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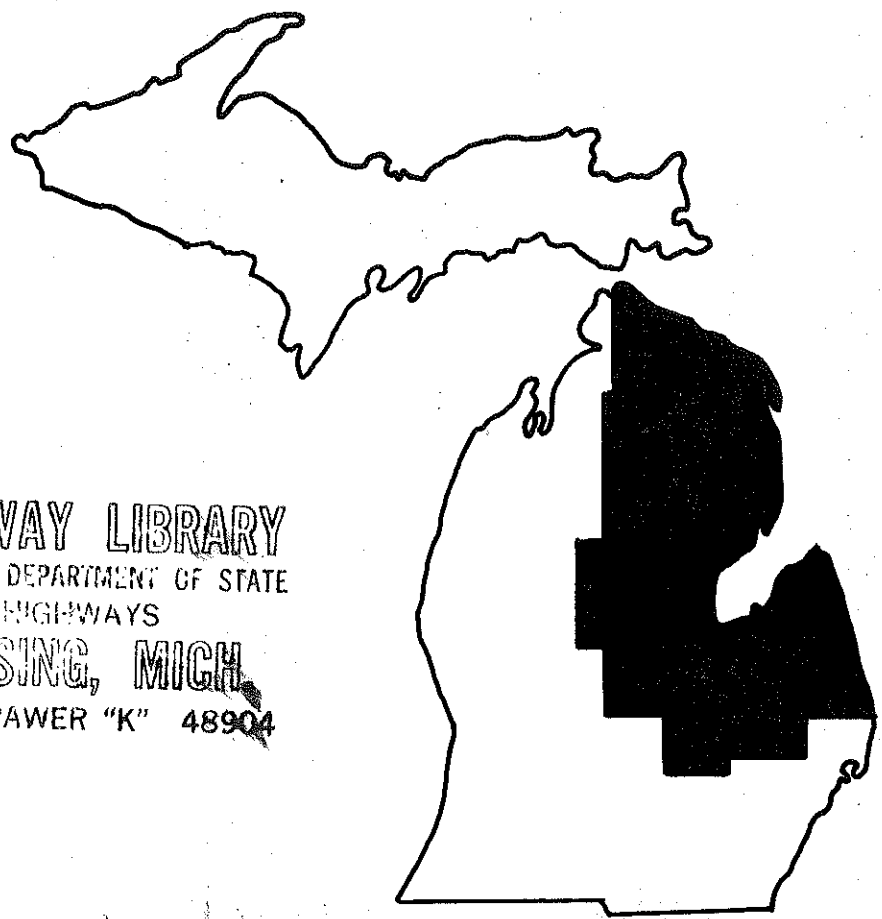
MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

STANDISH 1973
EXTERNAL
ORIGIN DESTINATION
SURVEY

FACTUAL DATA REPORT

FEBRUARY, 1974

Northeast Transportation
Analysis Unit



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OF
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JOHN P. WOODFORD, STATE HIGHWAY DIRECTOR

February 28, 1974

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 1973 Standish External Origin and Destination Survey. Included in the report are tables, maps and summaries of data obtained during the survey.

This report was prepared by Transportation Analyst Robert M. Kirkbride with the assistance of Michael DeMott, both under the supervision of Maynard A. Christensen, Northeast Transportation Analysis Unit Supervisor.

Sincerely,

Keith E. Bushnell, Engineer
Transportation Survey & Analysis

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SURVEY AREA

Standish, the county seat of Arenac County, is located on the northeast corner of Saginaw Bay about 30 miles north of Bay City.

This city, with a 1970 population of 1,184, serves as an employment center for the Arenac county area. Additionally, the city acts as a stopping place for travellers heading to the recreational areas of the Lake Huron coastline.

US-23 is the most important trunkline in the area providing through movement to and from the more populous areas of southeast Michigan and the northern vacation areas. M-61 provides service to Standish from the west.

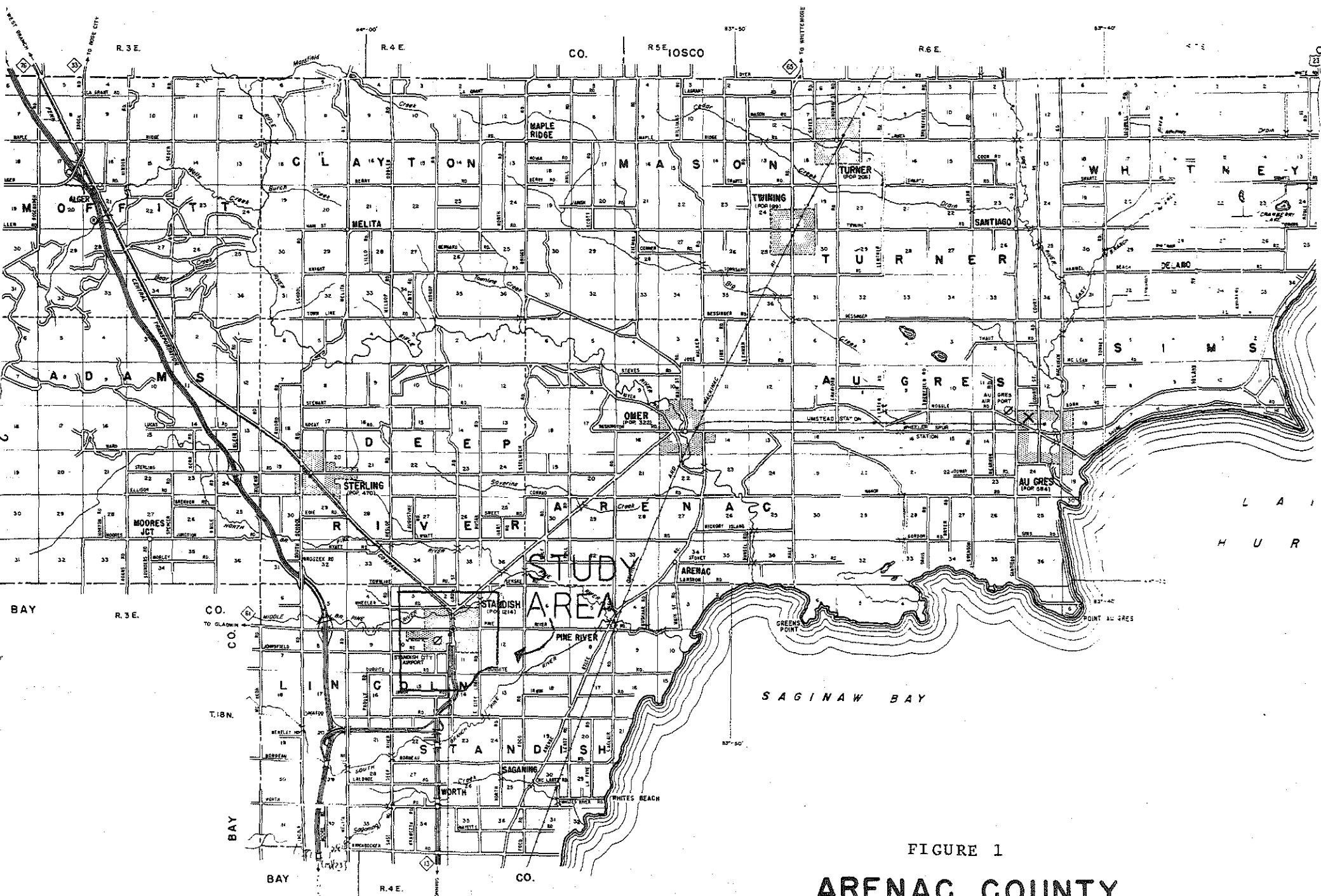


FIGURE 1
ARENAC COUNTY
 MICHIGAN

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 Standish External Origin Destination Survey was conducted during August, 1973. 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 Standish. In all, six stations were operated. Each station was operated for fourteen hours. During the hours of operation, vehicles were stopped and drivers interviewed regarding the origin, destination and purpose of the trip. Manual vehicle classification counts were taken in conjunction with interviews and the remainder of a 24 hour day.

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

In addition the study area was subdivided into analysis zones based generally on 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

STANDISH

EXTERNAL ORIGIN DESTINATION SURVEY

EXTERNAL STATIONS

<u>Station No.</u>	<u>Location</u>
1	Grove St., N. of Standish N. City Limits
2	US-23 N., S.W. of Senske Road
3	Pine River Rd., W. of Stelmach Road
4	M-13/US-23, S. of Duquite Road
5	M-61 W., E. of Deep River Road
6	Old M-76, S.E. of Townline Road

TABLE 2

STANDISH

EXTERNAL ORIGIN DESTINATION SURVEY

INTERNAL ANALYSIS ZONES

<u>Zone No.</u>	<u>Abbreviation</u>	<u>Description</u>
12	CBD	CENTRAL BUSINESS DISTRICT
13	COBLD	COUNTY BUILDING
14	NER	NORTHEAST RESIDENTIAL
15	ESCH	ELEMENTARY SCHOOL
16	MED	MEDICAL CENTER
17	SER	SOUTHEAST RESIDENTIAL
18	SSSC	SOUTHSIDE SHOPPING CENTER
19	SWR	SOUTHWEST RESIDENTIAL
20	FAIR	FAIRGROUNDS
21	CONP	CONSUMERS POWER
22	HOSP	HOSPITAL
23	NWR	NORTHWEST RESIDENTIAL
24	NSSC	NORTHSIDE SHOPPING CENTER
25	CEM	CEMETARY
26	NETWP	NORTHEAST TOWNSHIP
27	SETWP	SOUTHEAST TOWNSHIP
28	SWTWP	SOUTHWEST TOWNSHIP
29	AIRP	AIRPORT
30	IND	INDUSTRIAL
31	NWTWP	NORTHWEST TOWNSHIP

ALL STATIONS

Interviews were conducted for the Standish External Origin Destination Survey on an August, 1973 weekday. A total of 27,012 vehicles passed through all stations. Of this number, 14,001 were stopped and interviewed yielding an area-wide interview rate of 51.8%. Due to conventions of computer programs used to process and expand interview data, as explained in footnotes to Table 3, trips as discussed in ensuing paragraphs of this report will be slightly overstated.

After expansion, for all stations, there were 27,240 total area vehicle trips. As can be seen in Table 3, 21,916 or 80.46% of total vehicle area trips utilized M-61 and US-23, state trunk-line facilities. The other three stations located on county roads, constituted the remainder.

Traffic was categorized as terminal or through, with the former constituting 28.9% and the latter 71.1% of all vehicle trips. However, since a through trip is counted at its entrance or exit station, in order to determine total trips it was necessary to half factor all through trips to adjust for this double counting. When considered in this light, terminal trips account for 44.7% of all trips and through trips 55.3%.

Nearly 49% of all terminal trips interchanged with the three primary Standish shopping zones. Zone 12 (CBD) accounted for 26.93%, Zone 18 (SSSC) 15.06% and zone 24 (NSSC) 6.83%. The major industrial area, zone 30 (IND) constitutes 12.43%. Table 4 presents a list of total area terminal trips by zone with Figure 3 displaying the study area with terminal trips superimposed.

Through trips will be treated in individual station analysis.

Table 4, which shows the trip length of all trips determined through the survey, indicates that the average trip length was 1 hour 43 minutes. The longest trip was 18 hours 40 minutes. It is to be noted that through trips were half factored for reasons previously discussed.

The distribution of all station trip ends by county is presented as Figure 4-A. Nearly every county contributes to trips passing through the Standish stations. However, that group of counties to the north along Lake Huron and the urbanized counties to the south and southeast constitutes the bulk of all trip ends. The counties to the north (also including Arenac and Bay Counties) accounted for 68.84% of all trip ends. The urbanized counties of Saginaw, Genesee, Oakland and Wayne contributed 16.82%. In all, these 11 counties accounted for 85.66% of all trip ends. Arenac County alone accounted for 35.52%.

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

TABLE 3
STANDISH

<u>Station</u>	<u>24 Hour¹ Counts</u>	<u>Interviews</u>	<u>Percent Interviewed</u>	<u>Trips²</u>
1	960	715	74.5	932
2	8555	2861	33.4	8724
3	1577	1163	73.7	1494
4	10256	5143	50.1	10468
5	2766	2171	78.5	2724
6	2898	1948	67.2	2898
Total	27012	14001	51.8	27240

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>	<u>Terminal</u>	<u>%</u>	<u>Through</u>	<u>%</u>
1	932	3.42	636	68.2	296	31.8
2	8724	32.03	1201	13.8	7523	86.2
3	1494	5.48	1101	73.7	393	26.3
4	10468	38.43	2127	20.3	8341	79.7
5	2724	10.00	1472	54.0	1252	46.0
6	2898	10.64	1325	45.7	1573	54.3
Total	27240	100.00	7862	28.9	19378	71.1
Total Trips	17551		7862	44.7	9689 ³	55.3

¹24 Hour traffic counts do not include motorcycle or bus trips. Since these vehicle types were not interviewed they were removed from this column. Bus and motorcycle trips counted at each station are listed below:

Station	1	2	3	4	5	6	Total
	6	49	17	82	14	16	184

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

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

TABLE 4

ALL STATIONS

TOTAL AREA

TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
12	1003	1104	2107	26.93
13	160	168	328	4.19
14	241	220	461	5.89
15	55	55	110	1.41
16	86	111	197	2.52
17	220	183	403	5.15
18	576	603	1179	15.06
19	175	140	315	4.03
20	5	5	10	.13
21	38	22	60	.77
22	180	214	394	5.04
23	228	198	426	5.45
24	293	241	534	6.83
25	2	11	13	.17
26	77	57	134	1.71
27	8	10	18	.23
28	33	29	62	.79
29	13	15	28	.36
30	380	592	972	12.43
31	40	31	71	.91
TOTAL	2813	4009	7822	100.00

TABLE 4A

ALL STATIONS

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	6038	34.15
20 - 40	1128	6.38
40 - 60	1716	9.70
60 - 90	1948	11.02
90 - 120	1187	6.71
120 - 150	917	5.19
150 - 180	1082	6.12
210 - 240	1173	6.63
240 - 300	1062	6.01
300 - 1120	1431	8.09
Total	*17682	100.00

Longest Trip 18 Hours 40 Minutes

Average Trip Length 1 Hour 43 Minutes

*Trips used to compute all station trip length differ somewhat from total trips reported in Table 1 due to the manner in which decimals are treated by the computer program used to calculate trip lengths.

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STANDISH
EXTERNAL ORIGIN DESTINATION SURVEY
ALL STATIONS
DISTRIBUTION OF TRIP ENDS
BY COUNTY

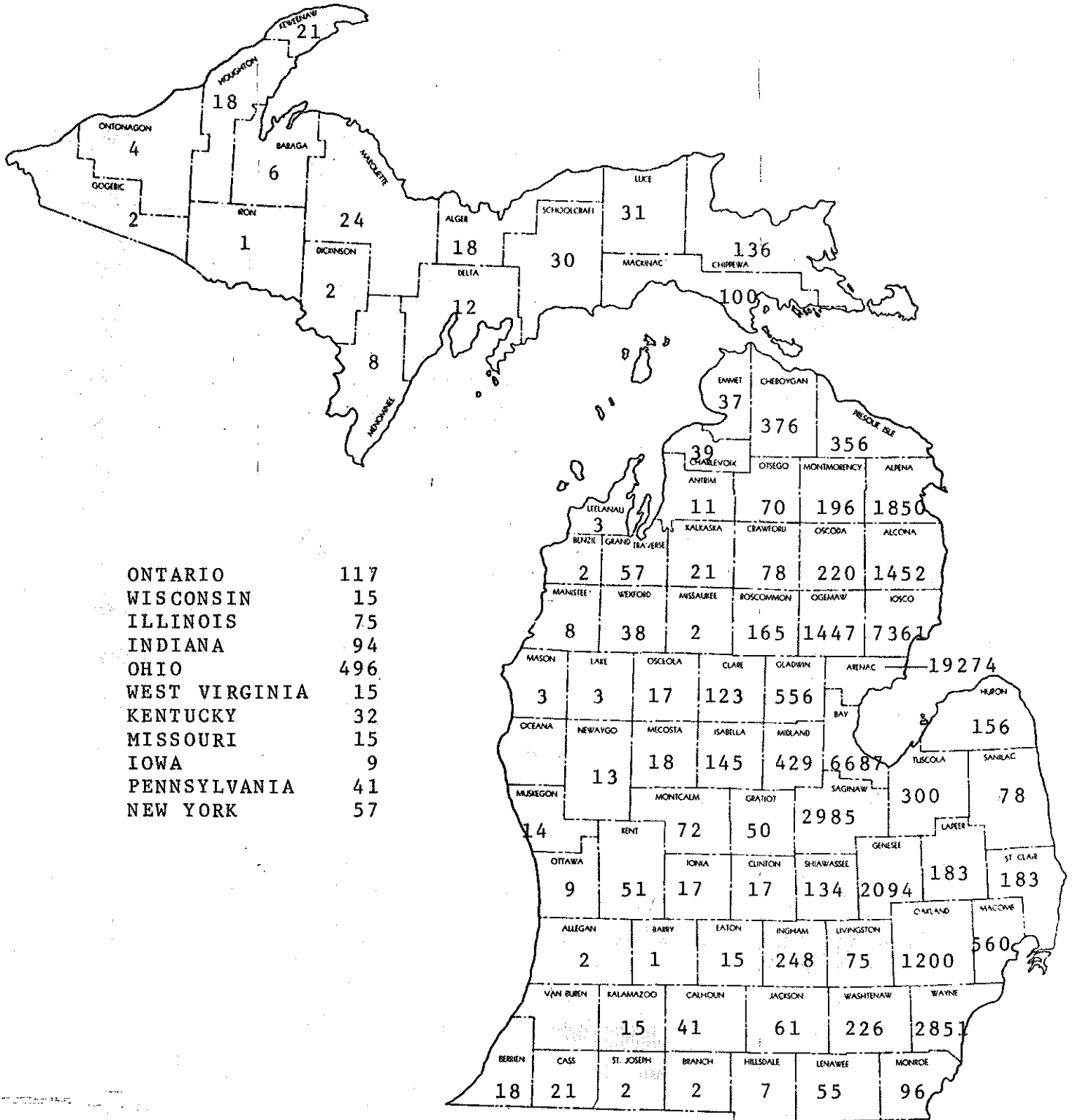
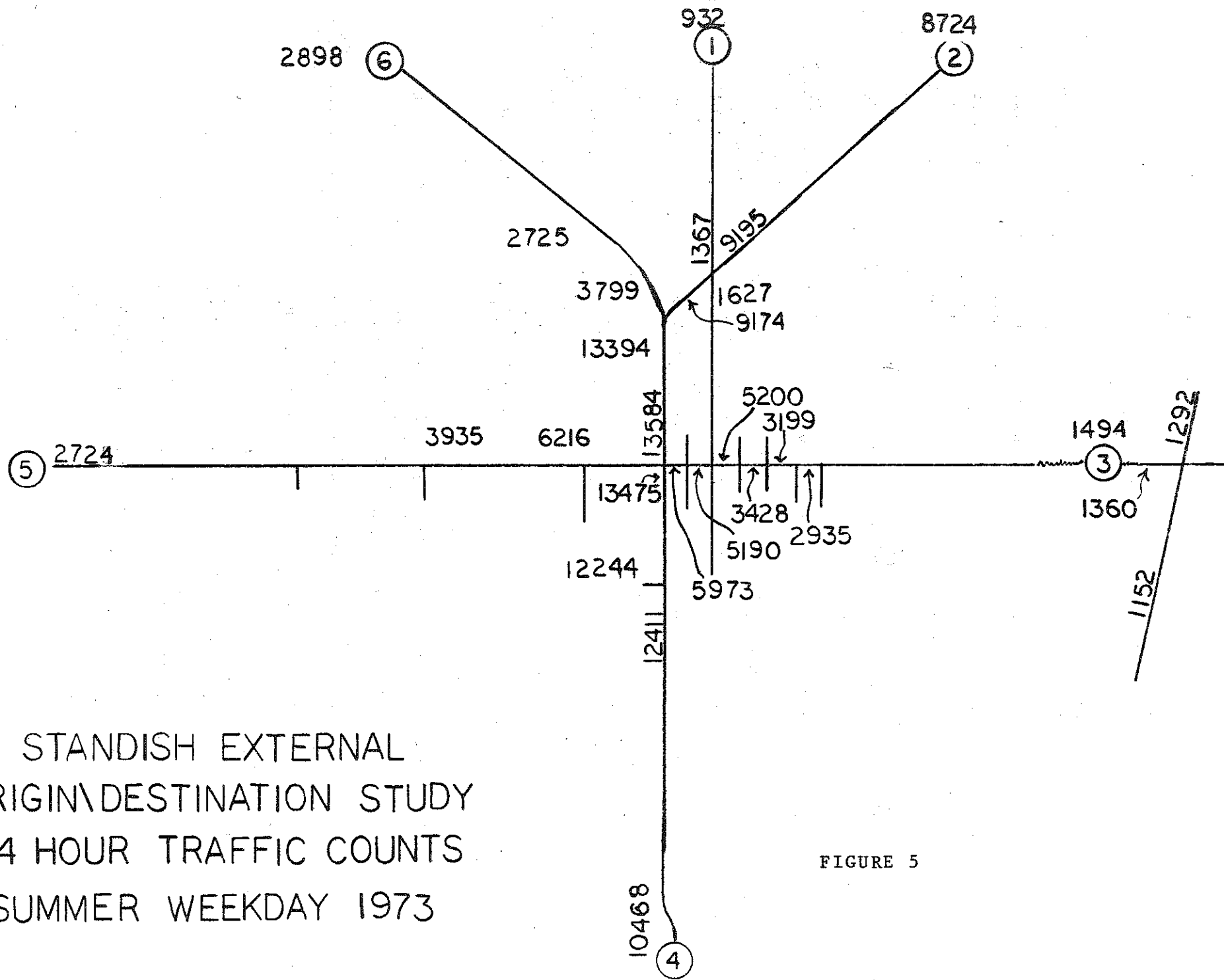


FIGURE 4



STANDISH EXTERNAL
 ORIGIN\DESTINATION STUDY
 24 HOUR TRAFFIC COUNTS
 SUMMER WEEKDAY 1973

FIGURE 5

STATION 1

This station was located on Grove Street just north of the Standish north city limits. The 932 vehicles at this location constitute only 3.42% of total study area traffic. Terminal trips accounted for 68.2% of vehicle trips at the station with through trips at 31.8%.

