SHERMAN - DENISON
Transportation Study

Recreation

Agriculture

Education

GRAYSON COUNTY COLLEGE

Industry

Transportation

Volume 1

Origin - Destination Survey

1968   Texas

SHERMAN - DENISON

Urban

Transportation

Study

Volume 1
Origin - Destination Survey
1968

Sponsoring Agencies

City of Sherman   City of Denison

County of Grayson

Texas Highway Department

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Bureau of Public Roads

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DEFINITIONS

ORIGIN-DESTINATION SURVEY: A survey of highway and street travel by all modes of transportation designed to collect detailed information concerning trip origins and destinations in a selected area.

SURVEY AREA: The geographical area selected for the origin and destination survey.

CORDON LINE: A hypothetical line surrounding and delimiting the survey area.

EXTERNAL SURVEY: That phase of the study in which travel data are obtained by interviewing motor vehicle operators intercepted at external stations located on the principal roads and highways crossing the cordon line.

INTERNAL SURVEY: Obtaining trip information by interviewing residents of an unbiased and preselected dwelling unit sample and operators of a representative portion of taxicabs and trucks registered inside the cordon line.

ORIGIN: Beginning point of a single trip.

DESTINATION: Ending point of a single trip.

STATION: Point of interview on the cordon line.

VEHICLE TRIP: One-way travel of a motor vehicle between two points.

SCREEN LINE: A line or barrier bisecting a study area used to compare measured traffic volumes and reported O-D travel.

PERSON TRIP: One-way travel of a single person between two points; as an auto driver or as an auto, truck, taxi, or bus passenger.

INTERNAL TRIP: Both points of origin and destination located inside the cordon line.

EXTERNAL LOCAL TRIP: A trip through an external interview station having one terminal inside the cordon, the other outside.

EXTERNAL THROUGH TRIP: A trip through an external interview station passing non-stop through the survey area and having both terminals outside the cordon line.

DESIRE LINE: A straight imaginary line between stations, districts, and zones connecting a trip origin and destination. It is drawn without reference to existing streets or actual route of travel.

DISTRICT, ZONE: Sub-division of the survey area for purposes of trip analysis and route assignment.

DWELLING UNIT: Living quarters intended for occupancy by a household or used by persons as a residence. On military reservations it may be quarters for a family. In barracks or dormitories it may be a single bed.

LAND USE: The purpose for which land and structures thereon are occupied, maintained or leased.

SUMMARY

Graphically illustrated by maps and charts in the following pages and tabulated in detail in the tables of the Appendix are the statistical findings of the Sherman-Denison Origin-Destination Survey. These data reveal the complexity of the average weekday traffic movement and the travel characteristics of residents of the study area.

♦ 1 For the purpose of collection and analysis of survey data the study area was divided into 630 survey zones; these zones were later combined into 115 survey districts.

♦ 2 At the time of the survey in the winter of 1968 and spring of 1969, it was found that 62, 121 persons were residing within the 199 square mile study area.

♦ 3 Traffic recorders were in operation on State Highway 75A south of Morgan Street, on US Highway 75 south of Woodlake Road and on Travis Street south of Pacific Street. Results of the counts indicate that Saturday traffic was higher than other days of the week with 16. 7 per cent of the weekly volume.

♦ 4 Hourly volumes on an average weekday (Monday through Friday) were obtained from screen line machine counts located in Denison and Sherman and at a midway point on US 75. The peak hours occurred between 4:00 and 5:00 P.M.; 9. 3 per cent of the 24-hour traffic was recorded during this hour. The morning peak occurred between 7:00 and 8:00 A.M. with 6. 5 per cent of the 24-hour volume.

♦ 5 Between the hours of 7:00 A.M. to 6:00 P.M., 56, 675 vehicles crossed the Sherman Central

Business District cordon line. Eighty-one per cent (45,776) were passenger cars and taxis and 19 per cent (10,899) were commercial vehicles. In Denison 43,984 vehicles crossed the Central Business District cordon line. Seventy-seven per cent (34,042) were passenger cars and taxis and 23 per cent (9942) were commercial vehicles.

◆ 6 The peak accumulation of vehicles within the Sherman Central Business District occurred between 10:00 and 10:30 A.M. when 2533 vehicles were in the area. The peak in the Denison Central Business District occurred between 2:00 and 2:30 P.M. when 1685 vehicles were in the area.

◆ 7 Interviews were conducted on 25 roads crossing the external cordon; 41,190 vehicles entered or left the study area on an average day.

◆ 8 Sixty-seven per cent (27,710) of the 41,190 vehicles recorded at the external cordon were automobiles and 33 per cent (13,480) were commercial vehicles.

◆ 9 Seventy-five per cent (30,892) of the vehicles recorded at the external cordon had either a trip origin or a destination within the study area.

◆ 10 Volumes at four external stations located on U. S. Highway 75 north, U. S. Highway 82 east, U. S. Highway 75 south, and U. S. Highway 82 west totaled 26,270 vehicles or 64 per cent of the total volume at all points of interview.

◆ 11 A field inventory revealed a total of 22,698 dwelling units within the area. This is an average of 2.74 persons per dwelling unit.

◆ 12 One-car families made an average of 5.7 auto trips per day; two-car families average 10.2 trips

and three-car families 11.5 trips per day.

◆ 13   Residents of the study area reported an ownership of 30,759 automobiles.   This is an average of 0.5 automobiles per person and 1.35 per dwelling unit.

◆ 14   Twenty-eight per cent of the dwelling units had the same occupants for one year or less; 27 per cent had been occupied by the same tenants for a period of from one to five years.

◆ 15   A total of 212,312 person trips were made on an average day; 72 per cent were made as auto drivers, 27 per cent were made as auto, truck and taxi passengers and one per cent were bus passengers.

◆ 16   It was found from the home interviews that 153,028 automobile trips were made within the study area on an average weekday; trucks made 17,245 trips and taxis

982 trips.

◆ 17   Sixty-five per cent of the internal person trips either started or ended at the trip makers' home.

◆ 18   Fifteen per cent (32,328) of the 212,312 internal person trips were to work; 13 per cent (26,554) were to shop, 12 per cent (24,506) were to social-recreation.

◆ 19   At all external stations, 22,132 automobiles had origins or destinations within the study area; 43 per cent (9587) were work trips, 17 per cent (3716) were for social recreation and 21 per cent (4540) were business trips.

◆ 20   Twenty-two per cent (2231) of the auto driver trips to the Denison Central Business District were for business, 21% (2087) were for work and 33% (3398) were for shopping.   Twenty-eight per cent (3722) of the auto driver trips to

the Sherman Central Business District were for work, 24% (3118) were for business and 26% (3413) were for shopping.

◆ 21   There were 10, 161 internal auto drivers with destinations in the Denison Central Business District; 35% (3509) parked at free parking lots and 16 per cent (1652) parked at free curb spaces. Sherman had 13, 238 auto drivers with destinations in the Central Business District; 49 per cent (6534) parked at free lots; 9 per cent (1190) parked at free curb spaces and 27 per cent (3512) parked at metered curb spaces.

◆ 22   The parking space inventory revealed a total of 3415 parking spaces within the Sherman Central Business District and 2029 spaces within the Denison Central Business District.

◆ 23   The Central Business District of Denison was the destination of 11, 371 internal vehicle trips and destinations to the Sherman Central Business District numbered 14, 538.

◆ 24   Eighty-three   per   cent (171, 255) of the total 207, 296 daily internal and external vehicle trips had both trip terminals within the study area.

◆ 25   There were 5149 vehicles that passed through the study area without making any stops.
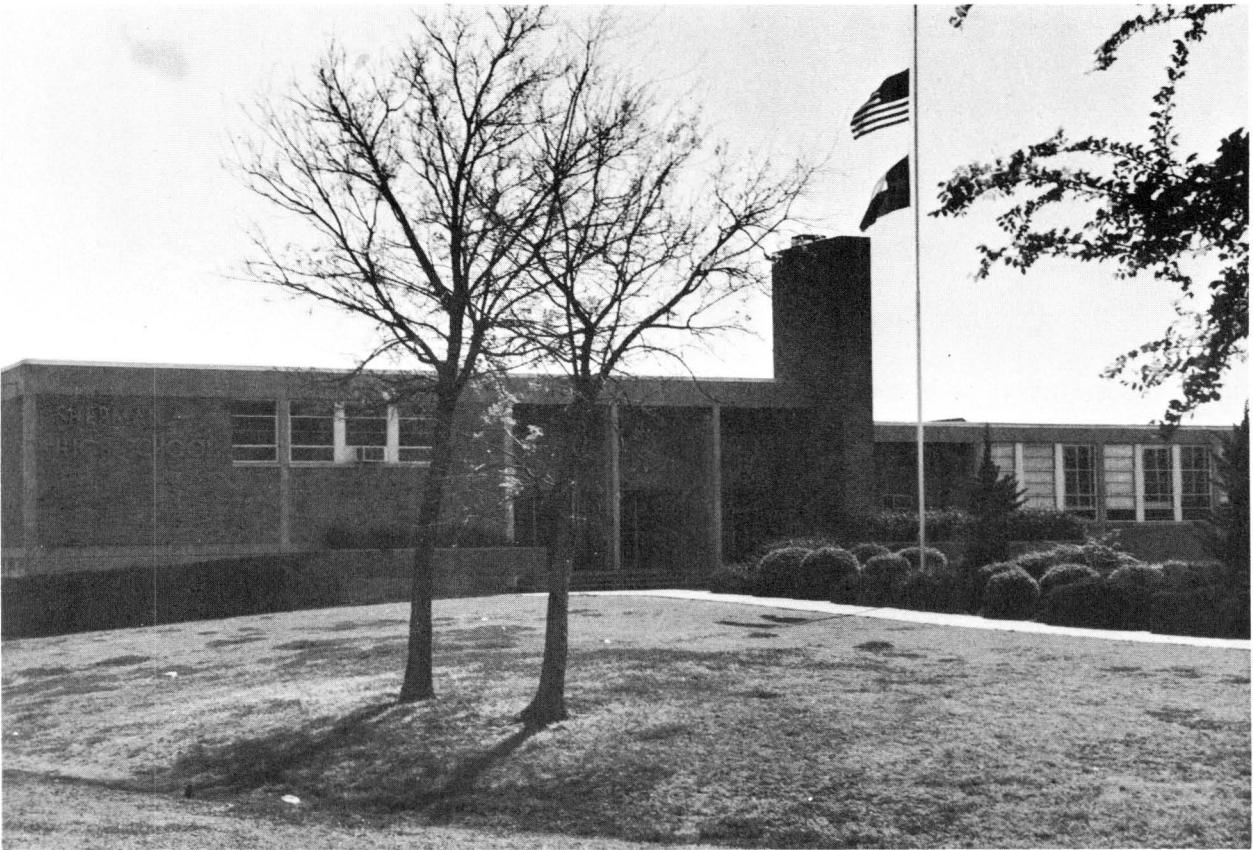
INTRODUCTION

CHAPTER 1

TRANSPORTATION PLANNING

During the last decade, many urban areas throughout the country have experienced an accelerated growth that surpassed their ability to provide adequate transportation facilities for the expanding population. Decentralization of the Central Business District, rapid urban development and the increase in numbers and usage of the automobile have further intensified the demands upon existing street and highway networks.

Recognizing this nationwide condition and anticipating its continuance, the United States Congress in the Federal Aid Highway Act of 1962 declared it "To be in the national interest to encourage and promote the development of transportation system. . , " and authorized the Secretary of Commerce to cooperate with the states in long-range transportation planning.

In addition, the Act stated: "After July 1, 1965, the Secretary shall not approve under Section 105 of this title any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by states and local communities. . . . "

Ten basic elements were defined for study in the development of a transportation plan. These were: "(1) economic factors affecting

development, (2) population, (3) land use, (4) transportation facilities including those for mass transportation, (5) travel patterns, (6) terminal and transfer facilities, (7) traffic control features, (8) zoning ordinances, subdivision regulations, building codes, etc., (9) financial resources and (10) social and community-value factors such as preservation of open space, parks and recreational facilities; preservation of historical sites and buildings; environmental amenities; and esthetics."

Of major importance in transportation planning is to determine the daily travel patterns. These are best revealed by an origin-destination survey. Procedures of the origin-destination survey and its findings are contained in the following pages designed as Volume I of the Sherman-Denison Urban Trans-

portation Study. Findings resulting from studies of other required elements are published in another volume detailing the overall transportation plan for the area.

ORIGIN-DESTINATION SURVEY

Obviously, the location and design of economical travel facilities to serve efficiently the daily movements of people and goods cannot be provided until the travel desires and their volumes are known. The primary objective of an origin-destination survey is to determine these desires. The survey reveals this by the number of trips, the daily travel demands in the area; time of travel, trip purpose, mode of travel, travel habits of different economic groups, the impact of various land uses upon the transportation system and the volume of movements into, through and out of the area. Appraisal and evaluation of travel habits and

desires ascertained by the survey provide a factual basis for:

≪ 1. Establishment of priorities for adjustments to the existing street systems.

≪ 2. Decisions concerning the feasibility of proposed facilities.

≪ 3. Computation of trip generation variables upon which forecasts of future travel can be based.

≪ 4. Evaluation of alternate transportation facilities or systems after forecasts of future travel and land use.

≪ 5. Comparison of relative costs and benefits of alternate transportation plans and individual projects.

≪ 6. A source of data for other planning purposes such as utility adjustment, subdivision layouts, etc.

CONTINUED USEFULNESS OF SURVEY DATA

The origin-destination survey obtains current facts involving the characteristics of travel patterns, population and land use and their respective effect upon the existing transportation system. Definite quantitative relationships are shown to exist between different land uses and their traffic generating ability. The extent of these relationships provides measurements for forecasting the traffic generating ability in similar proposed land use areas.

In the continuing phase of the transportation study, the usefulness of the origin-destination data can be extended over a long period of time by frequent review and reappraisal of land use changes and their probable effect upon the transportation network. Major unforeseen changes in the area such as unanticipated industrial developments, or large residential or commercial developments may require a re-evaluation

of the capacity and location of portions of the street and highway network and modification in the area of major effect. This monitoring process of correlating travel forecasts with changing land use trends provides an invaluable tool for those responsible for the safe, comfortable and convenient movement of people and goods.

◦◦◦

THE STUDY AREA

GEOGRAPHICAL LOCATION

Sherman and Denison are situated in northern Grayson County where the Red River and Lake Texoma form the northern boundary of this area at the Oklahoma border. Grayson County, all of which is a Standard Metropolitan Statistical Area, is bounded by Cooke, Denton, Collin and Fannin Counties. Lake Texoma, impounded behind Denison Dam, provides water, hydro-electric power, and excellent recreational facilities. Approximately 30,000 acres of this lake are in Texas. Grayson County has an area of 927 square miles and an altitude varying from 500 to 800 feet. Mean annual rainfall amounts to more than 39 inches and average temperature of 64.2 degrees with 32 degrees in January and 96 degrees in July. The county lies partly in the Blackland Prairies and partly in the Post Oak Belt. Soil varies from alluvial and black waxy to sandy. Timber includes ash, hickory, walnut, post oak, pecan, elm and bois d'arc. Agriculture is the chief industry, crops being cotton, corn, oats, wheat, truck and fruit. Livestock sheep raising and dairy products are important in the Grayson County area.

During the summer months, Lake Texoma provides an attraction for swimming, boating, fishing and water skiing at the many marinas and resorts built on its shores.

The geographical location of the Sherman-Denison Study Area, in

Geographical Location of

Tulsa

Amarillo

Oklahoma
City

Lubbock   Wichita Falls   Denison
                                        Sherman   Texarkana

                          Fort Worth
                                    Dallas

Midland   Abilene   Tyler

Odessa   San Angelo   Waco

El Paso

                                    Austin   Orange
                                                        Beaumont
                                                            Port
                                                            Arthur
                                              Houston

                                    San Antonio   Galveston

                          Corpus Christi

                    Laredo

          McAllen   Harlingen
            Pharr
              San
              Benito

SHERMAN
DENISON

FIGURE I

6
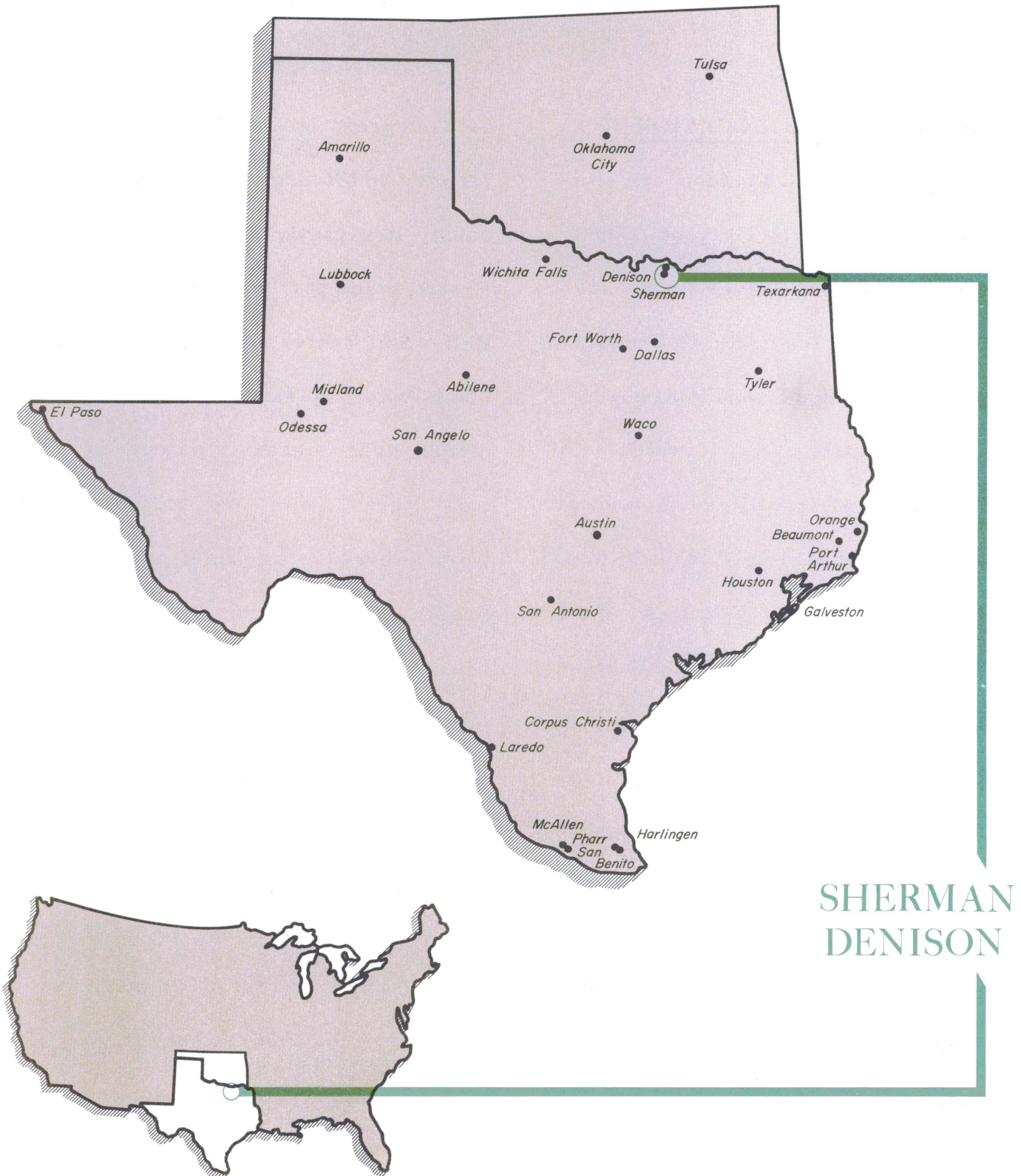
STUDY AREA & VICINITY

FIGURE 2

7
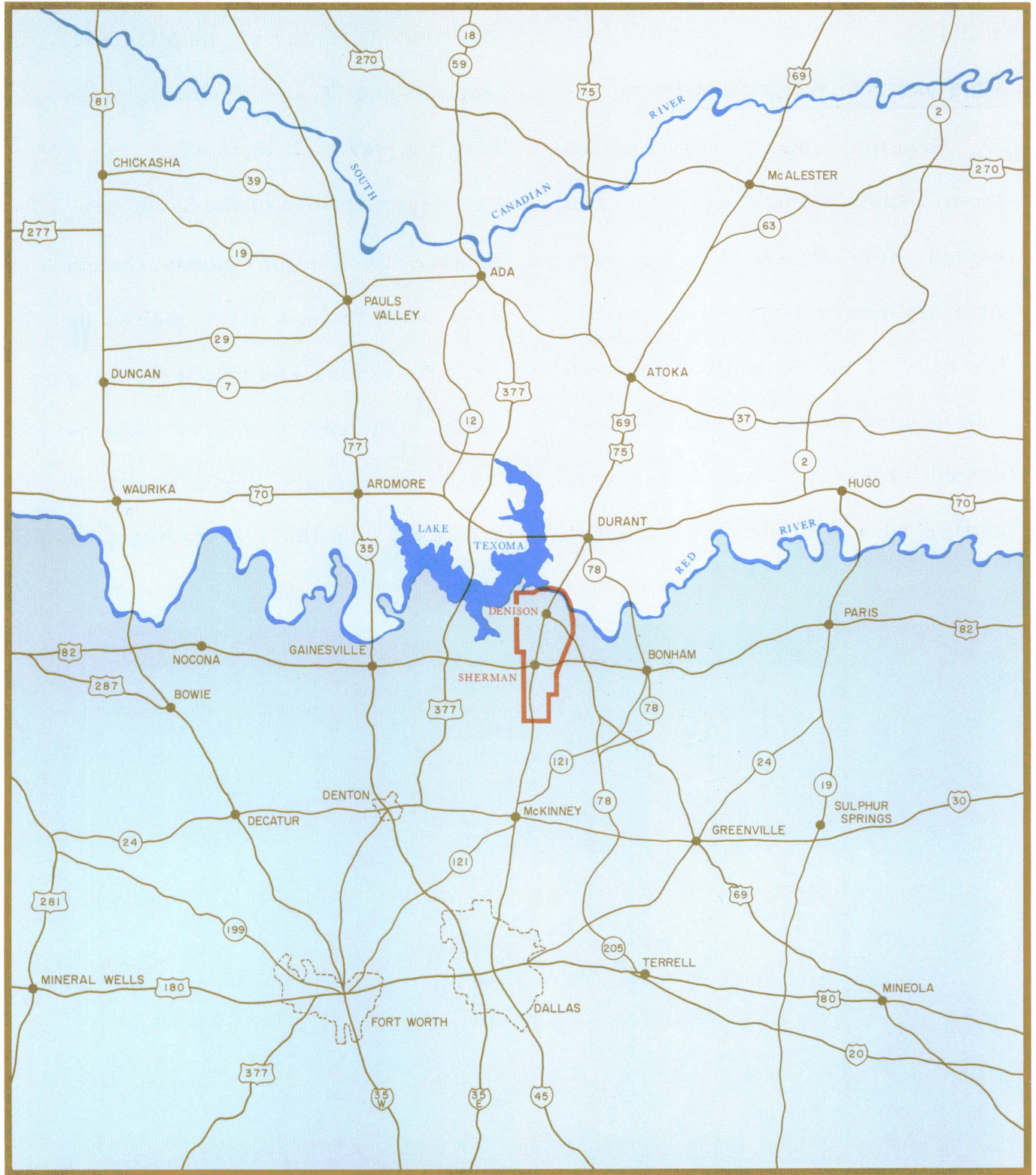
relation to other areas in the state and other states, is shown in Figures 1 and 2.

HISTORICAL BACKGROUND

Grayson County was created from Fannin County in 1846, and named for Peter W. Grayson, Attorney-General of Texas, during the days of the Republic. Sherman was founded the same year and was named for Sidney Sherman, an early settler who laid out the original townsite.

Denison was named for George Denison, Director of the Missouri, Kansas and Texas Railroad, when that line was built in 1872.

Several tribes of the Caddo confederacy lived in the Grayson County area when it was first visited by French traders and trappers in the early eighteenth century. Anglo-American settlers arrived in 1835 and 1836. In 1837, a trading post

FIGURE 3

VEHICLE REGISTRATION
GRAYSON COUNTY

NUMBER OF VEHICLES

YEAR

8
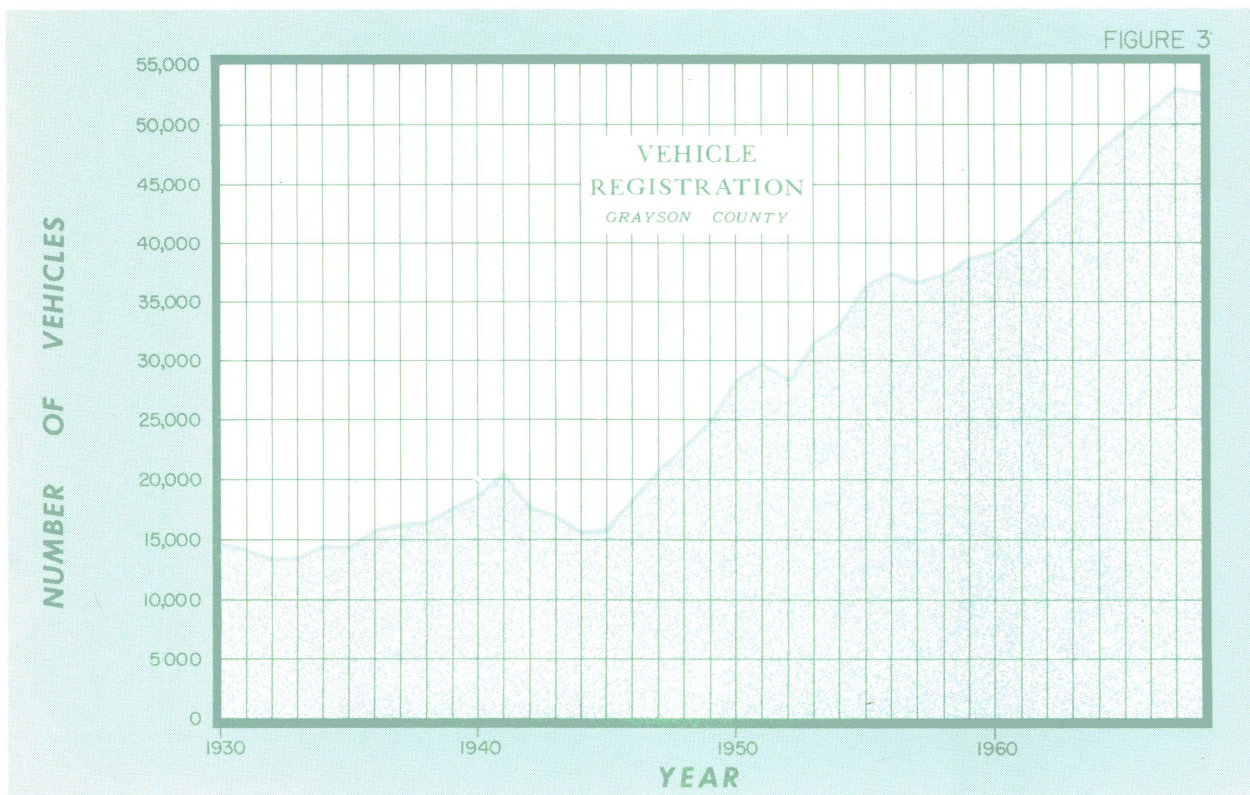
was established at Preston Bend, a point on the Red River that was easily fordable and, in 1840, the Republic of Texas built two forts in present Grayson County; Fort Johnson, four miles north of modern Pottsboro and Fort Preston at Preston Bend, on the Red River. A commission selected Sherman as the county seat. The present courthouse, built in 1946, had an unusual feature in that it was the only building in Texas completely flood lighted from top to bottom on all four sides.

The first commercial transportation available in Grayson County was by river. The mail packet era made its first trip up the Red River in 1856, and in 1858, the Butterfield Overland Mail Route came through Sherman. Railroad building began when the MKT railroad crossed the Red River in 1872. The Texas and Pacific crossed the county from east to west in 1875, the Cotton Belt was built in 1888, and the Frisco in 1901. The first electric railway in Texas was built between Sherman and Denison in 1896 and eventually extented to Dallas and Waco. Operation was suspended in December 1949.

Industries which have developed in the area have been those associated with agriculture, such as cotton gins, oil mills, etc. The building of Denison Dam created Lake Texoma, the fifth largest artifical lake in the United States, to provide flood control, electricity and recreational facilities for Grayson County and North Texas.

Denison, in northeastern Grayson County, five miles south of old Colbert Ferry on the Red River, is a railroad and industrial center. After World War II, the birthplace of General Dwight D. Eisenhower was opened to the public as a museum.

Sherman, in central Grayson County, was first laid out on the watershed between the Red River and the Trinity, a short distance west of its present location, but when the settlers experienced difficulties because of the scarcity of wood and water, the town was moved to its present location.

During the period 1870-1880, Grayson County gained in population more than in any other decade. Sherman and Denison led the county in population growth. During the depression of the 1930's the county's population declined.

At present both Sherman and Denison are attracting industry and the population and economic growth is increasing.

POPULATION GROWTH
SHERMAN , DENISON , GRAYSON COUNTY & STATE OF TEXAS
1890 - 1960

YEAR	SHERMAN & DENISON	GRAYSON COUNTY	TEXAS
1890	18,293	52,211	2,235,527
1900	22,050	63,661	3,048,710
1910	26,044	65,996	3,896,542
1920	32,096	74,165	4,663,228
1930	29,563	65,843	5,824,715
1940	32,737	69,499	6,414,824
1950	37,654	70,467	7,711,194
1960	47,736	73,043	9,579,677

Percentage of Growth by Decades
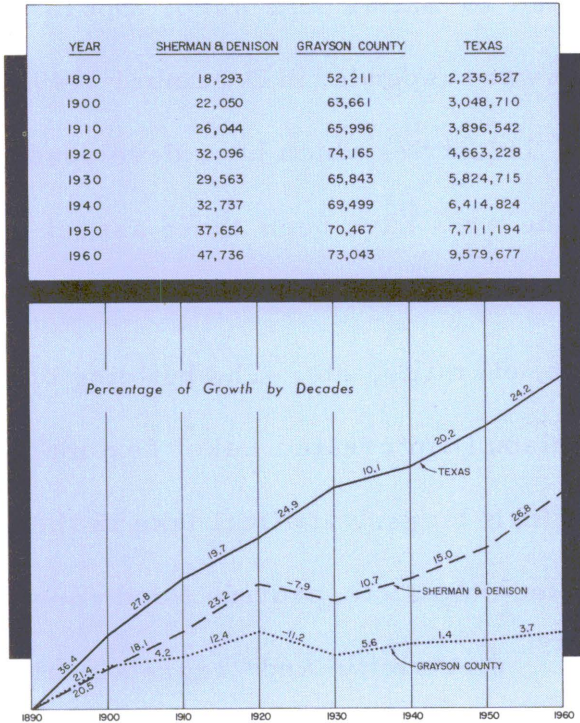
FIGURE 4

ORIGIN - DESTINATION STUDY PROCEDURES

CHAPTER 3

PURPOSE OF THE STUDY

The design of any survey or study should be based on the type of data required for the proper evaluation of existing and anticipated conditions. These data requirements may be defined in broad terms by stating the purpose of the study. In transportation planning, the purpose of an origin-destination study is to obtain factual information relative to the daily movements of vehicles, persons and commodities into, within and through the study area. It is also necessary to establish the relationship between person and vehicular movement as related to the distribution of population according to different land uses. Among these land uses are residen-tial, industrial, commercial development, recreational and others.

SURVEY AREA

The first step in the urban study was to determine the limits of the area to be included. The Sherman-Denison area selected for study included the region in which there was a systematic daily cycle of movements of persons and vehicles oriented toward the heart or core of the area. In defining these limits, it was necessary to consider first the existing points of heavy concentration of travel in which transportation planning was currently needed. In addition, much of the sparsely developed land surrounding the more densely populated part was expected to become urbanized in the future.

It was desirable to include this surrounding fringe to accommodate anticipated future growth and expansion. Boundaries of the study area are shown in Figure 2.

SURVEY ZONES

The area within the study cordon was subdivided into numerous smaller areas of appropriate size to assist in various detailed analyses of survey data. These smaller areas were called "survey districts" and "survey zones." In establishing these boundaries, the primary considerations were 1970 census tract lines and existing and proposed arterial and collector street systems. Other important considerations were topographic features such as natural or man-made barriers to travel and land use.

The transportation study area consisted of 630 survey zones. In the Central Business Districts each city block formed a survey zone. These zones were later combined to form 115 survey districts which were the basic units of analysis in the Origin-Destination Survey Report. District boundaries and the customary system of numbering for analysis are shown in Figure 7. Both zone and district numbers in the Central Business Districts are shown in Figure 8.

The portions of the county surrounding the study area cordon were subdivided similarly to that within the cordon but much larger areas were included in these external zones. Cities in Texas outside Grayson County and those in other states were numbered in accordance with standard national practice for surveys of this type.

To facilitate the office work involved in converting addresses of trip origins and destinations to

FIGURE 5

POPULATION DISTRIBUTION

POPULATION DISTRIBUTION BY SURVEY DISTRICT

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1968

FIGURE 5

SHERMAN INSET

DENISON INSET

PERRIN AIR FORCE BASE

POTTSBORO

DENISON

SHERMAN

HOWE

LEGEND
- - - - CITY LIMITS
━━━━ CORDON LINE
▣ EXTERNAL INTERVIEW STATION
──── DISTRICT LINE
15   DISTRICT NUMBER
∴∴ EACH DOT 50 PEOPLE

SCALE IN MILES
0   0.5   1   2   3

13
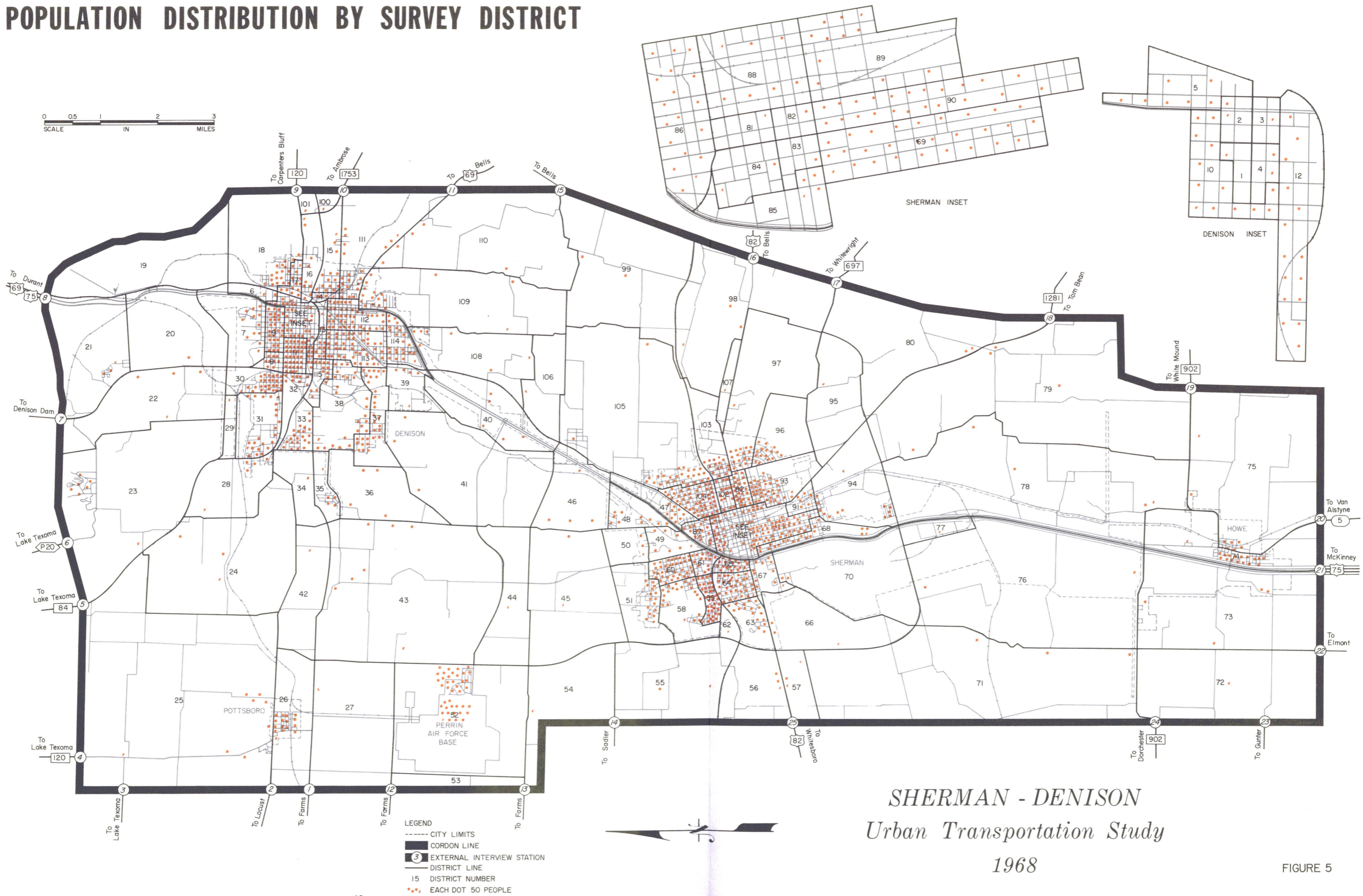
FIGURE 6

CENSUS TRACT MAP

CENSUS TRACT MAP

SCALE IN MILES

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FIGURE 6

LEGEND
- - - - CITY LIMITS
━━━━ CORDON LINE
③ EXTERNAL INTERVIEW STATION
━━━━ CENSUS TRACT
15 CENSUS TRACT NUMBER

15
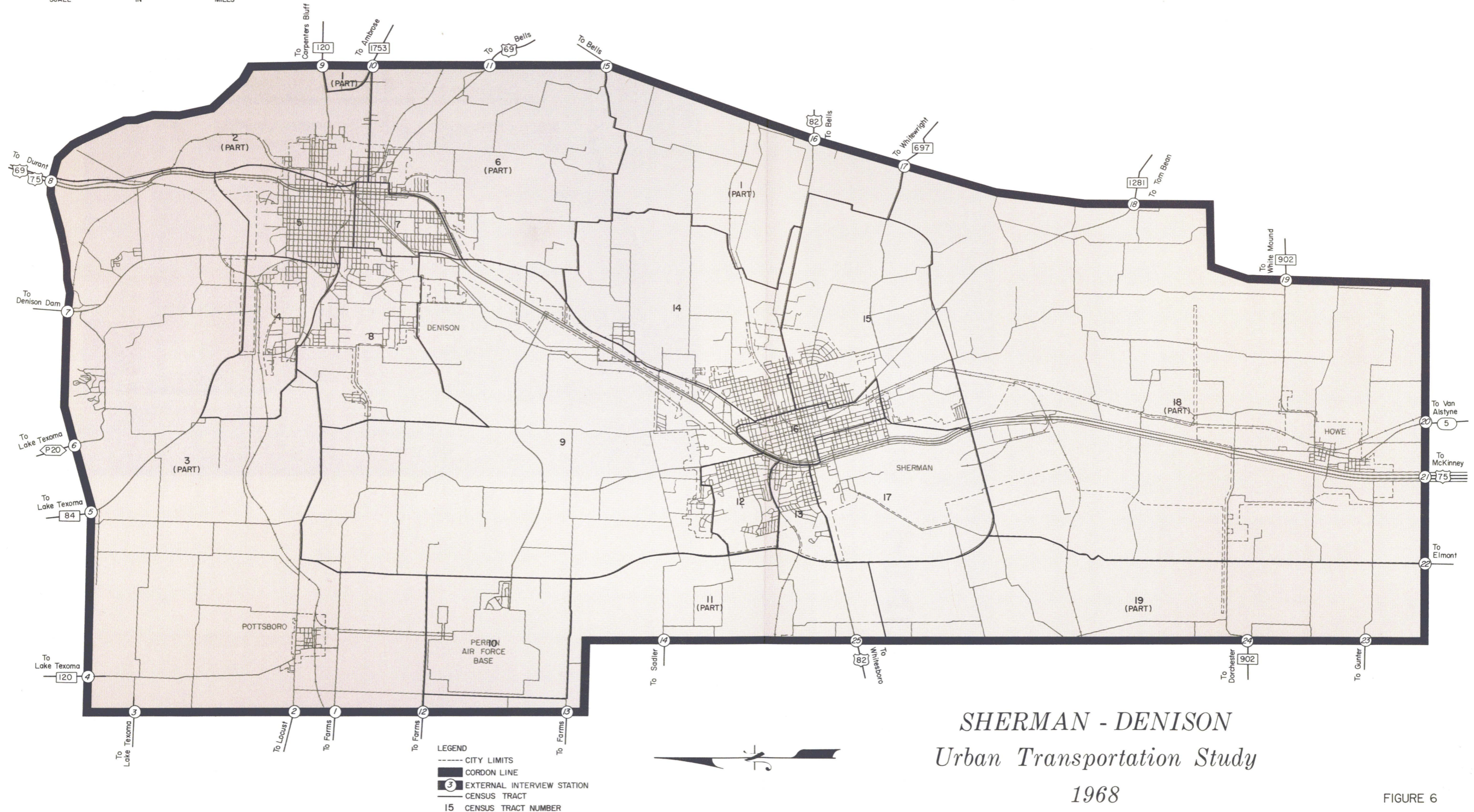
FIGURE 7

DISTRICT MAP

DISTRICT MAP

SHERMAN INSET

DENISON INSET

SHERMAN - DENISON
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1968

FIGURE 7

LEGEND
- - - - CITY LIMITS
━━━━ CORDON LINE
③ EXTERNAL INTERVIEW STATION
──── DISTRICT LINE
15 DISTRICT NUMBER

DISTRICT AND ZONE MAP
CENTRAL BUSINESS DISTRICT

N

Denison Map

GANDY ST

0001 | 0002 | 0003 | 0004

WOODARD ST

0010 | 0009 **1** | 0008 | 0007 | **2** 0006 | 0005

MAIN ST

0011 | 0012 **4** | 0013 | 0014 | **3** 0015 | 0016

CHESTNUT ST

0021 | 0020 | 0019 | 0018 | 0017

CRAWFORD ST

AVE · AVE · AVE · AVE · AVE · AVE
BARRETT · MIRICK · FANNIN · BURNETT · RUSK · AUSTIN · HOUSTON
GLIDDEN · WEIDEMAN

DENISON

Sherman Map

WASHINGTON AVE

0400 | 0401 | 0402 | 0403 | 0404

MULBERRY | 0407 | 0406 | 0405

0409 | 0408 | **84** | 0421 | **81** 0420

PECAN

0413 | 0416 | 0417 | WALL

0414 | 0415 | 0418 | 0419 | 0422

LAUREL

HOUSTON

0427 | 0426 | 0425 | 0424 | 0423

LAMAR | **83** 0431 | 0432 | **82** 0433 | 0434

JONES | 0437 | 0436 | 0435

0438

CHERRY

ELM · CROCKETT · TRAVIS · WALNUT · MONTGOMERY
RUSK

SHERMAN

Scale

0   300   600   900   1200
SCALE   IN   FEET

LEGEND

INTERNAL CORDON LINE
DISTRICT LINE
84 DISTRICT NUMBER
ZONE LINE
0423 ZONE NUMBER

SHERMAN - DENISON
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FIGURE 8

18

survey zone numbers for punching on tabulating cards and subsequent machine analysis, it was necessary to construct a coding index, or address directory. This index contained, by zone number, the location of all street names and addresses and zone locations of all major buildings, businesses, industrial plants, shopping centers, recreational areas and other prominent generators of travel.

The origin-destination study was divided into two major phases, the "Internal Survey" and the "External Survey." Consolidated data from the two phases show the average weekday movement of vehicles and persons within, into and through the study area during the period of the study.

INTERNAL SURVEY

In this phase of the study, information on trips within the study area was obtained by interviewing a pre-selected sample of residents in their homes to determine their daily travel. A 12 1/2 per cent sample of dwelling units in the heavily populated zones and a larger sample varying up to 100 per cent in the thinly populated fringe zones were selected for interviewing. The samples were selected on the ground by an actual field inventory of dwelling units.

The pre-selected dwelling unit samples were assigned to carefully trained interviewers. These interviews produced a representative cross section of average weekday travel by each member of the household. This included all trips made as an auto driver, or as an auto, truck, taxi or bus passenger. In addition to trip origin and destination, the interviewer determined the purpose of each trip, hour of

travel, mode of transportation, number of autos owned, number of persons in the family, family income and the length of residence at their present address. For auto driver trips, the interviewer determined vehicle occupancy and type of parking used.

To complete the study of movements of people and vehicles, it was necessary to obtain data concerning truck and taxi travel. A 25 per cent sample of trucks registered in the study area was selected for interview from motor vehicle registration records. Specially trained interviewers visited the owner or driver of each of the selected trucks and obtained a record of their 24-hour weekday trips. This record included, for each trip, the origin, destination, time of day of the trip, industry involved, and the commodity that was carried. Similar

data were obtained for trucks owned by governmental agencies bearing tax exempt license tags. Sampling was by contact with the officials of the agencies involved.

A 50 per cent sample of taxicabs was selected from taxi records maintained by the cities. Trip origin, destination and time of travel for each trip for each of the taxi samples was obtained from the driver's trip log. All weekdays were represented in the sample.

Socio-economic data were collected in various ways. The dwelling unit interview furnished data on the number of persons in the household, cars owned, population, number of licensed drivers, number of persons working in the family, the family income, number of students and the type of school in which enrolled. To supplement the socio-economic

data, businesses and other places of employment were listed by the field parties who selected the sample dwelling units for interview. Each employer was subsequently interviewed so the total number of employees working in each survey zone could be determined. School attendance was obtained by contacting school officials.

EXTERNAL SURVEY

This phase of the study provided information on the movements of vehicles that were entering, leaving or passing through the study area. Roadside interview stations were located on highways and county roads at points where they crossed the hypothetical cordon line delimiting the study area. Drivers of vehicles moving in both directions were stopped for interview at each station. The interviewers obtained from each driver the trip origin, destination, vehicle type, number of occupants and trip purpose. For trips with both terminals outside the study area, the interviewer determined if a stop was made within the study area, the purpose of the stop and the highway route of entry or exit. Low traffic volume stations were operated for an 8-hour period, those of intermediate volumes for 16 hours and those having volumes in excess of 1000 vehicles per day were operated for 24 hours.

COMPANION STUDIES

Closely related to origin-destination surveys are studies of current traffic volumes on the existing street system. These volumes provided a base for other studies relating to traffic movement and indicate trends in traffic development. They are also used in establishing the extent and priorities for street and traffic control improvements.

Since Central Business Districts are those in which large numbers of vehicles and people are concentrated each day, volume counts on the outer perimeters were extremely valuable to the planner. Directional manual classification counts were made at 22 locations on the cordon line surrounding the Central Business District of Sherman and 22 counts were made in Denison. The counts were made from 7:00 A.M. to 6:00 P.M. and were recorded at 30-minute intervals. Vehicle occupancy was obtained and the number of vehicles within these areas at 7:00 A.M. was recorded. The accumulation of vehicles within each downtown area throughout the day was then determined.

Twenty-four hour machine counts were made at approximately 1100 locations within the study area.

