5.89	0.00	1.25	0.00	0.00	430.94
	ROW %	88.12	0.95	9.30	1.37	0.00	0.27	0.00	0.00	10.48
	COL %	12.57	6.28	5.41	14.81	0.00	1.34	0.00	0.00	
	TOT %	9.24	0.10	0.97	0.14	0.00	0.03	0.00	0.00	

	TOTAL	3070.36	64.98	740.09	39.76	160.63	65.46	0.00	0.00	4111.78
	TOT %	73.46	1.58	18.00	0.97	3.91	2.00	0.00	0.00	

STATION NUMBER = 4

EXIT-ENT STATION = 01 TO 02

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
I	1 1	77.11	5.26	27.51	2.76	22.92	6.06	0.00	0.00	141.62
T	ROW %	54.45	3.71	19.43	1.95	16.18	4.28	0.00	0.00	30.98
	COL %	24.90	18.97	36.48	37.60	81.71	67.33	0.00	0.00	
R	TOT %	16.87	1.15	6.02	0.60	5.01	1.23	0.00	0.00	
I	2 2	8.15	0.00	3.69	0.00	0.00	0.00	0.00	0.00	11.84
P	ROW %	68.83	0.00	31.17	0.00	0.00	0.00	0.00	0.00	2.59
	COL %	2.63	0.00	4.89	0.00	0.00	0.00	0.00	0.00	
P	TOT %	1.78	0.00	0.81	0.00	0.00	0.00	0.00	0.00	
P	3 3	16.95	0.00	5.56	0.00	0.00	0.00	0.00	0.00	22.51
	ROW %	75.30	0.00	24.70	0.00	0.00	0.00	0.00	0.00	4.92
	COL %	5.47	0.00	7.37	0.00	0.00	0.00	0.00	0.00	
U	TOT %	3.71	0.00	1.22	0.00	0.00	0.00	0.00	0.00	
R	4 4	64.04	9.46	12.78	1.32	3.86	2.94	0.00	0.00	94.40
P	ROW %	67.84	10.02	13.54	1.40	4.09	3.11	0.00	0.00	20.65
	COL %	20.68	34.11	16.95	17.98	13.76	32.67	0.00	0.00	
D	TOT %	14.01	2.07	2.80	0.29	0.84	0.64	0.00	0.00	
S	5 5	106.33	8.05	15.49	3.26	1.27	0.00	0.00	0.00	134.40
E	ROW %	79.11	5.99	11.53	2.43	0.94	0.00	0.00	0.00	29.40
	COL %	34.34	29.03	20.54	44.41	4.53	0.00	0.00	0.00	
	TOT %	23.26	1.76	3.39	0.71	0.23	0.00	0.00	0.00	
	6 6	37.04	4.96	10.39	0.00	0.00	0.00	0.00	0.00	52.39
	ROW %	70.79	9.47	19.83	0.00	0.00	0.00	0.00	0.00	11.46
	COL %	11.96	17.09	13.78	0.00	0.00	0.00	0.00	0.00	
	TOT %	8.10	1.03	2.27	0.00	0.00	0.00	0.00	0.00	

	TOTAL	309.62	27.73	75.42	7.34	28.05	9.00	0.00	0.00	457.16
	TOT %	67.73	6.07	16.50	1.61	6.14	1.97	0.00	0.00	

STATION NUMBER = 4

EXIT-ENT STATION = 10

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T	1 1	323.84	5.12	116.12	3.02	53.08	31.74	0.00	0.00	532.92
	ROW %	60.77	0.95	21.79	0.57	9.96	5.96	0.00	0.00	39.28
	COL %	31.21	33.44	55.80	46.97	92.72	100.00	0.00	0.00	
	TOT %	23.87	0.38	8.56	0.22	3.91	2.34	0.00	0.00	
I	2 2	93.16	1.17	20.74	0.00	0.00	0.00	0.00	0.00	115.07
	ROW %	80.96	1.02	18.02	0.00	0.00	0.00	0.00	0.00	8.48
	COL %	8.98	7.04	9.97	0.00	0.00	0.00	0.00	0.00	
	TOT %	6.37	0.09	1.53	0.00	0.00	0.00	0.00	0.00	
P	3 3	307.10	5.19	45.87	1.41	4.17	0.00	0.00	0.00	363.74
	ROW %	84.43	1.43	12.61	0.39	1.15	0.00	0.00	0.00	26.81
	COL %	29.59	33.90	22.04	21.93	7.28	0.00	0.00	0.00	
	TOT %	22.64	0.38	3.38	0.10	0.31	0.00	0.00	0.00	
R	4 4	10.99	0.00	1.35	0.00	0.00	0.00	0.00	0.00	12.34
	ROW %	89.06	0.00	10.94	0.00	0.00	0.00	0.00	0.00	0.91
	COL %	1.06	0.00	0.65	0.00	0.00	0.00	0.00	0.00	
	TOT %	0.31	0.00	0.10	0.00	0.00	0.00	0.00	0.00	
S	5 5	147.77	2.02	8.96	2.00	0.00	0.00	0.00	0.00	161.35
	ROW %	91.54	1.02	5.55	1.24	0.00	0.00	0.00	0.00	11.89
	COL %	14.24	17.11	4.31	31.10	0.00	0.00	0.00	0.00	
	TOT %	10.89	0.19	0.66	0.15	0.00	0.00	0.00	0.00	
E	6 6	154.91	1.21	15.07	0.00	0.00	0.00	0.00	0.00	171.19
	ROW %	90.49	0.71	8.80	0.00	0.00	0.00	0.00	0.00	12.62
	COL %	14.93	7.90	7.24	0.00	0.00	0.00	0.00	0.00	
	TOT %	11.42	0.09	1.11	0.00	0.00	0.00	0.00	0.00	