Table 5 presents a breakdown of all trips by vehicle type and purpose. As can be seen, more than 80% of all trips were made by passenger car with panel or pickup trucks accounting for an additional 16.69%. The primary trip purpose was work at 27.55% of total vehicle trips with other social recreation and shopping constituting 23.23% and 17.44% respectively.

Terminal trips by definition have one end of the trip within the study area and the other outside. Internal analysis zones which contain the bulk of Standish shopping activities were the point of origin or destination for over 56% of station 1 terminal trips. Specifically, zone 12 (CBD) accounted for 32.08%, zone 18 (SSSC) 15.41% and zone 24 (NSSC) 8.96%.

A complete list of terminal trips for all zones is provided as Table 6; Figure 6 displays the interchange of these trips schematically.

Table 7 lists through trips at the station. As can be seen over 70% either entered or left the study area via station 4. There were no through trips exiting or entering the area at station 6. Shown in Figure 7 are the interchanges between station 1 and all other stations.

Trip lengths, as computed utilizing the statewide traffic forecast model, show that nearly 82% of all vehicle trips passing through the Grove Street station had a duration of 20 minutes or less. The longest trip was 7 hours 10 minutes, with the average trip length at 28 minutes. Table 8 lists all trips by time increments and percentage of total station trips.

Shown in Figure 8 is a distribution by county, of the total origin and destination ends of trips passing through the station. It is not surprising, having established in earlier discussion that most trips at this location are of short duration and for purposes of a rather local nature, that over 91% of all trip ends occur within Arenac County. Bay and Saginaw counties are the only other areas in the state which exert any impact on the distribution of trip ends with Bay County accounting for about 5% and Saginaw County approximately 1.5%.

TABLE 5

STATION 1

GROVE STREET
N. OF STANDISH N. CITY LIMITS

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	752	80.69	530	70.5	222	29.5
Passenger Car with Trailer	12	1.32	6	50.0	6	50.0
Panel or Pickup	156	16.69	96	61.5	60	38.5
Panel or Pickup with Trailer	1	.12	0	0	1	100.0
Other Single Unit Trucks	4	.43	2	50.0	2	50.0
Combinations and Trucks with Trailers	7	.75	2	28.6	5	71.4
TOTAL	932	100.00	636	68.2	296	31.8

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	257	27.55	161	62.6	96	37.4
Personal Business	138	14.81	105	76.1	33	23.9
Shopping	162	17.44	142	87.7	20	12.3
Vacation	14	1.46	6	42.9	8	57.1
Other Soc.-Rec.	217	23.23	136	62.7	81	37.3
All Other	144	15.51	86	59.7	58	40.3
TOTAL	932	100.00	636	68.2	296	31.8

TABLE 6

STATION 1
GROVE STREET
N. OF STANDISH N. CITY LIMITS

TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
12	82	122	204	32.08
13	7	7	14	2.20
14	29	20	49	7.70
15	14	14	28	4.40
16	3	1	4	.63
17	22	22	44	6.92
18	52	46	98	15.41
19	9	5	14	2.20
20	1	1	2	.31
21	1	0	1	.16
22	3	8	11	1.73
23	16	16	32	5.03
24	22	35	57	8.96
25	0	1	1	.16
26	9	13	22	3.46
27	0	1	1	.16
28	1	3	4	.63
29	0	0	0	0
30	9	10	19	2.99
31	19	12	31	4.87
TOTAL	299	337	636	100.00

CITY OF STANDISH
 ARENAC CO.
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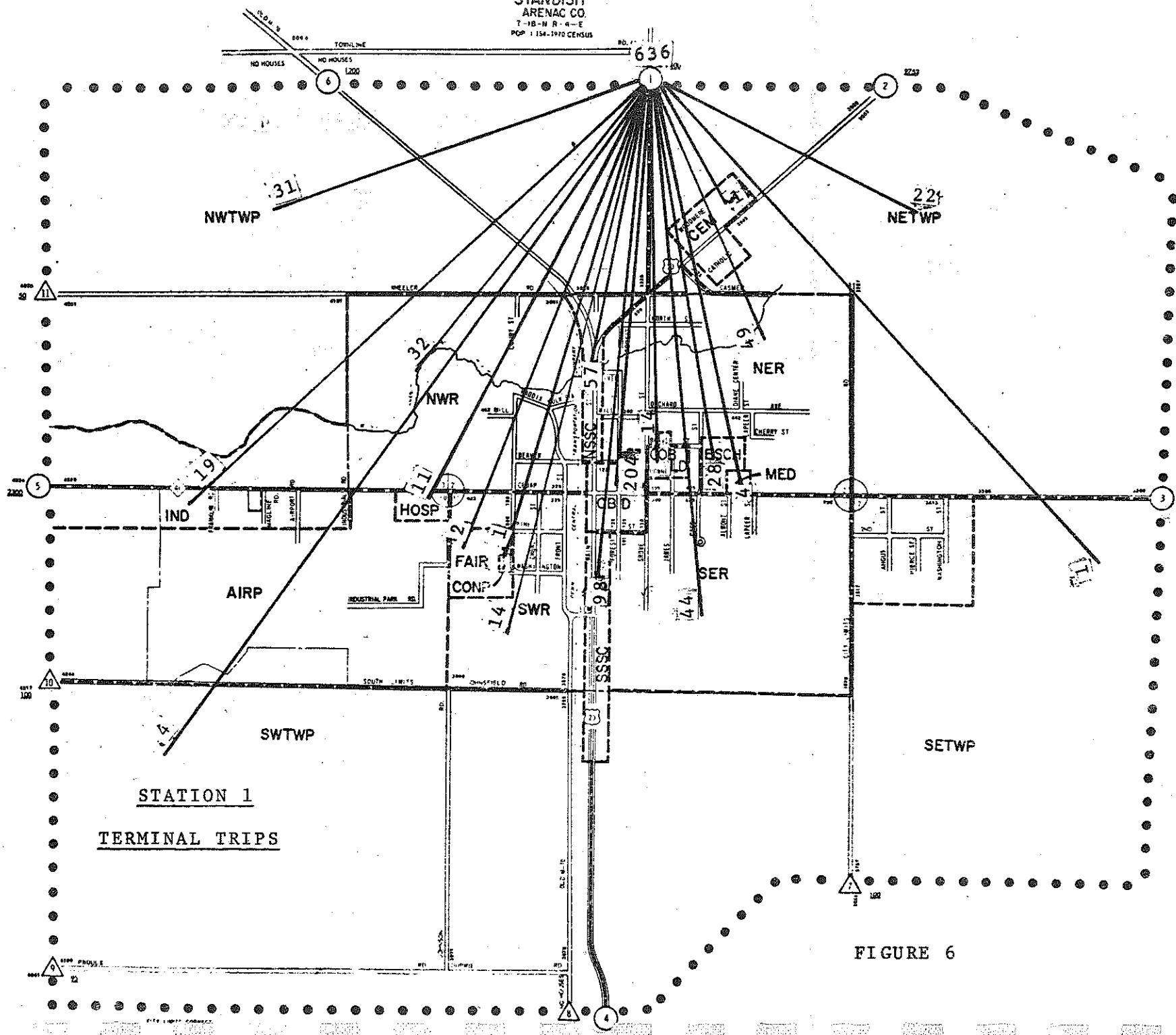


FIGURE 6

GET DIRECTION FOR:
 FRONT ST. BEAVER ST.
 COURT ST. PINE ST.
 CEDAR ST. GROVE ST.
 MAIN ST. FOREST ST.
 CASS ST. JAMES ST.

FORWARD SHELL HAS TWO GAS STATIONS AND AN OFFICE
 BOGARTS MKT. IS IN SWTWP, AND OUTSIDE IN STANDISH TWP.

- LEGEND
- CORDON LINE ● ● ● ● ●
 - ZONE LIMITS - - - - -
 - 24 HR VOLUME 12600
 - OPERATED STATIONS (4)
 - STATIONS NOT OPERATED (7)

STATION 1
 TERMINAL TRIPS

TABLE 7

STATION 1

THROUGH TRIPS

<u>STATION</u>	<u>TRIPS</u>	<u>PERCENT OF TOTAL</u>
2	23	7.77
3	31	10.47
4	208	70.27
5	34	11.49
6	0	0
TOTAL	296	100.00

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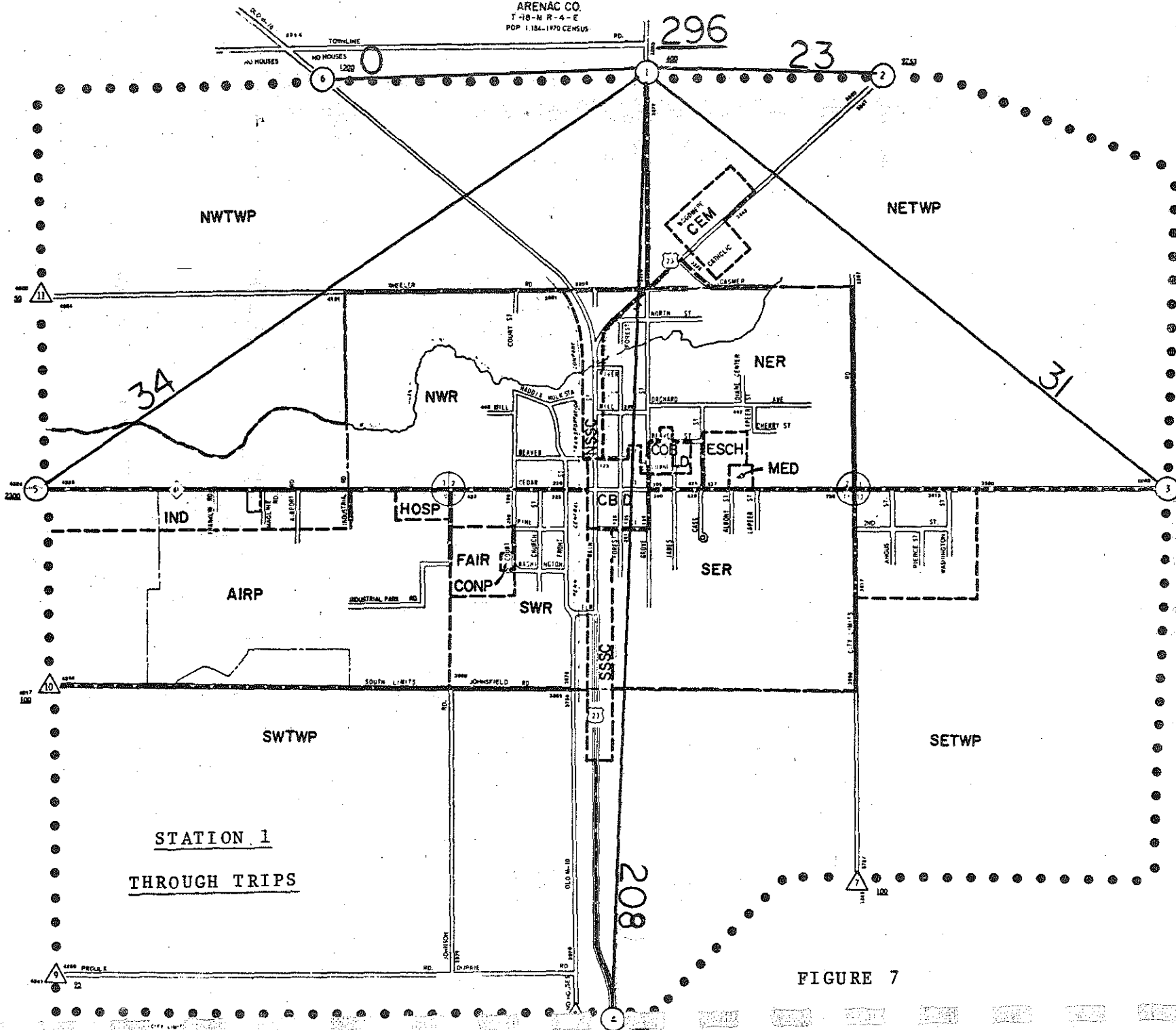


FIGURE 7

GET DIRECTION FOR:
 FRONT ST. BEAVER ST.
 COURT ST. PINE ST.
 CEDAR ST. GROVE ST.
 MAIN ST. FOREST ST.
 CASS ST. JAMES ST.

FORWARD SHELL HAS TWO GAS STATIONS AND AN OFFICE

BOGARTS MKT. IS IN SWTWP. AND OUTSIDE IN STANDISH TWP.

- LEGEND**
- CORDON LINE ● ● ● ● ●
 - ZONE LIMITS - - - - -
 - 24 HR. VOLUME 12000
 - OPERATED STATIONS (4)
 - STATIONS NOT OPERATED (7)

TABLE 8

STATION 1

GROVE STREET
N. OF STANDISH N. CITY LIMITS

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
0 - 20	760	81.90
20 - 40	55	5.93
40 - 60	58	6.25
60 - 90	30	3.23
90 - 430	25	2.69
TOTAL	928	100.00

Longest Trip Length 7 Hours 10 Minutes

Average Trip Length 28 Minutes

STATION 2

Station 2, located on US-23 southwest of Senske Road, monitored traffic on the primary state trunkline facility northeast of Standish. This route serves an important function in providing service to the recreational areas of the Lake Huron coastline. The importance of US-23 to the area can best be illustrated by the fact that the 8,724 trips determined during the survey represents more than 32% of all station trips. Of this total through trips constituted 86.2% with terminal trips accounting for 13.8%.

A breakdown of trips at this location is presented in Table 9. More than 84% of all trips were made by passenger car or panel or pickup truck with the former accounting for 74.19% and the latter 10.20%. Vacation trips at 2,473 accounted for 28.36% of total trips. Other social recreation and work followed at 27.05% and 27.00% respectively. It is significant to note that most trips in the above 3 categories are through trips. Combined, these through trip purposes account for 74.58% of total station trips. Virtually all trips for the purpose of vacation are through trips. Of the 2,473 vacation trips only 17 had a terminal at an internal analysis zone.

Over 45% of terminal trips began or ended in one of the three primary Standish shopping zones. Zone 12 (CBD) accounted for 23.77% with zone 18 (SSSC) and zone 24 (NSSC) accounting for 14.62% and 7.06% respectively. Other zones of attraction include zone 30 (IND) at 12.94%, zone 13 (COBLD) at 8.49% and zone 22

(HOSP) at 7.65%. Combined, the above 6 zones accounted for 74.53% of all terminal trips. Table 10 lists these and the remaining terminal trips by zone with Figure 9 displaying these interchanges schematically.

The primary interchange of through trips at this location occurred with Station 4. As can be seen in Table 11 nearly 92.5% of all through trips passing through the station had an exit or entrance at station 4. The only other significant interchange was with station 5 on M-61 west of the city. Figure 10 graphically displays through trip interchanges for station 2.

The average trip length of all trips at this US-23 location was 2 hours 39 minutes with the longest trip being 15 hours 40 minutes. All trips passing through the station are listed in Table 12 by increments of time along with the percent each group is of the total.

The distribution of trip ends by county is presented in Figure 11. As can be seen, the distribution of trip ends is widespread throughout the state. Counties contributing significantly to total trip ends, however, are concentrated immediately adjacent to the Lake Huron coastline to the north and in the urbanized areas to the south and southeast. Counties bordering Lake Huron (including Bay County) account for 11,255 trip ends; urbanized counties which include Saginaw, Genesee, Oakland and Wayne account for 3,883. In all, 11 counties constitute 86.4% of total trip ends. More than 46% of these trip ends are concentrated in Arenac and Iosco Counties.

TABLE 9

STATION 2

US-23 N.
S.W. OF SENSKE ROAD

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	6473	74.19	905	14.0	5568	86.0
Passenger Car with Trailer	416	4.77	6	1.4	410	98.6
Panel or Pickup	890	10.20	184	20.7	706	79.3
Panel or Pickup with Trailer	130	1.50	0	0	130	100.0
Other Single Unit Trucks	439	5.03	91	20.7	348	79.3
Combinations and Trucks with Trailers	376	4.31	15	4.0	361	96.0
TOTAL	8724	100.00	1201	13.8	7523	86.2

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	2356	27.00	521	22.1	1835	77.9
Personal Business	503	5.76	188	37.4	315	62.6
Shopping	471	5.40	217	46.1	254	53.9
Vacation	2473	28.36	17	.7	2456	99.3
Other Soc.-Rec.	2360	27.05	145	6.1	2215	93.9
All Other	⁵⁶¹ 561	6.43	113	20.1	448	79.9
TOTAL	8724	100.00	1201	13.8	7523	86.2

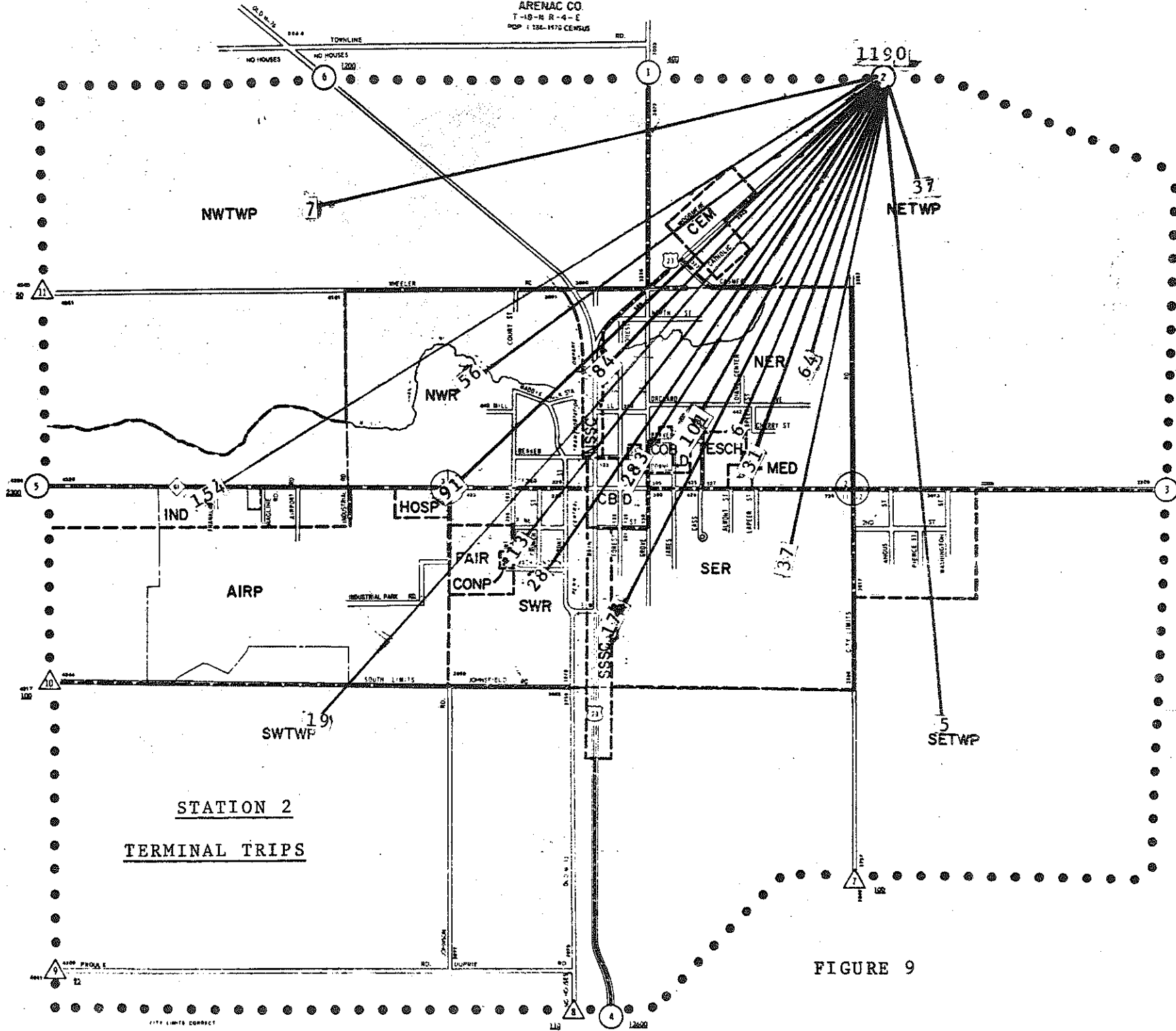
TABLE 10

STATION 2

US-23 N.
S.W. OF SENSKE ROAD

TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
12	133	150	283	23.77
13	40	61	101	8.49
14	28	36	64	5.38
15	3	3	6	.50
16	18	13	31	2.61
17	25	12	37	3.11
18	82	92	174	14.62
19	10	18	28	2.35
20	0	0	0	0
21	12	1	13	1.09
22	41	50	91	7.65
23	27	29	56	4.71
24	57	27	84	7.06
25	0	0	0	0
26	8	29	37	3.11
27	5	0	5	.42
28	6	13	19	1.60
29	0	0	0	0
30	65	89	154	12.94
31	2	5	7	.59
TOTAL	562	628	1190	100.00



GET DIRECTION FOR:

FRONT ST. BEAVER ST.
COURT ST. PINE ST.
CEDAR ST. GROVE ST.
MAIN ST. FOREST ST.
CASS ST. JAMES ST.

