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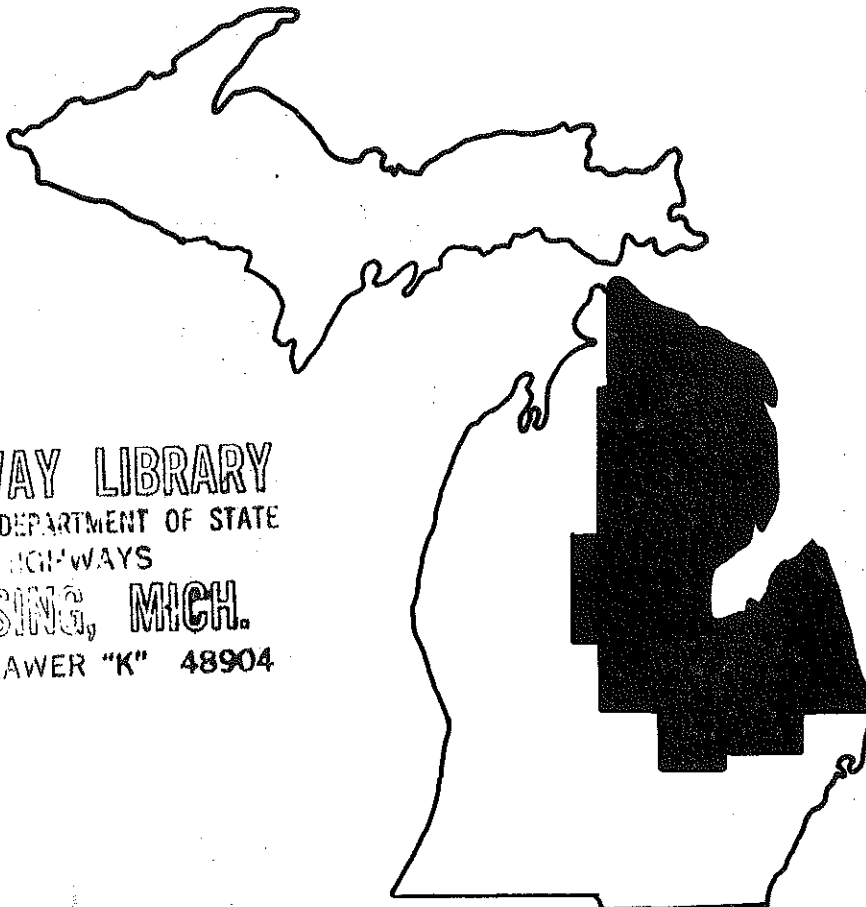
MICHIGAN DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

GAYLORD 1972
EXTERNAL
ORIGIN DESTINATION
SURVEY

FACTUAL DATA REPORT

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OF
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JOHN P. WOODFORD, DIRECTOR

March 25, 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 1972
Gaylord External Origin Destination Survey. Included
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
are under the supervision of Maynard A. Christensen of
the East Multi-Regional Section.

Sincerely,

Keith E. Bushnell, Administrator
Multi-Regional Planning Division

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PREFACE

Data presented in this report, due to the reconstruction of M-32 in the City of Gaylord during the survey period, may not be totally representative of an Average August weekdays traffic pattern. This would be particularly so for M-32 east of the City. I-75 stations, however, are considered reasonably representative because of the large volume of through traffic not destined to Gaylord or to areas east of the city. Total traffic for the area is also considered to be reasonable.

The user of this report, then, is cautioned to keep these facts in mind when using information contained in the following pages.

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SURVEY AREA

Gaylord, the County Seat of Otsego County, is located in the center of northern lower Michigan approximately 230 miles northwest of Detroit and 60 miles south of the Straits of Mackinaw.

With an abundance of lakes, streams, forests and ski resorts in the surrounding countryside, the City serves as a recreational and vacation center for the county providing accommodations, restaurants, and shops for tourists, vacationers and skiers.

In addition to the obvious impact of tourism on the economy of Gaylord, the location of US Plywoods' 5 1/2 million dollar NOVOPLY Plant nearby has contributed significantly to the growth of the community. This along with the cooperative spirit of the townspeople, as evidenced by the revamping of the Central Business District to an Alpine motif, has added to the attractiveness of the City for industry and tourism.

I-75 and M-32 are the two state trunklines serving the area. I-75 is by far the most important, providing accessibility to and from the more populous urban areas of the state. M-32 serves as the major east west route. Also of importance is old US-27, a major county road.

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.)

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FIELD PROCEDURE

Field work for the Gaylord External Origin Destination Survey was conducted during August, 1972. 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 Gaylord. In all, eight 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

GAYLORD

EXTERNAL ORIGIN DESTINATION SURVEY

EXTERNAL STATIONS

STATION NO.	LOCATION
1	I-75, North of M-32 Interchange
2	Old US-27 N., .5 Mile South of Fairview
3	M-32 E., .4 Mile East of Hayes Street
4	McCoy Road, .1 Mile East of Evergreen
5	Old US-27 S., .6 Mile East of McCoy
6	I-75 S., .5 Mile South of M-32 Interchange
7	Dickerson Road, .4 Mile South of Drive to U.S. Plywood
8	M-32 W., .4 Mile West of Meecher

TABLE 2

GAYLORD

EXTERNAL ORIGIN DESTINATION SURVEY

ANALYSIS ZONES

<u>ZONE NO.</u>	<u>ABBREVIATION</u>	<u>DESCRIPTION</u>
9	NWR	NORTHWEST RESIDENTIAL AREA
10	GSH	GAYLORD STATE HOME
11	NER	NORTHEAST RESIDENTIAL AREA
12	FAIR	OTSEGO COUNTY FAIRGROUNDS
13	HOSP	GAYLORD HOSPITAL
14	CBD	CENTRAL BUSINESS DISTRICT
15	WSB	WEST SIDE BUSINESS DISTRICT
16	WR	WEST RESIDENTIAL AREA
17	DNR	DEPARTMENT OF NATURAL RESOURCES
18	SER	SOUTHEAST RESIDENTIAL AREA
19	GCS	GAYLORD COMMUNITY SCHOOLS
20	CORD	OTSEGO CO. ROAD COMMISSION
21	ACAR	ANTIQUÉ CAR MUSEUM
22	MID	MIDWAY WELL SUPPLY
23	COTW	CALL-OF-THE-WILD MUSEUM
24	AIRP	GAYLORD AIRPORT
25	SWR	SOUTHWEST RESIDENTIAL AREA
26	SSB	SOUTH SIDE BUSINESS DISTRICT
27	GCC	GAYLORD COUNTRY CLUB
28	USP	UNITED STATES PLYWOOD INC.

ALL STATIONS

Interviews were conducted for the Gaylord External Origin Destination Survey on an average August, 1972 weekday. A total of 43,771 vehicles passed through all stations. Of this number, 22,796 were stopped and interviewed yielding an areawide interview rate of 52.08%. 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 43,530 total area vehicle trips. As can be seen in Table 3, 28326 or 65.07% of total vehicle area trips utilized I-75 and M-32, state trunk-line facilities. The other four stations located on county roads, constituted the remainder.

Traffic was categorized as terminal or through, with the former constituting 51.11% and the latter 48.89% 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 67.65% of all trips and through trips 32.35%.

Over 60% of all terminal trips interchanged with Zone 14 (CBD) and Zone 15 (WSB). 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 5, which shows the trip length of all trips determined through the survey, indicates that the average trip length was 2 hours 10 minutes. The longest trip was 19 hours 10 minutes. It is to be noted that through trips were half factored for reasons previously discussed. Over 40% of all trips were within 20 minutes of the study area.

A county outline map showing the distribution of trip ends for all stations is provided as Figure 4. As can be seen every county of the state had some impact on trips in the Gaylord area. Out-of-state trip ends were 5.67% of the total with trip ends in the Upper Peninsula contributing 8.79%. The remainder were located in the Lower Peninsula. The northern 21 counties of the Lower Peninsula accounted for 70.68% of all trip ends. Those counties adjacent to and including Otsego County contributed 63.56% with Otsego County itself accounting for 49.14%.

In conjunction with station interviews, machine traffic counts were taken throughout the study area at selected locations. A schematic showing traffic volumes at these points is presented in Figure 5.

TABLE 3

ALL STATIONS

Station	24-Hour ¹ Traffic Counts	14-Hour Interviews	Percent Interviewed	Trips ²	Percent of Total
1	10056	4804	47.8	10208	23.45
2	2294	1230	53.6	2222	5.10
3	2552	1257	55.8	2370	5.44
4	3160	2273	71.9	3177	7.30
5	7867	3955	50.3	7978	18.33
6	10218	4897	47.9	10200	23.43
7	1858	1156	62.2	1827	4.20
8	5491	3224	58.7	5548	12.75
TOTAL	43496	22796	52.4	43530	100.00

Station	Total Trips	Percent of Total	Terminal	%	Through	%
1	10208	23.5	3122	30.6	7086	69.4
2	2222	5.1	1647	74.1	575	25.9
3	2370	5.4	1727	72.9	643	27.1
4	3177	7.3	1935	60.9	1242	39.1
5	7978	18.3	6562	82.3	1416	17.7
6	10200	23.4	2760	27.1	7440	72.9
7	1827	4.2	1536	84.1	291	15.9
8	5548	12.8	2959	53.3	2589	46.7
TOTAL	43530	100.0	22248	51.11	21282	48.89
TRIPS	32889		22248	67.65	10641 ³	32.35

¹Motorcycles and buses, although counted, were not interviewed and do not appear in this column. Listed below are the totals of these vehicle types counted at each station:

Station	1	2	3	4	5	6	7	8	TOTAL
	57	6	8	13	66	56	22	47	275

²Due to the conventions of certain computer programs, expanded vehicle trips do not necessarily correspond exactly 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 trip records.

TABLE 4

TOTAL AREA TERMINAL TRIPS				PERCENT OF TOTAL
ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	
9	664	746	1410	6.33
10	87	82	169	.76
11	686	556	1242	5.52
12	28	51	79	.35
13	163	226	389	1.74
14	3078	3273	6351	28.48
15	3568	3469	7037	31.56
16	513	480	993	4.46
17	98	95	193	.87
18	508	429	937	4.21
19	34	76	110	.49
20	129	134	263	1.18
21	354	322	676	3.03
22	3	7	10	.05
23	16	18	34	.15
24	48	33	81	.36
25	697	655	1352	6.06
26	129	134	263	1.18
27	45	59	104	.47
28	319	295	614	2.75
TOTAL	11167	11140	22307	100.0

CITY OF
GAYLORD
OTSEGO COUNTY
T30 & 31N-R3 W
POP 5,012-1970 CENSUS



ALL STATION
TERMINAL TRIPS

Total Terminal Trips

22307

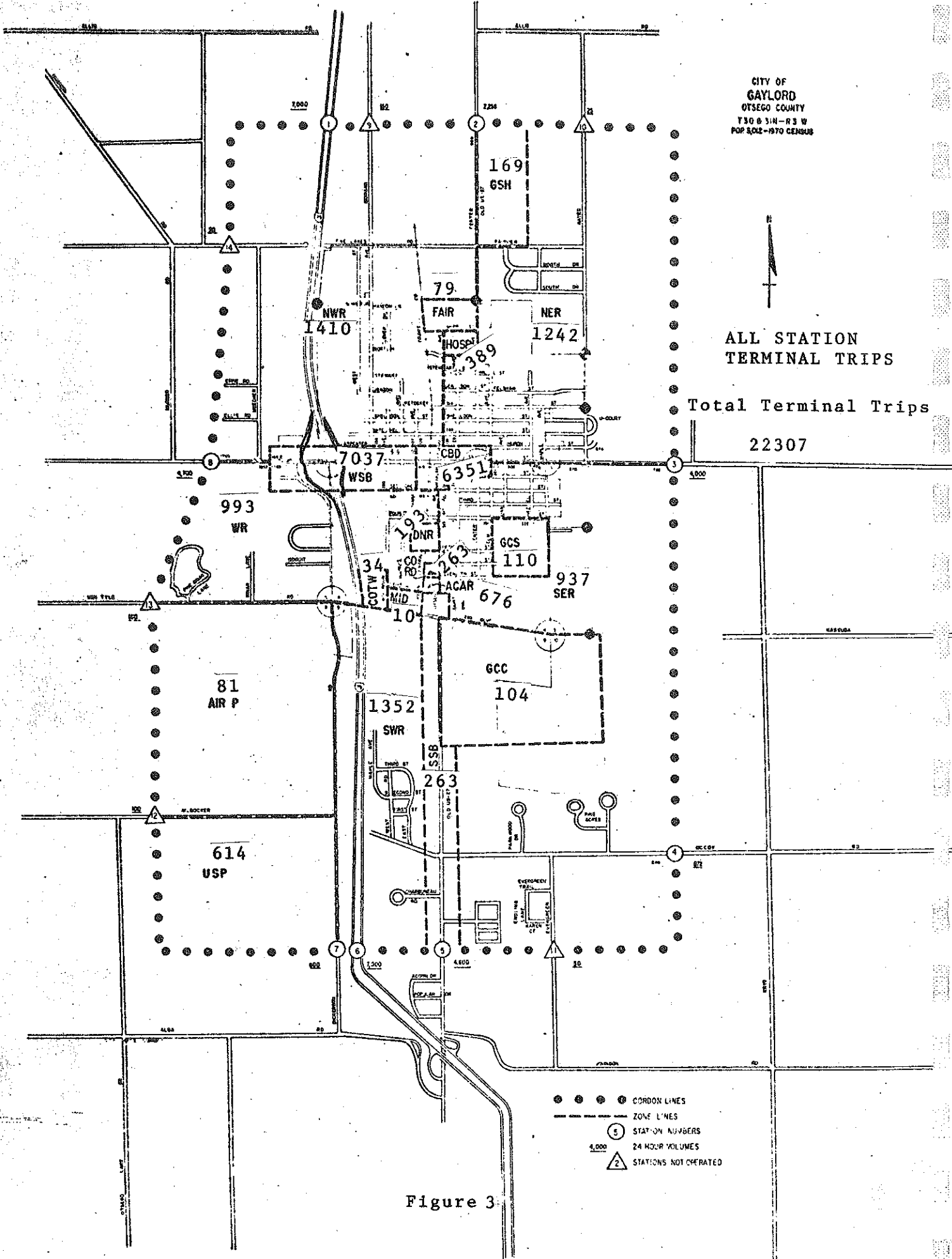


Figure 3

TABLE 5

ALL STATION

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	13336	40.36
20 - 40	1592	4.82
40 - 60	3106	9.40
60 - 90	2089	6.32
90 - 120	1156	3.50
120 - 150	797	2.41
150 - 180	1116	3.38
180 - 240	1961	5.93
240 - 300	2222	6.73
300 - 360	2013	6.09
360 - 420	953	2.89
420 - 480	836	2.53
480 - 1150	1864	5.64
TOTAL	*33041	100.00

Longest Trip Length = 19 Hours 10 Minutes

Average Trip Length = 2 Hours 20 Minutes

*Through trips are half-factored. Total trips differ from totals reported elsewhere due to conventions of the computer program used to compute trip lengths.

NOTE: Appearing in Appendix A is a trip length frequency distribution graph from which the above information was obtained. It may prove useful in determining the number of trips for each 10 minute increment of time.

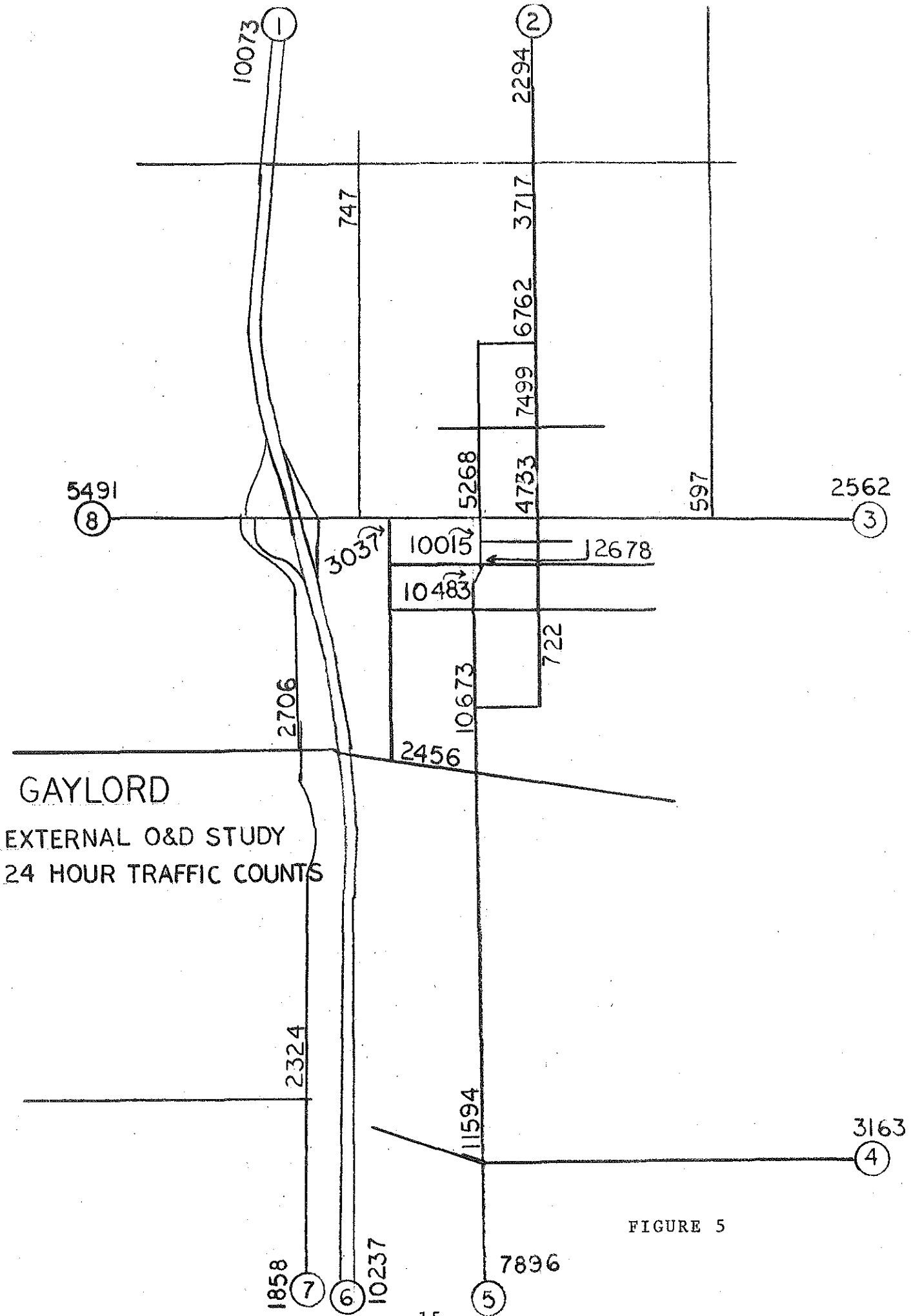


FIGURE 5

STATION 1

Station 1 was located on I-75 north of the M-32 Interchange. Vehicle trips passing through the station (10208) represented 23.45% of all station traffic. Traffic was classified as terminal or through with the former constituting 30.6% of the total and the latter 69.4%. When compared to all station terminal and through trips, the station represents 14.03% of total terminal traffic and 33.3% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 6 presents the results of this analysis. Over 80% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 74.8% and the latter 5.42%. Vacation trips at 55.77% was the largest trip purpose category. Other Social-Recreation and work followed at 15.77% and 12.73%. Over 85% of all vacation trips were through in nature.

By definition terminal trips have one end inside the study area. Two internal zones accounted for nearly 76% of this kind of trip. Zone 15 (WSB) contributed 58.22% and Zone 14 (CBD) 17.43%. This information as well as other terminal trip interchanges is presented in Table 7 and graphically shown in Figure 6.

Nearly 89% of the through trips at the station either entered or exited the study area via the I-75 station (No. 6) southeast of Gaylord. Table 8 lists all through trips at the station and, in addition to the above, indicates that station 8 (M-32) west of the city was the next most significant interchange at 6.05%. These interchanges are graphically displayed in Figure 7.

Utilizing data from the study and the Statewide Traffic Forecast

Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 9. As can be seen, most trips were of relatively long duration with only 10.36% within one hour of the station. The longest trip was determined to be 19 hours 10 minutes with the average trip length 5 hours 5 minutes.

A county outline map of Michigan is provided as Figure 8 showing the distribution of origin and destination ends of trips at the station. As can be seen every county in the state had an impact on traffic at this location. Almost 11% of the trip ends had an origin or destination out-of-state and 21.53% in the Upper Peninsula. The remaining 66.79% were in the Lower Peninsula concentrated in the northern 21 counties. Counties adjacent to and including Otsego County contributed 38.7% of the total.

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TABLE 6

STATION 1

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	7635	74.80	2347	31.09	5261	68.91
Passenger Car with Trailer	999	9.78	246	24.62	753	75.38
Panel or Pickup	553	5.42	201	36.35	352	63.65
Panel or Pickup with Trailer	133	1.31	32	24.06	101	75.94
Other Single Unit Trucks	498	4.87	163	32.73	335	67.27
Combinations and Trucks with Trailers	390	3.82	106	27.18	284	72.82
TOTAL	10208	100.00	3122	30.58	7086	69.42

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	1300	12.73	492	37.85	803	62.15
Personal Business	269	2.63	81	30.11	188	69.89
Shopping	980	9.60	940	95.92	40	4.08
Vacation	5662	55.48	820	14.48	4842	85.52
Other Soc.-Rec.	1610	15.77	580	36.02	1030	63.98
All Other	387	3.79	209	54.01	178	45.99
TOTAL	10208	100.00	3122	30.58	7086	69.42

TABLE 7

STATION 1

TERMINAL TRIPS

ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	PERCENT OF TOTAL
9	34	85	119	3.81
10	0	0	0	0
11	31	15	46	1.47
12	0	0	0	0
13	0	6	6	.19
14	248	297	545	17.43
15	788	1032	1820	58.22
16	18	73	91	2.91
17	10	0	10	.32
18	15	19	34	1.09
19	2	8	10	.32
20	6	7	13	.42
21	104	143	247	7.90
22	0	0	0	0
23	4	1	5	.16
24	2	2	4	.13
25	49	23	72	2.30
26	3	4	7	.22
27	2	6	8	.26
28	41	48	89	2.85
TOTAL	1357	1769	3126	100.0

TABLE 8

STATION 1

THROUGH TRIPS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
2	5	.07
3	27	.38
4	169	2.39
5	170	2.40
6	6286	88.71
7	0	0
8	429	6.05
TOTAL	7086	100.00

TABLE 9

STATION 1

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	172	1.70
20 - 40	72	.71
40 - 60	806	7.95
60 - 90	958	8.03
90 - 120	447	4.41
120 - 180	967	9.53
180 - 240	935	9.22
240 - 300	964	9.50
300 - 360	1424	14.04
360 - 420	851	8.39
420 - 480	776	7.65
480 - 540	635	6.26
540 -1150	1137	12.61
TOTAL	10144	100.00

Longest Trip Length = 19 Hours 10 Minutes

Average Trip Length = 5 Hours 5 Minutes

STATION 2

Station 2 was located on Old US-27 north of Gaylord south of Fairview. Vehicle trips passing through the station (2222) represented 5.1% of all station traffic. Traffic was classified as terminal or through with the former constituting 74.1% of the total and the latter 25.9%. When compared to all station terminal and through trips, the station represents 7.4% of total terminal traffic and 2.7% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 10 presents the results of this analysis. Over 97% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 80.38% and the latter 16.64%. Work trips at 36.54% was the largest trip purpose category. Shopping and other Social-Recreation followed at 21.97% and 14.21%.

By definition terminal trips have one end inside the study area. Four internal zones accounted for 74.96% of this kind of trip. Zone 14 (CBD) contributed 32.51%. Zone 15 (WSB) 16.43%, Zone 9 (NWR) 14.8%, and Zone 11 (NER) 11.22%. This information as well as other terminal trip interchanges is presented in Table 11 and graphically shown in Figure 9.