TOTAL		1037.77	15.31	208.11	6.43	57.25	31.74	0.00	0.00	1356.61
TOT %		76.50	1.13	15.34	0.47	4.22	2.34	0.00	0.00	

STATION NUMBER = 4

EXIT-ENT STATION = 01 71

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	5	7	8	TOT %
1	1	400.95	10.38	143.63	5.78	76.00	37.89	0.00	0.00	674.54
T	ROW %	59.44	1.54	21.29	0.86	11.27	5.59	0.00	0.00	37.19
	COL %	29.76	24.12	50.66	41.96	89.10	92.73	0.00	0.00	
R	TOT %	22.11	0.57	7.92	0.32	4.19	2.08	0.00	0.00	
I	2	101.31	1.17	24.43	0.00	0.00	0.00	0.00	0.00	126.91
P	ROW %	79.63	0.92	19.25	0.00	0.00	0.00	0.00	0.00	7.00
	COL %	7.52	2.72	8.62	0.00	0.00	0.00	0.00	0.00	
	TOT %	5.59	0.06	1.35	0.00	0.00	0.00	0.00	0.00	
P	3	324.05	5.19	51.43	1.41	4.17	0.00	0.00	0.00	386.25
	ROW %	83.90	1.34	13.32	0.37	1.08	0.00	0.00	0.00	21.30
	COL %	24.05	12.06	18.14	10.24	4.89	0.00	0.00	0.00	
U	TOT %	17.87	0.29	2.84	0.08	0.23	0.00	0.00	0.00	
R	4	75.03	9.46	14.13	1.32	3.86	2.94	0.00	0.00	106.74
P	ROW %	70.29	8.56	13.24	1.24	3.62	2.75	0.00	0.00	5.88
	COL %	5.57	21.93	4.98	9.59	4.53	7.22	0.00	0.00	
	TOT %	4.14	0.52	0.78	0.07	0.21	0.15	0.00	0.00	
D										
S	5	254.10	10.07	24.45	5.26	1.27	0.00	0.00	0.00	295.75
	ROW %	85.92	3.01	8.27	1.78	0.43	0.00	0.00	0.00	16.31
	COL %	18.36	24.79	8.62	38.29	1.49	0.00	0.00	0.00	
E	TOT %	14.01	0.59	1.35	0.29	0.07	0.00	0.00	0.00	
	6	191.95	6.17	25.46	0.00	0.00	0.00	0.00	0.00	223.58
	ROW %	95.85	2.76	11.39	0.00	0.00	0.00	0.00	0.00	12.33
	COL %	14.25	14.34	8.98	0.00	0.00	0.00	0.00	0.00	
	TOT %	10.58	0.34	1.40	0.00	0.00	0.00	0.00	0.00	

	TOTAL	1347.39	43.54	283.53	13.77	85.30	40.74	0.00	0.00	1813.77
	TOT %	74.29	2.37	15.83	0.76	4.70	2.25	0.00	0.00	

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STATION NUMBER = 5

EXIT-ENT STATION = 01 TO 07

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1 1	111.93	1.43	46.40	0.00	25.12	18.58	0.00	0.00	203.46
	ROW %	55.01	0.70	22.81	0.00	12.35	9.13	0.00	0.00	28.60
	COL %	20.89	5.38	49.16	0.00	87.92	87.60	0.00	0.00	
R	TOT %	15.74	0.20	6.52	0.00	3.53	2.61	0.00	0.00	
I	2 2	47.48	1.22	1.13	0.00	1.19	0.00	0.00	0.00	51.02
	ROW %	93.06	2.39	2.21	0.00	2.33	0.00	0.00	0.00	7.17
	COL %	8.86	5.44	1.20	0.00	4.17	0.00	0.00	0.00	
P	TOT %	6.67	0.17	0.16	0.00	0.17	0.00	0.00	0.00	
P	3 3	48.09	0.00	10.38	0.00	0.00	0.00	0.00	0.00	58.47
	ROW %	82.25	0.00	17.75	0.00	0.00	0.00	0.00	0.00	8.22
	COL %	8.97	0.00	11.00	0.00	0.00	0.00	0.00	0.00	
U	TOT %	6.76	0.00	1.46	0.00	0.00	0.00	0.00	0.00	
R	4 4	130.36	6.73	7.99	4.38	1.13	0.00	0.00	0.00	150.59
	ROW %	86.57	4.47	5.31	2.91	0.75	0.00	0.00	0.00	21.17
	COL %	24.33	30.00	8.47	49.44	3.96	0.00	0.00	0.00	
O	TOT %	18.33	0.25	1.12	0.62	0.16	0.00	0.00	0.00	
S	5 5	135.15	10.59	14.41	1.27	1.13	1.40	0.00	0.00	163.95
	ROW %	82.43	6.46	3.79	0.77	0.69	0.55	0.00	0.00	23.05
	COL %	25.22	47.21	15.27	14.33	3.96	5.60	0.00	0.00	
E	TOT %	19.00	1.49	2.03	0.18	0.16	0.20	0.00	0.00	
6	6 6	62.87	2.40	14.07	3.21	0.00	1.21	0.00	0.00	83.84
	ROW %	74.99	2.23	16.75	3.83	0.00	1.47	0.00	0.00	11.79
	COL %	11.73	10.27	14.91	36.23	0.00	5.60	0.00	0.00	
	TOT %	8.84	0.35	1.98	0.45	0.00	0.17	0.00	0.00	

TOTAL		535.88	22.43	94.35	6.86	25.57	21.21	0.00	0.00	711.33
TOT %		75.33	3.15	13.27	1.25	4.02	2.96	0.00	0.00	

STATION NUMBER = 5

EXIT-ENT STATION = TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1 1	327.04	1.36	144.30	3.55	98.15	96.34	0.00	0.00	674.74
	ROW %	48.47	0.20	21.98	0.53	14.55	14.28	0.00	0.00	45.24
	COL %	32.44	5.03	61.44	46.90	90.21	97.51	0.00	0.00	
R	TOT %	21.93	0.09	9.94	0.24	6.58	6.46	0.00	0.00	
I	2 2	96.36	4.37	12.75	0.00	1.28	1.23	0.00	0.00	105.99
	ROW %	81.48	4.12	12.03	0.00	1.21	1.16	0.00	0.00	7.11
	P COL %	8.57	16.32	5.28	0.00	1.18	1.24	0.00	0.00	
P	TOT %	5.79	0.29	0.85	0.00	0.09	0.06	0.00	0.00	
P	3 3	238.00	4.24	30.72	2.87	4.22	0.00	0.00	0.00	280.07
	ROW %	84.98	1.51	10.97	1.03	1.51	0.00	0.00	0.00	18.76
	COL %	73.61	15.03	12.73	38.18	3.84	0.00	0.00	0.00	
U	TOT %	15.96	0.28	2.06	0.19	0.28	0.00	0.00	0.00	
R	4 4	59.62	9.09	7.59	1.13	0.00	0.00	0.00	0.00	73.43
	ROW %	81.19	12.38	4.89	1.54	0.00	0.00	0.00	0.00	4.92
	P COL %	5.91	33.74	1.49	14.93	0.00	0.00	0.00	0.00	
P	TOT %	4.00	0.61	0.24	0.06	0.00	0.00	0.00	0.00	
S	5 5	142.23	2.54	18.71	0.00	1.27	0.00	0.00	0.00	164.75
	ROW %	86.33	1.54	11.36	0.00	0.77	0.00	0.00	0.00	11.05
	COL %	14.11	7.43	7.75	0.00	1.17	0.00	0.00	0.00	
E	TOT %	9.54	0.17	1.25	0.00	0.09	0.00	0.00	0.00	
6	6 6	154.94	5.14	27.30	0.00	3.88	1.23	0.00	0.00	192.53
	ROW %	80.48	2.69	14.18	0.00	2.07	0.64	0.00	0.00	12.91
	COL %	15.37	19.34	11.31	0.00	3.57	1.24	0.00	0.00	
	TOT %	10.39	0.35	1.63	0.00	0.26	0.03	0.00	0.00	

