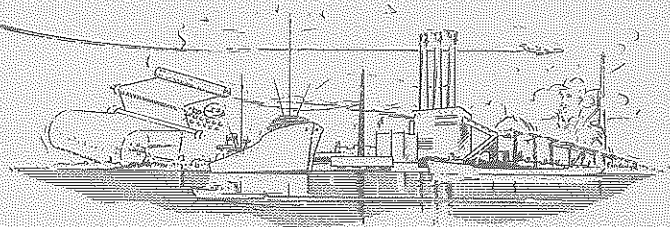


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MONROE METROPOLITAN AREA TRANSPORTATION STUDY

COMPARATIVE ANALYSIS
MONROE STUDY
EXTERNAL ORIGIN-DESTINATION
OCT, 1973

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COMPARATIVE ANALYSIS
MONROE STUDY
EXTERNAL ORIGIN-DESTINATION
OCT, 1973

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MICHIGAN DEPARTMENT OF STATE HIGHWAYS

In Cooperation with:

U.S. Department of Transportation
Federal Highway Administration

Comparative Analysis
Monroe Study
External Origin-Destination
1962-1971

Bureau of Transportation Planning
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JOHN P. WOODFORD, STATE HIGHWAY DIRECTOR

October 9, 1973

Mr. Sam F. Cryderman
Engineer of Transportation Planning
Bureau of Transportation Planning

Dear Mr. Cryderman:

The Transportation Survey and Analysis Section of the Bureau of Transportation Planning is pleased to present this comparative analysis of the External Origin-Destination Studies taken in 1962 and 1971 for the Monroe Study Area. This publication fulfills a requirement of the Federal Highway Administration in regard to Phase I of this study.

The enclosed report documents the study by comparing desire lines, through trips, classification of vehicles, station counts and high one, two and three hour periods.

We would like to extend our appreciation to the City of Monroe, Monroe County Planning Commission, and the Monroe County Road Commission for their cooperation during this study.

This report was prepared by David B. Houts, Highway Transportation Analyst of the Southeast Area Analysis Unit, which is supervised by Kenneth E. Underwood.

Sincerely,

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

Keith E. Bushnell
Engineer of Transportation
Survey and Analysis Section



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INTRODUCTION

The scheduling of an interstate business connection, from I-75, to downtown Monroe, in the Michigan Department of State Highways Second Five Year Construction Program, (1962-1967) resulted in the initiation of a major highway planning study, for the Monroe area in 1962.

The study culminated in 1965, with the publication of the "Monroe State Highway Plan". The plan recommended the realignment of M-50, with an interchange at I-75, to provide for improved east-west state trunkline service, to the Monroe Area, and to serve as a more direct interstate business connection, to the Central Business District of Monroe.

Although the recommendations were developed on a co-operative basis, and approved by the City Planning Commission, the recommendations were not acceptable to the Monroe City Council. Since agreement with the City of Monroe could not be reached, additional study was considered necessary, and the project was re-scheduled for 1977.

Traffic has increased at a much more rapid rate than was anticipated in the original study, and in a number of instances, existing traffic has already exceeded the projected 1982 volumes. This factor, combined with the age of the original study, resulted in the Monroe City Council rejecting the use of the 1962 study as a basis for making a decision on M-50.

The purpose of this study is to re-evaluate the recommendations for M-50, presented in the "Monroe State Highway Plan" and "Engineering Report 1664".

In order to achieve the aforementioned goal, it was decided to conduct another External Origin Destination Study to determine whether the external travel patterns have changed from the 1962 Origin - Destination Study findings:

The following pages contain the results of this study, and attempts to analyze the results of the most recent study, along with those of the study conducted in 1962.

SUMMARY

The 1971 Origin-Destination Study, revealed that although there was some shifting in the travel patterns between 1962 and 1971, the overall travel desires have remained basically the same as those observed in the study conducted in 1962.

The shifts which were observed, occurred in areas where new traffic generators have developed since the original study. These are the K-Mart and Bargain City Shopping Centers on Monroe Street (US-25 North) and the Monroe County Community College, located on Raisinville Road, west of the cordon line.

Even though these changes have occurred, the basic desires of travel, in the Monroe Study Area, are predominately to zones south of the Raisin River.

Another point of interest revealed in this study, is that through north-south traffic has shown decreases at the following stations:

- (1) Station 1, Telegraph Road (US-24 North)
- (2) Station 2, Monroe Street (US-25 North)
- (3) Station 4, Monroe Street (US-25 South)
- (4) Station 5, Telegraph Road (US-24 North)

Through east-west traffic has shown increases at the following stations:

- (1) Station 3, North Dixie Highway (M-50 Northeast)
- (2) Station 6, South Custer Road (M-50 West)

All six trunkline stations exhibited dramatic increases in cordon trips, (trips originating or terminating within the cordon line) ranging from thirty-five to one hundred nine percent. This indicates a continued desire of trunkline traffic to use the City of Monroe as a terminal.

DESIRE LINE ANALYSIS

It was felt by this analyst that one of the most revealing comparisons which could be made between the 1962 and 1971 External Origin-Destination Studies would be a comparison of the Desire Lines. It was felt that this would give some definite indications of the traffic desires in the Monroe area and would indicate to us if through traffic desires were increasing or declining.

This analysis was done on both a station by station basis and a total station basis. In compiling this information the 1962 study was used as a base and the 1971 information was assembled in the same format. This information was then comparatively analyzed in the text and through illustrations.

Information displayed in the Tables is as follows:

- (1) Zones in order of rank contributing to the top 50% of total trips including non-trunkline trips through each trunkline station.
- (2) Breakdown of top 50% located north and south of River Raisin.
- (3) 1962-1971 Cordon Trip Increases.

The results of this analysis are contained on the following pages.

DESIRE LINE ANALYSIS

Station 1 (US-24 North)

Seven of the ten zones which ranked in the top 50.9 percent of the 1962 Origin-Destination Study were repeated in the eleven zones making up 50.2 percent of the External Origin-Destination Study, taken in 1971. These zones in order of their 1971 rank are; 77, 56, 76, 25, 75, 34 and 80. (See Table 1).

The three zones which dropped out of the top 50.2 percent in the 1971 study are 36, 38 and 79. Zone 36 increased from 70 trips to 87 trips and ranked twelveth out of the sixty nine zones. Zone 38 dropped from 114 trips to 61 trips and ranked twenty first while zone 79 dropped from 85 trips to 84 trips and ranked thirteenth.

The four zones ranking in the top 50.2 percent of the 1971 study which were not in the 50.9 percent of the 1962 study are zones 33, 55, 74 and 78. Zone 33 increased from 60 trips in 1962 to 135 trips in 1971 and ranked ninth out of the eleven zones comprising 50.2 percent of the cordon trips. Zone 55 increased from 50 trips in 1962 to 183 trips in 1971 to rank sixth; zone 74 increased from 49 trips to 126 trips to rank tenth and zone 78 increased from 40 trips to 102 trips to rank eleventh.

In the 1962 study 25.5 percent of the cordon trips occurring in the top 50.9 percent were related to zones south of the River Raisin and 25.4 percent were related to zones north of the river. In the 1971 study 22.6 percent of the cordon trips occurring in the top 50.2 percent were related to zones south of the river and 27.6 percent were related to zones north of the river. (See Table 1)

The overall increase in cordon trips from 1962 to 1971 was from 2,561 trips to 4,371 trips or 1,810 trips an increase of seventy one percent through station 1.

TABLE 1
STATION 1 (US-24 NORTH)

RANK	1962			1971		
	ZONE	TRIPS	% OF CORDON TRIPS	ZONE	TRIPS	% OF CORDON TRIPS
1	*25	180	7.0	77	376	8.6
2	77	179	7.0	*56	298	6.8
3	*56	167	6.5	76	235	5.4
4	80	153	6.0	*25	205	4.7
5	76	136	5.3	75	187	4.3
6	*34	123	4.8	*55	183	4.2
7	*38	114	4.5	80	180	4.1
8	75	98	3.8	*34	169	3.8
9	79	85	3.3	*33	135	3.1
10	*36	70	2.7	74	126	2.9
11				78	102	2.3
TOTAL		1305	50.9		2196	50.2

25.5% South of River Raisin

22.6% South of River Raisin

25.4% North of River Raisin

27.6% North of River Raisin

1962-1971 Cordon Trip Increase

2561 71%

4371

Includes 303 Non-Trunkline
through trips

Includes 590 Non-Trunkline
through trips

* Zones South of River Raisin

Station 5 (US-24 South)

Seven of the ten zones which ranked in the top 51.0 percent of the 1962 Origin-Destination Study were repeated in the thirteen zones making up 50.0 percent of the External Origin-Destination Study taken in 1971. These zones in order of their rank are; 25, 77, 56, 53, 76, 75 and 38. (See Table 2). The three zones which dropped out of the top 50.0 percent in the 1971 study are 33, 51 and 52. Zone 33 decreased from 152 trips to 95 trips and ranked sixteenth, zone 51 dropped from 111 trips to 49 trips and ranked thirty-fifth while zone 52 dropped from 166 trips to 87 trips and ranked eighteenth.

The six zones ranking in the top 50.0 percent of the 1971 study which were not in the 51.0 percent of the 1962 study are; 34, 36, 54, 55, 81 and 82. Zone 34 increased from 152 trips in 1962 to 154 trips in 1971 and ranked ninth out of the thirteen zones comprising 50.0 percent of the cordon trips. Zone 36 increased from 45 trips to 123 trips to rank twelveth, zone 54 increased from 41 trips to 122 trips to rank thirteenth, zone 55 increased from 111 trips to 209 trips to rank fifth, zone 81 increased from 18 trips to 161 trips to rank eighth and zone 82 increased from 10 trips to 203 trips to rank sixth.

In the 1962 study 37.9 percent of the cordon trips occurring in the top 51.0 percent were related to zones south of the River Raisin and 13.1 percent related to zones north of the river. In the 1971 study 31.7 percent of the cordon trips occurring in the top 50.0 percent were related to zones south of the river and 18.3 percent were related to zones north of the river. (See Table 2). The total

increase in cordon trips which included non-trunkline through trips was from 2,790 trips in 1962 to 5,328 trips in 1971 or an increase of 2,538 trips or of ninety one percent.

TABLE 2

STATION 5 (US-24 SOUTH)

RANK	ZONE	1962		1971		
		TRIPS	% OF CORDON TRIPS	ZONE	TRIPS	% OF CORDON TRIPS
1	*25	248	8.9	*25	428	8.0
2	*56	214	7.7	77	291	5.5
3	77	186	6.7	*56	290	5.5
4	*52	166	5.9	*53	215	4.0
5	*33	152	5.4	*55	209	3.9
6	*51	111	4.0	82	203	3.8
7	76	98	3.5	76	170	3.2
8	*38	91	3.2	81	161	3.0
9	75	80	2.9	*34	154	2.9
10	*35	77	2.8	75	151	2.8
11				*38	149	2.8
12				*36	123	2.3
13				*54	122	2.3
TOTAL		1423	51.0		2666	50.0
37.9% South of River Raisin				31.7%	South of River Raisin	
13.1% North of River Raisin				18.3%	North of River Raisin	

1962-1971 Cordon Trip Increase

2790

91%

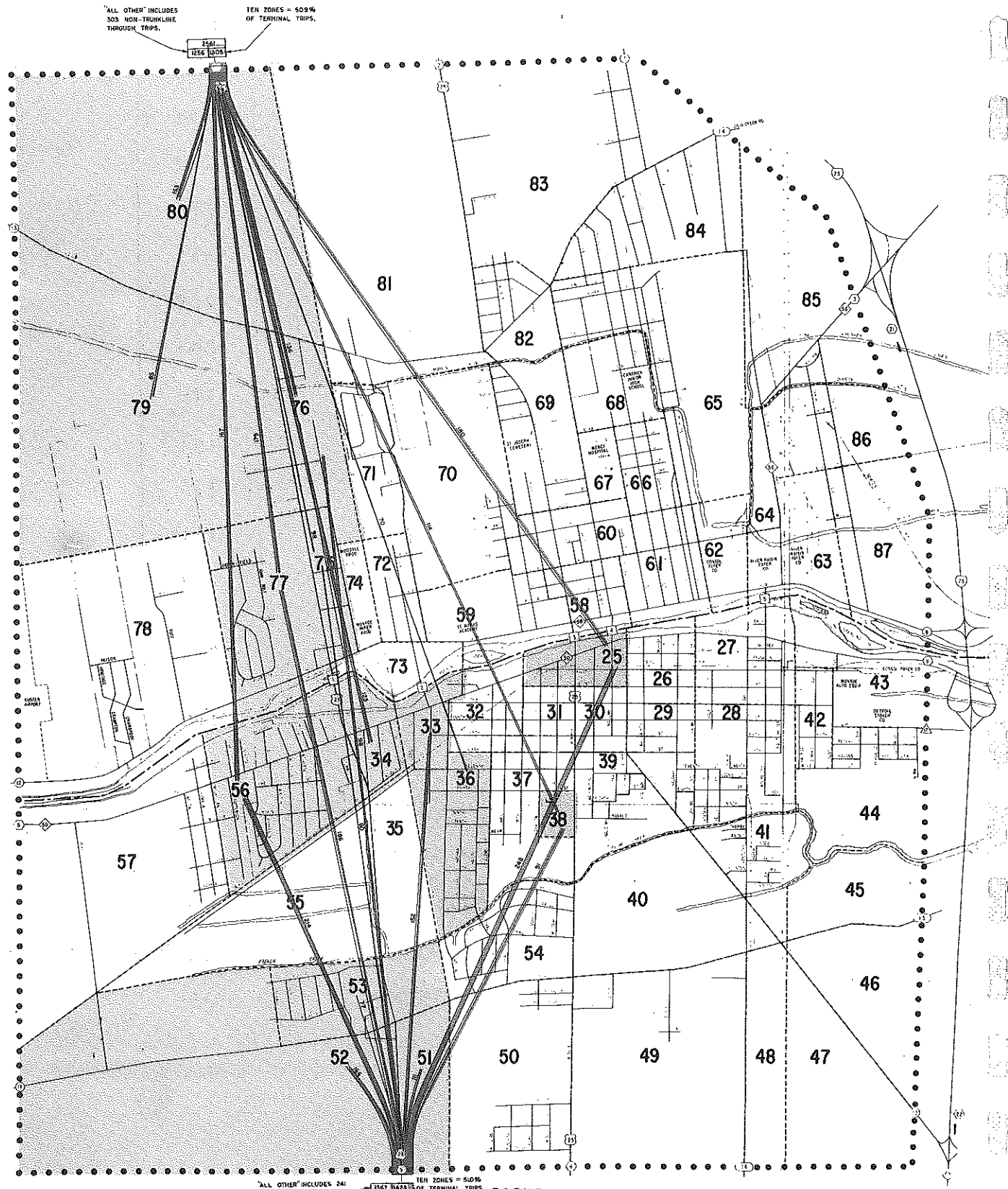
5328

Includes 241 Non-Trunkline
through trips

Includes 384 Non-Trunkline
through trips

* Zones South of River Raisin

MONROE AREA TRAFFIC STUDY 1962



"ALL OTHER" INCLUDES 303 NON-TRUNKLINE THROUGH TRIPS.

TEN ZONES = 509% OF TERMINAL TRIPS.

"ALL OTHER" INCLUDES 241 HIGH TRUNKLINE THROUGH TRIPS.

TEN ZONES = 510% OF TERMINAL TRIPS.

LEGEND

TRAFFIC BETWEEN US 24 NORTH, US 24 SOUTH AND THE PRINCIPAL ZONES OF ATTRACTION, SUMMER WEEKDAY 1962.