Most through trips at the station either entered or exited the study area via one of four stations surrounding Gaylord. Table 12 lists all through trips at the station and indicates the primary station of exit or entrance was Station 5 at 37.56%. These interchanges are graphically displayed in Figure 7.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 13. As can be seen, 63.97% of the trips had a duration of 20 minutes or less with more than 88% occurring within an hour. The longest trip was determined to be 8 hours 40 minutes with the average trip length at 43 minutes.

A county outline map of Michigan is provided as Figure 11 showing the distribution of origin and destination ends of trips at the station. Nearly 85% of all trip ends are concentrated in Otsego County. The remaining trip ends are located generally, in the northern 21 counties of the Lower Peninsula.

TABLE 10

STATION 2

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	1786	80.38	1328	74.36	458	25.64
Passenger Car with Trailer	30	1.35	14	46.67	16	53.33
Panel or Pickup	370	16.64	279	74.41	91	24.59
Panel or Pickup with Trailer	9	.41	5	55.56	4	44.44
Other Single Unit Trucks	15	.68	13	86.67	2	13.33
Combinations and Trucks with Trailers	12	.54	8	66.67	4	33.33
TOTAL	2222	100.00	1647	74.12	575	25.88

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	812	36.54	610	75.12	202	24.88
Personal Business	220	9.93	176	80.00	44	20.00
Shopping	488	21.97	469	96.11	19	3.89
Vacation	180	8.09	65	36.11	115	63.89
Other Soc.-Rec.	316	14.21	176	55.70	140	44.30
All Other	206	9.26	151	73.30	55	26.70
TOTAL	2222	100.00	1647	74.12	575	25.88

TABLE 11

STATION 2

TERMINAL TRIPS

ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	PERCENT OF TOTAL
9	127	117	244	14.80
10	24	30	54	3.28
11	117	68	185	11.22
12	12	25	37	2.24
13	12	30	42	2.55
14	251	285	536	32.51
15	165	106	271	16.43
16	11	13	24	1.46
17	16	13	29	1.76
18	40	28	68	4.12
19	2	2	4	.24
20	16	19	35	2.12
21	9	6	15	.91
22	2	0	2	.12
23	0	0	0	0
24	2	0	2	.12
25	32	35	67	4.06
26	6	1	7	.42
27	0	2	2	.12
28	8	17	25	1.52
TOTAL	852	797	1649	100.0

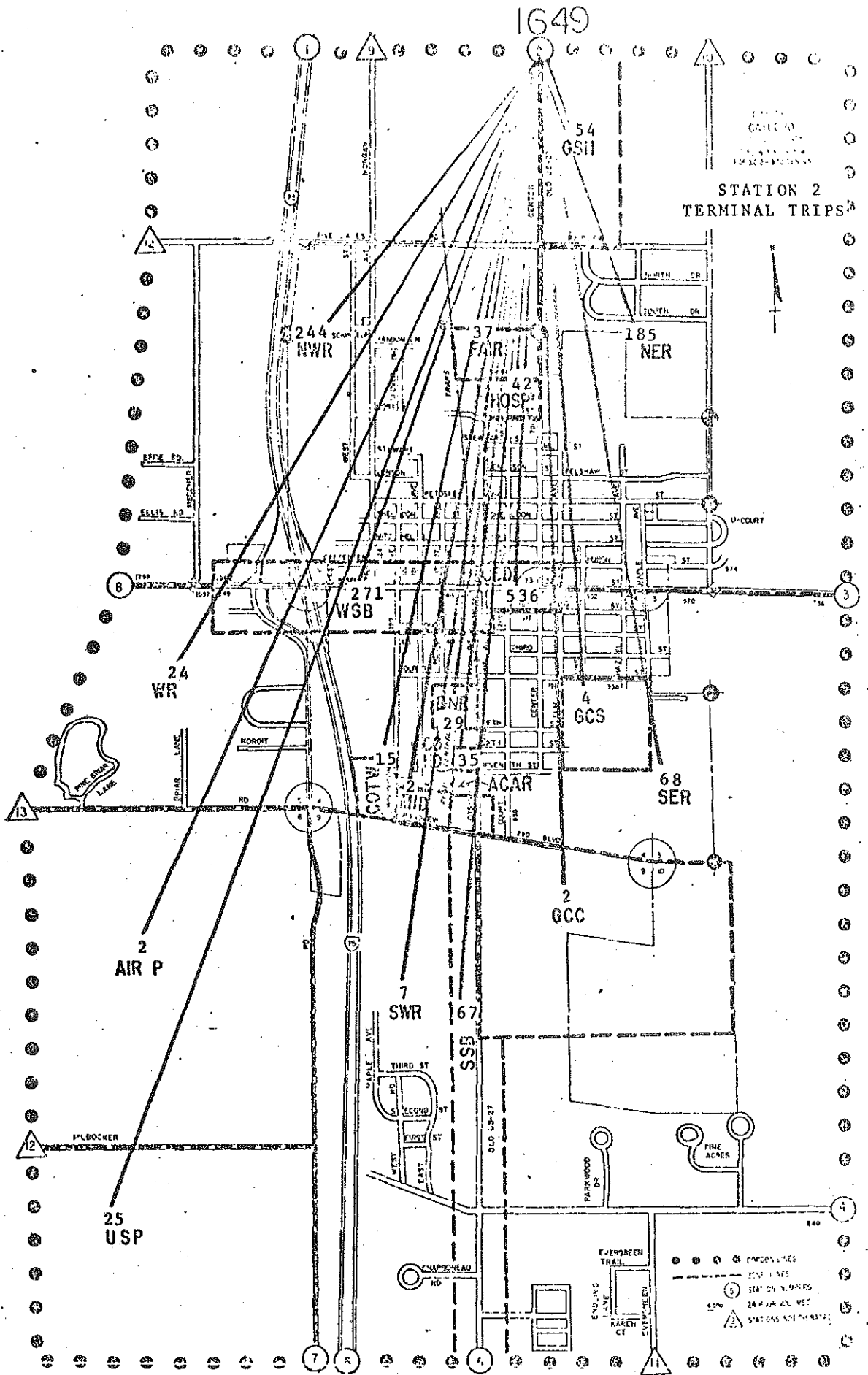


FIGURE 9

TABLE 12

STATION 2

THROUGH TRIPS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	2	.35
3	42	7.30
4	132	22.96
5	216	37.56
6	108	18.78
7	12	2.09
8	63	10.96
TOTAL	575	100.00

TABLE 13

STATION 2

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	1422	63.97
20 - 40	233	10.48
40 - 60	311	13.99
60 - 90	83	3.73
90 - 520	174	7.83
TOTAL	2223	100.00

Longest Trip Length = 8 Hours 40 Minutes

Average Trip Length = 43 Minutes

STATION 3

Station 3 was located on M-32 east of the city and east of Hayes Street. Vehicle trips passing through the station (2370) represented 5.44% of all station traffic. Traffic was classified as terminal or through with the former constituting 72.87% of the total and the latter 27.13%. When compared to all station terminal and through trips, the station represents 7.76% of total terminal traffic and 3.02% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 14 presents the results of this analysis. Nearly 96% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 78.07% and the latter 17.84%. Work trips at 44.25% was the largest trip purpose category. Shopping and other Social-Recreation followed at 20.87% and 15.37%.

By definition terminal trips have one end inside the study area. Two internal zones accounted for 63.83% of this kind of trip. Zone 14 (CBD) contributed 36.52% and Zone 15 (WSB) 15.94%. This information as well as other terminal trip interchanges is presented in Table 15 and graphically shown in Figure 12.

Nearly 42% of the through trips at the station either entered or exited the study area via station 8 (M-32) west of the city. Table 16 lists all through trips at the station and, in addition to the above, indicates that station 5 (Old US-27) south of the city was the next most significant interchange at 20.53%. These interchanges are graphically displayed in Figure 13.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 17. As can be seen, 76.35% of the trips had a duration of 20 minutes or less with more than 90% occurring within an hour. The longest trip was determined to be 6 hours with the average trip length 33 minutes.

A county outline map of Michigan is provided as Figure 14 showing the distribution of origin and destination ends of trips at the station. Nearly 91% of all trip ends are concentrated in Otsego County. The remainder were primarily concentrated in the northern portion of the Lower Peninsula.

TABLE 14

STATION 3

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	1851	78.07	1361	73.53	490	26.47
Passenger Car with Trailer	10	.43	4	40.00	6	60.00
Panel or Pickup	423	17.84	300	70.92	123	29.08
Panel or Pickup with Trailer	3	.13	3	100.00	0	0
Other Single Unit Trucks	66	2.80	54	81.82	12	18.18
Combinations and Trucks with Trailers	17	.73	5	29.41	12	70.59
TOTAL	2370	100.00	1727	72.87	643	27.13

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	1049	44.25	727	69.30	322	30.70
Personal Business	148	6.26	110	74.32	38	25.68
Shopping	495	20.87	466	94.14	29	5.86
Vacation	154	6.49	43	27.92	111	72.08
Other Soc.-Rec.	364	15.37	240	65.93	124	34.07
All Other	160	6.76	141	88.12	19	11.88
TOTAL	2370	100.00	1727	72.87	643	27.13

TABLE 15
STATION 3

TERMINAL TRIPS

ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	PERCENT OF TOTAL
9	44	63	107	6.19
10	5	9	14	.81
11	108	81	189	10.92
12	3	14	17	.98
13	32	50	82	4.74
14	311	321	632	36.52
15	121	155	276	15.94
16	55	47	102	5.90
17	0	1	1	.06
18	50	61	111	6.42
19	0	5	5	.29
20	22	16	38	2.20
21	4	6	10	.58
22	0	0	0	0
23	0	0	0	0
24	0	5	5	.29
25	59	28	87	5.03
26	9	7	16	.93
27	4	6	10	.58
28	14	14	28	1.62
TOTAL	841	889	1730	100.0

TABLE 16
STATION 3

THROUGH TRIPS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	65	10.11
2	52	8.09
4	11	1.71
5	132	20.53
6	113	17.57
7	2	.31
8	<u>268</u>	<u>41.68</u>
TOTAL	643	100.00

TABLE 17

STATION 3

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	1811	76.35
20 - 40	151	6.37
40 - 60	174	7.34
60 - 90	71	2.99
90 - 360	165	6.95
TOTAL	2372	100.00

Longest Trip Length = 6 hours

Average Trip Length = 33 minutes

STATION 4

Station 4 was located on McCoy Road east of Evergreen. Vehicle trips passing through the station (3177) represented 7.3% of all station traffic. Traffic was classified as terminal or through with the former constituting 60.91% of the total and the latter 39.09%. When compared to all station terminal and through trips, the station represents 8.7% of total terminal traffic and 5.84% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 18 presents the results of this analysis. Over 84% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 70.3% and the latter 14.08%. Work trips at 43.72% was the largest trip purpose category. Shopping and other Social-Recreation followed at 20.25% and 16.61%.

By definition terminal trips have one end inside the study area. Two internal zones accounted for 52.1% of this kind of trip. Zone 14 (CBD) contributed 36.77% and Zone 15 (WSB) 15.33%. This information as well as other terminal trip interchanges is presented in Table 19 and graphically shown in Figure 15.

Nearly 43% of the through trips at the station either entered or exited the study area via station (5) south of Gaylord. Table 20 lists all through trips at the station and, in addition to the above, indicates that station 6 (I-75) was the next most significant interchange at 18.76%. These interchanges are graphically displayed in Figure 16.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 21. As can be seen, 55.91% of the trips had a duration of 20 minutes or less with more than 76% occurring within an hour. The longest trip was determined to be 11 hours with the average trip length 53 minutes.

A county outline map of Michigan is provided as Figure 17 showing the distribution of origin and destination ends of trips at the station. Nearly 74% of all trip ends are concentrated in Otsego County. The remainder were primarily concentrated in the northern portion of the Lower Peninsula.

TABLE 18

STATION 4

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	2233	70.30	1423	63.73	810	36.27
Passenger Car with Trailer	51	1.61	22	43.14	29	56.87
Panel or Pickup	447	14.08	292	65.32	155	34.68
Panel or Pickup with Trailer	20	.63	6	30.00	14	70.00
Other Single Unit Trucks	313	9.84	130	41.53	183	58.47
Combinations and Trucks with Trailers	113	3.55	62	54.87	51	45.13
TOTAL	3177	100.00	1935	60.91	1242	39.09

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	1389	43.72	771	55.51	618	44.49
Personal Business	129	4.07	103	79.84	26	20.16
Shopping	643	20.25	608	94.56	35	5.44
Vacation	317	9.98	76	23.97	241	76.02
Other Soc.-Rec.	528	16.61	258	48.86	270	51.14
All Other	171	5.37	119	69.59	52	30.41
TOTAL	3177	100.00	1935	60.91	1242	39.09

TABLE 19

STATION 4

TERMINAL TRIPS

ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	PERCENT OF TOTAL
9	73	84	157	8.11
10	1	3	4	.21
11	43	40	83	4.29
12	4	2	6	.31
13	12	16	28	1.45
14	364	348	712	36.77
15	155	142	297	15.33
16	47	60	107	5.53
17	12	12	24	1.24
18	63	52	115	5.94
19	3	11	14	.72
20	26	26	52	2.69
21	13	25	38	1.96
22	2	1	3	.16
23	3	0	3	.16
24	9	9	18	.93
25	75	77	152	7.84
26	17	18	35	1.81
27	4	5	9	.47
28	36	43	79	4.08
TOTAL	962	974	1936	100.0

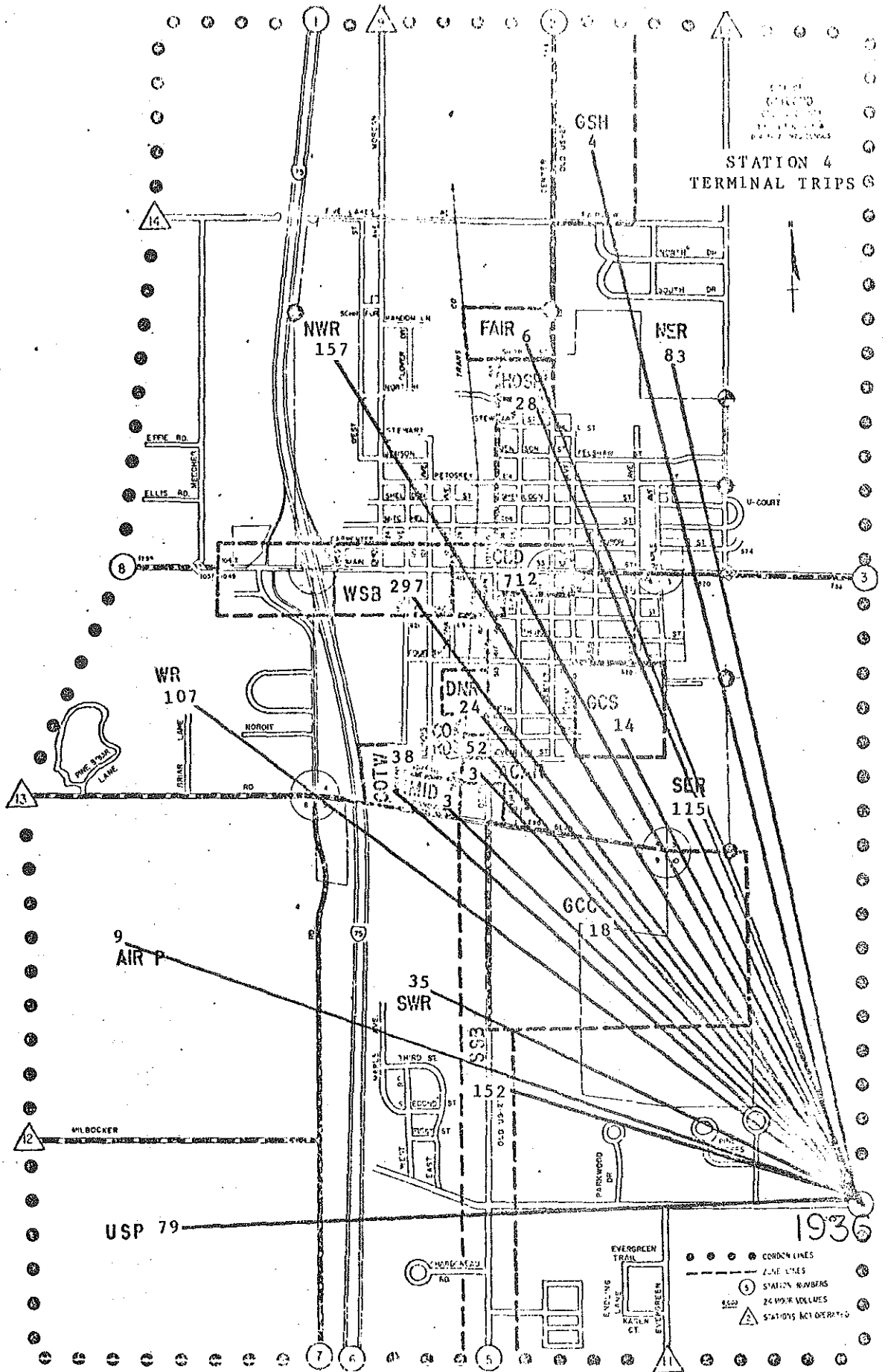


FIGURE 15

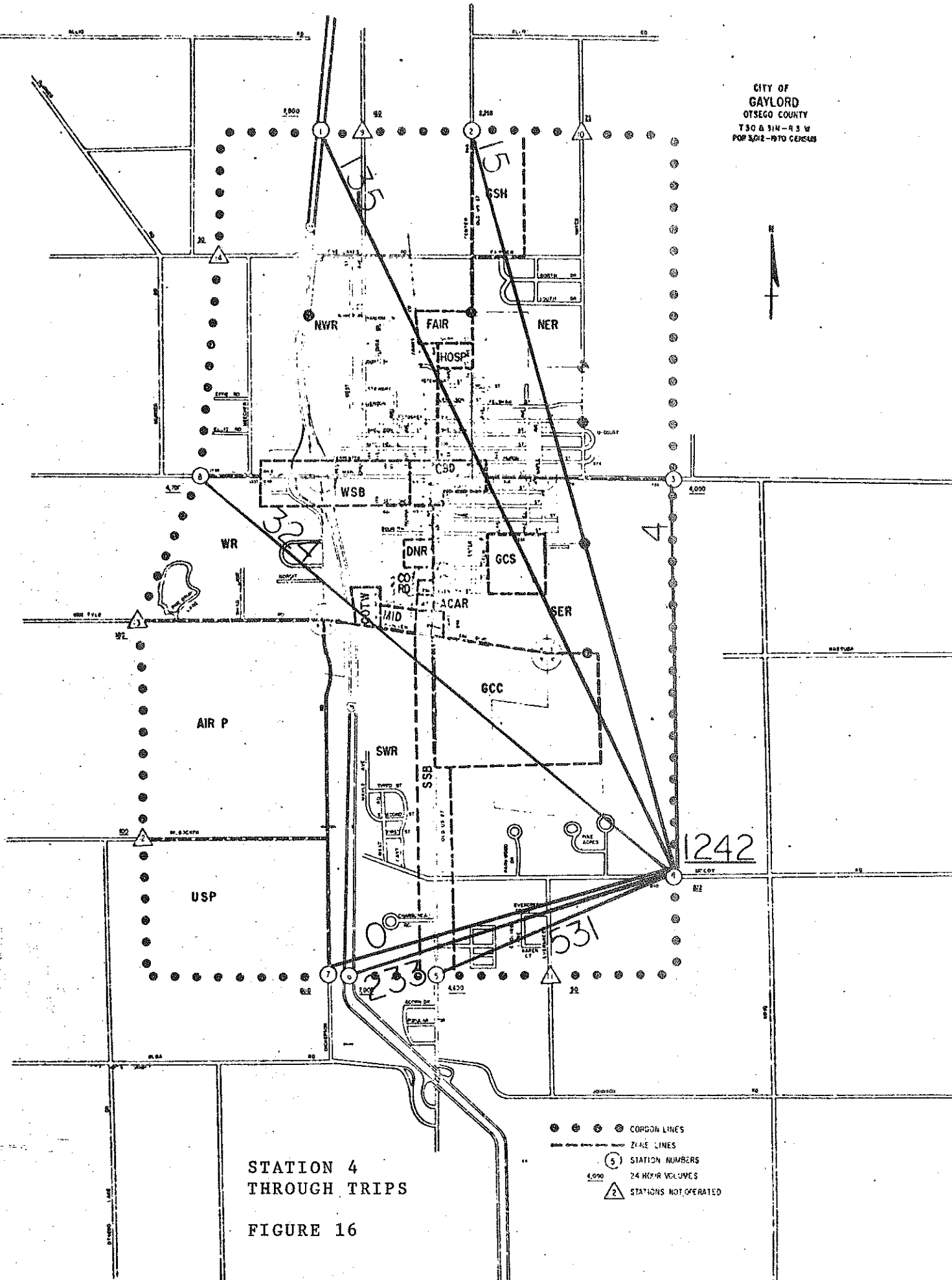
TABLE 20

STATION 4

THROUGH TRIPS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	135	10.87
2	15	1.21
3	4	.32
5	531	42.75
6	233	18.76
7	0	0
8	<u>324</u>	<u>26.09</u>
TOTAL	1242	100.00

CITY OF
GAYLORD
OTSEGO COUNTY
T 30 & 31 N - R 3 W
POP 3,012 - 1970 CENSUS



STATION 4
THROUGH TRIPS
FIGURE 16

TABLE 21

STATION 4

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	1750	55.91
20 - 40	114	3.64
40 - 60	519	16.90
60 - 90	121	3.87
90 - 120	280	8.95
120 - 180	162	5.18
180 - 660	184	5.55
TOTAL	3130	100.00

Longest Trip Length = 11 hours

Average Trip Length = 53 minutes

STATION 5

Station 5 was located on old US-27 south of Gaylord. Vehicle trips passing through the station (7978) represented 18.33% of all station traffic. Traffic was classified as terminal or through with the former constituting 82.25% of the total and the latter 17.75%. When compared to all station terminal and through trips, the station represents 29.49% of total terminal traffic and 6.65% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 22 presents the results of this analysis. Over 90% of the trip passing through the station were made by passenger car or panel or pick-up truck. The former constituted 77.87% and the latter 12.72%. Work trips at 32.62% was the largest trip purpose category. Shopping, other Social-Recreation and vacation followed at 27.52%, 12.7%, and 11.34%.

By definition terminal trips have one end inside the study area. Three internal zones accounted for 68.39% of this kind of trip. Zone 14 (CBD) contributed 37.6%, Zone 15 (WSB) 18.12%, and Zone 25 (SWR) 12.67%. This information as well as other terminal trip interchanges is presented in Table 23 and graphically shown in Figure 18.

Nearly 38% of the through trips at the station either entered or exited the study area via station 4 (McCoy Rd.) southeast of the city. Table 24 lists all through trips at the station and, in addition to the above, indicates that four of the remaining 7 stations accounted for the bulk of the remaining through trips. These interchanges are graphically displayed in Figure 19.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 25. As can be seen, 66.42% of the trips had a duration of 20 minutes or less with more than 80% occurring within an hour. The longest trip was determined to be 14 hours 20 minutes with the average trip length 53 minutes.

A county outline map of Michigan is provided as Figure 20 showing the distribution of origin and destination ends of trips at the station. Nearly 83% of all trip ends are concentrated in Otsego County. The remainder were primarily concentrated in the northern portion of the Lower Peninsula.