TOTAL		1008.19	26.73	241.37	7.57	108.80	94.81	0.00	0.00	1491.51
TOT %		67.60	1.60	16.18	0.51	7.29	6.62	0.00	0.00	

STATION NUMBER = 5

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 1	438.97	2.79	194.70	3.55	123.27	114.92	0.00	0.00	878.20
T ROW %	49.99	0.32	22.17	0.40	14.04	13.09	0.00	0.00	39.87
COL %	28.43	5.07	57.99	21.61	89.74	95.76	0.00	0.00	
R TOT %	19.93	0.13	8.84	0.16	5.80	5.22	0.00	0.00	
I 2 2	133.84	5.59	13.88	0.00	2.47	1.21	0.00	0.00	157.01
P ROW %	85.24	3.55	8.84	0.00	1.57	0.78	0.00	0.00	7.13
COL %	8.67	11.36	4.13	0.00	1.80	1.92	0.00	0.00	
P TOT %	6.03	0.25	0.03	0.00	0.11	0.06	0.00	0.00	
P 3 3	286.09	4.24	41.10	2.89	4.22	0.00	0.00	0.00	338.54
P ROW %	84.51	1.25	12.14	0.85	1.25	0.00	0.00	0.00	15.37
COL %	18.53	8.52	12.24	17.54	3.07	0.00	0.00	0.00	
U TOT %	12.99	0.19	1.87	0.13	0.19	0.00	0.00	0.00	
R 4 4	189.98	15.32	11.58	5.51	1.13	0.00	0.00	0.00	224.02
P ROW %	84.80	7.06	5.17	2.46	0.50	0.00	0.00	0.00	10.17
COL %	12.30	32.15	3.45	33.54	0.82	0.00	0.00	0.00	
P TOT %	8.62	0.72	0.53	0.25	0.05	0.00	0.00	0.00	
D 5 5	277.38	13.13	33.12	1.27	2.40	1.40	0.00	0.00	328.70
S ROW %	84.39	3.92	10.08	0.39	0.73	1.43	0.00	0.00	14.92
COL %	17.96	25.53	9.55	7.73	1.75	1.17	0.00	0.00	
E TOT %	12.59	0.60	1.50	0.06	0.11	1.06	0.00	0.00	
6 6	217.81	7.04	41.37	3.21	3.88	2.42	0.00	0.00	276.37
P ROW %	78.81	2.76	14.97	1.16	1.40	0.84	0.00	0.00	12.55
COL %	14.11	15.53	12.32	19.54	2.82	2.03	0.00	0.00	
P TOT %	9.39	0.35	1.88	0.15	0.18	0.11	0.00	0.00	

TOTAL	1544.07	49.21	335.75	16.43	137.37	120.01	0.00	0.00	2202.84
TOT %	70.09	2.23	15.24	0.75	6.24	5.45	0.00	0.00	

STATION NUMBER = 6

EXIT-ENT STATION = 01 TO 07

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1 1	162.10	3.67	80.59	3.24	49.36	46.40	0.00	0.00	345.36
	ROW %	46.94	1.06	23.34	0.94	14.29	13.44	0.00	0.00	41.94
	COL %	31.02	14.20	52.08	16.30	93.24	97.63	0.00	0.00	
R	TOT %	19.69	0.45	9.79	0.39	5.99	5.63	0.00	0.00	
I	2 2	32.10	1.29	5.84	4.16	0.00	0.00	0.00	0.00	43.39
	ROW %	73.98	2.97	13.46	9.59	0.00	0.00	0.00	0.00	5.27
	COL %	6.14	4.99	3.77	20.93	0.00	0.00	0.00	0.00	
P	TOT %	3.90	0.16	0.71	0.51	0.00	0.00	0.00	0.00	
P	3 3	23.07	0.00	3.20	0.00	1.12	0.00	0.00	0.00	27.39
	ROW %	84.23	0.00	11.66	0.00	4.09	0.00	0.00	0.00	3.33
	COL %	4.41	0.00	2.07	0.00	2.12	0.00	0.00	0.00	
U	TOT %	2.80	0.00	0.39	0.00	0.14	0.00	0.00	0.00	
R	4 4	55.98	8.26	12.73	6.76	2.46	1.10	0.00	0.00	87.29
	ROW %	64.13	9.46	14.58	7.74	2.82	1.26	0.00	0.00	10.60
	COL %	10.71	31.95	8.23	34.00	4.65	2.32	0.00	0.00	
P	TOT %	6.80	1.00	1.55	0.82	0.30	0.13	0.00	0.00	
S	5 5	198.67	8.80	39.98	4.45	0.00	0.00	0.00	0.00	251.90
	ROW %	78.87	3.49	15.87	1.77	0.00	0.00	0.00	0.00	30.59
	COL %	38.02	34.00	25.84	22.34	0.00	0.00	0.00	0.00	
E	TOT %	24.13	1.07	4.56	0.54	0.00	0.00	0.00	0.00	
6	6 6	50.64	3.83	12.39	1.27	0.00	0.00	0.00	0.00	68.13
	ROW %	74.33	5.62	18.19	1.86	0.00	0.00	0.00	0.00	8.27
	COL %	9.09	14.02	8.01	6.34	0.00	0.00	0.00	0.00	
	TOT %	6.15	0.47	1.50	0.15	0.00	0.00	0.00	0.00	

TOTAL		522.56	25.35	154.73	19.86	52.94	47.50	0.00	0.00	823.46
TOT %		63.46	3.14	18.79	2.41	6.43	5.72	0.00	0.00	

STATION NUMBER = 6

EXIT-ENT STATION = 01

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
1	1	442.16	0.00	222.01	2.51	57.49	14.92	0.00	0.00	743.09
T	ROW %	59.50	0.00	29.88	0.34	7.74	2.00	0.00	0.00	38.86
	COL %	30.65	0.00	59.92	23.66	91.44	100.00	0.00	0.00	
R	TOT %	23.12	0.00	11.61	0.13	3.01	0.99	0.00	0.00	
I	2	116.27	1.27	33.06	0.00	1.27	0.00	0.00	0.00	151.87
P	ROW %	76.56	0.84	21.77	0.00	0.84	0.00	0.00	0.00	7.94
	COL %	8.06	19.61	8.92	0.00	2.02	0.00	0.00	0.00	
	TOT %	6.08	0.07	1.73	0.00	0.07	0.00	0.00	0.00	
P	3	419.86	3.00	65.20	5.75	0.00	0.00	0.00	0.00	494.67
U	ROW %	84.88	0.78	13.18	1.16	0.00	0.00	0.00	0.00	25.87
	COL %	29.10	59.57	17.80	54.19	0.00	0.00	0.00	0.00	
	TOT %	21.96	0.20	3.41	0.30	0.00	0.00	0.00	0.00	
R	4	21.10	0.00	3.08	0.00	0.00	0.00	0.00	0.00	24.18
P	ROW %	87.26	0.00	12.74	0.00	0.00	0.00	0.00	0.00	1.26
	COL %	1.46	0.00	0.83	0.00	0.00	0.00	0.00	0.00	
	TOT %	1.10	0.00	0.16	0.00	0.00	0.00	0.00	0.00	
S	5	239.06	0.00	16.80	1.23	1.66	0.00	0.00	0.00	258.75
E	ROW %	92.39	0.00	8.49	0.40	0.64	0.00	0.00	0.00	13.53
	COL %	16.57	0.00	4.53	11.59	2.64	0.00	0.00	0.00	
	TOT %	12.50	0.00	0.88	0.06	0.09	0.00	0.00	0.00	
	6	204.39	1.33	30.35	1.12	2.45	0.00	0.00	0.00	239.66
	ROW %	95.28	0.56	12.66	0.47	1.02	0.00	0.00	0.00	12.53
	COL %	14.17	20.83	8.19	10.56	3.90	0.00	0.00	0.00	
	TOT %	10.69	0.07	1.59	0.06	0.13	0.00	0.00	0.00	