FORWARD SHELL HAS TWO GAS STATIONS AND AN OFFICE

BOGARTS MKT. IS IN SWTWP, AND OUTSIDE IN STANDISH TWP.

LEGEND

- CORDON LINE ● ● ● ● ●
- ZONE LIMITS - - - - -
- 24 HR. VOLUME 12600
- OPERATED STATIONS (4)
- STATIONS NOT OPERATED (7)

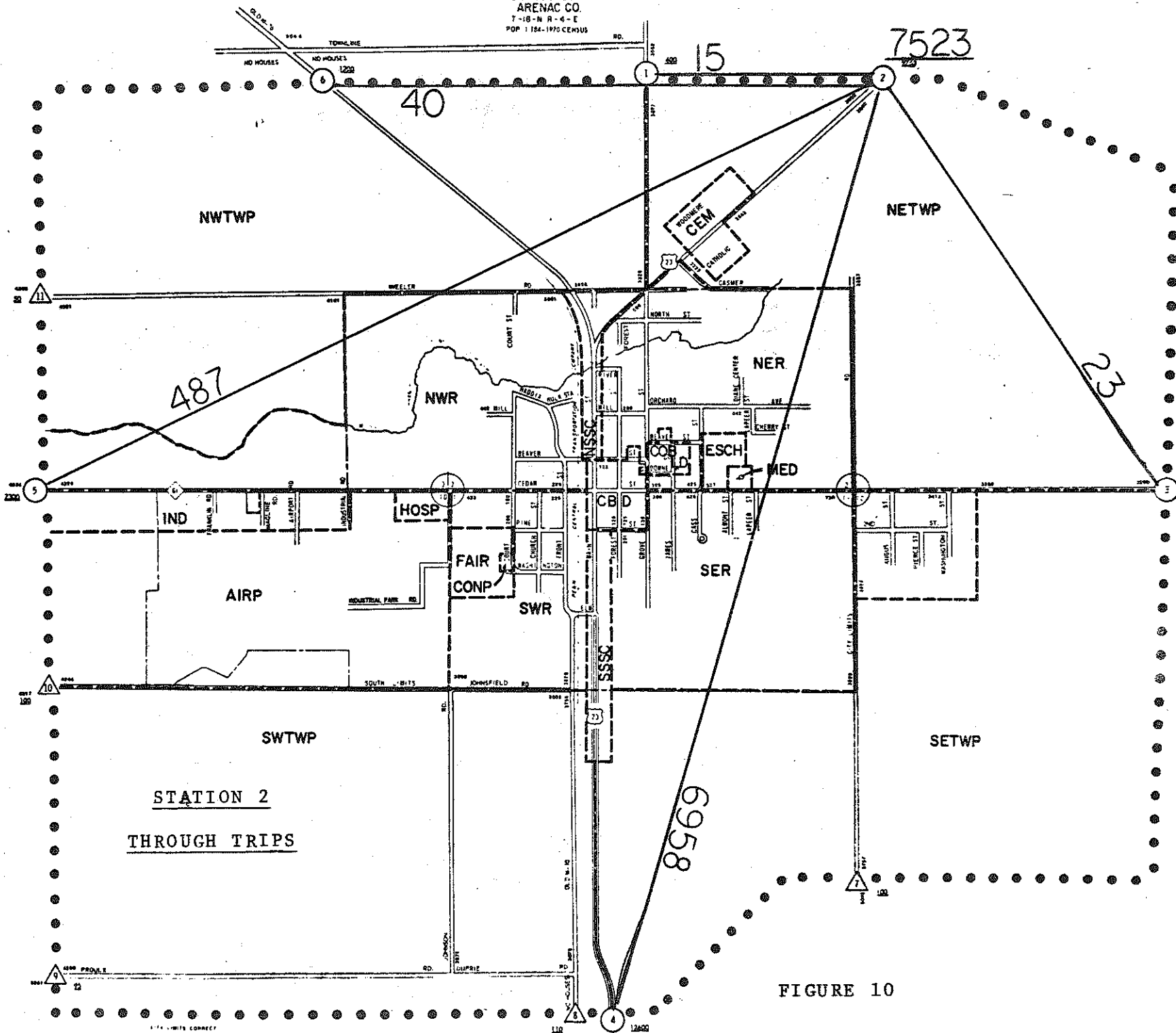
FIGURE 9

TABLE 11

STATION 2

THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>
1	15	.20
3	23	.31
4	6958	92.49
5	487	6.47
6	40	.53
TOTAL	7523	100.00



GET DIRECTION FOR:

FRONT ST. BEAVER ST.
COURT ST. PINE ST.
CEDAR ST. GROVE ST.
MAIN ST. FOREST ST.
CASS ST. JAMES ST.

FORWARD SHELL HAS TWO GAS STATIONS AND AN OFFICE

BOGARTS MET. IS IN SWTWP, AND OUTSIDE IN STANDISH TWP.

LEGEND

- CORDON LINE ● ● ● ● ●
- ZONE LIMITS - - - - -
- 24 HR. VOLUME 12600
- OPERATED STATIONS (A)
- STATIONS NOT OPERATED (B)

STATION 2
THROUGH TRIPS

FIGURE 10

TABLE 12

STATION 2

US-23 N.
S.W. OF SENSKE ROAD
TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
0 - 20	659	7.52
20 - 40	612	6.99
40 - 60	334	3.81
60 - 90	1426	16.28
90 - 120	878	10.02
120 - 180	1575	17.98
180 - 240	1662	18.97
240 - 300	1000	11.41
300 - 360	307	3.51
360 - 940	307	3.51
TOTAL	8760	100.00

Longest Trip Length 15 hours 40 minutes

Average Trip Length 2 hours 39 minutes

STANDISH
EXTERNAL ORIGIN DESTINATION SURVEY
STATION 2
US-23 N.
S.W. OF SENSKE ROAD
DISTRIBUTION OF TRIP ENDS
BY COUNTY

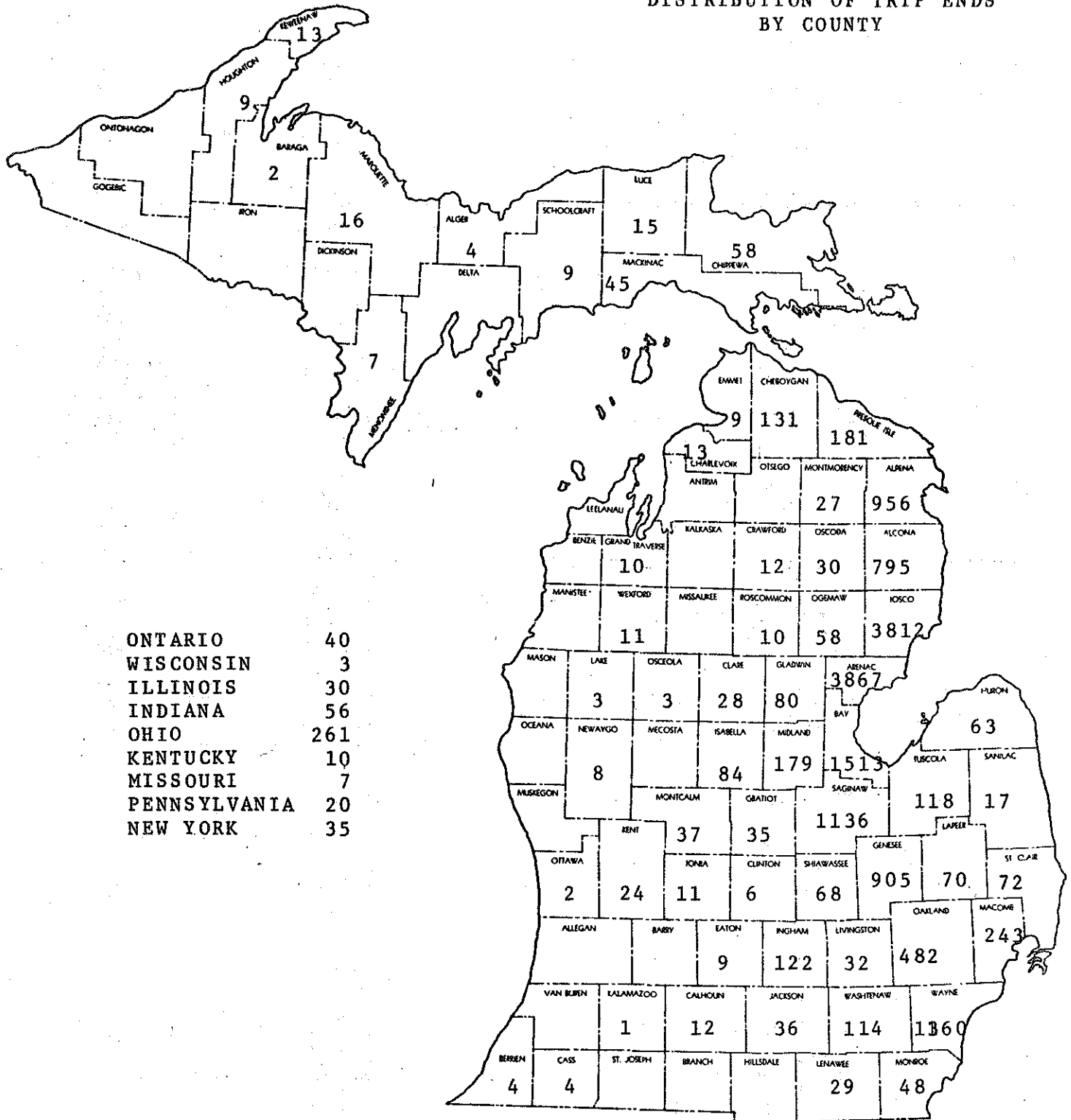


FIGURE 11

STATION 3

This external station was located on Pine River Road east of Standish and west of Stelmach Road. The 1,494 trips at this location constitutes about 5.5% of trips at all stations. Terminal trips represent 73.7% of the total with through trips accounting for the remainder.

Presented in Table 13 is a breakdown of these vehicle trips by vehicle type and purpose. As can be seen, 82.95% of all trips were made by passenger car with the bulk of the remainder accounted for by panel or pickup trucks at 14.88%. Work trips was the primary trip purpose at 31.28% with other social recreation constituting 27.12%.

Terminal trips were fairly evenly distributed throughout the study area with the exception of three zones. Combined these zones accounted for 49.7% of terminal trips. Specifically, zone 12 (CBD) accounted for 25.45%, zone 18 (SSSC) 14.05% and zone 17 (SER) 10.22%. Terminal trips to and from all internal zones are listed in Table 14 and graphically displayed in Figure 12.

Through trips constituted only 26.3% of total trips at this station. Table 15 indicates that 57.5% of these trips entered or left the study area via station 4. Station 5 on M-61 accounted for 20.36%. The interchange of through trips at the station is presented graphically in Figure 13.

Trip lengths at this station are relatively short with 76.46% occurring within 20 minutes. The average trip length was 26 minutes with the longest trip being 7 1/2 hours. Table 16 lists all trips at station 3 in increments of time.

The bulk of all trips interchanged within Arenac County. As can be seen in Figure 14, 2,637 trip ends or 88.4% of total trip ends did not leave the county. When considered with Iosco County and the more urbanized Bay, Saginaw and Genesee Counties, more than 95.4% of all trip ends are accounted for.

TABLE 13

STATION 3

PINE RIVER ROAD
W. OF STELMACH ROAD

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	1239	82.95	915	73.8	324	26.2
Passenger Car with Trailer	13	.85	9	69.2	4	30.8
Panel or Pickup	222	14.88	158	71.2	64	28.8
Panel or Pickup with Trailer	4	.25	4	100.0	0	0
Other Single Unit Trucks	11	.74	10	90.9	1	9.1
Combinations and Trucks with Trailers	5	.33	5	100.0	0	0
TOTAL	1494	100.00	1101	73.7	393	26.3

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	468	31.28	334	71.4	134	28.6
Personal Business	135	9.06	124	91.9	11	8.1
Shopping	292	19.54	254	87.0	38	13.0
Vacation	25	1.68	2	8.0	23	92.0
Other Soc.-Rec.	405	27.12	252	62.2	153	37.8
All Other	169	11.32	135	79.9	34	20.1
TOTAL	1494	100.00	1101	73.7	393	26.3

TABLE 14

STATION 3

PINE RIVER ROAD
W. OF STELMACH ROAD

TERMINAL TRIPS

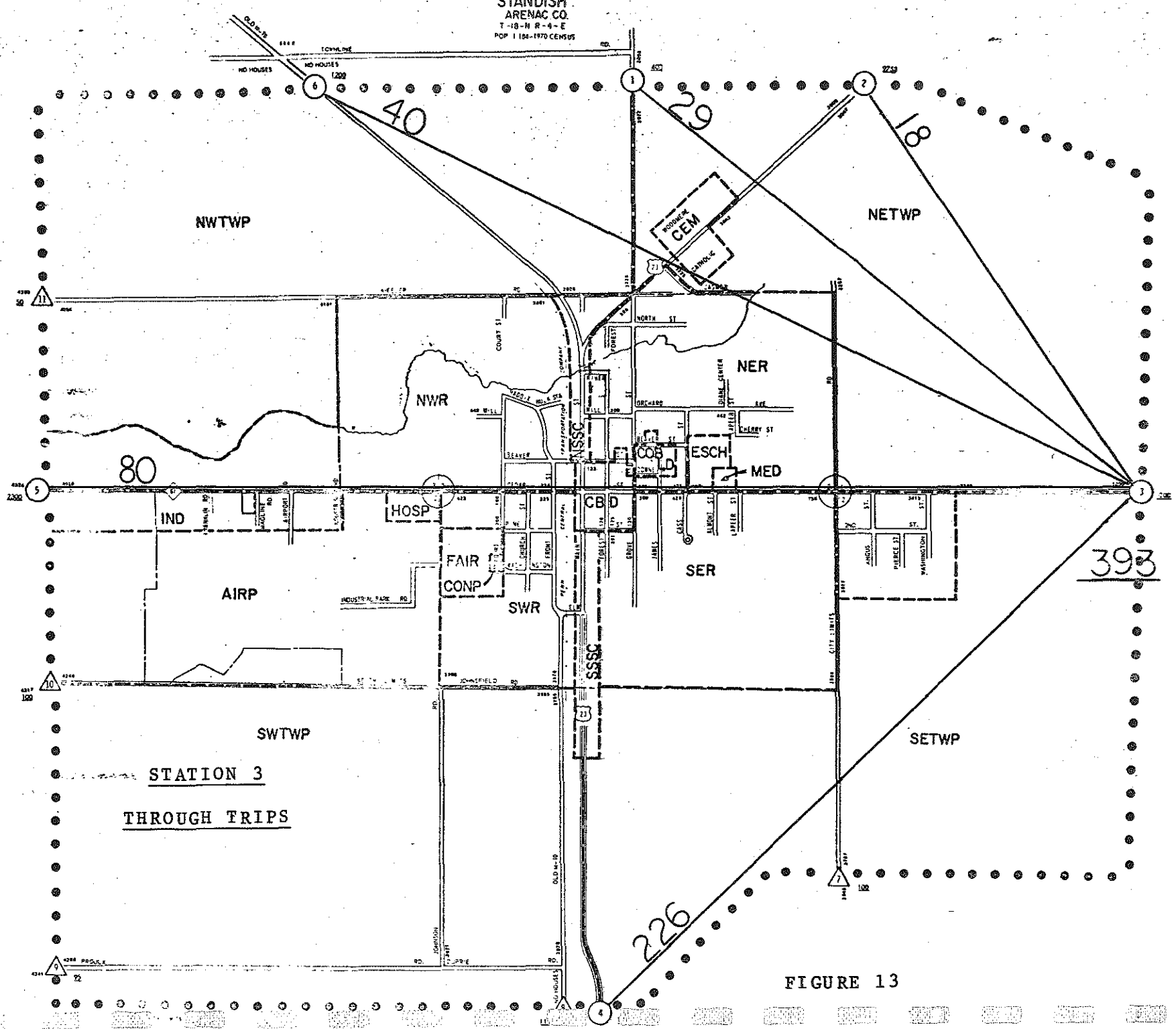
<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
12	141	138	279	25.45
13	23	19	42	3.83
14	55	38	93	8.49
15	3	7	10	.91
16	21	37	58	5.29
17	55	57	112	10.22
18	69	85	154	14.05
19	28	23	51	4.65
20	0	2	2	.18
21	5	4	9	.82
22	17	21	38	3.47
23	48	37	85	7.76
24	26	20	46	4.20
25	0	0	0	0
26	8	7	15	1.37
27	3	6	9	.82
28	3	2	5	.46
29	3	1	4	.36
30	39	40	79	7.21
31	1	4	5	.46
TOTAL	548	548	1096	100.00

TABLE 15

STATION 3

THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>
1	29	7.38
2	18	4.58
4	226	57.50
5	80	20.36
6	40	10.18
TOTAL	393	100.00



07



GET DIRECTION FOR:
 FRONT ST. REAVER ST.
 COURT ST. PINE ST.
 CEDAR ST. GROVE ST.
 MAIN ST. FOREST ST.
 CASS ST. JAMES ST.

FCY HARBOR SHELL HAS TWO GAS STATIONS AND AN OFFICE

BOARDS M.I. IS IN SWTP, AND OUTSIDE IN STANDISH TWP.

- LEGEND
- CORCON LINE ○ ○ ○ ○ ○
 - ZONE LIMITS - - - - -
 - 24 HR VOLUME 12630
 - OPERATED STATIONS (4)
 - STATIONS NOT OPERATED (7)

STATION 3
THROUGH TRIPS

FIGURE 13

TABLE 16

STATION 3

PINE RIVER ROAD
W. OF STELMACH ROAD

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
0 - 20	1140	76.46
20 - 40	125	8.38
40 - 60	95	6.37
60 - 90	60	4.02
90 - 450	71	4.77
TOTAL	1491	100.00

Longest Trip Length 7 1/2 hours

Average Trip Length 26 minutes

STATION 4

Station 4 was located on US-23/M-13 south of Standish and Duquite Road. This location for which 10,468 trips were determined, represents 38.43% of trips at all stations. The great bulk of trips at this location were through trips which constituted 79.7% of the total. The remaining 20.3% were terminal trips.

Table 17 presents a breakdown of trips by vehicle type and purpose. More than 74% of all trips were made by passenger car and an additional 11.31% by panel or pickup truck. Vacation trips at 2,360 accounted for 22.5% of total vehicle trips. Other social recreation represented nearly 26% of the total. It is to be noted that through trips in these two categories alone accounted for 45.7% of all trips.

The CBD (zone 12), SSSC (zone 18) and NSSC (zone 24) combined accounted for nearly 51% of the 2,108 terminal trips. Table 18 presents a list of all terminal trips with Figure 15 graphically displaying the interchange of these trips.

It was determined that 79.7% of all trips at station 4 were through trips. The majority of these trips (78.12%) either entered or left the study area via station 2. Table 19 indicates this and all other through trip interchanges. Old M-76 (Station 6) also accounted for a significant number at 12.8% of the total through trips. Figure 16 displays the interchange of station 4 through trips to all other stations.

Trip lengths for all trips at this station are shown in Table 20. As can be seen the average trip length was 2 hours and 15 minutes with the longest trip being 18 hours 40 minutes. With the trip lengths at this station being of relatively long duration and the majority of trips having been classified as through in nature, it is to be expected that trip ends would be widely distributed throughout the state. Figure 17 proves this contention to be true. Only 11 of Michigan's counties failed to contribute to trips at station 4. As in the case of the station 2 analysis, it was found that, although the distribution of trip ends is widespread, the most significant concentration is along the Lake Huron coastline to the north and in the urbanized areas to the south and southeast. Counties bordering Lake Huron (including Bay County) account for 13,708 trip ends; urbanized counties which include Saginaw, Genesee, Oakland and Wayne account for 4,161. In all these 11 counties account for 85.6% of all trip ends.