TABLE 22

STATION 5

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	6213	77.87	5273	84.87	940	15.13
Passenger Car with Trailer	137	1.72	103	75.18	34	24.82
Panel or Pickup	1015	12.72	802	79.01	213	20.99
Panel or Pickup with Trailer	44	.56	27	61.36	17	38.64
Other Single Unit Trucks	429	5.37	295	68.76	134	31.24
Combinations and Trucks with Trailers	140	1.76	62	44.29	78	55.71
TOTAL	7978	100.00	6562	82.25	1416	17.75

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	2602	32.62	1945	74.75	657	25.25
Personal Business	597	7.49	540	90.45	57	9.55
Shopping	2196	27.52	2126	96.81	70	3.19
Vacation	905	11.34	549	60.66	356	39.34
Other Soc.-Rec.	1013	12.70	786	77.59	227	22.41
All Other	665	8.33	616	92.63	49	7.37
TOTAL	7978	100.00	6562	82.25	1416	17.75

TABLE 23

STATION 5

TERMINAL TRIPS

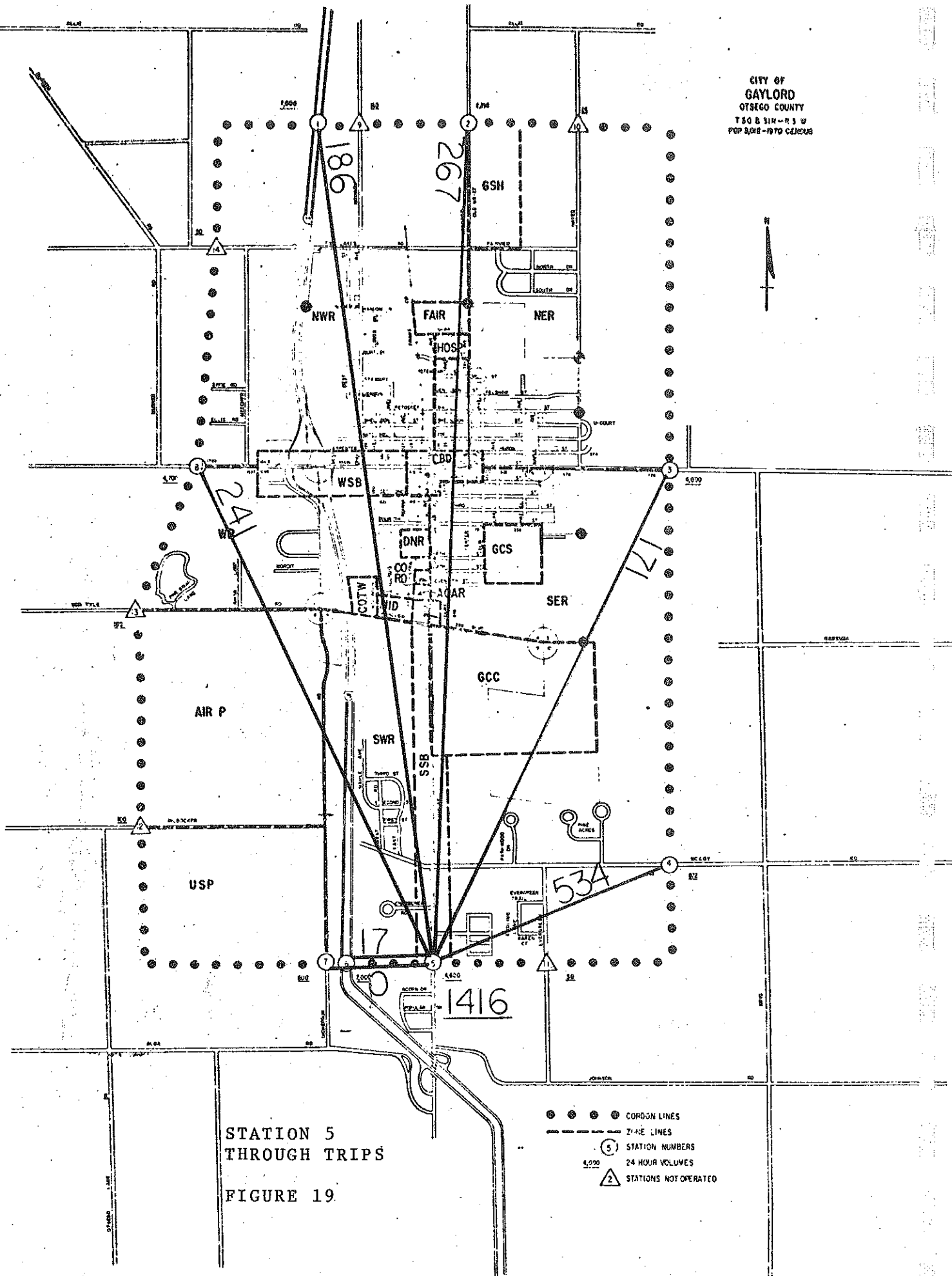
ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	PERCENT OF TOTAL
9	170	155	325	4.92
10	29	19	48	.73
11	235	212	447	6.77
12	5	4	9	.14
13	55	49	104	1.57
14	1166	1318	2484	37.60
15	647	550	1197	18.12
16	77	85	162	2.45
17	44	51	95	1.44
18	221	170	391	5.92
19	19	34	53	.80
20	39	44	83	1.23
21	101	123	224	3.39
22	3	0	3	.05
23	11	4	15	.23
24	13	30	43	.65
25	387	450	837	12.67
26	41	27	68	1.03
27	4	2	6	.09
28	11	2	13	.20
TOTAL	3278	3329	6607	100.0

TABLE 24

STATION 5

THROUGH TRIPS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	186	13.14
2	267	18.86
3	171	12.08
4	534	37.70
6	17	1.20
7	0	0
8	241	17.02
TOTAL	1416	100.00



STATION 5
THROUGH TRIPS
FIGURE 19

TABLE 25

STATION 5

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	5311	66.42
20 - 40	657	8.22
40 - 60	486	6.08
60 - 90	352	4.40
90 - 120	207	2.59
120- 180	202	2.53
180- 860	781	9.76
TOTAL	7996	100.00

Longest Trip Length = 14 hours 20 minutes

Average Trip Length = 53 minutes

GAYLORD EXTERNAL ORIGIN DESTINATION SURVEY
 STATION 5
 OLD US-27 SOUTH

DISTRIBUTION OF TRIP ENDS BY COUNTY

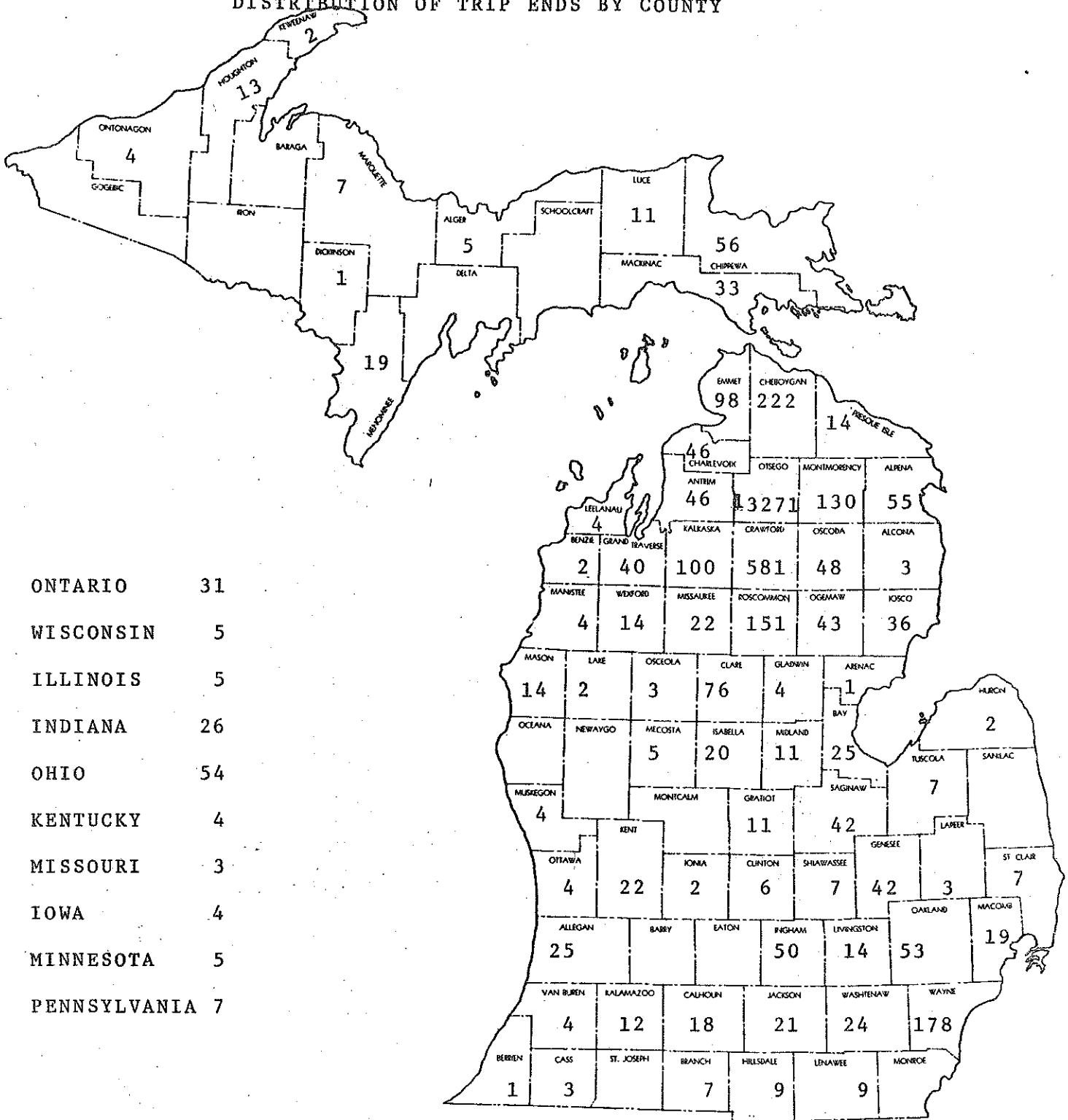


FIGURE 20

TOTAL TRIP ENDS 15992

TOTAL TRIPS 7996

STATION 6

Station 6 was located on I-75 south of the M-32 Interchange. Vehicle trips passing through the station (10200) represented 23.43% of all station traffic. Traffic was classified as terminal or through with the former constituting 27.06% of the total and the latter 72.94%. When compared to all station terminal and through trips, the station represents 12.41% of total terminal traffic and 34.96% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 26 presents the results of this analysis. Over 81% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 76.0% and the latter 5.05%. Passenger cars with trailer contributed 9.07%. Vacation trips at 51.28% was the largest trip purpose category. Other Social-Recreation, work and shopping followed at 15.88%, 13.65%, and 12.23%. Over 92% of all vacation trips were through in nature.

By definition terminal trips have one end inside the study area. Two internal zones accounted for 82.14% of this kind of trip. Zone 15 (WSB) contributed 71.20% and Zone 14 (CBD) 10.94%. This information as well as other terminal trip interchanges is presented in Table 27 and graphically shown in Figure 12.

Over 82% of the through trips at the station either entered or exited the study area via station 1 (I-75 N) north of the city. Table 28 lists all through trips at the station and, in addition to the above, indicates that station 8 (M-32) west of the city was the next most significant interchange at 15.93%. These interchanges are graphically displayed in Figure 22.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 29. As can be seen, most trips were of relatively long duration with only 8.29% within an hour of the station. The longest trip was determined to be 19 hours 10 minutes with the average trip length 5 hours 10 minutes.

A county outline map of Michigan is provided as Figure 23 showing the distribution of origin and destination ends of trips at the station. As can be seen every county in the state had an impact on traffic at this location. Over 1% of the trip ends were out-of-state and 13.86% in the Upper Peninsula. The remaining 74.89% were situated in the Lower Peninsula. Those counties adjacent to and including Otsego County contributed 33.95% of the total.

TABLE 26

STATION 6

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	7753	76.00	2086	26.91	5667	73.09
Passenger Car with Trailer	925	9.07	234	25.30	691	74.70
Panel or Pickup	515	5.05	170	33.01	345	66.99
Panel or Pickup with Trailer	111	1.09	15	13.51	96	86.49
Other Single Unit Trucks	476	4.67	160	33.61	316	66.39
Combinations and Trucks with Trailers	420	4.12	95	22.62	325	77.38
TOTAL	10200	100.00	2760	27.06	7440	72.94

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	1392	13.65	381	27.37	1011	76.63
Personal Business	178	1.74	22	12.36	156	87.64
Shopping	1247	12.23	1195	95.83	52	4.17
Vacation	5230	51.28	390	7.46	4840	92.54
Other Soc.-Rec.	1620	15.88	445	27.47	1175	72.53
All Other	533	5.22	327	61.35	206	38.65
TOTAL	10200	100.00	2760	27.37	7440	76.63

TABLE 27

STATION 6

TERMINAL TRIPS

ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	PERCENT OF TOTAL
9	56	36	92	3.32
10	3	6	9	.33
11	38	19	57	2.06
12	0	0	0	0
13	13	14	27	.98
14	199	104	303	10.94
15	1058	913	1971	71.20
16	84	28	112	4.04
17	2	2	4	.15
18	23	13	36	1.30
19	0	1	1	.04
20	1	3	4	.15
21	78	42	120	4.34
22	0	0	0	0
23	0	0	0	0
24	2	0	2	.07
25	5	3	8	.29
26	6	1	7	.25
27	3	0	3	.11
28	5	7	12	.43
TOTAL	1576	1192	2768	100.0

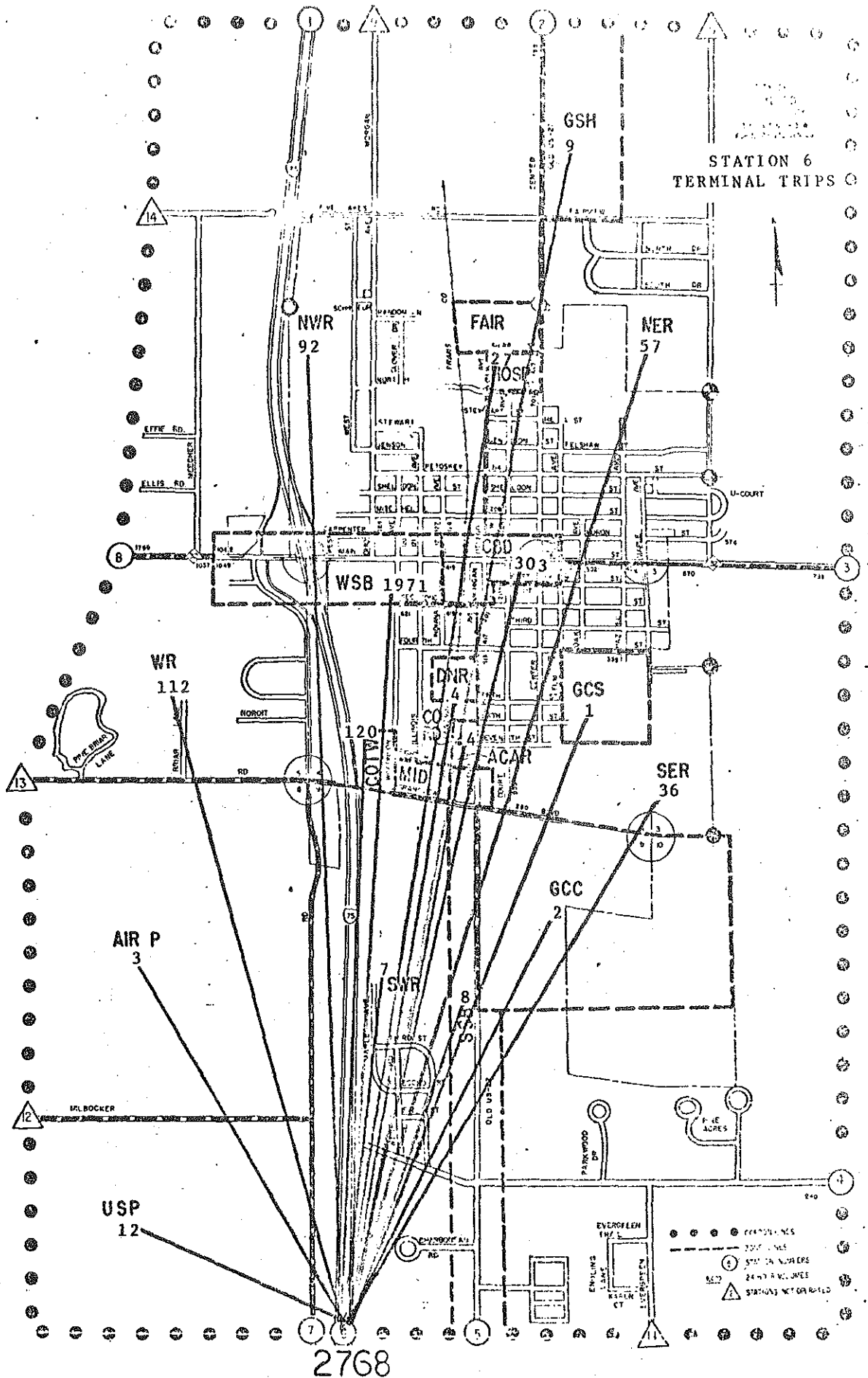


FIGURE 21

TABLE 28

STATION 6

THROUGH TRIPS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	6106	82.07
2	26	.35
3	53	.71
4	67	.90
5	3	.04
7	0	0
8	1185	15.93
TOTAL	7440	100.00

TABLE 29

STATION 6

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	241	2.37
20 - 40	377	3.70
40 - 60	226	2.22
60 - 90	465	4.57
90 - 120	353	3.47
120 - 180	916	8.99
180 - 240	1266	12.44
240 - 300	1597	15.69
300 - 360	1599	15.71
360 - 420	831	8.16
420 - 480	749	7.36
480 - 540	508	4.99
540 - 1150	1051	10.33
TOTAL	10179	100.00

Longest Trip Length = 19 hours 10 minutes

Average Trip Length = 5 hours 10 minutes

GAYLORD EXTERNAL ORIGIN DESTINATION SURVEY
 STATION 6
 I-75 SOUTH OF M-32 INTERCHANGE

DISTRIBUTION OF TRIP ENDS BY COUNTY

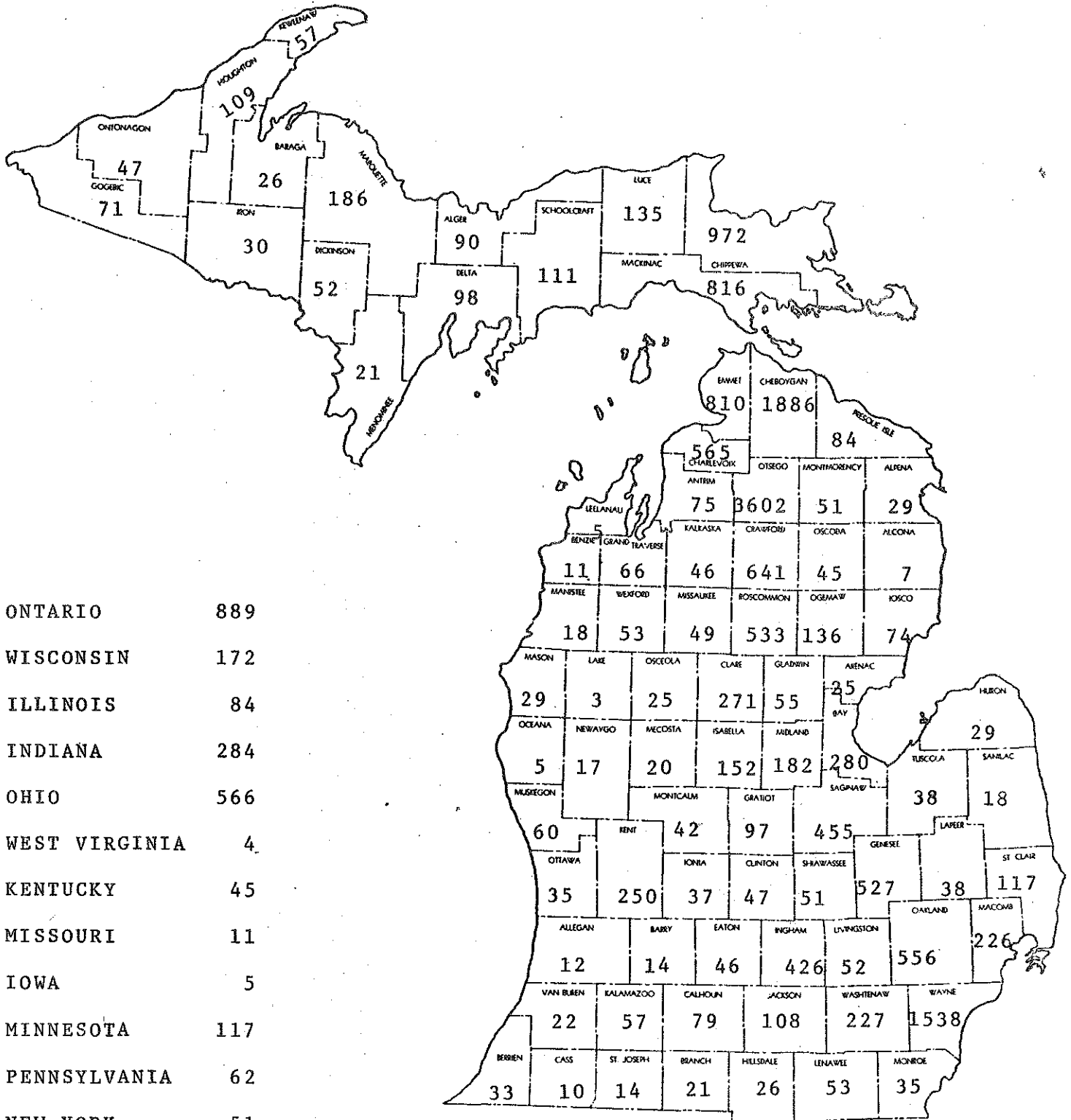


FIGURE 23

TOTAL TRIP ENDS 20358
 TOTAL TRIPS 10179

STATION 7

Station 7 was located on Dickerson Road south of the drive to the U.S. Plywood Plant. Vehicle trips passing through the station (1827) represented 4.2% of all station traffic. Traffic was classified as terminal or through with the former constituting 84.07% of the total and the latter 15.93%. When compared to all station terminal and through trips, the station represents 6.9% of total terminal traffic and 1.37% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 30 presents the results of this analysis. 95% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 75.51% and the latter 17.05%. Work trips at 46.36% was the largest trip purpose category. Shopping, other Social-Recreation and all other followed at 21.42%, 14.73% and 10.68%.

By definition terminal trips have one end inside the study area. Four internal zones accounted for 76.86% of this kind of trip. Zone 15 (WSB) contributed 25.34%, Zone 14 (CBD) 20.14%, Zone 28 (USP) 18.39% and Zone 16 (WR) 12.99%. This information as well as other terminal trip interchanges is presented in Table 31 and graphically shown in Figure 24.

Nearly 66% of the through trips at the station either entered or exited the study area via station 8 (M-32) west of Gaylord. Table 32 lists all through trips at the station and, in addition to the above, indicates that stations 1 and 4 were the next most significant interchanges at 12.03% and 12.71%, respectively. These interchanges are graphically displayed in Figure 25.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 33. As can be seen, 81.13% of the trips had a duration of 20 minutes or less with more than 92% occurring within an hour. The longest trip was determined to be 18 hours with the average trip length 23 minutes.

A county outline map of Michigan is provided as Figure 26 showing the distribution of origin and destination ends of trips at the station. Over 92% of all trip ends were concentrated in Otsego County. The remainder were primarily concentrated in the northernmost counties of the Lower Peninsula.