	TOTAL	1442.84	6.48	370.50	10.61	62.87	14.92	0.00	0.00	1912.22
	TOT %	75.45	0.34	19.38	0.55	3.29	0.99	0.00	0.00	

STATION NUMBER = 6

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
1	1	604.26	3.07	302.00	5.75	106.85	65.32	0.00	0.00	1088.45
T	ROW %	55.52	0.34	27.80	0.53	9.82	6.00	0.00	0.00	39.79
	COL %	30.74	11.35	57.01	13.86	92.26	23.34	0.00	0.00	
R	TOT %	22.09	0.13	11.06	0.21	3.91	2.39	0.00	0.00	
I	2	143.37	2.36	33.90	4.16	1.27	0.00	0.00	0.00	195.26
P	ROW %	75.99	1.31	19.92	2.13	0.65	0.00	0.00	0.00	7.14
	COL %	7.55	7.32	7.41	13.64	1.10	0.00	0.00	0.00	
	TOT %	5.42	0.09	1.42	0.15	0.05	0.00	0.00	0.00	
P	3	442.93	3.36	63.40	5.75	1.12	0.00	0.00	0.00	522.06
U	ROW %	84.84	0.74	13.10	1.10	0.21	0.00	0.00	0.00	19.08
	COL %	22.54	11.94	13.02	18.86	0.97	0.00	0.00	0.00	
	TOT %	16.19	0.18	2.50	0.21	0.04	0.00	0.00	0.00	
R	4	77.08	8.26	15.81	6.76	2.46	1.10	0.00	0.00	111.47
P	ROW %	69.15	7.41	14.18	6.06	2.21	0.99	0.00	0.00	4.07
	COL %	3.92	25.35	3.01	22.17	2.12	1.66	0.00	0.00	
D	TOT %	2.82	0.30	0.58	0.25	0.09	0.04	0.00	0.00	
S	5	437.73	3.00	56.78	5.68	1.66	0.00	0.00	0.00	510.65
E	ROW %	85.72	1.72	11.12	1.11	0.33	0.00	0.00	0.00	18.67
	COL %	22.27	27.22	10.01	18.63	1.43	0.00	0.00	0.00	
	TOT %	16.00	0.32	2.08	0.21	0.06	0.00	0.00	0.00	
	6	255.03	5.18	42.74	2.39	2.45	0.00	0.00	0.00	307.79
	ROW %	82.85	1.33	13.89	0.78	0.80	0.00	0.00	0.00	11.25
	COL %	12.98	16.02	8.14	7.84	2.12	0.00	0.00	0.00	
	TOT %	9.32	0.19	1.56	0.07	0.09	0.00	0.00	0.00	

TOTAL		1965.40	32.33	525.23	30.49	115.81	66.42	0.00	0.00	2735.68
TOT %		71.84	1.18	19.20	1.11	4.23	2.43	0.00	0.00	

STATION NUMBER = 7
 EXIT-ENT STATION = 01 TO 07

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
I 1 1	201.57	4.77	88.60	3.22	52.91	60.21	0.00	0.00	411.28
T ROW %	49.01	1.16	21.54	0.78	12.86	14.64	0.00	0.00	27.28
R COL %	18.52	6.19	47.58	20.18	70.94	92.52	0.00	0.00	
R TOT %	13.37	0.32	5.88	0.21	3.51	3.92	0.00	0.00	
I 2 2	85.19	2.38	9.74	0.00	1.32	1.00	0.00	0.00	98.73
P ROW %	86.29	2.41	9.87	0.00	1.44	0.00	0.00	0.00	6.55
P COL %	7.83	3.09	5.23	0.00	1.90	0.00	0.00	0.00	
P TOT %	5.65	0.16	0.65	0.00	0.09	0.00	0.00	0.00	
P 3 3	79.29	1.35	27.59	1.50	1.18	0.00	0.00	0.00	110.91
P ROW %	71.49	1.22	24.88	1.35	1.06	0.00	0.00	0.00	7.36
U COL %	7.28	1.75	14.82	9.40	1.58	0.00	0.00	0.00	
U TOT %	5.26	0.09	1.83	0.10	0.08	0.00	0.00	0.00	
R 4 4	338.85	46.91	20.29	7.16	12.32	4.87	0.00	0.00	430.40
P ROW %	78.73	10.90	4.71	1.66	2.86	1.13	0.00	0.00	28.55
P COL %	31.13	60.37	10.90	44.86	16.52	7.42	0.00	0.00	
O TOT %	22.48	3.11	1.35	0.47	0.82	1.32	0.00	0.00	
S 5 5	314.97	16.17	30.71	4.08	6.75	0.00	0.00	0.00	372.68
S ROW %	84.51	4.34	8.24	1.09	1.01	0.00	0.00	0.00	24.72
E COL %	28.93	20.98	16.49	25.56	9.05	0.00	0.00	0.00	
E TOT %	20.89	1.07	2.04	0.27	0.45	0.00	0.00	0.00	
6 6	68.68	5.49	9.30	0.00	0.00	0.00	0.00	0.00	83.47
ROW %	82.28	6.58	11.14	0.00	0.00	0.00	0.00	0.00	5.54
COL %	6.31	7.12	4.99	0.00	0.00	0.00	0.00	0.00	
TOT %	4.56	0.36	0.62	0.00	0.00	0.00	0.00	0.00	