- ● ● AREA LIMITS
- ○ ○ CITY LIMITS
- - - ZONE LIMITS
- [] BLOCK LIMITS
- - - SCREEN LINE
- SCREEN LINE POINTS

- ▨ TRIPS TO PRINCIPAL ZONES
- ▨ TRIPS TO "ALL OTHER" ZONES

- ⊙ 24 HOUR INTERVIEW STATION
- ⊙ 16 HOUR INTERVIEW STATION
- ⊙ 8 HOUR INTERVIEW STATION
- △ STATION NOT OPERATED
- 25% APPROX. 24 HOUR TRAFFIC VOLUME
- 25 0-0 ZONE NUMBER



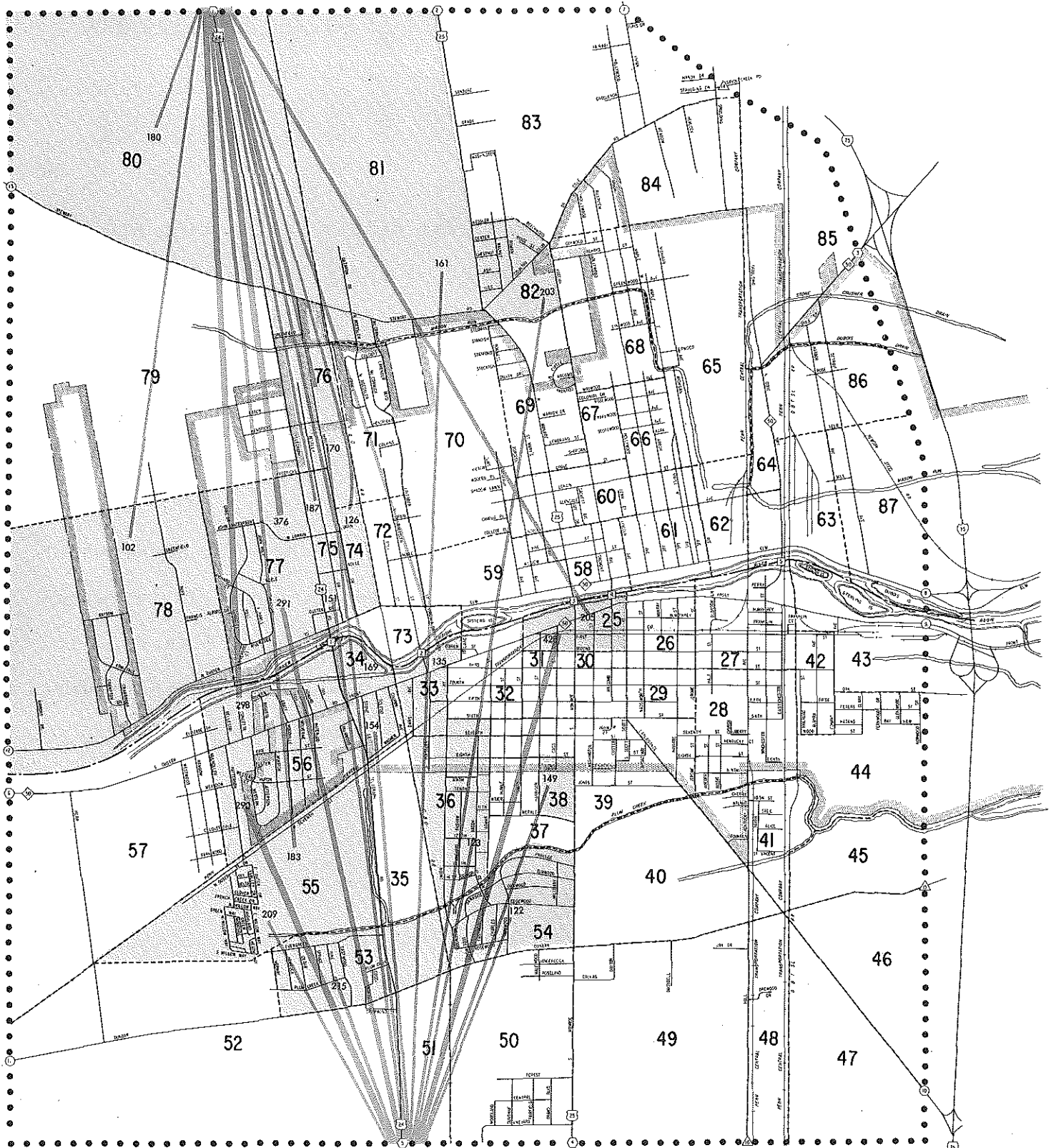
MONROE AREA TRAFFIC STUDY

1971

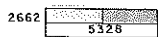
ALL OTHER INCLUDES
590 NON TRUNKLINE
THROUGH TRIPS



11 ZONES = 50.2%
OF TERMINAL TRIPS



ALL OTHER INCLUDES
384 NON TRUNKLINE
THROUGH TRIPS

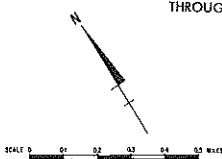


13 ZONES = 50.0%
OF TERMINAL TRIPS

LEGEND

- ● ● AREA LIMITS
- ▤ CITY LIMITS
- SCREEN LINE STATIONS
- SCREEN LINE
- Ⓢ 24 HOUR INTERVIEW STATION
- Ⓛ 14 HOUR INTERVIEW STATION
- Ⓜ STATION NOT OPERATED
- - - ZONE LIMITS

- THROUGH TRUNKLINE TRAFFIC
- "ALL OTHER" TRAFFIC



Station 2 (US-25 North)

Note: An error has been noted in the 1962 desire lines for Station 2. Zone 69 had 126 trips and should have been included in the top 51.6 percent. Zone 67 only had 70 trips and should not have appeared in the top 51.6 percent.

Nine of the ten zones which ranked in the top 51.6 percent of the 1962 Origin-Destination Study were repeated in the ten zones making up 57.7 percent of the External Origin-Destination Study taken in 1971. These zones in order of their 1971 rank are 81, 25, 82, 39, 58, 59, 83, 38 and 69. (See Table 3).

The zone which dropped out of the top 57.7 percent in the 1971 study was zone 60. Zone 60 dropped from 157 trips and a rank of ninth to 77 trips and a rank of thirtieth.

The zone occurring in the top 57.7 percent of the 1971 study which was not in the 51.6 percent in 1962 is zone 30. Zone 30 increased from 119 trips in 1962 to 193 trips in 1971 and ranked tenth. It should be noted that in 1971 only the top seven zones were required to accomplish 50.0 percent of the cordon trips.

In the 1962 study 27.7 percent of the cordon trips occurring in the top 51.6 percent were related to zones south of the River Raisin and 23.9 percent were related to zones north of the river. In the 1971 study 15.8 percent of the cordon trips occurring in the top 50.0 percent were related to zones south of the river and 34.2 percent were related to trips north of the river. (See Table 3). The overall increase in cordon trips from 1962 to 1971 was from 4,717 trips to 8,478 trips or 3,761 trips an increase of eighty percent through station 2.

TABLE 3

STATION 2 (US-25 NORTH)

RANK	ZONE	1962		1971		
		TRIPS	% OF CORDON TRIPS	ZONE	TRIPS	% OF CORDON TRIPS
1	*25	806	17.1	81	1243	14.7
2	*38	341	7.2	*25	1011	11.9
3	81	210	4.4	82	877	10.3
4	58	187	3.9	*39	331	3.9
5	59	170	3.6	58	268	3.2
6	*39	159	3.4	59	260	3.1
7	83	155	3.3	83	247	2.9 50.0
8	82	145	3.1	*38	236	2.8
9	60	137	2.9	69	222	2.6
10	69	126	2.7	*30	193	2.3
TOTAL		2436	51.6		4888	57.7

27.7% South of River Raisin

20.9% South of River Raisin

23.9% North of River Raisin

36.8% North of River Raisin

1962-1971 Cordon Trip Increase

4717

80%

8478

Includes 190 Non-Trunkline

Includes 261 Non-Trunkline

through trips

through trips

* Zones South of River Raisin

Station 4 (US-25 South)

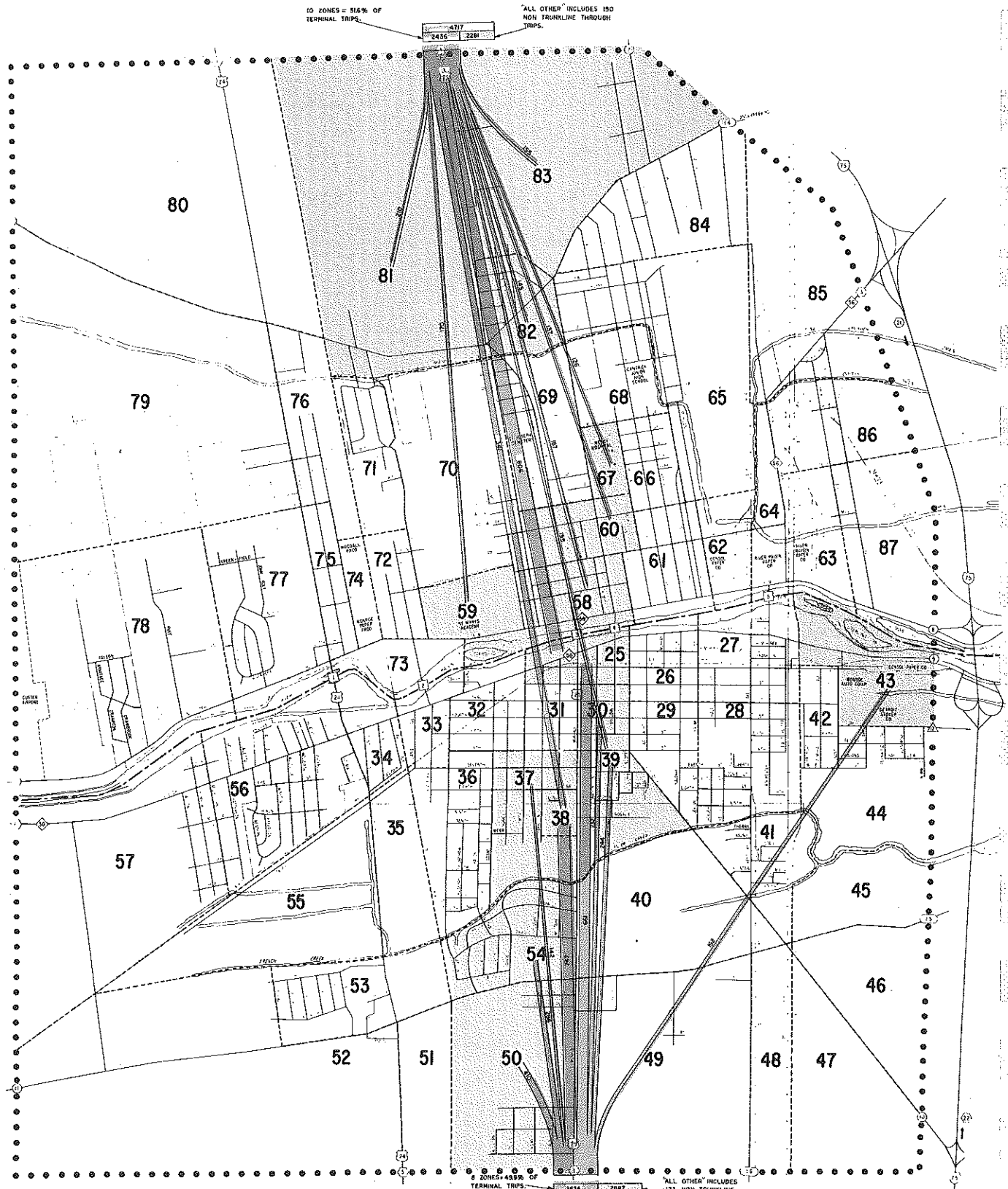
Six of the eight zones which ranked in the top 49.9 percent of the 1962 Origin-Destination Study were repeated in the eight zones making up 53.1 percent of the External Origin-Destination Study taken in 1971. These zones in order of their 1971 rank are 25, 38, 39, 50, 30, and 54. (See Table 4).

The two zones which dropped out of the 53.1 percent in the 1971 study are 37 and 43. Zone 37 increased from 142 trips in 1962 to 158 trips in 1971 but dropped from a rank of eighth in 1962 to twelveth in 1971. While zone 43 decreased from 142 trips in 1962 to 99 trips in 1971 and dropped in rank from seventh in 1962 to twenty-third in 1971. The two zones ranking in the top 53.1 percent in the 1971 study which were not ranked in the 49.9 percent in 1962 are 49 and 82. Zone 49 increased from 117 trips in 1962 to 398 trips in 1971 and ranked seventh out of the eight zones comprising 53.1 percent of the cordon trips, while zone 82 increased from 22 trips in 1962 to 242 trips in 1971 and ranked eighth. These increases would seem to be related to the new residential influence in zone 49 and K-Mart Shopping Center in zone 82.

In 1962 all eight zones of the top 49.9 percent of cordon trips fell south of the River Raisin while in 1971 the first seven zones comprising 50.0 percent of the trips fell south of the river and the eighth ranked zone or 3.1 percent fell north of the river. (See Table 4). The overall increase in cordon trips from 1962 to 1971 including non-trunkline through trips was from 5,761 trips to 7,825 trips or 2,064 trips an increase of thirty-six percent through station 4.

MONROE AREA TRAFFIC STUDY

1962



TRAFFIC BETWEEN US-25 NORTH, US-25 SOUTH AND THE PRINCIPAL ZONES OF ATTRACTION.
SUMMER WEEKDAY 1962.

- ● AREA LIMITS
- CITY LIMITS
- ZONE LIMITS
- BLOCK LIMITS
- SCREEN LINE
- SCREEN LINE POINTS

- ▨ TRIPS TO PRINCIPAL ZONES
- ▨ TRIPS TO "ALL OTHER" ZONES

- ⊙ 24 HOUR INTERVIEW STATION
- ⊙ 16 HOUR INTERVIEW STATION
- ⊙ 8 HOUR INTERVIEW STATION
- ⊙ STATION NOT OPERATED
- ⊙ APPROX. 24 HOUR TRAFFIC VOLUME
- 25 0-D ZONE NUMBER



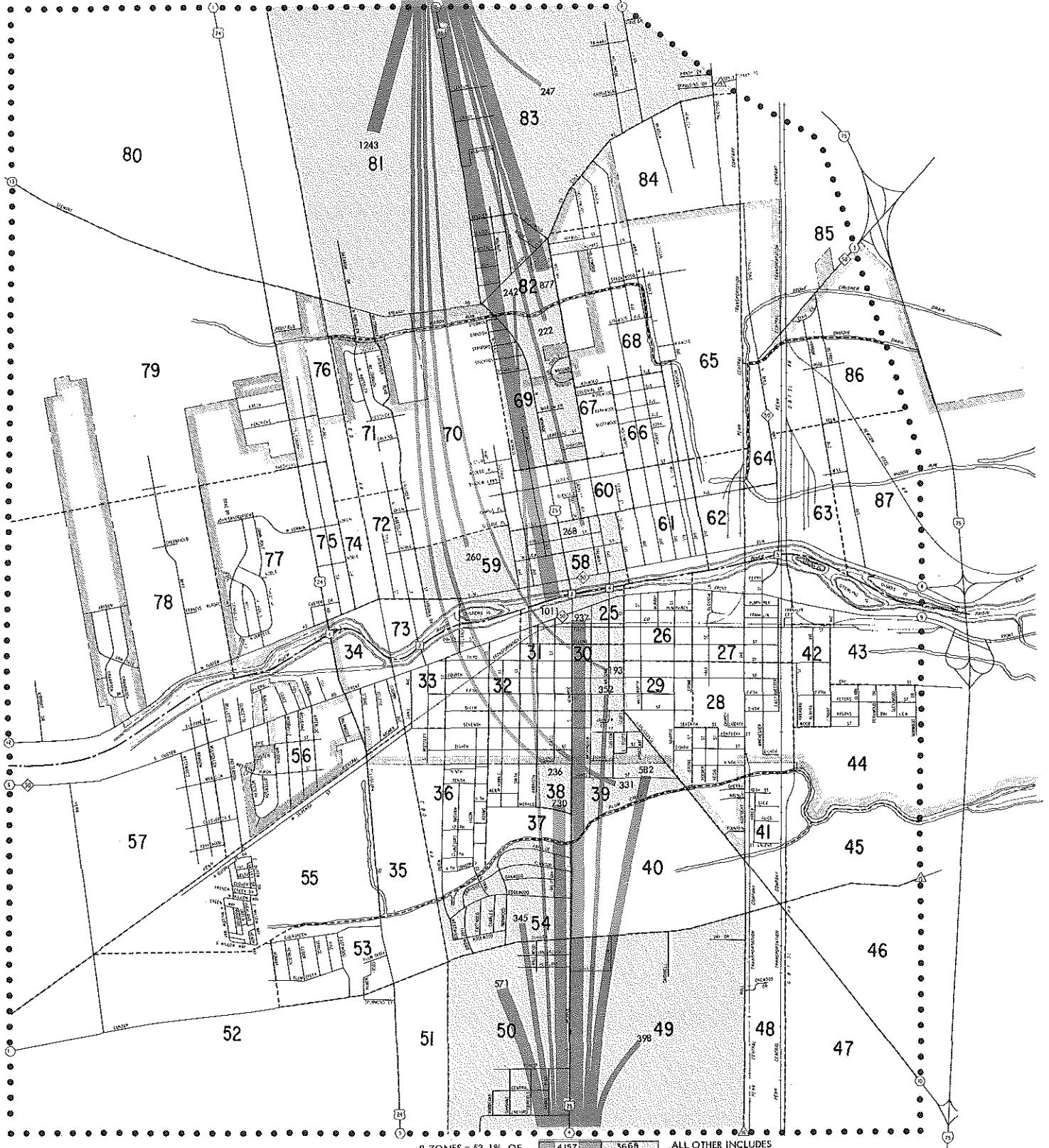
MONROE AREA TRAFFIC STUDY

1971

10 ZONES = 57.7% OF
TERMINAL TRIPS

8476
4888 3590

ALL OTHER INCLUDES
261 NON-TRUNKLINE
THROUGH TRIPS



8 ZONES = 53.1% OF
TERMINAL TRIPS

4157 3668
7825

ALL OTHER INCLUDES
263 NON-TRUNKLINE
THROUGH TRIPS

- ● ● AREA LIMITS
- ▭ CITY LIMITS
- SCREEN LINE STATIONS
- SCREEN LINE
- Ⓜ 24 HOUR INTERVIEW STATION
- Ⓟ 14 HOUR INTERVIEW STATION
- ⚠ STATION NOT OPERATED
- - - ZONE LIMITS

LEGEND

- THROUGH TRUNKLINE TRAFFIC
- "ALL OTHER" TRAFFIC



Station 3 (M-50 Northeast)

All nine zones which ranked in the top 50.0 percent of the 1962 Origin-Destination Study were repeated in the 51.3 percent (12 zones) of the External Origin-Destination Study taken in 1971. (See Table 5).