TABLE 30

STATION 7

TRIPS BY VEHICLE TYPE AND PURPOSE

<u>Vehicle Type</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Passenger Car	1380	75.51	1172	84.93	208	15.07
Passenger Car with Trailer	7	.37	5	71.43	2	28.57
Panel or Pickup	311	17.05	257	82.64	54	17.36
Panel or Pickup with Trailer	4	.22	3	75.00	1	25.00
Other Single Unit Trucks	78	4.25	57	73.08	21	26.92
Combinations and Trucks with Trailers	47	2.60	42	89.36	5	10.64
TOTAL	1827	100.00	1536	84.07	291	15.93

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	847	46.36	717	84.65	130	15.35
Personal Business	72	3.95	62	86.11	10	13.89
Shopping	392	21.42	372	94.90	20	5.10
Vacation	52	2.86	24	46.15	28	53.85
Other Soc.-Rec.	269	14.73	182	67.66	87	32.34
All Other	195	10.68	179	91.79	16	8.21
TOTAL	1827	100.00	1536	84.07	291	15.93

TABLE 31

STATION 7

TERMINAL TRIPS

ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	PERCENT OF TOTAL
9	39	50	89	5.78
10	2	2	4	.26
11	21	21	42	2.73
12	4	4	8	.52
13	9	17	26	1.69
14	141	169	310	20.14
15	169	221	390	25.34
16	117	83	200	12.99
17	0	2	2	.13
18	17	10	27	1.75
19	1	0	1	.07
20	1	1	2	.13
21	0	1	1	.07
22	0	0	0	0
23	0	0	0	0
24	0	0	0	0
25	2	3	5	.33
26	45	55	100	6.50
27	31	18	49	3.18
28	138	145	283	18.39
TOTAL	737	802	1539	100.0

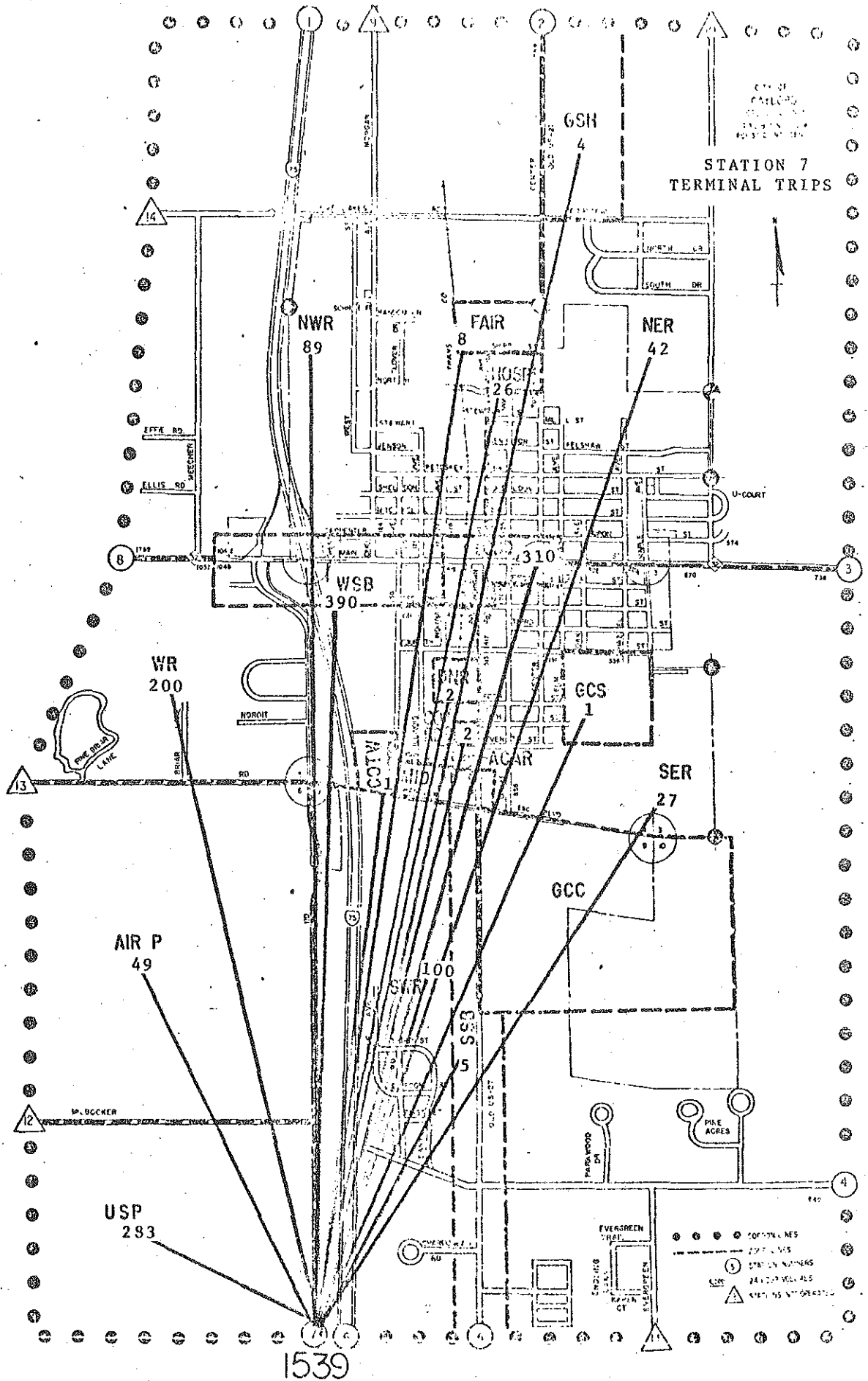


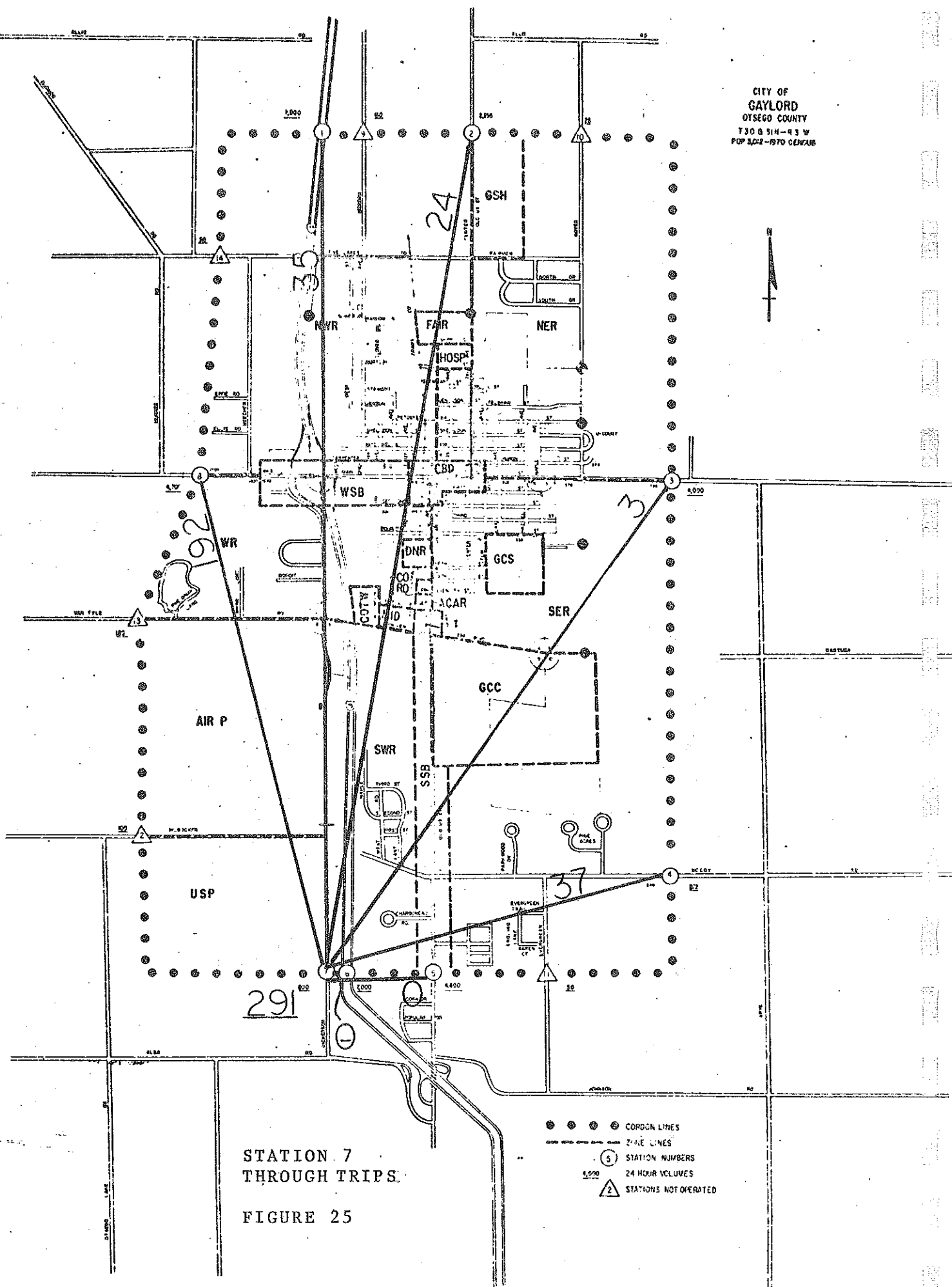
FIGURE 24

TABLE 32

STATION 7

THROUGH TRIPS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	35	12.03
2	24	8.25
3	3	1.03
4	37	12.71
5	0	0
6	0	0
8	192	65.98
TOTAL	291	100.00



STATION 7
THROUGH TRIPS
FIGURE 25

- ● ● ● ● CORDON LINES
- ○ ○ ○ ○ ZONE LINES
- ⑦ STATION NUMBERS
- 4,000 24 HOUR VOLUMES
- △ STATIONS NOT OPERATED

TABLE 33

STATION 7

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	1483	81.13
20 - 40	101	5.53
40 - 60	139	7.60
60 - 90	48	2.63
90 - 480	57	3.11
TOTAL	1828	100.00

Longest Trip Length = 8 hours

Average Trip Length = 23 minutes

STATION 8

Station 8 was located on M-32 west of Gaylord. Vehicle trips passing through the station (5548) represented 12.75% of all station traffic. Traffic was classified as terminal or through with the former constituting 53.33% of the total and the latter 46.67%. When compared to all station terminal and through trips, the station represents 13.3% of total terminal traffic and 12.17% of total through traffic.

A further cross-tabulation by vehicle type and trip purpose was developed. Table 34 presents the results of this analysis. Over 87% of the trips passing through the station were made by passenger car or panel or pick-up truck. The former constituted 75.44% and the latter 12.28%. Work trips at 36.69% was the largest trip purpose category. Vacation, other Social-Recreation and shopping followed at 20.97%, 16.97% and 14.78%, respectively. Over 87% of all vacation trips were through in nature.

By definition terminal trips have one end inside the study area. Two internal zones accounted for 55.9% of this kind of trip. Zone 14 (CBD) contributed 28.25% and Zone 15 (WSB) 27.64%. This information as well as other terminal trip interchanges is presented in Table 35 and graphically shown in Figure 27.

Nearly 50% of the through trips at the station either entered or exited the study area via station 6. Table 36 lists all through trips at the station and, in addition to the above, indicates that station 1 (I-75) north of the city was the next most significant interchange at 17.46%. These interchanges are graphically displayed in Figure 28.

Utilizing data from the study and the Statewide Traffic Forecast Model it was possible to compute the lengths of all trips passing through the station. The results of these computations are presented in Table 37. As can be seen, 30.92% of the trips had a duration of 20 minutes or less with more than 59% occurring within an hour. The longest trip was determined to be 10 hours with the average trip length 1 hour 44 minutes.

A county outline map of Michigan is provided as Figure 29 showing the distribution of origin and destination ends of trips at the station. Nearly 74% of all trip ends are concentrated in the counties adjacent to and including Otsego County. Otsego County itself contributed 52.71%. The remaining trip ends are concentrated primarily in the northern portion of the Lower Peninsula.

TABLE 34

STATION 8

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	4185	75.44	2220	53.05	1965	46.95
Passenger Car with Trailer	141	2.53	37	26.24	104	73.76
Panel or Pickup	681	12.28	458	67.25	223	32.75
Panel or Pickup with Trailer	35	.63	9	25.71	26	74.29
Other Single Unit Trucks	335	6.04	176	52.54	159	47.46
Combinations and Trucks with Trailers	171	3.08	59	34.50	112	65.50
TOTAL	5548	100.00	2959	53.33	2589	46.67

<u>Trip Purpose</u>	<u>Vehicles</u>	<u>Percent of Total</u>	<u>Terminal Trips</u>	<u>%</u>	<u>Through</u>	<u>%</u>
Work	2035	36.69	1287	63.24	748	36.76
Personal Business	285	5.14	170	59.65	115	40.35
Shopping	820	14.78	737	89.88	83	10.12
Vacation	1164	20.97	142	12.20	1022	87.80
Other Soc.-Rec.	942	16.97	429	45.54	513	54.46
All Other	302	5.45	194	64.24	108	35.76
TOTAL	5548	100.00	2959	53.33	2589	46.67

TABLE 35

STATION 8

TERMINAL TRIPS

ZONE NO.	ORIGINS	DESTINATIONS	TOTAL	PERCENT OF TOTAL
9	121	157	278	9.37
10	22	14	36	1.21
11	93	100	193	6.51
12	0	3	3	.10
13	30	44	74	2.49
14	397	441	838	28.25
15	464	356	820	27.64
16	103	92	195	6.57
17	13	14	27	.91
18	80	77	157	5.29
19	7	16	23	.78
20	23	13	36	1.21
21	12	8	20	.67
22	0	1	1	.03
23	0	10	10	.34
24	5	3	8	.27
25	46	79	125	4.21
26	6	15	21	.71
27	10	6	16	.54
28	43	43	86	2.90
TOTAL	1475	1492	2967	100.0

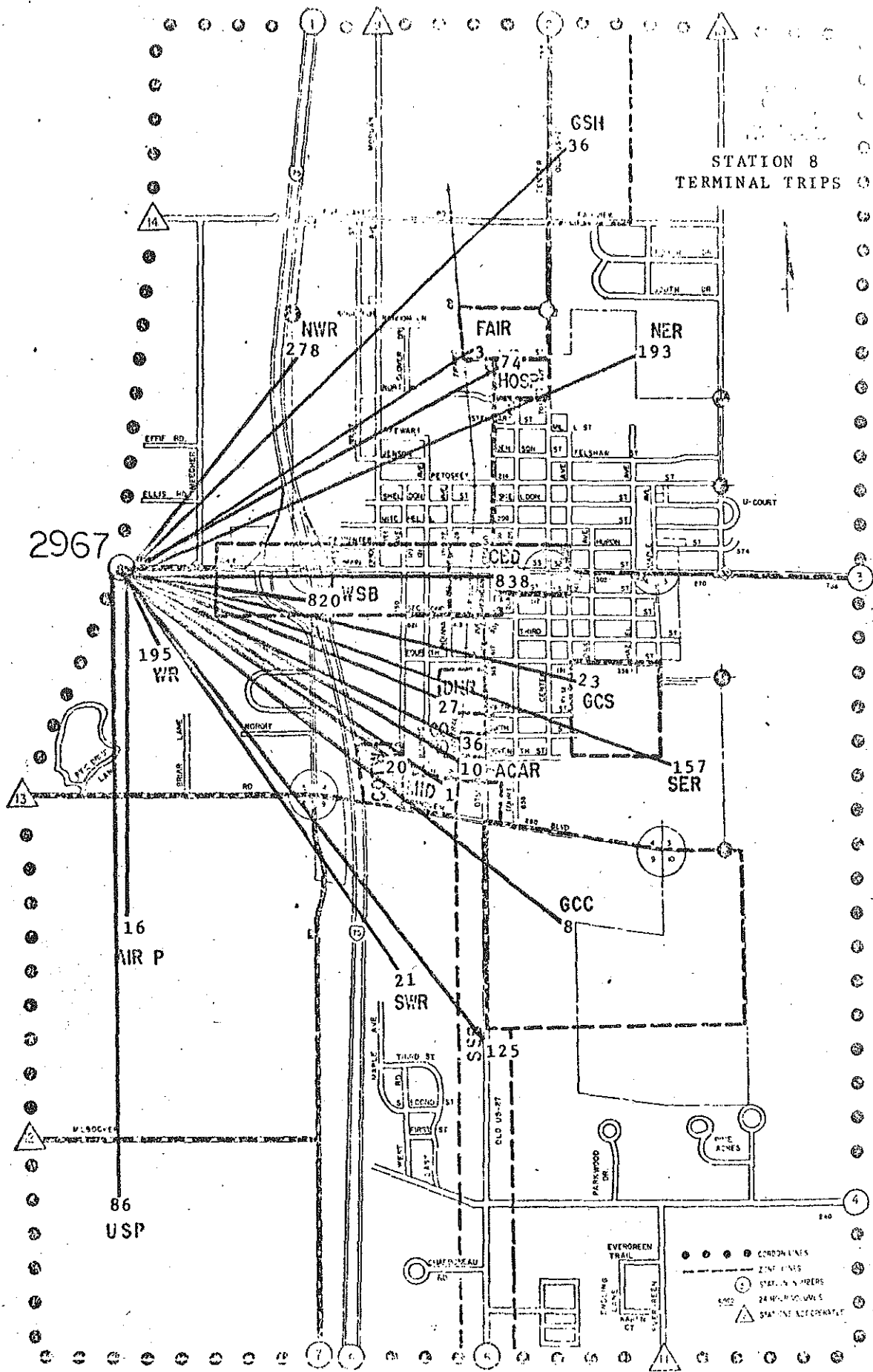


FIGURE 27

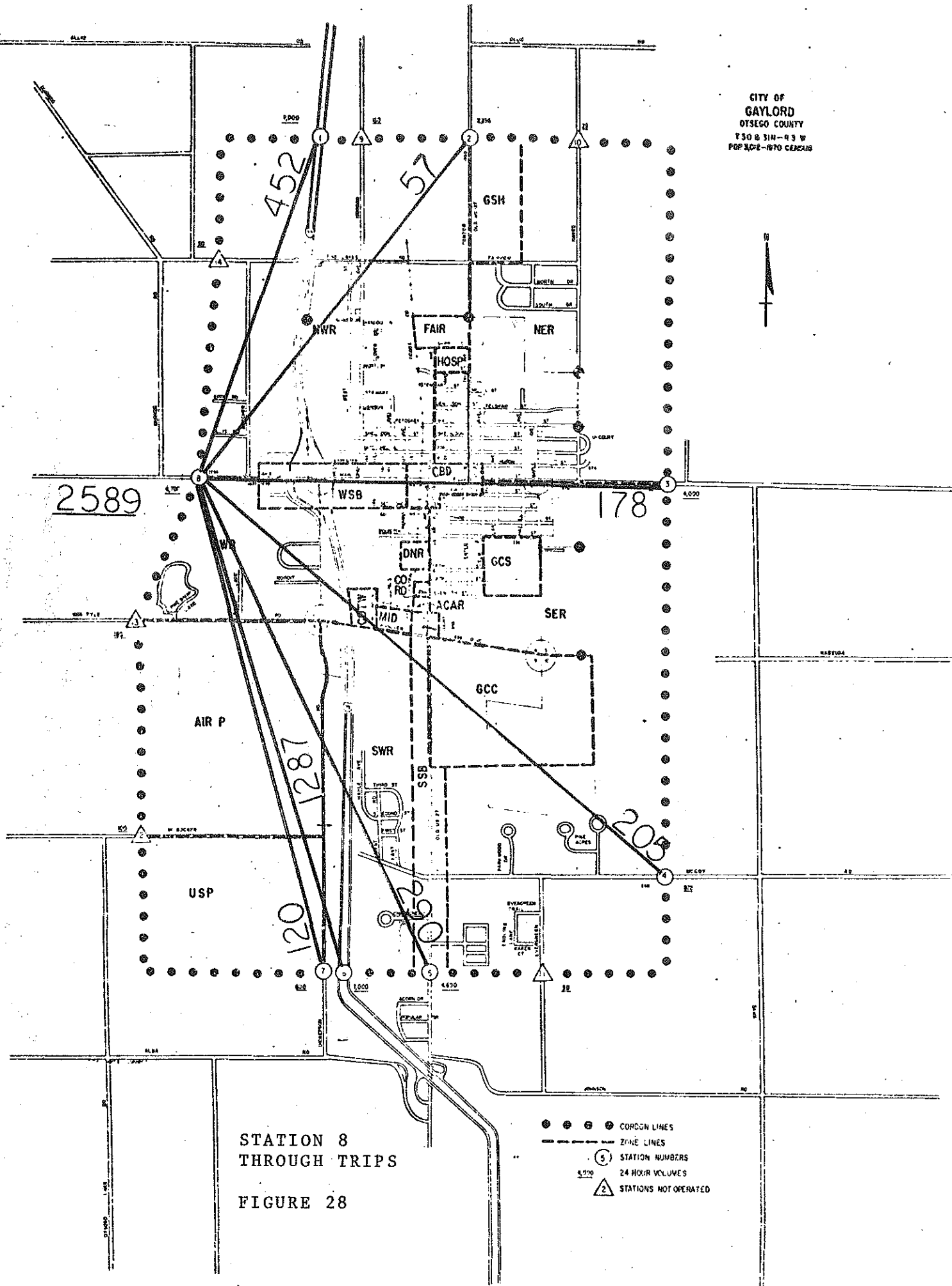
TABLE 36

STATION 8

THROUGH TRIPS

<u>Station</u>	<u>Vehicles</u>	<u>Percent of Total</u>
1	452	17.46
2	57	2.20
3	178	6.88
4	205	7.92
5	290	11.20
6	1287	49.71
7	120	4.63
TOTAL	2589	100.00

CITY OF
GAYLORD
OTSEGO COUNTY
T 30 & 31 N - R 3 W
POP. 1,012 - 1970 CENSUS



STATION 8
THROUGH TRIPS
FIGURE 28

TABLE 37

STATION 8

TRIP LENGTHS

<u>Minutes</u>	<u>Trips</u>	<u>Percent of Total</u>
1 - 20	1693	30.92
20 - 40	523	9.55
40 - 60	1019	18.61
60 - 90	483	8.82
90 - 120	204	3.73
120 - 180	387	7.07
180 - 240	332	6.06
240 - 300	325	5.94
300 - 360	381	6.96
360 - 600	129	2.34
TOTAL	5476	100.00

Longest Trip Length = 10 hours

Average Trip Length = 1 hour 44 minutes

GAYLORD EXTERNAL ORIGIN DESTINATION SURVEY
 STATION 8
 M-32 WEST

DISTRIBUTION TRIP ENDS BY COUNTY

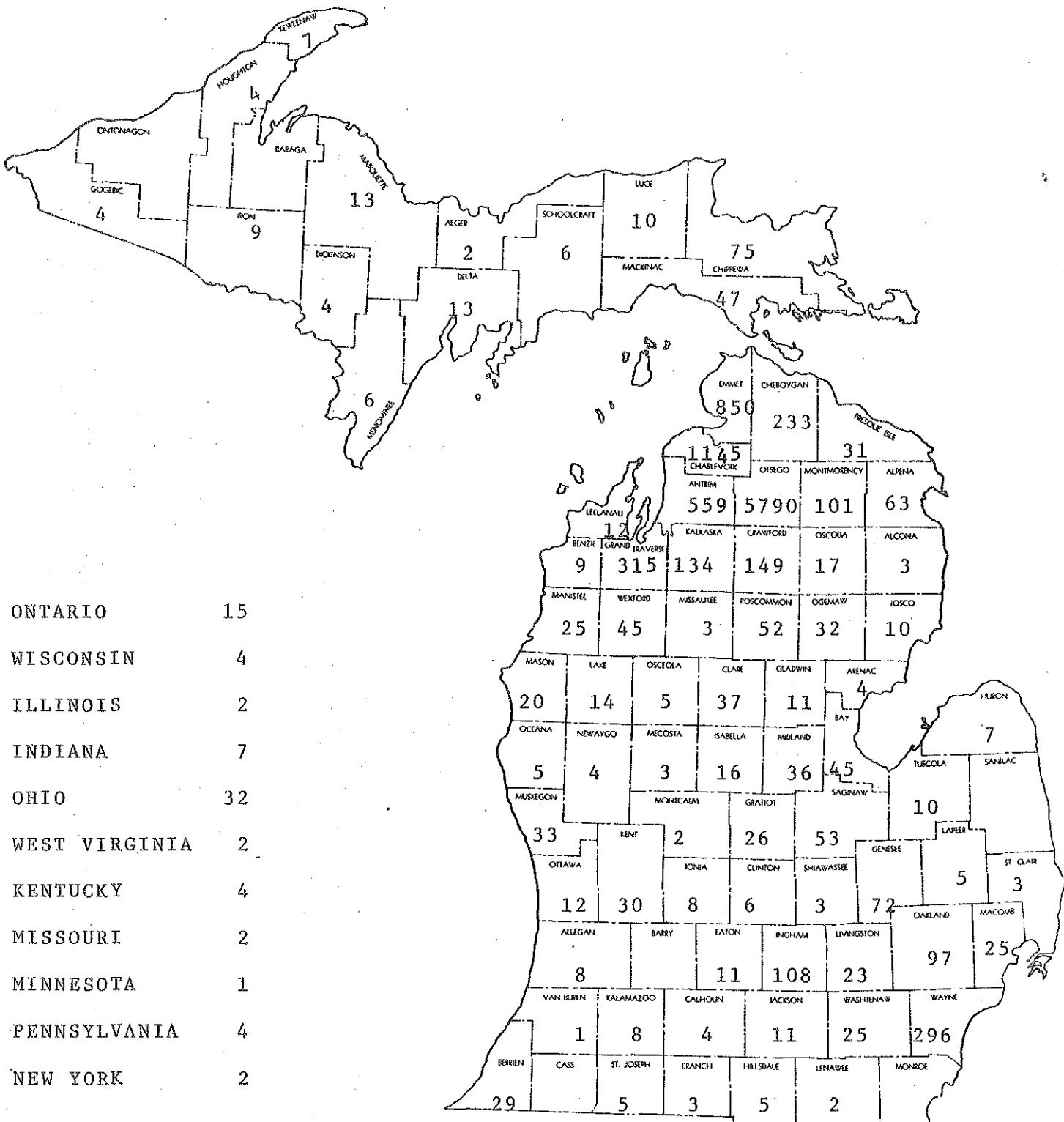


FIGURE 29

TOTAL TRIP ENDS 10984
 TOTAL TRIPS 5492

APPENDIX A

USE OF TABLES AND CHARTS

USE OF GENERAL PURPOSE SUMMARY TABLES

The tables on the following pages shows the distribution of trips passing through the station by vehicle type and trip purpose.