TOTAL	1088.55	77.07	195.23	15.96	74.58	65.08	0.00	0.00	1507.47
TOT %	72.21	5.11	12.35	1.06	4.95	4.32	0.00	0.00	

STATION NUMBER = 7

EXIT-ENT STATION = T1

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T	1 1	368.57	9.03	189.05	5.53	85.64	51.14	0.00	0.00	709.66
	ROW %	51.94	1.36	26.64	0.79	12.07	7.21	0.00	0.00	33.86
	CUL %	24.52	27.00	47.02	44.51	94.14	27.73	0.00	0.00	
R	TOT %	17.59	0.46	9.02	0.27	4.09	2.44	0.00	0.00	
I	2 2	201.59	4.28	36.19	1.44	1.24	1.14	0.00	0.00	245.93
	ROW %	81.97	1.74	13.72	0.59	0.50	1.43	0.00	0.00	11.73
	CUL %	13.41	12.36	9.00	11.38	1.36	2.27	0.00	0.00	
P	TOT %	9.62	0.20	1.73	0.07	0.06	0.06	0.00	0.00	
P	3 3	451.68	6.07	84.49	2.64	1.24	0.00	0.00	0.00	546.92
	ROW %	32.59	1.25	15.45	0.93	0.23	0.00	0.00	0.00	26.09
	CUL %	30.05	17.03	21.02	20.37	1.35	0.00	0.00	0.00	
U	TOT %	21.55	0.33	4.03	0.13	0.06	0.00	0.00	0.00	
R	4 4	97.44	9.03	12.47	1.44	1.42	0.00	0.00	0.00	122.60
	ROW %	79.48	8.02	10.17	1.17	1.16	0.00	0.00	0.00	5.85
	CUL %	6.48	25.38	3.10	11.38	1.56	0.00	0.00	0.00	
P	TOT %	4.65	0.47	0.59	0.07	0.07	0.00	0.00	0.00	
D	5 5	194.95	1.33	39.87	1.50	0.00	0.00	0.00	0.00	237.65
	ROW %	82.03	0.56	16.78	0.63	0.00	0.00	0.00	0.00	11.34
	CUL %	12.97	3.33	9.92	11.86	0.00	0.00	0.00	0.00	
S	TOT %	9.30	0.06	1.90	0.07	0.00	0.00	0.00	0.00	
E	6 6	189.07	2.70	39.96	0.00	1.43	0.00	0.00	0.00	233.16
	ROW %	81.09	1.16	17.14	0.00	0.61	0.00	0.00	0.00	11.12
	CUL %	12.53	7.79	9.94	0.00	1.57	0.00	0.00	0.00	
	TOT %	9.02	0.13	1.91	0.00	0.07	0.00	0.00	0.00	

TOTAL		1503.30	34.64	402.03	12.65	90.97	52.33	0.00	0.00	2095.92
TOT %		71.73	1.05	19.18	0.60	4.34	2.50	0.00	0.00	

STATION NUMBER = 7

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1 1	570.14	14.40	277.65	8.85	138.55	111.35	0.00	0.00	1120.94
	ROW %	50.56	1.28	24.77	0.79	12.36	9.93	0.00	0.00	31.11
	COL %	22.00	12.69	47.20	30.93	83.69	94.84	0.00	0.00	
R	TOT %	15.82	0.40	7.71	0.25	3.64	3.09	0.00	0.00	
I	2 2	286.78	6.66	45.93	1.44	2.64	1.19	0.00	0.00	344.66
	ROW %	83.21	1.93	13.33	0.42	0.77	0.35	0.00	0.00	9.56
	COL %	11.06	5.96	7.81	5.03	1.61	1.01	0.00	0.00	
P	TOT %	7.96	0.18	1.27	0.04	0.07	0.03	0.00	0.00	
P	3 3	530.97	8.22	112.08	4.14	2.42	0.00	0.00	0.00	657.83
	ROW %	80.72	1.25	17.04	0.63	0.37	0.00	0.00	0.00	18.26
	COL %	20.49	7.36	19.05	14.47	1.46	0.00	0.00	0.00	
U	TOT %	14.74	0.23	3.11	0.11	0.07	0.00	0.00	0.00	
R	4 4	436.29	56.74	32.76	8.60	13.74	4.87	0.00	0.00	553.00
	ROW %	78.90	10.26	5.92	1.56	2.48	0.83	0.00	0.00	15.35
	COL %	16.83	50.79	5.57	30.06	8.30	4.15	0.00	0.00	
P	TOT %	12.11	1.57	0.91	0.24	0.38	0.14	0.00	0.00	
S	5 5	509.92	17.50	70.58	5.58	6.75	0.00	0.00	0.00	610.33
	ROW %	83.55	2.67	11.56	0.91	1.11	0.00	0.00	0.00	16.94
	COL %	19.67	15.07	12.00	19.50	4.08	0.00	0.00	0.00	
E	TOT %	14.15	0.49	1.96	0.15	0.19	0.00	0.00	0.00	
6	6 6	257.75	8.19	49.26	0.00	1.43	0.00	0.00	0.00	316.63
	ROW %	81.40	2.59	15.56	0.00	0.45	0.00	0.00	0.00	8.79
	COL %	9.94	7.33	8.37	0.00	0.66	0.00	0.00	0.00	
	TOT %	7.15	0.23	1.37	0.00	0.04	0.00	0.00	0.00	

TOTAL		2591.85	111.71	588.26	28.61	165.55	117.41	0.00	0.00	3603.39
TOT %		71.93	3.10	16.33	0.79	4.59	3.25	0.00	0.00	

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, 3033 trips or 19.719 percent of the total were approximately 30 minutes in length. The percent of trips which were 30 minutes or less is 57.291.

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

TRIP LENGTH FREQUENCY DISTRIBUTION

	P.C.	CUM.	ACTUAL
1	30.326	30.326	230
2	2.896	33.221	22
3	42.645	75.866	329
4	7.497	83.363	31
5	3.270	86.634	25
6	3.775	90.408	29
7	0.902	91.391	7
8	1.370	92.761	10
9	0.776	93.537	6
10	2.031	95.568	16
11	0.375	95.943	2
12	0.388	96.331	3
13	0.608	96.939	4
14	0.343	97.282	6
15	0.335	97.617	2
16	0.168	97.785	1
17	0.297	98.082	2
18	0.155	98.237	1
19	0.090	98.327	1
20	0.194	98.521	1
21	0.220	98.741	1
22	0.271	99.012	2
23	0.425	99.437	
24	0.052	99.489	
25	0.052	99.541	
26	0.000	99.541	
27	0.025	99.566	
28	0.039	99.605	
29	0.000	99.605	
30	0.025	99.630	
31	0.025	99.655	
32	0.013	99.668	
33	0.039	99.707	
34	0.000	99.707	
35	0.000	99.707	
36	0.025	99.732	
37	0.000	99.732	
38	0.000	99.732	
39	0.065	99.797	
40	0.000	99.797	
41	0.013	99.810	
42	0.000	99.810	
43	0.000	99.810	
44	0.026	99.836	
45	0.000	99.836	
46	0.026	99.862	
47	0.039	99.901	
48	0.000	99.901	
49	0.052	99.953	
50	0.000	99.953	
51	0.000	99.953	
52	0.000	99.953	
53	0.000	99.953	
54	0.000	99.953	
55	0.000	99.953	
56	0.000	99.953	
57	0.000	99.953	
58	0.000	99.953	

01-V
11-V

TOTAL RECORDS REAR = 13192
TOTAL RECORDS DROPPED = 1
TOTAL RECORDS MISSED = 7

\$PARAM

ZONES = 547
 ZERO = 1
 MAXP = 255
 PGMAX = 255
 DELTA = 10
 DZMIN = 1
 DZMAX = 547
 DIST 1 SKIM TREE NO. 101 TRIP TABLE NO. 201
 DIST 2 SKIM TREE NO. 101 TRIP TABLE NO. 202
 DIST 3 SKIM TREE NO. 101 TRIP TABLE NO. 203
 DIST 4 SKIM TREE NO. 101 TRIP TABLE NO. 204
 DIST 5 SKIM TREE NO. 101 TRIP TABLE NO. 205
 DIST 6 SKIM TREE NO. 101 TRIP TABLE NO. 206
 DIST 7 SKIM TREE NO. 101 TRIP TABLE NO. 207