Many of the volume counts on major thoroughfares were directional. Hourly volume counts for a minimum of one week were obtained on streets crossing the three screen lines.

The volume counts made throughout the study area and those made along the screen lines are valuable in evaluating the completeness and validity of the origin-destination data when traffic assignments are made by computer to the existing street system. They also assist in checking the adequacy of the street network to which these assignments are made.

Speed and Delay Studies were made over arterial streets and highways comprising the major thoroughfare system within the study area. Average travel times for each route were determined by the "floating car" method in which the test car "floats" with traffic. A

minimum of four trips were made over each route and average speeds computed for both peak and off-peak hours. Points and causes of delay, such as traffic control devices, pedestrian crossings, parking maneuvers, turning movements, and other contributing causes of travel delay were recorded on the chart of the data compiler used in the study.

A parking inventory of curb and off-street spaces was necessary to update the existing inventory and determine the supply of parking spaces in the Central Business Districts at the time of the transportation study. The inventory included parking lot and garage spaces as well as curb spaces. The curb inventory revealed the number of curb spaces for public parking, restricted spaces (loading zones, bus stops, taxi stands, etc.) and the footage of curb where parking was prohibited.
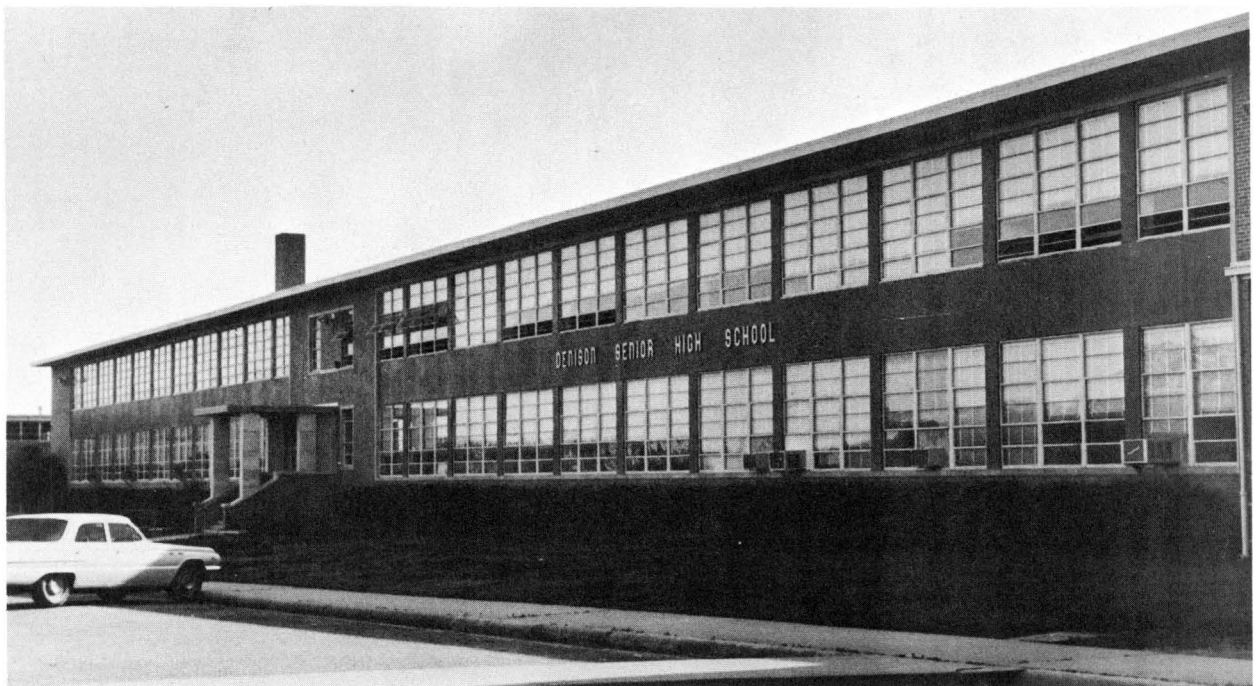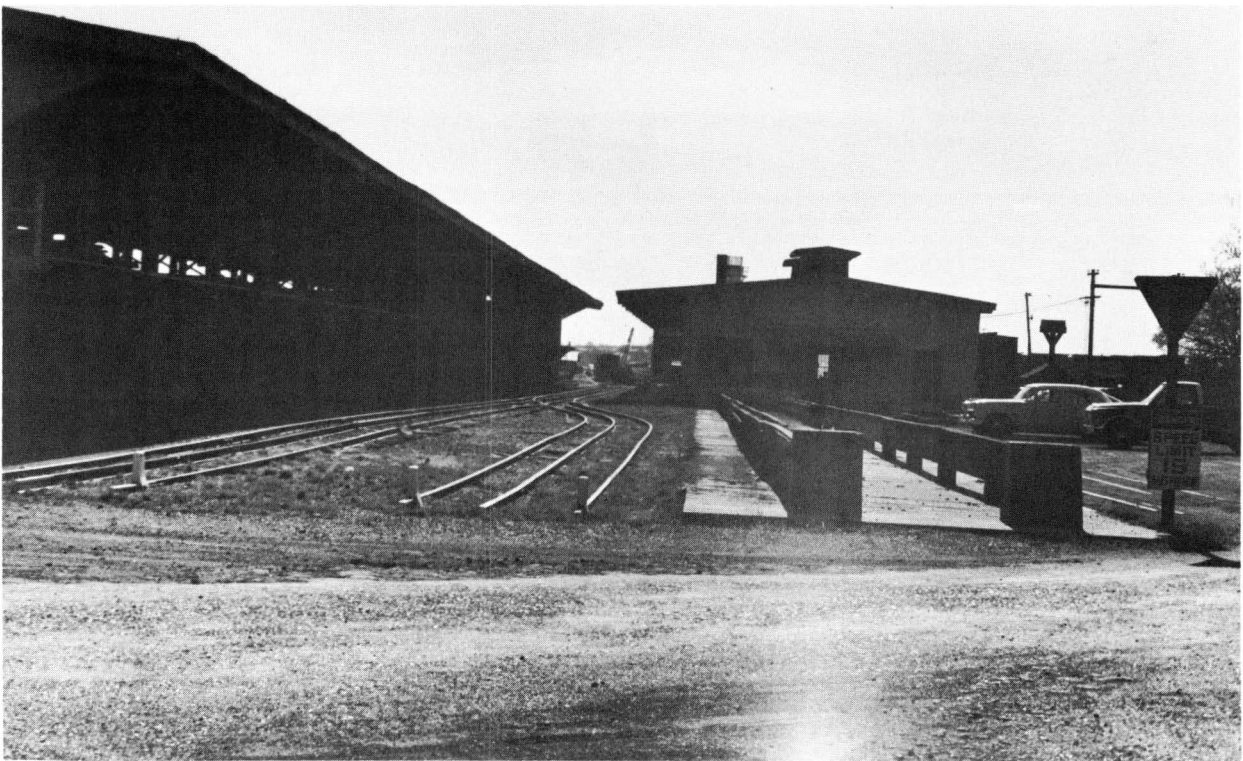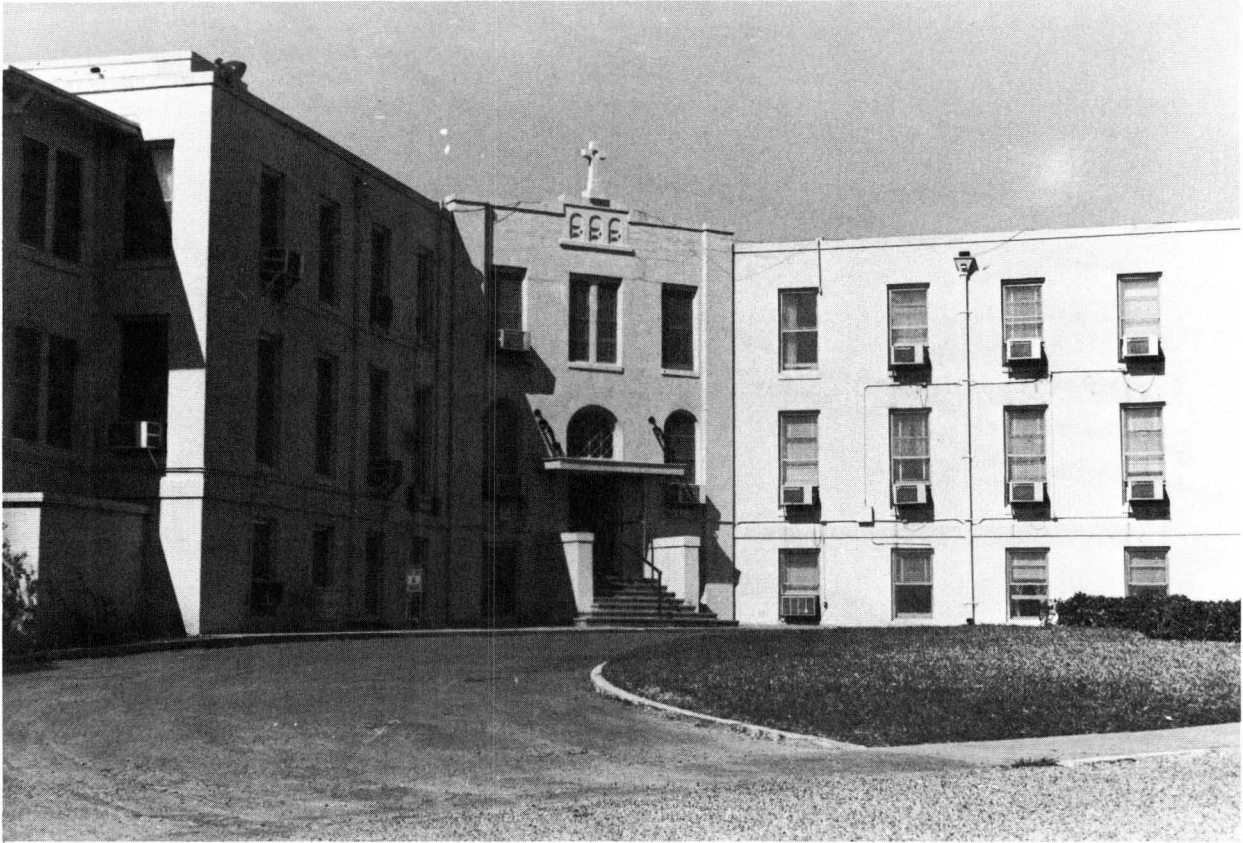
CHAPTER 4

ANALYSIS

The only practical means of analyzing the tremendous volume of data which results from a comprehensive study of this magnitude is by use of mechanical tabulation and high speed computer procedures. All data were punched on tabulating cards and transferred to magnetic tape for computer processing utilizing a special package of programs to provide the desired output. The resulting tabulations included zone to zone and district to district movements by all modes of travel, trip purpose, passenger car occupancy and parking habits. Other tabulations were prepared showing trip generation and attraction by various land uses for each mode of travel,

length of residence and automobile ownership. A series of tables were also prepared showing external movements between interview stations and between interview stations and districts within the area. Tables related to district values are contained in the Appendix.

ACCURACY CHECKS

A computer edit check routine was used on all card types containing data from interviews. These routines were applied to sixty-eight different checks that detected and assisted in eliminating errors made in the process of gathering data and placing these data on punch cards.

Before proceeding with the analysis, tests were designed to verify the completeness and reliability of

interview information and to check the expansions of the sample data. The home interview data was checked by comparing population and dwelling unit totals against those in the latest estimates by informed sources. The data for the study area gave the population for the period of the study as 62, 121 people.

Checks were made of school enrollment and school attendance. It was found from the home interview data that 16, 183 students were enrolled in school. School officials furnished an attendance figure of 17, 538. The difference between the two figures can be attributed to those students enrolled in these schools but not residing within the study area.

Checks were also made of total employment as found at the households from the home interview and data furnished by employers in the

study area. The home interviews showed that 20, 440 persons were employed while 27, 591 employees were found from data furnished by the employers. The difference in the figures can be explained by the large number of people working within but residing outside the study area.

Screen Line Graph
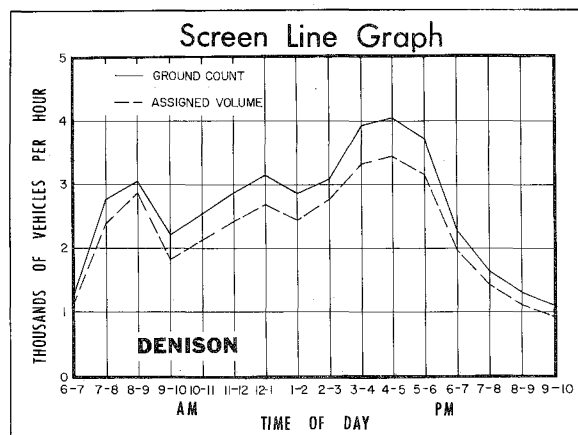
FIGURE 9A

Another check made on the accuracy of travel data was accomplished by comparing a summary of reported vehicular trips crossing three screen lines with actual ground counts made along these lines during the interview phase of the study.

There was one screen line in Denison, one in Sherman and one midway between these cities. They had relatively few crossings and a minimum of multiple crossings were likely to be involved in a single vehicle trip.

Trips reported in the interviews accounted for 86.2 per cent of the actual recorded volume of vehicles

FIGURE 9B

crossing the Denison screen line between the hours of 6:00 A.M. and 10:00 P.M. on an average weekday. Reported trips were 98.4 per cent of the counted volumes on the Sherman screen line and 96.3 per cent

of the counted volumes on the screen-line midway between the two cities.

FIGURE 9C

These checks were made to appraise the validity of the survey data. They indicate that geographical coverage, sample selection and expansion factors for all phases of the study were valid and reasonable, and that travel data herein described reliably reflect the average weekday movements of persons and vehicles in the area during the period of the study.

FORECASTS AND ASSIGNMENTS

Data relative to future forecasts of internal trips were provided by

the study office. These data were based on a study of current and projected land use and land use activity. Current land use activity, population and socio-economic data were compiled by origin-destination survey zones and projected to the year 1990. The existing vehicular trips for each zone were provided by the O-D survey data by trip purpose.

Using the forecasted activity data and the trip generation and trip distribution modes developed for the 1968 data, zone to zone movement of vehicles were calculated for 1990.

The current and forecasted vehicular movements were assigned to the existing and proposed arterial and freeway network by means of available computer programs. These computer programs made possible rapid additional assignments to alternate or revised arterial systems.

tems. Results of these assignments to the proposed alternates indicate to the planner the desirability of further inquiry and network revision.

It is known that future land use and population development may not follow the trends currently in evidence and re-evaluation will be required from time to time to appraise the effect of unforeseen developments upon the proposed arterial and freeway systems. Revision of land use and population estimates in the area affected by such developments is relatively simple and inexpensive and provides a new basis for traffic forecasts and subsequent assignment to the network.

Results of the analysis of future traffic volumes on proposed arterial and expressway systems are included in the Transportation Plan Report.

TRAVEL VOLUMES

Findings of traffic studies in all parts of the country have indicated a definite and consistent pattern of travel in urban areas. The travel pattern is developed according to the distribution of population and major traffic generators and the relationship of these elements to the arterial street network. The volumes in the pattern fluctuate between hours of the day, days of the week and months of the year with such consistency and regularity that the planner can foresee the traffic demands upon a street system which enables him to apply proper corrective measures for smooth traffic flow. This is not possible until traffic measurements are made to indicate the volumes with which he is working. Traffic volumes indicate the number of vehicles passing a point on the street network during a specific period of time, as distinguished from origin-destination volumes which indicate the travel desire of the tripmaker without regard to his route of travel.

EXISTING VOLUMES

Twenty-four hour traffic volumes on major streets during the time of the study are shown graphically on the traffic volume map, Figure 10. The scaled bands are drawn in proportion to the daily volume and vividly portray the distribution of traffic throughout the study area. Increasing band widths, converging at points as the downtown area, indicate focal

points of travel and relate their individual impact upon the street network. A map in greater detail is used by the planner who usually works with volumes during certain periods of the day and with peak and design hour volumes. The volumes in Figure 10 were obtained by automatic traffic recorders located throughout the area and represent average weekday traffic for the period of the survey. The heaviest bands indicate a volume of up to 27,500 vehicles for a 24 hour period.

U. S. Highway 75 carries the majority of North-South traffic through the area. State Highway 75A runs parallel in the Denison area and shares the traffic load crossing the Red River. The heaviest traffic in the area is on U. S. Highway 75 just north of Travis Street in Sherman with a volume of 27,000 vehicles. U. S. Highway 82 carries the bulk of

East-West movement in the Sherman vicinity and U. S. Highway 69 and F. M. 120 in the Denison area. North-South traffic at Perrin A. F. B. is handled by F. M. 1417 and East-West by F. M. 691. Near Howe, East-West traffic moves over F. M. 902 and North-South with U. S. Highway 75 and State Highway 5. F. M. 697 and 1281 handle traffic to Whitewright and Tom Bean respectively.

In Denison, Austin Avenue (U. S. 75) averages 15,000 vehicles per day, Morton Street (F. M. 120) averages 8100 vehicles per day and Armstrong Avenue (S. H. 75A) carries 10,100 vehicles per day.

Between Denison and Sherman, U. S. 75 averages 19,400 vehicles per day and F. M. 691 averages 7200 vehicles per day.

In Sherman, U. S. 75, carries 27,000 vehicles, U.S. 82, 7400 west

FIGURE 10

TRAFFIC VOLUME MAP

TRAFFIC VOLUME MAP

SCALE
0   0.5   1   2   3
SCALE IN MILES

Less Than 500
500
1000
5000
10,000
15,000
20,000
25,000
SCALE

To Carpenters Bluff
120 9
To Ambrose
1753 10
To Bells
69 11
To Bells
15

To Durant
69 75 8

To Denison Dam
7

To Lake Texoma
P20 6

To Lake Texoma
84 5

To Lake Texoma
120 4

3

To Lake Texoma

2
To Locust

1
To Farms

12
To Farms

13
To Farms

To Sadler
14

82 25
To Whitesboro

82 16
To Bells

To Whitewright
697 17

1281 18
To Tom Bean

To White Mound
902 19

To Van Alstyne
20 5

To McKinney
21 75

To Elmont
22

To Dorchester
902 24

To Gunter
23

DENISON

SEE INSET

SEE INSET

SHERMAN

HOWE

POTTSBORO

PERRIN AIR FORCE BASE

SHERMAN INSET

DENISON INSET

LEGEND
- - - CITY LIMITS
━━━ CORDON LINE
■3■ EXTERNAL INTERVIEW STATION

SHERMAN - DENISON
Urban Transportation Study
1968

FIGURE 10

of the Central Business District and 4700 east, F.M. 697, 4800, Travis Street 6000, Crockett Street 6100 vehicles per day.

In the vicinity of Howe, U.S. 75 averages 7400 and S.H. 5 carries 2300.

VARIATIONS IN TRAFFIC FLOW

A permanently installed traffic recorder located near the study area was used to obtain representative monthly variations in traffic volumes. This recorder was located on US 75, South of McKinney.

Average traffic volumes on Saturday were higher than other days of the week accounting for 16.7 per cent of the total weekly volume. Friday volumes accounted for 16.3 per cent, while Thursday, Monday, Tuesday, Wednesday and Sunday followed in that order. Sunday traffic was 10.7 per cent of the total weekly traffic volume.

Traffic volumes at the permanent recorder by month peaked in August with 9.3 per cent of the yearly volume. June was almost as high with a percentage of 9.2, January was the low month with 6.5 per cent of the yearly volume.

These variations are illustrated in Figure 11.

Hourly variations were obtained from three screen lines. The Denison screen line crossed through Denison from east to west just south of the Central Business District. The Midway screen line passed through the study area from east to west approximately at Wood Lake Road. The Sherman screen line passed through the area from east to west along the Texas and Pacific Railroad.

Volumes on weekdays (Monday through Friday) showed the afternoon peak to be between 4:00 and 5:00

MONTHLY VARIATIONS

DAILY VARIATIONS

HOURLY VARIATIONS

VARIATIONS IN TRAFFIC VOLUME
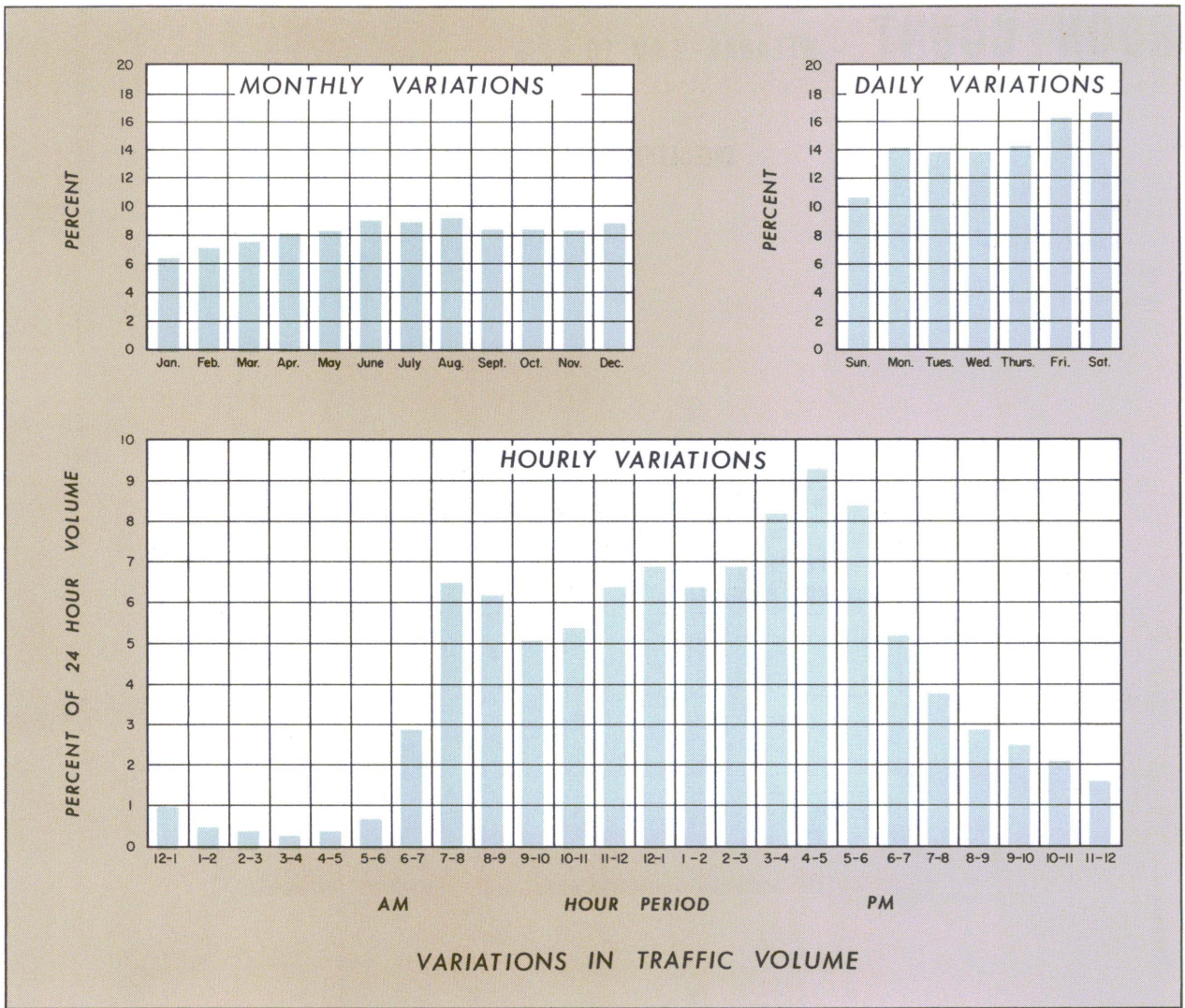
FIGURE II

P. M. in Denison with 9.0 per cent, the Midway point with 9.2 per cent and Sherman with 9.6 per cent of the 24 hour volume crossing the individual screen lines. The morning peak was between 8:00 and 9:00 A. M. in Denison and Sherman and 7:00 and 8:00 A. M. at the Midway point with

6.8 per cent, 6.6 per cent and 7.6 percent of the daily volume crossing the individual screen lines, respectively.

CENTRAL BUSINESS DISTRICT CORDON COUNT

Manual classification counts, by directions, of vehicles entering and

CENTRAL BUSINESS DISTRICT
CORDON COUNT   WEEKDAY 7 AM TO 6 PM

DENISON

LEGEND

2832   Total Number of Vehicles

→   Direction of Flow

▭⑫   Internal Cordon Station

TRUCKS

PASSENGER
CARS AND
TAXIS

VEHICLE
SCALE

5000
4000
3000
2000
1000
0

SCALE IN FEET
0 400 800 1200 1600

N
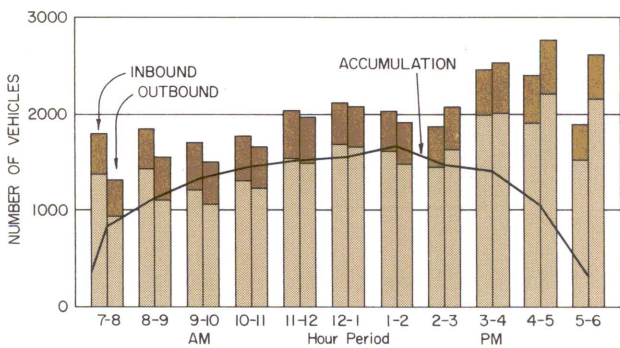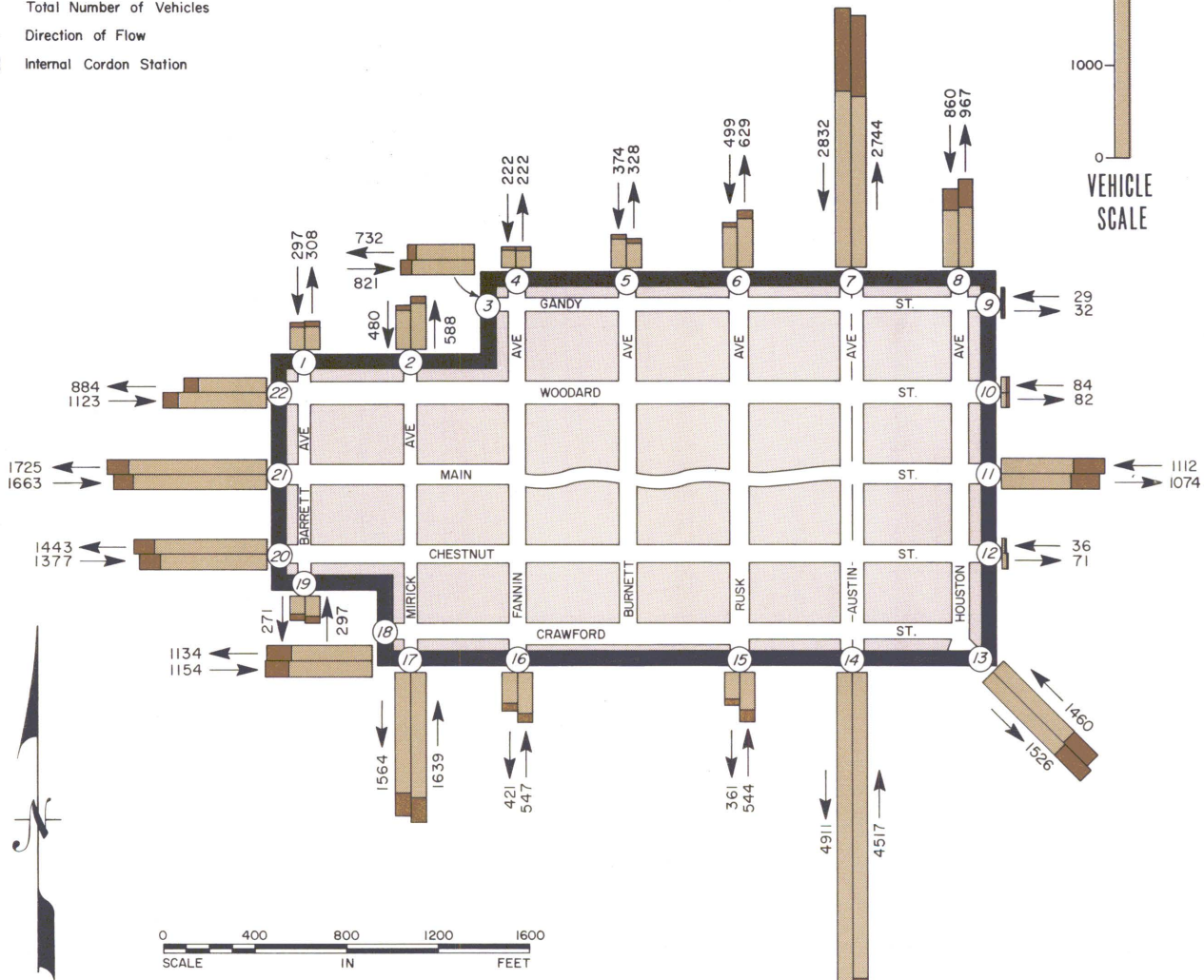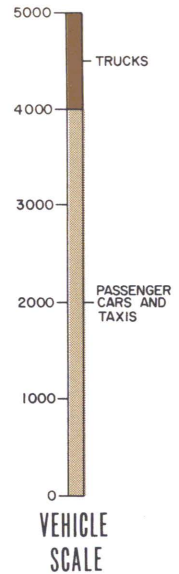
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Urban Transportation Study
1968

FIGURE 12A

34

CENTRAL BUSINESS DISTRICT
CORDON COUNT WEEKDAY 7 AM TO 6 PM

SHERMAN

LEGEND

2832   Total Number of Vehicles

→   Direction of Flow

⬛12   Internal Cordon Station

TRUCKS

PASSENGER
CARS AND
TAXIS

VEHICLE
SCALE

SCALE IN FEET
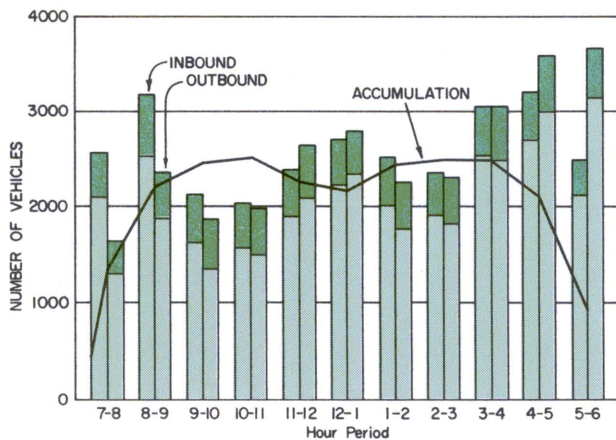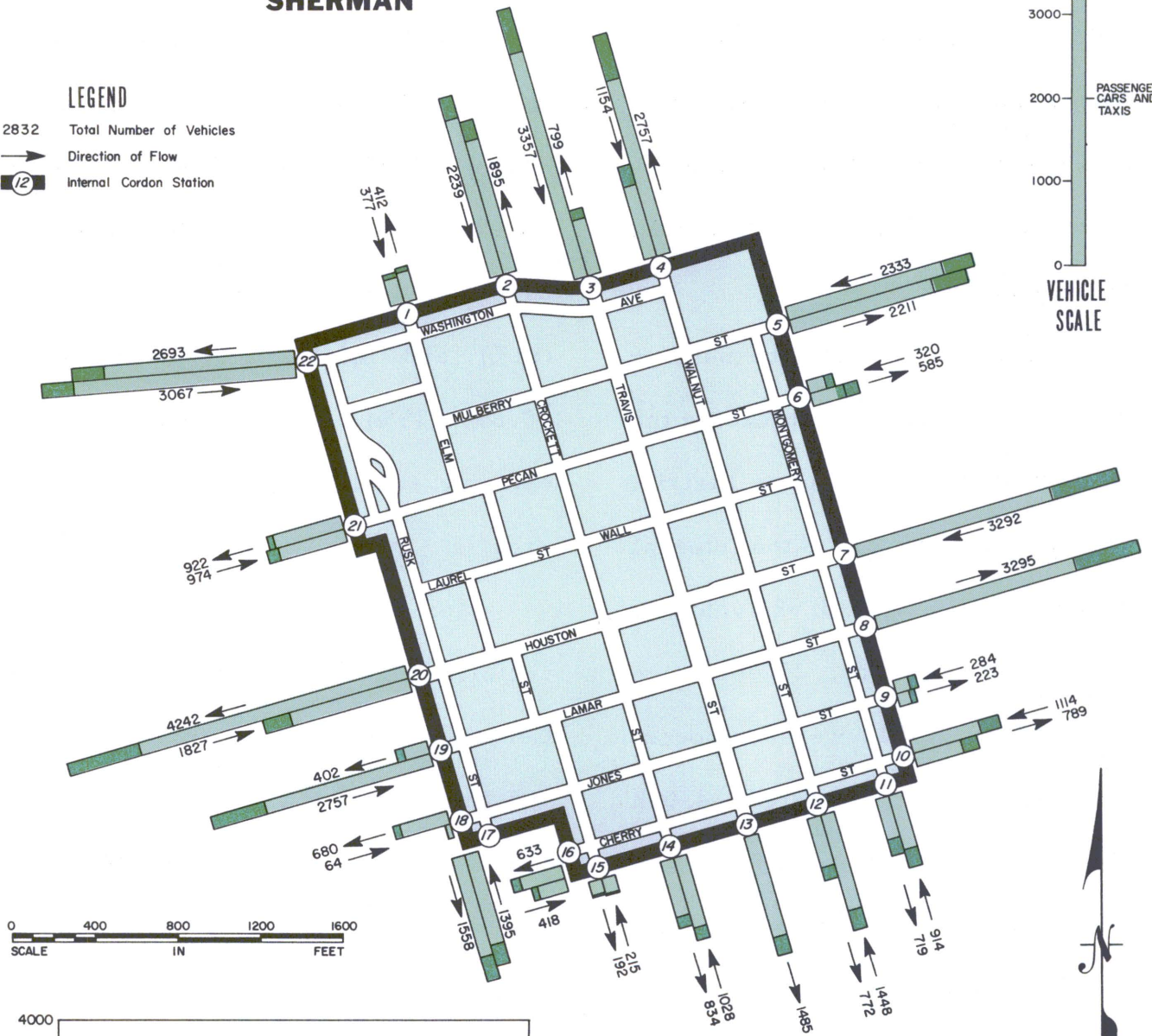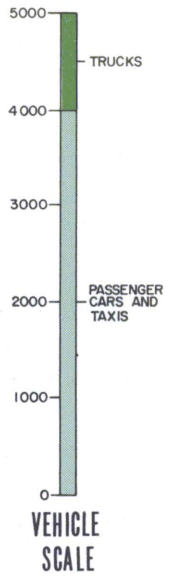
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1968

FIGURE 12B

35

leaving the Central Business Districts were made from 7:00 A.M. to 6:00 P.M. in Sherman and Denison. The results are shown graphically in Figures 12A & 12B and are obtained from Tables 9A, 9B and 9C of the Appendix.

Figure 12A shows the number of vehicles entering and leaving the Denison Central Business District on all streets crossing the internal cordon. Of the total 43,984 vehicles crossing the cordon, 21,967 were inbound and 22,017 were outbound. Passenger cars numbered 34,042 (77%) while commercial vehicles amounted to 9942 (23%) of the total vehicles entering or leaving the downtown area.

Figure 12B shows vehicles entering or leaving the Sherman Central Business District on all streets crossing the internal cordon. A total of 56,675 vehicles crossed the

Sherman Central Business District cordon between the hours of 7:00 A.M. to 6:00 P.M. on an average weekday during the period of the study; 28,577 were inbound and 28,098 were outbound. Passenger cars and taxis numbered 45,776 (81%) and commercial vehicles 10,899 (19%) of the total vehicles entering and leaving the downtown area.

Table 9B of the Appendix shows vehicles entering or leaving the Central Business District of Denison and Sherman in half-hour periods and the accumulation of vehicles. The accumulation of vehicles is based on an inbound-outbound flow of traffic as shown in the table.

The peak accumulation of vehicles occurred in the Denison Central Business District between 2:00 and 2:30 P. M. when 1685 vehicles were within the area. Fourteen

hundred eight (1408) were passenger cars and 277 were commercial vehicles. Three hundred sixty-three vehicles were in the area when the count began at 7:00 A.M.

The maximum vehicle accumulation in the Sherman Central Business District occurred between 10:00 and 10:30 A.M. and amounted to 2533 vehicles; 2125 of these were passenger cars and 408 were commercila vehicles. There were 434 vehicles within the area when the cordon count began at 7:00 A.M.

Table 9C of the Appendix records the number of persons entering or leaving the Central Business Districts of Sherman and Denison and the accumulation of persons in half-hour periods between the hours of 7:00 A.M. and 6:00 P.M.

During the peak vehicular accumulation (2:00-2:30 P.M.) a total of 1939 persons were within the Denison Central Business District; during the peak vehicular accumulation in Sherman (10:00 to 10:30 A.M.) there were 3320 persons within the Central Business District. These accumulations include those persons arriving as drivers of vehicles, auto, truck, taxi and bus passengers and pedestrians.

The Denison Central Business District was the origin or destination of 22,748 internal and external vehicles per day and the Sherman Central Business District, 28,633 vehicles per day.

EXTERNAL VOLUMES

Table 4A in the Appendix shows the volume and percentage of local and through vehicles at 25 points of interview on the external cordon line. Total volumes at the external stations are illustrated graphically in Figure 13.

As shown in Table 4A, a total of

41,190 vehicles of all types were recorded entering or leaving the study area. Of these, 27,710 (67%) were automobiles and 13,480 (33%) were commercial vehicles. Seventy-five per cent or 30,892 of the total vehicles recorded at the external stations had origins or destinations within the study area.

Vehicles entering or leaving the study area by all routes across the north cordon amounted to 13,270 (32%), the east cordon 10,280 vehicles (25%), the south 9280 (23%) and across the west cordon 8360 (20%).

Four principle routes were used by 26,270 (64%) of the vehicles entering or leaving the study area. These routes are US 75 north, US 82 east, US 75 south and US 82 west.

AREAS OF TRIP GENERATION

Total origins and destinations for all vehicles, both internal and external, are shown by survey districts in Figure 14. The total volume of each district is shown graphically by the scaled bars with the height of the bar representing the district's relative importance as a generator of travel. Complete and detailed data are contained in Table 3 of the Appendix which shows the total internal and external trip origins and/or destinations (trip ends) generated by each survey district.

There was a total of 373,402 vehicular trip terminals within the study area; 342,510 of these had both an origin and destination within the study area. Vehicles having one trip terminal inside the study area and the other outside the external cordon numbered 30,892.

FIGURE 13

EXTERNAL VOLUMES

TRAFFIC VOLUMES AT EXTERNAL STATIONS
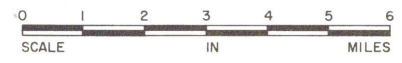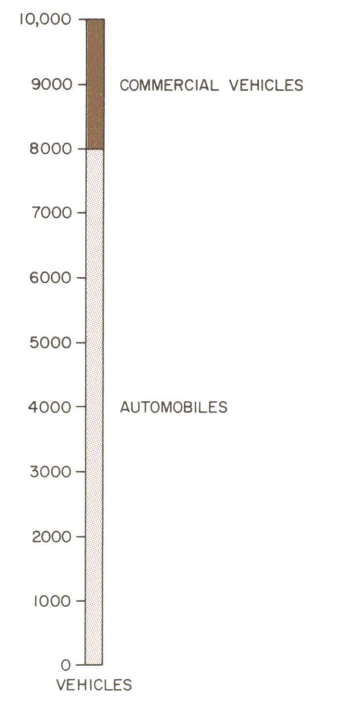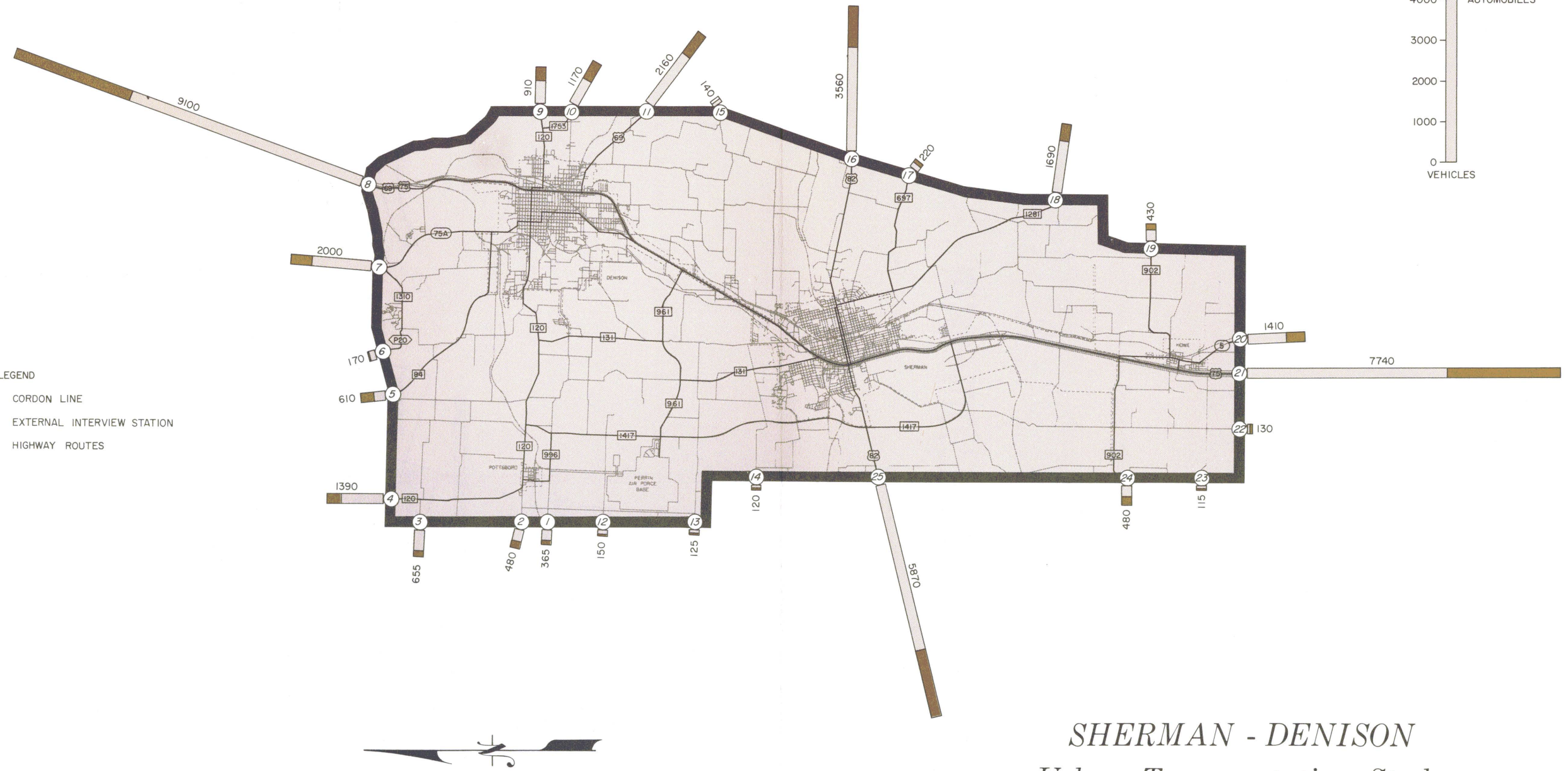
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Urban Transportation Study
1968

FIGURE 13

DENISON INSET

SHERMAN INSET
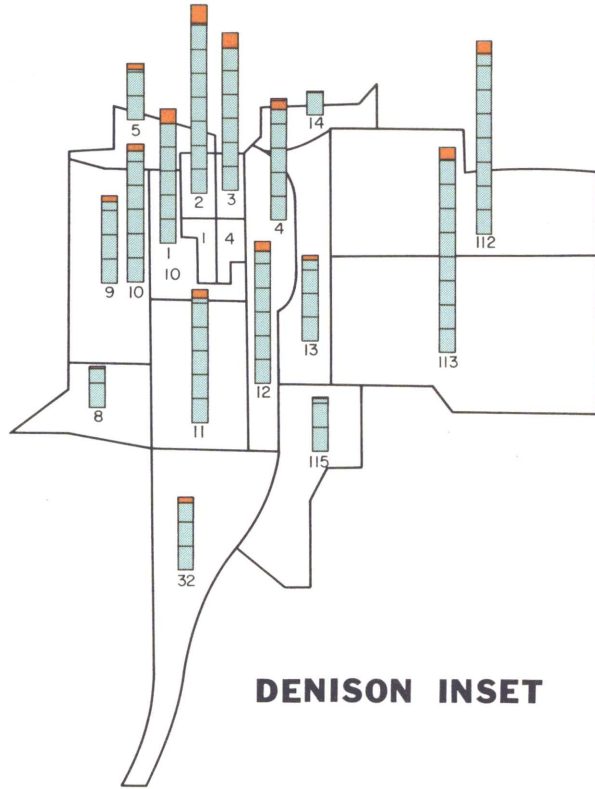
INSET
SCALE   IN   MILES
0   0.5   1.0   1.5   2.0
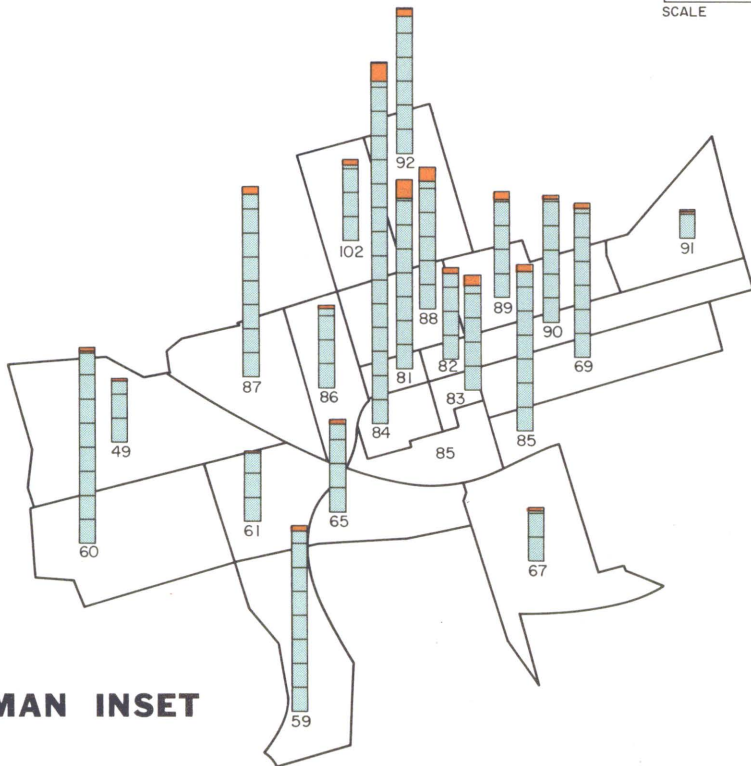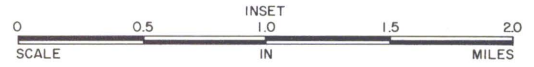
FIGURE 14