The vehicle type codes are:

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

The trip purpose codes are:

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

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

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

FORM NUMBER 45

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT Z
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	92.43	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	8.48	4.14	0.00	0.62	0.00	0.00	0.00	16.79
ROW TOTAL	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	
4	6.25	0.00	2.01	0.00	0.00	0.00	0.00	0.00	8.26
4	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	7.14
	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	96.83	0.14	2.48	0.00	0.14	0.37	0.00	0.00	14.99
	14.90	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	

TOTAL TOT Z 10634.44
85.96
COLUMN TOTALS

27.22 1167.43 9.88 275.99 234.85 0.00 2.01
0.22 9.60 0.08 2.23 1.90 0.00 0.02

ROW TOTALS 2077.51
16.79

12371.82
TOTAL TRIPS

GAYLORD GENERAL PURPOSE SUMMARY

STATION NUMBER = 1
 EXIT-ENT STATION = 01 TT 08

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	374.54	17.50	118.36	4.44	69.64	222.89	0.00	0.00	807.46
R	1	46.38	2.18	14.66	0.55	8.62	27.60	0.00	0.00	11.40
		7.12	2.34	33.55	4.36	20.83	78.66	0.00	0.00	
		5.29	0.25	1.67	0.06	0.98	3.15	0.00	0.00	
I	2	168.75	1.76	15.19	1.97	0.00	0.00	0.00	0.00	187.67
P	2	89.92	0.94	8.09	1.05	0.00	0.00	0.00	0.00	2.65
		3.21	0.23	4.31	1.93	0.00	0.00	0.00	0.00	
		2.38	0.02	0.21	0.03	0.00	0.00	0.00	0.00	
P	3	24.70	10.82	4.91	0.00	0.00	0.00	0.00	0.00	40.43
U	3	61.09	26.76	12.14	0.00	0.00	0.00	0.00	0.00	0.57
		0.47	1.44	1.39	0.00	0.00	0.00	0.00	0.00	
		0.35	0.15	0.07	0.00	0.00	0.00	0.00	0.00	
R	4	3616.48	682.74	170.53	83.02	232.45	57.08	0.00	0.00	4842.30
P	4	74.69	14.10	3.52	1.71	4.80	1.18	0.00	0.00	68.34
		68.75	90.69	48.33	81.46	69.53	20.14	0.00	0.00	
		51.04	9.64	2.41	1.17	3.28	0.81	0.00	0.00	
S	5	921.59	36.30	41.63	9.20	19.62	1.32	0.00	0.00	1029.65
E	5	89.50	3.53	4.04	0.89	1.91	0.13	0.00	0.00	14.53
		17.52	4.82	11.80	9.03	5.87	0.47	0.00	0.00	
		13.01	0.51	0.59	0.13	0.28	0.02	0.00	0.00	
	6	154.62	3.59	2.21	3.29	12.63	2.06	0.00	0.00	178.40
	6	86.67	2.01	1.24	1.84	7.08	1.15	0.00	0.00	2.52
		2.94	0.48	0.63	3.23	3.78	0.73	0.00	0.00	
		2.18	0.05	0.03	0.05	0.18	0.03	0.00	0.00	

TOTAL		5260.68	752.80	352.83	101.92	334.34	283.35	0.00	0.00	7085.92
TOT %		74.24	10.62	4.98	1.44	4.72	4.00	0.00	0.00	

STATION 1
 THROUGH TRIPS

A-5

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	267.63	1.90	73.49	4.27	55.38	89.83	0.00	0.00	892.50
R 1	54.34	0.39	14.92	0.87	11.24	18.24	0.00	0.00	15.77
I 2	11.27	0.77	36.62	13.54	33.93	84.39	0.00	0.00	
P 2	8.57	0.06	2.35	0.14	1.77	2.88	0.00	0.00	
P 3	65.09	5.92	10.13	0.00	0.00	0.00	0.00	0.00	81.14
U 3	80.22	7.30	12.48	0.00	0.00	0.00	0.00	0.00	2.60
R 4	2.74	2.41	5.05	0.00	0.00	0.00	0.00	0.00	
P 4	2.08	0.19	0.32	0.00	0.00	0.00	0.00	0.00	
P 5	734.64	107.82	52.12	10.98	29.07	4.96	0.00	0.00	939.59
U 5	78.19	11.48	5.55	1.17	3.09	0.53	0.00	0.00	30.10
R 6	30.94	43.85	25.97	34.81	17.81	4.66	0.00	0.00	
P 6	23.53	3.45	1.67	0.35	0.93	0.16	0.00	0.00	
P 7	641.80	70.48	40.44	6.80	55.33	4.85	0.00	0.00	819.70
U 7	78.30	8.60	4.93	0.83	6.75	0.59	0.00	0.00	26.25
R 8	27.03	28.67	20.15	21.56	33.90	4.56	0.00	0.00	
P 8	20.56	2.26	1.30	0.22	1.77	0.16	0.00	0.00	
P 9	474.66	49.93	17.99	9.49	21.67	6.81	0.00	0.00	580.55
U 9	81.76	8.60	3.10	1.63	3.73	1.17	0.00	0.00	18.59
R 10	19.99	20.31	8.96	30.09	13.28	6.40	0.00	0.00	
P 10	15.20	1.60	0.58	0.30	0.69	0.22	0.00	0.00	
P 11	190.50	9.81	6.53	0.00	1.74	0.00	0.00	0.00	208.60
U 11	91.32	4.70	3.13	0.00	0.84	0.00	0.00	0.00	6.68
R 12	8.02	3.99	3.25	0.00	1.08	0.00	0.00	0.00	
P 12	6.10	0.31	0.21	0.00	0.06	0.00	0.00	0.00	

TOTAL	2374.32	245.86	200.70	31.54	163.21	106.45	0.00	0.00	3122.08
TOT %	76.05	7.87	6.43	1.01	5.23	3.41	0.00	0.00	

STATION 1

TERMINAL TRIPS

9-6

STATION NUMBER = 1
 EXIT-ENT STATION = 01 13
 VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	642.17	19.49	191.85	8.71	125.02	312.72	0.00	0.00	1299.96
	49.40	1.50	14.76	0.67	9.62	24.06	0.00	0.00	12.73
R	8.41	1.95	34.66	6.53	25.13	50.23	0.00	0.00	
	6.29	0.19	1.88	0.09	1.22	3.06	0.00	0.00	
I 2	233.84	7.68	25.32	1.97	0.00	0.00	0.00	0.00	268.81
	84.99	2.86	9.42	0.73	0.00	0.00	0.00	0.00	2.63
P	3.06	0.77	4.57	1.48	0.00	0.00	0.00	0.00	
	2.29	0.08	0.25	0.02	0.00	0.00	0.00	0.00	
P 3	759.34	118.64	57.03	10.98	29.07	4.96	0.00	0.00	980.02
	77.48	12.11	5.82	1.12	2.97	0.51	0.00	0.00	9.60
U	9.95	11.88	10.30	8.23	5.84	1.27	0.00	0.00	
	7.44	1.16	0.56	0.11	0.28	0.05	0.00	0.00	
R 4	4258.28	753.22	210.97	89.82	287.78	61.93	0.00	0.00	5662.00
	75.21	13.30	3.73	1.59	5.08	1.09	0.00	0.00	55.87
P	55.77	75.42	38.11	67.30	57.84	15.89	0.00	0.00	
	41.72	7.38	2.07	0.88	2.82	0.61	0.00	0.00	
O 5	1396.25	86.23	59.62	18.69	41.29	8.13	0.00	0.00	1610.21
	86.71	5.36	3.70	1.16	2.56	0.50	0.00	0.00	15.77
S	18.29	8.63	10.77	14.00	8.30	2.09	0.00	0.00	
	13.68	0.84	0.58	0.18	0.40	0.08	0.00	0.00	
E 6	345.12	13.40	8.74	3.29	14.39	2.06	0.00	0.00	387.00
	89.18	3.46	2.26	0.85	3.72	0.53	0.00	0.00	3.79
	4.52	1.34	1.58	2.47	2.89	0.53	0.00	0.00	
	3.38	0.13	0.09	0.03	0.14	0.02	0.00	0.00	

TOTAL	7635.00	998.66	553.53	133.46	497.55	389.80	0.00	0.00	10208.00
TOT %	74.79	9.78	5.42	1.31	4.87	3.82	0.00	0.00	

STATION 1
 TOTAL TRIPS

A-7

STATION NUMBER = 2

EXIT-ENT STATION = 01 TO 08

VEHICLE TYPE

RANGES	VEHICLE TYPE								TOTAL TOT %
	1	2	3	4	5	6	7	8	
	1	2	3	4	5	6	7	8	
T 1	126.47	4.20	61.73	4.41	2.00	4.00	0.00	0.00	202.81
	62.36	2.07	30.44	2.17	0.99	1.97	0.00	0.00	35.25
	27.61	25.85	68.15	100.00	100.00	100.00	0.00	0.00	
R	21.98	0.73	10.73	0.77	0.35	0.70	0.00	0.00	
I 2	34.30	0.00	9.41	0.00	0.00	0.00	0.00	0.00	43.71
	78.47	0.00	21.53	0.00	0.00	0.00	0.00	0.00	7.60
P	7.49	0.00	10.39	0.00	0.00	0.00	0.00	0.00	
	5.96	0.00	1.64	0.00	0.00	0.00	0.00	0.00	
P 3	14.81	0.00	4.18	0.00	0.00	0.00	0.00	0.00	18.99
	77.99	0.00	22.01	0.00	0.00	0.00	0.00	0.00	3.30
	3.23	0.00	4.61	0.00	0.00	0.00	0.00	0.00	
U	2.57	0.00	0.73	0.00	0.00	0.00	0.00	0.00	
R 4	99.82	8.14	7.21	0.00	0.00	0.00	0.00	0.00	115.17
	86.67	7.07	6.26	0.00	0.00	0.00	0.00	0.00	20.02
P	21.79	50.09	7.96	0.00	0.00	0.00	0.00	0.00	
	17.35	1.41	1.25	0.00	0.00	0.00	0.00	0.00	
S 5	130.01	1.41	8.05	0.00	0.00	0.00	0.00	0.00	139.47
	93.22	1.01	5.77	0.00	0.00	0.00	0.00	0.00	24.24
	28.38	8.68	8.89	0.00	0.00	0.00	0.00	0.00	
E	22.60	0.25	1.40	0.00	0.00	0.00	0.00	0.00	
	52.68	2.50	0.00	0.00	0.00	0.00	0.00	0.00	55.18
	95.47	4.53	0.00	0.00	0.00	0.00	0.00	0.00	9.59
	11.50	15.38	0.00	0.00	0.00	0.00	0.00	0.00	
	9.16	0.43	0.00	0.00	0.00	0.00	0.00	0.00	

TOTAL	458.09	16.25	90.58	4.41	2.00	4.00	0.00	0.00	575.33
TOT %	79.62	2.82	15.74	0.77	0.35	0.70	0.00	0.00	

STATION 2

THROUGH TRIPS

8-A

STATION NUMBER = 2

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	432.25	0.00	154.21	3.24	12.00	8.00	0.00	0.00	609.70
R	1	70.90	0.00	25.29	0.53	1.97	1.31	0.00	0.00	37.02
		32.55	0.00	55.21	67.92	92.31	100.00	0.00	0.00	
		26.24	0.00	9.36	0.20	0.73	0.49	0.00	0.00	
T	2	152.48	3.48	20.50	0.00	0.00	0.00	0.00	0.00	176.46
P	2	86.41	1.97	11.62	0.00	0.00	0.00	0.00	0.00	10.71
		11.48	25.20	7.34	0.00	0.00	0.00	0.00	0.00	
		9.26	0.21	1.24	0.00	0.00	0.00	0.00	0.00	
P	3	384.73	7.83	74.15	1.53	1.00	0.00	0.00	0.00	469.24
U	3	81.99	1.67	15.80	0.33	0.21	0.00	0.00	0.00	28.49
		28.97	56.70	26.54	32.08	7.69	0.00	0.00	0.00	
		23.36	0.48	4.50	0.09	0.06	0.00	0.00	0.00	
R	4	59.85	2.50	2.38	0.00	0.00	0.00	0.00	0.00	64.73
P	4	92.46	3.86	3.68	0.00	0.00	0.00	0.00	0.00	3.93
		4.51	18.10	0.85	0.00	0.00	0.00	0.00	0.00	
		3.63	0.15	0.14	0.00	0.00	0.00	0.00	0.00	
O	5	160.23	0.00	16.01	0.00	0.00	0.00	0.00	0.00	176.24
S	5	90.92	0.00	9.08	0.00	0.00	0.00	0.00	0.00	10.70
		12.06	0.00	5.73	0.00	0.00	0.00	0.00	0.00	
		9.73	0.00	0.97	0.00	0.00	0.00	0.00	0.00	
	6	138.62	0.00	12.09	0.00	0.00	0.00	0.00	0.00	150.71
	6	91.98	0.00	8.02	0.00	0.00	0.00	0.00	0.00	9.15
		10.44	0.00	4.33	0.00	0.00	0.00	0.00	0.00	
		8.42	0.00	0.73	0.00	0.00	0.00	0.00	0.00	

TOTAL		1324.16	13.81	279.34	4.77	13.00	8.00	0.00	0.00	1647.08
TOT X		80.64	0.84	16.96	0.29	0.79	0.49	0.00	0.00	

STATION 2

TERMINAL TRIPS

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

6-A

STATION NUMBER 02
 EXIT-ENT STATION 01 TJ

VEHICLE TYPE

RANGES	VEHICLE TYPE								TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	558.72	4.20	215.94	7.65	14.00	12.00	0.00	0.00	848.34
T 1	68.76	0.52	26.58	0.94	1.72	1.48	0.00	0.00	38.58
R 1	31.28	13.97	58.37	83.33	93.33	100.00	0.00	0.00	
R 1	25.14	0.19	9.72	0.34	0.63	0.54	0.00	0.00	
I 2	186.70	3.48	29.91	0.00	0.00	0.00	0.00	0.00	220.17
P 2	84.83	1.58	13.58	0.00	0.00	0.00	0.00	0.00	109.51
P 2	10.46	11.58	8.09	0.00	0.00	0.00	0.00	0.00	
P 2	8.40	0.16	1.35	0.00	0.00	0.00	0.00	0.00	
P 3	390.54	7.83	78.33	1.53	1.00	0.00	0.00	0.00	488.25
P 3	81.83	1.60	16.04	0.31	0.20	0.00	0.00	0.00	29.97
U 3	22.37	26.05	21.17	16.67	6.67	0.00	0.00	0.00	
U 3	17.98	0.35	3.52	0.07	0.04	0.00	0.00	0.00	
R 4	159.67	10.64	9.59	0.00	0.00	0.00	0.00	0.00	170.96
P 4	88.75	5.91	5.33	0.00	0.00	0.00	0.00	0.00	8.69
P 4	8.94	35.40	2.59	0.00	0.00	0.00	0.00	0.00	
P 4	7.14	0.48	0.43	0.00	0.00	0.00	0.00	0.00	
S 5	290.24	1.41	24.06	0.00	0.00	0.00	0.00	0.00	315.71
S 5	91.93	0.45	7.62	0.00	0.00	0.00	0.00	0.00	14.21
P 5	16.25	4.69	6.50	0.00	0.00	0.00	0.00	0.00	
P 5	13.06	0.06	1.08	0.00	0.00	0.00	0.00	0.00	
6	191.30	2.50	12.09	0.00	0.00	0.00	0.00	0.00	205.89
6	92.91	1.21	5.87	0.00	0.00	0.00	0.00	0.00	9.26
6	10.71	8.32	3.27	0.00	0.00	0.00	0.00	0.00	
6	8.61	0.11	0.54	0.00	0.00	0.00	0.00	0.00	

TOTAL	1786.25	30.06	369.92	9.18	15.00	12.00	0.00	0.00	2222.41
TOT %	80.37	1.35	16.64	0.41	0.67	0.54	0.00	0.00	

STATION 2
 TOTAL TRIPS

OT-10

STATION NUMBER 0 9
 EXIT-ENT STATION 0 01 TU OR

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TRIP	
	1	2	3	4	5	6	7	8		
T R I P	1	192.78	3.95	103.07	0.00	11.71	10.81	0.00	0.00	322.32
	1	59.81	1.23	31.98	0.00	3.63	3.35	0.00	0.00	59.19
		39.54	59.94	83.76	0.00	100.00	190.69	0.00	0.00	
		29.92	0.61	16.03	0.00	1.82	1.68	0.00	0.00	
T R I P	2	131.49	0.00	7.13	0.00	0.00	0.00	0.00	0.00	138.62
	2	81.54	0.00	18.46	0.00	0.00	0.00	0.00	0.00	100.00
		16.43	0.00	5.79	0.00	0.00	0.00	0.00	0.00	
		4.90	0.00	1.11	0.00	0.00	0.00	0.00	0.00	
T R I P	3	127.16	0.00	1.43	0.00	0.00	0.00	0.00	0.00	128.59
	3	95.00	0.00	5.00	0.00	0.00	0.00	0.00	0.00	100.00
		15.53	0.00	1.16	0.00	0.00	0.00	0.00	0.00	
		14.23	0.00	0.22	0.00	0.00	0.00	0.00	0.00	
T R I P	4	104.16	2.64	2.40	0.00	0.00	1.11	0.00	0.00	108.31
	4	94.42	2.39	2.18	0.00	0.00	1.01	0.00	0.00	100.00
		21.24	40.06	1.95	0.00	0.00	9.31	0.00	0.00	
		16.20	0.41	0.37	0.00	0.00	0.17	0.00	0.00	
T R I P	5	116.01	0.00	7.79	0.00	0.00	0.00	0.00	0.00	123.80
	5	93.71	0.00	6.29	0.00	0.00	0.00	0.00	0.00	100.00
		23.70	0.00	6.33	0.00	0.00	0.00	0.00	0.00	
		18.05	0.00	1.21	0.00	0.00	0.00	0.00	0.00	
T R I P	6	117.95	0.00	1.23	0.00	0.00	0.00	0.00	0.00	119.18
	6	93.58	0.00	6.41	0.00	0.00	0.00	0.00	0.00	100.00
		13.67	0.00	1.00	0.00	0.00	0.00	0.00	0.00	
		2.79	0.00	0.19	0.00	0.00	0.00	0.00	0.00	
TOTAL	1489.57	16.59	123.05	0.00	18.71	11.92	0.00	0.00	1642.86	
TOT X	76.16	1.03	19.14	0.00	1.82	1.89	0.00	0.00		

STATION 3
 THROUGH TRIPS

STATION NUMBER = 3
 EXIT-ENT STATION = T1
 VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	466.69	1.96	198.78	1.50	52.45	5.35	0.00	0.00	726.73
1	64.22	0.27	27.35	0.21	7.22	0.74	0.00	0.00	82.07
R	34.29	53.41	66.31	47.77	96.12	100.00	0.00	0.00	
	27.02	0.11	11.51	0.09	3.00	0.31	0.00	0.00	
I 2	104.71	0.00	3.48	1.64	0.00	0.00	0.00	0.00	109.83
2	95.34	0.00	3.17	1.49	0.00	0.00	0.00	0.00	6.36
P	7.69	0.00	1.16	52.23	0.00	0.00	0.00	0.00	
	6.06	0.00	0.20	0.09	0.00	0.00	0.00	0.00	
P 3	400.24	0.00	63.67	0.00	2.12	0.00	0.00	0.00	466.03
3	85.88	0.00	13.66	0.00	0.45	0.00	0.00	0.00	26.98
U	29.41	0.00	21.24	0.00	3.88	0.00	0.00	0.00	
	23.17	0.00	3.69	0.00	0.12	0.00	0.00	0.00	
R 4	41.72	1.71	0.00	0.00	0.00	0.00	0.00	0.00	43.43
4	96.06	3.94	0.00	0.00	0.00	0.00	0.00	0.00	2.51
P	3.07	46.59	0.00	0.00	0.00	0.00	0.00	0.00	
	2.42	0.10	0.00	0.00	0.00	0.00	0.00	0.00	
O 5	221.25	0.00	19.18	0.00	0.00	0.00	0.00	0.00	240.43
5	92.02	0.00	7.98	0.00	0.00	0.00	0.00	0.00	13.92
S	16.26	0.00	6.40	0.00	0.00	0.00	0.00	0.00	
E	12.81	0.00	1.11	0.00	0.00	0.00	0.00	0.00	
6	126.33	0.00	14.65	0.00	0.00	0.00	0.00	0.00	140.98
6	89.61	0.00	10.39	0.00	0.00	0.00	0.00	0.00	8.16
	9.28	0.00	4.89	0.00	0.00	0.00	0.00	0.00	
	7.31	0.00	0.85	0.00	0.00	0.00	0.00	0.00	

TOTAL	1360.94	3.67	299.76	3.14	54.57	5.35	0.00	0.00	1727.63
TOT %	78.78	0.21	17.35	0.18	3.16	0.31	0.00	0.00	

STATION 3
 TERMINAL TRIPS

A-12

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	659.47	5.91	301.85	1.50	64.16	16.16	0.00	0.00	1049.05
	62.86	0.56	28.77	0.14	6.12	1.54	0.00	0.00	44.26
	35.64	57.60	71.39	47.77	96.80	93.57	0.00	0.00	
R	27.82	0.25	12.73	0.06	2.71	0.68	0.00	0.00	
I 2	136.20	0.00	10.61	1.64	0.00	0.00	0.00	0.00	148.45
	91.75	0.00	7.15	1.10	0.00	0.00	0.00	0.00	6.26
P	7.36	0.00	2.51	52.23	0.00	0.00	0.00	0.00	
	5.75	0.00	0.45	0.07	0.00	0.00	0.00	0.00	
P 3	427.42	0.00	65.10	0.00	2.12	0.00	0.00	0.00	494.64
	86.41	0.00	13.16	0.00	0.43	0.00	0.00	0.00	20.07
	23.10	0.00	15.40	0.00	3.20	0.00	0.00	0.00	
U	14.03	0.00	2.75	0.00	0.09	0.00	0.00	0.00	
R 4	145.88	4.35	2.40	0.00	0.00	1.11	0.00	0.00	153.74
	94.89	2.83	1.56	0.00	0.00	0.72	0.00	0.00	6.69
P	7.88	42.40	0.57	0.00	0.00	6.43	0.00	0.00	
	6.15	0.18	0.10	0.00	0.00	0.05	0.00	0.00	
O 5	337.26	0.00	26.97	0.00	0.00	0.00	0.00	0.00	364.23
	92.60	0.00	7.40	0.00	0.00	0.00	0.00	0.00	15.37
S	14.23	0.00	6.38	0.00	0.00	0.00	0.00	0.00	
E	14.23	0.00	1.14	0.00	0.00	0.00	0.00	0.00	
	144.24	0.00	15.88	0.00	0.00	0.00	0.00	0.00	160.16
	90.08	0.00	9.92	0.00	0.00	0.00	0.00	0.00	6.76
	7.80	0.00	3.76	0.00	0.00	0.00	0.00	0.00	
	6.09	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