It should be noted that in 1971 it took twelve zones to accomplish 51.3 percent of the total cordon trips which would seem to indicate a greater dispersion of trips in the 1971 study.

In the 1962 study 32.4 percent of the cordon trips occurring in the top 50.0 percent were related to zones south of the River Raisin and 17.6 percent were related to zones north of the river.

In the 1971 study 30.0 percent of the cordon trips occurring in the top 51.3 percent were related to zones south of the river and 21.3 percent were related to zones north of the river. (See Table 5).

The overall increase in cordon trips from 1962 to 1971 was from 4,792 trips to 7,557 trips or 2,765 trips an increase of fifty - eight percent through station 3.

TABLE 5

STATION 3 (M-50 NORTHEAST)

RANK	1962			1971		
	ZONE	TRIPS	% OF CORDON TRIPS	ZONE	TRIPS	% OF CORDON TRIPS
1	*25	887	18.5	*25	1021	13.5
2	*38	333	6.9	85	372	4.9
3	63	212	4.4	58	324	4.3
4	*27	201	4.2	*27	308	4.1
5	61	179	3.7	*39	288	3.8
6	62	165	3.4	63	259	3.4
7	85	151	3.1	*38	253	3.4
8	58	147	3.0	61	232	3.1
9	*30	135	2.8	62	214	2.8
10				86	213	2.8
11				*28	198	2.6
12				*30	194	2.6
TOTAL		2400	50.0		3876	51.3

32.4% South of River Raisin

30.0% South of River Raisin

17.6% North of River Raisin

21.3% North of River Raisin

1962-1971 Cordon Trip Increase

4792 58%

7557

Includes 119 Non-Trunkline through trips

Includes 302 Non-Trunkline through trips

* Zones South of River Raisin

Station 6 (M-50 West)

Seven of the twelve zones which ranked in the top 49.0 percent of the 1962 Origin-Destination Study were repeated in the fourteen zones making up 50.3 percent of the External Origin-Destination Study taken in 1971. These zones in order of their 1971 rank are 25, 56, 39, 30, 38, 34 and 77. (See Table 6).

The five zones which dropped out of the top 50.3 percent in the 1971 study are; 33, 37, 58, 61 and 62. Zone 33 increased from 60 trips to 96 trips and twenty-fourth out of the sixty-nine zones. Zone 37 increased from 60 trips to 107 trips and ranked sixteenth, zone 58 increased from 60 trips to 107 trips and ranked fifteenth, zone 61 decreased from 93 trips to 62 trips and dropped in rank to thirty-sixth and zone 62 increased from 69 trips to 101 trips and ranked twenty second.

The seven zones ranking in the top 50.3 percent of the 1971 study which were not in the 49.0 percent in 1962 are zones 26, 27, 54, 55, 67, 81 and 82. Zone 26 increased from 41 trips in 1962 to 123 trips in 1971 and ranked twelveth out of fourteen zones comprising 50.3 percent of the cordon trips. Zone 27 increased from 54 trips in 1962 to 119 trips in 1971 to rank thirteenth; zone 54 increased from 34 trips to 124 trips to rank eleventh; zone 55 increased from 58 trips to 184 trips to rank seventh; zone 67 increased from 14 trips to 115 trips to rank fourteenth; zone 81 increased from 16 trips to 147 trips to rank ninth and zone 82 increased from 15 trips to 189 trips to rank sixth.

In the 1962 study 39.6 percent of the cordon trips through station 6, occurring in the top 49.0 percent were related to zones south of the River Raisin and 9.4 percent were related to zones north of the river.

In the 1971 study 41.0 percent of the cordon trips occurring in the top 50.3 percent were related to zones south of the river and 9.3 percent were related to zones north of the river (Table 6).

The total increase in cordon trips which included non-trunkline through trips was from 3,039 trips in 1962 to 6,371 trips in 1971 or an increase of 3,332 trips or of one hundred ten percent.

TABLE 6

STATION 6 (M-50 WEST)

RANK	1962			1971		
	ZONE	TRIPS	% OF CORDON TRIPS	ZONE	TRIPS	% OF CORDON TRIPS
1	*25	436	14.3	*25	787	12.4
2	*56	225	7.4	*56	414	6.5
3	*38	174	5.7	*39	250	3.9
4	*34	123	4.0	*30	246	3.9
5	61	93	3.1	*38	204	3.2
6	62	69	2.3	82	189	3.0
7	*39	64	2.1	*55	184	2.9
8	*30	63	2.1	*34	161	2.5
9	77	62	2.0	81	147	2.3
10	*33	60	2.0	77	142	2.2
11	*37	60	2.0	*54	124	1.9
12	58	60	2.0	*26	123	1.9
13				*27	119	1.9
14				67	115	1.8
TOTAL		1489	49.0		3205	50.3

39.6% South of River Raisin

41.0% South of River Raisin

9.4% North of River Raisin

9.3% North of River Raisin

1962-1971 Cordon Trip Increase

3039

110%

6371

Includes 224 Non-Trunkline
through trips

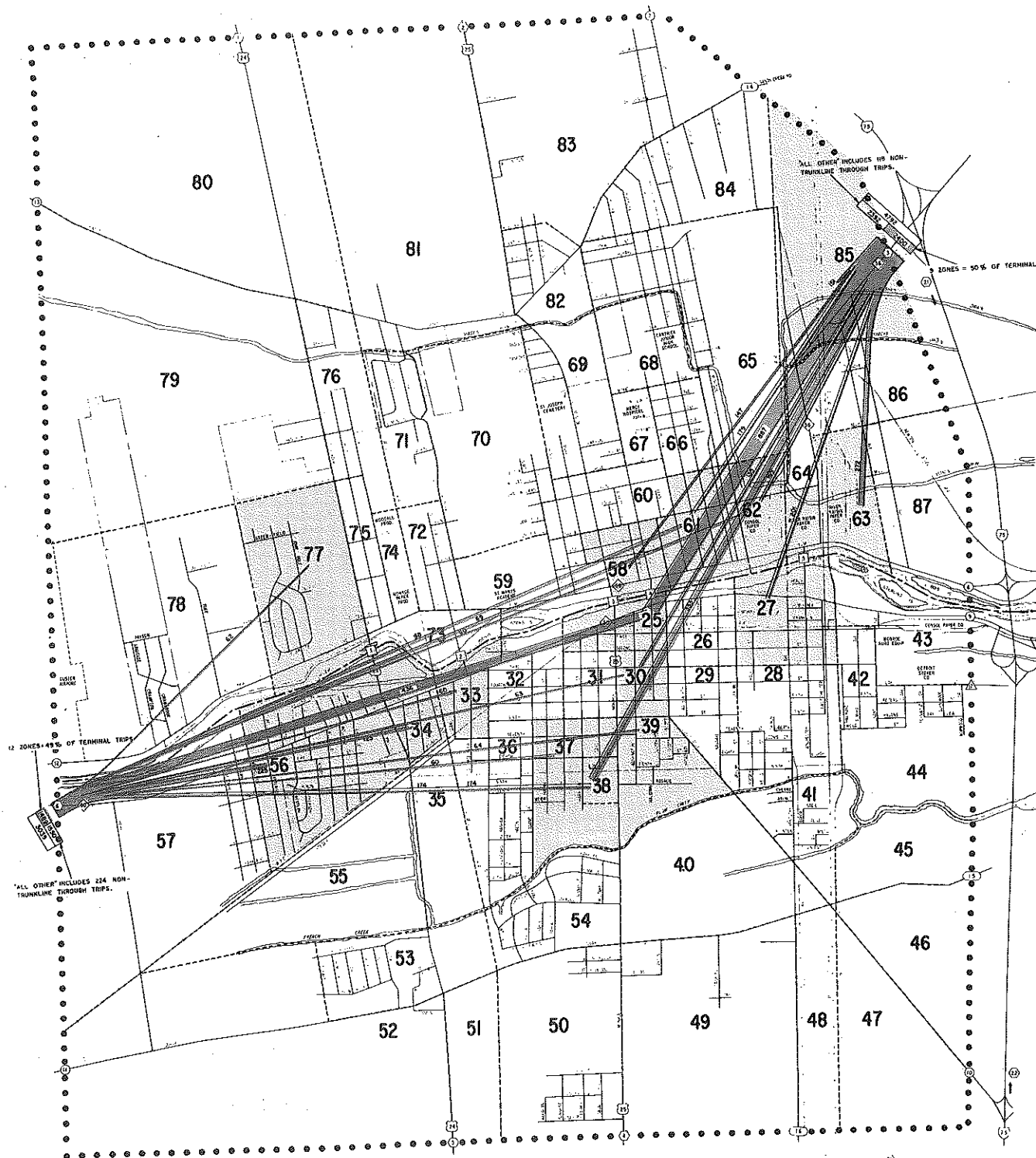
Includes 548 Non-Trunkline
through trips

* Zones South of River Raisin

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MONROE AREA TRAFFIC STUDY

1962



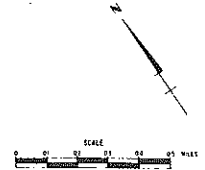
LEGEND

TRAFFIC BETWEEN M-50 E., M-56 W.
AND THE PRINCIPAL ZONES OF
ATTRACTION,
SUMMER WEEKDAY 1962.

- ● ● AREA LIMITS
- ○ ○ CITY LIMITS
- - - ZONE LIMITS
- □ □ BLOCK LIMITS
- - - SCREEN LINE
- ③ SCREEN LINE POINTS

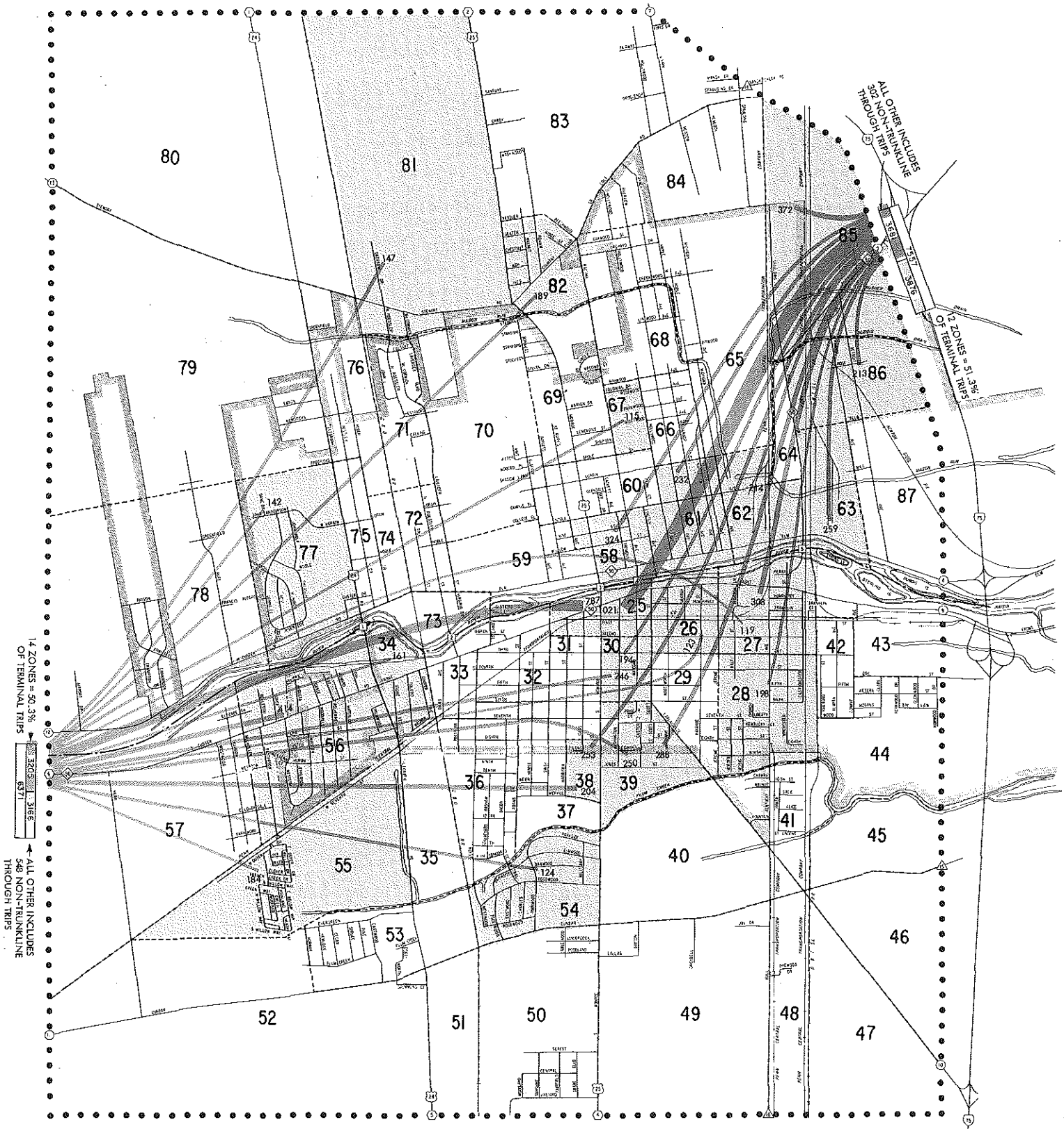
- ▨ TRIPS TO PRINCIPAL ZONES
- ▨ TRIPS TO ALL OTHER ZONES

- ⊙ 24 HOUR INTERVIEW STATION
- ⊙ 16 HOUR INTERVIEW STATION
- ⊙ 8 HOUR INTERVIEW STATION
- ⊙ STATION NOT OPERATED
- ⊙ APPROX. 24 HOUR TRAFFIC VOLUME
- 25 0-D ZONE NUMBER



MONROE AREA TRAFFIC STUDY

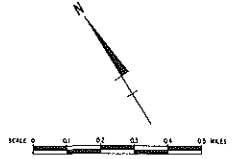
1971



14 ZONES = 50.3%
 3208 Terminal Trips
 338 Non-Trunkline Through Trips

ALL OTHER INCLUDES
 202 NON-TRUNKLINE
 THROUGH TRIPS

2 ZONES = 3.1%
 213 Terminal Trips
 513 Non-Trunkline Through Trips



- ● ● AREA LIMITS
- ▨ CITY LIMITS
- SCREEN LINE STATIONS
- SCREEN LINE
- ⊙ 24 HOUR INTERVIEW STATION
- ⊙ 14 HOUR INTERVIEW STATION
- ⊙ STATION NOT OPERATED
- - - ZONE LIMITS

- LEGEND
- THROUGH TRUNKLINE TRAFFIC
 - "ALL OTHER" TRAFFIC

Station 1-6 (US-24, US-25, M-50)

Nine of the fourteen zones which ranked in the top 51.6 percent of the 1962 Origin-Destination Study were repeated in the fourteen zones making up 50.1 percent of the External Origin-Destination Study taken in 1971. These zones in order of their rank are; 25, 39, 38, 56, 77, 30, 50, 58 and 27. (See Table 7).