ORIGINS & DESTINATIONS

TOTAL ORIGINS & DESTINATIONS BY DISTRICT - ALL VEHICLES
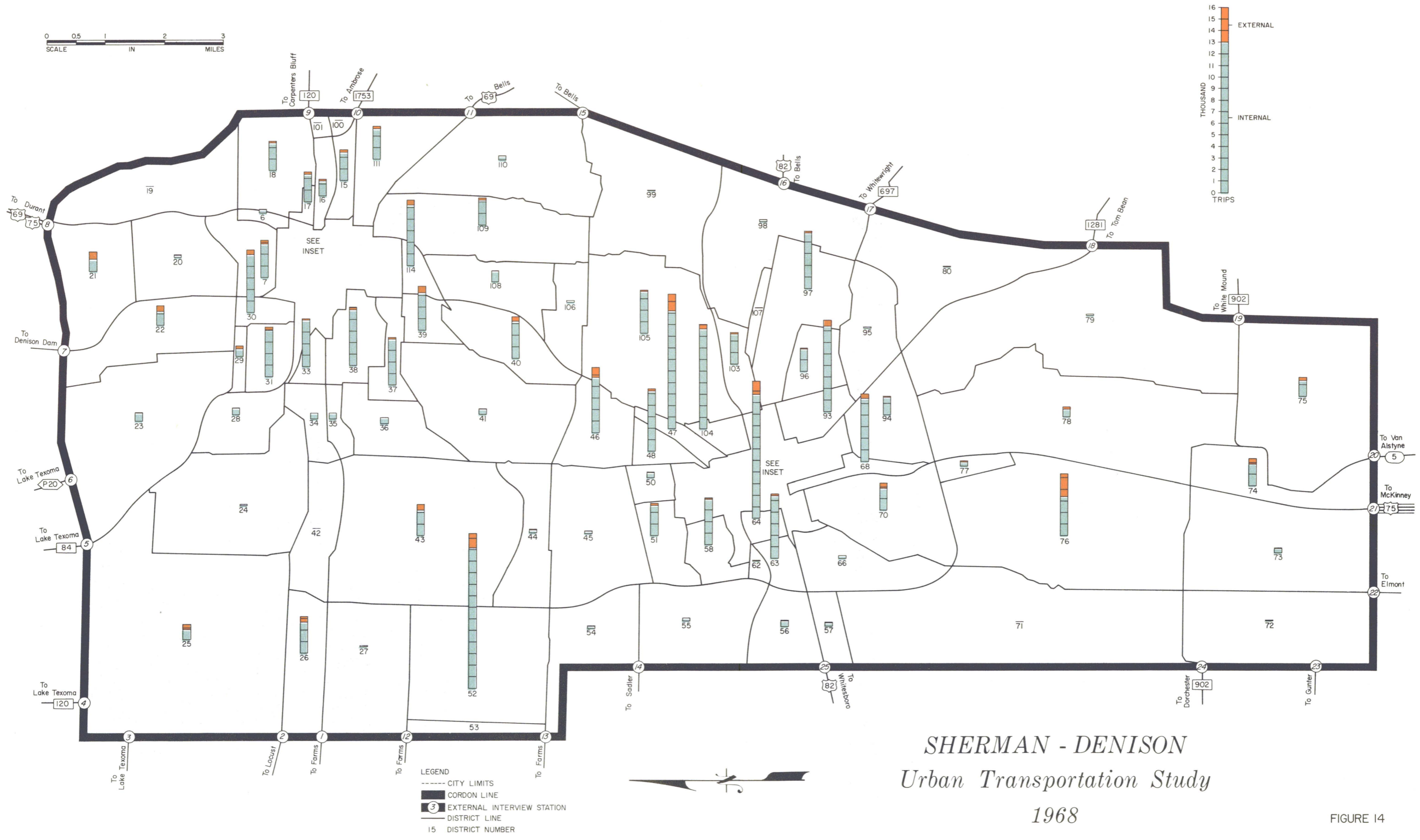
SHERMAN - DENISON
Urban Transportation Study
1968

FIGURE 14
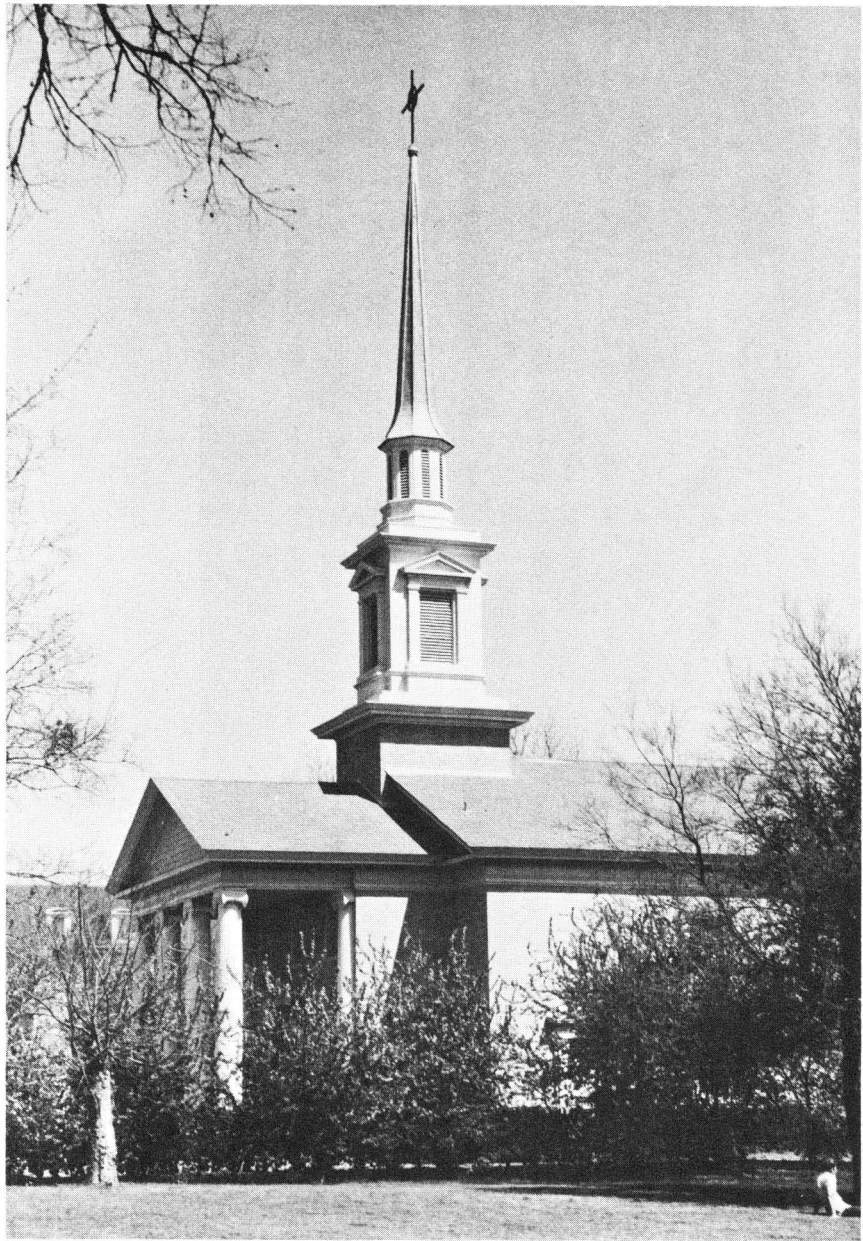
TRAVEL CHARACTERISTICS

The volumes and characteristics of present vehicular movement as obtained by the origin-destination survey are essential to the planner in developing efficient facilities for future travel. This inventory of existing travel behavior, or characteristic movement, becomes a starting point from which to project future plans. Trip generation, mode of travel, influence of land use, trip purpose, hours of travel and trip distribution in an area are all important elements in the development of transportation plans.

TRIP PRODUCTION

Auto trips and autos owned per dwelling unit are shown in Figure 15 which relates the number of automobile trips per dwelling unit to the number of cars owned. It shows that a one-car family made an average of 5.7 auto trips per day, a two-car family made an average of 10.2 trips a day and a three-car family an average of 11.5 trips per day.

DAILY AUTOMOBILE TRIPS and AVERAGE NUMBER of TRIPS per AUTOMOBILE OWNED per DWELLING UNIT
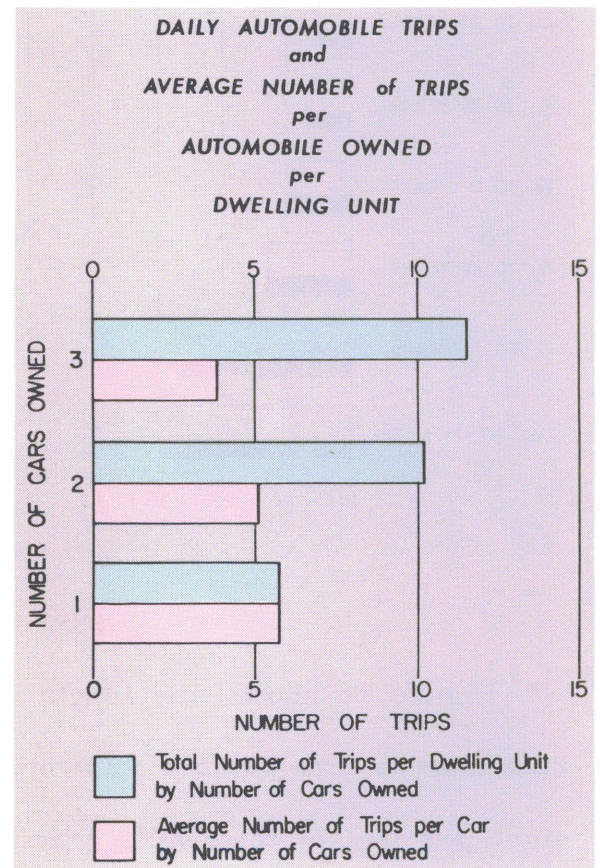
FIGURE 15

Table 2 of the Appendix shows

an ownership of 30,759 vehicles being used for personal use in the 22,698 dwelling units of the study area. There were 62,121 persons residing within the 199 square mile study area.

AVERAGE LENGTH of RESIDENCE by VARIOUS PERIODS

FIGURE 16

Figure 16 shows the length of residence by time periods. Twenty-eight per cent of the dwelling units had the same occupant for one year or less; twenty-seven per cent had been occupied by the same tenants for a period of one to five years and thirteen per cent for five to ten years. Ten per cent of the dwelling units had been occupied by the same tenants for twenty-five years or more.

MODE OF TRAVEL

The Sherman-Denison Study Area is typical of other Texas areas in that the automobile is the predominant mode of travel. The hourly distribution of internal modes of travel are shown in Figure 17.

HOURLY DISTRIBUTION OF INTERNAL PERSON TRIPS
BY MODES OF TRAVEL

FIGURE 17

2206 were made as bus passengers.
Trucks made 17,245 trips while
taxis made 982 trips.

PERSON AND VEHICLE TRIP SUMMARY

INTERNAL PERSON TRIPS		
	Volume	Per Cent
Auto Driver Trips	153,028	72.1
Passenger Trips		
In Passenger Cars	56,157	26.5
In Transit or School Buses	2,206	1.0
In Trucks	7	-
In Taxis	914	0.4
TOTAL PERSON TRIPS	212,312	100.0
INTERNAL VEHICLE TRIPS		
Passenger Car Trips	153,028	73.8
Truck Trips	17,245	8.3
Taxi Trips	982	0.5
Total Internal Trips	171,255	82.6
EXTERNAL VEHICLE TRIPS		
Passenger Car Trips	24,921	12.0
Truck Trips	11,120	5.4
Total External Trips	36,041	17.4
TOTAL VEHICLE TRIPS	207,296	100.0

Table 7A in the Appendix shows a
total of 212,312 daily person trips;
153,028 trips, 72% of the total were
made as auto drivers, 27% or 57,078
were made as auto, truck and taxi
passengers while one per cent or

The relationship of occupation
and mode of travel is shown in Fig-
ure 18 which represents the total
daily person trips. Three occupa-
tional groups - Miscellaneous,
Students and Housewives; Store,
Office Clerks and Salesmen; and
Operators and Semi-skilled Labor-
ers - accounted for 67 per cent of
the person travel.

The Miscellaneous, Students
and Housewives Group accounted for
the highest percentage (46%) of the

RELATIONSHIP of TRAVEL
by
MODE and by OCCUPATION
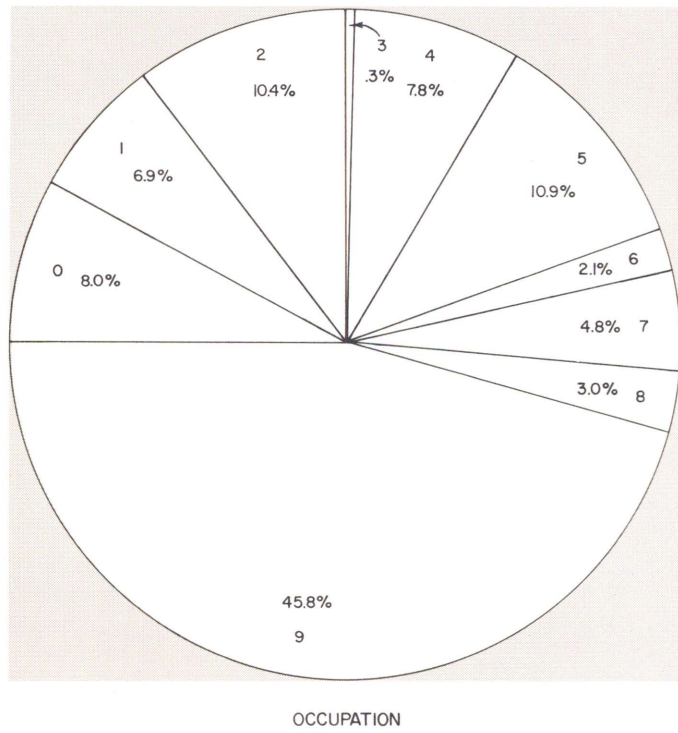
OCCUPATION

AUTO DRIVER TRIPS

AUTO TRUCK AND TAXI PASSENGER TRIPS

BUS PASSENGER TRIPS

Pie chart labels:
- 0 8.0%
- 1 6.9%
- 2 10.4%
- 3 .3%
- 4 7.8%
- 5 10.9%
- 6 2.1%
- 7 4.8%
- 8 3.0%
- 9 45.8%

PERCENT

Bar chart x-axis labels:

Professional and Semi-Professional	Proprietors, Managers, Officials	Store and Office Clerks Salesmen	Traveling Salesmen, Agents, Etc.	Craftsmen, Foremen, Skilled Laborers	Operators and Semi-Skilled Laborers	Laborers, Unskilled Laborers	Protective Services	Personal Service Workers	Misc., Students, Housewives
0	1	2	3	4	5	6	7	8	9

MODE OF TRAVEL

FIGURE 18

46

person trips in the ten occupational groups. Ninety-six per cent of the trips of the Traveling Salesmen Group and 96 per cent of the Proprietors, Managers and Officials Group trips were made as auto drivers.

TRIP PURPOSE

The purpose of a single trip, though seemingly unimportant when considered alone, becomes significant when combined with others in determining overall purposes of travel within an area. It has been found that the large majority of trips either start or end at home.

Figure 19 obtained from Table 5A in the Appendix, shows by volume and percentage the purpose of all internal person trips in the Sherman-Denison Study Area classified by mode of travel. Of the 212,312 person trips by all modes of travel, 32 per cent (67,780) were made to a
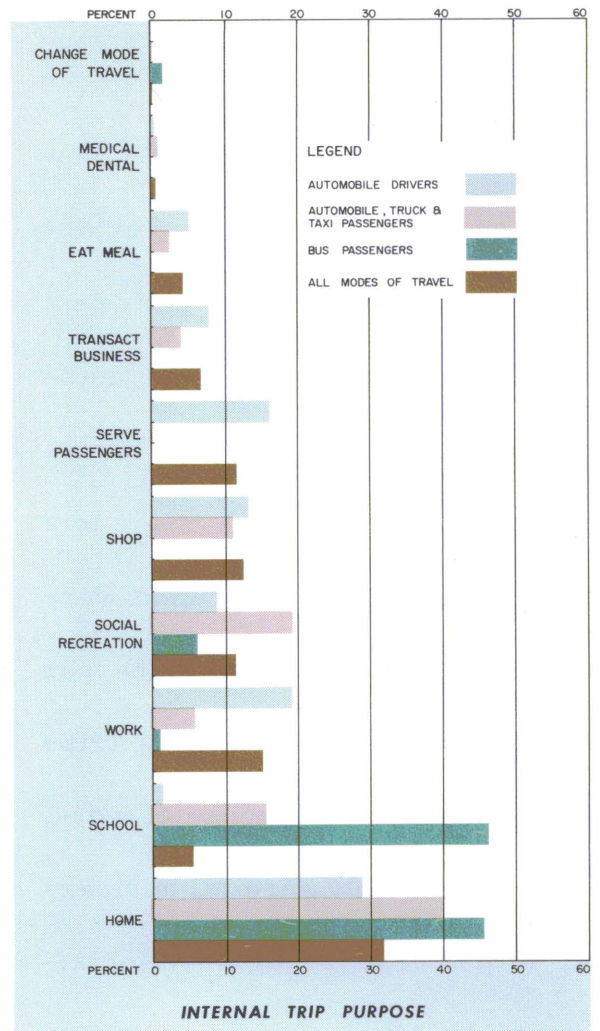
FIGURE 19

home and 33 per cent (69,728) were from a home; thus 65 per cent or 137,508 of all internal person trips had the home as either an origin or destination. Thirty-one per cent (65,911) of all internal person trips started or ended at a place of work. Trips to social-recreation numbered

47

24, 506 (11%) while 26, 554 (11%) were to shop.

Table 5B and Figure 20 show similar trip purpose data for external travel. Sixty-five per cent (14, 429) of the 22, 132 local automobile trips passing through external survey stations were made to a home while (5835) 26 per cent were made from a home. Forty-three per cent (9587) of the automobile trips were made for the purpose of work, 21 per cent (4540) were for business and 17 per cent (3716) were social-recreation trips.

Of the 22, 132 auto drivers having an origin or destination within the study area, 1659 are shown going from home to work and 5822 going from work to home. Thus the total of the two, 7481 (34%), were "Home-Work" trips. Trips to and from the home for all purposes other than work, "Home-Other", account-

EXTERNAL TRIP PURPOSE
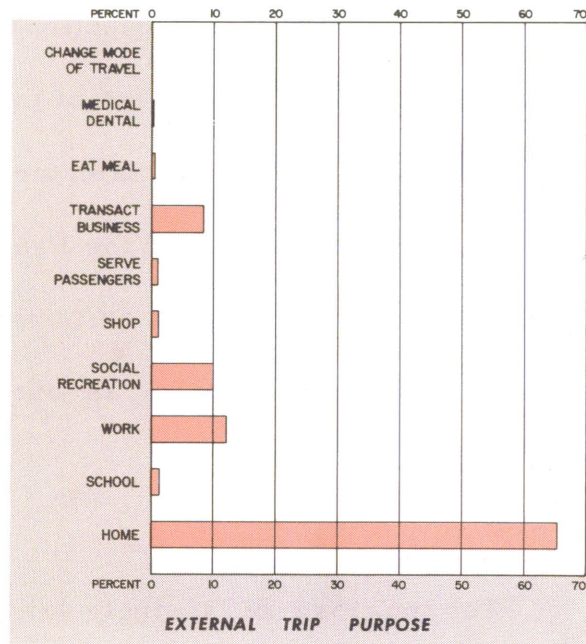
FIGURE 20

ed for 58% or 12, 783 trips. Personal business, social recreation and shopping accounted for 10, 292 trips or 81 per cent of the 12, 783 "Home-Other" trips. The remaining trips were "Non-Home Based" and amounted to 1868 (8%).

PURPOSE OF THE PASSENGER SERVED

"Serve Passenger" is one of ten trip purposes normally used in transportation studies. However, "serve passenger" does not indicate the trip purpose of the passenger

that is served by the driver. "Serve passenger" trips account for a high percentage of the total.

During the home interview, when "serve passenger" was given as a driver's trip purpose, the purpose of the passenger's trip was also obtained and recorded. The purpose of the passenger's trip was then substituted for the driver's "serve passenger" trip and another table prepared showing the ultimate purpose of "serve passenger" trips.

Table 5A-1 in the Appendix shows the volume and percentage of all internal automobile trips when "serve passenger" trips were changed to the purpose of the passenger's trip. Total substitutions for auto drivers serving passengers amounted to 42,198 trips. Twenty-four per cent (10,284) of the total were from a home while 29 per cent (12,107) were to a home. Business

trips accounted for 10 per cent (4230) and social recreation accounted for 21,055 or 50 per cent of the trips.

TIME PATTERNS

Within an urban area travel movements follow a consistent and routine pattern. This is illustrated in Figure 21 which shows the hourly distribution, by volume, of all internal person trips in the Sherman-Denison area grouped by the major travel purposes.

The greatest variation in total person travel is by hour of the day, when persons and vehicles going about their daily tasks create a fundamental and rhythmic movement. Typically, there was a sharp morning peak, a steep decline to mid-morning, a rise at noon followed by another decline in the early afternoon hours. From this decline there was a sharp ascent to the
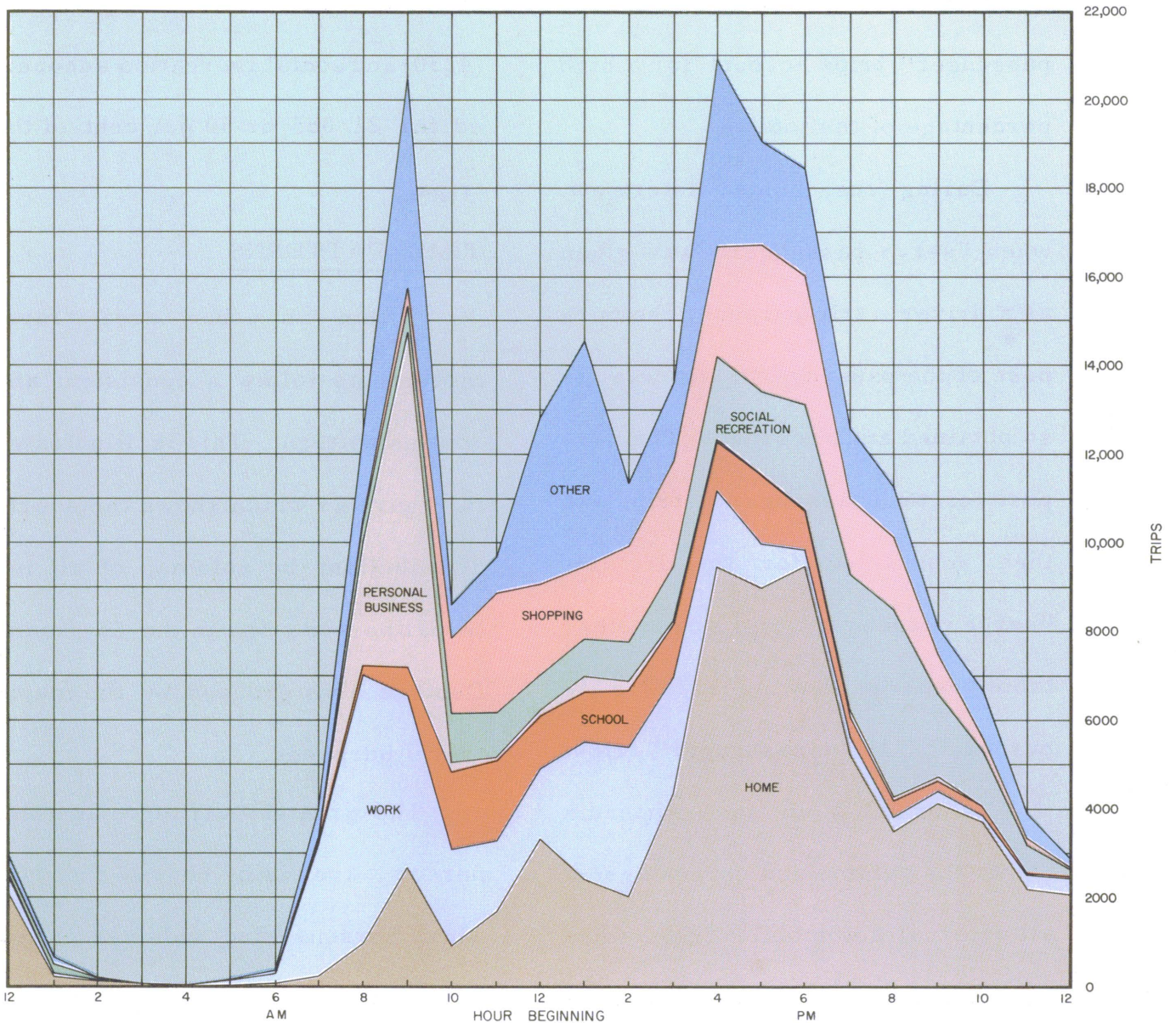
HOURLY DISTRIBUTION OF INTERNAL PERSON TRIPS BY TRIP PURPOSE

FIGURE 21

afternoon peak which occurred from 3:00 P.M. to 4:00 P.M. for all purposes.

This pattern of morning, noon, and afternoon peaks is the consequence of an established way of everyday life. People go to work or to school in the morning; later in the day, others go shopping, conduct personal business, engage in social recreation and other activities all of which are most

SHERMAN

DENISON

COMMERCIAL
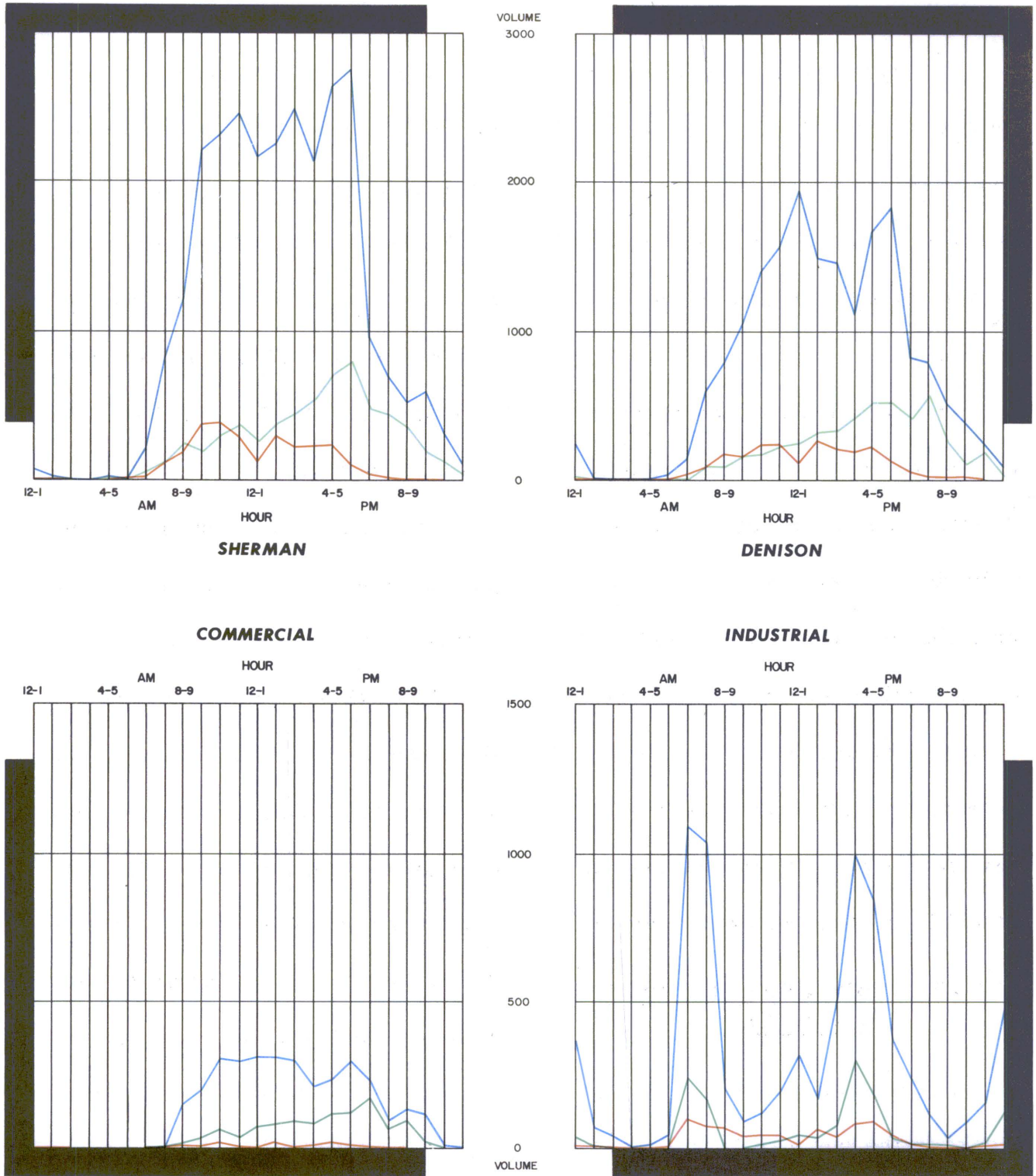
INDUSTRIAL

MOVEMENTS TO AND FROM

——— Automobiles

——— Commercial Vehicles

——— Auto, Truck & Taxi Passengers

FIGURE 22

51

convenient to that time of day.

Hourly patterns by the indicated modes of travel, to the Central Business Districts of Sherman-Denison, to an industrial area and to a shopping center are shown in Figure 22.

This illustration shows movements to each central business district and to the other areas in individual graphs with the hourly volumes of trips made to and from these traffic generators by auto drivers, commercial vehicles and passengers. Each graph shows the variation between the modes of travel to and from each traffic generator.

CENTRAL BUSINESS DISTRICT PARKING

The parking inventory of the 34 blocks in the Sherman Central Business District revealed a total supply of 3415 parking spaces. Of these, 1034 were curb spaces and 2371 were off-street spaces.

The parking inventory in the 21 blocks of the Denison Central Business District revealed a supply of 1065 curb spaces and 964 off-street spaces for a total of 2029 spaces. Figures 8A and 8B show the areas included in the Central Business Districts of these cities.

Analysis and results of the parking study are published in the Transportation Plan Report.

Auto driver trips to the Central Business District by trip purpose and type of parking used are shown in Figures 23A and 23B. The volumes are taken from Table 8A in the Appendix. Of the 13,238 auto drivers with destinations in the Sherman Central Business District, 6534 or 49 per cent parked in free parking lots. Free curb spaces attracted 1190 drivers or 9 per cent while 3512 or 26 per cent used metered

AUTO DRIVER TRIPS TO THE CENTRAL BUSINESS DISTRICT
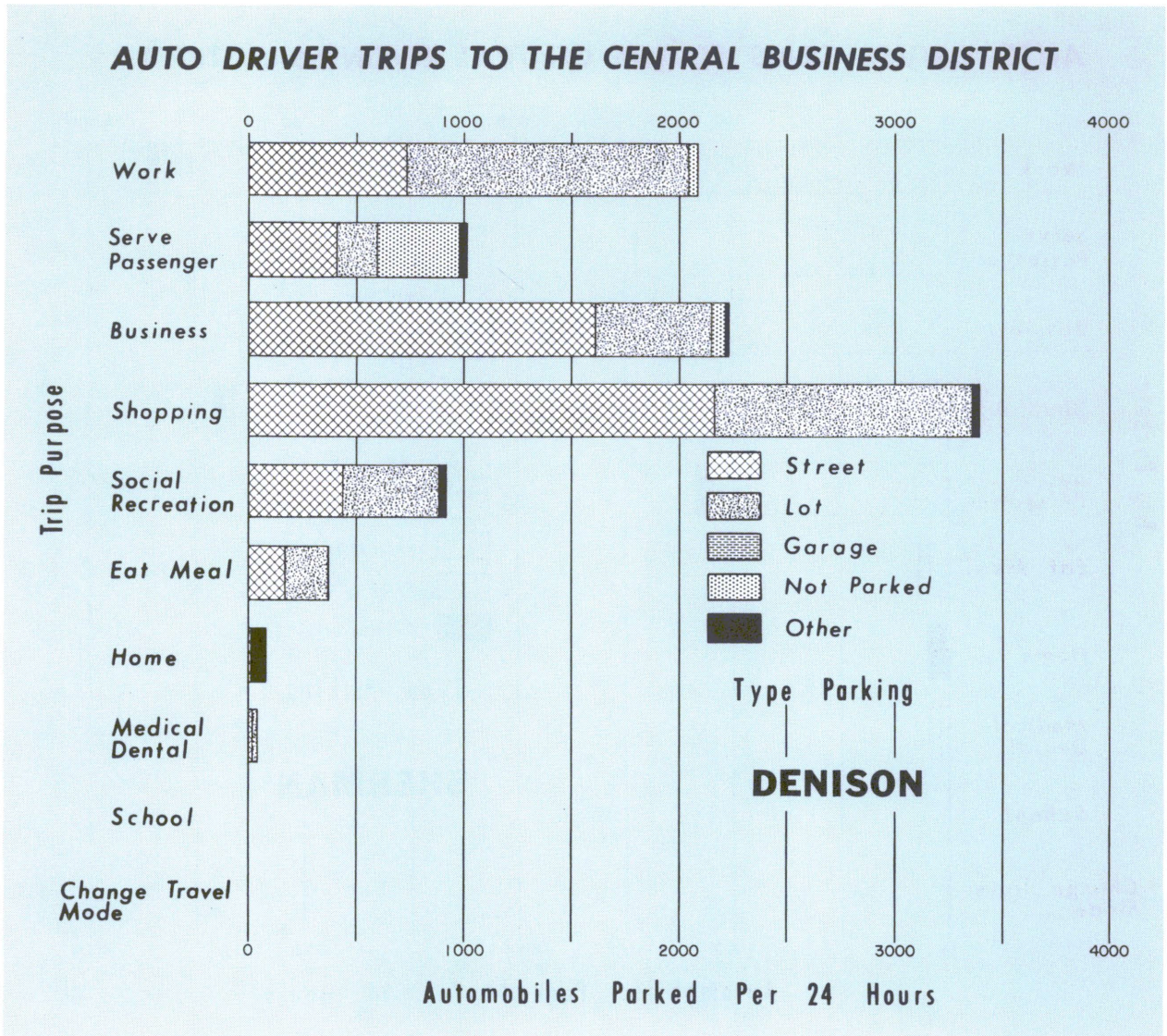
FIGURE 23 A

parking. Nine per cent (1162) did not park and 4 per cent (464) parked in pay lots.

Of the 10,161 auto drivers with destinations to the Denison Central Business District, 3509 (35%) parked in free parking lots. Free curb spaces attracted 1652 (16%) of the auto drivers and 3916 (38%) auto drivers parked at on-street metered curb spaces. Five per cent of the autos driven to the Central Business District did not park. Four per cent parked in pay lots; there were no pay

AUTO DRIVER TRIPS TO THE CENTRAL BUSINESS DISTRICT
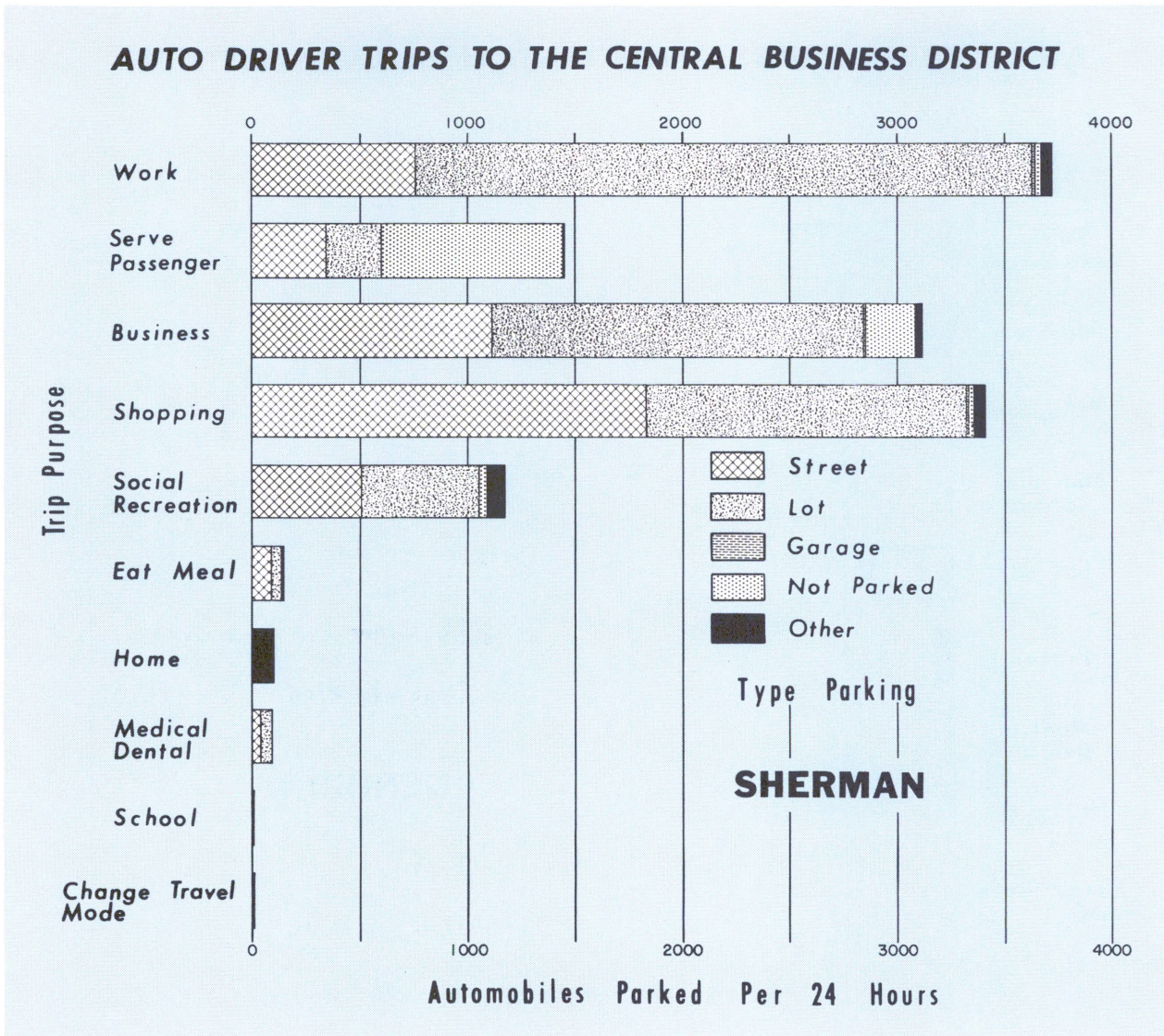
SHERMAN

FIGURE 23B

garages in Denison.

In Sherman, 3722 (28%) of the total auto driver trips were made to the Central Business District for work, 3118 (24%) were for personal business, 3413 (26%) went to shop while 1455 (11%) were made to serve a passenger.

In Denison, auto drivers made 2087 (21%) work trips to the Central Business District, 2231 (22%) were for personal business, 3398 (33%) were to shop and 1015 (10%) were to serve passengers.

FIGURE 24

TRIP MOVEMENTS

TRIP MOVEMENTS - ALL VEHICLES
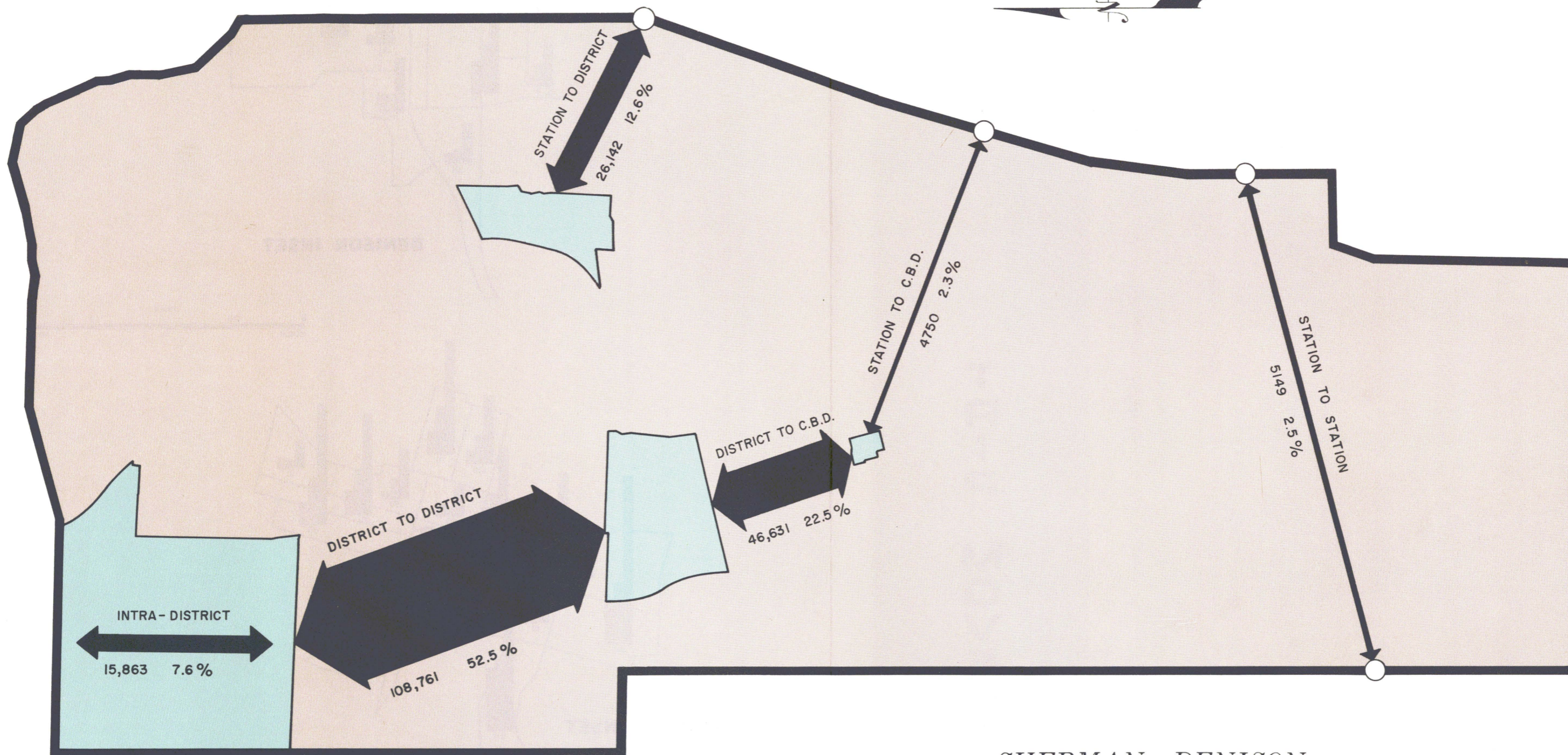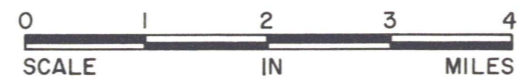
0 1 2 3 4
SCALE   IN   MILES

STATION TO DISTRICT 26,142 12.6%

STATION TO C.B.D. 4750 2.3%

STATION TO STATION 5149 2.5%

DISTRICT TO C.B.D. 46,631 22.5%

DISTRICT TO DISTRICT 108,761 52.5%

INTRA-DISTRICT 15,863 7.6%

SHERMAN - DENISON
Urban Transportation Study
1968

FIGURE 24

55

DENISON INSET

INSET

| 0 | 0.5 | 1.0 | 1.5 | 2.0 |

SCALE   IN   MILES

SHERMAN INSET

56

FIGURE 25

POPULATION-WORK-SCHOOL

DISTRIBUTION OF POPULATION, LABOR FORCE & SCHOOL ENROLLMENT BY DISTRICT

SHERMAN - DENISON
Urban Transportation Study
1968
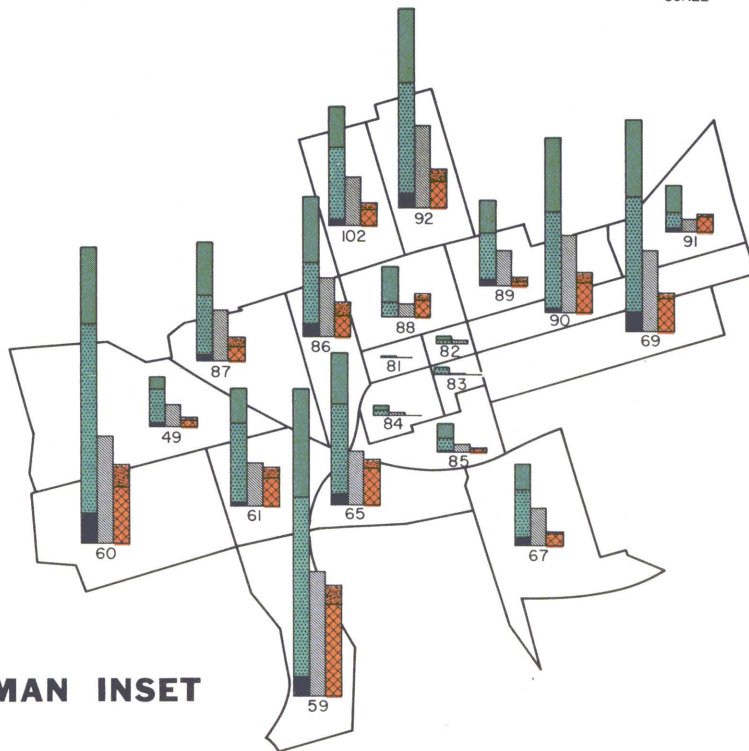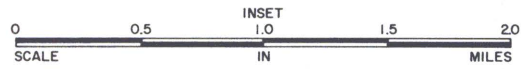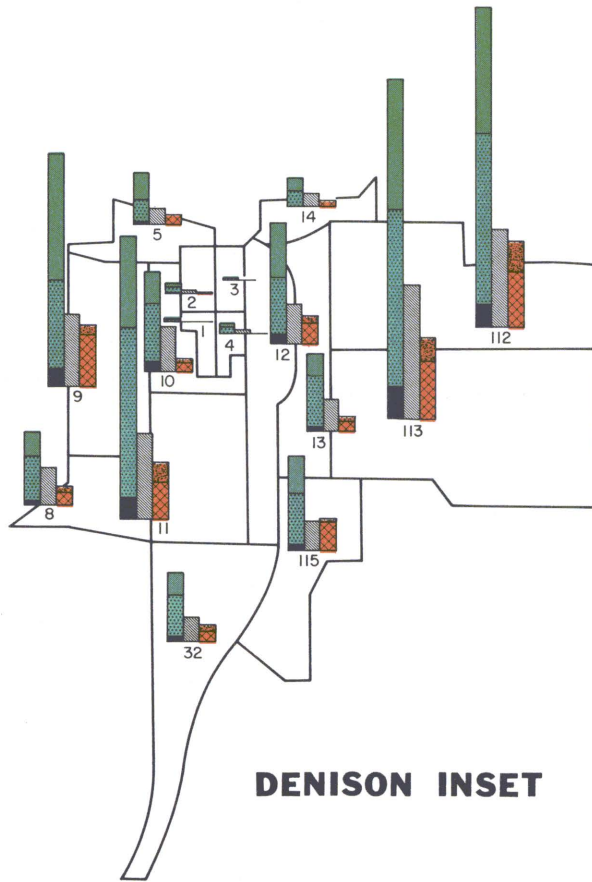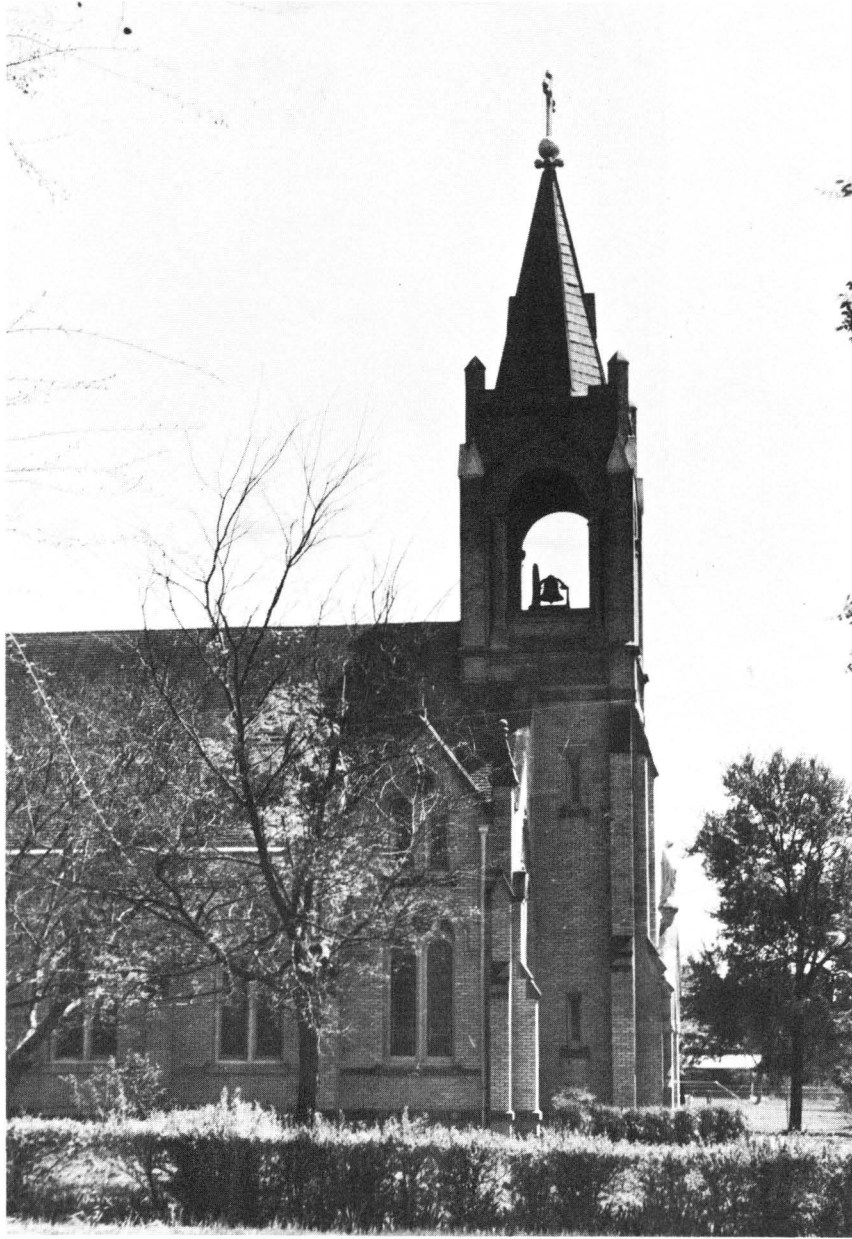
FIGURE 25