TOTAL	1850.51	10.26	422.81	3.14	66.28	17.27	0.00	0.00	2370.27
TOT %	78.07	0.43	17.84	0.13	2.80	0.73	0.00	0.00	

STATION 3

TOTAL TRIPS

A-13

STATION NUMBER = 4
 EXIT-ENT STATION = 01 TO 08

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	266.43	3.88	115.89	5.53	177.63	48.74	0.00	0.00	618.10
T 1	43.10	0.63	18.75	0.69	28.74	7.89	0.00	0.00	49.77
R	32.89	13.28	74.56	40.54	97.48	94.94	0.00	0.00	
R	21.45	0.31	9.33	0.45	14.30	3.92	0.00	0.00	
I 2	20.49	0.00	2.81	2.68	0.00	0.00	0.00	0.00	25.98
I 2	78.87	0.00	10.32	10.32	0.00	0.00	0.00	0.00	2.09
P	2.53	0.00	1.81	19.65	0.00	0.00	0.00	0.00	
P	1.65	0.00	0.23	0.22	0.00	0.00	0.00	0.00	
P 3	32.55	0.00	2.80	0.00	0.00	0.00	0.00	0.00	35.35
P 3	92.08	0.00	7.92	0.00	0.00	0.00	0.00	0.00	2.85
U	4.02	0.00	1.80	0.00	0.00	0.00	0.00	0.00	
U	2.62	0.00	0.23	0.00	0.00	0.00	0.00	0.00	
R 4	196.49	22.47	10.76	4.08	4.59	2.60	0.00	0.00	240.99
R 4	81.53	9.32	4.46	1.69	1.90	1.08	0.00	0.00	19.60
P	24.26	76.93	6.92	29.91	2.52	5.06	0.00	0.00	
P	15.82	1.81	0.87	0.33	0.37	0.21	0.00	0.00	
D 5	242.51	2.84	23.18	1.35	0.00	0.00	0.00	0.00	249.90
S 5	89.85	1.06	8.59	0.50	0.00	0.00	0.00	0.00	21.73
S	29.94	9.79	14.91	9.90	0.00	0.00	0.00	0.00	
S	19.53	0.23	1.87	0.11	0.00	0.00	0.00	0.00	
6	51.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.62
6	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.16
	6.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	4.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TOTAL	810.09	29.21	155.44	13.64	182.22	51.34	0.00	0.00	1241.94
TOT %	65.23	2.35	12.52	1.10	14.67	4.13	0.00	0.00	

STATION 4
 THROUGH TRIPS

A-14

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

RANGES	VEHICLE TYPE								TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	399.80	2.93	177.72	3.83	126.29	60.20	0.00	0.00	770.77
R	1	51.87	0.38	23.06	0.50	16.38	7.81	0.00	0.00	39.83
I		28.09	13.41	60.91	60.22	96.86	97.95	0.00	0.00	
P		20.66	0.15	9.18	0.20	6.53	3.11	0.00	0.00	
P	2	87.65	1.13	14.62	0.00	0.00	0.00	0.00	0.00	103.40
U	2	84.77	1.09	14.14	0.00	0.00	0.00	0.00	0.00	5.38
R		6.16	5.17	5.01	0.00	0.00	0.00	0.00	0.00	
S		4.53	0.06	0.76	0.00	0.00	0.00	0.00	0.00	
P	3	530.91	13.97	59.27	2.53	1.30	0.00	0.00	0.00	607.98
U	3	87.32	2.30	9.75	0.42	0.21	0.00	0.00	0.00	31.42
R		37.31	63.94	20.31	39.78	1.00	0.00	0.00	0.00	
V		27.44	0.72	3.06	0.13	0.07	0.00	0.00	0.00	
D	4	64.29	3.82	5.30	0.00	1.49	1.24	0.00	0.00	76.14
S	4	84.44	5.02	6.96	0.00	1.96	1.63	0.00	0.00	3.98
E		4.52	17.48	1.82	0.00	1.14	2.02	0.00	0.00	
		3.32	0.20	0.27	0.00	0.09	0.06	0.00	0.00	
	5	235.66	0.00	20.80	0.00	1.30	0.00	0.00	0.00	257.76
	5	91.43	0.00	8.07	0.00	0.50	0.00	0.00	0.00	13.32
		16.56	0.00	7.13	0.00	1.00	0.00	0.00	0.00	
		12.18	0.00	1.07	0.00	0.07	0.00	0.00	0.00	
	6	104.80	0.00	14.06	0.00	0.00	0.00	0.00	0.00	118.86
	6	89.17	0.00	11.83	0.00	0.00	0.00	0.00	0.00	6.14
		7.36	0.00	4.82	0.00	0.00	0.00	0.00	0.00	
		5.42	0.00	0.73	0.00	0.00	0.00	0.00	0.00	

TOTAL		1423.11	21.85	291.77	6.36	130.38	61.44	0.00	0.00	1934.91
TOT %		73.55	1.13	15.08	0.33	6.74	3.16	0.00	0.00	

STATION 4

TERMINAL TRIPS

A-15

STATION NUMBER = 4
 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	666.23	6.81	293.61	9.36	303.92	108.94	0.00	0.00	1388.87
	47.97	0.49	21.14	0.67	21.88	7.84	0.00	0.00	43.72
	29.83	13.34	65.65	46.80	97.22	96.60	0.00	0.00	
R	20.97	0.21	9.24	0.29	9.57	3.43	0.00	0.00	
I 2	108.14	1.13	17.43	2.68	0.00	0.00	0.00	0.00	129.38
	83.58	0.87	13.47	2.07	0.00	0.00	0.00	0.00	4.07
P	4.84	2.21	3.90	13.40	0.00	0.00	0.00	0.00	
	3.40	0.04	0.55	0.08	0.00	0.00	0.00	0.00	
P 3	563.46	13.97	62.07	2.53	1.30	0.00	0.00	0.00	643.33
	87.58	2.17	9.65	0.39	0.20	0.00	0.00	0.00	20.25
	25.23	27.36	13.88	12.65	0.42	0.00	0.00	0.00	
U	17.74	0.44	1.95	0.08	0.04	0.00	0.00	0.00	
R 4	260.78	26.29	16.06	4.08	6.08	3.84	0.00	0.00	317.13
	82.23	8.29	5.06	1.29	1.92	1.21	0.00	0.00	9.88
P	11.68	51.49	3.59	20.40	1.94	3.40	0.00	0.00	
	8.21	0.83	0.51	0.13	0.19	0.12	0.00	0.00	
S 5	478.17	2.86	43.98	1.35	1.30	0.00	0.00	0.00	527.66
	90.62	0.54	8.33	0.26	0.25	0.00	0.00	0.00	16.61
	21.41	5.60	9.83	6.75	0.42	0.00	0.00	0.00	
E	15.05	0.09	1.38	0.04	0.04	0.00	0.00	0.00	
6	156.42	0.00	14.06	0.00	0.00	0.00	0.00	0.00	170.48
	91.75	0.00	8.25	0.00	0.00	0.00	0.00	0.00	5.37
	7.00	0.00	3.14	0.00	0.00	0.00	0.00	0.00	
	4.92	0.00	0.44	0.00	0.00	0.00	0.00	0.00	

TOTAL	2231.20	51.06	447.21	20.00	312.66	112.78	0.00	0.00	3176.65
TOT %	70.30	1.61	14.08	0.63	9.84	3.55	0.00	0.00	

STATION 4
 TOTAL TRIPS

91-A

STATION NUMBER = 5

EXIT-ENT STATION = 01 TO 08

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	299.06	0.00	160.42	5.91	115.39	75.69	0.00	0.00	656.47
R 1	45.56	0.00	24.44	0.90	17.58	11.53	0.00	0.00	46.36
P 1	31.81	0.00	75.22	34.68	86.67	96.70	0.00	0.00	
U 1	21.12	0.00	11.33	0.42	8.15	5.35	0.00	0.00	
T 2	46.40	2.14	7.65	0.00	1.29	0.00	0.00	0.00	57.48
R 2	80.72	3.72	13.31	0.00	2.24	0.00	0.00	0.00	4.06
P 2	4.94	6.24	3.59	0.00	0.97	0.00	0.00	0.00	
U 2	3.28	0.15	0.54	0.00	0.09	0.00	0.00	0.00	
T 3	63.79	0.00	2.14	2.00	1.66	0.00	0.00	0.00	69.59
R 3	91.67	0.00	3.08	2.87	2.39	0.00	0.00	0.00	4.91
P 3	6.79	0.00	1.00	11.74	1.25	0.00	0.00	0.00	
U 3	4.50	0.00	0.15	0.14	0.12	0.00	0.00	0.00	
T 4	282.52	29.12	24.62	9.13	8.04	2.58	0.00	0.00	356.01
R 4	79.36	8.18	6.92	2.56	2.26	0.72	0.00	0.00	25.12
P 4	30.05	84.85	11.54	53.58	6.04	3.30	0.00	0.00	
U 4	19.95	2.06	1.74	0.64	0.57	0.18	0.00	0.00	
T 5	201.46	3.06	16.01	0.00	6.75	0.00	0.00	0.00	227.28
R 5	88.64	1.35	7.04	0.00	2.97	0.00	0.00	0.00	16.05
P 5	21.43	8.92	7.51	0.00	5.07	0.00	0.00	0.00	
U 5	14.23	0.22	1.13	0.00	0.48	0.00	0.00	0.00	
T 6	46.78	0.00	2.43	0.00	0.00	0.00	0.00	0.00	49.21
R 6	95.06	0.00	4.94	0.00	0.00	0.00	0.00	0.00	3.48
P 6	4.98	0.00	1.14	0.00	0.00	0.00	0.00	0.00	
U 6	3.30	0.00	0.17	0.00	0.00	0.00	0.00	0.00	

TOTAL	940.01	34.32	213.27	17.04	133.13	78.27	0.00	0.00	1416.04
TOT %	66.38	2.42	15.06	1.20	9.40	5.53	0.00	0.00	

STATION 5
THROUGH TRIPS

A-17

STATION NUMBER = 5

EXIT-ENT STATION = T1

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL	
		1	2	3	4	5	6	7	8	TOT %	
T	1	1186.10	3.38	484.57	13.34	203.15	54.94	0.00	0.00	1965.48	
	1	60.97	0.17	24.91	0.69	10.44	2.82	0.00	0.00		79.65
		22.49	3.28	67.45	48.90	68.74	85.96	0.00	0.00		
R		18.09	0.05	7.38	0.20	3.10	0.84	0.00	0.00		
I	2	487.28	4.39	45.57	0.00	1.80	0.65	0.00	0.00	539.69	
	2	90.29	0.81	8.44	0.00	0.33	0.12	0.00	0.00		8.22
P		9.24	4.26	5.68	0.00	0.61	1.05	0.00	0.00		
		7.43	0.07	0.69	0.00	0.03	0.01	0.00	0.00		
P	3	1869.22	39.07	155.82	7.81	49.76	4.51	0.00	0.00	2126.19	
	3	87.91	1.84	7.33	0.37	2.34	0.21	0.00	0.00		32.80
		35.45	37.90	19.44	28.63	16.84	7.30	0.00	0.00		
U		28.49	0.60	2.37	0.12	0.76	0.07	0.00	0.00		
R	4	484.15	33.39	8.48	0.00	22.88	0.00	0.00	0.00	548.90	
	4	88.20	6.08	1.54	0.00	4.17	0.00	0.00	0.00		8.36
P		9.18	32.39	1.06	0.00	7.74	0.00	0.00	0.00		
		7.38	0.51	0.13	0.00	0.35	0.00	0.00	0.00		
O	5	711.20	13.39	44.45	2.14	14.95	0.00	0.00	0.00	786.13	
	5	90.47	1.70	5.65	0.27	1.90	0.00	0.00	0.00		11.08
		13.49	12.99	5.55	7.84	5.06	0.00	0.00	0.00		
E		10.84	0.20	0.68	0.03	0.23	0.00	0.00	0.00		
6	6	534.80	9.47	62.70	3.99	3.01	1.66	0.00	0.00	615.63	
	6	86.87	1.54	10.18	0.65	0.49	0.27	0.00	0.00		9.38
		10.14	9.19	7.82	14.63	1.02	2.69	0.00	0.00		
		8.15	0.14	0.96	0.06	0.05	0.03	0.00	0.00		

TOTAL		5272.75	103.09	801.59	27.28	295.55	61.76	0.00	0.00	6562.02	
TOT %		80.35	1.57	12.22	0.42	4.50	0.94	0.00	0.00		

STATION 5

TERMINAL TRIPS

A-18

STATION NUMBER = 5
 EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T	1	1485.16	3.38	644.99	19.25	318.54	130.63	0.00	0.00	2601.95
	1	57.08	0.13	24.79	0.74	12.24	5.02	0.00	0.00	32.61
		23.90	2.46	63.55	43.43	74.31	93.29	0.00	0.00	
R		18.62	0.04	8.08	0.24	3.99	1.64	0.00	0.00	
	2	533.60	6.53	53.22	0.00	3.09	0.65	0.00	0.00	597.17
	2	89.37	1.09	8.91	0.00	0.52	0.11	0.00	0.00	7.49
P		8.59	4.75	5.24	0.00	0.72	0.46	0.00	0.00	
		6.69	0.08	0.67	0.00	0.04	0.01	0.00	0.00	
	3	1933.01	39.07	157.96	9.81	51.42	4.51	0.00	0.00	2195.78
D	3	88.03	1.78	7.19	0.45	2.34	0.21	0.00	0.00	27.52
		31.11	28.43	15.56	22.13	11.99	3.22	0.00	0.00	
		24.23	0.49	1.98	0.12	0.64	0.06	0.00	0.00	
U	4	766.67	62.51	33.10	9.13	30.92	2.58	0.00	0.00	906.91
	4	84.72	6.91	3.66	1.01	3.42	0.29	0.00	0.00	11.34
		12.34	45.49	3.26	20.60	7.21	1.84	0.00	0.00	
D		9.61	0.78	0.41	0.11	0.39	0.03	0.00	0.00	
	5	912.66	16.45	60.46	2.14	21.70	0.00	0.00	0.00	1013.41
	5	90.06	1.62	5.97	0.21	2.14	0.00	0.00	0.00	12.70
S		14.69	11.97	5.96	4.83	5.06	0.00	0.00	0.00	
		11.44	0.21	0.76	0.03	0.27	0.00	0.00	0.00	
	6	581.58	9.47	65.13	3.99	3.01	1.66	0.00	0.00	664.84
E	6	87.48	1.42	9.80	0.60	0.45	0.25	0.00	0.00	8.33
		9.36	6.89	6.42	9.00	0.70	1.19	0.00	0.00	
		7.29	0.12	0.82	0.05	0.04	0.02	0.00	0.00	

TOTAL	6212.76	137.41	1014.86	44.32	428.68	140.03	0.00	0.00	7978.06	
TOT %	77.87	1.72	12.72	0.56	5.37	1.76	0.00	0.00		

STATION 5

TOTAL TRIPS

A-19

STATION NUMBER = 6
 EXIT-ENT STATION = 01 TO 08

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T 1	490.11	19.12	128.77	13.99	98.38	260.79	0.00	0.00	1011.16
	48.47	1.89	12.73	1.38	9.73	25.79	0.00	0.00	13.59
	8.65	2.77	37.28	14.49	31.16	80.21	0.00	0.00	
R	6.59	0.26	1.73	0.19	1.32	3.51	0.00	0.00	
I 2	140.63	2.28	11.65	1.86	0.00	0.00	0.00	0.00	156.42
	89.91	1.46	7.45	1.19	0.00	0.00	0.00	0.00	2.10
P	2.48	0.33	3.37	1.93	0.00	0.00	0.00	0.00	
	1.89	0.03	0.16	0.02	0.00	0.00	0.00	0.00	
P 3	42.33	4.34	3.21	2.41	0.00	0.00	0.00	0.00	52.29
	80.95	8.30	6.14	4.61	0.00	0.00	0.00	0.00	0.70
U	0.75	0.63	0.93	2.50	0.00	0.00	0.00	0.00	
	0.57	0.06	0.04	0.03	0.00	0.00	0.00	0.00	
R 4	3734.08	619.22	163.91	72.68	189.16	61.05	0.00	0.00	4880.10
	77.15	12.79	3.39	1.50	3.91	1.26	0.00	0.00	65.03
P	65.89	89.68	47.45	75.30	59.91	18.78	0.00	0.00	
	50.19	8.32	2.20	0.98	2.54	0.82	0.00	0.00	
D 5	1072.51	41.64	34.16	4.34	21.05	1.30	0.00	0.00	1175.00
	91.28	3.54	2.91	0.37	1.79	0.11	0.00	0.00	15.79
S	18.93	6.03	9.89	4.50	6.67	0.40	0.00	0.00	
	14.42	0.56	0.46	0.06	0.28	0.02	0.00	0.00	
E 6	187.14	3.91	3.71	1.24	7.16	2.00	0.00	0.00	205.16
	91.22	1.91	1.81	0.60	3.49	0.97	0.00	0.00	2.76
6	3.30	0.57	1.07	1.28	2.27	0.62	0.00	0.00	
	2.52	0.05	0.05	0.02	0.10	0.03	0.00	0.00	

TOTAL	5666.80	690.51	345.41	96.52	315.75	325.14	0.00	0.00	7440.13
TOT %	76.17	9.28	4.64	1.30	4.24	4.37	0.00	0.00	

STATION 6
 THROUGH TRIPS

A-20

STATION NUMBER = 6
 EXIT-ENT STATION = 70

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %	
	1	2	3	4	5	6	7	8		
T R	1	205.74	0.00	57.24	1.90	40.68	75.61	0.00	0.00	381.17
	1	53.98	0.00	15.02	0.50	10.67	19.84	0.00	0.00	13.81
		9.86	0.00	33.78	13.00	25.36	79.41	0.00	0.00	
I P	2	7.46	0.00	2.07	0.07	1.47	2.74	0.00	0.00	
	2	16.72	3.06	1.69	0.00	0.00	0.00	0.00	0.00	21.47
	2	77.88	14.25	7.87	0.00	0.00	0.00	0.00	0.00	0.78
P U	3	0.80	1.31	1.00	0.00	0.00	0.00	0.00	0.00	
	3	0.61	0.11	0.06	0.00	0.00	0.00	0.00	0.00	
	3	931.98	114.10	70.66	10.83	53.45	13.66	0.00	0.00	1194.68
R P	3	78.01	9.55	5.91	0.91	4.47	1.14	0.00	0.00	43.29
	3	44.69	48.68	41.70	74.08	33.32	14.35	0.00	0.00	
	3	33.77	4.13	2.56	0.39	1.94	0.49	0.00	0.00	
R P	4	277.24	54.21	13.03	1.89	40.53	3.26	0.00	0.00	390.16
	4	71.06	13.89	3.34	0.48	10.39	0.84	0.00	0.00	14.14
	4	13.29	23.13	7.69	12.93	25.26	3.42	0.00	0.00	
O S	4	10.05	1.96	0.47	0.07	1.47	0.12	0.00	0.00	
	5	391.14	30.26	12.77	0.00	10.73	0.00	0.00	0.00	444.90
	5	87.92	6.80	2.87	0.00	2.41	0.00	0.00	0.00	16.12
E	5	18.75	12.91	7.54	0.00	6.69	0.00	0.00	0.00	
	5	14.17	1.10	0.46	0.00	0.39	0.00	0.00	0.00	
	6	267.81	32.74	14.05	0.00	15.04	2.68	0.00	0.00	327.32
6	6	80.24	10.00	4.29	0.00	4.59	0.82	0.00	0.00	11.86
	6	12.60	13.97	8.29	0.00	9.37	2.81	0.00	0.00	
	6	9.52	1.19	0.51	0.00	0.54	0.10	0.00	0.00	

TOTAL	2085.63	234.37	169.44	14.62	160.43	95.21	0.00	0.00	2759.76	
TOT %	75.57	8.49	6.14	0.53	5.81	3.45	0.00	0.00		

STATION 6

TERMINAL TRIPS

A-21

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	695.85	19.12	186.01	15.89	139.06	336.40	0.00	0.00	1392.33
	1	49.98	1.37	13.36	1.14	9.99	24.16	0.00	0.00	13.65
R		8.98	2.07	36.13	14.30	29.20	80.03	0.00	0.00	
		6.82	0.19	1.82	0.16	1.36	3.30	0.00	0.00	
I	2	157.35	5.34	13.34	1.86	0.00	0.00	0.00	0.00	177.89
P	2	88.45	3.00	7.50	1.05	0.00	0.00	0.00	0.00	1.74
		2.03	0.58	2.59	1.67	0.00	0.00	0.00	0.00	
		1.54	0.05	0.13	0.02	0.00	0.00	0.00	0.00	
P	3	974.31	118.44	73.87	13.24	53.45	13.66	0.00	0.00	1246.97
	3	78.13	9.50	5.92	1.06	4.29	1.10	0.00	0.00	12.23
U		12.57	12.81	14.35	11.91	11.22	3.25	0.00	0.00	
		9.55	1.16	0.72	0.13	0.52	0.13	0.00	0.00	
R	4	4011.32	673.43	176.94	74.57	229.69	64.31	0.00	0.00	5230.26
P	4	76.69	12.88	3.38	1.43	4.39	1.23	0.00	0.00	51.28
		51.74	72.81	34.37	67.10	48.24	15.30	0.00	0.00	
		39.33	6.60	1.73	0.73	2.25	0.63	0.00	0.00	
O	5	1463.65	71.90	46.93	4.34	31.78	1.30	0.00	0.00	1619.90
S	5	90.35	4.44	2.90	0.27	1.96	0.02	0.00	0.00	15.85
		18.88	7.77	9.12	3.90	6.67	0.31	0.00	0.00	
E		14.35	0.70	0.46	0.04	0.31	0.01	0.00	0.00	
	6	449.95	36.65	17.76	1.24	22.20	4.68	0.00	0.00	532.48
	6	84.50	6.88	3.34	0.23	4.17	0.88	0.00	0.00	5.22
		5.80	3.96	3.45	1.12	4.66	1.11	0.00	0.00	
		4.41	0.36	0.17	0.01	0.22	0.05	0.00	0.00	

TOTAL		7752.43	924.88	514.85	111.14	476.18	420.35	0.00	0.00	10199.83
TOT %		76.01	9.07	5.05	1.09	4.67	4.12	0.00	0.00	

STATION 6
 TOTAL TRIPS

A-22

STATION NUMBER 7
 EXIT-ENT STATION 01 TO 08

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT %
	1	2	3	4	5	6	7	8	
T	74.76	0.00	37.75	1.11	11.41	5.16	0.00	0.00	130.19
I	57.42	0.00	29.00	0.85	8.76	3.96	0.00	0.00	44.73
R	35.91	0.00	68.57	100.00	56.60	100.00	0.00	0.00	
P	25.69	0.00	12.97	0.38	3.92	1.77	0.00	0.00	
I	7.83	0.00	1.96	0.00	0.00	0.00	0.00	0.00	9.79
P	79.98	0.00	20.02	0.00	0.00	0.00	0.00	0.00	3.36
P	3.76	0.00	3.56	0.00	0.00	0.00	0.00	0.00	
U	2.69	0.00	0.67	0.00	0.00	0.00	0.00	0.00	
P	14.35	0.00	5.96	0.00	0.00	0.00	0.00	0.00	20.31
P	70.65	0.00	29.35	0.00	0.00	0.00	0.00	0.00	6.98
U	6.89	0.00	10.83	0.00	0.00	0.00	0.00	0.00	
R	4.93	0.00	2.05	0.00	0.00	0.00	0.00	0.00	
P	25.76	1.39	1.12	0.00	0.00	0.00	0.00	0.00	28.27
P	91.12	4.92	3.96	0.00	0.00	0.00	0.00	0.00	9.71
O	12.38	100.00	2.03	0.00	0.00	0.00	0.00	0.00	
S	8.85	0.48	0.38	0.00	0.00	0.00	0.00	0.00	
S	70.72	0.00	7.07	0.00	8.75	0.00	0.00	0.00	86.54
E	81.72	0.00	8.17	0.00	10.11	0.00	0.00	0.00	29.74
	33.97	0.00	12.84	0.00	43.40	0.00	0.00	0.00	
	24.30	0.00	2.43	0.00	3.01	0.00	0.00	0.00	
	14.74	0.00	1.19	0.00	0.00	0.00	0.00	0.00	15.93
	92.53	0.00	7.47	0.00	0.00	0.00	0.00	0.00	5.87
	7.08	0.00	2.16	0.00	0.00	0.00	0.00	0.00	
	5.06	0.00	0.41	0.00	0.00	0.00	0.00	0.00	