\$END

\$OPTION

INTRA = F
 IGNORE = F
 PICK = F

\$END

\$SELECT

OC 1) = 547

\$END

210CT74

WEST BRANCH TRIP LENGTH FREQUENCY DISTRIBUTION

PAGE 2

	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	P.C.	CUM.	ACTUAL
1.																						42.066	42.066	676
2.																						0.000	42.066	0
3.																						39.639	81.705	637
4.																						0.996	82.701	16
5.																						1.431	84.132	23
6.																						1.058	85.190	17
7.																						1.867	87.057	30
8.																						1.991	89.048	32
9.																						2.240	91.288	36
10.																						0.996	92.284	16
11.																						0.933	93.217	15
12.																						0.747	93.964	12
13.																						0.747	94.711	12
14.																						0.249	94.960	4
15.																						0.249	95.208	4
16.																						0.187	95.395	3
17.																						0.996	96.391	16
18.																						0.685	97.075	11
19.																						1.680	98.755	27
20.																						0.124	98.880	2
21.																						0.187	99.067	3
22.																						0.187	99.253	3
23.																						0.373	99.627	6
24.																						0.000	99.627	0
25.																						0.000	99.627	0
26.																						0.124	99.751	2
27.																						0.000	99.751	0
28.																						0.000	99.751	0
29.																						0.000	99.751	0
30.																						0.062	99.813	1
31.																						0.000	99.813	0
32.																						0.000	99.813	0
33.																						0.000	99.813	0
34.																						0.000	99.813	0
35.																						0.000	99.813	0
36.																						0.124	99.938	2
37.																						0.000	99.938	0
38.																						0.000	99.938	0
39.																						0.000	99.938	0
40.																						0.000	99.938	0
41.																						0.000	99.938	0
42.																						0.000	99.938	0
43.																						0.000	99.938	0
44.																						0.000	99.938	0
45.																						0.000	99.938	0
46.																						0.000	99.938	0
47.																						0.000	99.938	0
48.																						0.000	99.938	0
49.																						0.062	100.000	1

REMAINING VALUES ARE ALL ZERO

NUMBER OF OBSERVATIONS= 1607

SUM= 5940.

MEAN= 3.696

VAR= 21.084

SD= 4.592

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

210CT74

WEST BRANCH TRIP LENGTH FREQUENCY DISTRIBUTION

42 45 48 51 54 57 60

P.C. CUM. ACTUAL

21OCT74

WEST BRANCH TRIP LENGTH FREQUENCY DISTRIBUTION

PAGE 1

	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	P.C.	CUM.	ACTUAL
1.....																						33.435	33.435	656
2.....																						0.000	33.435	0
3.....																						46.075	79.511	904
4.....																						2.650	82.161	52
5.....																						1.223	83.384	24
6.....																						1.784	85.168	35
7.....																						6.371	91.539	125
8.....																						1.070	92.610	21
9.....																						0.714	93.323	14
10..																						0.866	94.190	17
11..																						0.663	94.852	13
12..																						0.306	95.158	6
13..																						0.153	95.311	3
14..																						0.357	95.668	7
15..																						0.051	95.719	1
16..																						0.153	95.872	3
17..																						0.612	96.483	12
18..																						0.051	96.534	1
19.....																						2.192	98.726	43
20..																						0.204	98.930	4
21..																						0.408	99.337	8
22..																						0.000	99.337	0
23..																						0.153	99.490	3
24..																						0.051	99.541	1
25..																						0.102	99.643	2
26..																						0.000	99.643	0
27..																						0.000	99.643	0
28..																						0.102	99.745	2
29..																						0.000	99.745	0
30..																						0.000	99.745	0
31..																						0.000	99.745	0
32..																						0.051	99.796	1
33..																						0.000	99.796	0
34..																						0.000	99.796	0
35..																						0.000	99.796	0
36..																						0.000	99.796	0
37..																						0.000	99.796	0
38..																						0.000	99.796	0
39..																						0.000	99.796	0
40..																						0.000	99.796	0
41..																						0.000	99.796	0
42..																						0.000	99.796	0
43..																						0.051	99.847	1
44..																						0.102	99.949	2
45..																						0.000	99.949	0
46..																						0.000	99.949	0
47..																						0.000	99.949	0
48..																						0.000	99.949	0
49..																						0.000	99.949	0
50..																						0.000	99.949	0
51..																						0.000	99.949	0
52..																						0.000	99.949	0
53..																						0.000	99.949	0
54..																						0.000	99.949	0
55..																						0.051	100.000	1

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 1962

SUM= 7364.

MEAN= 3.753

VAR= 19.700

SD= 4.438

TOTAL TRIPS OVER 44XP = 0
 TOTAL TRIPS OVER 255 = 0

VOLUME TABLE NUMBER ■ 202
SKIM TREE NUMBER ■ 101

21OCT74

WFST BRANCH TRIP LENGTH FREQUENCY DISTRIBUTION

PAGE 4

	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	P.C.	CUM.	ACTUAL
1.....																						38.257	38.257	1572
2.....																						0.000	38.257	0
3.....																						26.771	65.028	1100
4.....																						6.303	71.331	259
5.....																						1.996	73.327	82
6.....																						6.060	79.387	249
7.....																						3.675	83.062	151
8.....																						1.241	84.303	51
9.....																						2.361	86.663	97
10.....																						1.996	88.659	82
11.....																						1.071	89.730	44
12.....																						0.998	90.728	41
13.....																						1.119	91.847	46
14.....																						0.949	92.796	39
15.....																						0.803	93.599	33
16.....																						0.803	94.403	33
17.....																						1.436	95.839	59
18.....																						0.779	96.617	32
19.....																						0.341	96.958	14
20.....																						0.560	97.518	23
21.....																						0.268	97.785	11
22.....																						0.341	98.126	14
23.....																						0.146	98.272	6
24.....																						0.389	98.661	16
25.....																						0.414	99.075	17
26.....																						0.195	99.270	8
27.....																						0.049	99.319	2
28.....																						0.122	99.440	5
29.....																						0.097	99.538	4
30.....																						0.000	99.538	0
31.....																						0.024	99.562	1
32.....																						0.000	99.562	0
33.....																						0.073	99.635	3
34.....																						0.000	99.635	0
35.....																						0.122	99.757	5
36.....																						0.000	99.757	0
37.....																						0.000	99.757	0
38.....																						0.000	99.757	0
39.....																						0.000	99.757	0
40.....																						0.000	99.757	0
41.....																						0.000	99.757	0
42.....																						0.000	99.757	0
43.....																						0.049	99.805	2
44.....																						0.049	99.854	2
45.....																						0.000	99.854	0
46.....																						0.000	99.854	0
47.....																						0.000	99.854	0
48.....																						0.000	99.854	0
49.....																						0.000	99.854	0
50.....																						0.000	99.854	0
51.....																						0.000	99.854	0
52.....																						0.024	99.878	1
53.....																						0.000	99.878	0
54.....																						0.049	99.927	2
55.....																						0.000	99.927	0
56.....																						0.000	99.927	0
57.....																						0.000	99.927	0
58.....																						0.049	99.976	2
59.....																						0.000	99.976	0
60.....																						0.000	99.976	0
61.....																						0.000	99.976	0