FIGURE 26

EMPLOYMENT

DISTRIBUTION OF EMPLOYMENT
BY DISTRICT

SCALE IN MILES

Legend:
- CITY LIMITS
- CORDON LINE
- EXTERNAL INTERVIEW STATION
- DISTRICT LINE
- DISTRICT NUMBER

SHERMAN INSET

DENISON INSET

INDUSTRIAL
COMMERCIAL
SERVICE
OTHER

* DATA WITHHELD TO PROTECT CONFIDENTIALITY

SHERMAN - DENISON
Urban Transportation Study
1968

FIGURE 26

DENISON INSET

INSET
SCALE IN MILES
0   0.5   1.0   1.5   2.0

SHERMAN INSET
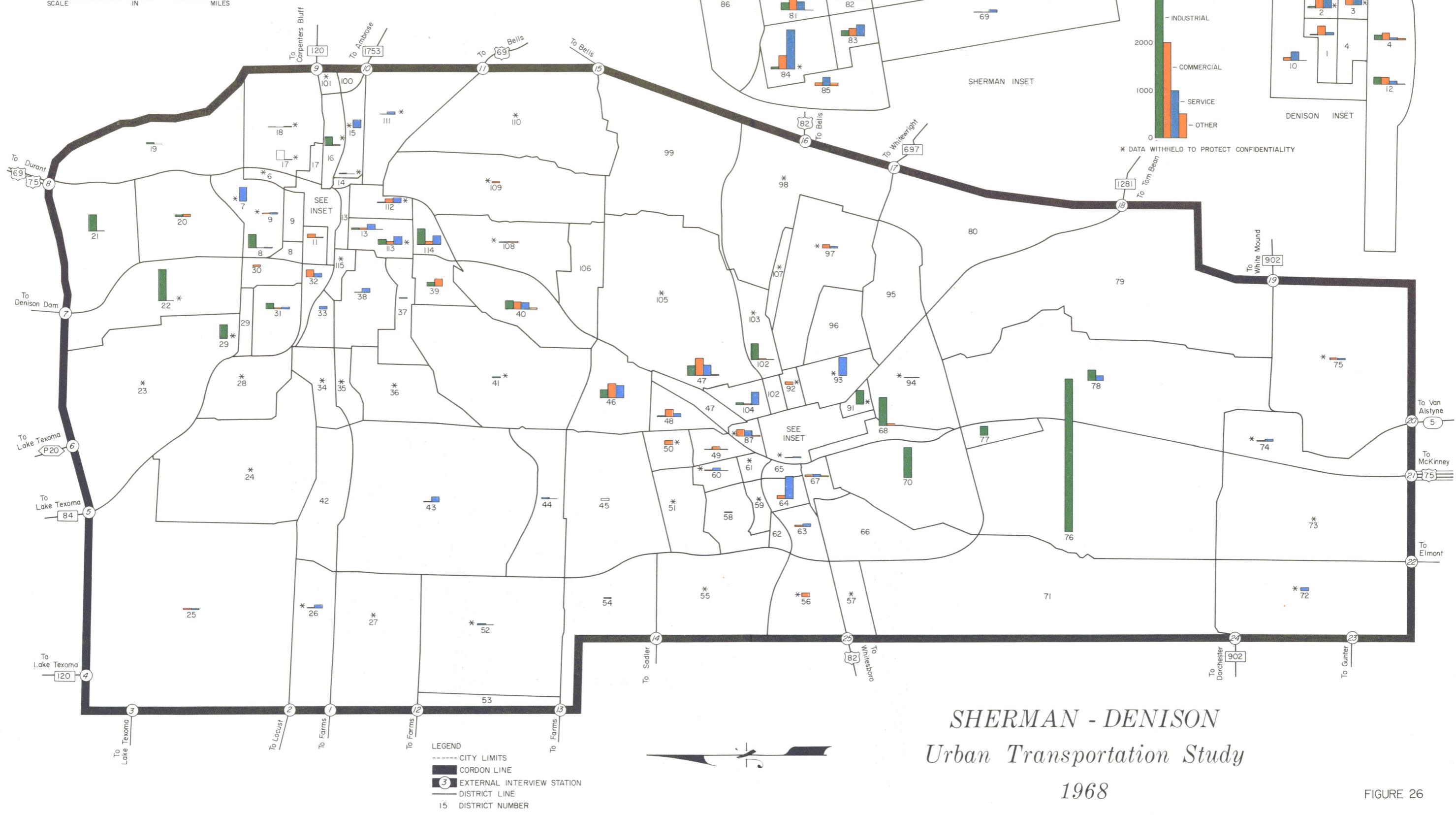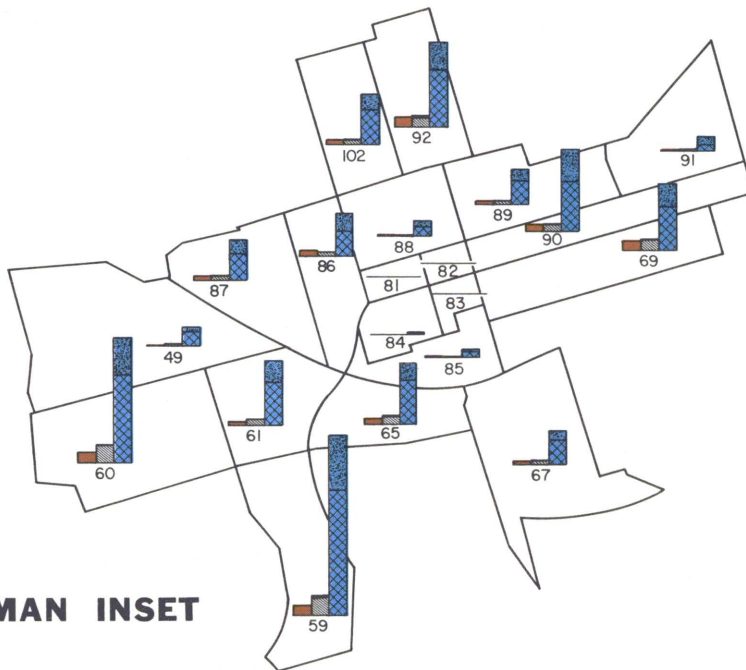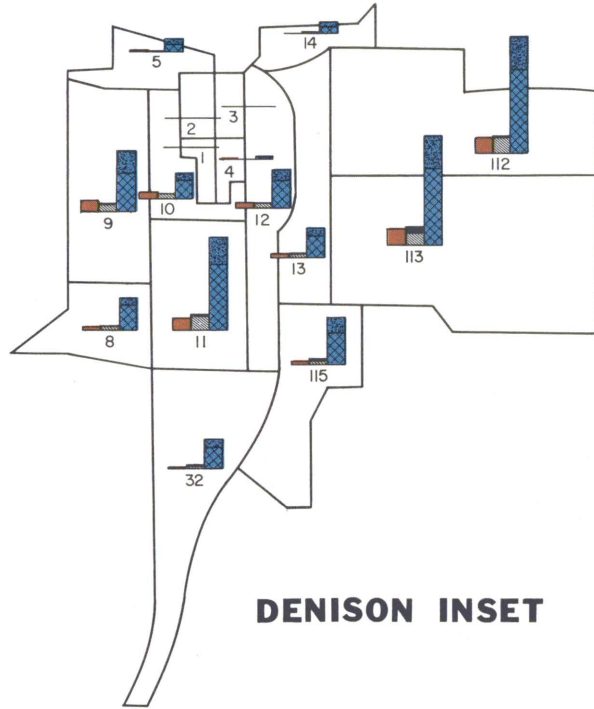
FIGURE 27

DWELLINGS · VEHICLES · TRIPS

DISTRIBUTION OF DWELLING UNITS, VEHICLES & TRIPS BY DISTRICT

SHERMAN - DENISON
Urban Transportation Study
1968
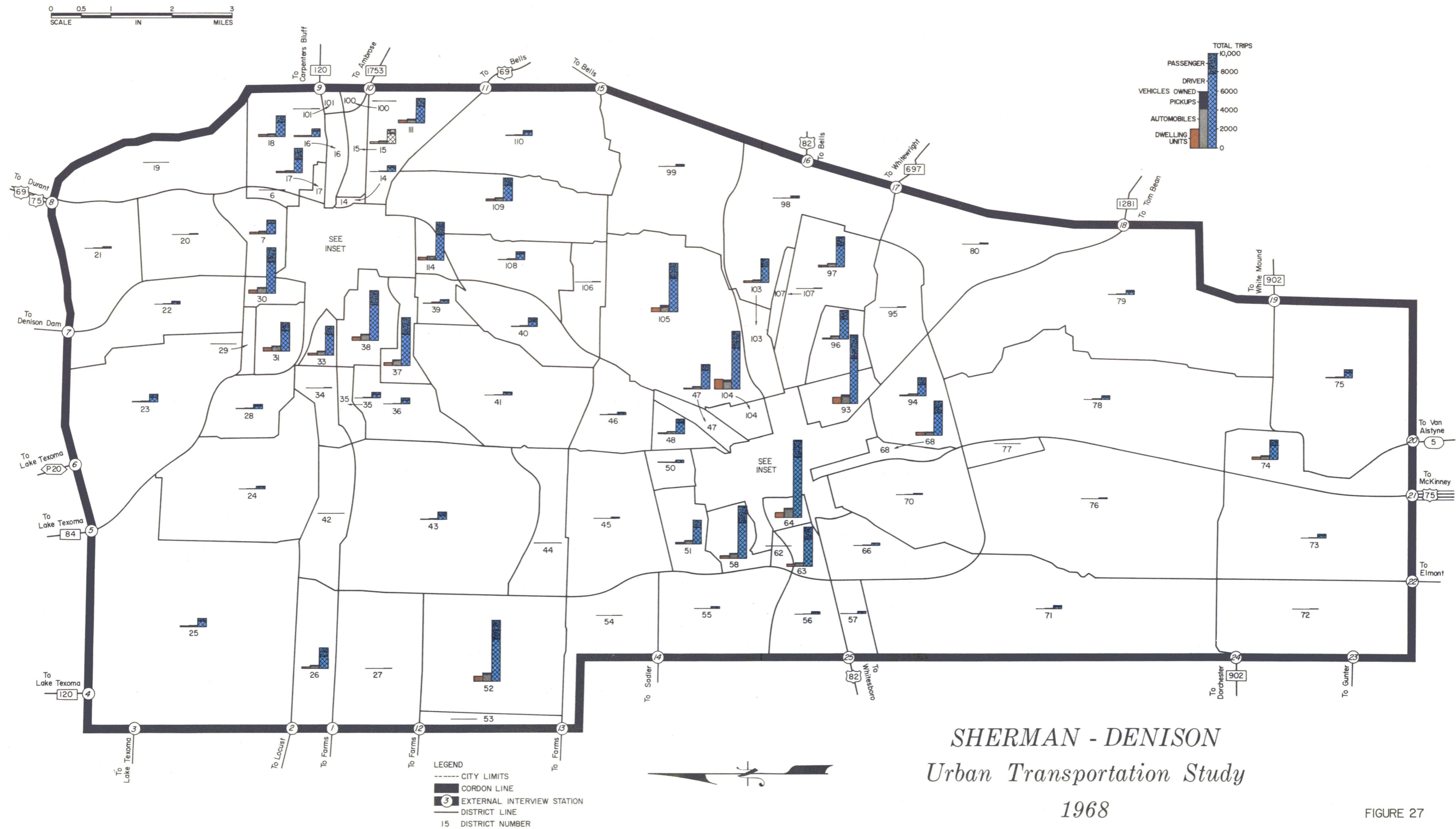
FIGURE 27

TOTAL TRIP DISTRIBUTION

In Figure 24, obtained from data shown in Table 1 of the Appendix, trip movements of the 207,296 total daily vehicle trips in the area are classified into four groups according to the terminal points between which they were moving. Seventy-five per cent or 155,392 of the vehicle trips were internal district to district movements; intra-district movements amounted to 15,863 trips or 8 per cent of the total.

Twenty per cent of the trips (30,892) were interchanging between points inside the study area and points outside its boundary, and 5149 vehicles passed through the study area without stopping.

SOCIO-ECONOMIC DATA

Figure 25 shows by survey district the total population, persons under five years of age, licensed drivers and the total labor force. Total students are shown in two groups: the college and high school group and the junior high school and elementary students group.

Figure 26 shows employment in four groupings: manufacturing, industrial and transportation, commercial trade-services and all other. Care has been exercised to protect the confidentiality promised to employers when the employment information was obtained in the survey.

Figure 27 shows the Dwelling Units in a district, vehicle ownership in two classifications i. e. automobiles and personal use trucks and total trips by vehicle driver and passengers.

❦❦❦❦

DESIRE LINES OF TRAVEL

CHAPTER 7

The primary objective of the origin-destination study was to determine the desired movements of people and goods and to measure the volumes they create as they interchange between points of origin and destination. In the preceeding chapters it has been shown that these volumes are closely related and affected by modes of travel, land use, and trip purposes thus creating the travel patterns of the study area. The desired travel movements of the Sherman-Denison area are portrayed graphically on the following pages by desire lines by both vehicular and person movements.

As defined previously, a "desire line" is a straight imaginary line between stations, districts or zones connecting a trip origin and destination. It is drawn to scale without reference to existing streets or actual route of travel. The desire lines pass through the centers of survey districts and indicate the areas of greatest travel demand. These lines do not show trip lengths nor do they represent all the traffic that would use an arterial facility if it was actually located along the line of desire.

This method of portraying desire lines of travel is widely used in reports of this kind to demonstrate graphically the complexity of daily travel movements and their relative volumes. No distinction is made between internal and external vehicle trips. In addition to vehicular

FIGURE 28

DESIRE LINES

DESIRE LINES OF TRAVEL
DISTRICT TO DISTRICT

ALL VEHICLES

LESS THAN 250
250
500
1000
5000
10,000
20,000
TRIPS

SCALE IN MILES
0 0.5 1 2 3

SHERMAN INSET

DENISON INSET

SHERMAN - DENISON
Urban Transportation Study
1968

FIGURE 28

LEGEND
------- CITY LIMITS
▬▬ CORDON LINE
③ EXTERNAL INTERVIEW STATION
—— DISTRICT LINE
15 DISTRICT NUMBER

To Corpenters Bluff
To Ambrose
To Bells
To Bells
To Whitewright
To Tom Bean
To Durant
To White Mound
To Denison Dam
To Van Alstyne
To Lake Texoma
To McKinney
To Lake Texoma
To Elmont
To Lake Texoma
To Sadler
To Whitesboro
To Dorchester
To Gunter
To Locust
To Farms
To Farms
To Farms
To Lake Texoma

SEE INSET

FIGURE 29

DESIRE LINES

DESIRE LINES OF TRAVEL

DISTRICT TO DISTRICT

AUTO, TRUCK and TAXI PASSENGERS
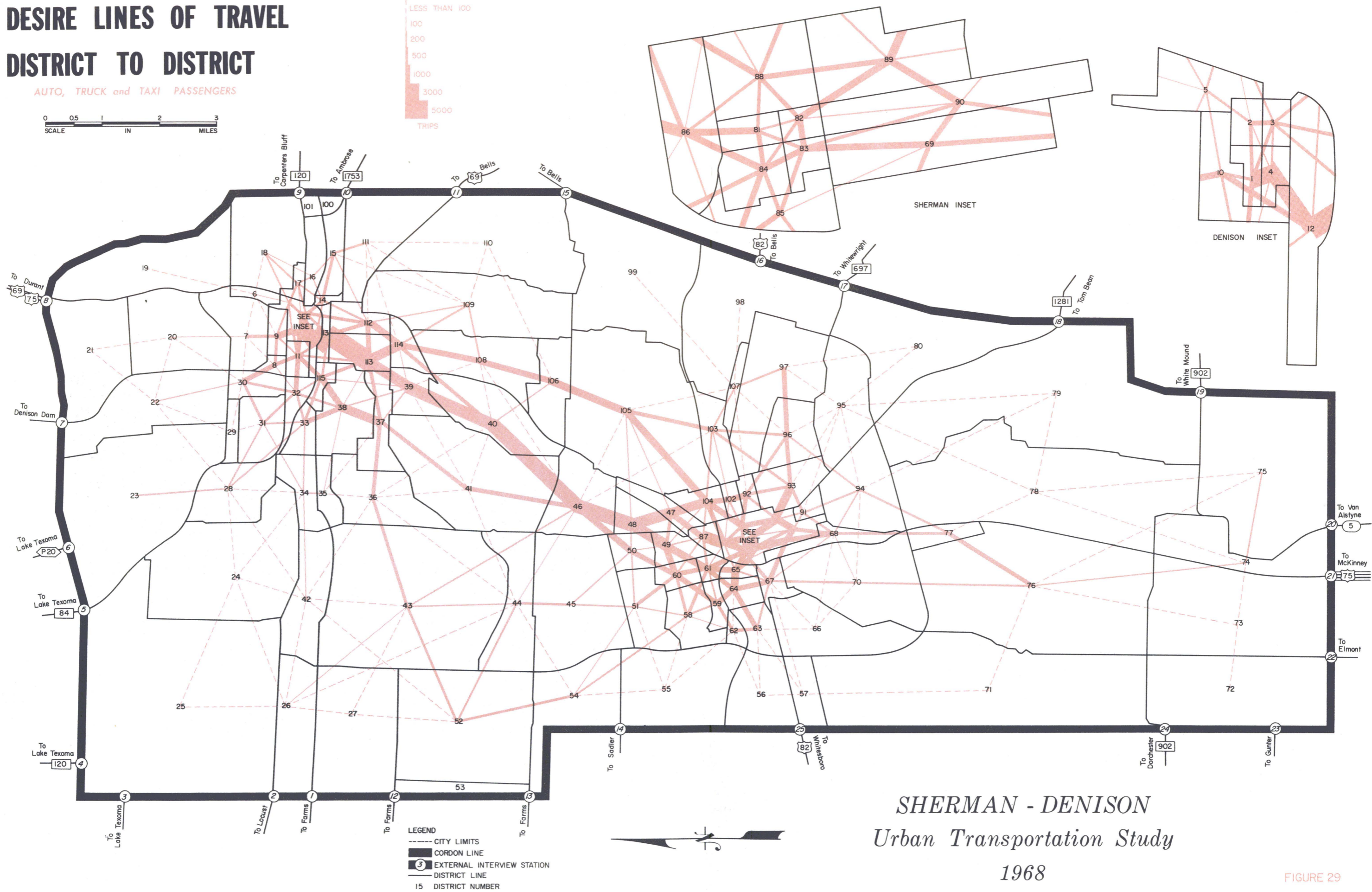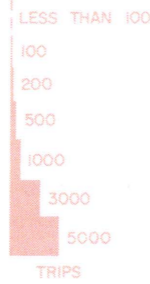
SHERMAN INSET

DENISON INSET

SHERMAN - DENISON
Urban Transportation Study
1968

FIGURE 29

LEGEND
------ CITY LIMITS
▬▬▬ CORDON LINE
③ EXTERNAL INTERVIEW STATION
——— DISTRICT LINE
15 DISTRICT NUMBER

LESS THAN 100
100
200
500
1000
3000
5000
TRIPS

SCALE IN MILES

movements the drawings also show the desires of persons moving between areas as passengers in automobiles, trucks and taxis.

Desire lines of travel for the Sherman-Denison Study Area are shown in the preceding two figures: Figure 28 shows Total Vehicle Movements and Figure 29 shows Auto, Truck and Taxi Passenger Movements. Relative volumes of the movements are indicated by scaled bands of varying widths representing average weekday movements during the period of the study.

Appendix

LIST OF TABLES

TRIP SUMMARY

Table I

Mode of Travel	Intra-District		Inter-District Exc. of C.B.D.		District C.B.D.		Total Internal		Station to District Exc. of C.B.D.		Station to C.B.D.		Station to Station		Total External		Total Trips	
	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%
Automobiles	14,017	7.9	96,865	54.4	42,146	23.7	153,028	86.0	18,546	10.4	3,586	2.0	2,789	1.6	24,921	14.0	177,949	100.0
Commercial Vehicles	1,822	6.4	11,513	40.6	3,910	13.8	17,245	60.8	7,596	26.8	1,164	4.1	2,360	8.3	11,120	39.2	28,365	100.0
Taxi	24	2.4	383	39.0	575	58.6	982	100.0	-	-	-	-	-	-	-	-	982	100.0
Total All Vehicles	15,863	7.6	108,761	52.5	46,631	22.5	171,255	82.6	26,142	12.6	4,750	2.3	5,149	2.5	36,041	17.4	207,296	100.0
Automobile, Truck and Taxi Passengers	4,432	7.8	41,296	72.3	11,350	19.9	57,078	100.0	-	-	-	-	-	-	-	-	57,078	100.0
Bus Passengers	109	4.9	2,011	91.2	86	3.9	2,206	100.0	-	-	-	-	-	-	-	-	2,206	100.0
Total All Passengers	4,541	7.6	43,307	73.1	11,436	19.3	59,284	100.0	-	-	-	-	-	-	-	-	59,284	100.0
TOTAL ALL TRIPS	20,404	7.7	152,068	57.0	58,067	21.8	230,539	86.5	26,142	9.8	4,750	1.8	5,149	1.9	36,041	13.5	266,580	100.0

DWELLING UNIT DATA by CENSUS TRACTS

Table 2A

CENSUS TRACT	NUMBER OF DWELLING UNITS	NUMBER OF AUTOMOBILES OWNED	NUMBER OF PERSONS			TOTAL AUTOMOBILE TRIPS	TOTAL TRIPS
			TOTAL	PERSONS 5 YEARS OR OLDER			
				TOTAL	MAKING TRIPS		
1	94	167	285	285	280	482	722
2	993	1,272	2,824	2,626	1,848	5,152	8,068
3	603	984	1,950	1,772	1,513	3,194	5,228
4	1,088	1,660	3,173	2,903	2,367	6,999	10,076
5	3,000	2,972	6,695	6,215	4,294	12,210	17,487
6	834	1,232	2,338	2,146	1,765	4,639	6,706
7	2,054	2,428	5,297	4,867	3,732	11,112	15,891
8	1,429	2,405	4,951	4,382	3,593	11,834	17,412
9	1,137	1,887	3,435	3,123	2,664	8,041	11,469
10	583	922	1,961	1,738	1,615	4,512	6,503
11	87	169	280	275	269	653	903
12	1,806	3,103	5,586	5,197	4,678	17,300	25,025
13	1,171	2,031	3,412	3,256	2,909	11,551	15,585
14	2,170	2,513	5,226	4,832	3,799	11,514	16,754
15	1,946	2,771	5,354	4,886	4,293	13,543	20,227
16	1,726	1,621	4,237	3,984	2,906	8,277	13,166
17	1,227	1,468	3,018	2,705	2,080	6,437	9,497
18	687	1,052	1,924	1,771	1,500	3,234	4,775
19	63	102	175	173	172	286	444
TOTAL	22,698	30,759	62,121	57,136	46,277	140,970	205,938

2

DWELLING UNIT DATA by DISTRICTS

DISTRICT NUMBER	NUMBER OF DWELLING UNITS	NUMBER OF AUTOMOBILES OWNED	NUMBER OF PERSONS TOTAL	PERSONS 5 YEARS OR OLDER TOTAL	PERSONS 5 YEARS OR OLDER MAKING TRIPS	TOTAL AUTOMOBILE TRIPS	TOTAL TRIPS
1	16	10	23	23	16	40	53
2	16	23	63	56	23	30	49
3	4	7	16	16	13	7	23
4	62	23	66	66	40	152	191
5	148	98	323	306	186	436	743
6	65	35	86	78	40	64	120
7	256	303	569	553	409	1,100	1,518
8	201	245	453	426	386	1,308	1,728
9	642	481	1,451	1,338	776	2,065	3,219
10	334	299	628	558	415	961	1,328
11	683	868	1,768	1,635	1,136	3,471	4,933
12	366	295	760	698	454	1,440	2,035
13	207	285	489	462	400	1,136	1,547
14	59	117	178	174	146	421	650
15	224	297	693	652	381	1,094	1,581
16	178	192	423	405	258	601	896
17	207	277	629	594	478	1,476	2,668
18	317	377	886	786	574	1,545	2,249
19	8	12	15	15	11	15	24
20	12	26	47	47	47	92	139
21	24	54	119	89	72	170	252
22	59	90	164	145	116	239	338
23	91	181	336	288	254	534	899
24	35	62	127	118	115	226	363
25	140	210	375	360	308	546	928
26	237	352	766	709	585	1,362	2,270
27	5	9	16	16	16	25	39
28	70	129	236	229	153	367	537
29	4	4	6	6	4	17	17
30	443	690	1,379	1,242	1,071	3,312	4,881
31	427	606	1,123	1,030	818	2,151	3,050
32	144	231	429	396	321	1,152	1,591
33	282	515	1,094	905	732	2,192	3,164
34	13	25	41	38	37	78	111
35	55	116	231	196	169	397	637
36	51	96	190	177	151	426	668
37	380	654	1,485	1,309	1,023	3,327	5,091
38	426	690	1,317	1,200	1,038	3,789	5,293
39	73	116	236	226	158	290	469
40	96	145	242	229	192	590	992
41	53	85	151	144	113	281	350
42	7	12	22	22	22	35	55
43	95	151	310	302	263	468	863
44	5	9	16	16	16	25	39
45	18	33	61	59	53	110	165
46	60	104	189	166	111	199	325
47	166	306	495	495	433	1,996	2,642
48	159	273	496	418	369	1,223	1,628
49	113	172	311	289	225	792	1,076
50	64	75	130	106	87	242	325
51	228	406	776	651	622	1,790	2,540
52	583	922	1,961	1,738	1,615	4,512	6,503
53	2	3	6	6	6	10	16
54	7	12	22	22	22	35	55
55	25	50	74	69	67	198	253
56	36	63	113	113	113	182	283

| DISTRICT NUMBER | NUMBER OF DWELLING UNITS | NUMBER OF AUTOMOBILES OWNED | NUMBER OF PERSONS | PERSONS 5 YEARS OR OLDER | | TOTAL AUTOMOBILE TRIPS | TOTAL TRIPS |
			TOTAL	TOTAL	MAKING TRIPS		
57	17	41	65	65	61	228	296
58	319	606	1,073	1,022	942	3,810	5,606
59	574	1,073	1,919	1,797	1,674	6,584	9,438
60	629	1,027	1,852	1,663	1,433	4,602	6,567
61	284	397	742	715	629	2,304	3,414
62	1	2	3	3	2	4	6
63	240	448	841	789	729	2,884	4,196
64	593	1,060	1,617	1,584	1,472	6,340	8,163
65	337	521	951	880	706	2,323	3,220
66	46	75	114	98	82	263	310
67	201	274	511	458	361	1,270	1,759
68	385	413	976	870	737	2,403	3,687
69	557	649	1,328	1,205	854	2,343	3,552
70	38	57	89	74	46	158	189
71	48	84	146	146	146	243	378
72	15	18	29	27	26	43	66
73	47	87	189	151	133	283	464
74	325	472	828	725	576	1,512	2,094
75	134	181	370	364	287	608	922
76	30	51	75	73	58	104	150
77	2	3	4	4	3	6	6
78	60	102	184	182	176	282	441
79	66	114	197	197	195	322	510
80	23	42	77	75	72	117	188
81	8	10	16	16	10	16	21
82	26	21	52	52	36	86	138
83	33	13	49	44	16	18	29
84	35	36	68	68	49	143	195
85	112	70	178	165	89	323	443
86	352	255	877	791	528	1,398	2,336
87	308	313	745	705	500	1,428	2,149
88	89	82	321	314	227	527	851
89	241	256	537	495	390	1,315	1,893
90	447	476	1,101	1,069	852	2,677	4,359
91	75	89	293	265	209	346	752
92	550	639	1,246	1,155	914	3,012	4,468
93	711	983	1,827	1,663	1,470	4,777	7,265
94	211	297	616	586	520	1,218	2,011
95	12	21	38	38	38	61	94
96	200	406	802	724	677	2,201	3,145
97	262	425	825	720	674	2,274	3,244
98	42	73	125	125	123	209	311
99	34	63	103	103	100	182	269
100	7	12	22	22	22	35	55
101	11	19	35	35	35	56	87
102	317	350	744	704	577	1,795	2,660
103	285	365	720	639	553	1,719	2,536
104	1,106	1,019	2,352	2,194	1,488	4,357	6,153
105	438	743	1,341	1,231	1,118	3,545	5,237
106	12	21	38	38	38	61	94
107	12	15	31	26	25	37	74
108	112	182	315	295	256	637	903
109	250	419	812	735	581	1,700	2,462
110	80	153	249	249	241	454	666
111	392	478	962	867	687	1,848	2,675
112	792	939	1,999	1,856	1,316	4,373	6,065
113	882	1,017	2,123	1,922	1,525	3,995	5,755
114	380	472	1,175	1,089	891	2,744	4,071
115	222	309	593	557	443	1,625	2,448
TOTAL	22,698	30,759	62,121	57,136	46,277	140,970	205,938

4

TOTAL ORIGINS and DESTINATIONS by DISTRICTS

Table 3

District Number	INTERNAL VEHICLE TRIPS							INTERNAL PASSENGER TRIPS							TOTAL INTERNAL PERSON TRIPS			District Number	EXTERNAL VEHICLE TRIPS		
	Passenger Cars and Taxi			Commercial Vehicles			Total	Auto-Truck-Taxi Passengers			Bus Passengers			Total	All Modes of Travel				Passenger Cars Origins and/or Destinations	Commercial Vehicles Origins and/or Destinations	Total External
	Origin	Destination	Total	Origin	Destination	Total		Origin	Destination	Total	Origin	Destination	Total		Origin	Destination	Total				
01	2,317	2,358	4,675	145	145	290	4,965	906	915	1,821	--	9	9	1,830	3,219	3,278	6,497	01	517	107	624
02	3,283	3,183	6,466	353	353	706	7,172	734	753	1,487	--	--	--	1,487	3,899	3,818	7,717	02	562	160	722
03	2,576	2,618	5,194	382	388	770	5,964	473	479	952	8	8	16	968	3,048	3,096	6,144	03	455	163	618
04	2,128	2,150	4,278	176	176	352	4,630	749	719	1,468	25	35	60	1,528	2,885	2,887	5,772	04	313	131	444
05	890	850	1,740	172	166	338	2,078	218	232	450	--	--	--	450	1,099	1,073	2,172	05	172	107	279
06	62	80	142	82	82	164	306	66	58	124	--	--	--	124	124	134	258	06	40	6	46
07	1,333	1,321	2,654	120	120	240	2,894	346	373	719	47	39	86	805	1,705	1,712	3,417	07	261	55	316
08	681	655	1,336	130	136	266	1,602	237	247	484	--	--	--	484	913	896	1,809	08	75	32	107
09	1,541	1,569	3,110	128	126	254	3,364	632	642	1,274	47	28	75	1,349	2,201	2,220	4,421	09	200	47	247
10	2,530	2,522	5,052	187	187	374	5,426	1,003	1,198	2,201	180	118	298	2,499	3,692	3,817	7,509	10	224	84	308
11	2,406	2,442	4,848	189	189	378	5,226	818	773	1,591	16	16	32	1,623	3,215	3,206	6,421	11	296	74	370
12	2,451	2,556	5,007	258	265	523	5,530	987	980	1,967	--	--	--	1,967	3,431	3,528	6,959	12	310	105	415
13	1,298	1,269	2,567	418	412	830	3,397	431	559	990	--	--	--	990	1,722	1,820	3,542	13	130	62	192
14	337	383	720	107	107	214	934	132	127	259	--	--	--	259	467	508	975	14	53	14	67
15	1,071	1,091	2,162	155	155	310	2,472	423	395	818	4	4	8	826	1,479	1,471	2,950	15	150	64	214
16	507	508	1,015	97	97	194	1,209	244	236	480	--	--	--	480	749	742	1,491	16	117	74	191
17	1,006	1,013	2,019	168	157	325	2,344	598	570	1,168	9	1	10	1,178	1,604	1,575	3,179	17	138	65	203
18	1,150	1,104	2,254	69	69	138	2,392	445	456	901	5	5	10	911	1,587	1,552	3,139	18	94	52	146
19	15	15	30	--	--	--	30	19	19	38	2	2	4	42	36	36	72	19	2	4	6
20	58	53	111	32	31	63	174	61	69	130	10	12	22	152	129	134	263	20	43	35	78
21	407	407	814	109	109	218	1,032	29	29	58	23	23	46	104	459	459	918	21	280	361	641
22	508	501	1,009	92	92	184	1,193	140	139	279	--	--	--	279	648	640	1,288	22	415	97	512
23	315	310	625	38	31	69	694	144	144	288	16	16	32	320	475	470	945	23	39	13	52
24	53	56	109	6	6	12	121	52	49	101	--	--	--	101	105	105	210	24	19	--	19
25	331	331	662	76	88	164	826	89	89	178	--	--	--	178	420	420	840	25	306	173	479
26	1,197	1,220	2,417	132	126	258	2,675	615	587	1,202	37	37	74	1,276	1,847	1,842	3,689	26	368	136	504
27	30	33	63	19	19	38	101	8	8	16	--	--	--	16	38	41	79	27	--	--	--
28	262	232	494	29	42	71	565	115	98	213	8	8	16	229	383	336	719	28	26	15	41
29	259	270	529	69	69	138	667	9	9	18	--	--	--	18	268	279	547	29	131	135	266
30	2,196	2,182	4,378	309	309	618	4,996	807	756	1,563	17	25	42	1,605	3,005	2,948	5,953	30	254	154	408
31	1,810	1,754	3,564	248	246	494	4,058	798	827	1,625	9	--	9	1,634	2,611	2,575	5,186	31	169	72	241
32	1,249	1,309	2,558	97	103	200	2,758	361	318	679	10	10	20	699	1,614	1,631	3,245	32	177	89	266
33	1,832	1,843	3,675	181	189	370	4,045	1,067	1,091	2,158	52	45	97	2,255	2,951	2,979	5,930	33	99	20	119
34	179	213	392	57	63	120	512	78	68	146	--	--	--	146	257	281	538	34	13	10	23
35	221	195	416	38	38	76	492	88	106	194	18	9	27	221	327	310	637	35	16	16	32
36	218	238	456	23	17	40	496	125	95	220	10	26	36	256	353	359	712	36	13	8	21
37	1,896	1,866	3,762	109	115	224	3,986	1,089	1,083	2,172	18	23	41	2,213	3,003	2,972	5,975	37	103	53	156
38	2,163	2,186	4,349	246	239	485	4,834	875	901	1,776	--	20	20	1,796	3,029	3,098	6,127	38	172	74	246
39	1,505	1,527	3,032	103	90	193	3,225	815	812	1,627	--	17	17	1,644	2,320	2,356	4,676	39	438	147	585
40	1,280	1,369	2,649	288	294	582	3,231	441	448	889	35	27	62	951	1,756	1,844	3,600	40	175	220	395
41	170	179	349	57	57	114	463	49	48	97	3	3	6	103	222	230	452	41	8	41	49
42	13	9	22	--	--	--	22	--	--	--	--	--	--	--	13	9	22	42	1	5	6
43	1,105	985	2,090	53	48	101	2,191	271	277	548	53	47	100	648	1,429	1,309	2,738	43	447	52	499
44	59	62	121	57	63	120	241	10	10	20	--	--	--	20	69	72	141	44	7	60	67
45	69	74	143	38	38	76	219	34	34	68	10	10	20	88	113	118	231	45	4	18	22
46	2,130	2,101	4,231	275	300	575	4,806	691	727	1,418	31	31	62	1,480	2,852	2,859	5,711	46	595	249	844
47	4,648	4,639	9,287	456	449	905	10,192	1,766	1,741	3,507	8	8	16	3,523	6,411	6,377	12,788	47	1,155	315	1,470
48	2,431	2,451	4,882	168	162	330	5,212	1,300	1,296	2,596	11	38	49	2,645	3,735	3,777	7,512	48	135	75	210
49	1,175	1,179	2,354	101	94	195	2,549	416	408	824	--	--	--	824	1,591	1,587	3,178	49	95	28	123
50	176	177	353	63	57	120	473	51	52	103	--	--	--	103	227	229	456	50	24	10	34
51	1,111	1,110	2,221	202	189	391	2,612	464	473	937	--	--	--	937	1,573	1,581	3,154	51	128	62	190
52	5,979	5,891	11,870	145	145	290	12,160	1,266	1,218	2,484	139	131	270	2,754	7,375	7,231	14,606	52	941	307	1,248
53	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	--	--	--
54	8	8	16	101	101	202	218	8	8	16	--	--	--	16	16	16	32	54	2	15	17
55	113	91	204	25	25	50	254	41	41	82	5	6	11	93	159	138	297	55	4	1	5
56	235	247	482	13	13	26	508	38	30	68	9	17	26	94	282	294	576	56	36	37	73
57	111	101	212	19	31	50	262	35	32	67	7	10	17	84	153	143	296	57	31	46	77
58	1,609	1,637	3,246	355	342	697	3,943	689	707	1,396	--	--	--	1,396	2,298	2,344	4,642	58	92	41	133

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Table 3 Continued

District Number	INTERNAL VEHICLE TRIPS							INTERNAL PASSENGER TRIPS							TOTAL INTERNAL PERSON TRIPS			District Number	EXTERNAL VEHICLE TRIPS		
	Passenger Cars and Taxi			Commercial Vehicles			Total	Auto-Truck-Taxi Passengers			Bus Passengers			Total	All Modes of Travel				Passenger Cars Origins and/or Destinations	Commercial Vehicles Origins and/or Destinations	Total External
	Origin	Destination	Total	Origin	Destination	Total		Origin	Destination	Total	Origin	Destination	Total		Origin	Destination	Total				
59	3,431	3,511	6,942	283	296	579	7,521	1,406	1,354	2,760	-	-	-	2,760	4,833	4,861	9,694	59	208	31	239
60	3,595	3,714	7,309	292	286	578	7,887	1,580	1,634	3,214	47	30	77	3,291	5,216	5,372	10,588	60	212	48	260
61	1,273	1,302	2,575	124	130	254	2,829	595	578	1,173	-	-	-	1,173	1,857	1,869	3,726	61	96	16	112
62	35	35	70	6	6	12	82	2	2	4	-	-	-	4	37	37	74	62	4	3	7
63	2,589	2,561	5,150	147	141	288	5,438	1,343	1,411	2,754	17	18	35	2,789	3,947	3,988	7,935	63	117	44	161
64	4,881	4,919	9,800	447	454	901	10,701	1,459	1,423	2,882	7	-	7	2,889	6,296	6,291	12,587	64	951	208	1,159
65	1,743	1,752	3,495	86	86	172	3,667	648	640	1,288	-	-	-	1,288	2,378	2,379	4,757	65	154	37	191
66	107	110	217	6	6	12	229	24	24	48	-	-	-	48	131	134	265	66	4	4	8
67	873	932	1,805	143	136	279	2,084	334	325	659	8	17	25	684	1,209	1,268	2,477	67	106	51	157
68	2,390	2,390	4,780	332	344	676	5,456	1,055	1,021	2,076	-	-	-	2,076	3,437	3,403	6,840	68	280	110	390
69	2,780	2,805	5,585	311	311	622	6,207	1,450	1,555	3,005	134	149	283	3,288	4,337	4,482	8,819	69	178	58	236
70	976	847	1,823	143	143	286	2,109	134	161	295	-	-	-	295	1,097	995	2,092	70	330	122	452
71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	5	8	13
72	16	21	37	-	-	-	37	2	2	4	-	-	-	4	18	23	41	72	27	18	45
73	174	165	339	13	13	26	365	79	82	161	21	18	39	200	274	265	539	73	44	26	70
74	918	884	1,802	25	25	50	1,852	328	376	704	41	42	83	787	1,287	1,302	2,589	74	308	189	497
75	653	684	1,337	13	13	26	1,363	216	156	372	26	28	54	426	895	868	1,763	75	166	129	295
76	1,574	1,724	3,298	31	32	63	3,361	494	503	997	10	4	14	1,011	2,078	2,231	4,309	76	1,659	312	1,971
77	155	161	316	25	25	50	366	25	25	50	-	-	-	50	176	182	358	77	68	52	120
78	215	202	417	103	103	206	623	29	29	58	2	2	4	62	246	233	479	78	80	142	222
79	38	57	95	25	19	44	139	25	25	50	4	4	8	58	67	86	153	79	7	14	21
80	13	13	26	13	13	26	52	4	4	8	-	-	-	8	17	17	34	80	22	10	32
81	3,156	3,336	6,492	294	288	582	7,074	895	878	1,773	-	-	-	1,773	4,040	4,203	8,243	81	617	197	814
82	1,657	1,616	3,273	147	147	294	3,567	357	364	721	-	-	-	721	2,012	1,978	3,990	82	214	68	282
83	1,941	1,957	3,898	216	216	432	4,330	492	492	984	-	-	-	984	2,317	2,333	4,650	83	336	120	456
84	6,776	6,491	13,267	487	487	974	14,241	1,467	1,436	2,903	-	-	-	2,903	8,209	7,893	16,102	84	572	230	802
85	3,225	3,031	6,256	202	202	404	6,660	1,517	1,577	3,094	132	133	265	3,359	4,861	4,728	9,589	85	225	79	304
86	1,453	1,456	2,909	181	181	362	3,271	649	619	1,268	26	26	52	1,320	2,101	2,075	4,176	86	113	62	175
87	3,486	3,538	7,024	304	292	596	7,620	1,088	1,099	2,187	122	138	260	2,447	4,681	4,760	9,441	87	184	129	313
88	1,809	1,799	3,608	846	846	1,692	5,300	392	302	694	-	-	-	694	2,180	2,080	4,260	88	286	328	614
89	1,545	1,521	3,066	506	508	1,014	4,080	413	397	810	-	-	-	810	1,952	1,912	3,864	89	142	204	346
90	2,345	2,350	4,695	208	202	410	5,105	1,288	1,328	2,616	46	37	83	2,699	3,660	3,696	7,356	90	130	40	170
91	481	465	946	84	78	162	1,108	224	223	447	19	19	38	485	722	705	1,427	91	73	18	91
92	2,550	2,633	5,183	262	263	525	5,708	973	970	1,943	-	-	-	1,943	3,496	3,577	7,073	92	235	116	351
93	3,331	3,285	6,616	391	397	788	7,404	1,486	1,495	2,981	10	10	20	3,001	4,804	4,767	9,571	93	448	80	528
94	620	616	1,236	149	143	292	1,528	360	358	718	76	76	152	870	1,054	1,048	2,102	94	62	25	87
95	32	43	75	-	-	-	75	8	8	16	-	-	-	16	40	51	91	95	8	7	15
96	857	859	1,716	107	107	214	1,930	424	408	832	23	23	46	878	1,304	1,290	2,594	96	61	23	84
97	2,003	2,018	4,021	386	393	779	4,800	843	877	1,720	95	101	196	1,916	2,939	2,994	5,933	97	113	63	176
98	51	53	104	38	44	82	186	25	25	50	2	2	4	54	76	78	154	98	8	9	17
99	20	17	37	13	13	26	63	5	5	10	3	3	6	16	28	25	53	99	4	3	7
100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	1	2	3
101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	7	1	8
102	1,490	1,464	2,954	94	99	193	3,147	463	422	885	-	9	9	894	1,943	1,886	3,829	102	163	76	239
103	1,151	1,181	2,332	132	139	271	2,603	393	400	793	-	-	-	793	1,534	1,572	3,106	103	94	36	130
104	3,917	3,887	7,804	420	407	827	8,631	1,170	1,202	2,372	81	65	146	2,518	5,145	5,131	10,276	104	343	51	394
105	1,670	1,606	3,276	162	181	343	3,619	724	697	1,421	74	56	130	1,551	2,462	2,353	4,815	105	91	27	118
106	82	90	172	-	-	-	172	18	18	36	-	-	-	36	100	108	208	106	-	-	-
107	23	23	46	-	-	-	46	24	22	46	11	10	21	67	58	55	113	107	1	1	2
108	408	437	845	25	25	50	895	169	171	340	5	5	10	350	582	613	1,195	108	38	16	54
109	857	842	1,699	210	210	420	2,119	428	420	848	30	30	60	908	1,315	1,292	2,607	109	148	63	211
110	95	101	196	69	69	138	334	17	16	33	-	-	-	33	112	117	229	110	23	12	35
111	1,175	1,196	2,371	132	113	245	2,616	359	318	677	-	29	29	706	1,517	1,526	3,043	111	148	94	242
112	3,430	3,447	6,877	342	330	672	7,549	1,414	1,401	2,815	9	9	18	2,833	4,830	4,834	9,664	112	403	95	498
113	3,801	3,719	7,520	260	258	518	8,038	1,622	1,576	3,198	146	146	292	3,490	5,544	5,416	10,960	113	361	143	504
114	2,484	2,406	4,890	153	166	319	5,209	1,172	1,129	2,301	97	103	200	2,501	3,736	3,621	7,357	114	320	102	422
115	967	1,015	1,982	92	99	191	2,173	571	536	1,107	-	-	-	1,107	1,534	1,547	3,081	115	64	12	76
TOTAL	154,010	154,010	308,020	17,245	17,245	34,490	342,510	57,078	57,078	114,156	2,206	2,206	4,412	118,568	212,312	212,312	424,624	TOTAL	22,132	8,760	30,892