TOTAL	208.16	1.39	55.05	1.11	20.16	5.16	0.00	0.00	291.03
TOT %	71.53	0.48	18.92	0.38	6.93	1.77	0.00	0.00	

STATION 7
 THROUGH TRIPS

A-23

STATION NUMBER 7
 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	440.25	0.00	179.70	2.96	51.67	42.30	0.00	0.00	716.86
	61.41	0.00	25.07	0.41	7.21	5.90	0.00	0.00	46.66
	37.58	0.00	70.04	100.00	89.85	100.00	0.00	0.00	
R 1	28.66	0.00	11.70	0.19	3.36	2.75	0.00	0.00	
I 2	58.06	0.00	3.58	0.00	0.84	0.00	0.00	0.00	62.48
	92.93	0.00	5.73	0.00	1.34	0.00	0.00	0.00	4.07
P 2	4.96	0.00	1.40	0.00	1.46	0.00	0.00	0.00	
	3.78	0.00	0.23	0.00	0.05	0.00	0.00	0.00	
P 3	318.25	2.72	47.62	0.00	2.50	0.00	0.00	0.00	371.09
	85.76	0.73	12.83	0.00	0.67	0.00	0.00	0.00	24.15
	27.16	50.37	18.56	0.00	4.35	0.00	0.00	0.00	
U 3	20.71	0.18	3.10	0.00	0.16	0.00	0.00	0.00	
R 4	24.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.01
	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.56
P 4	2.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
O 5	166.20	2.68	11.21	0.00	2.50	0.00	0.00	0.00	182.59
	91.02	1.47	6.14	0.00	1.37	0.00	0.00	0.00	11.88
	14.19	49.63	4.37	0.00	4.35	0.00	0.00	0.00	
S 5	10.82	0.17	0.73	0.00	0.16	0.00	0.00	0.00	
R 6	164.85	0.00	14.45	0.00	0.00	0.00	0.00	0.00	179.30
	91.94	0.00	8.06	0.00	0.00	0.00	0.00	0.00	11.67
	14.07	0.00	5.63	0.00	0.00	0.00	0.00	0.00	
	10.73	0.00	0.94	0.00	0.00	0.00	0.00	0.00	

TOTAL	1171.62	5.40	256.56	2.96	57.51	42.30	0.00	0.00	1536.35
TOT %	76.26	0.35	16.70	0.19	3.74	2.75	0.00	0.00	

A-24

STATION 7
 TERMINAL TRIPS

STATION NUMBER 7
 EXIT-ENT STATION 01 TO

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL
	1	2	3	4	5	6	7	8	TOT X
T 1	515.01	0.00	217.45	4.07	63.08	47.46	0.00	0.00	847.07
T 1	60.80	0.00	25.67	0.48	7.45	5.60	0.00	0.00	46.35
R 1	37.33	0.00	69.78	100.00	61.22	100.00	0.00	0.00	
R 1	28.18	0.00	11.90	0.22	3.45	2.60	0.00	0.00	
I 2	65.89	0.00	5.54	0.00	0.84	0.00	0.00	0.00	72.27
I 2	91.17	0.00	7.67	0.00	1.16	0.00	0.00	0.00	3.95
P 2	4.78	0.00	1.78	0.00	1.08	0.00	0.00	0.00	
P 2	3.61	0.00	0.30	0.00	0.05	0.00	0.00	0.00	
P 3	332.60	2.72	53.58	0.00	2.50	0.00	0.00	0.00	391.40
P 3	84.98	0.69	13.69	0.00	0.64	0.00	0.00	0.00	21.82
U 3	24.11	40.06	17.19	0.00	3.22	0.00	0.00	0.00	
U 3	18.20	0.15	2.93	0.00	0.14	0.00	0.00	0.00	
R 4	49.77	1.39	1.12	0.00	0.00	0.00	0.00	0.00	52.28
R 4	95.20	2.66	2.14	0.00	0.00	0.00	0.00	0.00	2.26
P 4	3.61	20.47	0.36	0.00	0.00	0.00	0.00	0.00	
P 4	2.72	0.08	0.06	0.00	0.00	0.00	0.00	0.00	
O 5	236.92	2.68	18.28	0.00	11.25	0.00	0.00	0.00	269.13
O 5	88.03	1.00	6.79	0.00	4.18	0.00	0.00	0.00	14.73
E 5	17.17	39.47	5.87	0.00	14.48	0.00	0.00	0.00	
E 5	12.97	0.15	1.00	0.00	0.62	0.00	0.00	0.00	
6	179.54	0.00	15.64	0.00	0.00	0.00	0.00	0.00	195.23
6	91.99	0.00	8.01	0.00	0.00	0.00	0.00	0.00	10.68
6	13.02	0.00	5.02	0.00	0.00	0.00	0.00	0.00	
6	9.83	0.00	0.86	0.00	0.00	0.00	0.00	0.00	

TOTAL	1379.78	6.79	311.61	4.07	77.67	47.46	0.00	0.00	1627.36
TOT X	75.51	0.37	17.05	0.22	4.25	2.60	0.00	0.00	

STATION 7
 TOTAL TRIPS

A-25

STATION NUMBER 8
 EXIT-ENT STATION 01 T1 08

VEHICLE TYPE

RANGES		1	2	3	4	5	6	7	8	TOTAL TOT %
		1	2	3	4	5	6	7	8	
T	1	368.54	3.85	146.76	10.85	112.71	105.45	0.00	0.00	748.16
	1	49.26	0.51	19.62	1.45	15.06	14.09	0.00	0.00	28.90
		18.75	3.71	65.68	41.19	71.31	93.98	0.00	0.00	
R		14.24	0.15	5.67	0.42	4.35	4.07	0.00	0.00	
I	2	112.75	0.00	2.53	0.00	0.00	0.00	0.00	0.00	115.28
	2	97.81	0.00	2.19	0.00	0.00	0.00	0.00	0.00	4.45
P		5.74	0.00	1.13	0.00	0.00	0.00	0.00	0.00	
		4.36	0.00	0.10	0.00	0.00	0.00	0.00	0.00	
P	3	81.24	0.00	1.25	0.00	0.00	0.00	0.00	0.00	82.49
	3	98.48	0.00	1.52	0.00	0.00	0.00	0.00	0.00	3.19
		4.13	0.00	0.56	0.00	0.00	0.00	0.00	0.00	
U		3.14	0.00	0.05	0.00	0.00	0.00	0.00	0.00	
R	4	836.99	92.47	36.80	13.69	34.49	6.75	0.00	0.00	1021.19
	4	81.96	9.06	3.60	1.34	3.38	0.66	0.00	0.00	39.64
		42.59	89.21	16.47	51.97	21.82	6.02	0.00	0.00	
O		32.33	3.57	1.42	0.53	1.33	0.26	0.00	0.00	
S	5	482.82	5.37	15.84	1.80	7.29	0.00	0.00	0.00	513.12
	5	94.09	1.05	3.09	0.35	1.42	0.00	0.00	0.00	19.62
		24.57	5.18	7.09	6.83	4.61	0.00	0.00	0.00	
E		18.65	0.21	0.61	0.07	0.28	0.00	0.00	0.00	
6		82.85	1.96	20.28	0.00	3.57	0.00	0.00	0.00	108.66
	6	76.25	1.80	18.66	0.00	3.29	0.00	0.00	0.00	4.20
		4.22	1.89	9.08	0.00	2.26	0.00	0.00	0.00	
	3.20	0.08	0.78	0.00	0.14	0.00	0.00	0.00		

TOTAL		1965.19	103.65	223.46	26.34	158.06	112.20	0.00	0.00	2588.90
TOT %		75.91	4.00	8.63	1.02	6.11	4.33	0.00	0.00	

STATION 8
 THROUGH TRIPS

A-26

STATION NUMBER 8
 EXIT-ENT STATION TO
 VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT 2
	1	2	3	4	5	6	7	8	
T 1	795.62	4.95	273.83	4.97	149.01	58.83	0.00	0.00	1287.21
	61.81	0.38	21.27	0.39	11.58	4.57	0.00	0.00	43.49
R 1	35.84	13.40	59.81	55.97	84.17	100.00	0.00	0.00	
	26.88	0.17	9.25	0.17	5.04	1.99	0.00	0.00	
I 2	137.63	0.00	32.44	0.00	0.00	0.00	0.00	0.00	170.07
	80.93	0.00	19.07	0.00	0.00	0.00	0.00	0.00	5.75
P 2	6.20	0.00	7.09	0.00	0.00	0.00	0.00	0.00	
	4.65	0.00	1.10	0.00	0.00	0.00	0.00	0.00	
D 3	616.72	14.78	96.65	2.21	7.04	0.00	0.00	0.00	737.40
	83.63	2.00	13.11	0.30	0.95	0.00	0.00	0.00	24.92
U 3	27.78	40.00	21.11	24.89	3.98	0.00	0.00	0.00	
	20.84	0.50	3.27	0.07	0.24	0.00	0.00	0.00	
R 4	120.32	12.60	1.92	0.00	7.59	0.00	0.00	0.00	142.63
	84.48	8.85	1.35	0.00	5.33	0.00	0.00	0.00	4.81
P 4	5.42	34.10	0.42	0.00	4.29	0.00	0.00	0.00	
	4.07	0.43	0.06	0.00	0.26	0.00	0.00	0.00	
O 5	382.64	1.67	36.58	0.00	7.62	0.00	0.00	0.00	428.51
	89.30	0.39	8.54	0.00	1.78	0.00	0.00	0.00	14.48
S 5	17.24	4.52	7.99	0.00	4.30	0.00	0.00	0.00	
	12.93	0.06	1.24	0.00	0.26	0.00	0.00	0.00	
E 6	167.03	2.95	16.40	1.70	5.78	0.00	0.00	0.00	193.86
	86.16	1.52	8.46	0.88	2.98	0.00	0.00	0.00	6.55
	7.52	7.98	3.58	19.14	3.26	0.00	0.00	0.00	
	5.64	0.10	0.55	0.06	0.20	0.00	0.00	0.00	

TOTAL	2219.96	36.95	457.82	8.88	177.04	58.83	0.00	0.00	2959.48
TOT %	75.01	1.25	15.47	0.30	5.98	1.99	0.00	0.00	

STATION 8
 TERMINAL TRIPS

A-27

STATION NUMBER 8
 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	1164.16	8.80	420.59	15.82	261.72	164.28	0.00	0.00	2035.37
	57.20	0.43	20.66	0.78	12.86	8.07	0.00	0.00	36.66
	27.82	6.26	61.74	44.92	78.10	96.05	0.00	0.00	
R 1	20.98	0.16	7.58	0.29	4.72	2.96	0.00	0.00	
T 2	250.38	0.00	34.97	0.00	0.00	0.00	0.00	0.00	285.35
	87.74	0.00	12.26	0.00	0.00	0.00	0.00	0.00	5.14
P 2	5.98	0.00	5.13	0.00	0.00	0.00	0.00	0.00	
	4.51	0.00	0.63	0.00	0.00	0.00	0.00	0.00	
P 3	697.96	14.78	97.90	2.21	7.04	0.00	0.00	0.00	819.89
	85.13	1.80	11.94	0.27	0.86	0.00	0.00	0.00	14.78
	16.68	10.51	14.37	6.27	2.10	0.00	0.00	0.00	
U 3	12.58	0.27	1.76	0.04	0.13	0.00	0.00	0.00	
R 4	957.31	105.07	38.72	13.69	42.08	6.75	0.00	0.00	1163.62
	82.27	9.03	3.33	1.18	3.62	0.58	0.00	0.00	20.97
	22.87	74.73	5.68	38.87	12.56	3.95	0.00	0.00	
	17.25	1.89	0.70	0.25	0.76	0.12	0.00	0.00	
O 4	865.46	7.04	52.42	1.60	14.91	0.00	0.00	0.00	941.63
	91.91	0.75	5.57	0.19	1.58	0.00	0.00	0.00	16.97
	20.68	5.01	7.69	5.11	4.45	0.00	0.00	0.00	
S 5	15.60	0.13	0.94	0.03	0.27	0.00	0.00	0.00	
R 6	249.88	4.91	36.68	1.70	9.35	0.00	0.00	0.00	302.52
	82.60	1.62	12.12	0.56	3.09	0.00	0.00	0.00	5.45
	5.97	3.49	5.38	4.83	2.79	0.00	0.00	0.00	
	4.50	0.09	0.66	0.03	0.17	0.00	0.00	0.00	

TOTAL	4185.15	140.60	681.28	35.22	335.10	171.03	0.00	0.00	5548.36
TOT %	75.43	2.53	12.28	0.63	6.04	3.08	0.00	0.00	

STATION 8

TOTAL TRIPS

A-28

FORM NUMBER = 6

EXIT-ENT STATION = 01 TO 08

VEHICLE TYPE

RANGES	1	2	3	4	5	6	7	8	TOTAL TOT \$	
	1	2	3	4	5	6	7	8		
T	1	1111.85	26.35	444.40	23.20	302.57	371.82	0.00	0.00	2280.19
	1	48.76	1.16	19.49	1.02	13.27	16.31	0.00	0.00	21.27
R		13.98	3.21	56.10	17.73	51.91	84.33	0.00	0.00	
		10.37	0.25	4.15	0.22	2.82	3.47	0.00	0.00	
I	2	285.02	3.09	30.74	3.27	0.65	0.00	0.00	0.00	322.77
P	2	88.30	0.96	9.52	1.01	0.20	0.00	0.00	0.00	3.01
		3.58	0.38	3.88	2.50	0.11	0.00	0.00	0.00	
		2.66	0.03	0.29	0.03	0.01	0.00	0.00	0.00	
P	3	161.00	7.60	13.66	2.21	0.83	0.00	0.00	0.00	185.30
	3	86.89	4.10	7.37	1.19	0.45	0.00	0.00	0.00	1.73
U		2.02	0.93	1.72	1.69	0.14	0.00	0.00	0.00	
		1.50	0.07	0.13	0.02	0.01	0.00	0.00	0.00	
R	4	4460.90	732.73	210.69	91.55	235.36	65.75	0.00	0.00	5796.98
P	4	76.95	12.64	3.63	1.58	4.06	1.13	0.00	0.00	54.08
		56.10	89.33	26.60	69.96	40.38	14.91	0.00	0.00	
Q		41.62	6.84	1.97	0.85	2.20	0.61	0.00	0.00	
S	5	1625.40	44.50	77.06	8.36	31.80	1.31	0.00	0.00	1788.43
	5	90.88	2.49	4.31	0.47	1.78	0.07	0.00	0.00	16.69
		20.44	5.43	9.73	6.39	5.46	0.30	0.00	0.00	
E		15.16	0.42	0.72	0.08	0.30	0.01	0.00	0.00	
	6	307.43	5.99	15.56	2.27	11.70	2.03	0.00	0.00	344.98
	6	89.12	1.74	4.51	0.66	3.39	0.59	0.00	0.00	3.22
		3.87	0.73	1.96	1.73	2.01	0.46	0.00	0.00	
		2.87	0.06	0.15	0.02	0.11	0.02	0.00	0.00	

TOTAL		7951.60	820.26	792.11	130.86	582.91	440.91	0.00	0.00	10718.65
TOT %		74.18	7.65	7.39	1.22	5.44	4.11	0.00	0.00	

ALL STATIONS
THROUGH TRIPS

A-29

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	4190.94	15.12	1599.54	36.01	690.63	395.06	0.00	0.00	6927.30
R	1	60.50	0.22	23.09	0.52	9.97	5.70	0.00	0.00	31.33
I	1	24.33	2.27	58.02	36.17	65.67	89.92	0.00	0.00	
P	1	18.85	0.07	7.19	0.16	3.11	1.78	0.00	0.00	
P	2	1106.42	17.98	132.01	1.64	2.64	0.65	0.00	0.00	1261.34
U	2	87.72	1.43	10.47	0.13	0.21	0.05	0.00	0.00	5.67
R	2	6.42	2.70	4.79	1.65	0.25	0.15	0.00	0.00	
P	2	4.98	0.08	0.59	0.01	0.01	0.00	0.00	0.00	
P	3	5781.76	300.29	619.96	35.89	146.24	23.13	0.00	0.00	6907.27
U	3	83.71	4.35	8.98	0.52	2.12	0.33	0.00	0.00	31.06
R	3	33.57	45.16	22.49	36.05	13.91	5.26	0.00	0.00	
P	3	26.00	1.35	2.79	0.16	0.66	0.10	0.00	0.00	
P	4	1713.38	178.71	71.55	8.69	127.82	9.35	0.00	0.00	2109.50
U	4	81.22	8.47	3.39	0.41	6.06	0.44	0.00	0.00	9.49
R	4	9.95	26.87	2.60	8.73	12.15	2.13	0.00	0.00	
P	4	7.70	0.80	0.32	0.04	0.57	0.04	0.00	0.00	
P	5	2742.98	97.93	178.99	11.63	58.77	6.81	0.00	0.00	3097.11
U	5	88.57	3.16	5.78	0.38	1.90	0.22	0.00	0.00	13.93
R	5	15.92	14.73	6.49	11.68	5.59	1.55	0.00	0.00	
P	5	12.33	0.44	0.80	0.05	0.26	0.03	0.00	0.00	
P	6	1689.74	54.97	154.93	5.69	25.59	4.34	0.00	0.00	1935.26
U	6	87.31	2.84	8.01	0.29	1.32	0.22	0.00	0.00	8.70
R	6	9.81	8.27	5.62	5.72	2.43	0.99	0.00	0.00	
P	6	7.60	0.25	0.70	0.03	0.12	0.02	0.00	0.00	

TOTAL		17225.22	665.00	2756.98	99.55	1051.69	439.34	0.00	0.00	22237.78
TOT %		77.46	2.99	12.40	0.45	4.73	1.98	0.00	0.00	

ALL STATIONS

TERMINAL TRIPS

FORM NUMBER = 6

EXIT-ENT STATION = 01 TO

VEHICLE TYPE

RANGES	VEHICLE TYPE								TOTAL TOT \$
	1 1	2 2	3 3	4 4	5 5	6 6	7 7	8 8	
T 1	5302.79	41.47	2043.94	59.21	993.20	766.88	0.30	0.00	9207.89
R 1	57.59	0.45	22.20	0.64	10.79	8.33	0.00	0.00	27.96
I 2	21.06	2.79	57.59	25.70	60.76	67.12	0.00	0.00	
P 2	16.09	0.13	6.20	0.18	3.01	2.33	0.00	0.00	
P 3	1391.44	21.07	162.75	4.91	3.29	0.65	0.00	0.00	1584.11
U 3	87.84	1.33	10.27	0.31	0.21	0.04	0.00	0.00	4.81
R 4	5.53	1.42	4.59	2.13	0.20	0.07	0.00	0.00	
O 4	4.22	0.06	0.49	0.01	0.01	0.00	0.00	0.00	
S 5	5942.76	307.89	633.62	38.10	147.07	23.13	0.00	0.00	7092.57
E 5	83.79	4.34	8.93	0.54	2.07	0.33	0.00	0.00	21.52
T 6	23.60	20.73	17.85	16.54	9.00	2.63	0.00	0.00	
R 6	18.03	0.93	1.92	0.12	0.45	0.07	0.00	0.00	
O 7	6174.28	911.44	282.24	100.24	363.18	75.10	0.00	0.00	7906.88
S 8	78.09	11.53	3.57	1.27	4.59	0.95	0.00	0.00	23.99
E 8	24.52	61.37	7.95	43.51	22.22	6.53	0.00	0.00	
T 9	18.73	2.77	0.86	0.30	1.10	0.23	0.00	0.00	
O 10	4368.38	142.43	256.05	19.99	90.57	8.12	0.00	0.00	4865.54
S 11	89.41	2.92	5.24	0.41	1.85	0.17	0.00	0.00	14.82
E 12	17.35	9.59	7.21	8.68	5.54	0.92	0.00	0.00	
T 13	13.26	0.43	0.78	0.06	0.27	0.02	0.00	0.00	
O 14	1997.17	60.96	170.49	7.96	37.29	6.37	0.00	0.00	2280.24
S 15	87.59	2.67	7.48	0.35	1.64	0.28	0.00	0.00	6.92
E 16	7.93	4.10	4.80	3.45	2.28	0.72	0.00	0.00	
T 17	6.06	0.18	0.52	0.02	0.11	0.02	0.00	0.00	

TOTAL	25176.82	1485.26	3549.09	230.41	1634.60	880.25	0.00	0.00	32956.43
TOT \$	76.39	4.51	10.77	0.70	4.96	2.67	0.00	0.00	

ALL STATIONS

TOTAL TRIPS

IC-A-31

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 in length. The percent of trips which were 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 for each interview date will be presented.