The five zones which dropped out of the top 50.1 percent in the 1971 study are; 34, 43, 59, 61 and 62. Zone 34 increased from 585 trips to 681 trips and ranked sixteenth out of the sixty-nine zones. Zone 43 dropped from 536 trips to 331 trips and ranked thirty-ninth, zone 59 increased from 497 trips to 708 trips and ranked fifteenth, zone 61 increased from 588 trips to 605 trips and ranked twenty-second, while zone 62 increased from 474 trips to 590 trips and a rank at twenty-sixth.

The five zones ranking in the top 50.1 percent of the 1971 study which were not in this 51.6 percent of the 1962 study are zones 49, 54, 55, 81 and 82. Zone 49 increased from 197 trips in 1962 to 759 trips in 1971 to rank fourteenth of the fourteen zones comprising 50.1 percent of the cordon trips. Zone 54 increased from 503 trips to 976 trips to rank tenth, zone 55 increased from 285 trips to 786 trips to rank thirteenth, zone 81 increased from 286 trips to 1,848 trips to rank second and zone 82 increased from 218 trips to 1,694 trips to rank third.

In the 1962 study, 39.9 percent of the cordon trips occurring in the top 51.6 percent were related to zones south of the River Raisin and 11.7 percent were related to zone north of the river.

In the 1971 study 36.2 percent of the cordon trips occurring in the top 50.1 percent were related to zones south of the river and 13.9 percent were related to zones north of the river. (See Table 7). The overall increase in cordon trips from 1962 to 1971 was from 23,660 trips to 39,929 trips or 16,269 trips, an increase of sixty-nine percent.

TABLE 7

ALL TRUNKLINE STATIONS (US-24, US-25, M-50)

RANK	ZONE	1962		1971		
		TRIPS	% OF CORDON TRIPS	ZONE	TRIPS	% OF CORDON TRIPS
1	*25	3208	13.6	*25	4389	11.0
2	*38	1800	7.6	81	1848	4.6
3	*56	839	3.5	82	1694	4.2
4	*50	664	2.8	*39	1646	4.1
5	*39	653	2.8	*38	1633	4.1
6	77	634	2.7	*56	1295	3.2
7	*30	616	2.6	77	1123	2.8
8	61	588	2.5	*30	1119	2.8
9	*34	585	2.5	*50	976	2.5
10	58	563	2.4	*54	976	2.5
11	*27	559	2.3	58	935	2.3
12	*43	536	2.2	*27	839	2.1
13	59	497	2.1	*55	786	2.0
14	62	474	2.0	*49	759	1.9
TOTAL		12216	51.6	20018		50.1

39.9% South of River Raisin

36.2% South of River Raisin

11.7% North of River Raisin

13.9% North of River Raisin

1962-1971 Cordon Trip Increase

23660 69%

39929

Includes 1210 Non-Trunkline
through trips

Includes 2348 Non-Trunkline
through trips

* Zones South of River Raisin

THROUGH TRIPS

The total through trips increased from 9,266 trips in 1962, to 9,644 trips in 1971. (Table 8). This amounted to only 378 trips or 4.0 percent in nine years. This increase can be considered of little consequence so far as the overall impact on the study area is concerned. However, when each station is examined and analyzed individually, the findings become much more significant and indicate not only changes which have occurred in the past nine years, but also trends which may be expected in the future.

Station 1 and Station 3

Trips between these two stations increased from 7 trips in the 1962 study to 27 trips in the 1971 study. This increase is very insignificant and had very little influence on this analysis.

Station 1 and Station 4

Trips between these two stations increased from 42 trips in the 1962 study to 65 trips in the 1971 study and can also be considered to be of little significance in this analysis.

Station 1 and Station 5

These two stations exhibited a very dramatic decrease from 2,978 trips in the 1962 study to 1,576 trips in the 1971 study and would seem to reflect the influence of the I-75 freeway on north-south trips, which would tend to decrease through trips on this corridor.

Station 1 and Station 6

These two stations exhibited a very dramatic increase from 330 trips in the 1962 study to 1,357 trips in the 1971 study. This seems to reflect not only a normal growth of traffic between these stations but also reflects the effects of Monroe Community College which with a present enrollment of approximately 1700 students acts as a special generator for trips through station 6.

Station 2 and Station 3

The trips between these two stations increased from 7 trips in 1962 to 49 trips in 1971 and can be considered of little significance in the course of this study.

Station 2 and Station 4

The trips between these two stations has decreased dramatically from 511 trips in the 1962 study to 245 trips in the 1971 study, once again reflecting the influence of the I-75 freeway on north-south through traffic.

Station 2 and Station 5

The trips between these two stations increased from 49 trips in the 1962 study to 110 trips in the 1971 study and can be considered of little significance to this study.

Station 2 and Station 6

The interchange of through trips between these two stations has increased slightly faster than might be expected from 52 trips in the 1962 study to 145 trips in the 1971 study and can also

be assumed to be due to the influence of Monroe Community College.

Station 3 and Station 4

The interchange of through trips between these two stations decreased from 181 trips in the 1962 study to 148 trips in the 1971 study and can be considered to be of little significance to this study.

Station 3 and Station 5

The interchange of through trips between these two stations increased from 60 trips in the 1962 study to 147 trips in the 1971 study and can also be considered to be of little significance to this study.

Station 3 and Station 6

The interchange of through trips between these two stations has increased dramatically from 113 trips in the 1962 study to 511 trips in the 1971 study and seems to reflect the increased desire of traffic to connect with the I-75 freeway.

Station 4 and Station 6

The interchange of through trips between these two stations increased from 62 trips in the 1962 study to 116 trips in the 1971 study and can be considered to be of little significance to this study.

Station 5 and Station 6

The interchange of through trips between these two stations has increased slightly faster than might be expected from 241 trips in the 1962 study to 326 trips in the 1971 study and can be attributed primarily to the influences of Monroe Community College.

In conclusion the summation of through trips when analyzed on an individual external station to external station basis seems to indicate the following:

- (1) The north-south trips through the study area have decreased dramatically on the US-24, US-25 corridors from 1962 to 1971 and would seem to reflect the influence the I-75 freeway has had upon the study area.
- (2) The continued growth of Monroe Community College acting as a special traffic generator has had a tremendous influence on the increase in traffic on M-50 to the west.
- (3) The desire of traffic on M-50 to connect with the I-75 freeway has continued to grow since the original study of 1962.

TABLE 8

1962 Volumes

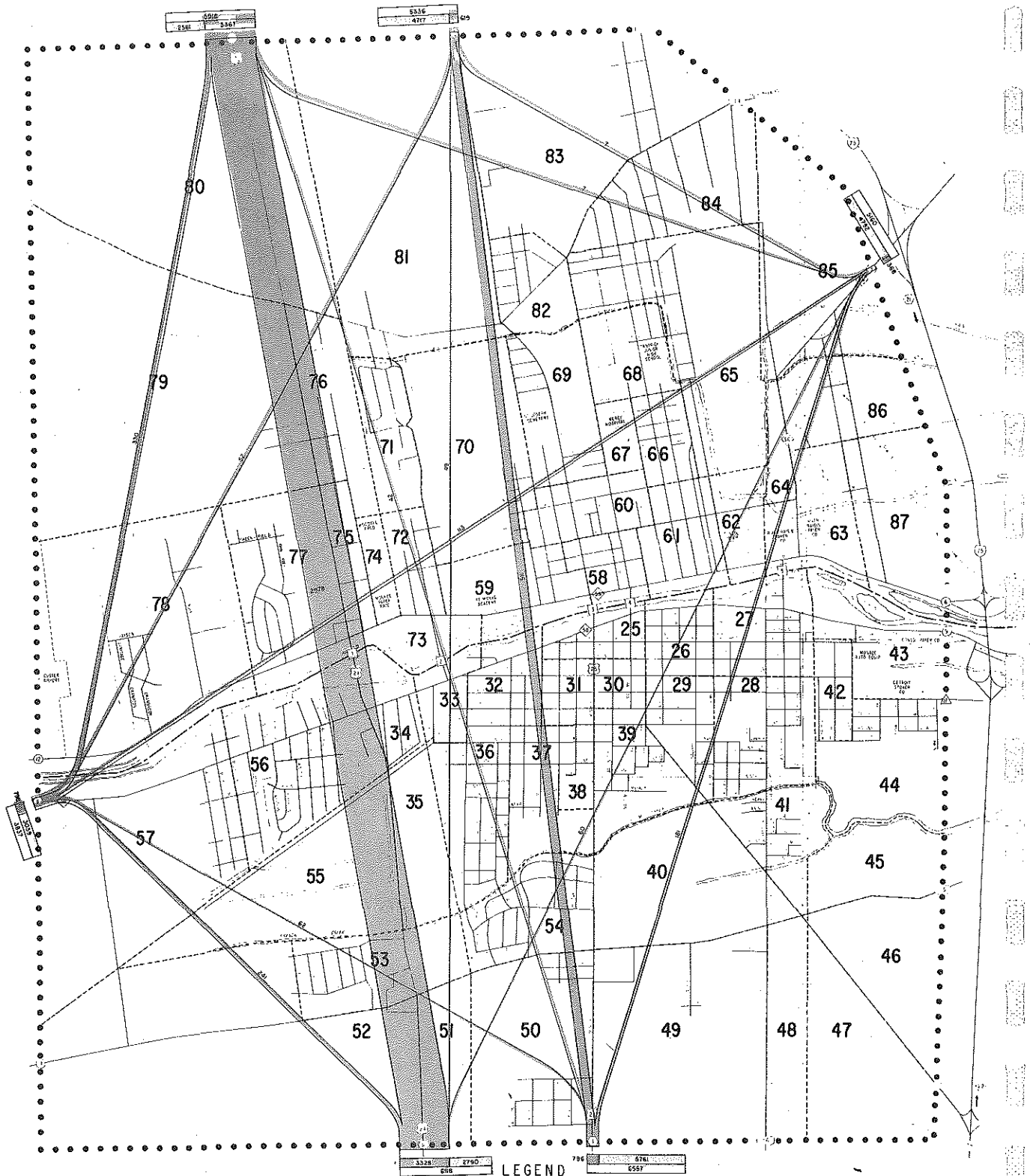
	TOTAL TRIPS	THRU TRIPS	CORDON TRIPS*
Station 1 (US-24 North)	5918	3357	2561
Station 2 (US-25 North)	5336	619	4717
Station 3 (M-50 N-E)	5160	368	4792
Station 4 (US-25 South)	6557	796	5761
Station 5 (US-24 South)	6118	3328	2790
Station 6 (M-50 West)	3837	798	3039
TOTAL	32926	9266	23660

1971 Volumes

	TOTAL TRIPS	THRU TRIPS	CORDON TRIPS*
Station 1 (US-24 North)	7396	3025	4371
Station 2 (US-25 North)	9027	549	8478
Station 3 (M-50 N-E)	8439	882	7557
Station 4 (US-25 South)	8399	574	7825
Station 5 (US-24 South)	7487	2159	5328
Station 6 (M-50 West)	8826	2455	6371
TOTAL	49574	9644	39930

*cordon trips include thru trips
from other than state trunklines

MONROE AREA TRAFFIC STUDY 1962



THROUGH TRAFFIC INTERCHANGE
BETWEEN STATE TRUNKLINES.
SUMMER WEEKDAY 1962

- ● AREA LIMITS
- CITY LIMITS
- ZONE LIMITS
- BLOCK LIMITS
- SCREEN LINE
- SCREEN LINE POINTS
- 77 EXTERNAL STATIONS.
- 63 O-D ZONES.

LEGEND

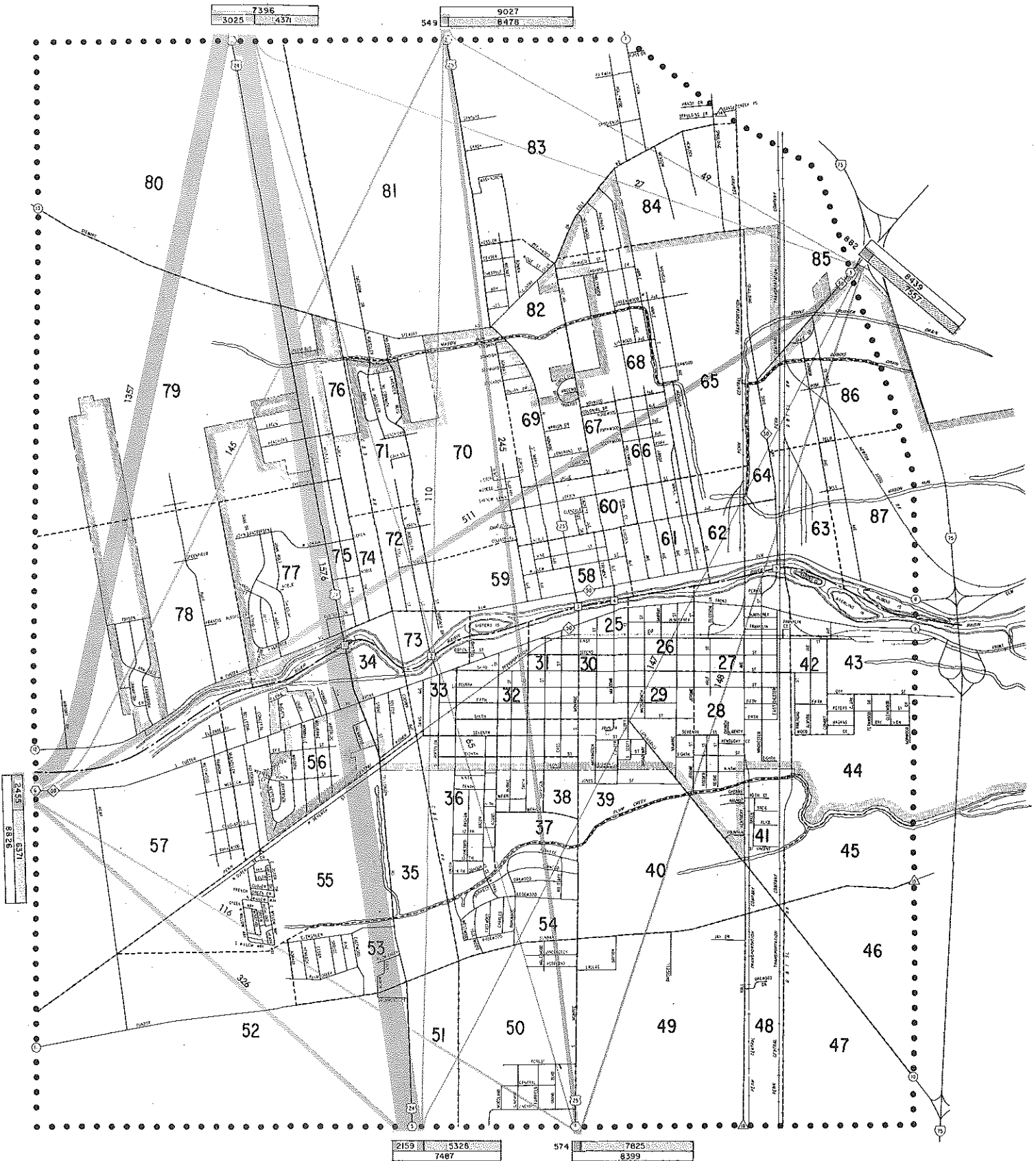
- THROUGH TRUNKLINE TRAFFIC
- ALL OTHER TRAFFIC
- 77 EXTERNAL STATIONS.
- 63 O-D ZONES.

- ⊙ 24 HOUR INTERVIEW STATION
- ⊙ 16 HOUR INTERVIEW STATION
- ⊙ 8 HOUR INTERVIEW STATION
- ⊙ STATION NOT OPERATED
- ⊙ APPROX. 24 HOUR TRAFFIC VOLUME
- 25 O-D ZONE NUMBER



MONROE AREA TRAFFIC STUDY

1971



- ● ● AREA LIMITS
- CITY LIMITS
- SCREEN LINE STATIONS
- SCREEN LINE
- ⊙ 24 HOUR INTERVIEW STATION
- ⊙ 14 HOUR INTERVIEW STATION
- △ STATION NOT OPERATED
- ZONE LIMITS

LEGEND

- THROUGH TRUNKLINE TRAFFIC
- "ALL OTHER" TRAFFIC

EXTERNAL STATION COUNTS

The following graphs show the total traffic at each external station in 1962 and 1971 respectively.

It is interesting to note that all the major trunklines changed their order of ranking while, with the exception of Station 11, 12 and 13, the minor rankings remained the same.