VOLUME and PERCENTAGE of LOCAL and
THROUGH TRAFFIC at EXTERNAL STATIONS

Table 4A

Station	Automobiles					Commercial Vehicles					All Vehicles				Total All Vehicles
	Local		Through		Total Automobiles	Local		Through		Total Commercial	Local		Through		
	Volume	Per Cent	Volume	Per Cent		Volume	Per Cent	Volume	Per Cent		Volume	Per Cent	Volume	Per Cent	
01	253	98.1	5	1.9	258	101	94.4	6	5.6	107	354	97.0	11	3.0	365
02	266	92.4	22	7.6	288	173	90.1	19	9.9	192	439	91.5	41	8.5	480
03	455	90.6	47	9.4	502	123	80.4	30	19.6	153	578	88.2	77	11.8	655
04	935	89.8	106	10.2	1,041	297	85.1	52	14.9	349	1,232	88.6	158	11.4	1,390
05	246	89.5	29	10.5	275	193	57.6	142	42.4	335	439	72.0	171	28.0	610
06	112	83.0	23	17.0	135	23	65.7	12	34.3	35	135	79.4	35	20.6	170
07	1,392	94.8	77	5.2	1,469	464	87.4	67	12.6	531	1,856	92.8	144	7.2	2,000
08	4,114	67.8	1,950	32.2	6,064	1,324	43.6	1,712	56.4	3,036	5,438	59.8	3,662	40.2	9,100
09	550	96.8	18	3.2	568	324	94.7	18	5.3	342	874	96.0	36	4.0	910
10	645	96.1	26	3.9	671	452	90.6	47	9.4	499	1,097	93.8	73	6.2	1,170
11	1,328	88.7	170	11.3	1,498	518	78.2	144	21.8	662	1,846	85.5	314	14.5	2,160
12	93	99.0	1	1.0	94	56	100.0	-	-	56	149	99.3	1	0.7	150
13	70	98.6	1	1.4	71	50	92.6	4	7.4	54	120	96.0	5	4.0	125
14	51	94.4	3	5.6	54	64	97.0	2	3.0	66	115	95.8	5	4.2	120
15	56	96.6	2	3.4	58	81	98.8	1	1.2	82	137	97.9	3	2.1	140
16	2,138	83.9	411	16.1	2,549	729	72.1	282	27.9	1,011	2,867	80.5	693	19.5	3,560
17	118	95.9	5	4.1	123	95	97.9	2	2.1	97	213	96.8	7	3.2	220
18	1,217	96.7	42	3.3	1,259	407	94.4	24	5.6	431	1,624	96.1	66	3.9	1,690
19	251	88.7	32	11.3	283	125	85.0	22	15.0	147	376	87.4	54	12.6	430
20	861	91.2	83	8.8	944	422	90.6	44	9.4	466	1,283	91.0	127	9.0	1,410
21	3,029	61.4	1,907	38.6	4,936	1,161	41.4	1,643	58.6	2,804	4,190	54.1	3,550	45.9	7,740
22	36	66.7	18	33.3	54	48	63.2	28	36.8	76	84	64.6	46	35.4	130
23	59	81.9	13	18.1	72	29	67.4	14	32.6	43	88	76.5	27	23.5	115
24	247	92.9	19	7.1	266	171	79.9	43	20.1	214	418	87.1	62	12.9	480
25	3,610	86.4	568	13.6	4,178	1,330	78.6	362	21.4	1,692	4,940	84.2	930	15.8	5,870
TOTAL	22,132	79.9	5,578	20.1	27,710	8,760	65.0	4,720	35.0	13,480	30,892	75.0	10,298	25.0	41,190

Table 4B

PLACES OF ORIGIN AND/OR DESTINATION ON COUNTY ROAD WEST

STATION NO. 1

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Gordonville	Whitesboro	TOTAL
Sherman-Denison	68	259	17	10	354
Near Sherman-Denison	3	4	-	-	7
Dallas	-	4	-	-	4
TOTAL THROUGH TRAFFIC	3	8	-	-	11
24-HOUR ANNUAL AVERAGE TRAFFIC	71	267	17	10	365

PLACES OF ORIGIN AND/OR DESTINATION ON COUNTY ROAD WEST

STATION NO. 2

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Gordonville	TOTAL
Sherman-Denison	58	379	2	439
Near Sherman-Denison	5	5	1	11
Lake Texoma Areas	2	5	-	7
Abilene	1	-	-	1
Bonham	-	13	-	13
Greenville	-	1	-	1
Midwestern States	-	8	-	8
TOTAL THROUGH TRAFFIC	8	32	1	41
24-HOUR ANNUAL AVERAGE TRAFFIC	66	411	3	480

PLACES OF ORIGIN AND/OR DESTINATION ON COUNTY ROAD WEST

STATION NO. 3

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Honey Grove	TOTAL
Sherman-Denison	435	141	2	578
Near Sherman-Denison	15	5	-	20
Lake Texoma Areas	11	14	-	25
Bonham	8	-	-	8
Commerce	2	1	-	3
Dallas	10	5	-	15
McKinney	2	-	-	2
Tyler	-	1	-	1
Durant	-	1	-	1
Arkansas	2	-	-	2
TOTAL THROUGH TRAFFIC	50	27	-	77
24-HOUR ANNUAL AVERAGE TRAFFIC	485	168	2	655

STATION NO. 4

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Gordonville	TOTAL
Sherman-Denison	507	721	4	1,232
Near Sherman-Denison	11	6	-	17
Lake Texoma Areas	10	12	-	22
Anna	2	1	-	3
Bonham	1	3	-	4
Dallas	41	29	-	70
Fort Worth	2	5	-	7
Leonard	-	1	-	1
McKinney	2	7	-	9
Whitewright	3	1	-	4
Other Texas Towns	3	-	-	3
Durant	1	9	-	10
Muskogee	-	1	-	1
Midwestern States	6	-	-	6
Mexico	-	1	-	1
TOTAL THROUGH TRAFFIC	82	76	-	158
24-HOUR ANNUAL AVERAGE TRAFFIC	589	797	4	1,390

PLACES OF ORIGIN AND/OR DESTINATION ON FM 84 NORTH

STATION NO. 5

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Other Texas Towns	TOTAL
Sherman-Denison	210	229	-	439
Near Sherman-Denison	10	13	-	23
Lake Texoma Areas	1	3	-	4
Ambrose	24	2	-	26
Beaumont-Port Arthur	2	3	-	5
Bonham	44	4	-	48
Dallas	3	5	-	8
Tyler	5	4	-	9
Other Texas Towns	7	1	4	12
Other Oklahoma Towns	30	6	-	36
TOTAL THROUGH TRAFFIC	126	41	4	171
24-HOUR ANNUAL AVERAGE TRAFFIC	336	270	4	610

PLACES OF ORIGIN AND/OR DESTINATION ON PARK ROAD 20 NORTH

STATION NO. 6

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	TOTAL
Sherman-Denison	135	135
Atoka	4	4
Durant	10	10
Other Oklahoma Towns	14	14
Midwestern States	7	7
TOTAL THROUGH TRAFFIC	35	35
24-HOUR ANNUAL AVERAGE TRAFFIC	170	170

PLACES OF ORIGIN AND/OR DESTINATION ON SH 75-A NORTH
STATION NO. 7

ORIGIN AND/OR DESTINATION	Atoka	Durant	Oklahoma City	McAlester	Muskogee	Tulsa	Other Oklahoma Towns	Arkansas	Midwestern States	TOTAL
Sherman-Denison	-	1,787	37	2	2	3	21	2	2	1,856
Near Sherman-Denison	-	6	-	-	-	-	-	-	2	8
Lake Texoma Areas	-	9	-	-	-	-	1	-	3	13
Celina	-	2	-	-	-	-	-	-	-	2
Corpus Christi	-	-	-	-	-	-	2	2	4	8
Dallas	-	39	-	2	-	3	2	-	2	48
Fort Worth	-	-	-	-	-	-	-	-	2	2
Houston-Galveston	-	-	2	-	2	-	-	-	4	8
Rio Grande Valley Towns	-	-	-	-	-	-	-	-	5	5
Van Alstyne	-	38	-	-	-	-	-	-	-	38
Whitewright	-	-	-	-	-	-	-	-	1	1
Other Texas Towns	2	-	-	-	-	-	1	-	6	9
Western States	-	2	-	-	-	-	-	-	-	2
TOTAL THROUGH TRAFFIC	2	96	2	2	2	3	6	2	29	144
24-HOUR ANNUAL AVERAGE TRAFFIC	2	1,883	39	4	4	6	27	4	31	2,000

PLACES OF ORIGIN AND/OR DESTINATION ON US 75 NORTH
STATION NO. 8

ORIGIN AND/OR DESTINATION	Ada	Atoka	Durant	Enid	McAlester	Miami	Muskogee	Oklahoma City	Ponca City	Tulsa	Newoka	Other Oklahoma Towns	Arkansas	Western States	Northwestern States	Midwestern States	Northeastern States	Southern States	Canada	TOTAL
Sherman-Denison	25	84	4,827	2	36	3	18	84	3	54	3	194	25	-	-	61	19	-	-	5,438
Near Sherman-Denison	-	4	12	-	-	-	-	-	-	-	-	30	3	-	-	11	-	-	-	60
Lake Texoma Areas	-	-	1	-	-	-	1	-	-	-	-	-	1	-	-	5	-	-	-	7
Abilene	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	1	-	-	-	3
Amarillo	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Ambrose	-	-	11	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	12
Anna	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	7
Austin	-	-	5	-	2	-	3	2	-	8	1	2	6	-	-	5	7	-	-	41
Beaumont-Port Arthur	1	-	2	-	-	-	1	-	-	6	-	-	-	-	-	9	-	-	-	19
Bells	-	1	13	-	-	-	3	1	-	1	-	4	-	-	-	2	-	-	-	25
Big Spring	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	2
Blue Ridge	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Bonham	-	-	16	-	-	1	-	1	-	-	-	-	-	1	-	1	-	-	-	20
Bryan-College Station	-	-	-	-	-	-	1	-	-	1	-	1	-	-	1	2	1	-	-	7
Carpenters Bluff	-	-	8	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	9
Celina	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	3
Commerce	-	-	4	-	-	1	-	2	-	-	1	-	-	-	-	1	1	-	-	7
Corpus Christi	-	-	3	-	1	-	1	2	-	3	1	-	2	-	-	20	3	-	-	36
Dallas	10	40	372	-	39	8	51	121	20	359	6	47	152	1	7	497	82	9	3	1,824
Denton	1	1	6	-	1	1	-	1	-	3	-	-	1	-	-	3	-	-	-	18
Dorchester	-	-	5	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	7
El Paso	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1	2	-	-	4
Fort Worth	2	8	60	-	14	4	14	11	-	63	2	12	34	-	2	70	21	-	1	318
Frisco	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Gainesville	-	1	16	-	-	-	1	1	-	2	-	1	-	-	-	2	2	-	-	26
Gordonville	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	2
Greenville	2	1	17	-	1	-	1	-	1	3	-	3	-	-	-	8	-	-	-	37
Gunter	-	-	3	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
Honey Grove	-	-	2	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	3
Houston-Galveston	2	5	14	-	6	3	4	25	2	65	2	4	10	-	1	110	11	1	1	266
Laredo	-	-	1	-	-	-	-	1	-	5	-	-	6	-	-	30	2	-	-	45
Leonard	-	-	2	-	-	-	1	1	-	1	-	-	-	-	-	1	-	-	-	6
Longview	-	-	2	-	-	-	-	2	-	3	-	1	-	-	-	-	-	-	-	8
Lubbock	-	1	3	-	1	-	-	1	-	-	-	1	4	-	-	4	-	-	-	15
McKinney	1	4	40	-	1	-	2	5	1	20	1	2	-	-	-	5	1	-	-	83
Melissa	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Midland-Odessa	-	-	2	-	1	-	3	1	-	1	-	1	-	-	-	1	-	-	-	10
Paris	-	-	2	-	-	-	1	2	-	-	-	5	-	1	-	1	-	-	-	13
Pilot Point	-	5	2	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	9
Plano	-	1	11	-	-	-	-	2	-	1	-	2	-	-	-	4	1	-	-	22
Rio Grande Valley Towns	-	-	3	-	1	-	1	2	-	5	-	-	2	-	-	30	3	-	-	47
San Antonio	-	-	8	1	-	-	1	5	-	14	-	5	7	-	-	50	15	-	-	106
Southmayd	-	-	9	-	1	-	-	-	-	-	-	-	2	-	-	-	-	-	-	12
Temple	-	-	3	-	-	2	1	3	-	6	-	1	3	-	1	15	6	-	-	41
Texarkana	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Tom Bean	-	1	4	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	7
Trenton	-	-	2	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	3
Tyler	-	1	6	-	-	-	-	2	-	1	-	1	-	-	-	6	-	-	-	17
Van Alstyne	-	1	3	-	-	-	-	-	-	2	-	-	-	-	-	2	2	-	-	10
Waco	-	-	6	-	2	1	1	1	-	6	-	2	4	-	-	8	2	-	-	33
Westminister	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Whitesboro	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	4
Whitewright	1	-	26	-	-	-	-	1	-	-	1	3	-	-	1	2	-	-	-	35
Wichita Falls	-	1	9	-	-	-	-	-	-	1	-	-	1	-	-	1	-	-	-	13
Wolfe City	-	-	2	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	3
Other Texas Towns	4	2	35	-	4	1	6	10	-	34	1	7	24	1	-	60	15	-	-	204
Arkansas	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	3
Louisiana	-	-	6	-	1	-	1	8	-	4	-	6	-	1	-	5	1	-	1	33
New Mexico	-	-	4	-	-	-	-	1	1	-	-	1	-	-	-	3	1	-	-	11
Western States	-	-	7	-	1	-	-	5	-	3	-	3	6	-	-	14	9	-	1	49
Northwestern States	-	-	2	-	-	-	-	-	-	-	-	1	2	-	-	-	-	-	-	5
Southern States	-	-	4	-	-	-	1	3	-	1	-	2	1	1	-	7	4	-	-	16
Mexico	-	-	-	-	-	-	-	-	-	-	-	2	1	1	-	12	4	-	5	25
TOTAL THROUGH TRAFFIC	24	78	788	1	79	22	101	225	25	629	15	154	273	6	13	1,016	191	10	12	3,662
24-HOUR ANNUAL AVERAGE TRAFFIC	49	162	5,615	3	115	25	119	309	28	683	18	348	298	6	13	1,077	210	10	12	9,100

STATION NO. 9

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Ambrose	Bonham	Carpenters Bluff	Other Texas Towns	Other Oklahoma Towns	TOTAL
Sherman-Denison	195	150	9	279	6	235	874
Lake Texoma Areas	1	--	--	--	--	--	1
Dallas	2	1	--	7	--	--	10
Southmayd	--	--	--	--	1	--	1
Van Alstyne	--	8	--	2	--	--	10
Whitesboro	1	--	--	--	--	--	1
Durant	2	--	1	8	--	--	11
Other Oklahoma Towns	--	--	--	1	--	--	1
Arkansas	1	--	--	--	--	--	1
TOTAL THROUGH TRAFFIC	7	9	1	18	1	--	36
24-HOUR ANNUAL AVERAGE TRAFFIC	202	159	10	297	7	235	910

PLACES OF ORIGIN AND/OR DESTINATION ON FM 1753 EAST

STATION NO. 10

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Ambrose	Bells	Bonham	Carpenters Bluff	Greenville	Ravenna	Whitewright	Other Texas Towns	Louisiana	TOTAL
Sherman-Denison	202	629	90	90	4	2	15	50	15	--	1,097
Near Sherman-Denison	2	22	--	11	--	--	--	--	2	--	37
Dallas	7	9	--	--	--	1	--	--	--	--	17
Other Texas Towns	1	--	--	--	--	--	--	--	--	--	1
Durant	1	11	1	1	--	--	--	2	--	1	17
Other Oklahoma Towns	--	1	--	--	--	--	--	--	--	--	1
TOTAL THROUGH TRAFFIC	11	43	1	12	--	1	--	2	2	1	73
24-HOUR ANNUAL AVERAGE TRAFFIC	213	672	91	102	4	3	15	52	17	1	1,170

PLACES OF ORIGIN AND/OR DESTINATION ON US 69 EAST

STATION NO. 11

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Ambrose	Beaumont-Port Arthur	Bells	Bonham	Commerce	Dallas	Greenville	Honey Grove	Houston-Galveston	Leonard	Longview	McKinney	Paris	Texarkana	Tom Bean	Trenton	Tyler	Whitewright	Wolfe City	Other Texas Towns	Arkansas	Louisiana	Western States	Southern States	Mexico	TOTAL
Sherman-Denison	179	36	2	431	365	53	17	76	30	1	39	6	3	57	11	8	32	18	367	27	67	9	7	--	5	--	1,846
Near Sherman-Denison	3	2	2	1	42	1	1	--	--	--	--	--	--	--	--	--	--	3	--	--	1	--	--	--	--	--	56
Lake Texoma Areas	--	2	1	1	11	1	--	1	--	--	1	--	--	--	--	--	--	3	--	--	3	--	--	--	--	--	24
McKinney	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4	--	--	--	--	--	5
Ada	--	--	1	--	--	--	--	2	--	--	--	--	--	--	--	1	--	--	--	--	4	--	--	--	--	--	7
Atoka	--	--	--	1	--	--	--	1	--	--	--	--	--	--	--	1	--	1	--	--	2	--	--	--	--	--	6
Durant	2	--	2	11	12	4	5	17	--	3	2	1	1	2	1	2	2	4	22	--	9	--	2	--	4	--	108
McAlester	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	1	--	--	--	3
Muskogee	--	--	1	3	--	--	--	1	--	--	--	--	--	--	--	--	1	--	--	--	2	--	--	--	--	--	8
Oklahoma City	--	--	--	1	1	--	--	--	--	--	--	--	--	--	--	--	--	1	1	--	4	--	3	1	2	--	15
Tulsa	--	--	2	1	--	--	--	3	--	1	1	3	--	1	--	--	--	1	--	--	5	--	3	--	--	--	21
Wewoka	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	1
Other Oklahoma Towns	--	--	--	2	--	--	--	2	1	1	--	1	--	--	--	--	--	1	2	1	1	--	--	--	--	1	13
Western States	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	1	--	4
Northwestern States	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2	--	--	2
Midwestern States	--	--	3	2	1	1	1	5	--	4	1	--	--	--	--	--	--	4	2	--	12	--	3	--	1	--	40
Southern States	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1
TOTAL THROUGH TRAFFIC	10	4	12	23	67	7	7	33	1	10	5	6	1	3	1	4	3	18	28	1	45	--	12	1	10	2	314
24-HOUR ANNUAL AVERAGE TRAFFIC	189	40	14	454	432	60	24	109	31	11	44	12	4	60	12	12	35	36	395	28	112	9	19	1	15	2	2,160

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Table 4B Continued

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Gordonville	Southmayd	Other Texas Towns	TOTAL
Sherman-Denison	59	73	2	6	9	149
Dallas	-	-	1	-	-	1
TOTAL THROUGH TRAFFIC	-	-	1	-	-	1
24-HOUR ANNUAL AVERAGE TRAFFIC	59	73	3	6	9	150

PLACES OF ORIGIN AND/OR DESTINATION ON COUNTY ROAD WEST

STATION NO. 13

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Southmayd	Whitesboro	TOTAL
Sherman-Denison	34	14	58	14	120
Near Sherman-Denison	3	-	1	-	4
Bells	1	-	-	-	1
TOTAL THROUGH TRAFFIC	4	-	1	-	5
24-HOUR ANNUAL AVERAGE TRAFFIC	38	14	59	14	125

PLACES OF ORIGIN AND/OR DESTINATION ON COUNTY ROAD WEST

STATION NO. 14

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Southmayd	Whitesboro	TOTAL
Sherman-Denison	86	9	17	3	115
Near Sherman-Denison	4	1	-	-	5
TOTAL THROUGH TRAFFIC	4	1	-	-	5
24-HOUR ANNUAL AVERAGE TRAFFIC	90	10	17	3	120

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Ambrose	Bells	Bonham	Whitesboro	Arkansas	TOTAL
Sherman-Denison	85	7	36	5	2	2	137
Near Sherman-Denison	3	-	-	-	-	-	3
TOTAL THROUGH TRAFFIC	3	-	-	-	-	-	3
24-HOUR ANNUAL AVERAGE TRAFFIC	88	7	36	5	2	2	140

PLACES OF ORIGIN AND/OR DESTINATION ON SH 82 EAST

STATION NO. 16

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Ambrose	Beaumont-Port Arthur	Bells	Blue Ridge	Bonham	Commerce	Greenville	Honey Grove	Houston-Galveston	Leonard	Lone Oak	Longview	Paris	Ravenna	Texarkana	Trenton	Tyler	Whitewright	Wolfe City	Other Texas Towns	Other Oklahoma Towns	Arkansas	Louisiana	Midwestern States	Northeastern States	Southern States	TOTAL
Sherman-Denison	126	74	2	836	2	934	5	19	72	-	8	-	4	180	26	14	9	4	429	37	43	6	17	7	-	-	13	2,867
Near Sherman-Denison	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	4
Lake Texoma Areas	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
Amarillo	-	-	-	1	-	-	-	1	-	-	-	-	-	2	-	3	-	-	-	-	-	-	5	1	-	1	6	19
Celina	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	3
Collinsville	-	-	-	2	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	5
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Dallas	1	-	-	1	-	5	-	-	1	-	-	-	-	7	-	-	-	-	6	1	4	-	-	-	-	-	-	26
Denton	1	-	-	-	-	1	-	-	1	-	-	-	-	2	-	-	-	-	1	1	1	2	3	1	-	-	-	14
Dorchester	-	2	-	1	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	5
El Paso	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	1	5
Fort Worth	-	-	-	1	-	1	-	-	2	-	-	-	-	2	-	-	-	-	1	-	2	-	-	-	-	-	1	10
Gainesville	-	-	1	1	-	10	5	1	2	-	-	-	1	17	-	5	1	-	5	-	1	-	6	-	-	1	8	65
Gunter	-	-	-	1	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	1	5
Lake Lavon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Lubbock	-	-	-	-	-	2	-	1	-	-	-	1	-	9	-	5	1	-	2	1	4	-	-	-	-	1	3	30
McKinney	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	1	-	-	1	1	2	-	-	-	-	-	1	15
Melissa	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Midland-Odessa	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	2
Pilot Point	-	-	-	1	-	2	-	-	-	-	-	-	-	2	-	-	-	-	1	-	1	-	-	-	-	-	-	7
Southmayd	1	-	-	2	-	1	-	-	-	-	-	-	1	1	-	-	1	-	1	-	-	-	-	-	-	-	-	8
Temple	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
Van Alstyne	5	-	-	6	-	1	-	-	34	-	-	-	-	5	-	-	-	-	1	-	-	-	1	-	-	-	-	52
Waco	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	3
Whitesboro	-	-	-	5	-	9	-	-	1	1	1	-	2	8	-	-	-	-	3	2	-	-	1	-	-	2	-	36
Wichita Falls	-	-	-	1	-	6	1	2	-	1	-	-	2	10	-	4	-	2	1	-	1	-	15	3	-	1	10	57
Other Texas Towns	-	-	-	2	-	11	-	2	2	1	-	1	2	14	-	4	1	1	-	5	8	5	8	-	-	1	9	77
Ada	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Durant	1	-	-	1	-	2	-	-	2	-	-	-	1	-	-	1	-	-	2	2	1	-	2	3	-	-	-	18
Miami	-	-	-	-	-	1	1	-	-	3	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	6
Muskogee	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Oklahoma City	-	-	-	-	-	-	1	2	-	-	-	-	1	3	-	5	-	1	-	-	6	-	3	7	-	-	4	33
Ponca City	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Tulsa	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	2
Other Oklahoma Towns	-	-	-	1	-	2	-	-	-	-	-	-	-	8	-	5	-	-	1	-	5	-	5	10	-	-	15	52
New Mexico	-	-	-	-	-	1	-	-	-	-	-	-	-	3	-	3	-	-	1	-	-	-	3	1	-	-	3	15
Western States	1	-	-	1	-	1	-	-	-	-	-	-	-	1	-	3	-	-	-	1	-	2	5	5	2	3	12	37
Northwestern States	2	-	-	1	-	1	-	1	-	1	-	-	-	1	-	1	-	-	-	-	3	1	7	2	-	-	12	33
Midwestern States	-	-	2	-	-	1	-	1	-	-	-	-	-	5	-	3	-	2	1	1	1	-	2	1	-	-	7	27
Northeastern States	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Canada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
TOTAL THROUGH TRAFFIC	13	3	3	29	-	77	9	17	49	7	2	2	8	106	-	44	4	6	24	13	43	12	78	34	2	11	97	693
24-HOUR ANNUAL AVERAGE TRAFFIC	139	77	5	865	2	1,011	14	36	121	7	10	2	12	286	26	58	13	10	453	50	86	18	95	41	2	11	110	3,560

PLACES OF ORIGIN AND/OR DESTINATION ON FM 697 EAST

STATION NO. 17

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Bells	Tom Bean	Whitewright	TOTAL
Sherman-Denison	55	119	16	23	213
Dorchester	4	-	-	-	4
Gunter	-	1	-	-	1
Plano	-	-	-	1	1
Ada	-	-	-	1	1
TOTAL THROUGH TRAFFIC	4	1	-	2	7
24-HOUR ANNUAL AVERAGE TRAFFIC	59	120	16	25	220

PLACES OF ORIGIN AND/OR DESTINATION ON FM 1281 EAST

STATION NO. 18

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Blue Ridge	Bonham	Commerce	Dallas	Greenville	Honey Grove	Houston-Galveston	Lake Lavon	Leonard	Longview	Tom Bean	Trenton	Tyler	Westminister	Whitewright	Wolfe City	Other Texas Towns	Louisiana	Southern States	TOTAL
Sherman-Denison	48	28	11	59	19	103	4	5	1	119	5	625	67	8	4	393	51	56	14	4	1,624
Near Sherman-Denison	-	-	-	1	-	-	-	-	-	1	-	3	-	-	-	3	-	-	-	-	8
Lake Texoma Areas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Abilene	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Anna	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	2
Dorchester	-	-	-	-	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-	9
Gainesville	-	-	-	-	-	2	-	-	-	1	-	1	-	-	-	-	-	1	-	-	5
Gordonville	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	2
Gunter	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Houston-Galveston	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	2
McKinney	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Southmayd	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Whitesboro	-	-	-	1	-	1	-	-	-	1	-	1	-	1	-	-	-	3	-	-	8
Wichita Falls	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	3
Other Texas Towns	-	-	-	-	-	-	-	1	1	1	-	-	1	-	-	-	1	1	-	-	6
Durant	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	1	-	-	3
McAlester	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1
Oklahoma City	1	1	-	-	-	1	-	-	-	1	-	1	-	-	-	-	-	1	-	-	6
Tulsa	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Other Oklahoma Towns	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	2
Northwestern States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Midwestern States	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
TOTAL THROUGH TRAFFIC	4	1	-	2	-	6	-	1	1	5	-	23	2	3	-	6	1	11	-	-	66
24-HOUR ANNUAL AVERAGE TRAFFIC	52	29	11	61	19	109	4	6	2	124	5	648	69	11	4	399	52	67	14	4	1,690

PLACES OF ORIGIN AND/OR DESTINATION ON FM 902 EAST

STATION NO. 19

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Bells	Bonham	Commerce	Greenville	Honey Grove	Leonard	Tom Bean	Trenton	Whitewright	Wolfe City	Other Texas Towns	TOTAL
Sherman-Denison	36	4	19	18	19	-	9	138	32	66	6	29	376
Near Sherman-Denison	-	-	-	-	-	-	-	-	-	2	-	-	2
Dallas	-	1	3	-	-	-	-	15	-	-	-	-	19
Dorchester	-	-	-	-	-	-	-	-	4	-	-	-	4
Fort Worth	-	-	-	-	-	-	-	4	-	-	-	-	4
Van Alstyne	-	-	2	-	-	3	-	6	-	10	-	2	23
Waco	-	-	-	-	-	-	-	1	-	-	-	-	1
Midwestern States	-	-	-	-	-	-	-	-	-	1	-	-	1
TOTAL THROUGH TRAFFIC	-	1	5	-	-	3	-	26	4	13	-	2	54
24-HOUR ANNUAL AVERAGE TRAFFIC	36	5	24	18	19	3	9	164	36	79	6	31	430

STATION NO. 20

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Anna	Austin	Blue Ridge	Corpus Christi	Dallas	Denton	Fort Worth	Houston-Galveston	McKinney	Melissa	Plano	Van Alstyne	Westminister	Other Texas Towns	New Mexico	Mexico	TOTAL
Sherman-Denison	24	63	3	4	1	302	4	13	2	155	8	10	673	4	17	-	-	1,283
Near Sherman-Denison	2	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	5
Ambrose	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2
Bells	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-	-	-	5
Bonham	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Carpenters Bluff	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2
Collinsville	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Dorchester	-	-	-	-	-	-	-	-	-	3	-	-	4	-	-	-	-	7
Gainesville	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Paris	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-	-	-	7
Tom Bean	-	2	-	-	-	15	-	-	1	1	-	-	6	-	-	-	-	25
Whitewright	2	-	-	-	-	1	-	-	-	-	-	-	10	-	-	-	-	13
Miami	-	-	-	-	-	8	-	4	-	-	-	-	-	-	-	-	-	12
Muskogee	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2
Oklahoma City	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	2
Tulsa	-	-	1	-	-	7	-	3	1	-	-	-	-	-	2	-	-	14
Other Oklahoma Towns	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Arkansas	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	2
Midwestern States	-	1	-	-	2	7	-	1	-	-	-	-	1	-	-	-	3	15
Northeastern States	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	10
TOTAL THROUGH TRAFFIC	4	3	2	-	2	58	-	8	2	6	-	-	36	-	2	1	3	127
24-HOUR ANNUAL AVERAGE TRAFFIC	28	66	5	4	3	360	4	21	4	161	8	10	709	4	19	1	3	1,410

PLACES OF ORIGIN AND/OR DESTINATION ON US 75 SOUTH

STATION NO. 21

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Anna	Austin	Beaumont-Port Arthur	Blue Ridge	Bryan-College Station	Celina	Corpus Christi	Dallas	Denton	El Paso	Frisco	Fort Worth	Gunter	Houston-Galveston	Lake Lavon	Laredo	McKinney	Melissa	Midland-Odessa	Plano	Rio Grande Valley Towns	San Antonio	Temple	Tyler	Van Alstyne	Waco	Westminister	Other Texas Towns	Louisiana	New Mexico	Western States	Southern States	Mexico	TOTAL
Sherman-Denison	5	133	9	3	6	3	12	3	2,248	20	5	-	163	15	43	31	1	470	37	2	94	3	20	3	3	687	33	34	94	-	1	5	4	-	4,190
Near Sherman-Denison	11	2	-	-	-	-	-	-	65	1	-	-	2	-	-	-	-	13	-	-	-	-	-	1	2	2	1	-	6	-	-	-	-	-	106
Lake Texoma Areas	2	1	-	2	-	-	-	-	47	-	-	-	5	-	-	-	-	8	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	1	68
Ambrose	-	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10
Bells	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	6
Bonham	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	19
Carpenters Bluff	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
Dorchester	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	14
Gainesville	2	2	-	-	-	-	-	-	10	-	-	-	-	-	1	-	-	3	2	-	-	-	-	1	-	7	-	-	-	-	-	-	-	-	28
Gordonville	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	-	-	1	-	6
Greenville	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Honey Grove	-	-	-	-	-	-	-	-	1	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	36	-	-	-	-	-	-	-	-	39
Paris	-	-	-	-	-	-	-	-	2	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	5
Southmayd	-	2	-	-	-	-	-	-	5	-	-	-	1	-	1	-	-	1	-	-	-	-	-	-	-	2	-	1	-	-	-	-	-	-	12
Tom Bean	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Whitesboro	-	6	-	-	-	-	-	1	22	-	-	-	1	-	-	-	-	2	-	-	1	-	-	-	-	10	-	1	-	-	-	-	-	-	43
Whitewright	-	-	-	-	-	-	-	-	5	-	-	-	-	-	1	-	-	1	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	8
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Other Texas Towns	-	-	-	-	-	-	-	-	11	1	-	-	2	-	-	-	-	1	-	-	1	-	-	-	-	3	-	-	1	-	-	-	-	-	18
Ada	-	-	-	-	-	-	-	-	10	1	-	-	2	-	2	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	17
Atoka	-	-	-	-	-	-	-	-	40	-	-	-	6	-	5	-	-	4	-	-	1	-	-	-	-	1	-	-	2	-	-	-	-	-	59
Durant	1	3	5	-	-	-	3	3	406	2	-	1	47	-	11	-	1	39	1	-	11	3	8	3	2	41	6	-	13	-	-	-	-	-	610
Enid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	2
McAlester	-	-	2	-	-	-	-	1	41	-	-	-	14	-	6	-	-	1	-	-	-	-	1	-	-	2	-	-	2	-	-	-	-	-	71
Miami	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	1	-	-	-	-	-	-	-	-	4
Muskogee	-	3	-	-	1	-	1	48	-	-	14	-	6	-	2	-	3	-	1	1	1	-	-	1	-	4	1	-	-	1	-	-	88		
Oklahoma City	-	1	-	-	-	-	2	120	-	-	-	8	-	27	-	1	5	-	2	2	5	3	-	-	1	-	7	2	-	2	-	-	188		
Ponca City	-	-	-	-	-	-	-	26	-	-	-	-	-	2	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	30		
Tulsa	-	1	7	4	-	1	-	-	352	-	-	-	52	-	63	-	5	18	-	-	1	5	14	6	-	2	6	-	15	1	-	3	1	-	560
Wewoka	-	-	1	-	-	-	-	1	6	-	-	-	-	-	2	-	-	1	-	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	12
Other Oklahoma Towns	-	3	-	-	1	-	-	2	57	-	-	-	6	-	3	-	-	2	-	1	2	-	5	-	-	2	-	-	5	-	-	-	-	-	94
Arkansas	-	6	-	-	-	-	-	4	150	-	2	-	34	-	10	-	6	1	-	-	-	2	7	3	-	1	4	-	23	-	2	1	-	1	257
Western States	-	1	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	1	-	-	1	-	-	1	-	-	-	-	-	6
Northwestern States	-	-	-	1	-	-	-	8	-	-	1	-	2	-	1	-	-	-	-	-	-	1	1	-	1	-	-	-	-	-	-	-	-	15	
Midwestern States	-	2	10	4	-	2	1	22	491	2	-	1	64	-	111	-	30	5	-	1	4	35	53	20	-	49	1	8	1	3	14	-	8	943	
Northeastern States	-	-	7	-	-	1	-	3	72	-	-	2	-	20	1	11	-	2	1	-	1	3	15	7	-	2	2	-	15	-	-	5	-	3	173
Southern States	-	-	-	-	-	-	-	1	7	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	4	1	-	3	-	-	17
Canada	-	-	-	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	5	11	
TOTAL THROUGH TRAFFIC	16	19	46	10	-	7	4	44	2,038	9	5	1	281	3	267	-	45	123	4	5	25	53	112	50	6	127	37	1	148	7	6	29	3	19	3,550
24-HOUR ANNUAL AVERAGE TRAFFIC	21	152	55	13	6	10	16	47	4,286	29	10	1	444	18	310	31	46	593	41	7	119	56	132	53	9	814	70	35	242	7	7	34	7	19	7,740

Table 4B Continued

PLACES OF ORIGIN AND/OR DESTINATION ON COUNTY ROAD SOUTH

STATION NO. 22

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Van Alstyne	Other Texas Towns	TOTAL
Sherman-Denison	64	16	4	84
Near Sherman-Denison	2	-	-	2
Lake Texoma Areas	7		-	7
Ambrose	1	6	-	7
Dorechester	11	16	-	27
Tom Bean	3	-	-	3
TOTAL THROUGH TRAFFIC	24	22	-	46
24-HOUR ANNUAL AVERAGE TRAFFIC	88	38	4	130

PLACES OF ORIGIN AND/OR DESTINATION ON COUNTY ROAD WEST

STATION NO. 23

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Dorchester	Gunter	Whitesboro	TOTAL
Sherman-Denison	54	12	18	4	88
Near Sherman-Denison	14	10	-	-	24
Dallas	1	2	-	-	3
TOTAL THROUGH TRAFFIC	15	12	-	-	27
24-HOUR ANNUAL AVERAGE TRAFFIC	69	24	18	4	115

PLACES OF ORIGIN AND/OR DESTINATION ON FM 902 WEST

STATION NO. 24

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Celina	Collinsville	Denton	Dorchester	Fort Worth	Gunter	Pilot Point	Whitesboro	Other Texas Towns	Western States	TOTAL
Sherman-Denison	8	8	36	4	218	7	82	10	37	6	2	418
Near Sherman-Denison	-	-	-	-	5	-	-	-	-	-	-	5
Bells	-	-	-	-	-	-	-	1	-	-	-	1
Dallas	1	-	-	-	3	-	-	-	-	-	-	4
Greenville	-	-	-	-	1	-	-	-	-	-	-	1
McKinney	2	-	-	-	6	-	-	-	-	-	-	8
Tom Bean	-	-	-	-	9	-	1	-	-	-	-	10
Van Alstyne	-	-	-	-	26	-	-	-	-	-	-	26
Whitesboro	-	-	-	-	-	-	1	-	-	-	-	1
Durant	-	-	-	-	3	-	-	1	-	-	-	4
McAlester	-	-	-	-	1	-	-	-	-	-	-	1
Tulsa	-	-	-	-	1	-	-	-	-	-	-	1
TOTAL THROUGH TRAFFIC	3	-	-	-	55	-	2	2	-	-	-	62
24-HOUR ANNUAL AVERAGE TRAFFIC	11	8	36	4	273	7	84	12	37	6	2	480

ORIGIN AND/OR DESTINATION	Near Sherman-Denison	Lake Texoma Areas	Abilene	Amarillo	Bells	Big Spring	Celina	Collinsville	Dallas	Denton	Dorchester	El Paso	Fort Worth	Gainesville	Gordonville	Gunter	Lubbock	McKinney	Midland-Odessa	Pilot Point	Southmayd	Whitesboro	Wichita Falls	Other Texas Towns	Ada	Enid	Oklahoma City	Ponce City	Other Oklahoma Towns	New Mexico	Western States	Northwestern States	Midwestern States	Canada	Mexico	TOTAL
Sherman-Denison	74	55	7	5	-	1	84	182	143	201	134	-	117	758	135	365	17	1	1	86	532	1,553	90	127	1	2	47	-	178	2	21	10	10	-	1	4,940
Near Sherman-Denison	-	-	1	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	1	-	-	-	1	-	15	-	1	2	-	-	-	23
Lake Texoma Areas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	3
Ambrose	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Anna	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	10
Austin	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	5	-	-	7
Beaumont-Port Arthur	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Bells	-	1	-	-	-	-	1	2	-	-	1	-	-	1	-	1	-	-	-	-	2	5	1	1	-	-	-	-	-	-	1	1	-	-	-	18
Bonham	-	-	-	-	-	-	-	1	-	1	-	-	1	10	-	2	-	-	-	2	1	9	6	11	-	-	1	-	2	-	1	-	1	-	-	49
Commerce	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-	-	-	-	-	8
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Dallas	-	-	-	-	-	-	-	1	-	-	-	-	-	10	1	-	-	-	-	-	5	22	-	7	-	-	2	6	7	-	-	1	-	-	-	62
Fort Worth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	-	-	-	-	1	-	-	-	-	-	-	4
Greenville	-	-	-	1	-	-	-	-	-	-	-	-	-	3	-	1	-	-	-	-	-	2	2	3	-	-	4	1	-	-	-	1	-	-	-	18
Gunter	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Honey Grove	-	-	-	-	-	-	-	1	-	1	-	-	-	2	-	1	-	-	-	-	-	1	-	2	1	-	-	-	-	-	-	-	-	-	-	10
Houston-Galveston	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	1	1	2	-	1	-	-	-	-	-	1	1	1	-	11
Leonard	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	2	-	1	-	-	-	-	-	-	-	-	-	-	-	5
Lone Oak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	2
Longview	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	2	-	2	-	-	-	-	-	-	-	-	-	-	-	6
McKinney	2	1	-	-	-	-	-	-	-	-	-	-	-	3	1	-	-	-	-	-	-	1	-	2	-	-	-	-	-	-	-	-	-	-	-	10
Melissa	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Paris	1	-	-	2	-	-	1	-	1	2	1	-	2	17	-	9	-	-	-	2	1	8	10	14	-	-	1	-	3	-	3	-	4	-	-	83
Plano	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	2
Rio Grande Valley Towns	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
San Antonio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	1	3	-	-	6
Temple	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	7
Texarkana	-	-	-	3	-	-	-	-	-	-	1	-	-	5	-	5	1	-	-	-	-	-	4	4	-	-	5	-	5	-	3	3	1	3	-	43
Tom Bean	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	7
Trenton	-	-	1	-	-	-	-	-	-	4	-	-	-	1	-	1	-	-	-	-	1	-	-	2	-	-	-	-	-	-	-	-	-	-	-	10
Tyler	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	3	1	-	-	-	-	-	-	-	-	-	-	-	6
Van Alstyne	-	-	-	-	-	-	1	-	-	-	-	-	-	8	1	-	-	-	-	-	2	10	1	1	-	-	-	-	3	-	-	1	-	-	-	27
Whitewright	-	-	-	-	-	-	1	-	-	1	-	-	-	5	-	-	-	-	-	1	1	3	1	-	-	-	-	-	-	-	-	-	-	-	-	14
Wolfe City	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	2	-	6	-	-	-	-	-	-	-	1	-	-	-	11
Other Texas Towns	-	-	-	-	-	-	-	1	-	-	1	-	2	2	1	2	-	-	1	1	1	2	2	2	-	-	9	-	3	-	1	1	3	-	-	34
Atoka	-	-	-	-	-	-	-	-	-	1	-	-	2	-	-	2	-	-	-	-	5	-	-	1	-	-	-	-	-	-	-	-	-	-	-	11
Durant	-	-	-	-	-	-	-	-	-	4	2	1	13	16	1	-	3	3	2	1	9	2	9	11	-	-	-	-	-	-	4	9	2	-	-	92
McAlester	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	1	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	5
Muskogee	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Oklahoma City	-	-	1	-	-	-	1	-	3	1	-	-	3	2	-	1	-	1	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	15
Tulsa	-	-	-	-	-	-	-	-	3	3	-	-	8	2	1	-	-	1	1	-	-	-	1	12	-	-	-	-	1	-	-	-	-	-	-	33
Wewoka	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Other Oklahoma Towns	-	-	-	1	-	-	-	-	2	-	-	-	-	1	-	2	-	-	-	1	-	-	-	4	-	-	-	-	5	1	5	2	-	-	1	26
Arkansas	-	-	1	5	-	1	-	-	1	-	-	-	2	6	-	8	-	-	-	1	2	1	16	9	-	-	3	-	5	1	10	9	2	1	-	88
Louisiana	-	-	1	1	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	3	1	4	-	-	4	-	4	-	1	-	2	-	-	21
Midwestern States	-	-	1	1	-	-	-	-	-	1	-	-	7	-	-	4	-	-	-	-	-	2	1	4	-	-	-	-	-	-	-	-	-	-	1	25
Northeastern States	-	-	-	1	-	-	-	-	-	-	-	-	1	3	-	1	-	-	-	-	-	2	1	-	-	-	-	-	-	-	1	7	-	-	1	18
Southern States	-	-	-	6	-	-	-	-	2	-	-	1	1	8	1	1	3	-	1	-	-	10	5	-	-	-	3	-	15	3	10	14	1	-	1	86
Canada	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL THROUGH TRAFFIC	5	2	5	20	1	2	4	6	11	23	10	4	56	125	8	7	45	2	7	14	33	92	74	109	2	1	33	7	67	19	62	43	27	1	3	930
24-HOUR ANNUAL AVERAGE TRAFFIC	79	57	12	25	1	3	88	188	154	224	144	4	173	883	143	372	62	3	8	100	565	1,645	164	236	3	3	80	7	245	21	83	53	37	1	4	5,870

AUTO DRIVER

FROM	HOME	WORK	BUSINESS	MEDICAL-DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
HOME	-	12,539	4,447	396	1,075	5,991	25	660	7,491	11,929	44,553	29.1
WORK	11,827	6,116	1,601	14	61	1,079	-	5,458	1,552	2,461	30,169	19.7
BUSINESS	4,048	1,228	2,562	19	25	775	-	348	2,145	695	11,845	7.7
MEDICAL - DENTAL	342	21	92	13	14	55	-	15	118	58	728	0.5
SCHOOL	967	141	155	-	26	118	-	422	12	377	2,218	1.4
SOCIAL - RECREATION	6,407	574	699	33	67	2,425	-	240	1,507	1,455	13,407	8.8
CHANGE TRAVEL MODE	31	-	-	-	-	-	-	-	-	-	31	0.1
EAT MEAL	658	5,200	288	-	318	215	14	39	323	302	7,357	4.8
SHOPPING	9,499	624	894	98	9	1,289	-	280	5,105	980	18,778	12.3
SERVE PASSENGERS	10,090	2,545	1,026	101	333	1,402	-	328	1,856	6,261	23,942	15.6
TOTAL	43,869	28,988	11,764	674	1,928	13,349	39	7,790	20,109	24,518	153,028	-
PERCENTAGE	28.7	18.9	7.7	0.4	1.3	8.7	0.1	5.1	13.0	16.0	-	100.0

AUTO PASSENGER

FROM	HOME	WORK	BUSINESS	MEDICAL-DENTAL	SCHOOL	SOCIAL RECREATION	CAHNGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
HOME	-	2,612	1,303	411	8,472	7,086	101	580	3,152	98	23,815	42.4
WORK	2,448	102	119	10	-	124	-	276	92	10	3,181	5.7
BUSINESS	1,110	83	385	15	16	157	-	67	411	8	2,252	4.0
MEDICAL - DENTAL	330	8	26	9	27	63	-	6	120	-	589	1.0
SCHOOL	6,047	18	86	44	24	733	-	172	240	-	7,364	13.1
SOCIAL - RECREATION	7,819	82	140	32	122	1,989	10	146	620	-	10,960	19.5
CHANGE TRAVEL MODE	61	-	-	-	-	26	-	-	8	-	95	0.2
EAT MEAL	545	225	59	-	146	170	-	-	182	-	1,327	2.4
SHOPPING	3,934	18	157	28	10	560	5	129	1,492	4	6,337	11.3
SERVE PASSENGERS	140	8	-	-	-	50	-	-	39	-	237	0.4
TOTAL	22,434	3,156	2,275	549	8,817	10,958	116	1,376	6,356	120	56,157	-
PERCENTAGE	39.9	5.6	4.1	1.0	15.7	19.5	0.2	2.5	11.3	0.2	-	100.0