62.	0.000	99.976	0
63.	0.000	99.976	0
64.	0.000	99.976	0
65.	0.000	99.976	0
66.	0.000	99.976	0
67.	0.000	99.976	0
68.	0.000	99.976	0
69.	0.000	99.976	0
70.	0.000	99.976	0
71.	0.000	99.976	0
72.	0.000	99.976	0
73.	0.000	99.976	0
74.	0.024	100.000	1

REMAINING VALUES ARE ALL ZERO

NUMBER OF OBSERVATIONS=	4109	SUM=	19251.	MEAN=	4.685	VAR=	32.807	SD=	5.728
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TOTAL TRIPS OVER MAXP	=	0
TOTAL TRIPS OVER 255	=	0
VOLUME TABLE NUMBER	=	203
SKIM TREE NUMBER	=	101

210CT74

WEST BRANCH TRIP LENGTH FREQUENCY DISTRIBUTION

PAGE 5

	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	P.C.	CUM.	ACTUAL	
1.....																						27.405	27.405	400	
2.....																							0.000	27.405	0
3.....																							26.398	53.803	472
4.....																							4.362	58.166	78
5.....																							20.973	79.139	375
6.....																							3.076	82.215	55
7.....																							2.685	84.899	48
8.....																							2.405	87.304	43
9.....																							0.727	88.031	13
10.....																							1.063	89.094	19
11.....																							1.063	90.157	19
12.....																							0.391	90.548	7
13.....																							0.447	90.994	8
14.....																							1.063	92.058	19
15.....																							0.447	92.506	8
16.....																							0.671	93.177	12
17.....																							0.615	93.792	11
18.....																							1.063	94.855	19
19.....																							0.391	95.246	7
20.....																							0.112	95.358	2
21.....																							0.951	96.309	17
22.....																							0.783	97.092	14
23.....																							0.000	97.092	0
24.....																							0.391	97.483	7
25.....																							0.727	98.210	13
26.....																							0.168	98.378	3
27.....																							0.224	98.602	4
28.....																							0.112	98.714	2
29.....																							0.056	98.770	1
30.....																							0.447	99.217	8
31.....																							0.000	99.217	0
32.....																							0.224	99.441	4
33.....																							0.000	99.441	0
34.....																							0.000	99.441	0
35.....																							0.000	99.441	0
36.....																							0.000	99.441	0
37.....																							0.000	99.441	0
38.....																							0.056	99.497	1
39.....																							0.000	99.497	0
40.....																							0.000	99.497	0
41.....																							0.056	99.553	1
42.....																							0.000	99.553	0
43.....																							0.000	99.553	0
44.....																							0.000	99.553	0
45.....																							0.112	99.664	2
46.....																							0.112	99.776	2
47.....																							0.000	99.776	0
48.....																							0.000	99.776	0
49.....																							0.112	99.888	2
50.....																							0.000	99.888	0
51.....																							0.000	99.888	0
52.....																							0.000	99.888	0
53.....																							0.000	99.888	0
54.....																							0.000	99.888	0
55.....																							0.000	99.888	0
56.....																							0.056	99.944	1
57.....																							0.000	99.944	0
58.....																							0.000	99.944	0
59.....																							0.000	99.944	0
60.....																							0.000	99.944	0
61.....																							0.056	100.000	1

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 1788

SUM= 9360.

MEAN= 5.235

VAR= 19.408

SD= 6.278

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

21OCT74

WEST BRANCH TRIP LENGTH FREQUENCY DISTRIBUTION

	P.C.	CUM.	ACTUAL
0	41.122	41.122	894
1	0.000	41.122	0
2	3.772	44.894	82
3	5.060	49.954	110
4	5.796	55.750	126
5	1.012	56.762	22
6	8.740	65.501	190
7	5.428	70.929	118
8	1.610	72.539	35
9	1.886	74.425	41
10	3.956	78.381	86
11	1.380	79.761	30
12	1.196	80.957	26
13	1.564	82.521	34
14	0.782	83.303	17
15	1.610	84.913	35
16	0.874	85.787	19
17	4.232	90.018	92
18	1.288	91.306	28
19	0.368	91.674	8
20	1.702	93.376	37
21	1.196	94.572	26
22	0.598	95.170	13
23	0.046	95.216	1
24	1.426	96.642	31
25	0.138	96.780	3
26	0.276	97.056	6
27	0.276	97.332	6
28	0.138	97.470	3
29	0.460	97.930	10
30	0.138	98.068	3
31	0.230	98.298	5
32	0.046	98.344	1
33	0.000	98.344	0
34	0.046	98.390	1
35	0.322	98.712	7
36	0.092	98.804	2
37	0.000	98.804	0
38	0.000	98.804	0
39	0.092	98.896	2
40	0.092	98.988	2
41	0.046	99.034	1
42	0.138	99.172	3
43	0.000	99.172	0
44	0.092	99.264	2
45	0.138	99.402	3
46	0.046	99.448	1
47	0.046	99.494	1
48	0.000	99.494	0
49	0.092	99.586	2
50	0.000	99.586	0
51	0.046	99.632	1
52	0.000	99.632	0
53	0.000	99.632	0
54	0.046	99.678	1
55	0.000	99.678	0
56	0.000	99.678	0
57	0.000	99.678	0
58	0.000	99.678	0
59	0.046	99.724	1
60	0.000	99.724	0
61			

210CT74

WEST BRANCH TRIP LENGTH FREQUENCY DISTRIBUTION

PAGE 7

	P.C.	CUM.	ACTUAL
0	46.071	46.071	1237
1	0.000	46.071	0
2	3.836	49.907	103
3	1.825	51.732	49
4	25.587	77.318	687
5	3.389	80.708	91
6	2.011	82.719	54
7	3.054	85.773	82
8	1.080	86.853	29
9	2.495	89.348	67
10	1.676	91.024	45
11	0.670	91.695	18
12	1.192	92.886	32
13	1.266	94.153	34
14	0.261	94.413	7
15	1.080	95.493	29
16	1.043	96.536	28
17	0.596	97.132	16
18	0.484	97.616	13
19	0.335	97.952	9
20	0.745	98.696	20
21	0.149	98.845	4
22	0.037	98.883	1
23	0.372	99.255	10
24	0.037	99.292	1
25	0.000	99.292	0
26	0.149	99.441	4
27	0.112	99.553	3
28	0.037	99.590	1
29	0.112	99.702	3
30	0.000	99.702	0
31	0.000	99.702	0
32	0.000	99.702	0
33	0.112	99.814	3
34	0.037	99.851	1
35	0.000	99.851	0
36	0.000	99.851	0
37	0.000	99.851	0
38	0.000	99.851	0
39	0.000	99.851	0
40	0.000	99.851	0
41	0.037	99.888	1
42	0.000	99.888	0
43	0.037	99.926	1
44	0.000	99.926	0
45	0.000	99.926	0
46	0.000	99.926	0
47	0.037	99.963	1
48	0.000	99.963	0
49	0.000	99.963	0
50	0.000	99.963	0
51	0.000	99.963	0
52	0.000	99.963	0
53	0.000	99.963	0
54	0.000	99.963	0
55	0.000	99.963	0
56	0.037	100.000	1

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 2689

SUM= 12482.