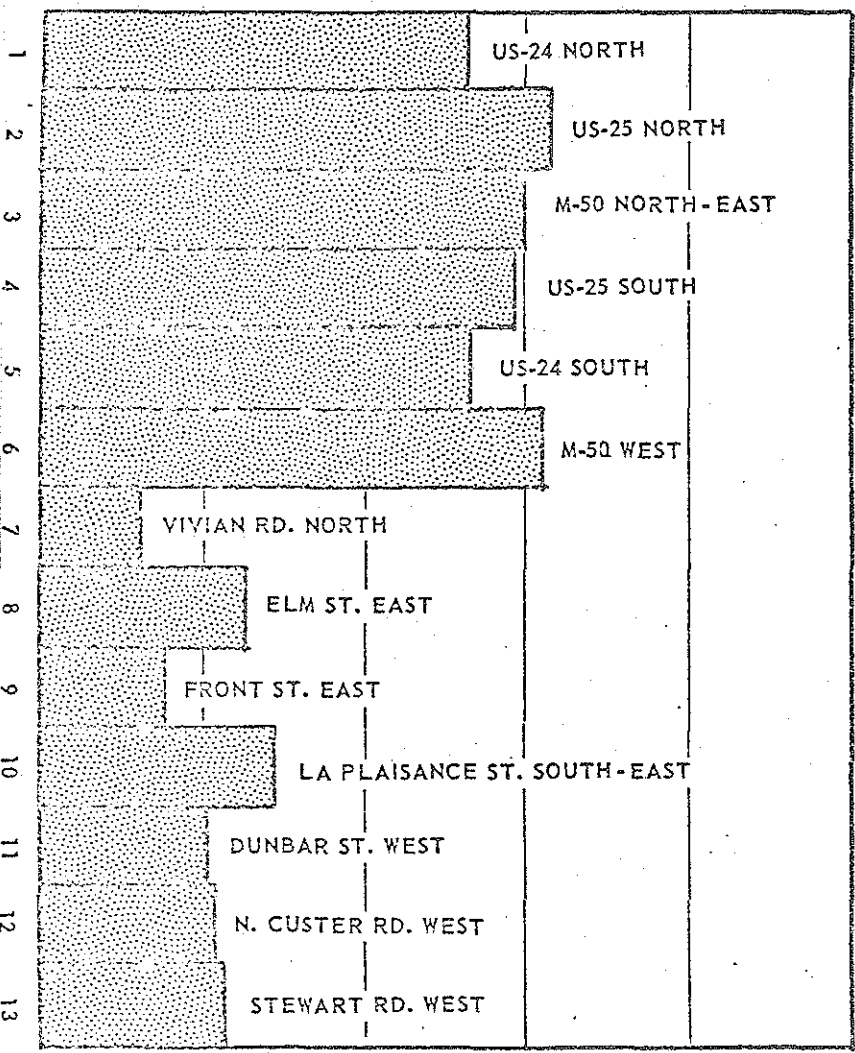
The major reason for Station 2 (US-25 North) replacing Station 4 (US-25 South) would appear to be the influence of Bargain City and K-Mart Shopping Centers.

Station 6 (M-50 West) has had a significant increase in traffic as well as Station 1 (US-24 North) since the opening of Monroe Community College. Since its opening in 1966 the enrollment has grown from 350 to 1700 in 1972. Since this special generator did not exist in the 1962 study its effects are graphically illustrated by the increases in traffic at Station 1 (US-24 North) and Station 6 (M-50 West) indicating the influence that it has had upon the traffic desires through the study area. Station 3 (M-50 Northeast) moving up in rank from fifth in 1962 to third in 1971 would indicate the increased industrial activity in the vicinity of the station as well as the influence of the I-75 freeway being completed since the 1962 study.

EXTERNAL STATIONS

PERCENT OF TOTAL TRAFFIC

4 8 12 16 20

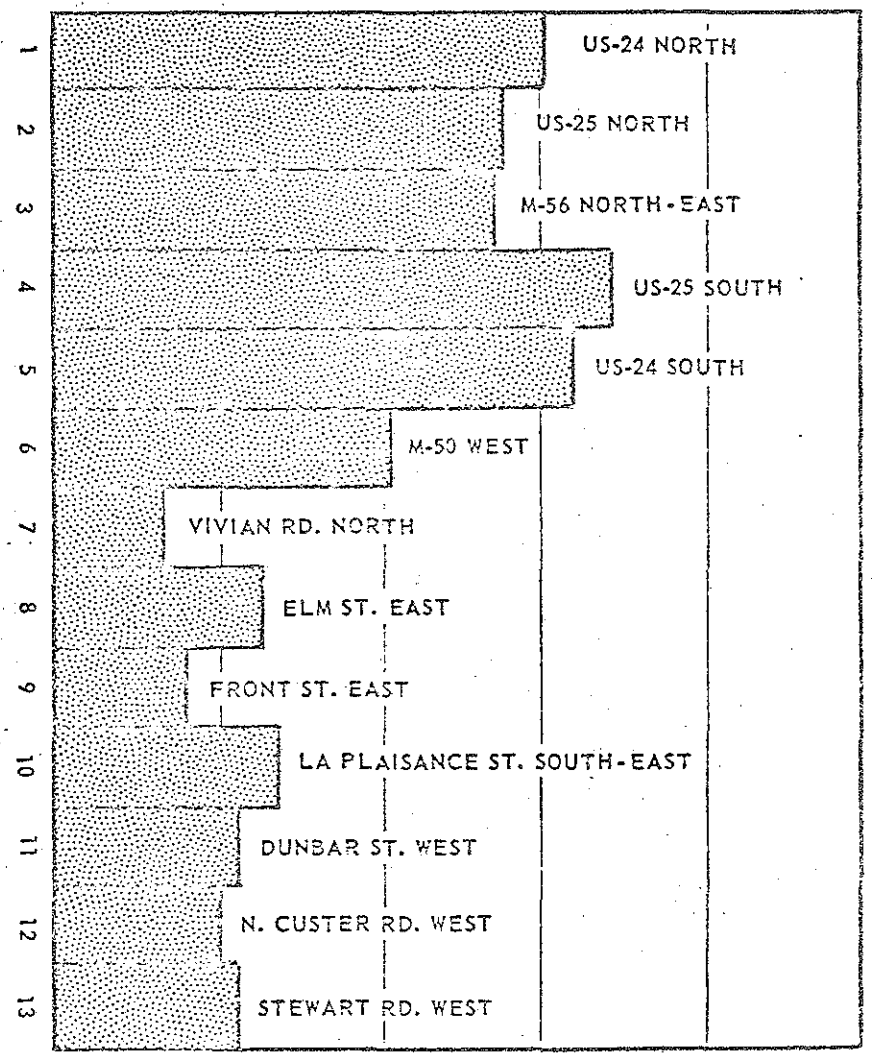


1971

EXTERNAL STATIONS

PERCENT OF TOTAL TRAFFIC

4 8 12 16 20



1962

PERCENT OF TOTAL TRAFFIC AT EACH EXTERNAL STATION

CLASSIFICATION STUDIES

Classification counts were taken at all thirteen external stations utilized in the External Origin-Destination Study conducted in 1971. On the following pages this information has been compared with the classification counts taken in the external portion of the Origin-Destination Study conducted in 1962.

ANALYSIS

On a station by station analysis the following observations were made:

Station 1 (US-24 North)

Passenger Cars and Taxis increased from 74.1 percent to 76.9 percent of the total traffic through station 1; Single Unit and Three Axle Trucks increased from 14.0 percent to 17.0 percent; a dramatic decrease was noted in Trailer Combinations from 11.5 percent to 5.7 percent; Buses remained the same at .4 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis from 4252 to 5510 or a thirty percent increase; single unit and Three Axle Trucks from 802 to 1221 or a fifty-two percent increase; Trailer Combinations from 658 to 410 or a thirty-eight percent decrease; Buses from 22 to 30, a thirty-six percent increase. Total traffic through this station increased from 5734 to 7171 or approximately twenty-five percent.

Station 2 (US-25 North)

Passenger Cars and Taxis decreased from 86.1 percent to 86.0 percent; Single Unit and Three Axle Trucks increased from 9.5 percent to 12.0 percent; Trailer Combinations decreased from 3.1 percent to 1.2 percent; Buses decreased from 1.3 percent to .8 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis from 4608 to 7873 or a seventy-one percent increase; Single Unit and Three Axle Trucks from 510 to 1100 or a one-hundred and sixteen percent increase; Trailer Combinations from 168 to 106 or a thirty-nine percent decrease; Buses from 68 to 71 a four percent increase. Total traffic through this station increased from 5354 to 9150 or approximately seventy-one percent.

Station 3 (M-50 Northeast)

Passenger Cars and Taxis decreased from 89.1 percent to 85.1 percent; Single Unit and Three Axle Trucks increased from 8.2 percent to 11.9 percent; Trailer Combinations increased from 2.0 percent to 2.9 percent; Buses decreased from .4 percent to .1 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis from 4626 to 7129, or a fifty-four percent increase; Single Unit and Three Axle Trucks from 422 to 996, a one-hundred thirty-six percent increase; Trailer Combinations from 146 to 247, a sixty-nine percent increase; Buses from 23 to 9, a seventy-one percent decrease. Total traffic through this station increased from 5177 to 8381 or approximately sixty-two percent.

Station 4 (US-25 South)

Passenger Cars and Taxis decreased from 88.3 percent to 83.4 percent; Single Unit and Three Axle Trucks increased from 10.3 percent to 13.0 percent; Trailer Combinations increased

from .4 percent to 1.0 percent; Buses increased from 1.0 percent to 2.6 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis went from 5774 to 7082, an increase of twenty-three percent; Single Unit and Three Axle Trucks increased from 670 to 1100, or sixty-four percent; Trailer Combinations increased from 28 to 86, or two-hundred and seven percent, while Buses increased from 66 to 220, or two-hundred thirty-three percent. Total traffic through this station increased from 6538 to 8488 or approximately thirty percent.

Station 5 (US-24 South)

Passenger Cars and Taxis increased from 77.0 percent to 77.9 percent; Single Unit and Three Axle Trucks increased from 11.6 percent to 15.9 percent; Trailer Combinations decreased from 10.9 percent to 4.5 percent; Buses increased from .5 percent to 1.7 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis from 4684 to 5799, an increase of twenty-four percent; Single Unit and Three Axle Trucks increased from 707 to 1182, or sixty-seven percent; Trailer Combinations decreased from 666 to 340, or a forty-nine percent decrease while Buses increased from 29 to 127, or three hundred thirty-eight percent. Total traffic through this station increased from 6086 to 7448, or approximately twenty-two percent.

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Station 6 (M-50 West)

Passenger Cars and Taxis increased from 78.8 percent to 81.8 percent; Single Unit and Three Axle Trucks increased from 12.5 percent to 13.2 percent; Trailer Combinations decreased from 8.2 percent to 4.5 percent; and Buses remained at .5 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis increased from 3048 to 6975, an increase of one hundred twenty-nine percent; Single Unit and Three Axle Trucks increased from 482 to 1192, or one hundred and thirty-four percent; Trailer Combinations increased from 317 to 383, or twenty-one percent; while Buses increased from 21 to 42, or one hundred percent. Total traffic through this station increased from 3868 to 8529 or approximately one hundred twenty-one percent.

Station 7 (Vivan Rd. North)

Passenger Cars and Taxis increased from 89.6 percent to 90.5 percent; Single Unit and Three Axle Trucks decreased from 8.4 percent to 8.3 percent; Trailer Combinations remained at .1 percent while Buses decreased from 1.9 percent to 1.1 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis increased from 1063 to 1534, an increase of forty-four percent; Single Unit and Three Axle Trucks increased from 99 to 140, or forty-one percent; Trailer Combinations remained at one for no increase, and Buses

decreased from 23 to 19, or an eighteen percent decrease.

Total traffic through this station increased from 1186 to 1694 or approximately forty-three percent.

Station 8 (Elm St. East)

Passenger Cars and Taxis decreased from 87.8 percent to 83.7 percent; Single Unit and Three Axle Trucks increased from 7.5 percent to 13.4 percent; Trailer Combinations decreased from 4.6 percent to 2.8 percent, while Buses remained at .1 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis increased from 2085 to 3020, or forty-five percent; Single Unit and Three Axle Trucks increased from 178 to 485, or one hundred seventy-two percent; Trailer Combinations decreased from 110 to 100, or a decrease of approximately eleven percent, and Buses remained at one for no change. Total traffic through this station increased from 2374 to 3606, or approximately fifty-two percent.

Station 9 (Front St. East)

Passenger Cars and Taxis decreased from 76.7 percent to 76.1 percent; Single Unit and Three Axle Trucks increased from 17.1 percent to 19.7 percent; Trailer Combinations decreased from 6.2 percent to 4.2 percent, while Buses remained at zero.

The count comparisons at this station are as follows:

Passenger Cars and Taxis increased from 1216 to 1727, or forty-

two percent; Single Unit and Three Axle Trucks increased from 271 to 448, or sixty-five percent; Trailer Combinations decreased from 98 to 95, or approximately a three percent decrease while Buses remained at zero. Total traffic through this station increased from 1585 to 2270 or approximately forty-three percent.

Station 10 (LaPlaisance St. Southeast)

Passenger Cars and Taxis decreased from 84.0 percent to 81.5 percent; Single Unit and Three Axle Trucks decreased from 14.0 percent to 13.4 percent; Trailer Combinations increased from 1.5 percent to 4.8 percent; while Buses decreased from .5 percent to .3 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis increased from 2177 to 3211, or forty-seven percent; Single Unit and Three Axle Trucks increased from 366 to 530, or forty-five percent; Trailer Combinations increased from 38 to 191, or four hundred three percent, while Buses decreased from 12 to 10 or a seventeen percent decrease. Total traffic through this station increased from 2593 to 3942, or approximately fifty-two percent.

Station 11 (Dunbar St. West)

Passenger Cars and Taxis decreased from 87.5 percent to 84.3 percent; Single Unit and Three Axle Trucks increased from 12.3 percent to 14.7 percent; Trailer Combinations increased from .1 percent to .3 percent while Buses increased from .1 percent to .7 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis increased from 1862 to 2406, or twenty-nine percent; Single Unit and Three Axle Trucks increased from 261 to 419, or sixty-one percent; Trailer Combinations increased from 3 to 9 or two hundred percent, while Buses increased from 3 to 19, or five hundred thirty-three percent. Total traffic through this station increased from 2129 to 2853 or thirty-five percent.

Station 12 (N. Custer Rd. West)

Passenger Cars and Taxis increased from 88.0 percent to 88.3 percent; Single Unit and Three Axle Trucks decreased from 10.6 percent to 10.5 percent; Trailer Combinations decreased from .4 percent to .1 percent while Buses increased from 1.0 percent to 1.1 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis increased from 1704 to 2722, or sixty percent; Single Unit and Three Axle Trucks increased from 205 to 325, or fifty-nine percent; Trailer Combinations decreased from 7 to 3 or a decrease of approximately fifty-eight percent, while Buses increased from 20 to 33, or eighty-two percent. Total traffic through this station increased from 1936 to 3083, or approximately fifty-nine percent.

Station 13 (Stewart Rd. West)

Passenger Cars and Taxis decreased from 86.2 percent to 85.4 percent; Single Unit and Three Axle Trucks increased from 12.3

percent to 13.1 percent; Trailer Combinations decreased from .1 percent to zero, while Buses increased from 1.4 percent to 1.5 percent.

The count comparisons at this station are as follows:

Passenger Cars and Taxis increased from 1854 to 2618 or forty-one percent; Single Unit and Three Axle Trucks increased from 265 to 402, or fifty-two percent; Trailer Combinations decreased from 2 to zero, while Buses increased from 30 to 45, of fifty percent. Total traffic through this station increased from 2151 to 3065, or approximately forty-three percent.

Station 1 - 13 Totals

Passenger Cars and Taxis decreased from 83.4 percent to 82.7 percent; Single Unit and Three Axle Trucks increased from 11.2 percent to 13.6 percent; Trailer Combinations decreased from 4.6 percent to 2.8 percent while Buses increased from .7 percent to .9 percent.

The total count comparisons is as follows:

Passenger Cars and Taxis increased from 38,963 to 57,606, or forty-eight percent; Single Unit and Three Axle Trucks increased from 5238 to 9477, or eighty-one percent; Trailer Combinations decreased from 2202 to 1971 or a decrease of approximately eleven percent while Buses increased from 318 to 626, or ninety-seven percent. Total traffic through these stations increased from 46,711 to 69,680, or approximately forty-nine percent in nine years.