BUS PASSENGERS

FROM	HOME	WORK	BUSINESS	MEDICAL-DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
HOME	-	8	-	-	962	-	-	-	-	-	970	44.0
WORK	8	-	-	-	-	-	-	-	-	-	8	0.4
BUSINESS	-	-	-	-	-	-	-	-	-	-	-	-
MEDICAL - DENTAL	-	-	-	-	-	-	-	-	-	-	-	-
SCHOOL	997	10	-	-	23	68	-	-	-	-	1,098	49.8
SOCIAL - RECREATION	-	-	-	-	9	31	33	-	-	-	73	3.3
CHANGE TRAVEL MODE	-	-	-	-	24	33	-	-	-	-	57	2.5
EAT MEAL	-	-	-	-	-	-	-	-	-	-	-	-
SHOPPING	-	-	-	-	-	-	-	-	-	-	-	-
SERVE PASSENGERS	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	1,005	18	-	-	1,018	132	33	-	-	-	2,206	-
PERCENTAGE	45.6	0.8	-	-	46.1	6.0	1.5	-	-	-	-	100.0

TAXI PASSENGERS

FROM	TO										TOTAL	PERCENTAGE
	HOME	WORK	BUSINESS	MEDICAL-DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS		
HOME	-	158	48	28	25	58	-	-	73	-	390	42.3
WORK	182	8	10	-	-	9	-	-	16	-	225	24.4
BUSINESS	60	-	-	8	-	-	-	-	-	-	68	7.4
MEDICAL - DENTAL	35	-	-	-	-	-	-	-	-	-	35	3.8
SCHOOL	14	-	-	-	-	-	-	-	-	-	14	1.5
SOCIAL - RECREATION	58	-	-	8	-	-	-	-	-	-	66	7.2
CHANGE TRAVEL MODE	8	-	-	-	-	-	-	-	-	-	8	0.9
EAT MEAL	-	-	-	-	-	-	-	-	-	-	-	-
SHOPPING	115	-	-	-	-	-	-	-	-	-	115	12.5
SERVE PASSENGERS	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	472	166	58	44	25	67	-	-	89	-	921	-
PERCENTAGE	51.2	18.0	6.3	4.8	2.7	7.3	-	-	9.7	-	-	100.0

ALL MODES OF TRAVEL

FROM	TO										TOTAL	PERCENTAGE
	HOME	WORK	BUSINESS	MEDICAL-DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS		
HOME	-	15,317	5,798	835	10,534	13,135	126	1,240	10,716	12,027	69,728	32.8
WORK	14,465	6,226	1,730	24	61	1,212	-	5,734	1,660	2,471	33,583	15.8
BUSINESS	5,218	1,311	2,947	42	41	932	-	415	2,556	703	14,165	6.7
MEDICAL - DENTAL	707	29	118	22	41	118	-	21	238	58	1,352	0.6
SCHOOL	8,025	169	241	44	73	919	-	594	252	377	10,694	5.0
SOCIAL - RECREATION	14,284	656	839	73	198	4,445	43	386	2,127	1,455	24,506	11.6
CHANGE TRAVEL MODE	100	-	-	-	24	59	-	-	8	-	191	0.1
EAT MEAL	1,203	5,425	347	-	464	385	14	39	505	302	8,684	4.1
SHOPPING	13,548	642	1,051	126	19	1,849	5	409	6,597	984	25,230	11.9
SERVE PASSENGERS	10,230	2,553	1,026	101	333	1,452	-	328	1,895	6,261	24,179	11.4
TOTAL	67,780	32,328	14,097	1,267	11,788	24,506	188	9,166	26,554	24,638	212,312	-
PERCENTAGE	31.9	15.2	6.6	0.6	5.6	11.6	0.1	4.3	12.5	11.6	-	100.0

TRIP PURPOSE of PASSENGERS SERVED

AUTO DRIVERS

FROM						TO						
	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
HOME	–	1,881	545	214	5,400	3,394	16	143	514	–	12,107	28.7
WORK	1,488	1,200	303	93	659	1,253	–	96	178	–	5,270	12.5
BUSINESS	421	272	398	49	127	432	–	33	256	–	1,988	4.7
MEDICAL - DENTAL	164	27	73	23	58	95	–	10	168	–	618	1.4
SCHOOL	4,170	995	468	98	1,837	1,014	–	35	519	–	9,136	21.6
SOCIAL-RECREATION	3,401	849	308	93	584	3,878	8	147	936	–	10,204	24.2
CHANGE TRAVEL MODE	8	8	–	–	–	15	–	–	–	–	31	0.1
EAT MEAL	128	72	6	13	60	145	–	129	23	–	576	1.4
SHOPPING	504	84	141	67	297	625	–	–	550	–	2,268	5.4
SERVE PASSENGERS	–	–	–	–	–	–	–	–	–	–	–	--
TOTAL	10,284	5,388	2,242	650	9,022	10,851	24	593	3,144	–	42,198	–
PERCENTAGE	24.4	12.8	5.3	1.5	21.4	25.7	0.1	1.4	7.4	–	–	100.0

TRIP PURPOSE – EXTERNAL SURVEY

AUTOMOBILES - LOCAL TRIPS

FROM	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
										TO		
HOME	-	1,659	1,580	55	273	1,777	7	93	232	159	5,835	26.4
WORK	5,822	883	74	2	2	73	1	9	3	32	6,901	31.2
BUSINESS	2,396	67	129	-	2	71	-	2	5	7	2,679	12.1
MEDICAL - DENTAL	780	8	-	-	1	2	-	-	-	4	795	3.6
SCHOOL	614	8	13	-	1	37	-	-	-	6	679	3.1
SOCIAL - RECREATION	1,299	12	19	-	1	156	-	-	1	14	1,502	6.8
CHANGE TRAVEL MODE	16	-	-	-	-	-	-	-	-	-	16	-
EAT MEAL	190	12	12	1	-	21	-	-	1	-	237	1.1
SHOPPING	3,008	27	33	3	7	73	-	5	6	4	3,166	14.3
SERVE PASSENGERS	304	10	1	-	2	4	-	-	-	1	322	1.4
TOTAL	14,429	2,686	1,861	61	289	2,214	8	109	248	227	22,132	-
PERCENTAGE	65.3	12.1	8.4	0.3	1.3	10.0	-	0.5	1.1	1.0	-	100.0

AUTOMOBILES - THROUGH TRIPS

FROM	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
										TO		
HOME	-	201	499	11	17	557	6	1	15	16	1,323	47.4
WORK	211	131	10	-	1	4	-	-	-	-	357	12.8
BUSINESS	472	3	31	1	1	4	1	1	-	-	514	18.4
MEDICAL - DENTAL	7	-	-	-	-	1	-	-	-	-	8	0.3
SCHOOL	26	-	-	-	-	-	-	-	-	-	26	0.9
SOCIAL - RECREATION	483	3	4	-	1	31	1	-	-	-	523	18.8
CHANGE TRAVEL MODE	5	-	-	-	-	1	7	-	-	-	13	0.5
EAT MEAL	2	-	-	-	-	-	-	-	-	-	2	0.1
SHOPPING	4	-	1	-	-	-	-	-	-	-	5	0.2
SERVE PASSENGERS	17	-	-	-	-	1	-	-	-	-	18	0.6
TOTAL	1,227	338	545	12	20	599	15	2	15	16	2,789	-
PERCENTAGE	44.0	12.1	19.5	0.4	0.7	21.6	0.5	0.1	0.5	0.6	-	100.0

AUTOMOBILES - TOTAL LOCAL AND THROUGH TRIPS

FROM	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
										TO		
HOME	-	1,860	2,079	66	290	2,334	13	94	247	175	7,158	28.7
WORK	6,033	1,014	84	2	3	77	1	9	3	32	7,258	29.2
BUSINESS	2,868	70	160	1	3	75	1	3	5	7	3,193	12.8
MEDICAL - DENTAL	787	8	-	-	1	3	-	-	-	4	803	3.2
SCHOOL	640	8	13	-	1	37	-	-	-	6	705	2.8
SOCIAL - RECREATION	1,782	15	23	-	2	187	1	-	1	14	2,025	8.1
CHANGE TRAVEL MODE	21	-	-	-	-	1	7	-	-	-	29	0.1
EAT MEAL	192	12	12	1	-	21	-	-	1	-	239	1.0
SHOPPING	3,012	27	34	3	7	73	-	5	6	4	3,171	12.7
SERVE PASSENGERS	321	10	1	-	2	5	-	-	-	1	340	1.4
TOTAL	15,656	3,024	2,406	73	309	2,813	23	111	263	243	24,921	-
PERCENTAGE	62.8	12.1	9.7	0.3	1.2	11.3	0.1	0.4	1.1	1.0	-	100.0

TRIP PURPOSE — EXTERNAL SURVEY

TRUCKS - TOTAL LOCAL AND THROUGH TRIPS

FROM	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
HOME	-	1,164	462	5	19	334	3	14	17	17	2,035	18.2
WORK	2,522	4,198	39	1	-	25	-	8	4	5	6,802	61.1
BUSINESS	859	71	39	-	-	14	-	-	-	-	983	8.7
MEDICAL - DENTAL	108	5	-	-	-	-	-	-	-	-	113	1.0
SCHOOL	56	2	-	-	-	9	-	-	-	-	67	1.0
SOCIAL - RECREATION	244	8	4	-	-	17	1	-	-	-	274	2.5
CHANGE TRAVEL MODE	2	1	-	-	-	-	1	-	-	-	4	-
EAT MEAL	33	19	-	-	-	4	-	-	-	-	56	0.5
SHOPPING	690	24	7	-	-	19	-	-	-	1	741	6.6
SERVE PASSENGERS	38	5	-	-	-	2	-	-	-	-	45	0.4
TOTAL	4,552	5,497	551	6	19	424	5	22	21	23	11,120	-
PERCENTAGE	40.8	49.4	4.9	0.1	0.2	4.0	-	0.2	0.2	0.2	-	100.0

ALL VEHICLES - TOTAL LOCAL AND THROUGH

FROM	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
HOME	-	3,024	2,541	71	309	2,668	16	108	264	192	9,193	25.5
WORK	8,555	5,212	123	3	3	102	1	17	7	37	14,060	39.0
BUSINESS	3,727	141	199	1	3	89	1	3	5	7	4,176	11.5
MEDICAL - DENTAL	895	13	-	-	1	3	-	-	-	4	916	2.5
SCHOOL	696	10	13	-	1	46	-	-	-	6	772	2.1
SOCIAL - RECREATION	2,026	23	27	-	2	204	2	-	1	14	2,299	6.4
CHANGE TRAVEL MODE	23	1	-	-	-	1	8	-	-	-	33	0.1
EAT MEAL	225	31	12	1	-	25	-	-	1	-	295	0.8
SHOPPING	3,702	51	41	3	7	92	-	5	6	5	3,912	11.0
SERVE PASSENGERS	359	15	1	-	2	7	-	-	-	1	385	1.1
TOTAL	20,208	8,521	2,957	79	328	3,237	28	133	284	266	36,041	-
PERCENTAGE	56.1	23.6	8.2	0.2	0.9	9.0	0.1	0.4	0.8	0.7	-	100.0

AVERAGE AUTOMOBILE OCCUPANCY by TRIP PURPOSE

INTERNAL AUTO OCCUPANCY

Table 6A

FROM						TO					
	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	AVERAGE
HOME	1.0	1.1	1.4	1.4	1.2	1.6	1.0	1.9	1.6	2.1	1.6
WORK	1.1	1.0	1.1	1.0	1.0	1.3	0.0	1.1	1.1	1.5	1.1
BUSINESS	1.4	1.1	1.4	1.3	1.7	1.4	0.0	1.3	1.4	2.0	1.4
MEDICAL - DENTAL	1.5	1.0	1.1	1.0	1.0	2.2	0.0	2.0	1.6	1.6	1.5
SCHOOL	1.2	1.0	1.1	0.0	1.0	1.7	0.0	2.0	1.0	1.7	1.4
SOCIAL - RECREATION	1.7	1.2	1.6	1.3	1.2	2.0	0.0	1.8	1.6	2.6	1.8
CHANGE TRAVEL MODE	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
EAT MEAL	2.0	1.1	1.3	0.0	2.2	2.1	2.0	1.0	1.9	2.0	1.4
SHOPPING	1.6	1.2	1.5	2.0	1.0	1.8	0.0	2.0	1.7	2.0	1.6
SERVE PASSENGERS	1.9	1.3	1.7	1.7	1.8	2.4	0.0	2.2	2.2	3.0	2.1
AVERAGE	1.5	1.1	1.4	1.5	1.5	1.7	1.2	1.4	1.6	2.3	1.6

EXTERNAL AUTO OCCUPANCY

Table 6B

TRIP PURPOSE FROM	LOCAL	THRU	AVERAGE
HOME	1.7	2.0	1.8
WORK	1.5	1.4	1.5
BUSINESS	1.7	1.9	1.7
MEDICAL - DENTAL	2.1	1.8	2.0
SCHOOL	1.6	2.1	1.6
SOCIAL - RECREATION	2.1	2.4	2.2
CHANGE TRAVEL MODE	1.8	1.4	1.5
EAT MEAL	2.3	3.0	2.3
SHOPPING	2.1	2.0	2.1
SERVE PASSENGERS	2.2	1.8	2.1

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
1	1	16	0	16	6	22	17	0	0	17	0	17	32
1	2	306	4	310	19	329	85	0	0	85	0	85	391
1	3	334	0	334	6	340	61	0	0	61	0	61	395
1	4	297	0	297	19	315	121	0	0	121	0	121	418
1	5	15	0	15	0	15	31	0	0	31	0	31	46
1	6	0	0	0	25	25	0	0	0	0	0	0	0
1	7	103	0	103	0	103	26	0	0	26	0	26	129
1	8	21	0	21	0	21	1	0	0	1	0	1	22
1	9	154	0	154	0	154	18	0	9	28	0	28	182
1	10	93	0	93	0	93	19	0	0	19	0	19	112
1	11	277	0	277	25	302	104	0	0	104	0	104	382
1	12	380	0	380	25	405	152	0	10	161	0	161	541
1	13	35	0	35	13	48	16	0	0	16	0	16	51
1	14	8	0	8	0	8	16	0	18	34	0	34	42
1	15	68	0	68	6	75	25	0	0	25	0	25	93
1	16	31	0	31	0	31	9	0	0	9	0	9	39
1	17	27	2	29	0	29	72	0	0	72	0	72	99
1	18	66	0	66	6	73	7	0	0	7	0	7	74
1	19	2	0	2	0	2	0	0	0	0	0	0	2
1	22	9	0	9	0	9	0	0	0	0	0	0	9
1	24	0	0	0	0	0	2	0	0	2	0	2	2
1	25	0	0	0	0	0	8	0	0	8	0	8	8
1	26	17	0	17	0	17	0	0	0	0	0	0	17
1	28	28	0	28	0	28	37	0	0	37	0	37	65
1	29	19	0	19	0	19	0	0	0	0	0	0	19
1	30	216	0	216	57	272	99	0	0	99	0	99	314
1	31	162	0	162	0	162	37	0	0	37	0	37	199
1	32	83	0	83	6	89	18	0	0	18	0	18	101
1	33	163	0	163	6	170	17	0	0	17	0	17	181
1	34	21	0	21	0	21	0	0	0	0	0	0	21
1	35	9	0	9	0	9	9	0	0	9	0	9	18
1	36	24	0	24	0	24	31	0	0	31	0	31	55
1	37	123	0	123	0	123	66	0	0	66	0	66	189
1	38	162	0	162	0	162	14	0	0	14	0	14	176
1	39	101	0	101	25	126	35	0	0	35	0	35	136
1	40	3	0	3	13	15	0	0	0	0	0	0	3
1	43	5	0	5	0	5	0	0	0	0	0	0	5
1	46	95	0	95	0	95	26	0	0	26	0	26	122
1	47	28	0	28	0	28	35	0	0	35	0	35	63
1	48	26	0	26	6	32	0	0	0	0	0	0	26
1	49	31	0	31	0	31	15	0	0	15	0	15	46
1	50	16	0	16	0	16	0	0	0	0	0	0	16
1	52	46	0	46	0	46	8	0	0	8	0	8	54
1	58	9	0	9	0	9	0	0	0	0	0	0	9
1	60	17	0	17	0	17	17	0	0	17	0	17	34
1	64	19	0	19	6	26	25	0	0	25	0	25	44
1	67	13	0	13	0	13	0	0	0	0	0	0	13
1	69	0	0	0	0	0	8	0	0	8	0	8	8
1	70	14	0	14	0	14	10	0	0	10	0	10	24
1	76	0	0	0	0	0	9	0	0	9	0	9	9
1	81	5	0	5	0	5	5	0	0	5	0	5	10
1	85	13	0	13	0	13	0	0	0	0	0	0	13
1	86	8	0	8	0	8	16	0	0	16	0	16	23
1	87	14	0	14	0	14	10	0	0	10	0	10	24
1	88	6	0	6	0	6	0	0	0	0	0	0	6
1	89	4	0	4	0	4	2	0	0	2	0	2	6
1	90	0	0	0	0	0	8	0	0	8	0	8	8
1	92	62	0	62	0	62	49	0	0	49	0	49	110
1	93	11	0	11	0	11	0	0	0	0	0	0	11
1	97	0	0	0	6	6	0	0	0	0	0	0	0
1	102	8	0	8	0	8	8	0	0	8	0	8	16
1	104	0	0	0	0	0	17	0	0	17	0	17	17
1	106	13	0	13	0	13	0	0	0	0	0	0	13
1	108	7	0	7	0	7	0	0	0	0	0	0	7
1	109	82	0	82	0	82	16	0	0	16	0	16	98
1	110	0	0	0	6	6	0	0	0	0	0	0	0
1	111	60	0	60	0	60	27	0	0	27	0	27	87
1	112	245	0	245	0	245	95	0	0	95	0	95	340
1	113	207	0	207	0	207	63	0	0	63	9	72	279
1	114	129	2	131	0	131	108	0	15	124	0	124	253
1	115	85	0	85	0	85	23	0	0	23	0	23	108
2	2	190	4	194	31	225	36	0	0	36	0	36	226

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
2	3	370	9	380	63	443	59	0	0	59	0	59	429
2	4	190	13	203	0	203	3	0	0	3	0	3	193
2	5	136	8	144	19	163	32	0	0	32	0	32	168
2	6	16	2	18	13	30	0	0	16	16	0	16	32
2	7	165	9	174	0	174	28	0	0	28	0	28	192
2	8	73	2	75	0	75	32	0	0	32	0	32	106
2	9	165	17	182	13	195	66	0	0	66	0	66	232
2	10	253	17	270	44	314	33	0	0	33	0	33	286
2	11	367	17	384	44	428	95	0	0	95	0	95	461
2	12	333	4	337	25	362	46	0	0	46	0	46	379
2	13	113	2	115	107	222	18	0	0	18	0	18	131
2	14	23	0	23	6	29	0	0	0	0	0	0	23
2	15	105	9	115	25	140	44	0	17	61	0	61	167
2	16	114	0	114	25	139	12	0	12	24	0	24	138
2	17	68	6	74	25	99	28	0	0	28	0	28	97
2	18	33	4	37	0	37	15	0	0	15	0	15	48
2	19	4	0	4	0	4	0	0	0	0	0	0	4
2	20	4	0	4	0	4	7	0	0	7	0	7	11
2	21	11	0	11	19	29	0	0	0	0	0	0	11
2	22	0	0	0	25	25	0	0	0	0	0	0	0
2	23	11	0	11	0	11	0	0	0	0	0	0	11
2	24	5	0	5	0	5	0	0	0	0	0	0	5
2	25	42	0	42	0	42	8	0	0	8	0	8	49
2	26	0	2	2	0	2	0	0	0	0	0	0	0
2	28	9	2	11	0	11	8	0	0	8	0	8	17
2	29	2	0	2	0	2	0	0	0	0	0	0	2
2	30	319	13	332	6	339	20	7	0	26	0	26	345
2	31	158	6	164	13	177	36	0	0	36	0	36	195
2	32	153	2	155	0	155	28	0	0	28	0	28	181
2	33	154	0	154	6	161	68	0	0	68	0	68	222
2	34	1	0	1	0	1	2	0	0	2	0	2	3
2	36	13	0	13	0	13	6	0	0	6	0	6	19
2	37	197	0	197	6	203	48	0	0	48	0	48	245
2	38	274	4	278	0	278	40	0	0	40	0	40	314
2	39	61	0	61	6	67	32	0	0	32	0	32	93
2	40	40	0	40	38	78	17	0	0	17	0	17	57
2	41	27	0	27	0	27	8	0	0	8	0	8	35
2	43	12	0	12	0	12	0	0	0	0	0	0	12
2	46	34	0	34	0	34	23	0	0	23	0	23	57
2	47	45	0	45	0	45	18	0	0	18	0	18	63
2	48	42	0	42	0	42	0	0	0	0	0	0	42
2	49	18	0	18	19	37	9	0	0	9	0	9	27
2	50	8	0	8	0	8	0	0	0	0	0	0	8
2	52	49	6	55	0	55	0	0	0	0	0	0	49
2	57	7	0	7	0	7	0	0	0	0	0	0	7
2	59	14	0	14	0	14	0	0	0	0	0	0	14
2	60	15	0	15	0	15	0	0	0	0	0	0	15
2	63	9	0	9	0	9	9	0	0	9	0	9	18
2	64	13	0	13	0	13	15	0	0	15	0	15	28
2	68	34	0	34	0	34	9	0	0	9	0	9	43
2	69	0	0	0	0	0	8	0	0	8	0	8	8
2	76	30	0	30	13	42	0	0	0	0	0	0	30
2	81	15	0	15	0	15	18	0	0	18	0	18	33
2	83	31	0	31	0	31	0	0	0	0	0	0	31
2	84	12	0	12	6	18	0	0	0	0	0	0	12
2	85	25	2	27	0	27	9	0	0	9	0	9	34
2	88	6	0	6	0	6	0	0	0	0	0	0	6
2	90	0	0	0	0	0	8	0	0	8	0	8	8
2	93	25	0	25	0	25	9	0	0	9	0	9	34
2	94	0	0	0	6	6	0	0	0	0	0	0	0
2	99	2	0	2	0	2	0	0	0	0	0	0	2
2	102	30	0	30	0	30	0	0	0	0	0	0	30
2	104	24	0	24	0	24	31	0	0	31	0	31	55
2	105	8	0	8	0	8	0	0	0	0	0	0	8
2	108	27	0	27	0	27	13	0	0	13	0	13	40
2	109	20	0	20	0	20	20	0	0	20	0	20	41
2	110	28	0	28	0	28	4	0	0	4	0	4	33
2	111	133	8	141	13	154	33	0	36	69	0	69	202
2	112	299	17	316	25	342	74	0	0	74	0	74	373
2	113	286	21	306	6	313	10	0	0	10	0	10	296
2	114	132	17	149	6	156	55	0	0	55	0	55	187
2	115	100	6	105	0	105	27	0	0	27	0	27	126

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
3	3	69	0	69	19	88	0	0	C	0	0	0	69
3	4	278	0	278	82	359	34	0	C	34	0	34	312
3	5	62	0	62	27	89	0	0	13	13	0	13	76
3	6	0	0	0	13	13	0	0	C	0	0	0	0
3	7	0	0	0	15	15	0	0	C	0	0	0	0
3	8	124	0	124	13	137	20	0	0	20	0	20	144
3	9	120	4	124	0	124	37	0	0	37	0	37	158
3	10	176	0	176	36	211	87	0	C	87	0	87	263
3	11	300	0	300	19	319	0	0	C	0	0	0	300
3	12	161	0	161	31	192	30	0	0	30	0	30	191
3	13	1C7	0	107	38	145	8	0	C	8	0	8	115
3	14	57	0	57	31	89	18	0	C	18	0	18	75
3	15	99	0	99	13	111	17	0	C	17	0	17	115
3	16	0	0	0	6	6	0	0	C	0	0	0	0
3	17	124	C	124	23	148	27	0	0	27	0	27	152
3	18	94	0	94	4	98	1	0	0	1	0	1	95
3	19	4	0	4	0	4	0	0	C	0	0	0	4
3	21	0	0	0	15	15	22	0	C	22	0	22	22
3	22	15	0	15	6	21	0	0	C	C	0	0	15
3	24	2	0	2	0	2	5	0	0	5	0	5	7
3	25	27	0	27	13	39	0	0	C	0	0	0	27
3	26	41	C	41	0	41	15	0	C	15	0	15	56
3	28	15	0	15	0	15	9	0	0	9	0	9	24
3	29	1	0	1	6	7	0	0	0	0	0	0	1
3	30	108	C	108	25	133	26	0	C	26	0	26	134
3	31	89	0	89	6	95	42	0	C	42	0	42	131
3	32	84	2	86	4	90	10	0	C	10	0	10	94
3	33	226	0	226	0	226	44	0	C	44	0	44	271
3	34	14	0	14	6	20	0	0	0	0	0	0	14
3	35	21	0	21	0	21	0	0	C	C	0	0	21
3	36	21	0	21	0	21	7	0	C	7	0	7	28
3	37	106	0	106	25	131	26	0	C	26	0	26	132
3	38	353	2	355	36	390	13	0	0	13	0	13	366
3	39	74	0	74	4	78	16	0	C	16	0	16	91
3	40	51	0	51	31	83	0	0	C	0	0	0	51
3	41	0	0	0	13	13	0	0	C	0	0	0	0
3	46	74	0	74	6	80	10	0	C	1C	0	10	83
3	47	88	0	88	6	94	7	0	C	7	0	7	95
3	49	12	C	12	0	12	0	0	C	0	0	0	12
3	50	10	0	10	0	10	0	0	C	C	0	0	10
3	51	9	0	9	0	9	0	0	C	0	0	0	9
3	52	9	2	10	0	10	6	0	C	6	0	6	15
3	58	16	C	16	0	16	0	0	C	C	0	0	16
3	59	0	0	0	0	0	34	0	C	34	0	34	34
3	67	0	0	0	0	0	0	0	C	C	17	17	17
3	68	0	C	0	13	13	0	0	C	0	0	0	0
3	69	9	C	9	0	9	0	0	C	0	0	0	9
3	81	18	0	18	0	18	20	0	C	20	0	20	38
3	82	2	0	2	0	2	0	0	C	0	0	0	2
3	83	16	C	16	0	16	0	0	C	C	0	0	16
3	84	28	0	28	0	28	7	0	C	7	0	7	36
3	85	8	0	8	0	8	0	0	C	0	0	0	8
3	88	0	0	0	13	13	0	0	C	0	0	0	0
3	93	13	0	13	0	13	9	0	C	9	0	9	22
3	97	23	0	23	0	23	23	0	C	23	0	23	47
3	104	10	C	10	0	10	0	0	C	C	0	0	10
3	108	7	0	7	0	7	0	0	C	C	0	0	7
3	109	66	0	66	19	85	0	0	C	C	0	0	66
3	110	17	C	17	0	17	0	0	C	C	0	0	17
3	111	192	0	192	6	199	18	0	C	18	0	18	210
3	112	301	C	301	19	320	68	0	C	68	0	68	369
3	113	223	0	223	34	257	11	0	0	11	0	11	235
3	114	115	0	115	0	115	82	0	C	82	0	82	197
3	115	112	0	112	6	118	9	0	C	9	0	9	121
4	4	67	2	68	6	75	19	0	C	19	0	19	85
4	5	58	2	60	0	60	30	0	C	30	0	30	88
4	7	5	0	5	0	5	0	0	C	C	0	0	5
4	8	46	0	46	6	52	39	0	C	39	0	39	85
4	9	158	0	158	6	164	23	0	0	23	0	23	181
4	10	239	0	239	13	252	30	0	C	3C	0	30	269
4	11	256	0	256	19	275	141	0	C	141	0	141	396
4	12	189	0	189	25	214	44	0	C	44	0	44	232
4	13	84	0	84	38	122	24	0	C	24	0	24	109

| BETWEEN | | VEHICULAR MOVEMENTS | | | | | PASSENGER MOVEMENTS | | | | | | TOTAL PERSON TRIPS |
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
4	14	42	0	42	0	42	0	0	0	0	0	0	42
4	15	58	0	58	13	70	70	0	17	87	0	87	144
4	16	17	0	17	0	17	19	0	0	19	0	19	36
4	17	43	0	43	6	49	18	0	0	18	0	18	61
4	18	77	2	79	0	79	39	0	0	39	0	39	116
4	20	0	0	0	13	13	9	0	0	9	0	9	9
4	21	42	0	42	0	42	0	0	0	0	0	0	42
4	23	17	0	17	0	17	9	0	0	9	0	9	26
4	25	12	0	12	0	12	0	0	0	0	0	0	12
4	26	37	0	37	0	37	0	0	0	0	0	0	37
4	28	15	0	15	0	15	0	0	0	0	0	0	15
4	30	60	2	62	0	62	22	0	3	25	0	25	85
4	31	131	2	133	0	133	11	0	0	11	0	11	142
4	32	55	0	55	0	55	0	0	0	0	0	0	55
4	33	86	0	86	0	86	35	0	0	35	0	35	122
4	36	16	0	16	0	16	6	0	0	6	0	6	22
4	37	99	0	99	6	105	56	0	0	56	0	56	156
4	38	58	0	58	0	58	29	0	0	29	0	29	88
4	39	69	0	69	6	75	26	0	0	26	0	26	95
4	40	11	0	11	6	18	9	0	0	9	0	9	20
4	41	4	0	4	6	11	0	0	0	0	0	0	4
4	43	5	0	5	0	5	0	0	0	0	0	0	5
4	46	64	0	64	13	76	7	0	0	7	0	7	71
4	47	64	0	64	0	64	32	0	0	32	0	32	96
4	52	56	0	56	0	56	22	0	0	22	0	22	78
4	58	15	0	15	0	15	16	0	0	16	0	16	31
4	60	0	0	0	0	0	8	0	0	8	0	8	8
4	63	0	0	0	0	0	17	0	0	17	0	17	17
4	64	48	0	48	0	48	8	0	0	8	0	8	56
4	65	41	0	41	0	41	0	0	0	0	0	0	41
4	67	0	0	0	0	0	29	0	0	29	0	29	29
4	68	22	0	22	0	22	24	0	0	24	0	24	46
4	76	76	0	76	0	76	9	0	0	9	0	9	85
4	81	26	0	26	0	26	0	0	0	0	0	0	26
4	82	8	0	8	0	8	0	0	0	0	0	0	8
4	83	0	0	0	13	13	0	0	0	0	0	0	0
4	84	30	0	30	0	30	24	0	0	24	0	24	55
4	85	12	0	12	0	12	19	0	0	19	50	69	80
4	86	9	0	9	0	9	12	0	0	12	0	12	20
4	87	23	0	23	0	23	23	0	0	23	0	23	45
4	92	8	0	8	0	8	0	0	0	0	0	0	8
4	97	16	0	16	0	16	0	0	0	0	0	0	16
4	102	7	0	7	0	7	0	0	0	0	0	0	7
4	104	39	0	39	0	39	0	0	0	0	0	0	39
4	108	30	0	30	0	30	10	0	0	10	0	10	40
4	109	44	0	44	6	51	20	0	0	20	0	20	65
4	110	0	0	0	13	13	0	0	0	0	0	0	0
4	111	24	2	26	0	26	35	0	0	35	0	35	58
4	112	198	2	200	6	206	138	0	0	138	0	138	336
4	113	288	0	288	13	301	62	0	0	62	10	72	360
4	114	114	6	119	6	126	33	0	0	33	0	33	147
4	115	97	0	97	6	103	14	0	0	14	0	14	111
5	5	12	0	12	6	18	0	0	0	0	0	0	12
5	7	25	0	25	0	25	0	0	0	0	0	0	25
5	8	0	0	0	6	6	0	0	0	0	0	0	0
5	9	29	0	29	13	42	53	0	0	53	0	53	82
5	10	53	0	53	17	69	22	0	0	22	0	22	74
5	12	150	2	152	25	177	25	0	0	25	0	25	175
5	13	19	0	19	29	48	19	0	0	19	0	19	38
5	14	0	0	0	13	13	0	0	0	0	0	0	0
5	15	17	0	17	0	17	0	0	0	0	0	0	17
5	17	71	4	75	0	75	11	0	0	11	0	11	82
5	18	120	0	120	15	135	51	0	0	51	0	51	172
5	20	0	0	0	6	6	0	0	0	0	0	0	0
5	22	0	0	0	13	13	0	0	0	0	0	0	0
5	28	53	0	53	0	53	0	0	0	0	0	0	53
5	29	12	0	12	6	18	0	0	0	0	0	0	12
5	30	154	0	154	40	194	34	0	0	34	0	34	189
5	31	59	0	59	13	72	0	0	0	0	0	0	59
5	32	70	2	72	0	72	0	0	0	0	0	0	70
5	33	4	0	4	0	4	0	0	0	0	0	0	4
5	37	108	0	108	4	112	9	0	0	9	0	9	118
5	38	45	0	45	8	53	10	0	0	10	0	10	55

Table 7A Continued

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
5	35	12	C	12	0	12	8	0	C	8	0	8	20
5	4C	4	0	4	0	4	0	0	C	0	0	0	4
5	43	13	C	13	0	13	0	0	C	0	0	0	13
5	46	18	0	18	0	18	18	0	0	18	0	18	36
5	47	0	0	0	13	13	0	0	C	C	0	0	0
5	49	C	C	0	13	13	0	0	C	C	0	0	0
5	52	31	0	31	0	31	7	0	0	7	0	7	38
5	64	16	0	16	0	16	16	0	C	16	0	16	32
5	84	14	2	16	0	16	10	0	0	10	0	10	24
5	85	8	0	8	0	8	0	0	C	0	0	0	8
5	88	C	0	0	6	6	0	0	C	0	0	0	0
5	91	0	0	0	0	0	13	0	0	13	0	13	13
5	93	9	0	9	0	9	9	0	C	9	0	9	18
5	102	18	C	18	0	18	0	0	C	0	0	0	18
5	1C4	10	0	10	0	10	0	0	0	0	0	0	10
5	1C8	34	0	34	0	34	0	0	C	C	0	0	34
5	11C	8	0	8	0	8	0	0	C	0	0	0	8
5	111	2	0	2	6	8	2	0	C	2	0	2	3
5	112	89	0	89	27	116	27	0	C	27	0	27	117
5	113	75	0	75	6	81	0	0	C	0	0	0	75
5	114	75	0	75	0	75	0	0	C	C	0	0	75
6	7	0	2	2	0	2	17	0	C	17	0	17	17
6	9	20	0	20	13	32	0	0	C	0	0	0	20
6	1C	16	0	16	6	22	16	0	C	16	0	16	32
6	13	0	0	0	13	13	0	0	C	0	0	0	0
6	15	C	2	2	6	8	0	0	C	0	0	0	0
6	18	9	0	9	0	9	0	0	C	0	0	0	9
6	21	0	0	0	6	6	0	0	C	0	0	0	0
6	22	16	0	16	25	41	0	0	C	0	0	0	16
6	35	0	0	0	13	13	0	0	C	0	0	0	0
6	4C	29	0	29	0	29	9	0	C	9	0	9	38
6	43	8	0	8	0	8	8	0	0	8	0	8	16
6	47	13	C	13	0	13	8	0	0	8	0	8	21
6	76	C	0	0	0	0	8	0	C	8	0	8	8
6	90	0	0	0	13	13	0	0	C	0	0	0	0
6	111	C	0	0	6	6	0	0	C	C	0	0	0
6	113	7	2	9	6	16	25	0	9	33	0	33	41
6	114	0	0	0	6	6	9	0	C	9	0	9	9
7	7	106	0	106	0	106	15	0	0	15	0	15	122
7	8	8	0	8	6	14	0	0	0	C	0	0	8
7	9	117	C	117	6	123	48	0	0	48	0	48	165
7	1C	218	6	224	6	230	81	0	0	81	0	81	300
7	11	141	4	144	0	144	35	0	0	35	0	35	175
7	12	79	0	79	6	85	51	0	C	51	0	51	130
7	13	47	2	49	19	68	81	0	0	81	0	81	128
7	15	81	6	87	13	99	0	0	C	0	0	0	81
7	16	52	0	52	0	52	0	0	0	0	0	0	52
7	17	65	0	65	38	103	9	0	C	9	0	9	74
7	18	46	2	48	8	57	44	0	10	54	0	54	101
7	21	40	0	40	0	40	0	0	C	0	0	0	40
7	22	110	0	110	0	110	15	0	C	15	0	15	126
7	23	49	0	49	0	49	0	0	C	0	0	0	49
7	25	0	0	0	6	6	0	0	C	0	0	0	0
7	26	14	C	14	0	14	8	0	C	8	0	8	22
7	28	15	0	15	0	15	0	0	C	C	0	0	15
7	29	52	0	52	0	52	17	0	C	17	0	17	69
7	3C	47	2	48	0	48	0	0	C	C	0	0	47
7	31	55	0	55	6	62	0	0	C	0	0	0	55
7	32	33	C	33	0	33	0	0	C	C	0	0	33
7	33	17	0	17	15	32	0	0	C	0	0	0	17
7	37	40	0	40	13	53	0	0	C	C	0	0	40
7	38	1C	0	10	57	67	0	0	C	0	0	0	10
7	39	69	0	69	0	69	25	0	C	25	0	25	94
7	4C	23	0	23	0	23	0	0	C	0	0	0	23
7	42	9	0	9	0	9	0	0	C	0	0	0	9
7	43	45	0	45	0	45	0	0	0	C	0	0	45
7	46	C	0	0	6	6	0	0	C	0	0	0	0
7	48	7	0	7	0	7	7	0	C	7	0	7	13
7	51	2	0	2	0	2	0	0	0	0	0	0	2
7	52	17	0	17	13	30	0	0	C	C	0	0	17
7	64	13	0	13	0	13	9	0	C	9	0	9	22

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
7	65	17	0	17	0	17	17	0	C	17	0	17	34
7	68	15	0	15	0	15	0	0	0	0	0	0	15
7	76	9	0	9	0	9	15	0	0	15	0	15	24
7	81	9	0	9	0	9	9	0	0	9	0	9	17
7	84	0	2	2	0	2	0	0	C	0	0	0	0
7	85	15	0	15	0	15	0	0	C	0	0	0	15
7	88	23	0	23	6	30	0	0	C	0	0	0	23
7	95	2	0	2	0	2	0	0	C	0	0	0	2
7	106	63	0	63	0	63	17	0	C	17	0	17	81
7	108	24	0	24	0	24	7	0	0	7	0	7	30
7	109	9	0	9	0	9	17	0	C	17	0	17	26
7	111	16	C	16	0	16	0	0	0	0	0	0	16
7	112	226	2	228	0	228	36	0	C	36	0	36	262
7	113	81	4	85	0	85	18	0	9	27	86	113	194
7	114	36	2	38	0	38	0	0	C	0	0	0	36
7	115	34	C	34	0	34	24	0	9	33	0	33	67
8	8	1	C	1	4	5	1	0	C	1	0	1	2
8	9	71	0	71	0	71	0	0	0	0	0	0	71
8	10	104	2	106	0	106	95	0	C	95	0	95	199
8	11	36	2	38	4	42	0	0	0	0	0	0	36
8	12	35	0	35	25	61	0	0	C	0	0	0	35
8	13	C	0	0	13	13	0	0	C	0	0	0	0
8	15	10	C	10	0	10	10	0	0	10	0	10	20
8	17	10	0	10	0	10	20	0	0	20	0	20	29
8	18	18	2	20	0	20	18	0	C	18	0	18	36
8	20	C	C	0	6	6	0	0	0	0	0	0	0
8	21	0	0	0	6	6	0	0	C	0	0	0	0
8	22	55	0	55	13	68	0	0	C	0	0	0	55
8	24	1	0	1	0	1	1	0	C	1	0	1	2
8	25	C	0	0	6	6	0	0	C	0	0	0	0
8	26	19	0	19	0	19	19	0	C	19	0	19	37
8	28	0	0	0	0	0	10	0	C	10	0	10	10
8	29	1	0	1	44	45	0	0	0	0	0	0	1
8	30	106	0	106	13	119	2	0	C	2	0	2	108
8	31	36	2	38	19	57	39	0	C	39	0	39	75
8	32	96	0	96	4	100	20	0	C	20	0	20	115
8	33	37	0	37	6	44	6	0	0	6	0	6	43
8	38	36	0	36	4	40	20	0	0	20	0	20	55
8	39	29	0	29	6	36	0	0	C	0	0	0	29
8	40	C	0	0	13	13	0	0	C	0	0	0	0
8	43	29	0	29	0	29	0	0	C	0	0	0	29
8	52	59	0	59	0	59	36	0	C	36	0	36	95
8	65	17	0	17	0	17	0	0	C	0	0	0	17
8	68	43	0	43	0	43	0	0	C	0	0	0	43
8	69	9	0	9	0	9	0	0	C	C	0	0	9
8	81	0	0	0	6	6	0	0	C	0	0	0	0
8	84	C	C	0	6	6	0	C	C	0	0	0	0
8	94	12	0	12	0	12	0	0	C	0	0	0	12
8	104	0	0	0	6	6	0	0	C	0	0	0	0
8	109	51	0	51	4	55	51	0	C	51	0	51	102
8	110	16	0	16	0	16	16	0	C	16	0	16	32
8	112	C	2	2	17	19	0	0	C	C	0	0	0
8	113	78	C	78	4	82	29	0	0	29	0	29	107
8	114	28	0	28	0	28	0	0	C	0	0	0	28
8	115	8	0	8	0	8	0	0	C	C	0	0	8
9	9	264	0	264	10	274	57	0	C	57	0	57	321
9	10	97	2	99	21	120	94	0	C	94	18	112	209
9	11	162	0	162	23	185	45	0	C	45	0	45	207
9	12	73	0	73	6	80	65	0	C	65	0	65	138
9	13	64	0	64	13	76	0	0	C	0	0	0	64
9	14	18	C	18	0	18	18	0	C	18	0	18	36
9	15	32	0	32	0	32	33	0	0	33	0	33	65
9	16	C	0	0	19	19	0	0	C	0	0	0	0
9	17	11	0	11	8	19	18	0	C	18	0	18	29
9	18	198	4	202	6	208	18	0	C	18	0	18	216
9	21	25	0	25	0	25	0	0	C	0	0	0	25
9	22	38	0	38	0	38	29	0	0	29	0	29	67
9	23	10	0	10	0	10	0	0	0	0	0	0	10
9	29	58	0	58	0	58	0	0	C	0	0	0	58
9	30	51	2	53	6	59	47	0	C	47	0	47	98
9	31	48	2	50	13	63	56	0	C	56	0	56	105

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
9	32	100	0	100	0	100	18	0	C	18	0	18	118
9	34	1	0	1	0	1	0	0	C	0	0	0	1
9	36	21	0	21	0	21	0	0	C	0	0	0	21
9	37	3	0	3	0	3	0	0	0	0	0	0	3
9	38	0	0	0	10	10	0	0	20	20	0	20	20
9	39	60	0	60	0	60	25	0	C	25	0	25	85
9	4C	29	0	29	13	41	9	0	C	9	0	9	38
9	43	29	0	29	0	29	44	0	C	44	9	53	82
9	46	11	0	11	0	11	0	0	C	0	0	0	11
9	49	9	0	9	0	9	9	0	C	9	0	9	18
9	52	119	0	119	0	119	18	0	C	18	0	18	137
9	59	0	0	0	13	13	0	0	0	0	0	0	0
9	76	55	0	55	0	55	57	0	C	57	0	57	113
9	84	9	0	9	0	9	20	0	C	20	0	20	29
9	E6	0	0	0	0	0	20	0	C	20	0	20	20
9	105	19	C	19	0	19	0	0	C	C	0	0	19
9	108	0	0	0	0	0	7	0	C	7	0	7	7
9	1C9	10	0	10	0	10	0	0	C	0	0	0	10
9	110	11	0	11	0	11	0	0	C	0	0	0	11
9	111	20	4	23	0	23	20	0	C	20	0	20	39
9	112	47	0	47	19	66	10	0	C	10	0	10	57
9	113	187	2	189	0	189	125	0	C	125	47	172	359
9	114	37	2	39	6	45	15	0	C	15	0	15	52
9	115	47	0	47	6	53	66	0	C	66	0	66	113
10	10	164	0	164	10	175	27	0	0	27	0	27	191
10	11	206	2	208	19	227	182	0	C	182	0	182	388
10	12	173	0	173	6	180	51	0	C	51	0	51	225
10	13	95	0	95	38	132	21	0	0	21	0	21	115
10	14	8	0	8	0	8	39	0	C	39	0	39	47
10	15	103	0	103	6	109	57	0	17	74	0	74	177
10	16	76	0	76	0	76	20	0	0	20	0	20	96
10	17	99	C	99	13	111	134	0	C	134	0	134	233
10	18	79	2	81	6	87	56	0	C	56	2	58	138
10	19	0	0	0	0	0	0	0	C	0	2	2	2
10	20	40	0	40	6	47	0	0	C	0	8	8	48
10	21	23	0	23	0	23	0	0	C	0	35	35	58
10	22	67	0	67	0	67	52	0	C	52	0	52	119
10	23	27	0	27	0	27	0	0	0	0	26	26	53
10	25	8	0	8	0	8	8	0	C	8	0	8	15
10	29	22	0	22	0	22	0	0	C	0	0	0	22
10	30	365	2	367	19	386	178	0	C	178	8	186	552
10	31	135	0	135	17	152	0	0	C	0	0	0	135
10	32	165	2	167	0	167	61	0	C	61	0	61	226
10	33	136	0	136	6	142	22	0	0	22	0	22	158
10	34	0	0	0	6	6	0	0	C	C	0	0	0
10	35	3	0	3	0	3	0	0	C	0	0	0	3
10	37	34	0	34	0	34	20	0	0	2C	0	20	54
10	38	235	0	235	0	235	105	0	0	105	0	105	340
10	39	26	0	26	4	30	17	0	C	17	17	33	59
10	40	47	0	47	0	47	32	0	C	32	0	32	79
10	41	35	0	35	6	41	9	0	C	9	0	9	44
10	46	32	0	32	6	38	0	0	C	C	0	0	32
10	48	14	0	14	0	14	0	0	C	0	0	0	14
10	51	9	0	9	0	9	0	0	C	0	0	0	9
10	52	30	0	30	0	30	20	0	C	20	0	20	50
10	6C	27	0	27	6	33	35	0	C	35	0	35	62
10	62	0	0	0	6	6	0	0	C	C	0	0	0
10	64	9	0	9	6	15	0	0	C	C	0	0	9
10	68	8	0	8	0	8	0	0	C	0	0	0	8
10	69	11	C	11	0	11	11	0	C	11	16	28	39
10	76	10	C	10	0	10	10	0	C	10	0	10	20
10	77	10	C	10	0	10	0	0	C	0	0	0	10
10	81	29	C	29	0	29	0	0	C	C	0	0	29
10	83	14	0	14	13	26	10	0	C	10	0	10	24
10	93	0	0	0	0	0	9	0	C	9	0	9	9
10	99	0	0	0	0	0	0	0	C	0	3	3	3
10	108	0	0	0	0	0	7	0	C	7	0	7	7
10	1C9	39	0	39	0	39	0	0	C	C	60	60	100
10	111	94	4	98	0	98	59	0	0	59	29	88	182
10	112	329	4	333	13	346	178	0	C	178	0	178	507
10	113	333	0	333	6	339	97	0	0	97	16	114	447
10	114	162	0	162	0	162	146	0	C	146	56	202	364
10	115	65	0	65	0	65	8	C	C	8	0	8	72