TABLE 17

STATION 4
M-13/US-23
S. OF DUQUITE ROAD

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	7774	74.27	1630	21.0	6144	79.0
Passenger Car with Trailer	394	3.76	9	2.3	385	97.7
Panel or Pickup	1184	11.31	282	23.8	902	76.2
Panel or Pickup with Trailer	106	1.01	5	4.7	101	95.3
Other Single Unit Trucks	613	5.86	145	23.7	468	76.3
Combinations and Trucks with Trailers	397	3.79	56	14.1	341	85.9
TOTAL	10468	100.0	2127	20.3	8341	79.7

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	2861	27.34	862	30.1	1999	69.9
Personal Business	950	9.08	321	33.8	629	66.2
Shopping	945	9.02	435	46.0	510	54.0
Vacation	2360	22.54	36	1.5	2324	98.5
Other Soc.-Rec.	2717	25.96	259	9.5	2458	90.5
All Other	635	6.06	214	33.7	421	66.3
TOTAL	10468	100.00	2127	20.3	8341	79.7

TABLE 18

STATION 4

M-13/US-23
S. OF DUQUITE ROAD

TERMINAL TRIPS

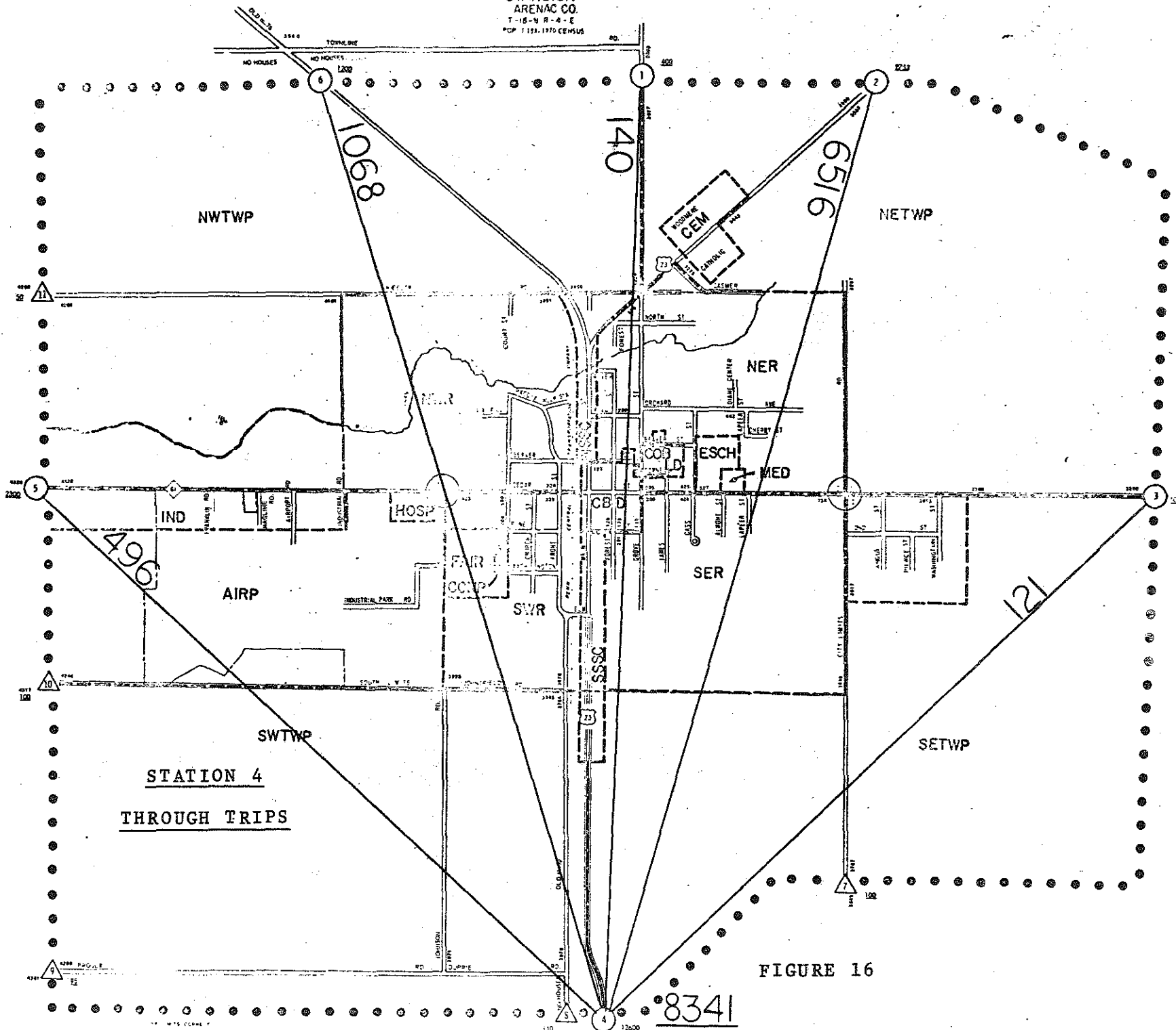
<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
12	307	256	563	26.72
13	37	12	49	2.32
14	70	69	139	6.59
15	13	6	19	.90
16	13	22	35	1.66
17	57	52	109	5.17
18	164	189	353	16.75
19	86	41	127	6.02
20	0	0	0	0
21	5	7	12	.57
22	51	63	114	5.41
23	63	39	102	4.84
24	92	64	156	7.40
25	2	10	12	.57
26	42	0	42	1.99
27	0	2	2	.09
28	13	8	21	1.00
29	0	2	2	.09
30	92	143	235	11.15
31	10	6	16	.76
TOTAL	1117	991	2108	100.00

TABLE 19

STATION 4

THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>
1	140	1.68
2	6516	78.12
3	121	1.45
5	496	5.95
6	1068	12.80
TOTAL	8341	100.00



**STATION 4
THROUGH TRIPS**

GET DIRECTION FOR:
 FRONT ST. BEAVER ST.
 COURT ST. PINE ST.
 CEDAR ST. GROVE ST.
 MAIN ST. FOREST ST.
 CASS ST. JAMES ST.

FORWARD SHELL HAS TWO GAS STATIONS AND AN OFFICE

BOGARTS MKT. IS IN SWTWP, AND OUTSIDE IN STANDISH TWP.

- LEGEND**
- CORGAN LINE ● ● ● ● ●
 - ZONE LIMITS - - - - -
 - 24 HR. VOLUME 1200
 - OPERATED STATIONS (4)
 - STATIONS NOT OPERATED (7)

FIGURE 16

8341

TABLE 20

STATION 4

M-13/US-23
S. OF DUQUITE ROAD

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
0 - 20	1647	15.77
20 - 40	426	4.08
40 - 60	1018	9.75
60 - 90	1673	16.02
90 - 120	1032	9.88
120 - 180	1657	15.87
180 - 240	1544	14.79
240 - 300	836	8.01
300 - 360	289	2.77
360 - 1120	319	3.06
TOTAL	10441	100.00

Longest Trip Length 18 hours 40 minutes

Average Trip Length 2 hours 15 minutes

STANDISH
EXTERNAL ORIGIN DESTINATION SURVEY
STATION 4
M-13/US-23
S. OF DUQUITE ROAD
DISTRIBUTION OF TRIP ENDS
BY COUNTY

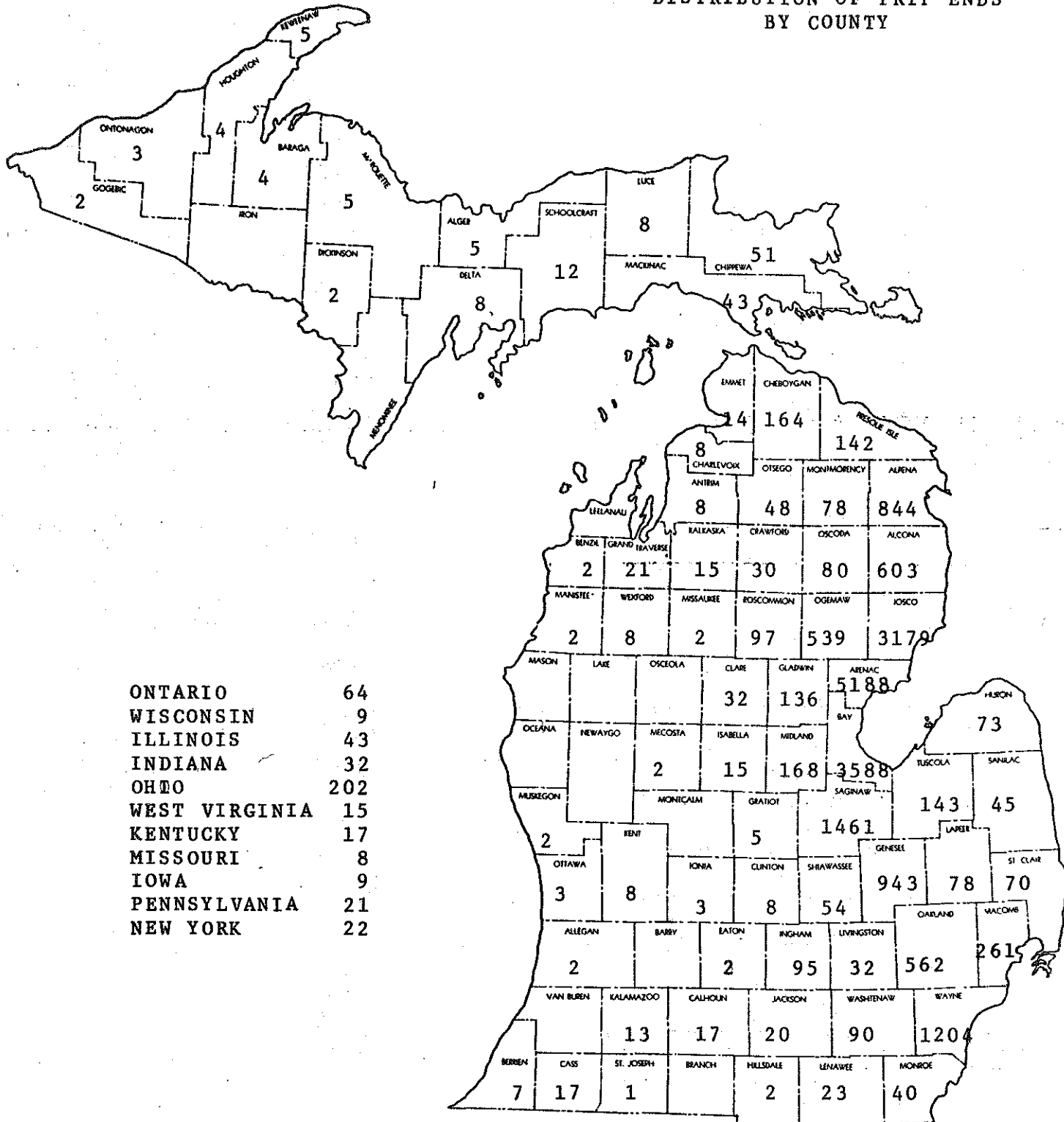


FIGURE 17

STATION 5

Station 5, located on M-61 east of Deep River Road, provides service to the Standish area from the west. Volumes at this location were considerably less (2,724) than at any of the US-23 stations and represents 10% of all station trips. Terminal trips constituted 54.0% and through trips 46% of the total.

A breakdown of these trips by vehicle type and purpose is shown in Table 21. As can be seen, passenger car and panel or pickup truck trips, combined, represent over 86% of all trips with the former constituting 72.83% and the latter 13.5%. The primary trip purpose was work at 40.19% of the total followed by other social recreation at 20.84%.

The primary zone of origin or destination for terminal trips was zone 30 (IND) which accounted for 25.53%. The CBD (zone 12) accounted for 23.96%. Table 22 lists terminal trips for all internal analysis zones with Figure 18 showing the interchange of these trips from the station to each zone.

Listed in Table 23 are the through trips determined for station 5. The two US-23 stations (stations 2 and 4) were the station of entrance and/or exit for over 87% of through trips at this location. Station 2 accounted for 51.92% and station 4 represented 35.54%. Illustrated in Figure 19 is the interchange of these trips to all other stations.

Over 41% of all trips at station 5 had a trip length of 20 minutes or less. Table 24 presents a listing of the lengths of all trips. As can be seen, the average trip length was 1 hour 22 minutes; the longest trip 13 1/2 hours.

Figure 20 shows the distribution of all trip ends at this location by county. Although widely distributed throughout the state, the primary concentration of trip ends occurs in Arenac and Bay Counties. Combined these two counties account for 64.5%

TABLE 21

STATION 5

M-61 W.
E. OF DEEP RIVER ROAD

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	1984	72.83	1057	53.3	927	46.7
Passenger Car with Trailer	66	2.42	11	16.7	55	83.3
Panel or Pickup	368	13.50	216	58.7	152	41.3
Panel or Pickup with Trailer	13	.48	4	30.8	9	69.2
Other Single Unit Trucks	220	8.07	163	74.1	57	25.9
Combinations and Trucks with Trailers	73	2.70	21	28.8	52	71.2
TOTAL	2724	100.00	1472	54.0	1252	46.0

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	1095	40.19	727	66.4	368	33.6
Personal Business	124	4.55	84	67.7	40	32.3
Shopping	318	11.69	255	80.2	63	19.8
Vacation	315	11.58	34	10.8	281	89.2
Other Soc.-Rec.	568	20.84	192	33.8	376	66.2
All Other	304	11.15	180	59.2	124	40.8
TOTAL	2724	100.00	1472	54.0	1252	46.0

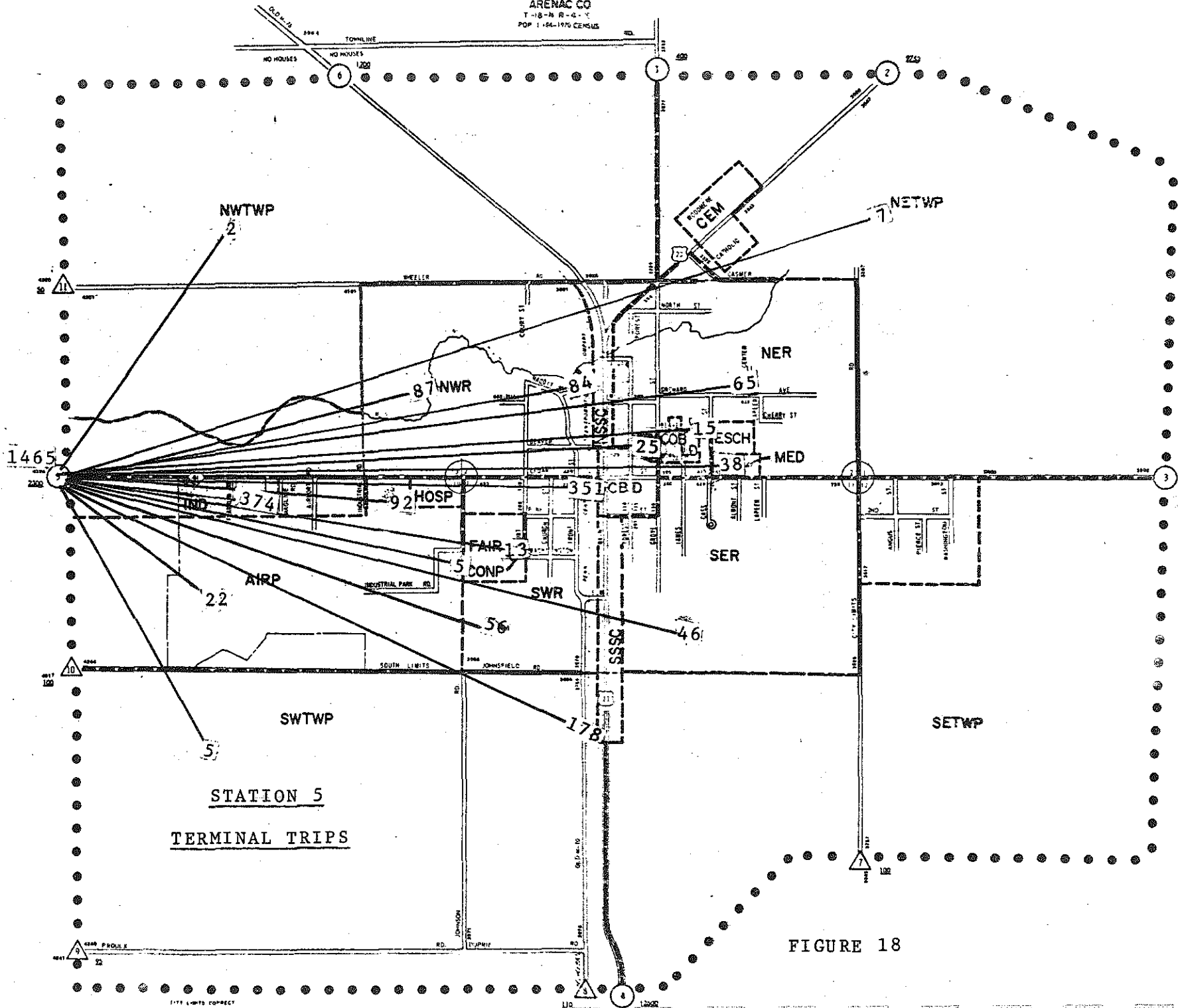
TABLE 22

STATION 5

M-61 W.
E. OF DEEP RIVER ROAD

TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
12	144	207	351	23.96
13	15	10	25	1.71
14	30	35	65	4.44
15	8	7	15	1.02
16	16	22	38	2.59
17	24	22	46	3.14
18	84	94	178	12.15
19	25	31	56	3.82
20	4	1	5	.34
21	7	6	13	.89
22	44	48	92	6.28
23	46	41	87	5.94
24	39	45	84	5.73
25	0	0	0	0
26	5	2	7	.48
27	0	0	0	0
28	4	1	5	.34
29	10	12	22	1.50
30	131	243	374	25.53
31	1	1	2	.14
TOTAL	637	828	1465	100.00



STATION 5
TERMINAL TRIPS

GET DIRECTION FOR:
FRONT ST. BEAVER ST.
COURT ST. PINE ST.
CEDAR ST. GROVE ST.
MAIN ST. FOREST ST.
CASS ST. JAMES ST.

FORWARD SHELL HAS TWO GAS STATIONS AND AN OFFICE
BOGARTS MKT. IS IN SWTWP. AND OUTSIDE IN STANDISH TWP.

- LEGEND**
- CORDON LINE ● ● ● ● ●
 - ZONE LIMITS - - - - -
 - 24-HR. VOLUME 12600
 - OPERATED STATIONS (4)
 - STATIONS NOT OPERATED (1)

FIGURE 18

TABLE 23

STATION 5

THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>
1	18	1.44
2	650	51.92
3	71	5.67
4	445	35.54
6	68	5.43
TOTAL	1252	100.00

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TABLE 24

STATION 5

M-61 W.
E. OF DEEP RIVER ROAD

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
0 - 20	1094	41.42
20 - 40	196	7.42
40 - 60	340	12.87
60 - 90	229	8.67
90 - 120	164	6.21
120 - 180	282	10.68
180 - 240	155	5.87
240 - 300	100	3.79
300 - 810	81	3.07
TOTAL	2641	100.00

Longest Trip Length 13 1/2 hours

Average Trip Length 1 hour 22 minutes

STATION 6

This station was located on old M-76 (formerly a state trunkline) southeast of Townline Road. The 2,898 trips at this location represent 10.6% of all station trips. Terminal trips comprised 45.7% of the total with through trips contributing 54.3%.

More than 77% of these trips were made with passenger cars and an additional 15.62% by panel or pickup truck. Table 25 presents a breakdown of these and other vehicle types along with trips by purpose. Among the purposes, trips for work were the prevalent at 30.62% of the total. Other social recreation and shopping followed at 21.65% and 20.72% respectively.

The CBD (zone 12) was the primary origin or destination for terminal trips accounting for 32.19% of total terminal trips. Zone 18 (SSSC) and zone 24 (NSSC), the other major shopping areas for Standish comprised 16.73% and 8.06%. Table 26 lists station 6 terminal trips by zone with Figure 21 graphically displaying these interchanges.

A great number of through trips apparently continue to use this former trunkline for north-south movements. As can be seen in Table 27, more than 91% of all through trips at this location entered and/or left the study area at station 4 south of the city. Figure 22 displays these interchanges from station 6 to all other stations.

The trip lengths for all trips at this location are listed in Table 28. The longest trip was 13 hours and 10 minutes with

the average trip length at 1 hour 22 minutes. More than 40% of all trips occurred within 20 minutes of the station and in excess of 64% within an hour.