TABLE 9

CLASSIFIED TWENTY-FOUR-HOUR TRAFFIC VOLUMES

AT ALL EXTERNAL STATIONS-BY VEHICLE TYPE
MONROE
1962

Ext. Sta.	Pass. Cars & Taxis	Per-Cent	Single Unit & Three Axle Trucks	Per-Cent	Trailer Comb.	Per-Cent	Busses	Per-Cent	Totals
1	4252	74.1	802	14.0	658	11.5	22	.4	5734
2	4608	86.1	510	9.5	168	3.1	68	1.3	5354
3	4626	89.1	422	8.2	106	2.0	23	.4	5177
4	5774	88.3	670	10.3	28	.4	66	1.0	6538
5	4684	77.0	707	11.6	666	10.9	29	.5	6086
6	3048	78.8	482	12.5	317	8.2	21	.5	3868
7	1063	89.6	99	8.4	1	.1	23	1.9	1186
8	2085	87.8	178	7.5	110	4.6	1	.1	2374
9	1216	76.7	271	17.1	98	6.2	0		1585
10	2177	84.0	366	14.0	38	1.5	12	.5	2593
11	1862	87.5	261	12.3	3	.1	3	.1	2129
12	1704	88.0	205	10.6	7	.4	20	1.0	1936
13	1854	86.2	265	12.3	2	.1	30	1.4	2151
14	400	86.8	61	13.2	0		0		461
15	230	79.9	58	20.1	0		0		288
16	204	83.6	40	16.4	0		0		244
Totals	39787	83.4	5397	11.3	2202	4.6	318	.7	47704

TABLE 10

CLASSIFIED TWENTY-FOUR-HOUR TRAFFIC VOLUMES
 AT ALL EXTERNAL STATIONS-BY VEHICLE TYPE
 MONROE
 1971

Ext. Sta.	Cars & Taxis	Pass Single Unit			Trailer Comb.	Per-Cent	Busses	Per-Cent	1971 Total	1962	
		Per-Cent	& Three Axle Trucks	Per-Cent						1971 Per-Cent	
1	5510	76.9	1221	17.0	410	5.7	30	.4	7171	25.1	
2	7873	86.0	1100	12.0	106	1.2	71	.8	9150	70.9	
3	7129	85.1	996	11.9	247	2.9	9	.1	8381	61.9	
4	7082	83.4	1100	13.0	86	1.0	220	2.6	8488	29.8	
5	5799	77.9	1182	15.9	340	4.5	127	1.7	7448	22.4	
6	6975	81.8	1129	13.2	383	4.5	42	.5	8529	120.5	
7	1534	90.5	140	8.3	1	.1	19	1.1	1694	42.8	
8	3020	83.7	485	13.4	100	2.8	1	.1	3606	51.9	
9	1727	76.1	448	19.7	95	4.2	0	—	2270	43.2	
10	3211	81.5	530	13.4	191	4.8	10	.3	3942	52.0	
11	2406	84.3	419	14.7	9	.3	19	.7	2853	34.0	
12	2722	88.3	325	10.5	3	.1	33	1.1	3083	59.2	
13	2618	85.4	402	13.1	0		45	1.5	3065	42.5	
Total		57606	82.7	9477	13.6	1971	2.8	626	.9	69680	49.2

STATE TRUNKLINE

HIGH ONE, TWO AND THREE HOUR PERIODS

High One Hour Period

In 1962, the highest one hour period was recorded at Station 5, (US-24 South) with 506 trips. In 1971 the highest one hour period was recorded at Station 2, (US-25 North) with 778 trips, while Station 5, (US-24 South) dropped to a rank of fourth.

The highest percentage increase was at Station 6 (M-50 West) with a one hundred eighteen percent increase in trips followed by Station 2 (US-25 North) with an eighty percent increase. This would seem to reflect the influence of Monroe Community College at Station 6, while the increase at Station 2 would seem to reflect the influence of Bargain City and K-Mart Shopping Centers none of which were there when the study was conducted in 1962.

High Two Hour Period

In 1962 the highest two hour period was recorded at Station 4, (US-25 South) with 971 trips. In 1971 the highest two hour period was recorded at Station 2, (US-25 North) with 1,420 trips.

The highest percentage increase was at Station 6, (M-50 West) with a one hundred thirty-two percent increase in trips followed by Station 2, (US-25 North) with a sixty-eight percent increase. Once again this would seem to reflect the influence of Monroe Community College at Station 6 and Bargain City and K-Mart Shopping Centers at Station 2.

High Three Hour Period

In 1962, the highest three hour period was recorded at Station 4, (US-25 South) with 1,434 trips. In 1971 the highest three hour period was recorded at Station 2, (US-25 North) with 2,073 trips.

The highest percentage increase was at Station 6, (M-50 West) with a one hundred twenty-six percent increase in trips followed by Station 2, (US-25 North) with a sixty-eight percent increase. The same influences seem to apply here as in the high one and two hour periods.

TABLE 11

TRAFFIC VOLUMES AND PERCENTAGES OF TOTAL TRAFFIC
FOR HIGH ONE, TWO AND THREE-HOUR PERIODS

At All External Stations
MONROE
1962

Ext. Sta.	Time	Volume	Per-Cent	Time	Volume	Per-Cent	Time	Volume	Per-Cent
1	5-6P	454	7.9	4-6P	894	15.6	3-6P	1331	23.2
2	5-6P	432	8.1	4-6P	844	15.7	3-6P	1232	23.0
3	4-5P	439	8.4	4-6P	816	15.7	4-7P	1190	22.9
4	4-5P	493	7.5	4-6P	971	14.8	3-6P	1434	21.9
5	6-7P	506	8.3	5-7P	969	15.9	4-7P	1414	23.2
6	4-5P	314	8.1	3-5P	586	15.4	3-6P	855	22.1
7	3-4P	93	7.8	3-5P	182	15.3	3-6P	266	22.4
8	3-4P	341	14.3	3-5P	593	24.9	3-6P	737	31.0
9	3-4P	169	10.6	3-5P	282	17.7	2-5P	394	24.8
10	5-6P	231	8.9	4-6P	459	17.7	4-7P	642	24.7
11	4-5P	177	8.3	4-6P	344	16.1	3-6P	494	23.2
12	4-5P	153	7.9	4-6P	290	14.9	3-6P	427	22.1
13	4-5P	179	8.3	3-5P	332	15.4	3-6P	483	22.4
14	3-4P	39	8.4	3-5P	76	16.4	2-5P	107	23.2
15	6-7P	29	10.1	5-7P	49	17.0	4-7P	72	25.0
16	7-8A	20	8.1	2-4P	37	15.1	2-5P	54	22.1

TABLE 12

TRAFFIC VOLUMES AND PERCENTAGES OF TOTAL TRAFFIC
FOR HIGH ONE, TWO AND THREE-HOUR PERIODS
AT ALL EXTERNAL STATIONS
MONROE
1971

Ext. Sta.	Time	Volume	Per- Cent	Time	Volume	Per- Cent	Time	Volume	Per- Cent
1	4-5P	649	9.1	3-5P	1276	17.8	3-6P	1805	25.0
2	4-5P	778	8.5	4-6P	1420	15.5	3-6P	2073	22.7
3	4-5P	596	7.1	3-5P	1191	14.2	3-6P	1712	20.0
4	5-6P	670	7.9	4-6P	1339	15.8	4-7P	1914	22.5
5	4-5P	665	8.9	3-5P	1294	17.4	3-6P	1836	24.7
6	3-4P	683	8.0	3-5P	1362	16.0	2-5P	1936	22.0
7	3-4P	148	8.7	3-5P	293	17.3	3-6P	420	24.8
8	4-5P	333	9.2	3-5P	657	18.2	2-5P	946	26.0
9	4-5P	450	19.8	3-5P	651	28.7	3-6P	780	34.4
10	4-5P	300	7.6	3-5P	591	15.0	3-6P	847	21.5
11	4-5P	270	9.5	3-5P	520	18.2	3-6P	743	26.0
12	3-4P	313	10.2	3-5P	605	19.6	3-6P	833	27.0
13	5-6P	252	8.2	4-6P	494	16.1	3-6P	705	23.0

APPENDIX

MONROE AREA TRAFFIC STUDY

1962 External Trip Tables

DESTINATIONS EXTERNAL STATIONS

ORIGIN	01	02	03	04	05	06	07	08	09	10
25	101	417	450	321	122	237	43	54	58	121
26	10	36	52	59	20	22	7	16	11	28
27	18	56	108	71	19	33	1	44	57	38
28	3	22	64	61	6	17		33	47	40
29	4	34	26	53	7	7	2	18	12	39
30	10	53	64	116	23	28	19	17	9	53
31	15	43	24	51	17	26	3	6	6	21
32	20	33	27	33	23	16	2	11	11	16
33	30	26	50	30	41	27	5	12	1	13
34	65	25	34	34	75	72	5	4	5	26
35	3		1	15	3	2			2	
36	37	36	36	62	23	27	3	18	12	28
37	18	29	30	68	21	26	3	17	11	40
38	67	160	192	398	45	106	22	12	17	108
39	24	69	55	115	8	32	16	26	9	68
40	7	11	10	33	3	13		1	1	62
41	1	7	5	6	3	3		8	5	6
42	4	16	9	22	1	12	1	3	48	9
43	16	69	44	71	9	61	7	8	263	23
44	1	17	3	5	4	7		5	50	4
45										4
46	3	7	2	10		2				21
47		1	1	3	1	1			1	8
48				1					2	3
49	6	12	15	50		6		9	1	39
50	18	37	38	205	11	19	2	7	6	35
51	4		2	4	11	2		1		3
52	20	7	6	12	93	12	2	1		13
53	44	8	15	11	43	18	6	16	3	13
54	15	37	34	140	15	15	7	22	8	48
55	18	2	13	11	54	32		3		10
56	86	30	50	49	124	131	18	41	11	28
57	14	8	14	11	20	23		7	2	7
58	11	95	69	60	7	31	15	20	1	18
59	17	89	48	49	17	24	6	15	8	8
60	15	71	33	69	14	26	11	27	2	14
61	16	61	81	64	19	40	15	56	12	14
62	7	52	78	59	10	58	8	32	3	12
63	4	4	119	39		21		17	1	7
64	1	4	25	6	2	3		13		
65	9	41	41	32	10	21	26	54	6	12
66	3	21	15	17	7	13	12	24	3	8
67	3	30	31	15	4	5	29	6	3	11
68	1	11	7	26	4	12	14	12		2
69	8	59	9	40	7	23	12	19	7	21
70	3	25	15	11	6	10	2	11	1	5
71		3	2	2	2	3	2	1		
72	20	15	23	22	12	9	1	9		3
73	13	11	13	6	11	3	2	1		1
74	33	8	18	2	17	18	2	4	1	9
75	58	14	20	18	38	14	8	12	3	7
76	83	18	8	15	36	19	6	7		8
77	100	31	48	22	100	27	13	23	5	8
78	17	7	13	7	15	4	1	20	2	3
79	42	1	8	5	19	15	3	4	2	3
80	71	2	2	3	17	1	6	5		4
81	5	92	7	7	5	8	7	6		4
82	7	64	9	7	2	11	27	16	2	8
83	5	81	11	29	8	18	101	14	4	12
84	2	5	1	14	5	9	61	11		
85			67	3		3		3		
86	1		22	4	6	1		16		
87		1	3		1	1		5		1
SUB TOTAL	1232	2265	2280	2784	1253	1466	568	940	738	1182
01			3	19	1393	163		24	1	10
02			3	232	11	28		43	4	15
03	4	4		87	28	55	1	9		7
04	23	279	94			22	5	32	5	7
05	1585	38	32			129	2	15	3	3
06	167	24	58	40	112		4	56	4	31
07	1		1	4	2	3		1	1	2
08	23	46	9	32	22	69	3		1	3
09	5	4	2	4	2	10	1	1		
10	9	15	6	3	2	24	2	2	1	
11	38	4	10	14	29		3	21	2	25
12	27	8	21	11	24	2	1	44	4	5
13	42	12	13	9	46	7	15	47	2	5
14		1		1		1	2			1
15	1	1	1	6	2	2				16
16		2		1			1	1	1	
SUB TOTAL	1925	438	253	463	1673	515	40	296	29	130
TOTAL	3157	2703	2533	3247	2926	1961	608	1236	767	1312

ORIGIN	DESTINATIONS						SUU TOTAL	TOTAL
	11	12	13	14	15	16		
25	133	109	124	21	2	9	2322	11567
26	8	12	10	1	5		297	1871
27	7	14	12	1	8	12	499	3436
28	14	10	5		6	18	343	2615
29	5	3	3		2	4	219	1978
30	12	23	25	2	4		458	2925
31	12	9	5	1		1	244	1714
32	13	13	8	1	2		229	1782
33	25	13	14	1		1	289	1520
34	19	13	34	5		1	417	1942
35	2	3					31	171
36	16	19	11		2		330	1535
37	14	11	9		5		302	2084
38	100	56	57	18	9	11	1338	5163
39	20	9	9		10		470	2292
40	11	4			2	4	162	335
41	1		4		1	5	55	240
42	4	4	6			6	145	885
43	32	21	25	3	4	10	666	2615
44	3	1	2			3	105	692
45	2				2		8	96
46	4	1	5		11		66	189
47					1		17	74
48	1					5	12	66
49	7	7	9		1	25	187	704
50	22	9	7		5		421	2102
51	8						35	121
52	79	2	3	1			251	926
53	50	7	10		2		246	969
54	27	13	12		2	1	396	2619
55	15	4	5		1		168	331
56	37	22	18	3	4	1	653	4297
57	7	4	3				120	1008
58	8	21	13	5	1	1	376	2442
59	8	29	13				331	1822
60	6	8	12	3		1	312	2407
61	17	18	20	4		4	441	2450
62	0	19	17		1	1	346	1219
63	8	14	15			2	365	1626
64	1	1					56	143
65	11	10	14	15	1		303	2365
66	1	9	5	2		1	141	1164
67	8	6	14	11	1		177	880
68	7	4	5	2		1	108	1224
69	8	11	9	7		1	241	2113
70	2	3	4	5			103	665
71	1		1				17	54
72	3	36	13				167	1257
73	1	20	13				97	888
74	6	8	15	5	3		149	673
75	5	17	21	4			239	1360
76	7	9	31	5			252	1070
77	17	63	51	2			510	2060
78		35	7	3	1		130	970
79	10	7	18	4			141	1033
80	3	4	34	1			151	659
81	1	3	9	4			158	749
82	4	7	9	13	1	1	188	862
83	6	7	13	18	1		328	2092
84	2	5	3	82			198	979
85	1		2				79	330
86		2	2				54	238
87							12	20
SUB TOTAL	871	790	818	253	101	130	17671	96678
01	50	29	39	1	2	1	1735	2761
02	9	5	18	1	1	1	371	2633
03	10	20	9				234	2627
04	10	6	14	1	7	1	506	3310
05	26	24	37		2		1896	3192
06	2	1	3	1	2	2	507	1856
07	1		4			1	21	554
08	18	41	32		1		300	1219
09	2	1	2				34	784
10	24	5	4		13		110	1245
11			2		2	2	152	1050
12	2			1	1		151	922
13	4	2		4	3		211	1110
14			4				10	184
15	2	1				1	33	122
16							6	97
SUB TOTAL	160	135	168	9	34	9	6277	23666
TOTAL	1031	925	986	262	135	139	23948	120344