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
11	11	166	0	166	6	172	16	0	0	16	0	16	182
11	12	302	0	302	6	308	109	0	0	109	0	109	411
11	13	175	2	177	19	196	59	0	0	59	0	59	234
11	14	9	0	9	0	9	0	0	0	0	0	0	9
11	15	99	4	103	0	103	9	0	0	9	0	9	108
11	16	8	0	8	0	8	39	0	0	39	0	39	47
11	17	37	0	37	4	41	0	0	0	0	0	0	37
11	18	36	2	38	0	38	18	0	0	18	0	18	54
11	21	14	0	14	0	14	0	0	0	0	0	0	14
11	22	45	0	45	0	45	9	0	0	9	0	9	54
11	23	42	0	42	6	48	86	0	0	86	0	86	128
11	26	0	2	2	13	14	0	0	0	0	0	0	0
11	28	8	0	8	10	19	0	0	0	0	0	0	8
11	29	75	0	75	0	75	0	0	0	0	0	0	75
11	30	42	2	43	17	60	26	0	0	26	0	26	68
11	31	152	0	152	0	152	32	0	0	32	0	32	184
11	32	191	0	191	13	204	28	0	0	28	0	28	220
11	33	67	0	67	0	67	16	0	0	16	0	16	83
11	34	0	0	0	13	13	0	0	0	0	0	0	0
11	35	9	0	9	0	9	9	0	0	9	0	9	18
11	37	65	0	65	0	65	0	0	0	0	0	0	65
11	38	184	6	189	19	208	8	0	0	8	0	8	191
11	39	86	0	86	6	92	82	0	0	82	0	82	168
11	40	18	0	18	19	37	16	0	0	16	0	16	35
11	41	16	0	16	0	16	16	0	0	16	0	16	33
11	43	18	0	18	0	18	0	0	0	0	0	0	18
11	47	47	0	47	0	47	8	0	0	8	0	8	55
11	52	255	0	255	0	255	103	0	0	103	0	103	358
11	59	8	0	8	0	8	0	0	0	0	0	0	8
11	60	23	0	23	0	23	0	0	0	0	0	0	23
11	61	16	0	16	0	16	16	0	0	16	0	16	32
11	64	0	2	2	0	2	0	0	0	0	0	0	0
11	68	8	0	8	0	8	24	0	0	24	0	24	32
11	70	8	0	8	0	8	0	0	0	0	0	0	8
11	76	42	0	42	0	42	0	0	0	0	0	0	42
11	81	16	0	16	0	16	0	0	0	0	0	0	16
11	83	16	2	18	0	18	0	0	0	0	0	0	16
11	84	26	0	26	0	26	0	0	0	0	0	0	26
11	88	16	0	16	13	29	0	0	0	0	0	0	16
11	94	0	0	0	6	6	0	0	0	0	0	0	0
11	99	0	0	0	6	6	0	0	0	0	0	0	0
11	104	15	0	15	0	15	15	0	0	15	0	15	30
11	108	34	0	34	0	34	8	0	0	8	0	8	42
11	109	59	0	59	0	59	17	0	0	17	0	17	76
11	110	8	0	8	0	8	0	0	0	0	0	0	8
11	111	35	0	35	0	35	10	0	0	10	0	10	45
11	112	88	4	92	19	111	25	0	0	25	0	25	113
11	113	222	0	222	13	235	121	0	0	121	32	154	376
11	114	57	0	57	4	61	0	0	0	0	0	0	57
11	115	23	0	23	6	29	36	0	9	45	0	45	68
12	12	144	0	144	25	169	36	0	0	36	0	36	180
12	13	249	2	251	38	289	88	0	0	88	0	88	337
12	14	9	0	9	6	15	0	0	0	0	0	0	9
12	15	50	2	52	0	52	17	0	0	17	0	17	67
12	16	43	0	43	13	56	34	0	0	34	0	34	77
12	17	125	0	125	0	125	190	0	0	190	0	190	316
12	18	39	0	39	0	39	29	0	0	29	0	29	68
12	19	0	0	0	0	0	36	0	0	36	0	36	36
12	20	0	0	0	0	0	46	0	0	46	0	46	46
12	21	10	0	10	0	10	6	0	0	6	0	6	15
12	22	0	0	0	6	6	0	0	0	0	0	0	0
12	23	3	0	3	0	3	3	0	0	3	0	3	5
12	25	0	0	0	6	6	0	0	0	0	0	0	0
12	28	15	0	15	0	15	8	0	0	8	0	8	23
12	30	118	0	118	13	131	50	0	0	50	0	50	169
12	31	52	0	52	13	65	0	0	0	0	0	0	52
12	32	60	0	60	6	66	10	0	0	10	0	10	70
12	33	131	0	131	19	150	38	0	0	38	0	38	170
12	34	10	0	10	0	10	2	0	0	2	0	2	12
12	35	43	0	43	0	43	17	0	0	17	0	17	60
12	36	34	0	34	0	34	17	0	0	17	0	17	51
12	37	58	0	58	0	58	54	0	0	54	0	54	112
12	38	166	0	166	6	172	23	0	0	23	0	23	189

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
12	39	92	0	92	6	99	28	0	0	28	0	28	121
12	40	27	0	27	25	52	16	0	0	16	0	16	43
12	43	29	0	29	0	29	0	0	0	0	0	0	29
12	46	42	0	42	0	42	0	0	0	0	0	0	42
12	47	13	0	13	0	13	19	0	0	19	0	19	32
12	49	4	0	4	0	4	4	0	0	4	0	4	8
12	50	8	0	8	0	8	0	0	0	0	0	0	8
12	52	60	0	60	0	60	47	0	0	47	0	47	107
12	60	16	0	16	0	16	0	0	0	0	0	0	16
12	64	8	2	10	0	10	0	0	0	0	0	0	8
12	65	19	0	19	0	19	19	0	0	19	0	19	38
12	68	16	0	16	13	28	0	0	0	0	0	0	16
12	76	119	0	119	0	119	9	0	0	9	0	9	129
12	79	0	0	0	13	13	0	0	0	0	0	0	0
12	83	0	0	0	6	6	0	0	0	0	0	0	0
12	84	8	0	8	0	8	8	0	0	8	0	8	16
12	86	10	0	10	0	10	10	0	0	10	0	10	19
12	87	0	0	0	0	0	19	0	0	19	0	19	19
12	88	0	0	0	0	0	2	0	0	2	0	2	2
12	90	8	0	8	0	8	0	0	0	0	0	0	8
12	93	9	0	9	0	9	0	0	0	0	0	0	9
12	103	0	2	2	0	2	0	0	0	0	0	0	0
12	108	51	0	51	0	51	23	0	0	23	0	23	75
12	109	20	0	20	0	20	0	0	0	0	0	0	20
12	110	13	0	13	38	50	8	0	0	8	0	8	21
12	111	42	0	42	0	42	13	0	0	13	0	13	55
12	112	322	2	324	25	350	102	0	0	102	0	102	425
12	113	498	0	498	13	510	276	0	0	276	0	276	773
12	114	101	0	101	19	120	21	0	0	21	0	21	122
12	115	78	0	78	6	85	18	0	0	18	0	18	96
13	13	60	0	60	6	67	24	0	0	24	0	24	85
13	14	20	0	20	0	20	0	0	0	0	0	0	20
13	15	41	0	41	44	85	19	0	0	19	0	19	59
13	16	27	0	27	17	44	16	0	0	16	0	16	43
13	17	62	0	62	13	75	44	0	0	44	0	44	106
13	18	9	0	9	0	9	11	0	0	11	0	11	20
13	22	25	0	25	0	25	0	0	0	0	0	0	25
13	23	16	0	16	0	16	9	0	0	9	0	9	25
13	30	64	2	66	63	129	0	0	0	0	0	0	64
13	31	24	0	24	38	62	23	0	0	23	0	23	48
13	32	15	0	15	25	40	10	0	0	10	0	10	25
13	33	57	0	57	6	64	0	0	0	0	0	0	57
13	37	49	0	49	0	49	43	0	0	43	0	43	92
13	38	123	0	123	29	152	117	0	0	117	0	117	239
13	39	40	0	40	0	40	9	0	0	9	0	9	49
13	40	41	0	41	25	66	0	0	0	0	0	0	41
13	43	10	0	10	0	10	0	0	0	0	0	0	10
13	46	8	0	8	13	21	0	0	0	0	0	0	8
13	47	52	0	52	0	52	0	0	0	0	0	0	52
13	52	86	0	86	6	93	0	0	0	0	0	0	86
13	63	13	0	13	0	13	0	0	0	0	0	0	13
13	64	0	0	0	6	6	0	0	0	0	0	0	0
13	67	0	0	0	6	6	0	0	0	0	0	0	0
13	76	16	0	16	0	16	0	0	0	0	0	0	16
13	77	7	0	7	0	7	0	0	0	0	0	0	7
13	83	8	0	8	0	8	16	0	0	16	0	16	24
13	84	24	0	24	13	37	16	0	0	16	0	16	40
13	87	14	0	14	0	14	0	0	0	0	0	0	14
13	109	138	0	138	13	151	0	0	0	0	0	0	138
13	111	16	2	18	25	43	0	0	0	0	0	0	16
13	112	75	4	79	36	115	52	0	0	52	0	52	127
13	113	290	0	290	44	334	154	0	0	154	0	154	444
13	114	28	0	28	13	40	0	0	0	0	0	0	28
13	115	42	0	42	6	49	69	0	0	69	0	69	111
14	14	18	0	18	19	37	18	0	0	18	0	18	36
14	15	19	4	23	6	29	0	0	0	0	0	0	19
14	16	0	0	0	0	0	3	0	0	3	0	3	3
14	17	9	0	9	13	21	0	0	0	0	0	0	9
14	18	49	0	49	0	49	0	0	0	0	0	0	49
14	30	26	0	26	13	39	9	0	0	9	0	9	35
14	31	18	0	18	0	18	0	0	0	0	0	0	18
14	33	5	0	5	6	11	3	0	0	3	0	3	8

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
14	37	27	0	27	0	27	0	0	0	0	0	0	27
14	38	0	0	0	6	6	0	0	0	0	0	0	0
14	39	8	0	8	0	8	0	0	0	0	0	0	8
14	40	35	0	35	6	41	0	0	0	0	0	0	35
14	41	4	0	4	6	11	0	0	0	0	0	0	4
14	46	0	0	0	6	6	4	0	0	4	0	4	4
14	47	0	0	0	0	0	4	0	0	4	0	4	4
14	48	4	0	4	0	4	0	0	0	0	0	0	4
14	64	12	0	12	0	12	0	0	0	0	0	0	12
14	65	8	0	8	0	8	0	0	0	0	0	0	8
14	86	0	0	0	0	0	9	0	0	9	0	9	9
14	87	0	0	0	0	0	4	0	0	4	0	4	4
14	90	8	0	8	0	8	0	0	0	0	0	0	8
14	109	31	0	31	6	38	18	0	0	18	0	18	49
14	111	118	0	118	0	118	30	0	0	30	0	30	148
14	112	59	0	59	31	91	4	0	0	4	0	4	63
14	113	12	0	12	6	19	18	0	0	18	0	18	30
14	114	0	0	0	0	0	9	0	0	9	0	9	9
14	115	36	0	36	13	48	0	0	0	0	0	0	36
15	15	70	0	70	6	76	33	0	0	33	0	33	103
15	16	9	0	9	6	15	0	0	0	0	0	0	9
15	17	88	4	92	0	92	18	0	0	18	0	18	106
15	18	111	2	112	10	123	18	0	0	18	4	22	133
15	21	17	0	17	0	17	0	0	0	0	0	0	17
15	30	17	0	17	0	17	0	0	0	0	0	0	17
15	31	15	0	15	0	15	7	0	0	7	0	7	22
15	32	63	0	63	0	63	38	0	0	38	0	38	101
15	33	9	0	9	0	9	0	0	0	0	0	0	9
15	34	15	0	15	0	15	0	0	0	0	0	0	15
15	36	0	0	0	6	6	0	0	0	0	0	0	0
15	37	17	0	17	6	23	0	0	0	0	0	0	17
15	38	25	2	27	0	27	17	0	0	17	0	17	42
15	39	0	0	0	0	0	8	0	0	8	0	8	8
15	40	43	0	43	0	43	0	0	0	0	0	0	43
15	43	29	0	29	31	60	15	0	0	15	0	15	43
15	46	17	0	17	0	17	0	0	0	0	0	0	17
15	47	18	0	18	13	31	17	0	0	17	0	17	35
15	48	33	0	33	6	39	0	0	0	0	0	0	33
15	49	15	0	15	0	15	0	0	0	0	0	0	15
15	52	49	0	49	6	55	0	0	0	0	0	0	49
15	68	0	0	0	0	0	18	0	0	18	0	18	18
15	70	17	0	17	0	17	0	0	0	0	0	0	17
15	76	16	0	16	0	16	18	0	0	18	0	18	34
15	84	15	0	15	0	15	0	0	0	0	0	0	15
15	85	0	0	0	6	6	0	0	0	0	0	0	0
15	86	31	0	31	0	31	16	0	0	16	0	16	47
15	92	8	0	8	0	8	0	0	0	0	0	0	8
15	93	16	0	16	0	16	0	0	0	0	0	0	16
15	99	0	0	0	0	0	0	0	0	0	3	3	3
15	102	0	0	0	6	6	0	0	0	0	0	0	0
15	105	9	0	9	0	9	0	0	0	0	0	0	9
15	108	0	0	0	6	6	0	0	0	0	0	0	0
15	109	16	0	16	6	22	8	0	0	8	0	8	24
15	111	235	2	237	6	243	56	0	0	56	0	56	291
15	112	59	0	59	42	101	56	0	0	56	0	56	115
15	113	90	2	91	6	98	43	0	0	43	0	43	133
15	114	102	0	102	0	102	46	0	0	46	0	46	148
16	17	62	0	62	0	62	52	0	0	52	0	52	114
16	18	148	2	150	6	156	91	0	0	91	0	91	239
16	30	34	0	34	10	45	17	0	0	17	0	17	52
16	31	8	0	8	13	21	8	0	0	8	0	8	16
16	32	47	0	47	0	47	30	0	0	30	0	30	78
16	33	5	0	5	0	5	3	0	0	3	0	3	8
16	37	54	0	54	4	58	16	0	0	16	0	16	69
16	38	7	0	7	0	7	7	0	17	24	0	24	30
16	39	24	0	24	0	24	0	0	0	0	0	0	24
16	40	3	0	3	0	3	3	0	0	3	0	3	5
16	41	0	0	0	13	13	0	0	0	0	0	0	0
16	46	11	0	11	0	11	0	0	0	0	0	0	11
16	48	0	0	0	13	13	0	0	0	0	0	0	0
16	52	12	0	12	0	12	0	0	0	0	0	0	12
16	54	0	0	0	6	6	0	0	0	0	0	0	0

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
16	60	51	0	51	0	51	8	0	C	8	0	8	59
16	63	15	0	15	0	15	0	0	C	0	0	0	15
16	69	8	0	8	0	8	0	0	0	0	0	0	8
16	7C	5	0	5	0	5	0	0	0	0	0	0	5
16	76	0	0	0	0	0	20	0	C	20	0	20	20
16	83	14	0	14	0	14	16	0	C	16	0	16	30
16	88	20	0	20	6	26	0	0	0	0	0	0	20
16	92	11	0	11	0	11	0	0	C	0	0	0	11
16	111	21	2	23	13	35	0	0	C	C	0	0	21
16	112	10	0	10	13	22	0	0	0	0	0	0	10
16	113	64	0	64	4	68	27	0	C	27	0	27	91
16	115	0	0	0	6	6	0	0	0	0	0	0	0
17	17	1C1	0	101	13	114	33	0	C	33	0	33	134
17	18	130	0	130	42	172	81	0	C	81	0	81	211
17	19	0	0	0	0	0	2	0	C	2	0	2	2
17	21	16	0	16	0	16	0	0	C	0	0	0	16
17	22	18	0	18	0	18	0	0	0	0	0	0	18
17	23	12	0	12	0	12	0	0	C	C	0	0	12
17	28	0	0	0	0	0	24	0	C	24	0	24	24
17	29	9	0	9	0	9	0	0	C	0	0	0	9
17	30	35	2	37	8	45	18	0	0	18	0	18	53
17	31	76	0	76	0	76	57	0	C	57	0	57	133
17	32	61	C	61	4	65	9	0	C	9	0	9	69
17	33	18	0	18	0	18	18	0	0	18	0	18	36
17	34	15	C	15	0	15	0	0	C	0	0	0	15
17	37	3	0	3	4	7	0	0	C	0	0	0	3
17	38	35	0	35	4	40	20	0	C	20	0	20	56
17	39	28	0	28	0	28	50	0	C	50	0	50	78
17	40	12	0	12	17	29	9	0	C	9	0	9	21
17	46	23	0	23	0	23	1	0	C	1	0	1	24
17	47	9	0	9	0	9	0	0	C	0	0	0	9
17	48	0	0	0	6	6	0	0	C	0	0	0	0
17	49	0	0	C	0	0	4	0	C	4	0	4	4
17	5C	2	C	2	0	2	2	0	0	2	0	2	4
17	52	17	0	17	0	17	0	0	0	C	0	0	17
17	55	32	0	32	0	32	0	0	C	C	0	0	32
17	64	8	C	8	0	8	0	0	C	C	0	0	8
17	68	35	0	35	0	35	18	0	C	18	0	18	53
17	69	9	0	9	0	9	0	0	C	0	0	0	9
17	7C	9	0	9	0	9	9	0	C	9	0	9	18
17	76	19	0	19	0	19	0	0	C	0	0	0	19
17	77	0	0	0	0	0	18	0	C	18	0	18	18
17	81	3	0	3	0	3	0	0	C	0	0	0	3
17	85	3	0	3	0	3	0	0	C	0	0	0	3
17	89	8	0	8	0	8	0	0	0	0	0	0	8
17	9C	0	0	0	0	0	9	0	C	9	0	9	9
17	93	9	0	9	0	9	0	0	C	0	0	0	9
17	1C9	C	C	0	23	23	0	0	C	0	0	0	0
17	111	119	0	119	4	123	36	0	0	36	0	36	154
17	112	58	0	58	6	64	50	0	10	6C	0	60	118
17	113	66	2	68	29	97	17	0	C	17	10	27	92
17	114	C	0	0	4	4	0	0	C	0	0	0	0
17	115	0	0	0	4	4	0	0	C	0	0	0	0
18	18	108	0	108	8	116	63	0	C	63	0	63	171
18	21	9	0	9	0	9	0	0	0	0	0	0	9
18	22	38	0	38	0	38	9	0	0	9	0	9	47
18	23	19	0	19	0	19	0	0	0	0	0	0	19
18	25	29	0	29	0	29	0	0	0	0	0	0	29
18	29	9	0	9	0	9	0	0	C	0	0	0	9
18	30	19	0	19	0	19	0	0	C	0	0	0	19
18	31	1C	0	10	0	10	0	0	0	0	0	0	10
18	32	56	0	56	0	56	0	0	C	0	0	0	56
18	33	18	0	18	0	18	18	0	0	18	0	18	36
18	34	10	0	10	0	10	0	0	C	0	0	0	10
18	37	0	0	0	4	4	0	0	C	0	0	0	0
18	38	59	2	61	8	69	0	0	C	0	0	0	59
18	39	41	0	41	0	41	0	0	C	C	0	0	41
18	40	83	0	83	0	83	18	0	C	18	0	18	101
18	47	23	0	23	0	23	41	0	C	41	0	41	64
18	49	4	0	4	0	4	0	0	0	0	0	0	4
18	52	54	0	54	0	54	0	0	C	C	0	0	54

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
18	63	2	0	2	0	2	2	0	0	2	0	2	4
18	64	0	0	0	0	0	1	0	0	1	0	1	1
18	69	12	0	12	0	12	0	0	0	0	0	0	12
18	70	5	0	5	0	5	0	0	0	0	0	0	5
18	81	28	0	28	0	28	0	0	0	0	0	0	28
18	83	18	0	18	0	18	0	0	0	0	0	0	18
18	84	27	0	27	0	27	3	0	0	3	0	3	29
18	91	19	0	19	0	19	0	0	0	0	0	0	19
18	98	16	0	16	0	16	0	0	0	0	0	0	16
18	108	7	0	7	0	7	0	0	0	0	0	0	7
18	109	16	0	16	0	16	16	0	0	16	0	16	33
18	111	10	0	10	0	10	0	0	0	0	0	0	10
18	112	21	0	21	0	21	4	0	0	4	0	4	25
18	113	51	2	53	0	53	61	0	0	61	0	61	112
18	114	32	2	34	4	39	94	0	0	94	4	98	131
19	112	20	0	20	0	20	0	0	0	0	0	0	20
19	114	0	0	0	0	0	0	0	0	0	2	2	2
20	31	13	0	13	0	13	0	0	0	0	0	0	13
20	32	0	0	0	0	0	27	0	0	27	0	27	27
20	39	8	0	8	0	8	0	0	0	0	0	0	8
20	40	0	0	0	0	0	9	0	0	9	0	9	9
20	46	26	0	26	0	26	0	0	0	0	0	0	26
20	47	0	0	0	6	6	0	0	0	0	0	0	0
20	48	4	0	4	0	4	0	0	0	0	0	0	4
20	58	0	0	0	6	6	0	0	0	0	0	0	0
20	63	4	0	4	0	4	0	0	0	0	0	0	4
20	75	4	0	4	0	4	0	0	0	0	0	0	4
20	76	4	0	4	0	4	0	0	0	0	0	0	4
20	87	0	0	0	19	19	0	0	0	0	0	0	0
20	111	0	0	0	0	0	30	0	0	30	0	30	30
20	114	4	0	4	0	4	2	0	0	2	14	16	20
21	21	12	0	12	13	24	0	0	0	0	0	0	12
21	22	0	0	0	21	21	0	0	0	0	0	0	0
21	23	5	0	5	0	5	0	0	0	0	0	0	5
21	26	19	0	19	0	19	0	0	0	0	0	0	19
21	30	78	0	78	6	84	0	0	0	0	0	0	78
21	31	37	0	37	0	37	0	0	0	0	0	0	37
21	33	50	0	50	0	50	0	0	0	0	0	0	50
21	34	0	0	0	6	6	2	0	0	2	0	2	2
21	35	18	0	18	0	18	0	0	0	0	0	0	18
21	36	3	0	3	0	3	0	0	0	0	0	0	3
21	37	48	0	48	0	48	0	0	0	0	0	0	48
21	38	61	0	61	0	61	12	0	0	12	0	12	73
21	39	6	0	6	0	6	0	0	0	0	0	0	6
21	40	11	0	11	19	30	0	0	0	0	0	0	11
21	41	9	0	9	0	9	0	0	0	0	0	0	9
21	44	0	0	0	13	13	0	0	0	0	0	0	0
21	46	6	0	6	0	6	0	0	0	0	0	0	6
21	47	0	0	0	13	13	0	0	0	0	0	0	0
21	52	12	0	12	0	12	0	0	0	0	0	0	12
21	57	0	0	0	13	13	0	0	0	0	0	0	0
21	60	0	0	0	6	6	0	0	0	0	0	0	0
21	64	9	0	9	0	9	0	0	0	0	0	0	9
21	65	15	0	15	0	15	0	0	0	0	0	0	15
21	67	12	0	12	0	12	0	0	0	0	0	0	12
21	76	12	0	12	0	12	0	0	0	0	0	0	12
21	82	0	0	0	6	6	0	0	0	0	0	0	0
21	88	0	0	0	13	13	0	0	0	0	0	0	0
21	92	10	0	10	0	10	0	0	0	0	0	0	10
21	93	16	0	16	0	16	0	0	0	0	0	0	16
21	102	8	0	8	0	8	8	0	0	8	0	8	16
21	108	13	0	13	0	13	0	0	0	0	0	0	13
21	109	9	0	9	0	9	0	0	0	0	0	0	9
21	111	10	0	10	0	10	0	0	0	0	0	0	10
21	112	58	0	58	13	70	0	0	0	0	0	0	58
21	113	34	0	34	13	46	8	0	0	8	0	8	42
21	114	0	0	0	6	6	0	0	0	0	12	12	12
21	115	18	0	18	0	18	0	0	0	0	0	0	18
22	22	7	0	7	0	7	0	0	0	0	0	0	7

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
22	26	0	0	0	0	0	19	0	0	19	0	19	19
22	28	15	0	15	6	21	0	0	0	0	0	0	15
22	29	21	0	21	0	21	0	0	0	0	0	0	21
22	30	76	0	76	13	89	26	0	0	26	0	26	102
22	31	29	0	29	13	42	0	0	0	0	0	0	29
22	32	2	0	2	0	2	2	0	0	2	0	2	4
22	33	101	0	101	0	101	17	0	0	17	0	17	118
22	37	15	0	15	0	15	0	0	0	0	0	0	15
22	38	7	0	7	6	13	0	0	0	0	0	0	7
22	39	5	0	5	6	11	0	0	0	0	0	0	5
22	40	13	0	13	0	13	5	0	0	5	0	5	18
22	43	3	0	3	0	3	2	0	0	2	0	2	5
22	46	0	0	0	6	6	0	0	0	0	0	0	0
22	47	0	0	0	6	6	0	0	0	0	0	0	0
22	52	15	0	15	6	22	0	0	0	0	0	0	15
22	76	0	0	0	0	0	1	0	0	1	0	1	1
22	88	0	0	0	6	6	15	0	0	15	0	15	15
22	92	0	0	0	0	0	16	0	0	16	0	16	16
22	93	17	0	17	0	17	0	0	0	0	0	0	17
22	111	61	0	61	0	61	20	0	0	20	0	20	81
22	112	76	0	76	0	76	0	0	0	0	0	0	76
22	113	68	0	68	0	68	37	0	0	37	0	37	105
22	114	23	0	23	6	30	7	0	0	7	0	7	31
22	115	9	0	9	0	9	0	0	0	0	0	0	9
23	23	50	0	50	19	69	0	0	0	0	0	0	50
23	26	17	0	17	0	17	0	0	0	0	0	0	17
23	28	0	0	0	6	6	0	0	0	0	0	0	0
23	30	0	0	0	6	6	0	0	0	0	0	0	0
23	31	17	0	17	0	17	17	0	0	17	0	17	34
23	33	0	0	0	0	0	0	0	0	0	5	5	5
23	35	2	0	2	0	2	0	0	0	0	0	0	2
23	37	19	0	19	0	19	0	0	0	0	0	0	19
23	38	94	0	94	6	101	77	0	0	77	0	77	172
23	40	26	0	26	6	32	0	0	0	0	0	0	26
23	41	3	0	3	0	3	0	0	0	0	0	0	3
23	47	5	0	5	0	5	0	0	0	0	0	0	5
23	76	17	0	17	0	17	0	0	0	0	0	0	17
23	109	20	0	20	0	20	60	0	0	60	0	60	80
23	111	35	0	35	0	35	0	0	0	0	0	0	35
23	113	9	0	9	0	9	0	0	0	0	0	0	9
23	114	29	0	29	0	29	28	0	0	28	0	28	57
23	115	18	0	18	0	18	0	0	0	0	0	0	18
24	30	7	0	7	0	7	5	0	0	5	0	5	12
24	31	10	0	10	13	22	2	0	0	2	0	2	12
24	33	0	0	0	0	0	10	0	0	10	0	10	10
24	34	7	0	7	0	7	2	0	0	2	0	2	10
24	38	29	0	29	0	29	39	0	0	39	0	39	68
24	39	12	0	12	0	12	0	0	0	0	0	0	12
24	46	2	0	2	0	2	12	0	0	12	0	12	14
24	68	15	0	15	0	15	15	0	0	15	0	15	30
24	76	2	0	2	0	2	0	0	0	0	0	0	2
24	89	7	0	7	0	7	2	0	0	2	0	2	10
24	90	2	0	2	0	2	0	0	0	0	0	0	2
24	112	3	0	3	0	3	3	0	0	3	0	3	7
24	114	2	0	2	0	2	2	0	0	2	0	2	5
25	25	14	0	14	19	33	0	0	0	0	0	0	14
25	26	327	0	327	19	346	30	0	0	30	0	30	358
25	33	25	0	25	0	25	8	0	0	8	0	8	33
25	34	0	0	0	6	6	0	0	0	0	0	0	0
25	39	7	0	7	6	13	7	0	0	7	0	7	14
25	46	15	0	15	0	15	15	0	0	15	0	15	30
25	47	10	0	10	0	10	14	0	0	14	0	14	24
25	49	0	0	0	6	6	0	0	0	0	0	0	0
25	50	0	0	0	6	6	0	0	0	0	0	0	0
25	52	66	0	66	0	66	15	0	0	15	0	15	81
25	64	38	0	38	0	38	14	0	0	14	0	14	52
25	76	0	0	0	0	0	14	0	0	14	0	14	14
25	84	0	0	0	0	0	16	0	0	16	0	16	16
25	88	0	0	0	13	13	0	0	0	0	0	0	0
25	91	0	0	0	19	19	0	0	0	0	0	0	0
25	92	7	0	7	0	7	7	0	0	7	0	7	14

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
25	93	0	0	0	6	6	0	0	0	0	0	0	0
25	104	14	0	14	0	14	0	0	0	0	0	0	14
25	112	0	0	0	0	0	8	0	0	8	0	8	8
25	113	0	0	0	13	13	0	0	0	0	0	0	0
25	114	8	0	8	0	8	8	0	0	8	0	8	15
26	26	616	0	616	25	641	450	0	0	450	7	457	1073
26	27	25	0	25	0	25	0	0	0	0	0	0	25
26	31	0	0	0	0	0	19	0	0	19	0	19	19
26	33	20	0	20	0	20	0	0	0	0	0	0	20
26	37	19	0	19	0	19	0	0	0	0	0	0	19
26	39	9	0	9	0	9	0	0	0	0	0	0	9
26	40	19	0	19	0	19	0	0	0	0	0	0	19
26	43	48	0	48	0	48	55	0	0	55	59	114	162
26	46	44	0	44	13	57	37	0	0	37	0	37	82
26	47	15	0	15	0	15	0	0	0	0	0	0	15
26	49	4	0	4	0	4	0	0	0	0	0	0	4
26	52	218	0	218	0	218	52	0	0	52	0	52	270
26	58	7	0	7	0	7	15	0	0	15	0	15	21
26	60	7	0	7	0	7	0	0	0	0	0	0	7
26	64	19	0	19	0	19	19	0	0	19	0	19	37
26	68	28	0	28	0	28	0	0	0	0	0	0	28
26	69	9	0	9	0	9	0	0	0	0	0	0	9
26	70	15	0	15	0	15	0	0	0	0	0	0	15
26	76	61	0	61	0	61	0	0	0	0	0	0	61
26	82	24	0	24	0	24	0	0	0	0	0	0	24
26	84	25	0	25	0	25	7	0	0	7	0	7	32
26	87	12	0	12	0	12	0	0	0	0	0	0	12
26	104	15	0	15	0	15	0	0	0	0	0	0	15
26	105	19	0	19	0	19	9	0	0	9	0	9	28
26	109	0	0	0	157	157	0	0	0	0	0	0	0
26	111	20	0	20	0	20	0	0	0	0	0	0	20
26	112	9	0	9	0	9	0	0	0	0	0	0	9
26	115	0	0	0	6	6	0	0	0	0	0	0	0
27	47	25	0	25	0	25	17	0	0	17	0	17	41
27	54	0	0	0	38	38	0	0	0	0	0	0	0
27	59	14	0	14	0	14	0	0	0	0	0	0	14
28	28	0	0	0	8	8	0	0	0	0	0	0	0
28	29	1	0	1	0	1	0	0	0	0	0	0	1
28	30	33	0	33	0	33	0	0	0	0	0	0	33
28	31	56	0	56	8	65	0	0	0	0	0	0	56
28	32	0	0	0	6	6	0	0	0	0	0	0	0
28	33	96	0	96	6	102	24	0	0	24	0	24	120
28	34	15	0	15	0	15	15	0	0	15	0	15	30
28	35	0	0	0	6	6	0	0	0	0	0	0	0
28	38	30	0	30	0	30	15	0	0	15	0	15	45
28	39	8	0	8	0	8	8	0	0	8	0	8	15
28	45	4	0	4	0	4	4	0	0	4	0	4	7
28	58	10	0	10	0	10	0	0	0	0	0	0	10
28	77	0	0	0	0	0	8	0	0	8	0	8	8
28	83	21	0	21	0	21	4	0	0	4	0	4	25
28	104	10	0	10	0	10	0	0	0	0	0	0	10
28	111	0	2	2	0	2	0	0	0	0	0	0	0
28	113	32	0	32	4	37	42	0	0	42	0	42	75
28	114	0	0	0	0	0	0	0	0	0	15	15	15
29	29	0	0	0	13	13	0	0	0	0	0	0	0
29	31	150	0	150	13	162	0	0	0	0	0	0	150
29	36	14	0	14	0	14	0	0	0	0	0	0	14
29	40	1	0	1	6	8	0	0	0	0	0	0	1
29	41	9	0	9	0	9	0	0	0	0	0	0	9
29	52	2	0	2	0	2	0	0	0	0	0	0	2
29	82	0	0	0	6	6	0	0	0	0	0	0	0
29	84	1	0	1	0	1	0	0	0	0	0	0	1
29	88	0	0	0	6	6	0	0	0	0	0	0	0
29	110	0	0	0	25	25	0	0	0	0	0	0	0
29	112	10	0	10	0	10	0	0	0	0	0	0	10
29	113	39	0	39	0	39	0	0	0	0	0	0	39
29	114	20	0	20	0	20	0	0	0	0	0	0	20
30	30	89	0	89	17	105	8	0	0	8	0	8	97

Table 7A Continued

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
30	31	373	0	373	31	404	306	0	C	306	0	306	678
30	32	269	0	269	29	298	77	0	C	77	0	77	346
30	33	128	0	128	19	147	82	0	C	82	16	99	226
30	34	69	0	69	6	75	26	0	C	26	0	26	95
30	35	C	0	0	13	13	0	0	0	C	0	0	0
30	37	73	0	73	0	73	0	0	C	0	0	0	73
30	38	72	2	74	21	95	52	0	C	52	0	52	123
30	39	24	0	24	0	24	40	0	C	4C	0	40	65
30	4C	3	0	3	13	15	0	0	C	0	0	0	3
30	43	32	0	32	6	39	0	0	0	0	0	0	32
30	46	75	0	75	13	88	17	0	C	17	0	17	92
30	47	9	0	9	0	9	0	0	C	0	0	0	9
30	48	130	0	130	13	142	28	0	C	28	0	28	158
30	52	164	C	164	13	177	17	0	0	17	0	17	181
30	59	8	0	8	0	8	0	0	0	0	0	0	8
30	6C	15	0	15	0	15	0	0	C	C	0	0	15
30	63	0	0	0	6	6	0	0	C	0	0	0	0
30	65	34	0	34	0	34	17	0	C	17	0	17	51
30	7C	0	0	0	0	0	17	0	C	17	0	17	17
30	76	34	0	34	0	34	8	0	C	8	0	8	42
30	82	18	0	18	0	18	0	0	C	C	0	0	18
30	83	72	C	72	0	72	0	0	C	0	0	0	72
30	84	52	0	52	0	52	8	0	C	8	0	8	60
30	86	9	0	9	0	9	0	0	C	0	0	0	9
30	87	50	0	50	0	50	8	0	C	8	0	8	58
30	88	17	C	17	0	17	0	0	C	C	0	0	17
30	93	0	0	0	0	0	9	0	C	9	0	9	9
30	59	0	0	0	6	6	0	0	C	C	0	0	0
30	1C9	24	0	24	0	24	0	0	C	C	0	0	24
30	11C	C	0	0	6	6	0	0	C	0	0	0	0
30	111	34	2	36	6	43	0	0	C	0	0	0	34
30	112	89	0	89	19	108	39	0	C	39	0	39	128
30	113	102	0	102	17	119	36	0	0	36	0	36	138
30	114	169	0	169	19	188	109	0	C	109	17	126	295
30	115	47	C	47	13	60	61	0	C	61	0	61	108
31	31	281	0	281	65	346	206	0	C	206	0	206	487
31	32	74	0	74	6	80	18	0	C	18	0	18	92
31	33	2C2	0	202	31	233	143	0	C	143	0	143	344
31	34	46	C	46	0	46	47	0	C	47	0	47	93
31	35	9	C	9	13	21	0	0	C	0	0	0	9
31	36	52	0	52	0	52	27	0	C	27	0	27	80
31	37	59	0	59	0	59	0	0	C	0	0	0	59
31	38	128	0	128	23	151	104	0	C	104	0	104	232
31	39	47	0	47	0	47	18	C	C	18	0	18	65
31	43	9	0	9	0	9	0	0	C	0	0	0	9
31	46	56	0	56	0	56	37	0	C	37	0	37	92
31	47	C	0	0	13	13	0	0	C	0	0	0	.0
31	52	44	0	44	0	44	19	0	C	19	0	19	62
31	65	8	C	8	0	8	0	0	C	C	0	0	8
31	68	17	0	17	0	17	0	0	C	C	0	0	17
31	76	C	0	0	0	0	21	0	C	21	0	21	21
31	83	8	0	8	0	8	0	0	C	0	0	0	8
31	84	18	C	18	0	18	0	0	C	0	0	0	18
31	9C	21	0	21	0	21	0	0	C	C	0	0	21
31	92	8	0	8	0	8	0	0	C	0	0	0	8
31	108	0	0	0	0	0	11	0	C	11	0	11	11
31	1C9	9	0	9	0	9	0	0	C	C	0	0	9
31	111	2C	0	20	6	26	0	0	C	0	0	0	20
31	112	41	0	41	0	41	18	0	C	18	9	27	68
31	113	74	0	74	6	81	6	0	0	6	0	6	80
31	114	1C5	0	105	13	117	43	0	C	43	0	43	147
31	115	23	0	23	25	48	7	0	C	7	0	7	30
32	32	45	0	45	0	45	0	0	C	C	0	0	45
32	33	124	0	124	6	131	35	0	C	35	0	35	160
32	34	23	0	23	0	23	9	0	C	9	0	9	32
32	35	5	0	5	0	5	0	0	C	C	0	0	5
32	37	13	0	13	6	19	9	0	C	9	0	9	22
32	38	97	0	97	6	103	7	0	C	7	0	7	104
32	43	13	0	13	0	13	20	0	C	2C	0	20	33
32	44	3	0	3	13	16	0	0	C	C	0	0	3
32	46	20	0	20	0	20	0	0	C	C	0	0	20
32	48	0	0	0	19	19	0	0	C	C	0	0	0

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
32	52	65	0	65	0	65	20	0	C	20	0	20	85
32	60	16	0	16	0	16	0	0	0	0	0	0	16
32	76	32	0	32	0	32	23	0	C	23	0	23	55
32	84	0	0	0	0	0	8	0	C	8	0	8	8
32	87	0	0	0	6	6	0	0	C	0	0	0	0
32	88	11	0	11	19	29	0	0	C	0	0	0	11
32	93	0	0	0	0	0	17	0	C	17	0	17	17
32	104	20	0	20	0	20	0	0	C	0	0	0	20
32	108	13	C	13	0	13	0	0	0	C	0	0	13
32	109	14	0	14	0	14	0	0	0	0	0	0	14
32	111	38	0	38	0	38	19	0	C	19	0	19	57
32	112	8	2	10	6	16	0	0	C	0	0	0	8
32	113	96	2	97	0	97	10	0	C	10	0	10	106
32	114	114	0	114	13	127	90	0	C	90	20	110	224
32	115	55	0	55	0	55	7	0	C	7	0	7	62
33	33	139	0	139	50	189	98	0	C	98	0	98	237
33	34	23	0	23	13	36	9	0	0	9	0	9	32
33	35	106	0	106	13	118	79	0	C	79	0	79	185
33	36	6	0	6	0	6	9	0	0	9	0	9	15
33	37	326	0	326	4	331	364	0	0	364	9	373	699
33	38	305	0	305	17	322	306	0	C	306	20	326	631
33	39	16	0	16	0	16	50	0	0	50	0	50	66
33	40	0	0	0	0	0	0	0	C	C	10	10	10
33	41	0	0	0	0	0	9	0	C	9	6	15	15
33	43	9	0	9	0	9	0	0	C	0	0	0	9
33	46	64	0	64	0	64	0	0	C	0	0	0	64
33	47	39	0	39	13	52	0	0	0	0	0	0	39
33	49	14	C	14	0	14	9	0	C	9	0	9	22
33	51	23	0	23	0	23	0	0	C	C	0	0	23
33	52	61	0	61	0	61	61	0	C	61	0	61	122
33	60	8	0	8	0	8	0	0	C	0	0	0	8
33	64	24	0	24	0	24	17	0	0	17	0	17	41
33	68	14	0	14	0	14	15	0	0	15	0	15	29
33	69	0	0	0	0	0	0	0	C	C	31	31	31
33	70	17	0	17	0	17	0	0	0	0	0	0	17
33	76	14	0	14	0	14	0	0	0	0	0	0	14
33	81	17	0	17	0	17	0	0	0	0	0	0	17
33	86	0	0	0	6	6	0	0	C	0	0	0	0
33	92	9	0	9	0	9	9	0	C	9	0	9	17
33	96	16	0	16	0	16	16	0	C	16	0	16	33
33	109	19	0	19	0	19	20	0	0	20	0	20	39
33	112	115	0	115	38	153	144	0	0	144	0	144	259
33	113	137	0	137	0	137	96	0	0	96	0	96	233
33	114	9	0	9	19	27	34	0	0	34	0	34	43
33	115	125	0	125	13	138	107	0	C	107	0	107	232
34	34	5	C	5	6	11	0	0	C	0	0	0	5
34	36	0	0	0	13	13	0	0	C	0	0	0	0
34	37	0	0	0	6	6	0	0	C	0	0	0	0
34	38	17	0	17	13	29	9	0	C	9	0	9	26
34	41	0	C	0	6	6	0	0	C	C	0	0	0
34	43	34	0	34	0	34	0	0	C	0	0	0	34
34	46	1	0	1	0	1	0	0	C	C	0	0	1
34	52	17	0	17	0	17	0	0	0	0	0	0	17
34	76	2	0	2	0	2	0	0	0	C	0	0	2
34	106	21	0	21	0	21	0	0	C	0	0	0	21
34	108	9	0	9	0	9	9	0	0	9	0	9	19
34	110	0	0	0	6	6	0	0	C	0	0	0	0
34	111	0	0	0	6	6	9	0	C	9	0	9	9
34	112	7	0	7	0	7	2	0	C	2	0	2	9
34	115	2	0	2	0	2	2	0	C	2	0	2	4
35	38	28	0	28	13	41	11	0	0	11	0	11	39
35	39	33	0	33	0	33	9	0	0	9	0	9	41
35	46	18	0	18	0	18	0	0	0	0	0	0	18
35	49	9	C	9	0	9	9	0	0	9	0	9	18
35	52	26	0	26	0	26	0	0	C	0	0	0	26
35	63	17	0	17	0	17	17	0	C	17	0	17	35
35	82	0	0	0	6	6	0	0	C	0	0	0	0
35	83	18	0	18	0	18	0	0	C	C	0	0	18
35	110	0	0	0	6	6	0	0	C	0	0	0	0
35	112	18	0	18	6	24	0	0	C	0	0	0	18
35	113	26	0	26	0	26	26	0	0	26	26	52	78

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
35	115	0	0	0	0	0	9	0	0	9	0	9	9
36	37	52	0	52	0	52	29	0	0	29	0	29	81
36	38	8	0	8	0	8	15	0	0	15	0	15	23
36	39	7	0	7	0	7	0	0	0	0	0	0	7
36	40	30	0	30	0	30	14	0	0	14	0	14	44
36	43	12	0	12	4	16	0	0	0	0	0	0	12
36	44	6	0	6	0	6	0	0	0	0	0	0	6
36	46	17	0	17	6	24	0	0	0	0	0	0	17
36	47	14	0	14	0	14	0	0	0	0	0	0	14
36	50	7	0	7	0	7	0	0	0	0	0	0	7
36	52	3	0	3	0	3	0	0	0	0	0	0	3
36	64	11	0	11	0	11	0	0	0	0	0	0	11
36	65	0	0	0	0	0	10	0	0	10	0	10	10
36	76	0	0	0	0	0	14	0	0	14	0	14	14
36	78	0	0	0	4	4	0	0	0	0	0	0	0
36	89	8	0	8	0	8	0	0	0	0	0	0	8
36	109	0	0	0	6	6	0	0	0	0	0	0	0
36	112	0	0	0	0	0	0	0	0	0	9	9	9
36	113	14	0	14	0	14	21	0	0	21	27	48	62
36	114	7	0	7	0	7	0	0	0	0	0	0	7
36	115	56	0	56	0	56	14	0	0	14	0	14	70
37	37	232	0	232	10	243	243	0	0	243	0	243	476
37	38	301	0	301	6	307	157	0	0	157	0	157	458
37	39	127	0	127	19	146	69	0	0	69	0	69	196
37	40	13	0	13	0	13	26	0	0	26	4	31	44
37	41	24	0	24	6	30	8	0	0	8	0	8	32
37	43	50	0	50	0	50	0	0	0	0	0	0	50
37	46	39	0	39	0	39	63	0	0	63	0	63	103
37	47	22	0	22	0	22	0	0	0	0	0	0	22
37	49	10	0	10	0	10	0	0	0	0	0	0	10
37	52	255	0	255	0	255	37	0	0	37	0	37	292
37	58	16	0	16	0	16	0	0	0	0	0	0	16
37	59	36	0	36	0	36	0	0	0	0	0	0	36
37	60	12	0	12	0	12	0	0	0	0	0	0	12
37	64	17	0	17	0	17	17	0	0	17	0	17	34
37	65	17	0	17	0	17	51	0	0	51	0	51	68
37	73	0	0	0	0	0	17	0	0	17	0	17	17
37	76	15	0	15	0	15	0	0	0	0	0	0	15
37	85	8	0	8	0	8	0	0	0	0	0	0	8
37	86	10	0	10	0	10	10	0	0	10	0	10	19
37	91	43	0	43	0	43	0	0	0	0	0	0	43
37	93	0	0	0	0	0	9	0	0	9	0	9	9
37	109	28	0	28	6	34	43	0	0	43	0	43	71
37	111	17	0	17	0	17	0	0	0	0	0	0	17
37	112	134	0	134	50	185	86	0	0	86	0	86	220
37	113	271	0	271	19	290	130	0	0	130	29	159	430
37	114	113	0	113	0	113	33	0	0	33	0	33	146
37	115	110	0	110	6	116	188	0	0	188	0	188	297
38	38	137	0	137	4	141	69	0	0	69	0	69	207
38	39	175	0	175	19	194	73	0	0	73	0	73	248
38	40	10	0	10	10	20	0	0	0	0	0	0	10
38	41	39	0	39	0	39	0	0	0	0	0	0	39
38	46	66	0	66	0	66	25	0	0	25	0	25	91
38	47	57	0	57	0	57	8	0	0	8	0	8	65
38	48	21	0	21	0	21	0	0	0	0	0	0	21
38	52	71	0	71	0	71	10	0	0	10	0	10	81
38	59	16	0	16	0	16	0	0	0	0	0	0	16
38	60	0	2	2	0	2	0	0	0	0	0	0	0
38	61	0	0	0	6	6	0	0	0	0	0	0	0
38	64	0	0	0	0	0	8	0	0	8	0	8	8
38	67	0	0	0	6	6	0	0	0	0	0	0	0
38	70	36	0	36	0	36	0	0	0	0	0	0	36
38	76	24	0	24	0	24	0	0	0	0	0	0	24
38	77	0	0	0	0	0	8	0	0	8	0	8	8
38	83	15	0	15	0	15	0	0	0	0	0	0	15
38	84	8	0	8	0	8	8	0	0	8	0	8	15
38	86	14	0	14	0	14	14	0	0	14	0	14	28
38	92	21	0	21	0	21	17	0	0	17	0	17	39
38	104	9	0	9	0	9	9	0	0	9	0	9	17
38	108	28	0	28	0	28	9	0	0	9	0	9	37