Figure 23 displays the distribution of trip ends at this station by county. The bulk of all these ends are concentrated in the Arenac, Bay and Ogemaw county area. Combined, these counties account for 78.6% of all trip ends. Trip ends within Arenac County itself represent 54.9%

TABLE 25

STATION 6

OLD M-76
S.E. OF TOWNLINE ROAD

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	2242	77.37	1028	45.9	1214	54.1
Passenger Car with Trailer	49	1.68	7	14.3	42	85.7
Panel or Pickup	453	15.62	231	51.0	222	49.0
Panel or Pickup with Trailer	16	.54	2	12.5	14	87.5
Other Single Unit Trucks	94	3.23	39	41.5	55	58.5
Combinations and Trucks with Trailers	44	1.51	18	40.9	26	59.1
TOTAL	2898	100.00	1325	45.7	1573	54.3

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	887	30.62	466	52.5	421	47.5
Personal Business	217	7.48	141	65.0	76	35.0
Shopping	600	20.72	394	65.7	206	34.3
Vacation	349	12.03	14	4.0	335	96.0
Other Soc.-Rec.	627	21.65	187	29.8	440	70.2
All Other	218	7.51	123	56.4	95	43.6
TOTAL	2898	100.00	1325	45.7	1573	54.3

TABLE 26

STATION 6

OLD M-76
S.E. OF TOWNLINE ROAD

TERMINAL TRIPS

<u>Zone</u>	<u>Origin</u>	<u>Destination</u>	<u>Total</u>	<u>Percent of Total</u>
12	196	231	427	32.19
13	38	59	97	7.31
14	29	22	51	3.84
15	14	18	32	2.41
16	15	16	31	2.34
17	37	18	55	4.14
18	125	97	222	16.73
19	17	22	39	2.94
20	0	1	1	.08
21	8	4	12	.90
22	24	24	48	3.62
23	28	36	64	4.82
24	57	50	107	8.06
25	0	0	0	0
26	5	6	11	.83
27	0	1	1	.08
28	6	2	8	.60
29	0	0	0	0
30	44	68	111	8.36
31	7	3	10	.75
TOTAL	650	677	1327	100.00

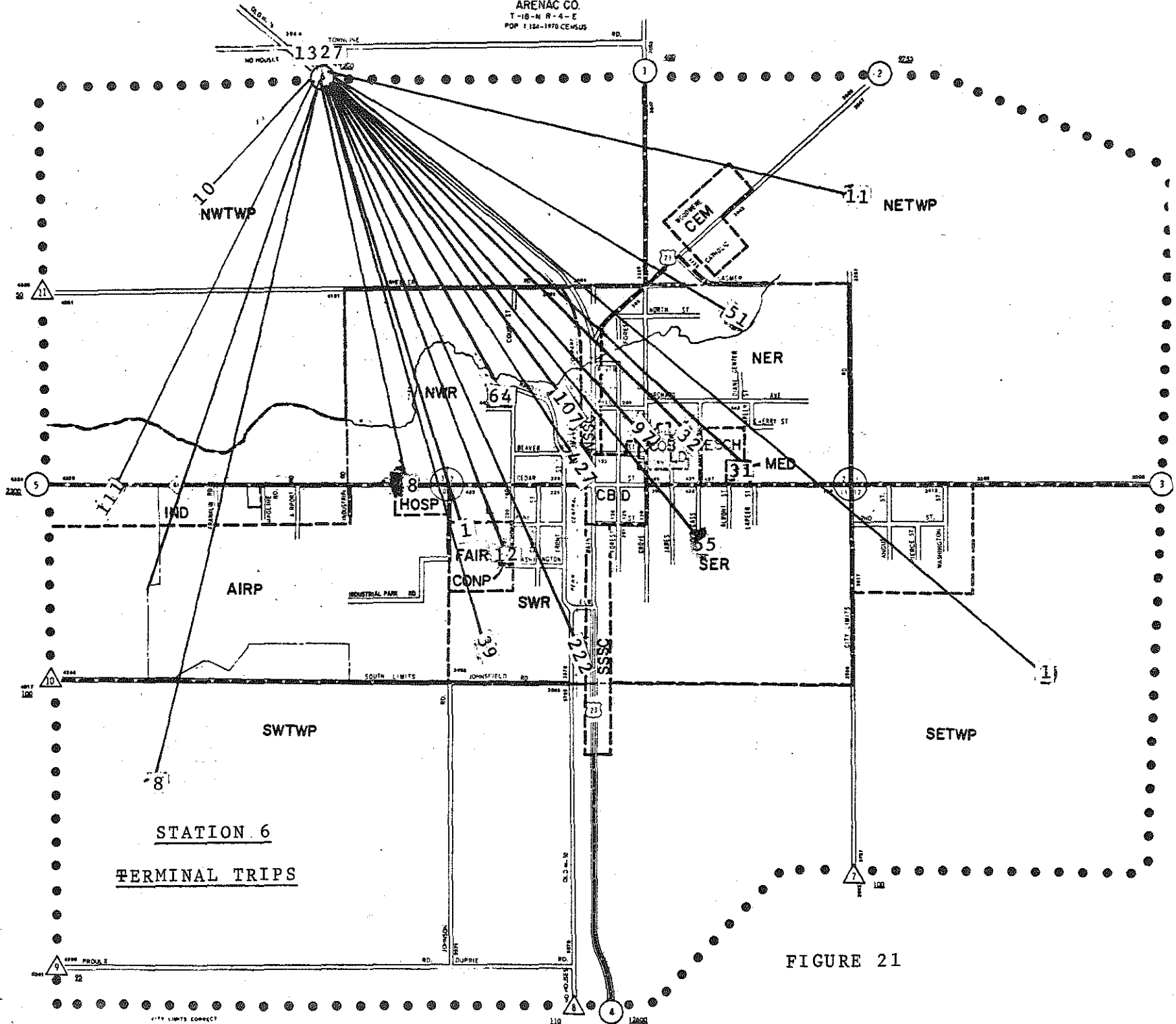


FIGURE 21

TABLE 27

STATION 6

THROUGH TRIPS

<u>Station</u>	<u>Trips</u>	<u>Percent of Total</u>
1	2	.13
2	30	1.91
3	48	3.05
4	1439	91.48
5	54	3.43
TOTAL	1573	100.00

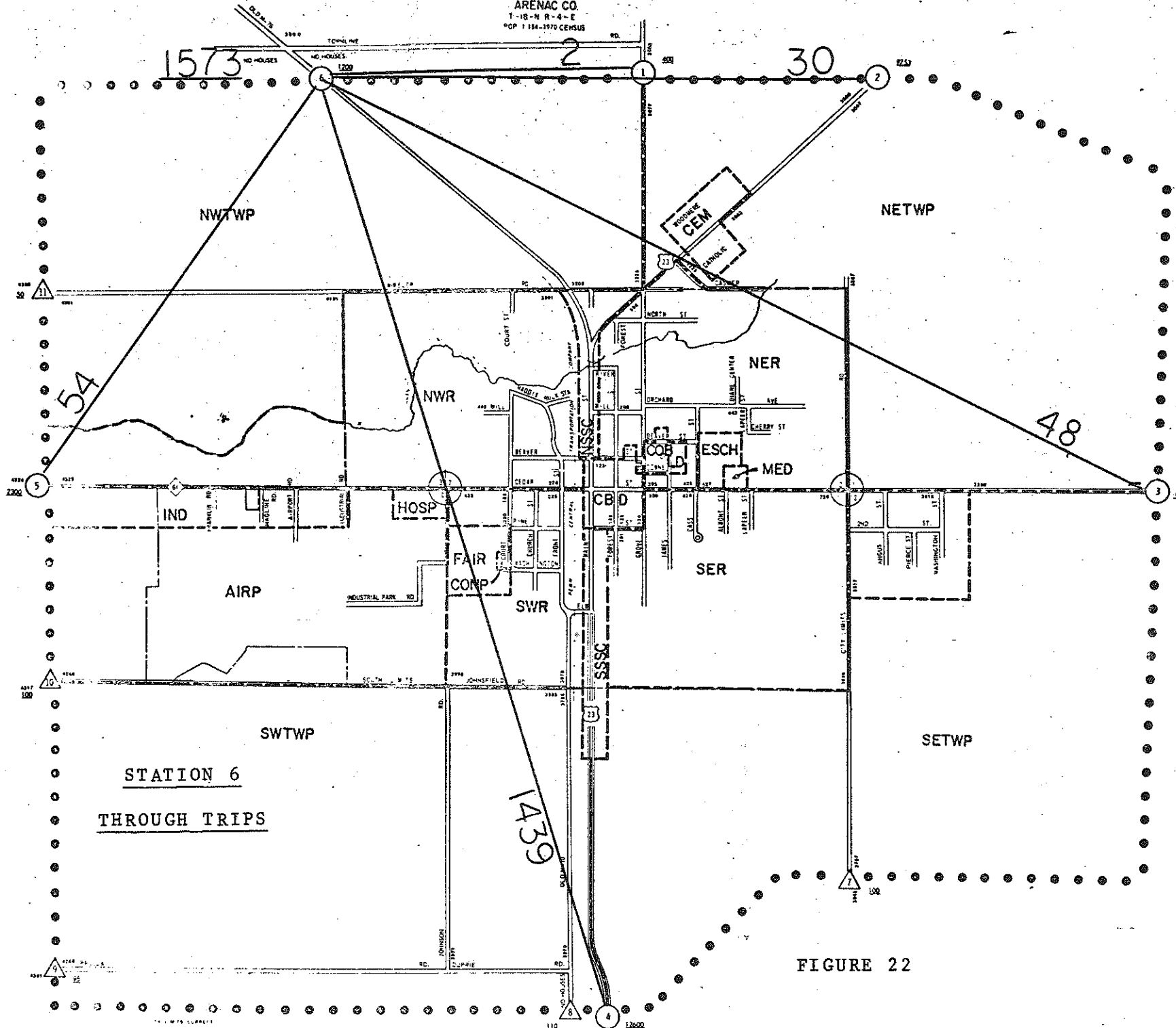


FIGURE 22

GET DIRECTION FOR:
 FRONT ST. BEAVER ST.
 COURT ST. PINE ST.
 CEDAR ST. GAC-E ST.
 MAIN ST. FOREST ST.
 CASS ST. JAMES ST.

FORWARD SHELL HAS TWO GAS STATIONS AND AN OFFICE
 HOGARTS MKS. IS IN SWTP AND OUTSIDE IN STANDISH TWP.

- LEGEND
- CORDON LINE ○ ○ ○ ○
 - ZONE LIMITS - - - - -
 - 24 HR. VOLUME 12000
 - OPERATED STATIONS 4
 - STATIONS NOT OPERATED 7

STATION 6
THROUGH TRIPS

TABLE 28

STATION 6

OLD M-76
S.E. OF TOWNLINE ROAD

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
0 - 20	1172	40.79
20 - 40	163	5.67
40 - 60	506	17.61
60 - 90	280	9.75
90 - 120	117	4.07
120 - 180	213	7.41
180 - 240	212	7.38
240 - 300	121	4.21
300 - 790	89	3.11
TOTAL	2873	100.00

Longest Trip Length 13 hours 10 minutes

Average Trip Length 1 hour 22 minutes

STANDISH
EXTERNAL ORIGIN DESTINATION SURVEY
STATION 6
OLD M-76
S.E. OF TOWNLINE ROAD
DISTRIBUTION OF TRIP ENDS
BY COUNTY

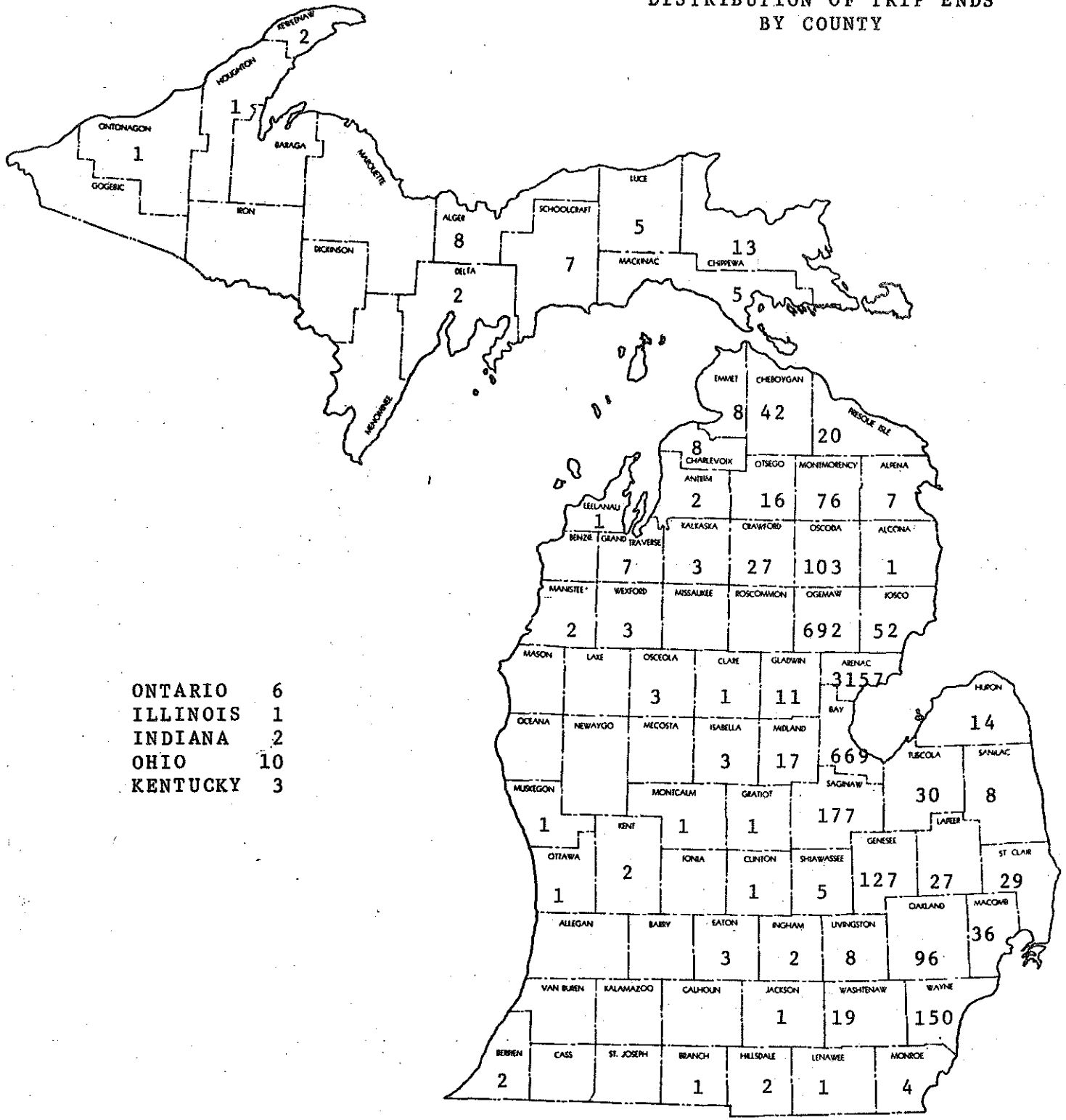


FIGURE 03

APPENDIX A

USE OF TABLES AND CHARTS

USE OF GENERAL PURPOSE SUMMARY TABLES

The tables on the following pages show 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 tables for each station for through, terminal and total trips.

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
1	5191.75	10.58	951.34	7.95	254.01	227.94	0.00	2.01	6645.58
1	78.12	0.16	14.32	0.12	3.82	3.43	0.00	0.03	53.72
	48.82	38.87	80.12	80.47	92.04	97.06	0.00	100.00	
	41.96	0.09	7.69	0.06	2.05	1.84	0.00	0.02	
2	834.71	2.84	59.93	1.93	3.45	0.00	0.00	0.00	902.80
2	92.45	0.31	6.64	0.21	0.38	0.00	0.00	0.00	7.30
	7.85	10.43	5.05	19.53	1.25	0.00	0.00	0.00	
	6.75	0.02	0.48	0.02	0.03	0.00	0.00	0.00	
TRIPS	1968.70	10.03	85.91	0.00	12.87	0.00	0.00	0.00	2077.51
COLUMNS	94.76	4.48	4.14	0.00	0.62	0.00	0.00	0.00	16.79
	18.51	36.85	7.23	0.00	4.66	0.00	0.00	0.00	
	15.91	0.08	0.69	0.00	0.10	0.00	0.00	0.00	
	6.25	0.00	2.01	0.00	0.00	0.00	0.00	0.00	8.26
	75.67	0.00	24.33	0.00	0.00	0.00	0.00	0.00	0.07
	0.06	0.00	0.17	0.00	0.00	0.00	0.00	0.00	
	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.00	
5	836.02	1.25	42.32	0.00	3.15	0.00	0.00	0.00	882.74
5	94.71	0.14	4.79	0.00	0.36	0.00	0.00	0.00	7.18
	7.86	4.59	3.56	0.00	1.14	0.00	0.00	0.00	
	6.76	0.01	0.34	0.00	0.03	0.00	0.00	0.00	
6	1797.01	2.52	45.92	0.00	2.51	6.91	0.00	0.00	1854.87
6	96.88	0.14	2.48	0.00	0.14	0.37	0.00	0.00	14.99
	16.90	9.26	3.87	0.00	0.91	2.94	0.00	0.00	
	14.53	0.02	0.37	0.00	0.02	0.06	0.00	0.00	

ROW TOTALS

TOTAL TOT %
 10634.44
 85.96
 COLUMN TOTALS

27.22 1187.43 9.88 275.99 234.85 0.00 2.01
 0.22 9.60 0.08 2.23 1.90 0.00 0.02

12371.82
 TOTAL TRIPS

STANDISH STATION 1 GENERAL PURPOSE SUMMARY

STATION NUMBER = 1

EXIT-ENT STATION = 01 TO 06

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T	1	59.33	1.12	29.21	0.00	2.00	5.00	0.00	0.00	96.66
	1	61.38	1.16	30.22	0.00	2.07	5.17	0.00	0.00	32.62
		26.76	17.81	48.55	0.00	100.00	100.00	0.00	0.00	
R		20.02	0.38	9.86	0.00	0.68	1.69	0.00	0.00	
I	2	24.96	0.00	7.95	0.00	0.00	0.00	0.00	0.00	32.91
	2	75.84	0.00	24.16	0.00	0.00	0.00	0.00	0.00	11.11
P		11.26	0.00	13.21	0.00	0.00	0.00	0.00	0.00	
		8.42	0.00	2.68	0.00	0.00	0.00	0.00	0.00	
P	3	13.63	0.00	4.97	1.12	0.00	0.00	0.00	0.00	19.72
	3	69.12	0.00	25.20	5.68	0.00	0.00	0.00	0.00	6.66
U		6.15	0.00	8.26	100.00	0.00	0.00	0.00	0.00	
		4.60	0.00	1.68	0.38	0.00	0.00	0.00	0.00	
R	4	6.71	1.23	0.00	0.00	0.00	0.00	0.00	0.00	7.94
	4	84.51	15.49	0.00	0.00	0.00	0.00	0.00	0.00	2.68
P		3.03	19.55	0.00	0.00	0.00	0.00	0.00	0.00	
		2.26	0.42	0.00	0.00	0.00	0.00	0.00	0.00	
O	5	70.94	1.23	9.18	0.00	0.00	0.00	0.00	0.00	81.35
	5	87.20	1.51	11.28	0.00	0.00	0.00	0.00	0.00	27.46
E		32.00	19.55	15.26	0.00	0.00	0.00	0.00	0.00	
		23.94	0.42	3.10	0.00	0.00	0.00	0.00	0.00	
6		46.14	2.71	8.86	0.00	0.00	0.00	0.00	0.00	57.71
		79.95	4.70	15.35	0.00	0.00	0.00	0.00	0.00	19.48
6		20.81	43.08	14.72	0.00	0.00	0.00	0.00	0.00	
		15.57	0.91	2.99	0.00	0.00	0.00	0.00	0.00	

TOTAL		221.71	6.29	60.17	1.12	2.00	5.00	0.00	0.00	296.29
TOT %		74.83	2.12	20.31	0.38	0.68	1.69	0.00	0.00	

STATION 1
THROUGH TRIPS

13SEP73

STANDISH STATION 1 GENERAL PURPOSE SUMMARY

PAGE 2

STATION NUMBER = 1

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	126.65	1.12	28.39	0.00	2.00	2.00	0.00	0.00	160.16
	1	79.08	0.70	17.73	0.00	1.25	1.25	0.00	0.00	25.20
		23.88	18.73	29.76	0.00	100.00	100.00	0.00	0.00	
R		19.92	0.18	4.47	0.00	0.31	0.31	0.00	0.00	
I	2	91.09	1.23	12.76	0.00	0.00	0.00	0.00	0.00	105.08
P	2	86.69	1.17	12.14	0.00	0.00	0.00	0.00	0.00	16.53
		17.18	20.57	13.38	0.00	0.00	0.00	0.00	0.00	
		14.33	0.19	2.01	0.00	0.00	0.00	0.00	0.00	
P	3	108.41	1.23	33.15	0.00	0.00	0.00	0.00	0.00	142.79
	3	75.92	0.86	23.22	0.00	0.00	0.00	0.00	0.00	22.46
		20.44	20.57	34.75	0.00	0.00	0.00	0.00	0.00	
U		17.05	0.19	5.22	0.00	0.00	0.00	0.00	0.00	
R	4	5.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.64
P	4	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89
		1.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
O	5	124.19	1.12	9.88	0.00	0.00	0.00	0.00	0.00	135.19
S	5	91.86	0.83	7.31	0.00	0.00	0.00	0.00	0.00	21.27
		23.42	18.73	10.36	0.00	0.00	0.00	0.00	0.00	
E		19.54	0.18	1.55	0.00	0.00	0.00	0.00	0.00	
	6	74.30	1.28	11.21	0.00	0.00	0.00	0.00	0.00	86.79
	6	85.61	1.47	12.92	0.00	0.00	0.00	0.00	0.00	13.65
		14.01	21.40	11.75	0.00	0.00	0.00	0.00	0.00	
		11.69	0.29	1.76	0.00	0.00	0.00	0.00	0.00	