FOR A 24 HOUR WEEKDAY IN APRIL AND MAY 1962

ORIGIN	DESTINATIONS									
	25	26	27	28	29	30	31	32	33	34
25	685	250	187	210	338	277	218	267	132	142
26	234	139	87	112	52	8	54	25	19	32
27	252	114	381	270	48	73	42	35	14	36
28	298	79	197	206	43	148	35	48	25	37
29	340	43	76	36	168	135	37	14	12	52
30	265		111	184	168	66	52	15	22	47
31	214	46	49	44	36	44	38	35	15	23
32	216	30	28	48	22	40	36	52	47	46
33	122	66	7	29	38	21	7	22	91	53
34	168	32	31	56	48	53		29	44	59
35						8				17
36	138	40	34	30	21	52	32	49	19	36
37	227	23	60	50	81	72	68	84		72
38	276	111	56	153	82	21	54	81	83	33
39	197	7	36	64	22	40	37	58	19	67
40	14		22	19	15				14	
41	39		18	14		14		7		7
42	70		68	51	15	1			29	39
43	111		79	137	25	25	14	52	26	33
44	19		109	19				11	5	
45										
46	15		7	11						
47		8								
48	15									
49	54	7	14			8	21			8
50	219	45	32	7		56	36	7		7
51	14									
52	61		14	37	11	26		14		
53	65	29	7			8	36		7	7
54	310	32	8	37	97	90	120	38		64
55		22	8					7	8	
56	475	57	15	34	33	83	66	119	77	103
57	125		26	8	5	43	18	32	38	64
58	184	74	91	16	52	25	8	59	37	38
59	108	14	15	44	33	35	14	35	8	8
60	349	25	52	15	15	75	30	25	17	
61	266	40	133	28	35	114	26	34	34	15
62	40		26	7	36	28	14	5	12	8
63	51	33	37	41	5		14	7	29	26
64			14	14		17			8	8
65	317	20	101	46	8	65	33	29	8	8
66	144	7	25	1	26	35	14	8	14	
67	102	15	32	66					14	8
68	156	11	88	17		33	26	8	14	23
69	261	19	14	26	62	47	38	8	5	70
70	41	11				45		17	7	18
71	15									
72	158	14	22	21	12	28		7	41	39
73	43	7	17	18		32	18	22		8
74	11				43			57	14	
75	69	23	22		18	46	21	1	7	39
76	163		15	25	7	7		7	7	14
77	143	22	15	22	8	67	36	32	12	30
78	204	12	20			15		22	35	
79	109		39	22	31	46		7	52	17
80	90		54				8	7	7	22
81	56	14	7	30	14	8				8
82	34		23	7	22	22	18		8	8
83	295	18	21	29	26	42	31	7	30	15
84	118	41	24			29	27	23		7
85	29	30	7		7	7		17		
86	31		7	7						
87										
SUB TOTAL	8825	1630	2744	2368	1828	2280	1403	1511	1171	1521
01	79	7	9	9	1	9	17	19	30	58
02	389	52	55	21	25	66	54	30	22	12
03	427	55	93	59	22	71	44	40	43	65
04	340	68	62	40	37	116	56	39	26	37
05	126	14	14	5	12	25	18	23	26	77
06	199	19	21	20	15	35	25	22	33	51
07	62	13	4	2	2	17	8	1	3	2
08	75	13	35	22	10	27	9	9	10	6
09	60	10	71	27	7	4	4	8	8	8
10	134	19	46	35	23	37	32	18	9	22
11	142	9	11	12	2	11	10	17	22	21
12	113	14	22	2	4	24	3	24	8	15
13	151	11	9	7	7	36	13	4	13	28
14	12			1		1		2	1	5
15	8	4	6	5	1			2		
16	5	4	12	13	2	3				
SUB TOTAL	2322	312	470	280	170	482	293	258	254	387

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

DESTINATIONS INTERNAL ZONES

ORIGIN	35	36	37	38	39	40	41	42	43	44
25		125	284	391	212	21	76	72	99	14
26		11	37	94	7			7		7
27		26	96	50	44	15	18	76	85	123
28		48	45	104	51		14	51	119	36
29		37	60	51	1	11		16	45	
30	7	54	55	101	58		7		22	
31		14	95	141	70					
32		36	92	92	40	1	11	1	36	30
33		29	22	54	29	22		33	32	7
34	8	28	8	17	90		7	39	25	
35		14					7			
36	5	114	47	83	36			15	35	
37		57	54	180	51	15		1	14	
38	26	97	166	120	124	7	7	29		21
39		15	44	93	132			7	63	14
40				7						
41	7			18			7			
42		7		14	12			118	14	133
43		49	14	14	30			40	1	71
44			5	28	12			82	63	74
45				7	14					
46		19								
47				7	7					
48										
49			44	50				5	5	
50		7	49	174	55	15		7	31	
51										
52				21	47					7
53	8	14		68	14	5			15	
54		15	132	197	33	15		28	82	
55		32	7		30					
56	29	40	39	134	43				53	
57	7	8		49	7				33	
58	7	23	68	118	22			1	39	28
59	7	14	7	57	34				24	
60		7	60	42	85			22	42	
61		11	24	71	78				28	21
62		11	39	7	20		7		158	
63		21	36	36	22		7	7	32	12
64			11							
65		26	8	116		7	17		118	11
66	8	33	7	75	8				134	
67			15	7	30			25	67	
68		7		56	14			32	48	
69		30		113	25				61	15
70		11	7	7	18				28	
71										
72			7	39					14	
73		29	7	14	1					
74		36	43	7	29					
75		37	7	95	42		22		7	14
76			21	93	7		11		10	
77	8	15	8	107	31				19	
78		19	36	48						
79			7		15				7	
80		8	7	7						11
81		19		14	7	7		7		
82	8		8	35				8	7	
83		38	7	64	43				48	
84	7			19	22				20	
85		7	11						5	
86									5	
87										
SUB TOTAL	142	1308	1848	3556	1809	141	218	735	1793	651
01	2	33	17	47	13	7	1		19	1
02	5	42	36	181	90	6	6	14	51	7
03	2	42	37	181	67	3	5	5	33	4
04	7	60	74	349	129	46	8	24	81	9
05	5	22	28	46	19		1	4	15	
06	5	23	34	68	32	10	3	16	67	8
07		2	2	33	9	2	1	2	6	
08		8	12	23	18		5	1	6	3
09	1	11	8	16	14	1	6	45	283	37
10	5	23	35	104	66	88	6	6	12	3
11		13	10	95	23	11	1	7	35	1
12	3	9	18	75	13	7		3	15	2
13	2	14	9	69	14	2	2	7	15	2
14		3	2	11						
15		1	3	15	6	3	1		4	
16				6	1	6	5	5	5	
SUB TOTAL	37	306	325	1319	514	192	51	133	647	77
TOTAL	179	1614	2173	4875	2323	333	269	868	2440	728

DESTINATIONS INTERNAL ZONES

ORIGIN	45	46	47	48	49	50	91	92	93	94
25			15	14	81	219	14	143	16	299
26		5	8		22	40			28	21
27		5		1	15	31		11	15	17
28					15	36		51		35
29		15			18			17	7	75
30					14	95		15		130
31						21			21	78
32						7		22		26
33						7			7	
34						26			14	57
35									8	
36						7			22	15
37					40	85			7	103
38	7				49	185		28	76	219
39	7			7		70	7	22	14	33
40					8	7			7	24
41						7				
42					7	7				58
43					8	43			7	90
44								7		
45		35			15	17				
46	35							7		
47										
48										
49	15			11				15	40	35
50						206		18	24	58
51								22	7	
52					11	18	15	49	83	7
53					38	23		53	26	30
54					41	133	7	18	37	59
55					7					15
56		5			15	69		25	64	81
57	11					48		14		22
58		7	33	17	22	32		15	40	31
59				7		26		32	36	32
60					36	46	5			153
61					15	31		7	15	30
62						37	7	7	28	21
63		7		7	28	7		19	15	21
64										
65								35	14	46
66		7					7			28
67					14	14			7	17
68										14
69					29	15		7	7	44
70										
71						11			22	11
72						15				
73						71		15	7	34
74						21				
75						24		14	15	
76										
77			8					14	16	32
78								7		18
79					23	60				54
80										
81	7									7
82						36	22			15
83						19			8	7
84										
85										
86										7
87										
SUB TOTAL	82	86	64	64	571	1865	84	709	760	2209
01					6	12	8	10	18	15
02		5		1	14	30		8	16	19
03		4			10	57	1	11	14	22
04	1	2	8	1	67	205	4	15	15	146
05			1	1	6	16	13	73	34	26
06		3	1		5	16	5	9	20	19
07			1			2			3	2
08				4	6	7	2	5	9	17
09	1	1				10			3	6
10	3	23	7	2	19	45	4	7	5	49
11		3	1		9	16	2	82	47	15
12		1			6	14		4	7	9
13	1	3			4	3	5	2	3	6
14							1	1		1
15		5			3	5		1	2	
16	1				13					
SUB TOTAL	7	50	19	5	168	438	45	228	196	352
TOTAL	89	136	83	69	739	2303	129	937	956	2561

DESTINATIONS INTERNAL ZONES

ORIGIN	55	56	57	58	59	60	61	62	63	64
25		526	115	186	167	319	343	35	78	
26	7	24	18	55	14	44	47	7	22	
27	8	84	32	103	13	66	162	30	34	11
28		21		53	39	22	47	19	26	12
29	7	57	7	43	14	22	37	32	7	
30		155	32	50	54	72	45	21		25
31		67	18	15		37	22	7	19	
32	5	106	69	78	43	22		12	7	
33	8	58	46	49	17	22	40	5	21	8
34		151	30	29		15	37	33	15	
35		43	7	7	7					
36	22	26	7	9	19	7	11	30	43	
37	5	7		34	28	73	7	24	31	
38		192	51	95	61	67	97	7	14	
39	13	68	14	16	73	96	75	28	26	
40			7					15		
41								5		
42					8		22		15	
43		26	40	21	39	57	51	179	68	
44		8		28			21		7	
45										
46		7							7	
47				49						
48				11	7				7	
49	5			18		29	15	5	28	
50		67	42	70	14	33	51	40	5	
51				14				7		
52	5	15	29	48	25		14	5	34	
53		85	22	24	21			22	22	
54		75	32	17	18	102	14	24	12	
55										
56		837	157	22	8	49	59	69	21	
57		96	66		25		8	21		
58		38		91	39	62	104	16	28	
59			25	49	81	103	78	1	14	
60		81		42	57	82	33	13	45	8
61		46		67	82	88	74	21	21	
62		94	21	7		29	32		47	
63	7	49		43	22	42	25	64	234	
64						8				
65		41	11	73	15	25	139	29	33	
66		14	7	39	23	36	69		25	
67		14		19		7	7	8		
68		74		49	33	36	18			
69		57	15	80	103	79	19		27	14
70		18		58		8	7		8	
71		7								
72		32	8	45	43	53	35		15	
73		18	25	11	24	109	43		7	
74		50	14							
75		75	7	29	7	7	32	32	14	
76		49		15	14	55				
77	21	132		19	21	14	14			
78			11	15	7				15	
79		35			22	76				
80		69						17	24	
81		45			29	7	35	5	14	
82	15		7	15	26	22	15	15	29	
83		51		56	31	41	69	7	19	
84	7	23		30			17	20		
85				17			15	7	21	
86		7		15	54		7			
87										
SUB TOTAL	135	3920	992	2028	1447	2143	2112	939	1209	78
01	32	81	8	8	4	7	5	1	8	1
02	1	26	6	92	81	66	50	48	40	2
03	25	47	11	78	64	40	98	87	93	30
04	14	31	4	69	57	57	77	52	36	10
05	57	90	28	14	20	12	24	11	26	1
06	26	94	19	29	27	23	53	31	21	5
07		7		15	6	10	11	9	3	
08	5	28	1	20	27	26	47	41	133	12
09	1	8	2	9	7	3	12	4	9	1
10	8	31	10	20	9	13	12	8	5	2
11	24	37	2	11	15	7	12	17	9	
12	4	17	1	31	21	9	14	14	25	1
13	6	22	2	19	25	9	32	15	17	
14		2	1	2		1	1	1		
15	1	2	1	1		2	1	1		
16			1					4	4	
SUB TOTAL	206	523	97	418	363	285	449	344	429	65
TOTAL	341	4443	1089	2446	1810	2428	2561	1283	1638	143

DESTINATIONS INTERNAL ZONES

ORIGIN	65	66	67	68	69	70	71	72	73	74
23	345	135	72	162	340	66		160	38	25
26	46	7	15	11	15				18	8
27	128	29	19	66	8	15		7	11	
28	67		21	11	37			21	7	
29		50		26	35			14		32
30	35	44		15	62	36		21	37	
31	39	7		14	52	8		15	25	
32	24			8	6	7		11	29	41
33		7	22	7	5	15		53		10
34	25	7	15		54	52		43		
35		8								
36	7	33		7	21			7	11	22
37		7	50	11	8	7		7		22
38	105	133	18	73	96	18		89	15	
39	18	30	26	14	11	18			11	27
40	7									
41	18									
42	1		7	26						
43	128	120	87	40	40	28		7		
44	38				22			7		
45										
46				7						
47										
48										
49			26		14				7	
50	8	30	7			11		15	118	24
51		7								
52	33		7							
53	14		5		14			7		
54	41	28	24	21	53	32		29	15	
55			5							
56	47	7		33	102	15	14	14	32	38
57	28	15			7			8	7	12
58	80	69	25	46	111	18		24	8	
59	66	15		58	86			60	32	15
60	71	43	7	36	97	18		51	68	
61	136	57	33	26	47			36	46	
62	12									
63	28	7		23	15			13	15	
64					21					
65	70	14	15	116	80	7		18	15	33
66	14	7	7	8	17	17		18	7	
67		7	58	31	42	29				
68	103	15	38		35	7		18	15	
69	110	26	43	47	97			22	14	29
70	7	11	29	15		22		21	43	14
71										
72	15	35		7	14	14		56	15	
73	17	7		15	23	29		56		
74	36				37	36				
75	18	15		7	15	31		57	14	
76	46	7		7	7			45	40	5
77	25	25	15	31	50			35	14	
78				12	15	19		22	7	5
79					45			14		7
80	22									
81	7	17		7	25					12
82	22			15	21	14		7		7
83	102	25	15	29	45			14	7	18
84	15		19		30				8	
85	5									
86								7		
87										
SUB TOTAL	2229	1102	730	1088	1977	589	14	1141	749	406
01	2	4		1	10	6	4	18	7	16
02	40	18	40	14	67	21	7	16	5	4
03	41	12	28	8	26	11	2	21	10	20
04	36	21	20	16	43	7	3	23	9	4
05	10	5	5	5	10	4	1	10	9	13
06	8	6	9	11	22	6	1	7		13
07	16	8	33	22	17	1	1		2	2
08	43	19	7	11	13	8		9		3
09	3		9		9			2		1
10	12	3	13	5	20	6		2	2	7
11	9	2	10	10	19	1	2	3	2	3
12	3	9	5	8	9	1	1	27	12	9
13	11	5	9	3	18	2		17	5	35
14	11		9	4	2	1	1			2
15	2		1							1
16		1								
SUB TOTAL	247	113	198	118	285	75	23	135	63	133
TOTAL	2476	1215	928	1206	2262	664	37	1296	812	539

DESTINATIONS INTERNAL ZONES

ORIGIN	75	76	77	78	79	80	81	82	83	84
29	129	120	132	207	106	31	28	53	314	132
26	7	5	14	18			12		39	64
27	16	15	15	18	30	41	7	19	7	22
28	23	25	7		19			14	29	19
29	25	8	1		31		17	14	7	
30	60		112	15	18		8		39	23
31	31		15		15		14	7	22	27
32		8	24	37	18				17	16
33	22	7	15	37	25	7		8	19	
34	65	7	23		17	53		8	7	
35								7		7
36	8	1	26			8	25		18	
37		48	29	63	5	7		8	7	
38	64	42	136	54	29	7	50	21	97	36
39	33	7	30				31		44	38
40							7			
41	14	17								
42			11				7			
43	8	12	28		7			7	43	15
44	7					15				
45										
46				8						
47										
48										
49	18				20					
50	15							60	18	
51						8		7		
52	7		21						11	
53	15			11					8	
54			22	32	18	7		7		
55			22							
56	78	35	65		76	33	41		44	19
57	7		8	15				7		
58	32	7	30	15	7	7		7	54	37
59	14	14	21	15	27		24	37	27	
60	7	40	7	14	51		7	26	35	23
61	39	14	15				21	15	54	8
62	24					17	7	21	7	20
63	22		14	15		24	21	21	21	
64										
65	7	44	14		17	47		22	130	7
66		15	7	25	24		23		25	
67						7		7	15	19
68	7	14	18	18	11		7	24	29	
69	22	21	28				7	21	59	36
70	25		7					15		
71				15						
72	87	38	40	58				7	22	
73		25	21	7	8	15			22	
74		15		7	7		29	7	25	
75	14	32	35	47	41	15	15	14		18
76	26	50	28				14			23
77	68	42	256	22	25	15	7		29	18
78	47		46	50	18	26			15	25
79	29	12	66	32		17			41	
80	15		14	26		71	22			
81	17	22	14			14	71	22	15	15
82	14		7		5		7	47	68	15
83	23		35	12	18		24	64	199	105
84	8	15	19	25	7		15	7	104	74
85		7		22	7				7	
86			14	23						
87						8				
SUB TOTAL	1199	784	1512	963	707	500	568	616	1788	861
01	40	53	79	28	43	82	18	7	3	3
02	15	16	24	5	9	2	118	81	74	7
03	16	11	59	16	7	1	2	3	3	1
04	23	10	23	9	6	2	3	15	18	26
05	42	62	86	24	13	14	13	8	13	9
06	30	17	35	4	19	2	8	4	22	15
07	1	4	3		6	4	8	13	96	55
08	9	17	25	15	3		7	7	16	7
09	6		2	2			3	2	5	
10	11	7	9	8	3	2	6	3	6	1
11	17	6	20	1	12	1		2	10	2
12	14	14	50	32	5	3	2	6	3	3
13	21	24	62	1	27	20	21	10	11	3
14		2	1	1	2	2		6	15	66
15									1	
16										
SUB TOTAL	245	243	478	146	155	139	209	167	296	198
TOTAL	1444	1027	1990	1109	862	639	777	783	2084	1059