MEAN= 4.649

VAR= 27.203

SD= 5.216

TOTAL TRIPS OVER MAXP = 0

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

21OCT74

WFST BRANCH TRIP LENGTH FREQUENCY DISTRIBUTION

PAGE 8

	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	P.C.	CUM.	ACTUAL	
1.....																						19.138	19.138	675	
2.....																							0.000	10.138	0
3.....																							2.240	21.378	79
4.....																							23.561	44.939	831
5.....																							12.333	57.272	435
6.....																							5.387	62.659	190
7.....																							2.523	65.183	89
8.....																							2.949	68.132	104
9.....																							2.892	71.024	102
10.....																							3.487	74.511	123
11.....																							2.013	76.524	71
12.....																							1.559	78.083	55
13.....																							1.730	79.813	61
14.....																							1.900	81.713	67
15.....																							2.041	83.754	72
16.....																							1.701	85.455	60
17.....																							1.900	87.355	67
18.....																							2.070	89.424	73
19.....																							1.304	90.729	46
20.....																							0.794	91.523	28
21.....																							1.503	93.025	53
22.....																							0.766	93.791	27
23.....																							0.510	94.301	18
24.....																							0.425	94.726	15
25.....																							0.879	95.605	31
26.....																							0.227	95.832	8
27.....																							0.312	96.144	11
28.....																							0.397	96.541	14
29.....																							0.255	96.796	9
30.....																							0.284	97.080	10
31.....																							0.312	97.392	11
32.....																							0.227	97.618	8
33.....																							0.057	97.675	2
34.....																							0.255	97.930	9
35.....																							0.198	98.129	7
36.....																							0.340	98.469	12
37.....																							0.170	98.639	6
38.....																							0.028	98.667	1
39.....																							0.142	98.809	5
40.....																							0.028	98.838	1
41.....																							0.000	98.838	0
42.....																							0.085	98.923	3
43.....																							0.085	99.008	3
44.....																							0.028	99.036	1
45.....																							0.028	99.064	1
46.....																							0.000	99.064	0
47.....																							0.170	99.234	6
48.....																							0.000	99.234	0
49.....																							0.028	99.263	1
50.....																							0.000	99.263	0
51.....																							0.085	99.348	3
52.....																							0.028	99.376	1
53.....																							0.057	99.433	2
54.....																							0.028	99.461	1
55.....																							0.000	99.461	0
56.....																							0.000	99.461	0
57.....																							0.057	99.518	2
58.....																							0.000	99.518	0
59.....																							0.000	99.518	0
60.....																							0.000	99.518	0
61.....																							0.000	99.518	0

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0.000	99.516	0
0.113	99.631	4
0.000	99.631	0
0.000	99.631	0
0.000	99.631	0
0.000	99.631	0
0.028	99.660	1
0.057	99.716	2
0.000	99.716	0
0.057	99.773	2
0.198	99.972	7
0.000	99.972	0
0.000	99.972	0
0.000	99.972	0
0.000	99.972	0
0.000	99.972	0
0.000	99.972	0
0.000	99.972	0
0.028	100.000	1

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 3527

SUM= 29434. MEAN= 8.345 VAR= 61.387 SD= 9.021

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

0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40

	P.C.	LUM.	ACTUAL
1.....	37.572	37.572	5779
2.....	0.000	37.572	0
3.....	19.719	57.291	3033
4.....	8.172	65.464	1257
5.....	10.175	75.639	1565
6.....	3.056	78.694	470
7.....	3.725	82.420	573
8.....	2.263	84.662	348
9.....	1.196	85.879	184
10.....	1.437	87.316	221
11.....	1.320	88.635	203
12.....	0.800	89.435	123
13.....	0.813	90.248	125
14.....	0.858	91.106	132
15.....	0.741	91.847	114
16.....	0.878	92.725	135
17.....	0.975	93.700	150
18.....	1.281	94.981	197
19.....	0.910	95.891	140
20.....	0.371	96.262	57
21.....	0.683	96.944	105
22.....	0.449	97.393	69
23.....	0.241	97.633	37
24.....	0.247	97.881	38
25.....	0.455	98.336	70
26.....	0.117	98.453	18
27.....	0.124	98.576	19
28.....	0.163	98.739	25
29.....	0.091	98.830	14
30.....	0.176	99.005	27
31.....	0.072	99.077	11
32.....	0.091	99.168	14
33.....	0.033	99.200	5
34.....	0.072	99.272	11
35.....	0.065	99.337	10
36.....	0.078	99.415	12
37.....	0.046	99.460	7
38.....	0.013	99.473	2
39.....	0.020	99.493	3
40.....	0.013	99.506	2
41.....	0.026	99.532	4
42.....	0.020	99.551	3
43.....	0.046	99.597	7
44.....	0.020	99.616	3
45.....	0.033	99.649	5
46.....	0.020	99.668	3
47.....	0.052	99.720	8
48.....	0.007	99.727	1
49.....	0.026	99.753	4
50.....	0.007	99.759	1
51.....	0.020	99.779	3
52.....	0.020	99.798	3
53.....	0.013	99.811	2
54.....	0.013	99.824	2
55.....	0.013	99.837	2
56.....	0.013	99.850	2
57.....	0.007	99.857	1
58.....	0.007	99.863	1
59.....	0.000	99.863	0
60.....	0.007	99.870	1
61.....	0.007	99.876	1
62.....	0.000	99.876	0

63.	0.013	99.889	2
64.	0.007	99.896	1
65.	0.000	99.896	0
66.	0.000	99.896	0
67.	0.007	99.902	1
68.	0.013	99.915	2
69.	0.000	99.915	0
70.	0.007	99.922	1
71.	0.052	99.974	8
72.	0.000	99.974	0
73.	0.000	99.974	0
74.	0.007	99.980	1
75.	0.000	99.980	0
76.	0.000	99.980	0
77.	0.000	99.980	0
78.	0.000	99.980	0
79.	0.000	99.980	0
80.	0.007	99.987	1
81.	0.000	99.987	0
82.	0.000	99.987	0
83.	0.000	99.987	0
84.	0.000	99.987	0
85.	0.000	99.987	0
86.	0.007	99.993	1
87.	0.000	99.993	0
88.	0.000	99.993	0
89.	0.000	99.993	0
90.	0.000	99.993	0
91.	0.000	99.993	0
92.	0.000	99.993	0
93.	0.007	100.000	1

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 15381 SUM= 79036. MEAN= 5.139 VAR= 44.862 SD= 6.698

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

APPENDIX B

DAY OF WEEK: Col. 17

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

STATION TYPE: Col. 20

TRUCK IDENTIFICATION

DIRECTION OF TRAVEL: Cols. 23-24

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

TIME ENDING: Cols. 25-28

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

Panel and Pickup (2 axle, 4 tire)

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

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

All Other Single Unit Trucks

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

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

Truck Combinations

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