TOTAL		530.28	5.98	95.39	0.00	2.00	2.00	0.00	0.00	635.65
TOT %		83.42	0.94	15.01	0.00	0.31	0.31	0.00	0.00	

STATION 1
TERMINAL TRIPS

STANDISH STATION 1 GENERAL PURPOSE SUMMARY

STATION NUMBER = 1

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	185.98	2.24	57.60	0.00	4.00	7.00	0.00	0.00	256.82
	1	72.42	0.87	22.43	0.00	1.56	2.73	0.00	0.00	27.56
		24.73	18.26	37.03	0.00	100.00	100.00	0.00	0.00	
R		19.96	0.24	6.18	0.00	0.43	0.75	0.00	0.00	
I	2	116.05	1.23	20.71	0.00	0.00	0.00	0.00	0.00	137.99
	2	84.10	0.89	15.01	0.00	0.00	0.00	0.00	0.00	14.81
P		15.43	10.02	13.31	0.00	0.00	0.00	0.00	0.00	
		12.45	0.13	2.22	0.00	0.00	0.00	0.00	0.00	
P	3	122.04	1.23	38.12	1.12	0.00	0.00	0.00	0.00	162.51
	3	75.10	0.76	23.46	0.69	0.00	0.00	0.00	0.00	17.44
		16.23	10.02	24.51	100.00	0.00	0.00	0.00	0.00	
U		13.10	0.13	4.09	0.12	0.00	0.00	0.00	0.00	
R	4	12.35	1.23	0.00	0.00	0.00	0.00	0.00	0.00	13.58
	4	90.94	9.06	0.00	0.00	0.00	0.00	0.00	0.00	1.46
		1.64	10.02	0.00	0.00	0.00	0.00	0.00	0.00	
		1.33	0.13	0.00	0.00	0.00	0.00	0.00	0.00	
O	5	195.13	2.35	19.06	0.00	0.00	0.00	0.00	0.00	216.54
	5	90.11	1.09	8.80	0.00	0.00	0.00	0.00	0.00	23.24
		25.95	19.15	12.25	0.00	0.00	0.00	0.00	0.00	
E		20.94	0.25	2.05	0.00	0.00	0.00	0.00	0.00	
	6	120.44	3.99	20.07	0.00	0.00	0.00	0.00	0.00	144.50
	6	83.35	2.76	13.89	0.00	0.00	0.00	0.00	0.00	15.51
		16.02	32.52	12.90	0.00	0.00	0.00	0.00	0.00	
		12.92	0.43	2.15	0.00	0.00	0.00	0.00	0.00	

TOTAL	751.99	12.27	155.56	1.12	4.00	7.00	0.00	0.00	931.94	
TOT %	80.69	1.32	16.69	0.12	0.43	0.75	0.00	0.00		

STATION 1
TOTAL TRIPS

STANDISH STA 2 GENERAL PURPOSE SUMMARY

STATION NUMBER = 2

EXIT-ENT STATION = 01 TO 06

VEHICLE TYPE

RANGES.	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	975.12	0.00	304.67	15.04	212.68	327.79	0.00	0.00	1835.30
	53.13	0.00	16.60	0.82	11.59	17.86	0.00	0.00	24.39
	17.51	0.00	43.15	11.53	61.09	90.71	0.00	0.00	
R-	12.96	0.00	4.05	0.20	2.83	4.36	0.00	0.00	
I 2	269.95	0.00	38.54	3.62	2.43	0.00	0.00	0.00	314.54
	85.82	0.00	12.25	1.15	0.77	0.00	0.00	0.00	4.18
P	4.85	0.00	5.46	2.78	0.70	0.00	0.00	0.00	
	3.59	0.00	0.51	0.05	0.03	0.00	0.00	0.00	
P 3	223.53	4.72	25.80	0.00	0.00	0.00	0.00	0.00	254.05
	87.99	1.86	10.16	0.00	0.00	0.00	0.00	0.00	3.38
	4.02	1.15	3.65	0.00	0.00	0.00	0.00	0.00	
U	2.97	0.06	0.34	0.00	0.00	0.00	0.00	0.00	
R 4	1845.60	284.39	119.70	99.40	83.91	23.34	0.00	0.00	2456.34
	75.14	11.58	4.87	4.05	3.42	0.95	0.00	0.00	32.65
P	33.15	69.33	16.95	76.21	24.10	6.46	0.00	0.00	
	24.53	3.78	1.59	1.32	1.12	0.31	0.00	0.00	
Q									
S 5	1876.94	107.86	168.18	12.37	41.18	8.16	0.00	0.00	2214.69
	84.75	4.87	7.59	0.56	1.86	0.37	0.00	0.00	29.48
	33.71	26.79	23.82	9.48	11.83	2.26	0.00	0.00	
E	24.95	1.43	2.24	0.16	0.55	0.11	0.00	0.00	
6	376.21	13.24	49.17	0.00	7.95	2.08	0.00	0.00	448.65
	83.85	2.95	10.96	0.00	1.77	0.46	0.00	0.00	5.96
	6.76	3.23	6.96	0.00	2.28	0.58	0.00	0.00	
	5.00	0.18	0.65	0.00	0.11	0.03	0.00	0.00	

TOTAL	5567.35	410.21	706.06	130.43	348.15	361.37	0.00	0.00	7523.57
TOT %	74.00	5.45	9.38	1.73	4.63	4.80	0.00	0.00	

HIGHWAY LIBRARY
 MICHIGAN DEPARTMENT OF STATE
 HIGHWAYS
 LANSING, MICH.
 P. O. DRAWER "K" 48904

STATION 2
 THROUGH TRIPS

STATION NUMBER = 2

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	344.92	1.82	85.27	0.00	73.73	14.54	0.00	0.00	520.28
	66.30	0.35	16.39	0.00	14.17	2.79	0.00	0.00	43.33
R 1	38.09	30.03	46.36	0.00	81.35	100.00	0.00	0.00	
	28.73	0.15	7.10	0.00	6.14	1.21	0.00	0.00	
I 2	146.62	0.00	24.61	0.00	16.90	0.00	0.00	0.00	188.13
	77.94	0.00	13.08	0.00	8.98	0.00	0.00	0.00	15.67
P 2	16.19	0.00	13.38	0.00	18.65	0.00	0.00	0.00	
	12.21	0.00	2.05	0.00	1.41	0.00	0.00	0.00	
P 3	163.49	4.24	49.63	0.00	0.00	0.00	0.00	0.00	217.36
	75.22	1.95	22.83	0.00	0.00	0.00	0.00	0.00	18.10
U 3	18.06	69.97	26.98	0.00	0.00	0.00	0.00	0.00	
	13.62	0.35	4.13	0.00	0.00	0.00	0.00	0.00	
R 4	16.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.95
	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.41
P 4	1.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Q 5	132.17	0.00	13.18	0.00	0.00	0.00	0.00	0.00	145.35
	90.93	0.00	9.07	0.00	0.00	0.00	0.00	0.00	12.11
S 5	14.60	0.00	7.17	0.00	0.00	0.00	0.00	0.00	
	11.01	0.00	1.10	0.00	0.00	0.00	0.00	0.00	
E 6	101.31	0.00	11.25	0.00	0.00	0.00	0.00	0.00	112.56
	90.01	0.00	9.99	0.00	0.00	0.00	0.00	0.00	9.38
	11.19	0.00	6.12	0.00	0.00	0.00	0.00	0.00	
	8.44	0.00	0.94	0.00	0.00	0.00	0.00	0.00	

TOTAL	905.46	6.06	183.94	0.00	90.63	14.54	0.00	0.00	1200.63
TOT %	75.42	0.50	15.32	0.00	7.55	1.21	0.00	0.00	

STATION 2
TERMINAL TRIPS

STANDISH STA 2 GENERAL PURPOSE SUMMARY

STATION NUMBER = 2

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	1320.04	1.82	389.94	15.04	286.41	342.33	0.00	0.00	2355.58
	56.04	0.08	16.55	0.64	12.16	14.53	0.00	0.00	27.00
R 1	20.39	0.44	43.81	11.53	65.27	91.07	0.00	0.00	
	15.13	0.02	4.47	0.17	3.28	3.92	0.00	0.00	
I 2	416.57	0.00	63.15	3.62	19.33	0.00	0.00	0.00	502.67
	82.87	0.00	12.56	0.72	3.85	0.00	0.00	0.00	5.76
P 2	6.44	0.00	7.10	2.78	4.41	0.00	0.00	0.00	
	4.77	0.00	0.72	0.04	0.22	0.00	0.00	0.00	
P 3	387.02	8.96	75.43	0.00	0.00	0.00	0.00	0.00	471.41
	82.10	1.90	16.00	0.00	0.00	0.00	0.00	0.00	5.40
U 3	5.98	2.15	8.48	0.00	0.00	0.00	0.00	0.00	
	4.44	0.10	0.86	0.00	0.00	0.00	0.00	0.00	
R 4	1862.55	284.39	119.70	99.40	83.91	23.34	0.00	0.00	2473.29
	75.31	11.50	4.84	4.02	3.39	0.94	0.00	0.00	28.35
P 4	28.77	68.32	13.45	76.21	19.12	6.21	0.00	0.00	
	21.35	3.26	1.37	1.14	0.96	0.27	0.00	0.00	
O 5	2009.11	107.86	181.36	12.37	41.18	8.16	0.00	0.00	2360.04
	85.13	4.57	7.68	0.52	1.74	0.35	0.00	0.00	27.05
S 5	31.04	25.91	20.38	9.48	9.39	2.17	0.00	0.00	
	23.03	1.24	2.08	0.14	0.47	0.09	0.00	0.00	
E 6	477.52	13.24	60.42	0.00	7.95	2.08	0.00	0.00	561.21
	85.09	2.36	10.77	0.00	1.42	0.37	0.00	0.00	6.43
	7.38	3.18	6.79	0.00	1.81	0.55	0.00	0.00	
	5.47	0.15	0.69	0.00	0.09	0.02	0.00	0.00	

TOTAL	6472.81	416.27	890.00	130.43	438.78	375.91	0.00	0.00	8724.20
TOT %	74.19	4.77	10.20	1.50	5.03	4.31	0.00	0.00	

STATION 2
TOTAL TRIPS

STATION NUMBER = 3
 EXIT-ENT STATION = 01 TO 06

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	88.89	0.00	43.33	0.00	1.00	0.00	0.00	0.00	133.22
	66.72	0.00	32.53	0.00	0.75	0.00	0.00	0.00	33.94
	27.47	0.00	67.43	0.00	100.00	0.00	0.00	0.00	
R	22.65	0.00	11.04	0.00	0.25	0.00	0.00	0.00	
I 2	10.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.96
	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.79
P	3.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	2.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
P 3	32.97	0.00	5.27	0.00	0.00	0.00	0.00	0.00	38.24
	86.22	0.00	13.78	0.00	0.00	0.00	0.00	0.00	9.74
	10.19	0.00	8.20	0.00	0.00	0.00	0.00	0.00	
U	8.40	0.00	1.34	0.00	0.00	0.00	0.00	0.00	
R 4	23.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.56
	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00
P	7.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
D 5	135.96	3.69	13.12	0.00	0.00	0.00	0.00	0.00	152.77
	89.00	2.42	8.59	0.00	0.00	0.00	0.00	0.00	38.92
	42.02	100.00	20.42	0.00	0.00	0.00	0.00	0.00	
E	34.64	0.94	3.34	0.00	0.00	0.00	0.00	0.00	
6	31.22	0.00	2.54	0.00	0.00	0.00	0.00	0.00	33.76
	92.48	0.00	7.52	0.00	0.00	0.00	0.00	0.00	8.60
	9.65	0.00	3.95	0.00	0.00	0.00	0.00	0.00	
	7.95	0.00	0.65	0.00	0.00	0.00	0.00	0.00	

TOTAL	323.56	3.69	64.26	0.00	1.00	0.00	0.00	0.00	392.51
TOT %	82.43	0.94	16.37	0.00	0.25	0.00	0.00	0.00	

STATION 3
 THROUGH TRIPS

STATION NUMBER = 3

EXIT-ENT STATION " TO

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	235.97	1.21	80.28	2.58	10.00	4.00	0.00	0.00	334.04
T 1	70.64	0.36	24.03	0.77	2.99	1.20	0.00	0.00	30.33
R	25.77	13.41	50.82	68.80	100.00	80.00	0.00	0.00	
R	21.43	0.11	7.29	0.23	0.91	0.36	0.00	0.00	
I 2	101.06	3.73	19.56	0.00	0.00	0.00	0.00	0.00	124.35
I 2	81.27	3.00	15.73	0.00	0.00	0.00	0.00	0.00	11.29
P	11.04	41.35	12.38	0.00	0.00	0.00	0.00	0.00	
P	9.18	0.34	1.78	0.00	0.00	0.00	0.00	0.00	
P 3	218.20	2.47	31.80	1.17	0.00	0.00	0.00	0.00	253.64
P 3	86.03	0.97	12.54	0.46	0.00	0.00	0.00	0.00	23.03
U	23.83	27.38	20.13	31.20	0.00	0.00	0.00	0.00	
U	19.81	0.22	2.89	0.11	0.00	0.00	0.00	0.00	
R 4	0.00	0.00	1.01	0.00	0.00	0.00	0.00	0.00	1.61
R 4	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.15
P	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.00	
P	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	
S 5	236.34	1.61	13.41	0.00	0.00	1.00	0.00	0.00	252.36
S 5	93.65	0.64	5.31	0.00	0.00	0.40	0.00	0.00	22.91
E	25.81	17.85	8.49	0.00	0.00	20.00	0.00	0.00	
E	21.46	0.15	1.22	0.00	0.00	0.09	0.00	0.00	
6	124.04	0.00	11.32	0.00	0.00	0.00	0.00	0.00	135.36
6	91.64	0.00	8.36	0.00	0.00	0.00	0.00	0.00	12.29
6	13.55	0.00	7.17	0.00	0.00	0.00	0.00	0.00	
6	11.26	0.00	1.03	0.00	0.00	0.00	0.00	0.00	

TOTAL	915.61	9.02	157.98	3.75	10.00	5.00	0.00	0.00	1101.36
TOT %	83.13	0.82	14.34	0.34	0.91	0.45	0.00	0.00	

STATION 3
TERMINAL TRIPS

STATION NUMBER = 3

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	324.86	1.21	123.61	2.58	11.00	4.00	0.00	0.00	467.26
	1	69.52	0.26	26.45	0.55	2.35	0.86	0.00	0.00	31.28
		26.27	9.52	55.62	68.80	100.00	80.00	0.00	0.00	
R		21.75	0.08	8.27	0.17	0.74	0.27	0.00	0.00	
I	2	112.02	3.73	19.56	0.00	0.00	0.00	0.00	0.00	135.31
	2	87.79	2.76	14.46	0.00	0.00	0.00	0.00	0.00	9.06
P		9.04	29.35	8.80	0.00	0.00	0.00	0.00	0.00	
		7.50	0.25	1.31	0.00	0.00	0.00	0.00	0.00	
P	3	251.17	2.47	37.07	1.17	0.00	0.00	0.00	0.00	291.88
	3	86.05	0.85	12.70	0.40	0.00	0.00	0.00	0.00	19.54
		20.27	19.43	16.68	31.20	0.00	0.00	0.00	0.00	
U		16.81	0.17	2.48	0.08	0.00	0.00	0.00	0.00	
R	4	23.56	0.00	1.31	0.00	0.00	0.00	0.00	0.00	25.17
	4	93.60	0.00	6.40	0.00	0.00	0.00	0.00	0.00	1.68
P		1.90	0.00	0.72	0.00	0.00	0.00	0.00	0.00	
		1.58	0.00	0.11	0.00	0.00	0.00	0.00	0.00	
O	5	372.30	5.30	26.53	0.00	0.00	1.00	0.00	0.00	405.13
S	5	91.90	1.31	6.55	0.00	0.00	0.25	0.00	0.00	27.12
		30.04	41.70	11.94	0.00	0.00	20.00	0.00	0.00	
E		24.92	0.35	1.78	0.00	0.00	0.07	0.00	0.00	
	6	155.26	0.00	13.86	0.00	0.00	0.00	0.00	0.00	169.12
	6	91.80	0.00	8.20	0.00	0.00	0.00	0.00	0.00	11.32
		12.53	0.00	6.24	0.00	0.00	0.00	0.00	0.00	
		10.39	0.00	0.93	0.00	0.00	0.00	0.00	0.00	

TOTAL		1239.17	12.71	222.24	3.75	11.00	5.00	0.00	0.00	1493.87
TOT %		82.95	0.85	14.88	0.25	0.74	0.33	0.00	0.00	

STATION 3
TOTAL TRIPS

STATION NUMBER = 4

EXIT-ENT STATION = 01 TO 06

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT X
	1	2	3	4	5	6	7	8	
T 1	1000.87	9.15	376.84	24.42	294.52	293.13	0.00	0.00	1998.93
	50.07	0.46	18.85	1.22	14.73	14.66	0.00	0.00	23.96
	16.29	2.38	41.80	24.09	62.94	87.02	0.00	0.00	
R	12.00	0.11	4.52	0.29	3.53	3.51	0.00	0.00	
I 2	516.90	11.74	91.64	4.39	2.21	2.52	0.00	0.00	629.40
	82.13	1.87	14.56	0.70	0.35	0.40	0.00	0.00	7.55
P	8.41	3.05	10.16	4.33	0.47	0.75	0.00	0.00	
	6.20	0.14	1.10	0.05	0.03	0.03	0.00	0.00	
P 3	430.72	2.70	70.71	2.10	2.21	1.81	0.00	0.00	510.25
	84.41	0.53	13.86	0.41	0.43	0.35	0.00	0.00	6.12
	7.01	0.70	7.84	2.07	0.47	0.54	0.00	0.00	
U	5.16	0.03	0.85	0.03	0.03	0.02	0.00	0.00	
R 4	1805.30	230.82	94.32	42.53	124.91	25.37	0.00	0.00	2323.25
	77.71	9.94	4.06	1.83	5.38	1.09	0.00	0.00	27.85
P	29.38	60.00	10.46	41.96	26.69	7.53	0.00	0.00	
	21.64	2.77	1.13	0.51	1.50	0.30	0.00	0.00	
Q 5	2048.40	112.69	230.72	23.27	35.86	2.66	4.63	0.00	2458.23
	83.33	4.58	9.39	0.95	1.46	0.11	0.19	0.00	29.47
S	33.34	29.30	25.59	22.96	7.66	0.79	100.00	0.00	
E	24.56	1.35	2.77	0.28	0.43	0.03	0.06	0.00	
6	341.96	17.57	37.33	4.64	8.21	11.36	0.00	0.00	421.07
	81.21	4.17	8.87	1.10	1.95	2.70	0.00	0.00	5.05
	5.57	4.57	4.14	4.58	1.75	3.37	0.00	0.00	
	4.10	0.21	0.45	0.06	0.10	0.14	0.00	0.00	

TOTAL	6144.15	384.67	901.56	101.35	467.92	336.85	4.63	0.00	8341.13
TOT X	73.66	4.61	10.81	1.22	5.61	4.04	0.06	0.00	

STATION 4
THROUGH TRIPS

STANDISH STA 4 GENERAL PURPOSE SUMMARY

STATION NUMBER 4

EXIT-ENT STATION TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT X
		1	2	3	4	5	6	7	8	
T	1	520.63	4.79	148.05	2.00	134.45	52.28	0.00	0.00	862.20 40.54
	1	60.38	0.56	17.17	0.23	15.59	6.06	0.00	0.00	
	R	31.94	53.05	52.46	45.35	92.53	93.84	0.00	0.00	
		24.48	0.23	6.96	0.09	6.32	2.46	0.00	0.00	
I	2	279.29	2.18	37.53	0.00	0.00	1.85	0.00	0.00	320.85 15.09
	2	87.05	0.68	11.70	0.00	0.00	0.58	0.00	0.00	
	P	17.13	24.14	13.30	0.00	0.00	3.32	0.00	0.00	
		13.13	0.10	1.76	0.00	0.00	0.09	0.00	0.00	
P	3	381.56	0.00	46.14	2.41	4.17	0.00	0.00	0.00	434.28 20.42
	3	87.86	0.00	10.62	0.55	0.96	0.00	0.00	0.00	
	U	23.41	0.00	16.35	54.65	2.87	0.00	0.00	0.00	
		17.94	0.00	2.17	0.11	0.20	0.00	0.00	0.00	
R	4	32.34	2.06	2.00	0.00	0.00	0.00	0.00	0.00	36.40 1.71
	4	88.85	5.66	5.49	0.00	0.00	0.00	0.00	0.00	
	P	1.98	22.81	0.71	0.00	0.00	0.00	0.00	0.00	
		1.52	0.10	0.09	0.00	0.00	0.00	0.00	0.00	
S	5	231.26	0.00	27.84	0.00	0.00	0.00	0.00	0.00	259.10 12.18
	5	89.26	0.00	10.74	0.00	0.00	0.00	0.00	0.00	
	E	14.19	0.00	9.87	0.00	0.00	0.00	0.00	0.00	
		10.87	0.00	1.31	0.00	0.00	0.00	0.00	0.00	
6	6	184.86	0.00	20.63	0.00	6.68	1.58	0.00	0.00	213.75 10.05
	6	86.48	0.00	9.65	0.00	3.13	0.74	0.00	0.00	
		11.34	0.00	7.31	0.00	4.60	2.84	0.00	0.00	
		8.69	0.00	0.97	0.00	0.31	0.07	0.00	0.00	
TOTAL		1629.94	9.03	282.19	4.41	145.30	55.71	0.00	0.00	2126.58
TOT X		76.65	0.42	13.27	0.21	6.83	2.62	0.00	0.00	