DESTINATIONS INTERNAL ZONES

ORIGIN	85	86	87	SUB TOTAL
25	29	30		9245
26			8	1574
27	7	25		2937
28		12		2272
29	7			1759
30				2467
31				1470
32	11			1553
33				1231
34				1525
35				140
36	7			1205
37				1782
38	47			3825
39				1822
40				173
41				185
42				740
43	7	22		1949
44				587
45				88
46				123
47				57
48				54
49				517
50				1681
51				86
52				675
53				723
54		7		2223
55				163
56				3644
57				888
58	11	15		2066
59		44		1491
60	26			2095
61	11	25		2009
62	17			873
63	14			1261
64				87
65	7			2062
66		15		1023
67				703
68				1116
69				1872
70				562
71				37
72				1090
73				791
74				524
75		7		1121
76				818
77		7		1550
78	13	36		840
79	7			892
80				508
81				591
82				674
83	7			1764
84		1		781
85	15	8		251
86				184
87				8
SUB TOTAL	243	254	8	79007
01				1026
02	4	6		2262
03	84	34	7	2393
04	4	3	1	2804
05	2	4	1	1296
06		4		1349
07	1			533
08	4	10	4	919
09				750
10	1	3		1135
11	3		1	898
12		3		771
13		3		899
14				174
15				89
16				91
SUB TOTAL	103	70	14	17389
TOTAL	346	324	22	96396

MONROE AREA TRAFFIC STUDY

1971 External Trip Tables

ZONE CONVERSION

New #	Old #	New #	Old #	New #	Old #
1	25	31	55	61	85
2	26	32	56	62	86
3	27	33	57	63	87
4	28	34	58	64	1
5	29	35	59	65	2
6	30	36	60	66	7
7	31	37	61	67	14
8	32	38	62	68	3
9	33	39	63	69	8
10	34	40	64	70	9
11	35	41	65	71	15
12	36	42	66	72	10
13	37	43	67	73	16
14	38	44	68	74	4
15	39	45	69	75	5
16	40	46	70	76	11
17	41	47	71	77	6
18	42	48	72	78	12
19	43	49	73	79	13
20	44	50	74		
21	45	51	75		
22	46	52	76		
23	47	53	77		
24	48	54	78		
25	49	55	79		
26	50	56	80		
27	51	57	81		
28	52	58	82		
29	53	59	83		
30	54	60	84		

MONRDF
 METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

DESTINATIONS

ORIGIN	1	2	3	4	5	6	7	8	9	10
1										
2										
3										
4										
5										
6										
7										
8										
9										
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SUB-TOT

64	89	6	5	9	5	17	23	33	70	73
65	537	62	85	35	28	95	52	69	32	28
66	68	8	5	6	5	11	4	3	3	
67										
68	520	75	156	106	68	78	80	35	37	35
69	141	10	29	25	2	39	10	17	13	37
70	125	31	77	37	10	24	19	24	14	14
71										
72	182	33	72	57	16	95	32	23	12	13
73										
74	488	47	132	48	59	197	91	39	22	20
75	228	25	29	14	11	49	22	35	51	59
76	132	10	28	15	3	28	16	7	26	23
77	422	60	64	48	37	129	47	45	39	74
78	113	14	37	9	3	23	9	14	10	13
79	119	13	28	17	7	51	8	10	25	26

FIN-TOT

3164

394

717

426

259

336

413

354

354

415

MONROE
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

DESTINATIONS

ORIGIN	11	12	13	14	15	16	17	18	19	20
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
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32										
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35										

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62
63

SUB-TOT

64	32	49	34	32	40	15	2	4	7	2
65	13	49	61	117	148	9	4	19	25	17
66		1		15	13				3	3
67										
68	33	39	52	128	134	5	10	26	42	21
69										
70	2	13	18	24	35	1	1	4	8	3
71										
72										
73	11	24	18	134	175	104	15	12	19	20
74										
75										
76	26	41	86	363	289	54	8	16	47	7
77	35	66	30	67	56	2	7	19	17	5
78	18	8	18	90	68	18	4	4	13	6
79	41	57	55	116	141	17	7	7	24	24
80	8	20	5	23	18	9			12	
81										
82										
83	5	13	10	39	32			4	23	3

FIN=TOT

224

392

394

1160

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147

MONROE
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

DESTINATIONS

ORIGIN	21	22	23	24	25	26	27	28	29	30
1										
2										
3										
4										
5										
6										
7										
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SUR-TOT

64					27	20	8	17	36	36
65	2	5			58	58	2	3	9	77
66					4	4			1	10
67										
68				1	42	54	3	12	18	79
69					14	15		7	5	24
70					23	9	1	13	6	4
71										
72	9	12	7	3	87	34	8	31	15	76
73										
74		4		3	221	288	9	6	17	151
75				3	14	43	31	43	111	56
76					43	58	5	42	91	74
77	1				29	44	5	8	20	62
78					7	12	3	3	4	0
79				1	25	11	3	2	7	11

SAP-TOT

12 21 7 11 594 650 78 187 340 669

FIN-TOT

12 21 7 11 594 650 78 187 340 669

MONROE
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

DESTINATIONS

ORIGIN	31	32	33	34	35	36	37	38	39	40
1										
2										
3										
4										
5										
6										
7										
8										
9										
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SHR-TOT

64	92	136	29	14	22	10	11	2	5	2
65	20	40	3	128	116	70	65	41	40	5
66	1	6	1	30	10	13	14	7	4	
67										
68	55	59	22	178	80	49	111	109	133	77
69	18	59	5	30	39	46	48	31	98	7
70	14	35	10	9	2	22	10	12	1	4
71										
72	17	21	3	26	35	17	16	6	7	
73										
74	32	39	2	76	54	37	54	70	57	16
75	107	146	16	26	45	25	22	21	18	7
76	24	19	9	15	11	9	9	13	7	3
77	90	184	47	54	30	36	34	59	74	13
78	5	6	4	40	40	25	28	10	16	6
79	10	19	4	17	31	15	10	11	14	3

SUB-TOT	485	769	155	643	514	374	434	391	474	143
FIN-TOT	485	769	155	643	514	374	434	391	474	143

012

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MONROE
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

DESTINATIONS

ORIGIN	41	42	43	44	45	46	47	48	49	50
1										
2										
3										
4										
5										
6										
7										
8										
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SUR-TOT

64	4	4	6	2	9	8	14	12	20	66
65	77	33	87	32	102	41	26	23	21	7
66	63	11	31	20	39	3	8		3	4
67										
68	68	25	52	18	49	8	10	12	23	32
69	61	36	33	17	27	10	5	16	12	8
70	3			1	8	7	8	6	4	
71										
72	19	7	17	10	35		8	9	9	6
73										
74										
75	52	21	64	51	58	17	4	13	25	3
76	31	4	38	19	36	18	10	23	39	39
77	7	3	10	9	11	4	4	8	1	10
78	46	19	58	29	38	10	10	14	31	21
79	16	8	23	22	31	13	10	27	64	31
80										
81	10	9	34	24	48	4	12	3	11	4

SUM-TOT	457	180	453	254	491	143	129	177	263	241
FIN-TOT	457	180	453	254	491	143	129	177	263	241

MONROE
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

DESTINATIONS

ORIGIN	51	52	53	54	55	56	57	58	59	60
1										
2										
3										
4										
5										
6										
7										
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SUB-TOT

64	83	117	181	51	41	96	35	22	3	5
65	32	53	54	16		14	698	388	129	18
66	7	11	4		1	1	19	122	118	79
67										
68	48	28	60	29	5	7	37	57	8	7
69	27	19	43	45	7	13	25	48	20	15
70	8	9	17	3	1	10	3	11	4	2
71										
72	15	17	7	13	3	6	29	71	8	4
73										
74	16	15	37	16	3	4	91	114	31	10
75	79	78	133	50	21	17	82	110	28	14
76	10	23	17	3	5	6	37	30	8	
77	46	54	66	2	15	7	59	98	24	18
78	60	35	135	129	8	7	27	64	5	1
79										
80	47	88	51	8	21	33	116	146	12	7

017

500-TOT

478

547

805

361

131

221

1258

1281

398

180

FIN-TOT

478

547

805

361

131

221

1258

1281

398

180

MONROE
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

DESTINATIONS

ORIGIN	61	62	63	64	65	66	67	68	69	70
1				116	474	60		501	65	74
2				16	59	10		76	21	41
3				9	81	4		152	39	78
4				7	60	7		92	47	37
5				3	40	7		55	19	14
6				20	99	11		116	8	16
7				8	76	6		67	10	16
8				35	46	3		37	29	10
9				65	20	4		49	15	15
10				96	30	8		55	4	12
11				34	35	3		33	2	
12				38	40	5		46	25	9
13				38	56	7		46	23	13
14				29	119	10		125	10	6
15				37	183	20		154	31	24
16				12	8			8		
17				3	1			5	6	
18				7	19			35	6	60
19				6	23	6		32	20	170
20				2	12			17	14	48
21								1		1
22					1			1		4
23										
24				1	2			1		
25				24	50	4		58	12	6
26				24	70	4		40	10	1
27				9	4			1	4	2
28				37	6	6		20	8	13
29				47	13	3		16	11	5
30				44	77	3		72	38	4
31				91	30	1		53	33	20
32				162	40	10		68	56	18
33				30	6	2		23	11	5
34				20	140	24		146	21	8
35				20	100	10		75	20	7

019

38				6	63	6	121	105	28	6
39				8	41			125	71	
40					6			76	2	
41				6	70	82		51	73	6
42				2	38	19		50	30	
43				9	74	28		49	21	4
44				2	23	26		12	27	
45				6	120	32		45	23	6
46				8	53	7		12	12	2
47				25	42	3		3	23	4
48				22	30	6		15	8	8
49				38	32	4		26	6	1
50				60	4	5		23	5	
51				104	15	14		36	13	12
52				118	26	10		23	18	11
53				195	54	8		79	68	13
54				51	18			23	51	3
55				43	9	8		2		
56				84	14	1		3	15	2
57				38	545	23		17	18	3
58				36	489	121		68	22	3
59				5	119	128		9	15	6
60				2	15	67		6	7	3
61					6	3		186	12	
62				3	7	1		110	30	2
63					1			13	8	
SUR-TOT				1985	4129	877		3609	1317	855
64		1	1			1		14	24	12
65		5	2	3				28	36	24
66		4						3		2
67										
68		186	103	12	13	21	2		34	18
69		19	30	11	23	53	1	28		1
70		1	1		16	30	1	11	1	
71										
72		2	5	1	8	15	1	19	6	4
73										
74		3	9	2	25	120	7	86	34	22
75		4	6		773	53	8	82	28	20
76			1		63	9	1	25	17	20
77		5	13	1	648	61	7	244	123	134
78			9	1	110	6	1	43	64	8
79		3	6	3	106	13	7	20	38	12

FIN-TOT

233

186

34

3770

4510

214

4212

1722

1132

MONROE
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

DESTINATIONS

ORIGIN	71	72	73	74	75	76	77	78	79
1		172		449	200	125	365	109	101
2		29		42	20	14	63	17	7
3		60		69	32	23	55	24	15
4		72		54	18	14	36	6	6
5		40		40	7	9	28	5	5
6		95		155	48	24	117	21	45
7		52		81	31	11	59	5	12
8		20		39	41	6	50	3	11
9		17		30	44	32	57	8	22
10		19		29	95	28	87	7	24
11		10		12	49	19	41	4	6
12		33		62	57	11	49	17	25
13		25		72	33	15	52	7	14
14		115		367	82	87	88	24	31
15		219		293	62	71	109	29	34
16		115		77		13	19	6	3
17		12		6	5		6	2	
18		22		20	10	13	16	4	7
19		23		52	14	18	42	10	20
20		11		14	3	4	24	1	4
21		8							
22		13		4		1			
23		2					1		
24		4		3	2	1			1
25		104		177	21	38	38	3	15
26		66		283	27	63	25	5	10
27		5			18	1	6	1	2
28		32		8	44	29	18	2	
29		14		27	104	115	16	1	11
30		91		194	66	65	62	13	3
31		26		20	102	23	94	2	12
32		36		47	144	14	230	13	18
33		3		3	29	6	58	3	3
34		25		63	37	19	53	32	14
35		23		52	22	9	27	38	27

022

38	7	55	22	9	42	31	12	
39	7	50	42	6	31	26	11	
40		7	7	3	1	3	5	
41	7	62	31	11	47	19	32	
42	2	27	15	4	13	5	7	
43	20	64	40	9	57	24	35	
44	7	42	16	7	23	14	20	
45	45	67	40	8	44	35	29	
46	2	11	21	1	11	15	4	
47	11	11	13	1	18	8	13	
48	4	9	17	4	18	33	12	
49	9	31	36	1	25	63	7	
50	6	7	32	10	25	21	16	
51	16	18	72	14	52	65	54	
52	13	23	92	21	51	36	88	
53	13	30	158	14	76	164	54	
54	9	11	41	3	2	118	5	
55		3	19	4	17	11	24	
56		10	16	3	21	3	38	
57	23	79	79	23	88	20	135	
58	64	128	93	40	91	59	131	
59	9	25	21	2	41	5	17	
60	2	16	17	4	18	6	8	
61	2	2	3		9		2	
62		6	9	1	10	11	1	
63	2		6		4		1	
SUR-TOT		1932	3715	2499	1146	2895	1263	1285
64	14	40	803	66	709	63	85	
65	31	125	57	19	84	8	17	
66	1	5	3	1	8	1	2	
67								
68	15	62	65	19	267	48	17	
69	3	58	26	13	109	60	23	
70	2	20	21	5	90	12	9	
71								
72		22	7	50	24	3	5	
73								
74	15			30	50	5	13	
75	9			78	165	19	39	
76	55	23	61		1		1	
77	43	66	161	1			3	
78	3	5	18	1			1	
79	8	4	47	1	5	1		

SUB-TOT

199

430

1269

239

1512

227

221

FIN-TOT

2131

4145

3768

1430

4407

1483

1506

MONROE
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN 1971

025

	SUB-TOT	SUB-TOT	FIN-TOT
1		2811	2811
2		415	415
3		641	641
4		456	456
5		272	272
6		774	774
7		434	434
8		330	330
9		378	378
10		494	494
11		248	248
12		417	417
13		401	401
14		1093	1093
15		1266	1266
16		261	261
17		46	46
18		219	219
19		436	436
20		154	154
21		10	10
22		24	24
23		3	3
24		15	15
25		550	550
26		628	628
27		53	53
28		223	223
29		383	383
30		732	732
31		507	507
32		856	856
33		182	182
34		602	602
35		505	505

37		377	377
38		403	403
39		110	110
40			
41		497	497
42		212	212
43		434	434
44		219	219
45		500	500
46			
46		159	159
47		175	175
48		186	186
49		279	279
50		219	219
51			
51		485	485
52		530	530
53		926	926
54		335	335
55		140	140
56			
56		210	210
57		1091	1091
58		1345	1345
59		400	400
60		171	171
61			
61		225	225
62		191	191
63		35	35
SUR-TOT		27507	27507
64	1795	1831	3626
65	4088	429	4517
66	801	32	833
67			
68	3646	581	4227
69	1425	398	1823
70	974	218	1192
71			
72	1798	164	1962
73			
74	2847	407	4254
75	2445	1274	3719
76	1178	276	1454
77	2928	1491	4419
78	1244	260	1544
79	1336	262	1600

SUN-TOT

27517

7623

35170

FIN-TOT

27547

35130

62677

0227

100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120

IAS 000000

INT 000000

EXT 046561

TR/TX 000000

TOTAL 046561

INVALID ZONE ERRORS 00000

KEY ERRORS 00000

INTERNAL NON-DRIVER TRIPS 00000

TRUCK RECORDS WITH NO TRIPS 00000