TRIP LENGTH FREQUENCY DISTRIBUTION

	P.C.	CUM.	ACTU
1	30.326	30.326	21
2	2.896	33.221	22
3	42.645	75.866	37
4	7.497	83.363	38
5	3.270	86.634	39
6	3.775	90.408	40
7	0.482	91.391	41
8	1.370	92.761	42
9	0.776	93.537	43
10	2.081	95.618	44
11	0.375	95.993	45
12	0.388	96.381	46
13	0.608	96.988	47
14	0.543	97.531	48
15	0.336	97.867	49
16	0.168	98.035	50
17	0.297	98.332	51
18	0.155	98.488	52
19	0.090	98.578	53
20	0.194	98.772	54
21	0.220	98.992	55
22	0.271	99.263	56
23	0.426	99.689	57
24	0.052	99.741	58
25	0.052	99.792	59
26	0.000	99.792	60
27	0.026	99.818	61
28	0.039	99.857	62
29	0.000	99.857	63
30	0.026	99.883	64
31	0.026	99.909	65
32	0.013	99.922	66
33	0.039	99.960	67
34	0.000	99.960	68
35	0.000	99.960	69
36	0.026	99.986	70
37	0.000	99.986	71
38	0.065	99.651	72
39	0.000	99.651	73
40	0.013	99.664	74
41	0.000	99.664	75
42	0.000	99.664	76
43	0.026	99.690	77
44	0.000	99.690	78
45	0.026	99.716	79
46	0.039	99.754	80
47	0.000	99.754	81
48	0.052	99.806	82
49	0.000	99.806	83
50	0.000	99.806	84
51	0.000	99.806	85
52	0.000	99.806	86
53	0.000	99.806	87
54	0.000	99.806	88
55	0.000	99.806	89
56	0.000	99.806	90
57	0.000	99.806	91
58	0.000	99.806	92
59	0.000	99.806	93

A-33

	0	4	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
1	0.089	0.089	9
2	1.607	1.696	163
3	0.542	2.238	55
4	0.168	2.405	17
5	4.564	6.989	465
6	3.362	10.351	341
7	1.232	11.583	125
8	6.802	18.385	690
9	1.410	19.795	143
10	0.414	20.209	42
11	0.729	20.938	74
12	3.263	24.201	331
13	0.907	25.108	92
14	1.015	26.124	103
15	0.927	27.050	94
16	0.848	27.898	86
17	4.466	32.364	453
18	1.370	33.734	139
19	0.927	34.661	94
20	2.819	37.480	286
21	1.291	38.772	131
22	1.331	40.103	135
23	1.646	41.749	167
24	1.203	42.951	122
25	1.252	44.203	127
26	1.301	45.505	132
27	2.465	47.969	250
28	0.956	48.925	97
29	1.715	50.641	174
30	1.814	52.455	184
31	2.593	55.047	263
32	1.725	56.772	175
33	3.598	60.371	365
34	1.518	61.889	154
35	2.829	64.718	287
36	1.774	66.493	180
37	1.183	67.675	120
38	1.912	69.588	194
39	0.808	70.396	82
40	1.705	72.102	173
41	1.114	73.216	113
42	1.666	74.882	169
43	1.932	76.814	196
44	1.065	77.879	108
45	1.242	79.121	126
46	1.193	80.313	121
47	1.449	81.763	147
48	0.769	82.532	78
49	1.065	83.596	108
50	1.666	85.262	169
51	0.365	85.627	37
52	0.749	86.376	76
53	0.838	87.214	85
54	1.577	88.791	160
55	0.410	89.205	42
56	0.582	89.787	59
57	0.582	90.369	59
58	0.404	90.773	41
59	0.365	91.138	37
60	0.483	92.311	49

A-34

A-35

64..	0.315	92.832	32
65...	0.108	93.040	11
66.....	0.177	93.218	18
67.....	0.286	93.504	29
68.....	0.394	93.898	40
69.....	0.177	94.075	18
70.....	0.402	94.479	41
71.....	0.168	94.647	17
72.....	0.710	95.357	72
73.....	0.424	95.781	43
74.....	0.384	96.165	39
75.....	0.246	96.412	25
76.....	0.177	96.589	18
77.....	0.522	97.112	53
78.....	0.394	97.506	40
79.....	0.108	97.614	11
80.....	0.167	97.802	19
81.....	0.256	98.058	26
82.....	0.168	98.226	17
83.....	0.177	98.403	18
84.....	0.177	98.580	18
85.....	0.315	98.896	32
86.....	0.069	98.965	7
87.....	0.118	99.083	12
88.....	0.059	99.142	6
89.....	0.069	99.211	7
90.....	0.207	99.418	21
91.....	0.030	99.448	3
92.....	0.000	99.448	0
93.....	0.000	99.448	0
94.....	0.099	99.547	10
95.....	0.030	99.576	3
96.....	0.000	99.576	0
97.....	0.059	99.635	6
98.....	0.000	99.635	0
99.....	0.000	99.635	0
100....	0.020	99.655	2
101.....	0.217	99.872	22
102.....	0.000	99.872	0
103.....	0.000	99.872	0
104.....	0.049	99.921	5
105.....	0.000	99.921	0
106.....	0.000	99.921	0
107.....	0.020	99.941	2
108.....	0.020	99.961	2
109.....	0.000	99.961	0
110.....	0.000	99.961	0
111.....	0.000	99.961	0
112.....	0.000	99.961	0
113.....	0.020	99.980	2
114.....	0.000	99.980	0
115.....	0.020	100.000	2

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 10144 SUM= 308813. MEAN= 30.443 VAR= 405.342 SD= 20.133

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

STATION 1

	0	4	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
1.	0.090	0.090	2
2.	63.878	63.968	1420
3.	10.211	74.179	227
4.	0.270	74.449	6
5.	10.751	85.200	239
6.	3.239	88.439	72
7.	1.260	89.699	26
8.	1.754	91.453	39
9.	0.720	92.173	16
10.	0.135	92.308	3
11.	1.080	93.387	24
12.	0.360	93.747	8
13.	0.630	94.377	14
14.	0.270	94.647	6
15.	0.630	95.277	14
16.	0.270	95.547	6
17.	0.315	95.861	7
18.	0.450	96.311	10
19.	0.000	96.311	0
20.	0.180	96.491	4
21.	0.000	96.491	0
22.	0.315	96.806	7
23.	0.090	96.896	2
24.	0.270	97.166	6
25.	0.135	97.301	3
26.	0.270	97.571	6
27.	0.180	97.751	4
28.	0.225	97.976	5
29.	0.360	98.336	8
30.	0.405	98.741	9
31.	0.135	98.875	3
32.	0.135	99.010	3
33.	0.090	99.100	2
34.	0.180	99.280	4
35.	0.360	99.640	8
36.	0.000	99.640	0
37.	0.090	99.730	2
38.	0.000	99.730	0
39.	0.000	99.730	0
40.	0.000	99.730	0
41.	0.000	99.730	0
42.	0.000	99.730	0
43.	0.000	99.730	0
44.	0.000	99.730	0
45.	0.000	99.730	0
46.	0.090	99.820	2
47.	0.000	99.820	0
48.	0.090	99.910	2
49.	0.000	99.910	0
50.	0.000	99.910	0
51.	0.000	99.910	0
52.	0.090	100.000	2

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 2223

SUM= 9529. MEAN= 4.287 VAR= 33.825 SD= 5.816

TOTAL TRIPS OVER MAXP = 0
 TOTAL TRIPS OVER 255 = 0
 VOLUME TABLE NUMBER = 202

A-36

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

	P.C.	CUM.	ACTUAL
1.....	33.432	33.432	793
2.....	42.917	76.349	1018
3.....	5.860	82.209	139
4..	0.506	82.715	12
5.....	2.656	85.371	63
6.....	4.680	90.051	111
7..	1.012	91.062	24
8..	1.096	92.159	26
9..	0.885	93.044	21
10..	1.476	94.519	35
11..	0.801	95.320	19
12..	0.675	95.995	16
13..	0.337	96.332	8
14.	0.253	96.585	6
15.	0.042	96.627	1
16..	0.337	96.965	8
17.	0.126	97.091	3
18..	0.759	97.850	18
19.	0.000	97.850	0
20.	0.084	97.934	2
21.	0.000	97.934	0
22.	0.169	98.103	4
23.	0.084	98.187	2
24.	0.084	98.272	2
25.	0.042	98.314	1
26.	0.253	98.567	6
27.	0.084	98.651	2
28..	0.379	99.030	9
29..	0.717	99.747	17
30.	0.000	99.747	0
31.	0.000	99.747	0
32.	0.000	99.747	0
33.	0.000	99.747	0
34.	0.000	99.747	0
35.	0.169	99.916	4
36.	0.084	100.000	2

A-37

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 2372

SUM= 7711. MEAN= 3.251 VAR= 21.453 SD= 4.632

TOTAL TRIPS OVER MAXP = 0
 TOTAL TRIPS OVER 255 = 0
 VOLUME TABLE NUMBER = 203
 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	
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	P.C.	CUM.	ACTUAL
1.....	42.141	42.141	1319
2.....	13.770	55.911	431
3.....	3.163	59.073	99
4..	0.479	59.553	15
5.....	14.665	74.217	459
6.....	2.236	76.454	70
7.....	2.204	78.658	69
8..	0.543	79.201	17
9..	1.118	80.319	35
10.....	7.188	87.508	225
11..	0.735	88.243	23
12...	1.022	89.265	32
13...	1.182	90.447	37
14...	1.374	91.821	43
15..	0.639	92.460	20
16..	0.383	92.843	12
17..	0.415	93.259	13
18...	1.182	94.441	37
19..	0.351	94.792	11
20..	0.575	95.367	18
21..	0.383	95.751	12
22.	0.128	95.879	4
23.	0.032	95.911	1
24.	0.192	96.102	6
25.	0.224	96.326	7
26..	0.671	96.997	21
27.	0.128	97.125	4
28..	0.735	97.859	23
29..	0.415	98.275	13
30..	0.383	98.658	12
31..	0.096	98.754	3
32.	0.064	98.818	2
33.	0.256	99.073	8
34.	0.032	99.105	1
35.	0.160	99.265	5
36.	0.160	99.425	5
37.	0.064	99.489	2
38.	0.032	99.521	1
39.	0.000	99.521	0
40.	0.032	99.553	1
41.	0.032	99.585	1
42.	0.000	99.585	0
43.	0.064	99.649	2
44.	0.032	99.681	1
45.	0.032	99.712	1
46.	0.000	99.712	0
47.	0.000	99.712	0
48.	0.000	99.712	0
49.	0.000	99.712	0
50.	0.000	99.712	0
51.	0.032	99.744	1
52.	0.000	99.744	0
53.	0.032	99.776	1
54.	0.096	99.872	3
55.	0.000	99.872	0
56.	0.032	99.904	1
57.	0.032	99.936	1
58.	0.000	99.936	0
59.	0.000	99.936	0
60.	0.000	99.936	0

A-38

64.
65.
66.

0.000	99.968	0
0.032	99.968	1
0.000	99.968	0
0.032	100.000	1

REMAINING VALUES ARE ALL ZERO

NUMBER OF OBSERVATIONS= 3130 SUM= 16509. MEAN= 5.274 VAR= 51.579 SD= 7.182

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

A-39

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.....	62.881	62.881	5028
2.....	3.539	66.421	289
3.....	3.652	70.073	292
4.....	4.565	74.637	365
5.....	3.364	78.002	269
6.....	2.714	80.715	217
7.....	1.576	82.291	126
8.....	1.113	83.404	89
9.....	1.713	85.118	137
10..	1.076	86.193	86
11..	0.850	87.044	68
12..	0.663	87.706	53
13.	0.250	87.956	20
14..	0.738	88.694	59
15.	0.250	88.944	20
16..	0.513	89.457	41
17..	0.575	90.033	46
18.	0.200	90.233	16
19..	0.588	90.820	47
20.	0.288	91.108	23
21.	0.388	91.496	31
22.	0.175	91.671	14
23.	0.275	91.946	22
24..	0.538	92.484	43
25..	0.688	93.172	55
26..	0.538	93.709	43
27...	1.688	95.398	135
28..	0.675	96.073	54
29..	0.875	96.948	70
30.	0.075	97.024	6
31.	0.200	97.224	16
32.	0.263	97.486	21
33.	0.375	97.861	30
34.	0.263	98.124	21
35..	0.488	98.612	39
36.	0.050	98.662	4
37.	0.100	98.762	8
38.	0.063	98.824	5
39.	0.075	98.899	6
40.	0.038	98.937	3
41.	0.163	99.100	13
42.	0.038	99.137	3
43.	0.013	99.150	1
44.	0.075	99.225	6
45.	0.000	99.225	0
46.	0.000	99.225	0
47.	0.100	99.325	8
48.	0.050	99.375	4
49.	0.038	99.412	3
50.	0.100	99.512	8
51.	0.063	99.575	5
52.	0.025	99.600	2
53.	0.100	99.700	8
54.	0.013	99.712	1
55.	0.000	99.712	0
56.	0.088	99.800	7
57.	0.000	99.800	0
58.	0.000	99.800	0
59.	0.025	99.825	2
60.	0.000	99.825	0
	0.000	99.825	0

A-40

54.	0.000	99.825	0
65.	0.000	99.825	0
66.	0.000	99.825	0
67.	0.000	99.825	0
68.	0.000	99.825	0
69.	0.000	99.825	0
70.	0.000	99.825	0
71.	0.025	99.850	2
72.	0.000	99.850	0
73.	0.000	99.850	0
74.	0.000	99.850	0
75.	0.000	99.850	0
76.	0.000	99.850	0
77.	0.050	99.900	4
78.	0.025	99.925	2
79.	0.000	99.925	0
80.	0.000	99.925	0
81.	0.038	99.962	3
82.	0.000	99.962	0
83.	0.000	99.962	0
84.	0.000	99.962	0
85.	0.000	99.962	0
86.	0.038	100.000	3

REMAINING VALUES ARE ALL ZERO
NUMBER OF OBSERVATIONS= 7996

SUM= 42226. MEAN= 5.281 VAR= 85.998 SD= 9.274

TOTAL TRIPS OVER MAXP = 0
TOTAL TRIPS OVER 255 = 0
VOLUME TABLE NUMBER = 205
SKIM TREE NUMBER = 101

441

	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.....																						
60.....																						

	P.C.	CUM.	ACTUAL
1.....	2.240	2.240	228
2.....	0.128	2.368	13
3.....	0.668	3.036	68
4.....	3.036	6.071	309
5.....	1.257	7.329	128
6.....	0.963	8.292	98
7.....	1.650	9.942	168
8.....	1.100	11.042	112
9.....	1.817	12.860	185
10.....	0.491	13.351	50
11.....	1.562	14.913	159
12.....	1.415	16.328	144
13.....	1.100	17.428	112
14.....	2.014	19.442	205
15.....	1.837	21.279	187
16.....	1.837	23.116	187
17.....	0.835	23.951	85
18.....	1.375	25.327	140
19.....	2.407	27.734	245
20.....	2.623	30.357	267
21.....	1.650	32.007	168
22.....	1.307	33.314	133
23.....	1.592	34.905	162
24.....	2.859	37.764	291
25.....	2.348	40.112	239
26.....	2.034	42.146	207
27.....	5.384	47.529	548
28.....	1.238	48.767	128
29.....	2.299	51.066	234
30.....	2.387	53.453	243
31.....	3.095	56.548	315
32.....	2.839	59.387	289
33.....	3.124	62.511	318
34.....	1.926	64.437	196
35.....	3.104	67.541	316
36.....	1.621	69.162	165
37.....	1.002	70.164	102
38.....	1.896	72.060	193
39.....	0.894	72.954	91
40.....	1.739	74.693	177
41.....	1.149	75.842	117
42.....	1.483	77.326	151
43.....	1.817	79.143	185
44.....	1.032	80.175	105
45.....	1.218	81.393	124
46.....	1.179	82.572	120
47.....	1.277	83.849	130
48.....	0.835	84.684	85
49.....	0.904	85.588	92
50.....	1.405	86.993	143
51.....	0.324	87.317	33
52.....	0.403	87.720	41
53.....	0.629	88.349	64
54.....	1.326	89.675	135
55.....	0.363	90.038	37
56.....	0.570	90.608	58
57.....	0.589	91.198	60
58.....	0.452	91.649	46
59.....	0.344	91.993	35
60.....	0.481	92.474	49

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64...	0.295	93.732	30
65....	0.118	93.850	12
66.....	0.206	94.056	21
67.....	0.216	94.273	22
68.....	0.344	94.616	35
69.....	0.177	94.793	18
70....	0.344	95.137	35
71....	0.128	95.265	13
72.....	0.187	95.451	19
73.....	0.422	95.874	43
74.....	0.403	96.277	41
75.....	0.255	96.532	26
76.....	0.177	96.709	18
77.....	0.481	97.190	49
78....	0.363	97.554	37
79....	0.118	97.672	12
80.....	0.177	97.849	18
81....	0.246	98.094	25
82....	0.108	98.202	11
83....	0.177	98.379	18
84.....	0.177	98.556	18
85..	0.324	98.880	33
86...	0.089	98.949	7
87..	0.118	99.067	12
88..	0.059	99.126	6
89....	0.079	99.204	8
90.	0.196	99.401	20
91.	0.029	99.430	3
92.	0.000	99.430	0
93...	0.000	99.430	0
94..	0.108	99.538	11
95.	0.039	99.578	4
96..	0.000	99.578	0
97.	0.059	99.637	6
98.	0.000	99.637	0
99.	0.000	99.637	0
100.....	0.020	99.656	2
101.	0.216	99.872	22
102.	0.000	99.872	0
103.	0.000	99.872	0
104..	0.049	99.921	5
105.	0.000	99.921	0
106.	0.000	99.921	0
107.	0.020	99.941	2
108.	0.020	99.961	2
109.	0.000	99.961	0
110.	0.000	99.961	0
111.	0.000	99.961	0
112.	0.000	99.961	0
113.	0.020	99.980	2
114.	0.000	99.980	0
115.	0.020	100.000	2

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 10179 SUM= 315395. MEAN= 30.985 VAR= 353.504 SD= 18.802

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

	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.....																						76.422	76.422	1397	
2.....																							8.705	81.127	86
3.....																							3.993	85.120	73
4.....																							1.532	86.652	28
5.....																							3.775	90.427	69
6.....																							3.829	94.256	70
7..																							1.149	95.405	21
8.																							0.274	95.678	5
9..																							1.204	96.882	22
10..																							0.875	97.757	16
11.																							0.000	97.757	0
12.																							0.164	97.921	3
13.																							0.164	98.085	3
14.																							0.000	98.085	0
15.																							0.000	98.085	0
16.																							0.219	98.304	4
17.																							0.328	98.632	6
18.																							0.000	98.632	0
19.																							0.328	98.961	6
20.																							0.055	99.015	1
21.																							0.000	99.015	0
22.																							0.000	99.015	0
23.																							0.000	99.015	0
24.																							0.000	99.015	0
25.																							0.000	99.015	0
26.																							0.000	99.015	0
27.																							0.000	99.015	0
28.																							0.000	99.015	0
29..																							0.547	99.562	10
30.																							0.055	99.617	1
31.																							0.055	99.672	1
32.																							0.000	99.672	0
33.																							0.109	99.781	2
34.																							0.000	99.781	0
35.																							0.000	99.781	0
36.																							0.000	99.781	0
37.																							0.000	99.781	0
38.																							0.000	99.781	0
39.																							0.000	99.781	0
40.																							0.055	99.836	1
41.																							0.000	99.836	0
42.																							0.000	99.836	0
43.																							0.000	99.836	0
44.																							0.000	99.836	0
45.																							0.000	99.836	0
46.																							0.000	99.836	0
47.																							0.000	99.836	0
48.																							0.164	100.000	3

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 1828

SUM= 4186. MEAN= 2.290 VAR= 16.116 SD= 4.014

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

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STATION 8 STATISTICAL TRIANGLE 3TH FREQUENCY DISTRIBUTION

	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	
1																						
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P.C.	CUM.	ACTUAL
8.072	8.072	442
22.845	30.917	1251
3.579	34.496	196
5.972	40.467	327
13.367	53.835	732
5.241	59.076	287
2.849	61.925	156
1.662	63.587	91
4.310	67.896	236
1.735	69.631	95
1.351	70.982	74
0.639	71.622	35
0.986	72.608	54
1.388	73.996	76
1.224	75.219	67
1.114	76.333	61
1.077	77.411	59
1.278	78.689	70
0.530	79.218	29
1.041	80.259	57
0.950	81.209	52
0.822	82.031	45
0.913	82.944	50
1.808	84.752	99
1.041	85.793	57
0.767	86.560	42
0.840	87.400	46
0.767	88.167	42
1.589	89.755	87
0.931	90.687	51
1.132	91.819	62
2.757	94.576	151
1.936	96.512	106
0.256	96.768	14
0.493	97.261	27
0.383	97.644	21
0.110	97.754	6
0.183	97.936	10
0.256	98.192	14
0.256	98.448	14
0.164	98.612	9
0.183	98.795	10
0.073	98.868	4
0.146	99.014	8
0.128	99.142	7
0.037	99.178	2
0.073	99.251	4
0.110	99.361	6
0.018	99.379	1
0.018	99.397	1
0.091	99.489	5
0.037	99.525	2
0.000	99.525	0
0.018	99.543	1
0.110	99.653	6
0.018	99.671	1
0.037	99.708	2
0.110	99.817	6
0.110	99.927	6
0.073	100.000	4

A-45

REMAINING VALUES ARE ALL ZERO

STATION 8

0	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	
1																				
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P.C.	C.M.	ACTUAL
27.896	27.896	9217
12.466	40.362	4119
1.740	42.102	579
3.078	45.180	1017
6.598	51.778	2180
2.803	54.581	926
1.652	56.233	546
2.775	59.009	917
1.895	60.903	626
1.156	62.059	362
0.860	62.919	284
1.483	64.402	490
0.548	64.950	181
1.008	65.957	333
0.857	66.814	283
0.899	67.713	297
1.722	69.435	569
0.757	70.192	250
1.065	71.257	352
1.504	72.761	497
0.735	73.497	243
0.666	74.162	220
0.844	75.007	279
1.120	76.127	370
0.944	77.071	312
0.863	77.933	285
2.300	80.234	760
0.593	80.827	196
1.199	82.025	396
0.826	82.852	271
1.102	83.953	366
0.978	84.931	323
1.495	86.424	498
0.678	87.104	228
1.232	88.336	407
0.608	88.944	201
0.390	89.334	129
0.636	89.970	210
0.315	90.285	104
0.572	90.857	189
0.454	91.311	150
0.518	91.828	171
0.608	92.437	201
0.366	92.803	121
0.403	93.205	133
0.366	93.572	121
0.493	94.065	163
0.294	94.359	97
0.333	94.691	110
0.518	95.209	171
0.130	95.339	43
0.236	95.575	78
0.300	95.875	99
0.478	96.353	158
0.130	96.483	43
0.230	96.713	76
0.200	96.913	66
0.139	97.052	42
0.148	97.200	49
0.224	97.424	74
0.167	97.591	55

97-V

63.	0.097	97.588	13
64.	0.039	97.70	21
65.	0.064	97.94	30
66.	0.091	97.984	37
67.	0.112	98.096	18
68.	0.054	98.151	38
69.	0.115	98.266	15
70.	0.045	98.311	75
71.	0.227	98.538	43
72.	0.130	98.668	40
73.	0.121	98.789	27
74.	0.082	98.871	18
75.	0.054	98.926	53
76.	0.160	99.086	42
77.	0.127	99.213	14
78.	0.042	99.255	20
79.	0.061	99.316	26
80.	0.079	99.395	15
81.	0.045	99.440	19
82.	0.058	99.498	18
83.	0.054	99.552	33
84.	0.100	99.652	7
85.	0.021	99.673	14
86.	0.042	99.716	6
87.	0.018	99.734	6
88.	0.024	99.758	21
89.	0.064	99.821	3
90.	0.009	99.831	0
91.	0.000	99.831	0
92.	0.000	99.831	10
93.	0.030	99.861	3
94.	0.009	99.870	0
95.	0.000	99.870	6
96.	0.018	99.888	0
97.	0.000	99.888	0
98.	0.000	99.888	0
99.	0.006	99.894	2
100.	0.067	99.961	22
101.	0.000	99.961	0
102.	0.000	99.961	0
103.	0.000	99.961	0
104.	0.015	99.976	9
105.	0.000	99.976	0
106.	0.000	99.976	0
107.	0.006	99.982	2
108.	0.006	99.988	2
109.	0.000	99.988	0
110.	0.000	99.988	0
111.	0.000	99.988	0
112.	0.000	99.988	0
113.	0.006	99.994	2
114.	0.000	99.994	0
115.	0.006	100.000	2

REMAINING VALUES ARE ALL ZERO
 NUMBER OF OBSERVATIONS= 33041 SUM= 462701. MEAN= 14.004 VAR= 308.479 SD= 17.564

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

ALL STATIONS

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APPENDIX B

SINGLE STATION RURAL O-D STUDY

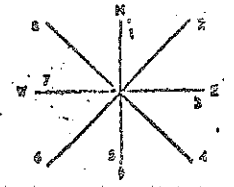
STATE OF MICHIGAN
DEPARTMENT OF STATE HIGHWAYS
TRANSPORTATION AND PLANNING

STA. LOCATION AND NUMBER

FORM NUMBER 6 COUNTY NUMBER STATEWIDE NUMBER HOUR PERIOD ENDING DIRECTION DAY OF TRAVEL MO. DATE

INTERVIEW NUMBER	VEH. TYPE	NO. IN VEH.	ORIGIN Where did this trip begin? Co. or State	DESTINATION Where will this trip end? Co. or State	WHERE IS VEHICLE GARAGED	TRIP PURPOSE	ROUTE OF EXIT OR ENT.
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		
					0 0 0		

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



- DAY OF TRAVEL ****
- SUNDAY 1 THURSDAY 5
 - MONDAY 2 FRIDAY 6
 - TUESDAY 3 SATURDAY 7
 - WEDNESDAY 4

- GARAGED**
- 1 ORIGIN
 - 2 DESTINATION
 - 3 OTHER

- TRIP PURPOSE**
- 1 WORK
 - 2 PERS. BUSINESS
 - 3 SHOPPING
 - 4 VACATION
 - 5 OTHER SOC. OR REC.