STATION 4
TERMINAL TRIPS

STANDISH STA 4 GENERAL PURPOSE SUMMARY

STATION NUMBER = 4
 EXIT-ENT STATION = 01 TO
 VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT X
		1	2	3	4	5	6	7	8	
T	1	1521.50	13.94	524.89	26.42	428.97	345.41	0.00	0.00	2861.13 27.33
	1	53.18	0.49	18.35	0.92	14.99	12.07	0.00	0.00	
		19.57	3.54	44.34	24.98	69.95	87.99	0.00	0.00	
R		14.54	0.13	5.01	0.25	4.10	3.30	0.00	0.00	
I	2	796.19	13.92	129.17	4.39	2.21	4.37	0.00	0.00	950.25 9.08
	2	83.79	1.46	13.59	0.46	0.23	0.46	0.00	0.00	
P		10.24	3.54	10.91	4.15	0.36	1.11	0.00	0.00	
		7.61	0.13	1.23	0.04	0.02	0.04	0.00	0.00	
P	3	812.28	2.70	116.85	4.51	6.38	1.81	0.00	0.00	944.53 9.02
	3	86.00	0.29	12.37	0.48	0.68	0.19	0.00	0.00	
		10.45	0.69	9.87	4.26	1.04	0.46	0.00	0.00	
U		7.76	0.03	1.12	0.04	0.06	0.02	0.00	0.00	
R	4	1837.64	232.88	96.32	42.53	124.91	25.37	0.00	0.00	2359.65 22.54
	4	77.88	9.87	4.08	1.80	5.29	1.08	0.00	0.00	
		23.64	59.15	8.14	40.21	20.37	6.46	0.00	0.00	
P		17.56	2.22	0.92	0.41	1.19	0.24	0.00	0.00	
S	5	2279.66	112.69	258.56	23.27	35.86	2.66	4.63	0.00	2717.33 25.96
	5	83.89	4.15	9.52	0.86	1.32	0.10	0.17	0.00	
		29.32	28.62	21.84	22.00	5.85	0.68	100.00	0.00	
E		21.78	1.08	2.47	0.22	0.34	0.03	0.04	0.00	
6	6	526.82	17.57	57.96	4.64	14.89	12.94	0.00	0.00	634.82 6.06
	6	82.99	2.77	9.13	0.73	2.35	2.04	0.00	0.00	
		6.78	4.46	4.90	4.39	2.43	3.30	0.00	0.00	
		5.03	0.17	0.55	0.04	0.14	0.12	0.00	0.00	
TOTAL TOT X		7774.09 74.27	393.70 3.76	1183.75 11.31	105.76 1.01	613.22 5.86	392.56 3.75	4.63 0.04	0.00 0.00	10467.71

STATION 4
 TOTAL TRIPS

STATION NUMBER = 5
 EXIT-ENT STATION = 01 TO 06

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL
		1	2	3	4	5	6	7	8	TOT %
T	1	164.01	5.09	76.64	3.52	39.71	49.38	0.00	0.00	368.35
	1	52.67	1.38	20.81	0.96	10.78	13.41	0.00	0.00	29.82
		20.93	9.35	50.30	37.25	70.32	94.33	0.00	0.00	
R		15.49	0.41	6.12	0.28	3.17	3.94	0.00	0.00	
I	2	28.72	2.64	7.10	0.00	1.23	0.00	0.00	0.00	39.69
	2	72.36	6.65	17.89	0.00	3.10	0.00	0.00	0.00	3.17
		3.10	4.85	4.66	0.00	2.18	0.00	0.00	0.00	
P		2.29	0.21	0.57	0.00	0.10	0.00	0.00	0.00	
P	3	56.30	0.00	6.94	0.00	0.00	0.00	0.00	0.00	63.24
	3	89.03	0.00	10.97	0.00	0.00	0.00	0.00	0.00	5.05
		6.07	0.00	4.55	0.00	0.00	0.00	0.00	0.00	
U		4.50	0.00	0.55	0.00	0.00	0.00	0.00	0.00	
R	4	216.48	31.14	17.05	4.70	11.10	0.92	0.00	0.00	281.39
	4	76.93	11.07	6.06	1.67	3.94	0.33	0.00	0.00	22.87
		23.35	57.19	11.19	49.74	19.66	1.76	0.00	0.00	
O		17.29	2.49	1.36	0.38	0.89	0.07	0.00	0.00	
S	5	329.46	10.81	30.00	1.23	2.28	2.05	0.00	0.00	375.83
	5	87.66	2.88	7.98	0.33	0.61	0.55	0.00	0.00	30.02
		35.54	19.85	19.69	13.02	4.04	3.92	0.00	0.00	
E		26.31	0.86	2.40	0.10	0.18	0.16	0.00	0.00	
6		102.06	4.77	14.65	0.00	2.15	0.00	0.00	0.00	123.63
		82.55	3.86	11.85	0.00	1.74	0.00	0.00	0.00	9.87
		11.01	8.76	9.61	0.00	3.31	0.00	0.00	0.00	
	8.15	0.38	1.17	0.00	0.17	0.00	0.00	0.00		

TOTAL		927.03	54.45	152.38	9.45	56.47	52.35	0.00	0.00	1252.13
TOT %		74.04	4.35	12.17	0.75	4.51	4.18	0.00	0.00	

STATION 5
 THROUGH TRIPS

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	433.53	1.20	110.77	1.25	158.78	21.26	0.00	0.00	726.79
	1	59.65	0.17	15.24	0.17	21.85	2.93	0.00	0.00	49.36
		41.01	10.45	51.38	34.06	97.20	100.00	0.00	0.00	
R		29.44	0.08	7.52	0.08	10.78	1.44	0.00	0.00	
I	2	66.90	0.00	17.32	0.00	0.00	0.00	0.00	0.00	84.22
	2	79.43	0.00	20.57	0.00	0.00	0.00	0.00	0.00	5.72
P		6.33	0.00	8.03	0.00	0.00	0.00	0.00	0.00	
		4.54	0.00	1.18	0.00	0.00	0.00	0.00	0.00	
P	3	213.26	3.64	38.33	0.00	0.00	0.00	0.00	0.00	255.23
	3	83.56	1.43	15.02	0.00	0.00	0.00	0.00	0.00	17.33
		20.17	31.71	17.78	0.00	0.00	0.00	0.00	0.00	
U		14.48	0.25	2.60	0.00	0.00	0.00	0.00	0.00	
R	4	23.98	5.42	3.40	1.20	0.00	0.00	0.00	0.00	34.00
	4	70.53	15.94	10.00	3.53	0.00	0.00	0.00	0.00	2.31
P		2.27	47.21	1.58	32.70	0.00	0.00	0.00	0.00	
		1.63	0.37	0.23	0.08	0.00	0.00	0.00	0.00	
O	5	176.84	0.00	12.21	1.22	1.85	0.00	0.00	0.00	192.12
	5	92.05	0.00	6.36	0.64	0.96	0.00	0.00	0.00	13.05
		16.73	0.00	5.66	33.24	1.13	0.00	0.00	0.00	
E		12.01	0.00	0.83	0.08	0.13	0.00	0.00	0.00	
	6	142.71	1.22	33.54	0.00	2.72	0.00	0.00	0.00	180.19
	6	79.20	0.68	18.61	0.00	1.51	0.00	0.00	0.00	12.24
		13.50	10.63	15.56	0.00	1.67	0.00	0.00	0.00	
		9.69	0.08	2.28	0.00	0.18	0.00	0.00	0.00	

TOTAL	1057.22	11.48	215.57	3.67	163.35	21.26	0.00	0.00	1472.55	
TOT %	71.80	0.78	14.64	0.25	11.09	1.44	0.00	0.00		

STATION 5
 TERMINAL TRIPS

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

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT X	
	1	2	3	4	5	6	7	8		
T	1	627.54	6.29	187.41	4.77	198.49	70.64	0.00	0.00	1095.14
R	1	57.30	0.57	17.11	0.44	18.12	6.45	0.00	0.00	40.19
I	1	31.63	9.54	50.93	36.36	90.30	95.97	0.00	0.00	
P	1	23.03	0.23	6.88	0.18	7.29	2.59	0.00	0.00	
P	2	95.62	2.44	24.42	0.00	1.23	0.00	0.00	0.00	123.91
P	2	77.17	2.13	19.71	0.00	0.99	0.00	0.00	0.00	4.55
P	2	4.82	4.00	6.64	0.00	0.56	0.00	0.00	0.00	
P	2	3.51	0.10	0.90	0.00	0.05	0.00	0.00	0.00	
P	3	269.56	3.64	45.27	0.00	0.00	0.00	0.00	0.00	318.47
P	3	84.64	1.14	14.21	0.00	0.00	0.00	0.00	0.00	11.69
P	3	13.58	5.52	12.30	0.00	0.00	0.00	0.00	0.00	
P	3	9.89	0.13	1.66	0.00	0.00	0.00	0.00	0.00	
P	4	240.46	36.56	24.45	5.90	11.10	0.92	0.00	0.00	315.39
P	4	76.24	11.59	6.48	1.87	3.52	0.29	0.00	0.00	11.58
P	4	12.12	55.45	5.56	44.97	5.05	1.25	0.00	0.00	
P	4	8.83	1.34	0.75	0.22	0.41	0.03	0.00	0.00	
P	5	506.30	10.81	42.21	2.45	4.13	2.05	0.00	0.00	567.95
P	5	89.15	1.90	7.43	0.43	0.73	0.36	0.00	0.00	20.84
P	5	25.52	16.40	11.47	18.67	1.88	2.78	0.00	0.00	
P	5	18.58	0.40	1.55	0.09	0.15	0.08	0.00	0.00	
P	6	244.77	5.99	48.19	0.00	4.87	0.00	0.00	0.00	303.82
P	6	80.56	1.97	15.86	0.00	1.60	0.00	0.00	0.00	11.15
P	6	12.34	9.09	13.10	0.00	2.22	0.00	0.00	0.00	
P	6	8.98	0.22	1.77	0.00	0.18	0.00	0.00	0.00	

TOTAL	1984.25	65.93	367.95	13.12	219.82	73.61	0.00	0.00	2724.68	
TOT X	72.83	2.42	13.50	0.48	8.07	2.70	0.00	0.00		

STATION 5
 TOTAL TRIPS

18SEP73

STANDISH STA 6 OLD 476 GENERAL PURPOSE SUMMARY

PAGE 1

STATION NUMBER = 6

EXIT-ENT STATION = 01 TO 06

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	261.83	1.15	93.25	1.21	38.49	25.95	0.00	0.00	421.88
	62.06	0.27	22.10	0.29	9.12	6.15	0.00	0.00	26.61
	21.57	2.72	42.04	8.45	69.46	100.00	0.00	0.00	
R	16.64	0.07	5.93	0.08	2.45	1.65	0.00	0.00	
I 2	60.66	1.21	10.53	1.24	2.00	0.00	0.00	0.00	75.64
	80.20	1.60	13.92	1.64	2.64	0.00	0.00	0.00	4.81
P	5.00	2.86	4.75	8.66	3.61	0.00	0.00	0.00	
	3.85	0.08	0.67	0.08	0.13	0.00	0.00	0.00	
P 3	176.70	0.00	27.59	0.00	1.71	0.00	0.00	0.00	206.00
	85.78	0.00	13.39	0.00	0.83	0.00	0.00	0.00	13.09
	14.55	0.00	12.44	0.00	3.09	0.00	0.00	0.00	
U	11.23	0.00	1.75	0.00	0.11	0.00	0.00	0.00	
R 4	258.39	29.21	20.55	9.16	8.84	0.00	0.00	0.00	335.15
	77.10	8.72	8.82	2.73	2.64	0.00	0.00	0.00	21.30
P	21.28	69.09	13.32	63.97	15.95	0.00	0.00	0.00	
	16.42	1.86	1.88	0.58	0.56	0.00	0.00	0.00	
O 5	380.49	9.49	45.15	1.47	3.04	0.00	0.00	0.00	439.68
	86.55	2.16	10.27	0.33	0.69	0.00	0.00	0.00	27.94
	31.34	22.45	20.36	10.27	5.49	0.00	0.00	0.00	
E	24.18	0.60	2.87	0.09	0.19	0.00	0.00	0.00	
	75.95	1.22	15.72	1.24	1.33	0.00	0.00	0.00	95.48
	79.56	1.28	16.47	1.30	1.39	0.00	0.00	0.00	6.07
	6.26	2.89	7.09	8.66	2.40	0.00	0.00	0.00	
	4.83	0.08	1.00	0.08	0.08	0.00	0.00	0.00	

TOTAL	1214.02	42.28	221.79	14.32	55.41	25.95	0.00	0.00	1573.77
TOT %	77.14	2.69	14.09	0.91	3.52	1.65	0.00	0.00	

STATION 6
THROUGH TRIPS

STATION NUMBER 6

EXIT-ENT STATION TO

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
T 1	326.05	0.00	84.60	1.37	35.55	17.96	0.00	0.00	465.53
T 1	70.04	0.00	18.17	0.29	7.64	3.86	0.00	0.00	35.15
R	31.70	0.00	36.66	100.00	93.04	100.00	0.00	0.00	
R	24.62	0.00	6.39	0.10	2.63	1.36	0.00	0.00	
I 2	112.51	0.00	27.35	0.00	0.00	0.00	0.00	1.28	141.14
P 2	79.72	0.00	19.38	0.00	0.00	0.00	0.00	0.91	10.66
P	10.94	0.00	11.85	0.00	0.00	0.00	0.00	100.00	
P	8.49	0.00	2.06	0.00	0.00	0.00	0.00	0.10	
P 3	320.35	0.00	71.45	0.00	2.66	0.00	0.00	0.00	394.46
P 3	81.21	0.00	18.11	0.00	0.67	0.00	0.00	0.00	29.78
U	31.15	0.00	30.96	0.00	6.94	0.00	0.00	0.00	
U	24.19	0.00	5.39	0.00	0.20	0.00	0.00	0.00	
R 4	9.06	1.56	2.93	0.00	0.00	0.00	0.00	0.00	13.55
P 4	66.86	11.51	21.62	0.00	0.00	0.00	0.00	0.00	1.02
P	0.88	24.04	1.27	0.00	0.00	0.00	0.00	0.00	
P	0.68	0.12	0.22	0.00	0.00	0.00	0.00	0.00	
D 5	164.65	4.93	18.22	0.00	0.00	0.00	0.00	0.00	187.80
S 5	87.67	2.63	9.70	0.00	0.00	0.00	0.00	0.00	14.18
E	16.01	75.96	7.89	0.00	0.00	0.00	0.00	0.00	
E	12.43	0.37	1.38	0.00	0.00	0.00	0.00	0.00	
6	95.85	0.00	26.25	0.00	0.00	0.00	0.00	0.00	122.10
6	78.50	0.00	21.50	0.00	0.00	0.00	0.00	0.00	9.22
6	9.32	0.00	11.37	0.00	0.00	0.00	0.00	0.00	
6	7.24	0.00	1.98	0.00	0.00	0.00	0.00	0.00	

TOTAL	1028.47	6.49	230.80	1.37	38.21	17.96	0.00	1.28	1324.56
TOT %	77.64	0.49	17.42	0.10	2.83	1.36	0.00	0.10	

STATION 6
TERMINAL TRIPS

STANDISH STA 6 OLD 476 GENERAL PURPOSE SUMMARY

STATION NUMBER = 6
 EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	587.88	1.15	177.85	2.58	74.04	43.91	0.00	0.00	887.41
	1	66.25	0.13	20.04	0.29	8.34	4.95	0.00	0.00	30.62
		26.22	2.36	39.30	16.44	79.09	100.00	0.00	0.00	
R		20.28	0.04	6.14	0.09	2.55	1.51	0.00	0.00	
I	2	173.17	1.21	37.88	1.24	2.00	0.00	0.00	1.28	216.78
	2	79.88	0.56	17.47	0.57	0.92	0.00	0.00	0.59	7.48
P		7.72	2.48	8.37	7.90	2.14	0.00	0.00	100.00	
		5.97	0.04	1.31	0.04	0.07	0.00	0.00	0.04	
P	3	497.05	0.00	99.04	0.00	4.37	0.00	0.00	0.00	600.46
	3	82.78	0.00	16.49	0.00	0.73	0.00	0.00	0.00	20.72
		22.17	0.00	21.88	0.00	4.67	0.00	0.00	0.00	
U		17.15	0.00	3.42	0.00	0.15	0.00	0.00	0.00	
R	4	267.45	30.77	32.48	9.16	8.84	0.00	0.00	0.00	348.70
	4	76.70	8.82	9.31	2.63	2.54	0.00	0.00	0.00	12.03
P		11.93	63.09	7.18	58.38	9.44	0.00	0.00	0.00	
		9.23	1.06	1.12	0.32	0.31	0.00	0.00	0.00	
O	5	545.14	14.42	63.37	1.47	3.04	0.00	0.00	0.00	627.44
	5	86.88	2.30	10.10	0.23	0.48	0.00	0.00	0.00	21.65
		24.31	29.57	14.00	9.37	3.25	0.00	0.00	0.00	
E		18.81	0.50	2.19	0.05	0.10	0.00	0.00	0.00	
	6	171.80	1.22	41.97	1.24	1.33	0.00	0.00	0.00	217.56
	6	78.97	0.56	19.29	0.57	0.61	0.00	0.00	0.00	7.51
		7.66	2.50	9.27	7.90	1.42	0.00	0.00	0.00	
		5.93	0.04	1.45	0.04	0.05	0.00	0.00	0.00	

TOTAL		2242.49	46.77	452.59	15.69	93.62	43.91	0.00	1.28	2898.35
TOT %		77.37	1.68	15.62	0.54	3.23	1.51	0.00	0.04	

STATION 6
 TOTAL TRIPS

FORM NUMBER

EXIT-ENT STATION

VEHICLE TYPE

RANGES	2		3		4		5		6		7		8		TOTAL TOT %
	1	2	1	2	1	2	1	2	1	2	1	2	1	2	
T	1	1294.72	8.28	463.33	22.16	294.73	351.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2836.49
	1	53.22	0.34	19.02	0.91	12.10	14.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.07
		17.95	1.83	43.88	17.24	63.22	89.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
R		13.34	0.09	4.77	0.23	3.03	3.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
I	2	457.82	7.82	78.04	4.64	3.95	1.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	553.53
	2	82.71	1.41	14.10	0.84	0.71	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.69
P		6.34	1.73	7.39	3.61	0.85	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		4.71	0.08	0.80	0.05	0.04	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
P	3	469.78	3.71	70.89	1.61	1.97	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	548.67
	3	85.59	0.58	12.92	0.29	0.36	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.65
U		6.50	0.82	6.71	1.25	0.42	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		4.83	0.04	0.73	0.02	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
R	4	2083.45	288.96	130.58	77.98	114.52	24.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2720.35
	4	74.59	10.62	4.80	2.87	4.21	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.99
P		28.84	63.97	12.37	60.66	24.56	6.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		21.43	2.97	1.34	0.80	1.18	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
O	5	2427.80	123.16	248.75	19.21	41.21	6.45	2.32	0.00	0.00	0.00	0.00	0.00	0.00	2888.90
	5	84.62	4.29	8.67	0.67	1.44	0.22	0.08	0.00	0.00	0.00	0.00	0.00	0.00	29.51
S		33.61	27.26	23.56	14.94	8.84	1.65	100.00	0.00	0.00	0.00	0.00	0.00	0.00	
E		24.98	1.27	2.56	0.20	0.42	0.07	0.02	0.00	0.00	0.00	0.00	0.00	0.00	
	6	484.47	19.80	64.32	2.95	9.85	6.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	592.11
	6	82.50	3.34	10.86	0.50	1.66	1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.09
		6.70	4.38	6.09	2.29	2.11	1.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		5.03	0.20	0.66	0.03	0.10	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTAL		7224.04	451.73	1055.91	128.55	466.23	391.47	2.32	0.00	0.00	0.00	0.00	0.00	0.00	9720.25
TOT %		74.32	4.65	10.86	1.32	4.80	4.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	

TOTAL AREA THROUGH TRIPS

FORM NUMBER = 6

EXIT-ENT STATION = TO

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1	1982.47	10.14	536.60	6.52	412.20	112.04	0.00	0.00	3059.97
	1	64.79	0.33	17.54	0.21	13.47	3.66	0.00	0.00	39.05
		32.79	21.45	46.08	52.08	92.18	96.20	0.00	0.00	
R		25.30	0.13	6.85	0.08	5.26	1.43	0.00	0.00	
I	2	794.49	7.14	139.13	0.00	16.90	1.85	0.00	1.28	960.79
	2	82.69	0.74	14.48	0.00	1.76	0.19	0.00	0.13	12.26
P		13.14	15.10	11.95	0.00	3.78	1.59	0.00	100.00	
		10.14	0.09	1.78	0.00	0.22	0.02	0.00	0.02	
P	3	1404.33	11.58	270.50	3.58	6.83	0.00	0.00	0.00	1696.82
	3	82.76	0.68	15.94	0.21	0.40	0.00	0.00	0.00	21.66
		23.23	24.49	23.23	28.59	1.53	0.00	0.00	0.00	
U		17.92	0.15	3.45	0.05	0.09	0.00	0.00	0.00	
R	4	85.92	8.26	9.94	1.20	0.00	0.00	0.00	0.00	105.32
	4	81.58	7.84	9.44	1.14	0.00	0.00	0.00	0.00	1.34
P		1.42	17.47	0.85	9.58	0.00	0.00	0.00	0.00	
		1.10	0.11	0.13	0.02	0.00	0.00	0.00	0.00	
D	5	1058.81	7.66	94.74	1.22	1.85	1.00	0.00	0.00	1165.28
S	5	90.86	0.66	8.13	0.10	0.16	0.09	0.00	0.00	14.87
		17.51	16.20	9.14	9.74	0.41	0.86	0.00	0.00	
E		13.51	0.10	1.21	0.02	0.02	0.01	0.00	0.00	
	6	720.13	2.50	113.62	0.00	9.40	1.58	0.00	0.00	847.23
	6	85.00	0.30	13.41	0.00	1.11	0.19	0.00	0.00	10.81
		11.91	5.29	9.76	0.00	2.10	1.36	0.00	0.00	
		9.19	0.03	1.45	0.00	0.12	0.02	0.00	0.00	

TOTAL		6046.15	47.28	1164.53	12.52	447.18	116.47	0.00	1.28	7835.41
TOT %		77.16	0.60	14.86	0.16	5.71	1.49	0.00	0.02	

TOTAL AREA
TERMINAL TRIPS

FORM NUMBER = 6

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGFS		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1	3279.19	18.42	999.93	28.68	706.93	463.31	0.00	0.00	5496.46 31.31
		59.66	0.34	18.19	0.52	12.86	8.43	0.00	0.00	
		24.71	3.69	45.03	20.33	77.39	91.21	0.00	0.00	
R		18.68	0.10	5.70	0.16	4.03	2.64	0.00	0.00	
I	2	1252.31	14.96	217.17	4.64	20.85	3.11	0.00	1.28	1514.32 8.63
	2	82.70	0.99	14.34	0.31	1.38	0.21	0.00	0.08	
	P	9.44	3.00	9.78	3.29	2.28	0.61	0.00	100.00	
		7.13	0.09	1.24	0.03	0.12	0.02	0.00	0.01	
P	3	1874.11	15.29	341.39	5.19	8.80	0.91	0.00	0.00	2245.69 12.79
	3	83.45	0.68	15.20	0.23	0.39	0.04	0.00	0.00	
	U	14.12	3.06	15.37	3.68	0.96	0.18	0.00	0.00	
		10.68	0.09	1.94	0.03	0.05	0.01	0.00	0.00	
R	4	2169.37	297.22	140.52	79.18	114.52	24.86	0.00	0.00	2825.67 16.10
	4	74.77	10.52	4.97	2.80	4.05	0.88	0.00	0.00	
	P	16.35	59.56	6.33	56.13	12.54	4.89	0.00	0.00	
		12.36	1.69	0.80	0.45	0.65	0.14	0.00	0.00	
D	5	3486.61	130.82	343.49	20.43	43.06	7.45	2.32	0.00	4034.18 22.98
	5	86.43	3.24	8.51	0.51	1.07	0.18	0.06	0.00	
	S	26.27	26.22	15.47	14.48	4.71	1.47	100.00	0.00	
		19.86	0.75	1.26	0.12	0.25	0.04	0.01	0.00	
E	6	1208.60	22.30	177.94	2.95	19.25	8.30	0.00	0.00	1439.38 8.20
	6	83.97	1.55	12.36	0.20	1.34	0.58	0.00	0.00	
		9.11	4.47	8.11	2.09	2.11	1.63	0.00	0.00	
		6.88	0.13	1.01	0.02	0.11	0.05	0.00	0.00	

TOTAL		13270.19	499.01	2220.44	141.07	913.01	507.94	2.32	1.28	17555.66
TOT %		75.59	2.84	12.65	0.80	5.20	2.89	0.01	0.01	

TOTAL AREA
TOTAL TRIPS

USE OF TRIP LENGTH FREQUENCY DISTRIBUTIONS

A portion of a trip length frequency distribution graph is on the following page. The vertical axis represents travel time in tens of minutes while the horizontal axis is the percent of trips traveling this particular length of time. For example, 3299 trips or 42.645 percent of the total were approximately 30 minutes or less is 375,866.

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

TRIP LENGTH FREQUENCY DISTRIBUTION

	P.C.	CUM.	ACTI
1.....	30.326	30.326	21
2.....	2.898	33.224	7
3.....	42.685	75.909	31
4.....	7.407	83.316	3
5.....	3.270	86.586	
6.....	3.775	90.361	
7.....	0.932	91.293	
8.....	1.370	92.663	
9.....	0.776	93.439	
10.....	2.081	95.520	
11.....	0.375	95.895	
12.....	0.355	96.250	
13.....	0.608	96.858	
14.....	0.503	97.361	
15.....	0.335	97.696	
16.....	0.168	97.864	
17.....	0.297	98.161	
18.....	0.155	98.316	
19.....	0.490	98.806	
20.....	0.194	98.999	
21.....	0.220	99.219	
22.....	0.271	99.490	
23.....	0.626	99.116	
24.....	0.052	99.168	
25.....	0.052	99.220	
26.....	0.000	99.220	
27.....	0.026	99.246	
28.....	0.039	99.285	
29.....	0.000	99.285	
30.....	0.026	99.311	
31.....	0.026	99.337	
32.....	0.013	99.350	
33.....	0.039	99.389	
34.....	0.000	99.389	
35.....	0.000	99.389	
36.....	0.026	99.415	
37.....	0.000	99.415	
38.....	0.000	99.415	
39.....	0.000	99.415	
40.....	0.013	99.428	
41.....	0.000	99.428	
42.....	0.000	99.428	
43.....	0.000	99.428	
44.....	0.026	99.454	
45.....	0.000	99.454	
46.....	0.026	99.480	
47.....	0.039	99.519	
48.....	0.000	99.519	
49.....	0.052	99.571	
50.....	0.000	99.571	
51.....	0.000	99.571	
52.....	0.000	99.571	
53.....	0.000	99.571	
54.....	0.000	99.571	
55.....	0.000	99.571	
56.....	0.000	99.571	
57.....	0.000	99.571	
58.....	0.000	99.571	

A-10

	0	4	8	12	16	20	24	28	32	36	40	44	48	52	56	60	64	68	72	76	80	P.C.	CUM.	ACTUAL
1.....																						3.879	3.879	3
2.....																						78.017	81.897	72
3.....																						5.065	86.961	47
4..																						0.662	87.623	6
5.....																						5.496	93.319	51
6..																						0.754	94.073	7
7....																						2.586	96.659	23
8.																						0.108	96.767	1
9..																						0.539	97.306	5
10.																						0.108	97.414	1
11.																						0.216	97.629	2
12.																						0.000	97.629	0
13.																						0.108	97.737	1
14.																						0.323	98.060	3
15.																						0.323	98.384	3
16..																						0.431	98.815	4
17.																						0.000	98.815	0
18..																						0.647	99.461	6
19.																						0.000	99.461	0
20.																						0.108	99.569	1
21.																						0.000	99.569	0
22.																						0.000	99.569	0
23.																						0.000	99.569	0
24.																						0.108	99.677	1
25.																						0.108	99.784	1
26.																						0.000	99.784	0
27.																						0.000	99.784	0
28.																						0.000	99.784	0
29.																						0.000	99.784	0
30.																						0.000	99.784	0
31.																						0.000	99.784	0
32.																						0.000	99.784	0
33.																						0.000	99.784	0
34.																						0.000	99.784	0
35.																						0.000	99.784	0
36.																						0.000	99.784	0
37.																						0.000	99.784	0
38.																						0.108	99.892	1
39.																						0.000	99.892	0
40.																						0.000	99.892	0
41.																						0.000	99.892	0
42.																						0.000	99.892	0
43.																						0.108	100.000	1

REMAINING VALUES ARE ALL ZERO

NUMBER OF OBSERVATIONS= 928 SUM= 2629. MEAN= 2.833 VAR= 9.529 SD= 3.087

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

25 EP73

STANDISH STA 2 TRIP LENGTH FREQUENCY DISTRIBUTION

P 2

	0	8	12	16	20	24	28	32	36	40	44	48	52	56	60	64	68	72	76	80	
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	P.C.	CUM.	ACTUAL
	0.297	0.297	26
	7.226	7.523	633
	6.142	13.664	538
	0.845	14.509	74
	3.174	17.683	278
	0.639	18.322	56
	3.950	22.272	346
	6.153	28.425	539
	6.176	34.600	541
	3.790	38.390	332
	3.037	41.427	266
	3.196	44.623	280
	3.425	48.048	300
	3.356	51.404	294
	1.107	52.511	97
	4.064	56.575	356
	2.865	59.441	251
	3.162	62.603	272
	3.014	65.616	264
	1.347	66.963	118
	7.763	74.726	680
	1.210	75.936	106
	2.511	78.447	220
	3.128	81.575	274
	3.493	85.068	306
	1.610	86.678	141
	1.027	87.705	90
	3.276	90.982	287
	0.685	91.667	60
	1.324	92.991	116
	1.005	93.995	66
	0.400	94.395	35
	0.662	95.057	56
	0.251	95.308	22
	0.856	96.164	75
	0.331	96.495	29
	0.080	96.575	7
	0.137	96.712	12
	0.046	96.758	4
	0.137	96.895	12
	0.274	97.169	24
	0.217	97.386	19
	0.183	97.568	16
	0.103	97.671	9
	0.091	97.763	8
	0.000	97.763	0
	0.057	97.820	5
	0.160	97.979	14
	0.285	98.264	25
	0.306	98.570	27
	0.160	98.730	14
	0.217	98.947	19
	0.023	98.970	7
	0.148	99.118	14
	0.000	99.118	0
	0.000	99.118	0

62.	0.057	99.578	5
63.	0.000	99.578	0
64.	0.011	99.579	1
65.	0.023	99.612	2
66.	0.000	99.612	0
67.	0.057	99.669	5
68.	0.000	99.669	0
69.	0.000	99.669	0
70.	0.000	99.669	0
71.	0.000	99.669	0
72.	0.080	99.749	7
73.	0.046	99.795	4
74.	0.000	99.795	0
75.	0.000	99.795	0
76.	0.000	99.795	0
77.	0.000	99.795	0
78.	0.000	99.795	0
79.	0.091	99.886	8
80.	0.034	99.920	3
81.	0.023	99.943	2
82.	0.000	99.943	0
83.	0.000	99.943	0
84.	0.000	99.943	0
85.	0.023	99.956	2
86.	0.000	99.956	0
87.	0.011	99.977	1
88.	0.000	99.977	0
89.	0.000	99.977	0
90.	0.000	99.977	0
91.	0.000	99.977	0
92.	0.000	99.977	0
93.	0.000	99.977	0
94.	0.023	100.000	2

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 8760

SUM= 139066.

MEAN= 15.875

VAR= 122.693

SD= 11.077

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

	0	10	15	20	25	30	35	40	45	50	55	65	70	75	80	85	90	95	100	
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P.C.	CUM.	ACTUAL
6.570	6.570	686
9.208	15.774	601
2.692	18.467	302
1.188	19.656	124
7.628	27.279	796
2.126	29.604	222
4.713	34.518	513
5.325	39.843	556
5.785	45.628	604
4.930	50.158	473
2.509	52.667	262
2.865	55.512	297
2.576	58.088	269
3.611	61.699	377
1.168	62.868	122
3.429	66.296	358
2.806	69.103	293
2.279	71.382	238
2.519	73.901	263
1.360	75.261	142
4.980	80.241	520
1.264	81.506	132
1.743	83.249	182
2.921	86.170	305
2.030	88.200	212
1.197	89.398	125
0.852	90.250	89
2.663	92.913	276
0.699	93.612	73
0.565	94.177	59
0.613	94.790	64
0.498	95.288	52
0.412	95.700	43
0.297	95.997	31
0.728	96.724	76
0.220	96.945	23
0.192	97.136	20
0.201	97.337	21
0.153	97.491	16
0.125	97.615	12
0.077	97.692	8
0.163	97.855	17
0.115	97.970	12
0.057	98.027	6
0.096	98.123	10
0.182	98.305	19
0.038	98.343	4
0.105	98.448	11
0.163	98.611	17
0.077	98.688	8
0.144	98.832	15
0.067	98.899	7
0.115	99.014	12
0.067	99.081	7
0.182	99.263	19
0.019	99.282	2
0.038	99.320	4
0.000	99.320	0
0.096	99.416	10
0.05	99.466	6
0.057	99.523	6

STATION 4

64.
 65.
 66. PAV
 67.
 68. ZONES = 547
 69. FID = 1
 70. MAXP = 255
 71. PAVX = 255
 72. DETA = 10
 73. DETA = 1
 74. DETA = 547
 75. DETA 1 SKIM TREE NO. 101

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 81. JTT
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 83. TTTA = F
 84. TTTF = F
 85. TTT = F
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 92. FCT
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 95. DETA 1 = 547

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REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS = 10441

SUM = 141442. MEAN = 13.547 VAR = 126,392 SD = 11.242

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

0.000	99.646	0
0.000	99.646	0
0.000	99.646	0
0.019	99.665	2
0.000	99.665	0
0.000	99.665	0
0.000	99.665	0
0.000	99.665	0
0.019	99.684	2
0.010	99.694	1
0.019	99.713	2
0.019	99.732	2
0.010	99.741	1
0.000	99.741	0
0.125	99.866	13
0.000	99.866	0
0.019	99.885	2
0.000	99.885	0
0.000	99.885	0
0.019	99.904	2
0.000	99.904	0
0.000	99.904	0
0.029	99.933	3
0.000	99.933	0
0.010	99.943	1
0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
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0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
0.000	99.943	0
0.019	99.962	2
0.000	99.962	0
0.019	99.981	2
0.000	99.981	0
0.019	100.000	2

	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	
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	P.C.	CUM.	ACTUAL
1.....	18.743	18.743	495
2.....	22.681	41.424	599
3.....	1.363	42.787	36
4.....	6.058	48.845	160
5.....	10.148	58.993	268
6.....	2.726	61.719	72
7.....	3.446	65.165	91
8.....	3.294	68.459	87
9.....	1.931	70.390	51
10.....	2.688	73.078	71
11.....	1.704	74.782	45
12.....	1.817	76.600	48
13.....	2.083	78.682	55
14.....	1.742	80.424	46
15.....	1.287	81.711	34
16.....	1.666	83.378	44
17.....	1.666	85.044	44
18.....	2.234	87.278	59
19.....	1.742	89.019	46
20.....	0.644	89.663	17
21.....	1.628	91.291	43
22.....	0.379	91.670	10
23.....	0.492	92.162	13
24.....	0.984	93.147	26
25.....	0.947	94.093	25
26.....	0.795	94.888	21
27.....	0.379	95.267	10
28.....	0.492	95.759	13
29.....	0.833	96.592	22
30.....	0.341	96.933	9
31.....	0.417	97.349	11
32.....	0.303	97.652	8
33.....	0.303	97.955	6
34.....	0.189	98.145	5
35.....	0.417	98.561	11
36.....	0.076	98.637	2
37.....	0.076	98.713	2
38.....	0.076	98.788	2
39.....	0.038	98.826	1
40.....	0.000	98.826	0
41.....	0.076	98.902	2
42.....	0.038	98.940	1
43.....	0.114	99.053	3
44.....	0.038	99.091	1
45.....	0.038	99.129	1
46.....	0.038	99.167	1
47.....	0.000	99.167	0
48.....	0.000	99.167	0
49.....	0.038	99.205	1
50.....	0.038	99.243	1
51.....	0.000	99.243	0
52.....	0.038	99.281	1
53.....	0.000	99.281	0
54.....	0.076	99.356	2
55.....	0.151	99.508	4
56.....	0.038	99.546	1
57.....	0.000	99.546	0
58.....	0.038	99.583	1
59.....	0.000	99.583	0
60.....			

STATION 5

62.	0.000	99.811	0
63.	0.076	99.755	2
64.	0.038	99.773	1
65.	0.000	99.773	0
66.	0.038	99.811	1
67.	0.000	99.811	0
68.	0.000	99.811	0
69.	0.000	99.811	0
70.	0.000	99.811	0
71.	0.000	99.811	0
72.	0.000	99.811	0
73.	0.000	99.811	0
74.	0.000	99.811	0
75.	0.000	99.811	0
76.	0.151	99.962	4
77.	0.000	99.962	0
78.	0.000	99.962	0
79.	0.000	99.962	0
80.	0.000	99.962	0
81.	0.038	100.000	1

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 2441 SUM= 21571. MEAN= 8.168 VAR= 92.497 SD= 9.618

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

0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	
1.																					
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59.																					

P.C.	CUM.	ACTUAL
0.731	0.731	21
40.063	40.794	1151
5.499	46.293	158
0.174	46.467	5
15.037	61.504	432
2.576	64.079	74
2.576	66.655	74
2.541	69.196	73
4.629	73.825	133
2.402	76.227	69
1.392	77.619	40
0.278	77.898	8
1.357	79.255	39
1.671	80.926	48
0.801	81.726	23
1.636	83.362	47
0.661	84.024	19
1.288	85.312	37
1.392	86.704	40
0.696	87.400	20
2.854	90.254	82
0.313	90.567	9
1.044	91.612	30
1.079	92.691	31
1.253	93.944	36
0.635	94.779	24
0.487	95.266	14
0.592	95.858	17
0.801	96.659	23
0.244	96.902	7
0.487	97.389	14
0.627	98.016	18
0.209	98.225	6
0.035	98.260	1
0.813	98.573	9
0.104	98.677	3
0.070	98.747	2
0.035	98.782	1
0.035	98.817	1
0.383	99.199	11
0.000	99.199	0
0.070	99.269	2
0.278	99.546	8
0.000	99.546	0
0.000	99.546	0
0.000	99.546	0
0.035	99.582	1
0.000	99.582	0
0.000	99.582	0
0.104	99.687	3
0.000	99.687	0
0.000	99.687	0
0.000	99.687	0
0.070	99.756	2
0.104	99.861	3
0.035	99.896	1
0.000	99.896	0
0.000	99.896	0

STATION 6

62.
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0	99.930	0
0.000	99.930	0
0.000	99.896	0
0.035	99.930	1
0.000	99.930	0
0.000	99.930	0
0.000	99.930	0
0.000	99.930	0
0.000	99.930	0
0.000	99.930	0
0.000	99.930	0
0.000	99.930	0
0.000	99.930	0
0.035	99.965	1
0.000	99.965	0
0.000	99.965	0
0.035	100.000	1

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS = 2873

SUM = 23427.

MEAN = 8.154

VAR = 82.760

SD = 9.097

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

25SEP73

STANDISH TOTAL AREA TRIP LENGTH FREQUENCY DISTRIBUTION

	0	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	P.C.	UN.	ACTUAL	
1.....																					11.124	11.124	1967	
2.....																						23.023	34.148	4071
3.....																						4.696	39.085	666
4.....																						1.482	40.527	262
5.....																						8.070	48.597	1427
6.....																						1.634	50.232	282
7.....																						3.218	53.450	569
8.....																						3.812	57.262	674
9.....																						3.987	61.249	705
10.....																						2.952	64.201	522
11.....																						1.787	65.988	316
12.....																						1.974	67.962	349
13.....																						1.985	69.947	351
14.....																						2.307	72.254	408
15...																						0.894	73.148	158
16.....																						2.421	75.568	428
17.....																						1.883	77.452	333
18.....																						1.815	79.267	321
19.....																						1.838	81.105	325
20...																						0.933	82.038	165
21.....																						3.863	85.901	683
22...																						0.775	86.676	137
23.....																						1.301	87.976	230
24.....																						1.832	89.809	324
25.....																						1.691	91.500	299
26...																						0.894	92.393	158
27...																						0.616	93.010	109
28.....																						1.708	94.718	302
29..																						0.543	95.261	96
30..																						0.554	95.815	98
31..																						0.503	96.318	89
32..																						0.356	96.675	63
33..																						0.351	97.025	62
34.																						0.181	97.206	32
35..																						0.503	97.710	89
36.																						0.175	97.885	31
37.																						0.085	97.970	15
38.																						0.113	98.083	20
39.																						0.068	98.151	12
40.																						0.113	98.264	20
41.																						0.090	98.354	16
42.																						0.113	98.467	20
43.																						0.130	98.597	23
44.																						0.062	98.660	11
45.																						0.057	98.716	10
46.																						0.085	98.801	15
47.																						0.023	98.824	4
48.																						0.074	98.897	13
49.																						0.130	99.027	23
50.																						0.102	99.129	18
51.																						0.085	99.214	15
52.																						0.074	99.287	13
53.																						0.040	99.327	7
54.																						0.068	99.395	12
55.																						0.102	99.497	18
56.																						0.011	99.508	2
57.																						0.023	99.531	4
58.																						0.051	99.581	7
59.																						0.034	99.615	6

TOTAL AREA

62.	0.028	99.700	9
63.	0.023	99.723	4
64.	0.017	80	3
65.	0.011	99.751	2
66.	0.006	99.757	1
67.	0.028	99.785	5
68.	0.000	99.785	0
69.	0.000	99.785	0
70.	0.000	99.785	0
71.	0.000	99.785	0
72.	0.017	99.802	3
73.	0.017	99.819	3
74.	0.006	99.825	1
75.	0.006	99.830	1
76.	0.023	99.853	4
77.	0.006	99.859	1
78.	0.000	99.859	0
79.	0.062	99.921	11
80.	0.011	99.932	2
81.	0.017	99.949	3
82.	0.000	99.949	0
83.	0.000	99.949	0
84.	0.006	99.955	1
85.	0.006	99.960	1
86.	0.000	99.967	0
87.	0.011	99.972	2
88.	0.000	99.972	0
89.	0.006	99.977	1
90.	0.000	99.977	0
91.	0.000	99.977	0
92.	0.000	99.977	0
93.	0.000	99.977	0
94.	0.006	99.983	1
95.	0.000	99.983	0
96.	0.000	99.983	0
97.	0.000	99.983	0
98.	0.000	99.983	0
99.	0.000	99.983	0
100.	0.000	99.983	0
101.	0.000	99.983	0
102.	0.000	99.983	0
103.	0.000	99.983	0
104.	0.000	99.983	0
105.	0.000	99.983	0
106.	0.000	99.983	0
107.	0.000	99.983	0
108.	0.006	99.989	1
109.	0.000	99.989	0
110.	0.006	99.994	1
111.	0.000	99.994	0
112.	0.006	100.000	1

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 17682

SUM= 182082.

MEAN= 10.298

VAR= 115.437

SD= 10.744

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

APPENDIX B