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
38	1C9	15	0	15	6	21	0	0	0	0	0	0	15
38	110	8	0	8	13	21	0	0	0	0	0	0	8
38	112	124	0	124	38	161	33	0	0	33	0	33	156
38	113	204	0	204	25	229	54	0	0	54	0	54	257
38	114	40	0	40	34	74	0	0	0	0	0	0	40
38	115	108	0	108	19	127	101	0	0	101	0	101	209
39	39	38	0	38	6	44	21	0	0	21	0	21	59
39	40	117	0	117	0	117	43	0	0	43	0	43	160
39	41	3	0	3	0	3	0	0	0	0	0	0	3
39	43	17	0	17	0	17	8	0	0	8	0	8	25
39	46	67	0	67	13	80	91	0	0	91	0	91	158
39	47	92	0	92	0	92	117	0	0	117	0	117	209
39	48	17	0	17	0	17	10	0	0	10	0	10	27
39	49	6	0	6	0	6	2	0	0	2	0	2	8
39	52	8	0	8	0	8	15	0	0	15	0	15	23
39	54	0	0	0	0	0	8	0	0	8	0	8	8
39	58	10	0	10	0	10	10	0	0	10	0	10	19
39	59	24	0	24	0	24	0	0	0	0	0	0	24
39	60	28	0	28	0	28	39	0	0	39	0	39	67
39	61	9	0	9	0	9	27	0	0	27	0	27	36
39	63	17	0	17	0	17	35	0	0	35	0	35	52
39	64	25	0	25	0	25	7	0	0	7	0	7	32
39	65	0	0	0	0	0	17	0	0	17	0	17	17
39	67	8	0	8	0	8	8	0	0	8	0	8	16
39	68	45	0	45	0	45	23	0	0	23	0	23	68
39	69	58	0	58	0	58	0	0	0	0	0	0	58
39	7C	16	0	16	0	16	0	0	0	0	0	0	16
39	74	10	0	10	0	10	10	0	0	10	0	10	20
39	76	8	0	8	0	8	0	0	0	0	0	0	8
39	78	21	0	21	0	21	0	0	0	0	0	0	21
39	80	3	0	3	0	3	3	0	0	3	0	3	6
39	81	26	0	26	0	26	0	0	0	0	0	0	26
39	82	13	0	13	0	13	8	0	0	8	0	8	21
39	83	12	0	12	0	12	0	0	0	0	0	0	12
39	84	15	0	15	0	15	0	0	0	0	0	0	15
39	86	21	0	21	0	21	1	0	0	1	0	1	22
39	87	95	0	95	0	95	30	0	0	30	0	30	126
39	88	15	0	15	0	15	0	0	0	0	0	0	15
39	89	15	0	15	0	15	8	0	0	8	0	8	23
39	91	0	0	0	0	0	15	0	0	15	0	15	15
39	92	27	0	27	0	27	24	0	0	24	0	24	50
39	93	30	0	30	0	30	16	0	0	16	0	16	46
39	94	8	0	8	0	8	8	0	0	8	0	8	16
39	97	8	0	8	0	8	8	0	0	8	0	8	15
39	102	8	0	8	0	8	17	0	0	17	0	17	25
39	1C3	0	0	0	6	6	0	0	0	0	0	0	0
39	104	101	0	101	0	101	79	0	0	79	0	79	180
39	105	62	0	62	6	69	0	0	0	0	0	0	62
39	107	3	0	3	0	3	3	0	0	3	0	3	6
39	108	37	0	37	0	37	47	0	0	47	0	47	84
39	111	41	0	41	0	41	35	0	0	35	0	35	76
39	112	163	0	163	6	169	63	0	0	63	0	63	226
39	113	187	0	187	0	187	73	0	0	73	0	73	260
39	114	121	0	121	8	130	15	0	0	15	0	15	137
39	115	36	0	36	13	48	27	0	0	27	0	27	62
40	40	43	0	43	25	68	0	0	0	0	0	0	43
40	41	28	0	28	0	28	0	0	0	0	0	0	28
40	43	55	0	55	0	55	0	0	0	0	0	0	55
40	44	0	0	0	0	0	7	0	0	7	0	7	7
40	45	4	0	4	0	4	0	0	0	0	0	0	4
40	46	65	0	65	38	103	0	0	0	0	0	0	65
40	47	83	0	83	13	95	47	0	0	47	0	47	129
40	48	41	0	41	19	60	9	0	0	9	0	9	50
40	49	15	0	15	0	15	0	0	0	0	0	0	15
40	5C	0	0	0	13	13	0	0	0	0	0	0	0
40	52	25	0	25	13	37	20	0	0	20	0	20	45
40	54	0	0	0	13	13	0	0	0	0	0	0	0
40	55	4	0	4	0	4	0	0	0	0	0	0	4
40	58	19	0	19	0	19	0	0	0	0	0	0	19
40	59	16	0	16	0	16	0	0	0	0	0	0	16
40	6C	45	0	45	0	45	32	0	0	32	0	32	78

Table 7A Continued

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
40	63	33	0	33	0	33	17	0	0	17	0	17	50
40	64	31	0	31	13	44	8	0	0	8	0	8	40
40	65	9	0	9	0	9	9	0	0	9	0	9	17
40	66	49	0	49	0	49	0	0	0	0	0	0	49
40	67	23	0	23	0	23	0	0	0	0	0	0	23
40	68	21	0	21	0	21	0	0	0	0	0	0	21
40	69	22	0	22	6	28	0	0	0	0	24	24	46
40	70	58	0	58	0	58	5	0	0	5	0	5	63
40	75	0	0	0	0	0	15	0	0	15	0	15	15
40	76	36	0	36	0	36	0	0	0	0	0	0	36
40	81	31	0	31	13	44	10	0	0	10	0	10	41
40	82	17	0	17	0	17	0	0	0	0	0	0	17
40	83	49	0	49	6	55	0	0	0	0	0	0	49
40	84	97	0	97	6	103	11	0	0	11	0	11	108
40	85	40	0	40	6	46	7	0	0	7	0	7	47
40	86	24	0	24	0	24	36	0	0	36	0	36	60
40	87	57	0	57	0	57	10	0	0	10	0	10	67
40	88	55	0	55	6	61	18	0	0	18	0	18	73
40	89	7	0	7	0	7	7	0	0	7	0	7	15
40	90	4	0	4	0	4	0	0	0	0	0	0	4
40	92	24	0	24	13	37	3	0	0	3	0	3	27
40	93	86	0	86	6	93	36	0	0	36	0	36	122
40	94	28	0	28	0	28	24	0	0	24	0	24	52
40	96	24	0	24	13	36	15	0	0	15	0	15	39
40	97	28	0	28	6	35	0	0	0	0	0	0	28
40	99	9	0	9	0	9	0	0	0	0	0	0	9
40	103	16	0	16	0	16	33	0	0	33	0	33	49
40	104	112	0	112	0	112	5	0	0	5	24	29	141
40	105	80	0	80	0	80	38	0	0	38	0	38	118
40	106	33	0	33	0	33	9	0	0	9	0	9	42
40	109	12	0	12	19	31	18	0	0	18	0	18	30
40	111	10	0	10	0	10	0	0	0	0	0	0	10
40	112	117	0	117	0	117	47	0	0	47	0	47	164
40	113	110	0	110	31	142	86	0	0	86	0	86	196
40	114	57	0	57	19	76	72	0	0	72	0	72	129
40	115	9	0	9	0	9	0	0	0	0	0	0	9
41	46	12	0	12	0	12	0	0	0	0	0	0	12
41	48	2	0	2	0	2	0	0	0	0	0	0	2
41	49	0	0	0	6	6	0	0	0	0	0	0	0
41	52	12	0	12	0	12	0	0	0	0	0	0	12
41	59	40	0	40	0	40	0	0	0	0	0	0	40
41	64	2	0	2	0	8	0	0	0	0	0	0	2
41	70	2	0	2	0	2	0	0	0	0	0	0	2
41	76	6	0	6	0	6	0	0	0	0	0	0	6
41	78	0	0	0	25	25	0	0	0	0	0	0	0
41	83	0	0	0	13	13	0	0	0	0	0	0	0
41	89	6	0	6	0	6	0	0	0	0	0	0	6
41	91	9	0	9	0	9	0	0	0	0	0	0	9
41	104	6	0	6	0	6	6	0	0	6	0	6	12
41	109	0	0	0	0	0	41	0	0	41	0	41	41
41	113	6	0	6	0	6	0	0	0	0	0	0	6
41	114	36	0	36	0	36	0	0	0	0	0	0	36
41	115	9	0	9	6	15	0	0	0	0	0	0	9
42	76	13	0	13	0	13	0	0	0	0	0	0	13
43	43	5	0	5	13	18	0	0	0	0	0	0	5
43	44	6	0	6	0	6	6	0	0	6	0	6	11
43	46	13	0	13	0	13	8	0	0	8	0	8	21
43	47	60	0	60	0	60	24	0	0	24	0	24	84
43	48	42	0	42	0	42	21	0	0	21	0	21	63
43	49	18	0	18	0	18	0	0	0	0	0	0	18
43	51	19	0	19	0	19	37	0	0	37	0	37	56
43	52	136	0	136	6	143	31	0	0	31	0	31	167
43	55	4	0	4	0	4	0	0	0	0	0	0	4
43	56	21	0	21	0	21	0	0	0	0	0	0	21
43	57	3	0	3	0	3	0	0	0	0	0	0	3
43	58	38	0	38	0	38	0	0	0	0	0	0	38
43	59	44	0	44	0	44	8	0	0	8	0	8	52
43	60	65	0	65	0	65	16	0	0	16	0	16	82
43	63	18	0	18	0	18	0	0	0	0	0	0	18
43	64	98	0	98	0	98	0	0	0	0	0	0	98

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
43	65	20	0	20	0	20	16	0	C	16	0	16	36
43	68	16	0	16	0	16	0	0	0	0	0	0	16
43	69	72	0	72	0	72	16	0	C	16	16	32	104
43	70	49	0	49	0	49	0	0	0	C	0	0	49
43	76	51	0	51	0	51	5	0	C	5	0	5	56
43	78	0	0	0	4	4	0	0	C	C	0	0	0
43	79	0	0	0	0	0	32	0	0	32	0	32	32
43	81	28	0	28	0	28	24	0	0	24	0	24	51
43	82	24	0	24	0	24	0	0	0	0	0	0	24
43	83	9	0	9	0	9	0	0	C	0	0	0	9
43	84	20	0	20	0	20	16	0	0	16	0	16	36
43	85	11	0	11	0	11	17	0	0	17	16	33	43
43	86	14	0	14	0	14	0	0	0	C	0	0	14
43	88	32	0	32	0	32	29	0	0	29	0	29	62
43	90	64	0	64	0	64	0	0	0	0	0	0	64
43	92	73	0	73	0	73	0	0	C	0	0	0	73
43	93	16	0	16	0	16	0	0	0	C	0	0	16
43	96	25	0	25	0	25	0	0	0	0	0	0	25
43	97	72	0	72	0	72	0	0	0	0	0	0	72
43	103	26	0	26	0	26	0	0	C	0	0	0	26
43	104	80	0	80	0	80	0	0	C	0	0	0	80
43	105	16	0	16	0	16	4	0	0	4	0	4	19
43	108	27	0	27	0	27	0	0	C	0	0	0	27
43	111	23	0	23	0	23	0	0	0	0	0	0	23
43	112	133	0	133	0	133	71	0	C	71	0	71	204
43	113	26	0	26	4	30	0	0	C	0	0	0	26
43	114	25	0	25	19	44	0	0	0	0	0	0	25
43	115	26	0	26	0	26	18	0	0	18	0	18	44
44	47	0	0	0	38	38	0	0	C	0	0	0	0
44	52	0	0	0	0	0	7	0	0	7	0	7	7
44	61	16	0	16	0	16	0	0	0	0	0	0	16
44	64	0	0	0	6	6	0	0	0	0	0	0	0
44	68	16	0	16	0	16	0	0	0	0	0	0	16
44	76	5	0	5	0	5	0	0	0	0	0	0	5
44	81	0	0	0	13	13	0	0	C	0	0	0	0
44	82	59	0	59	0	59	0	0	C	C	0	0	59
44	84	0	0	0	13	13	0	0	0	0	0	0	0
44	86	2	0	2	0	2	0	0	0	0	0	0	2
44	88	9	0	9	6	15	0	0	0	0	0	0	9
44	89	0	0	0	13	13	0	0	0	0	0	0	0
44	94	0	0	0	6	6	0	0	C	0	0	0	0
45	46	7	0	7	0	7	0	0	C	0	0	0	7
45	47	5	0	5	0	5	1	0	0	1	0	1	6
45	48	4	0	4	0	4	4	0	0	4	0	4	7
45	49	6	0	6	0	6	0	0	C	0	0	0	6
45	51	0	0	0	6	6	0	0	C	0	0	0	0
45	52	2	0	2	0	2	2	0	C	2	0	2	4
45	54	0	0	0	31	31	0	0	0	0	0	0	0
45	59	17	0	17	25	42	0	0	0	0	0	0	17
45	60	0	0	0	0	0	0	0	0	0	17	17	17
45	63	0	0	0	0	0	4	0	C	4	0	4	4
45	64	20	0	20	0	20	9	0	0	9	0	9	28
45	69	26	0	26	0	26	36	0	0	36	4	40	66
45	76	7	0	7	0	7	4	0	0	4	0	4	11
45	81	9	0	9	0	9	0	0	C	0	0	0	9
45	83	2	0	2	0	2	0	0	C	0	0	0	2
45	84	1	0	1	0	1	1	0	C	1	0	1	2
45	87	16	0	16	0	16	9	0	0	9	0	9	25
45	90	2	0	2	0	2	0	0	0	0	0	0	2
45	93	2	0	2	0	2	0	0	0	0	0	0	2
45	102	15	0	15	0	15	0	0	C	C	0	0	15
45	105	0	0	0	13	13	0	0	0	0	0	0	0
46	46	59	0	59	0	59	32	0	C	32	0	32	91
46	47	333	0	333	42	375	132	0	0	132	0	132	465
46	48	162	0	162	38	200	69	0	0	69	0	69	231
46	49	35	0	35	0	35	10	0	C	10	0	10	45
46	50	27	0	27	0	27	24	0	0	24	0	24	50
46	51	30	0	30	0	30	1	0	0	1	0	1	31
46	52	136	0	136	31	167	85	0	0	85	0	85	221
46	58	59	0	59	0	59	29	0	C	29	0	29	88

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BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
46	59	217	0	217	13	229	0	0	0	0	0	0	217
46	60	129	0	129	13	142	33	0	0	33	20	53	182
46	61	44	0	44	0	44	16	0	0	16	0	16	60
46	63	0	0	0	13	13	0	0	0	0	0	0	0
46	64	251	0	251	38	289	106	0	0	106	0	106	358
46	65	96	0	96	0	96	20	0	0	20	0	20	115
46	67	65	0	65	0	65	15	0	0	15	0	15	80
46	68	43	0	43	13	55	8	0	0	8	0	8	50
46	69	18	0	18	0	18	27	0	0	27	0	27	45
46	70	24	0	24	38	62	7	0	0	7	0	7	31
46	76	27	0	27	0	27	11	0	0	11	0	11	38
46	78	0	0	0	38	38	0	0	0	0	0	0	0
46	79	4	0	4	0	4	0	0	0	0	0	0	4
46	81	126	0	126	19	145	26	0	0	26	0	26	152
46	82	23	0	23	0	23	0	0	0	0	0	0	23
46	83	56	0	56	13	69	4	0	0	4	0	4	60
46	84	218	0	218	0	218	21	0	0	21	0	21	239
46	85	2	0	2	4	6	5	0	0	5	22	27	29
46	86	32	0	32	6	38	8	0	0	8	0	8	40
46	87	65	0	65	13	77	31	0	0	31	0	31	95
46	88	11	0	11	38	49	0	0	0	0	0	0	11
46	89	25	0	25	6	31	0	0	0	0	0	0	25
46	90	88	0	88	0	88	16	0	0	16	0	16	104
46	92	30	0	30	0	30	46	0	0	46	0	46	76
46	93	9	0	9	0	9	0	0	0	0	0	0	9
46	95	12	0	12	0	12	0	0	0	0	0	0	12
46	96	8	0	8	0	8	8	0	0	8	0	8	15
46	97	20	0	20	0	20	0	0	0	0	0	0	20
46	99	0	0	0	6	6	0	0	0	0	0	0	0
46	102	8	0	8	0	8	8	0	0	8	0	8	17
46	103	29	0	29	6	36	23	0	0	23	0	23	52
46	104	170	0	170	6	176	25	0	0	25	10	35	205
46	105	82	0	82	6	88	49	0	0	49	0	49	130
46	107	3	0	3	0	3	0	0	0	0	0	0	3
46	108	37	0	37	0	37	10	0	0	10	10	20	57
46	109	42	0	42	13	55	0	0	0	0	0	0	42
46	110	8	0	8	0	8	0	0	0	0	0	0	8
46	111	14	0	14	19	33	0	0	0	0	0	0	14
46	112	124	0	124	0	124	42	0	0	42	0	42	166
46	113	51	0	51	0	51	20	0	0	20	0	20	72
46	114	55	0	55	0	55	18	0	0	18	0	18	73
46	115	18	0	18	6	24	9	0	0	9	0	9	27
47	47	428	0	428	19	447	142	0	0	142	0	142	570
47	48	291	0	291	48	339	109	0	0	109	0	109	399
47	49	105	0	105	0	105	25	0	0	25	0	25	130
47	50	24	0	24	0	24	15	0	0	15	0	15	39
47	51	85	0	85	0	85	6	0	0	6	0	6	90
47	52	173	0	173	6	179	77	0	0	77	0	77	250
47	55	21	0	21	0	21	0	0	0	0	0	0	21
47	56	9	0	9	0	9	0	0	0	0	0	0	9
47	57	17	0	17	0	17	0	0	0	0	0	0	17
47	58	120	0	120	0	120	63	0	0	63	0	63	183
47	59	227	0	227	31	258	201	0	0	201	0	201	428
47	60	228	0	228	0	228	172	0	0	172	0	172	400
47	61	58	0	58	6	64	82	0	0	82	0	82	140
47	63	133	0	133	13	146	43	0	0	43	0	43	176
47	64	356	2	358	38	395	108	0	0	108	0	108	464
47	65	188	0	188	13	201	20	0	0	20	0	20	208
47	67	57	0	57	0	57	7	0	0	7	0	7	64
47	68	312	2	314	25	339	121	0	0	121	0	121	434
47	69	163	0	163	44	207	46	0	24	70	0	70	233
47	70	26	0	26	44	70	7	0	0	7	0	7	32
47	73	6	0	6	0	6	0	0	0	0	0	0	6
47	74	20	0	20	0	20	11	0	0	11	0	11	31
47	75	63	0	63	0	63	18	0	0	18	0	18	81
47	76	105	0	105	13	118	42	0	0	42	0	42	147
47	77	24	2	26	0	26	0	0	0	0	0	0	24
47	78	0	0	0	31	31	0	0	0	0	0	0	0
47	79	2	0	2	0	2	0	0	0	0	0	0	2
47	81	265	2	267	6	273	54	0	0	54	0	54	319
47	82	128	0	128	0	128	15	0	0	15	0	15	143
47	83	86	4	90	6	96	41	0	0	41	0	41	127
47	84	788	0	788	59	847	132	0	0	132	0	132	920

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DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
47	85	190	2	192	10	202	79	0	0	79	0	79	268
47	86	88	0	88	0	88	14	0	0	14	0	14	102
47	87	453	0	453	31	485	97	0	9	105	17	122	576
47	88	205	0	205	44	249	4	0	0	4	0	4	209
47	89	39	0	39	40	79	0	0	0	0	0	0	39
47	90	228	0	228	0	228	103	0	0	103	0	103	331
47	91	6	0	6	6	12	0	0	0	0	0	0	6
47	92	280	0	280	19	298	135	0	0	135	0	135	415
47	93	214	0	214	6	220	166	0	0	166	0	166	380
47	94	56	0	56	6	62	25	0	0	25	0	25	81
47	96	64	0	64	0	64	32	0	0	32	0	32	95
47	97	163	0	163	19	182	94	0	0	94	0	94	257
47	98	3	0	3	0	3	0	0	0	0	0	0	3
47	102	147	4	151	0	151	43	0	0	43	0	43	190
47	103	93	0	93	29	123	16	0	0	16	0	16	109
47	104	509	6	514	71	586	236	0	0	236	0	236	744
47	105	199	0	199	13	212	83	0	0	83	0	83	282
47	108	30	0	30	0	30	13	0	0	13	0	13	43
47	109	19	0	19	6	25	6	0	0	6	0	6	25
47	110	4	0	4	0	4	4	0	0	4	0	4	8
47	112	48	0	48	0	48	37	0	0	37	0	37	85
47	113	74	0	74	0	74	14	0	0	14	0	14	88
47	114	32	0	32	6	38	6	0	0	6	0	6	38
47	115	16	0	16	0	16	23	0	0	23	0	23	39
48	48	147	0	147	0	147	17	0	0	17	0	17	164
48	49	139	0	139	6	145	98	0	0	98	0	98	238
48	51	33	0	33	0	33	56	0	0	56	0	56	89
48	52	97	0	97	19	116	27	0	0	27	0	27	124
48	55	8	0	8	0	8	0	0	0	0	0	0	8
48	58	179	0	179	6	186	187	0	0	187	0	187	367
48	59	240	0	240	0	240	368	0	0	368	0	368	607
48	60	396	0	396	0	396	306	0	0	306	19	325	721
48	61	75	0	75	0	75	107	0	0	107	0	107	183
48	62	9	0	9	0	9	0	0	0	0	0	0	9
48	63	131	0	131	6	137	125	0	0	125	0	125	255
48	64	147	0	147	0	147	134	0	0	134	0	134	281
48	65	42	2	44	6	50	77	0	17	94	0	94	136
48	67	28	0	28	0	28	0	0	0	0	0	0	28
48	68	29	0	29	13	42	0	0	0	0	0	0	29
48	69	57	0	57	0	57	27	0	0	27	21	48	105
48	70	19	0	19	0	19	0	0	0	0	0	0	19
48	73	4	0	4	0	4	0	0	0	0	0	0	4
48	76	34	0	34	0	34	0	0	0	0	0	0	34
48	78	23	0	23	0	23	2	0	0	2	0	2	25
48	81	195	0	195	6	201	9	0	0	9	0	9	204
48	82	56	0	56	0	56	26	0	0	26	0	26	82
48	83	68	2	70	0	70	0	0	0	0	0	0	68
48	84	170	2	172	4	176	9	0	0	9	0	9	179
48	85	243	0	243	6	250	36	0	0	36	0	36	280
48	86	12	2	14	0	14	17	0	0	17	0	17	29
48	87	155	2	157	6	163	33	0	0	33	0	33	188
48	88	17	0	17	31	48	0	0	0	0	0	0	17
48	89	41	0	41	6	47	8	0	0	8	0	8	49
48	90	92	0	92	0	92	55	0	0	55	0	55	147
48	91	12	0	12	0	12	0	0	0	0	0	0	12
48	92	37	2	39	13	51	11	0	0	11	0	11	47
48	93	92	4	96	0	96	49	0	0	49	0	49	141
48	96	23	0	23	13	36	55	0	0	55	0	55	78
48	97	169	0	169	6	175	29	0	0	29	0	29	197
48	102	49	0	49	0	49	16	0	0	16	0	16	65
48	103	58	0	58	6	64	94	0	0	94	0	94	152
48	104	286	0	286	0	286	119	0	0	119	8	128	413
48	105	182	0	182	0	182	154	0	9	163	0	163	345
48	107	19	0	19	0	19	38	0	0	38	0	38	57
48	108	19	0	19	6	25	7	0	0	7	0	7	26
48	109	20	0	20	0	20	0	0	0	0	0	0	20
48	112	12	0	12	0	12	0	0	0	0	0	0	12
48	113	15	0	15	0	15	0	0	0	0	0	0	15
49	49	24	0	24	0	24	0	0	0	0	0	0	24
49	50	26	0	26	0	26	0	0	0	0	0	0	26
49	51	21	0	21	19	40	8	0	0	8	0	8	29
49	52	37	0	37	0	37	0	0	0	0	0	0	37

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
49	58	89	0	89	13	102	27	0	18	44	0	44	133
49	59	83	0	83	0	83	24	0	0	24	0	24	107
49	60	247	0	247	13	260	128	0	0	128	0	128	375
49	61	95	0	95	0	95	0	0	0	0	0	0	95
49	63	34	0	34	0	34	4	0	0	4	0	4	38
49	64	30	0	30	6	36	28	0	0	28	0	28	58
49	65	33	0	33	0	33	1	0	0	1	0	1	34
49	68	31	0	31	0	31	31	0	0	31	0	31	61
49	69	46	0	46	0	46	44	0	0	44	0	44	91
49	70	30	0	30	0	30	1	0	0	1	0	1	31
49	74	10	0	10	0	10	0	0	0	0	0	0	10
49	75	1	0	1	0	1	0	0	0	0	0	0	1
49	76	23	0	23	0	23	4	0	0	4	0	4	27
49	78	14	0	14	0	14	7	0	0	7	0	7	22
49	81	60	0	60	0	60	13	0	0	13	0	13	74
49	82	55	0	55	0	55	19	0	0	19	0	19	74
49	83	57	0	57	38	95	52	0	0	52	0	52	109
49	84	120	0	120	13	132	34	0	0	34	0	34	154
49	85	22	0	22	0	22	3	0	0	3	0	3	25
49	87	233	0	233	13	246	35	0	0	35	0	35	268
49	88	8	0	8	0	8	0	0	0	0	0	0	8
49	89	31	0	31	0	31	15	0	0	15	0	15	46
49	90	80	0	80	0	80	17	0	0	17	0	17	96
49	92	52	0	52	0	52	10	0	0	10	0	10	62
49	93	46	0	46	6	52	25	0	0	25	0	25	71
49	94	11	0	11	0	11	8	0	0	8	0	8	19
49	97	24	0	24	0	24	0	0	0	0	0	0	24
49	102	46	0	46	6	53	18	0	0	18	0	18	65
49	103	8	0	8	0	8	0	0	0	0	0	0	8
49	104	80	0	80	0	80	16	0	0	16	0	16	96
49	105	24	0	24	6	30	8	0	0	8	0	8	32
49	107	3	0	3	0	3	0	0	0	0	0	0	3
49	111	0	0	0	6	6	0	0	0	0	0	0	0
49	112	15	0	15	0	15	0	0	0	0	0	0	15
49	113	20	0	20	6	26	28	0	0	28	0	28	48
49	115	4	0	4	0	4	0	0	0	0	0	0	4
50	51	0	0	0	25	25	0	0	0	0	0	0	0
50	55	8	0	8	0	8	18	0	0	18	0	18	26
50	60	18	0	18	13	30	0	0	0	0	0	0	18
50	61	0	0	0	6	6	0	0	0	0	0	0	0
50	65	26	0	26	0	26	16	0	0	16	0	16	42
50	67	22	0	22	0	22	0	0	0	0	0	0	22
50	72	2	0	2	0	2	0	0	0	0	0	0	2
50	77	22	0	22	0	22	0	0	0	0	0	0	22
50	82	2	0	2	0	2	0	0	0	0	0	0	2
50	83	14	0	14	0	14	0	0	0	0	0	0	14
50	84	11	0	11	0	11	0	0	0	0	0	0	11
50	85	0	0	0	13	13	4	0	0	4	0	4	4
50	87	52	0	52	13	64	0	0	0	0	0	0	52
50	89	2	0	2	0	2	0	0	0	0	0	0	2
50	90	7	0	7	0	7	0	0	0	0	0	0	7
50	92	24	0	24	6	30	8	0	0	8	0	8	32
50	97	0	0	0	25	25	0	0	0	0	0	0	0
50	103	8	0	8	0	8	8	0	0	8	0	8	15
50	104	8	0	8	0	8	8	0	0	8	0	8	16
51	51	60	0	60	0	60	26	0	0	26	0	26	86
51	52	39	0	39	6	45	0	0	0	0	0	0	39
51	54	0	0	0	19	19	0	0	0	0	0	0	0
51	55	0	0	0	6	6	0	0	0	0	0	0	0
51	58	39	0	39	69	108	10	0	0	10	0	10	49
51	59	62	0	62	19	81	16	0	0	16	0	16	78
51	60	221	0	221	0	221	238	0	0	238	0	238	459
51	61	0	0	0	6	6	0	0	0	0	0	0	0
51	63	36	0	36	0	36	45	0	0	45	0	45	81
51	64	217	0	217	13	230	28	0	0	28	0	28	245
51	65	52	0	52	6	58	17	0	0	17	0	17	69
51	67	9	0	9	0	9	0	0	0	0	0	0	9
51	68	38	0	38	6	44	74	0	0	74	0	74	111
51	69	72	0	72	0	72	27	0	0	27	0	27	99
51	70	130	0	130	6	137	0	0	0	0	0	0	130
51	76	66	0	66	0	66	0	0	0	0	0	0	66

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
51	81	76	0	76	0	76	8	0	0	8	0	8	84
51	82	39	0	39	0	39	21	0	0	21	0	21	60
51	83	28	2	30	6	36	0	0	0	0	0	0	28
51	84	165	0	165	6	171	8	0	0	8	0	8	173
51	85	64	0	64	0	64	103	0	0	103	0	103	167
51	86	0	0	0	13	13	16	0	0	16	0	16	16
51	87	59	0	59	38	97	78	0	0	78	0	78	137
51	88	3	0	3	25	28	19	0	0	19	0	19	22
51	89	8	0	8	57	65	8	0	0	8	0	8	16
51	90	19	0	19	0	19	39	0	0	39	0	39	58
51	91	0	0	0	6	6	0	0	0	0	0	0	0
51	92	18	0	18	6	24	0	0	0	0	0	0	18
51	94	0	0	0	6	6	0	0	0	0	0	0	0
51	96	19	0	19	0	19	0	0	0	0	0	0	19
51	98	0	0	0	6	6	0	0	0	0	0	0	0
51	102	109	0	109	0	109	17	0	0	17	0	17	126
51	103	43	0	43	0	43	0	0	0	0	0	0	43
51	104	132	2	134	6	140	0	0	0	0	0	0	132
51	105	8	0	8	6	14	8	0	0	8	0	8	15
51	108	18	0	18	0	18	0	0	0	0	0	0	18
51	113	77	0	77	0	77	0	0	0	0	0	0	77
52	52	2706	0	2706	13	2718	513	0	0	513	31	544	3250
52	54	0	0	0	13	13	0	0	0	0	0	0	0
52	56	8	0	8	0	8	0	0	0	0	0	0	8
52	58	134	0	134	0	134	31	0	0	31	0	31	165
52	59	231	0	231	13	244	54	0	0	54	0	54	286
52	60	215	2	217	13	229	64	0	0	64	15	79	294
52	61	52	0	52	0	52	0	0	0	0	0	0	52
52	63	152	0	152	0	152	61	0	0	61	0	61	213
52	64	131	2	133	6	139	8	0	0	8	0	8	138
52	65	109	0	109	0	109	31	0	0	31	0	31	139
52	66	16	0	16	0	16	0	0	0	0	0	0	16
52	67	82	0	82	0	82	26	0	0	26	0	26	108
52	68	150	0	150	0	150	15	0	0	15	0	15	165
52	69	184	2	186	0	186	34	0	0	34	123	158	341
52	70	27	0	27	0	27	0	0	0	0	0	0	27
52	74	17	0	17	0	17	0	0	0	0	0	0	17
52	75	1	0	1	0	1	2	0	0	2	0	2	4
52	76	36	0	36	0	36	0	0	0	0	0	0	36
52	81	60	0	60	0	60	0	0	0	0	0	0	60
52	83	31	4	35	0	35	15	0	0	15	0	15	47
52	84	106	2	108	31	140	0	0	0	0	0	0	106
52	85	114	0	114	0	114	36	0	0	36	69	105	219
52	86	130	0	130	0	130	34	0	0	34	0	34	164
52	87	123	0	123	0	123	16	0	0	16	0	16	139
52	88	13	0	13	19	32	0	0	0	0	0	0	13
52	89	81	0	81	0	81	15	0	0	15	0	15	95
52	90	138	0	138	0	138	40	0	0	40	0	40	178
52	91	40	0	40	0	40	0	0	0	0	0	0	40
52	92	57	0	57	0	57	0	0	0	0	0	0	57
52	93	122	0	122	6	129	26	0	0	26	0	26	149
52	94	88	0	88	0	88	0	0	0	0	0	0	88
52	96	72	0	72	0	72	16	0	0	16	0	16	89
52	97	105	0	105	0	105	0	0	0	0	0	0	105
52	98	3	0	3	0	3	0	0	0	0	0	0	3
52	102	66	0	66	0	66	0	0	0	0	0	0	66
52	103	16	0	16	6	23	0	0	0	0	0	0	16
52	104	58	0	58	6	65	38	0	0	38	0	38	97
52	105	96	0	96	6	103	17	0	0	17	0	17	113
52	108	46	0	46	6	52	23	0	0	23	0	23	69
52	109	57	0	57	0	57	0	0	0	0	0	0	57
52	111	47	0	47	0	47	0	0	0	0	0	0	47
52	112	146	0	146	13	158	39	0	0	39	0	39	185
52	113	304	0	304	0	304	33	0	0	33	0	33	337
52	114	141	0	141	0	141	21	0	0	21	0	21	162
54	54	0	0	0	6	6	0	0	0	0	0	0	0
54	55	0	0	0	25	25	0	0	0	0	0	0	0
54	58	0	0	0	13	13	0	0	0	0	0	0	0
54	59	16	0	16	0	16	0	0	0	0	0	0	16
54	81	0	0	0	6	6	0	0	0	0	0	0	0
54	82	0	0	0	13	13	0	0	0	0	0	0	0

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
54	88	0	0	0	13	13	0	0	0	0	0	0	0
54	104	0	0	0	0	0	8	0	0	8	0	8	8
55	55	0	0	0	6	6	0	0	0	0	0	0	0
55	56	2	0	2	0	2	0	0	0	0	0	0	2
55	57	13	0	13	0	13	0	0	0	0	0	0	13
55	59	10	0	10	0	10	0	0	0	0	0	0	10
55	60	0	0	0	0	0	2	0	0	2	5	7	7
55	63	11	0	11	0	11	0	0	0	0	0	0	11
55	64	32	0	32	0	32	0	0	0	0	0	0	32
55	67	8	0	8	0	8	0	0	0	0	0	0	8
55	68	4	0	4	0	4	0	0	0	0	0	0	4
55	69	0	0	0	0	0	0	0	0	0	4	4	4
55	78	4	0	4	0	4	0	0	0	0	0	0	4
55	81	4	0	4	6	10	0	0	0	0	0	0	4
55	82	4	0	4	0	4	0	0	0	0	0	0	4
55	84	2	0	2	0	2	0	0	0	0	0	0	2
55	85	8	0	8	0	8	6	0	0	6	2	8	15
55	86	9	0	9	0	9	0	0	0	0	0	0	9
55	87	0	0	0	0	0	18	0	0	18	0	18	18
55	90	9	0	9	0	9	34	0	0	34	0	34	43
55	91	4	0	4	0	4	4	0	0	4	0	4	8
55	93	4	0	4	0	4	0	0	0	0	0	0	4
55	102	15	0	15	0	15	0	0	0	0	0	0	15
55	103	14	0	14	0	14	0	0	0	0	0	0	14
55	104	2	0	2	0	2	0	0	0	0	0	0	2
56	57	33	0	33	0	33	0	0	0	0	0	0	33
56	59	24	0	24	0	24	8	0	0	8	0	8	32
56	60	33	0	33	0	33	0	0	0	0	0	0	33
56	61	0	0	0	25	25	0	0	0	0	0	0	0
56	63	50	0	50	0	50	34	0	0	34	26	60	110
56	64	18	0	18	0	18	0	0	0	0	0	0	18
56	65	52	0	52	0	52	0	0	0	0	0	0	52
56	74	20	0	20	0	20	0	0	0	0	0	0	20
56	75	0	0	0	0	0	3	0	0	3	0	3	3
56	76	27	0	27	0	27	0	0	0	0	0	0	27
56	78	1	0	1	0	1	0	0	0	0	0	0	1
56	80	3	0	3	0	3	3	0	0	3	0	3	6
56	81	18	0	18	0	18	0	0	0	0	0	0	18
56	84	15	0	15	0	15	0	0	0	0	0	0	15
56	87	15	0	15	0	15	0	0	0	0	0	0	15
56	88	18	0	18	0	18	0	0	0	0	0	0	18
56	94	16	0	16	0	16	0	0	0	0	0	0	16
56	102	17	0	17	0	17	0	0	0	0	0	0	17
56	104	15	0	15	0	15	0	0	0	0	0	0	15
56	105	9	0	9	0	9	0	0	0	0	0	0	9
56	109	10	0	10	0	10	20	0	0	20	0	20	31
56	112	47	0	47	0	47	0	0	0	0	0	0	47
57	63	24	0	24	6	30	20	0	0	20	0	20	44
57	64	29	0	29	0	29	0	0	0	0	0	0	29
57	65	7	0	7	0	7	0	0	0	0	0	0	7
57	67	0	0	0	6	6	0	0	0	0	0	0	0
57	68	7	0	7	0	7	0	0	0	0	0	0	7
57	69	7	0	7	0	7	7	0	0	7	14	20	27
57	78	10	0	10	0	10	0	0	0	0	0	0	10
57	81	3	0	3	13	16	0	0	0	0	0	0	3
57	84	16	0	16	0	16	0	0	0	0	0	0	16
57	85	27	0	27	0	27	24	0	0	24	3	27	54
57	88	0	0	0	13	13	0	0	0	0	0	0	0
57	90	9	0	9	0	9	0	0	0	0	0	0	9
57	102	0	0	0	0	0	8	0	0	8	0	8	8
57	103	0	0	0	0	0	8	0	0	8	0	8	8
58	58	45	0	45	107	152	10	0	0	10	0	10	55
58	59	198	0	198	15	213	34	0	0	34	0	34	232
58	60	273	0	273	25	298	162	0	0	162	0	162	435
58	61	50	0	50	17	67	36	0	0	36	0	36	86
58	63	88	0	88	6	94	81	0	0	81	0	81	169
58	64	162	0	162	19	181	50	0	0	50	0	50	212
58	65	37	0	37	6	43	10	0	0	10	0	10	46
58	67	24	0	24	13	36	16	0	0	16	0	16	40

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
58	68	69	0	69	25	94	8	0	0	8	0	8	77
58	69	137	0	137	0	137	41	0	0	41	0	41	179
58	70	0	0	0	0	0	19	0	0	19	0	19	19
58	76	25	0	25	6	31	10	0	0	10	0	10	35
58	80	1	0	1	0	1	0	0	0	0	0	0	1
58	81	24	0	24	13	36	0	0	0	0	0	0	24
58	82	18	0	18	0	18	0	0	0	0	0	0	18
58	83	82	0	82	6	88	49	0	0	49	0	49	131
58	84	170	0	170	0	170	36	0	0	36	0	36	206
58	85	278	0	278	4	282	214	0	0	214	0	214	492
58	86	10	0	10	0	10	0	0	0	0	0	0	10
58	87	158	0	158	0	158	25	0	0	25	0	25	183
58	88	74	0	74	107	181	0	0	0	0	0	0	74
58	89	8	0	8	13	20	17	0	0	17	0	17	25
58	90	52	0	52	0	52	28	0	0	28	0	28	80
58	91	16	0	16	13	29	0	0	0	0	0	0	16
58	92	9	0	9	13	21	0	0	0	0	0	0	9
58	93	55	0	55	38	93	31	0	0	31	0	31	86
58	94	43	0	43	19	62	0	0	0	0	0	0	43
58	96	48	0	48	0	48	24	0	0	24	0	24	71
58	97	8	0	8	6	14	8	0	0	8	0	8	15
58	102	58	0	58	0	58	0	0	0	0	0	0	58
58	104	137	0	137	6	144	16	0	0	16	0	16	154
58	105	23	0	23	0	23	39	0	0	39	0	39	62
58	108	17	0	17	0	17	0	0	0	0	0	0	17
58	109	0	0	0	6	6	0	0	0	0	0	0	0
58	113	10	0	10	0	10	19	0	0	19	0	19	29
58	115	32	0	32	0	32	0	0	0	0	0	0	32
59	59	423	0	423	44	467	84	0	0	84	0	84	507
59	60	448	0	448	19	467	268	0	0	268	0	268	717
59	61	120	0	120	23	143	86	0	0	86	0	86	206
59	63	589	0	589	6	595	378	0	0	378	0	378	967
59	64	560	2	562	25	587	60	0	0	60	0	60	620
59	65	193	0	193	6	199	50	0	0	50	0	50	243
59	67	76	0	76	13	89	23	0	0	23	0	23	99
59	68	33	0	33	10	43	25	0	0	25	0	25	57
59	69	86	0	86	27	114	137	0	0	137	0	137	223
59	70	53	0	53	17	69	0	0	0	0	0	0	53
59	73	0	0	0	6	6	0	0	0	0	0	0	0
59	74	20	0	20	6	26	0	0	0	0	0	0	20
59	76	102	0	102	0	102	0	0	0	0	0	0	102
59	77	41	0	41	0	41	0	0	0	0	0	0	41
59	78	0	0	0	6	6	0	0	0	0	0	0	0
59	81	189	0	189	13	201	83	0	0	83	0	83	272
59	82	92	0	92	36	128	32	0	0	32	0	32	124
59	83	82	4	86	0	86	17	0	0	17	0	17	99
59	84	452	0	452	19	471	162	0	0	162	0	162	614
59	85	245	0	245	8	254	145	0	0	145	0	145	391
59	86	134	0	134	0	134	34	0	0	34	0	34	168
59	87	221	0	221	17	238	116	0	0	116	0	116	337
59	88	82	0	82	6	88	33	0	2	35	0	35	117
59	89	33	0	33	31	65	17	0	0	17	0	17	50
59	90	56	0	56	17	73	96	0	0	96	0	96	152
59	91	0	0	0	4	4	0	0	0	0	0	0	0
59	92	19	0	19	13	31	0	0	0	0	0	0	19
59	93	64	0	64	13	76	39	0	0	39	0	39	102
59	95	16	0	16	0	16	0	0	0	0	0	0	16
59	97	71	0	71	6	77	0	0	0	0	0	0	71
59	102	118	2	120	0	120	0	0	0	0	0	0	118
59	103	34	0	34	8	42	0	0	0	0	0	0	34
59	104	113	0	113	0	113	43	0	0	43	0	43	156
59	105	92	0	92	0	92	0	0	0	0	0	0	92
59	108	34	0	34	0	34	0	0	0	0	0	0	34
59	109	17	0	17	0	17	0	0	0	0	0	0	17
59	112	25	0	25	6	31	0	0	0	0	0	0	25
60	60	436	0	436	6	443	211	0	0	211	0	211	647
60	61	372	0	372	31	403	173	0	0	173	0	173	545
60	62	15	0	15	0	15	0	0	0	0	0	0	15
60	63	56	0	56	6	62	16	0	0	16	0	16	72
60	64	417	4	421	38	459	114	0	0	114	0	114	532
60	65	102	0	102	6	108	34	0	8	42	0	42	144

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
60	67	23	0	23	0	23	15	0	0	15	0	15	38
60	68	69	0	69	13	81	17	0	0	17	0	17	86
60	69	137	0	137	13	150	84	0	0	84	0	84	221
60	70	55	0	55	0	55	0	0	0	0	0	0	55
60	75	9	0	9	0	9	0	0	0	0	0	0	9
60	76	80	0	80	19	98	0	0	0	0	0	0	80
60	77	29	0	29	0	29	0	0	0	0	0	0	29
60	78	3	0	3	0	3	0	0	0	0	0	0	3
60	79	0	0	0	13	13	0	0	0	0	0	0	0
60	81	278	0	278	0	278	32	0	0	32	0	32	311
60	82	116	0	116	13	129	13	0	0	13	0	13	130
60	83	128	0	128	6	134	24	0	0	24	0	24	152
60	84	557	0	557	63	620	49	0	0	49	0	49	606
60	85	379	0	379	8	388	235	0	0	235	0	235	615
60	86	40	0	40	0	40	0	0	0	0	0	0	40
60	87	267	0	267	13	280	73	0	0	73	0	73	340
60	88	34	0	34	31	66	0	0	0	0	0	0	34
60	89	17	0	17	0	17	0	0	0	0	0	0	17
60	90	138	2	140	13	153	41	0	0	41	0	41	179
60	91	0	0	0	6	6	0	0	0	0	0	0	0
60	92	41	0	41	63	104	16	0	0	16	0	16	57
60	93	123	0	123	31	155	51	0	0	51	0	51	174
60	97	50	0	50	34	84	16	0	0	16	0	16	66
60	102	64	0	64	0	64	8	0	0	8	0	8	72
60	104	173	0	173	31	205	91	0	0	91	0	91	264
60	105	40	0	40	0	40	35	0	0	35	0	35	74
60	107	2	0	2	0	2	2	0	0	2	0	2	3
60	109	9	0	9	0	9	0	0	0	0	0	0	9
60	112	49	2	51	6	57	115	0	0	115	0	115	164
61	61	33	0	33	13	46	0	0	0	0	0	0	33
61	63	68	0	68	13	81	51	0	0	51	0	51	119
61	64	148	4	152	25	177	27	0	0	27	0	27	179
61	65	64	4	68	0	68	0	0	0	0	0	0	64
61	67	0	0	0	0	0	18	0	0	18	0	18	18
61	68	49	0	49	0	49	16	0	0	16	0	16	65
61	69	9	0	9	13	22	0	0	0	0	0	0	9
61	70	8	0	8	6	14	0	0	0	0	0	0	8
61	76	40	0	40	0	40	16	0	0	16	0	16	56
61	78	18	0	18	0	18	0	0	0	0	0	0	18
61	81	102	2	104	0	104	0	0	0	0	0	0	102
61	82	26	0	26	6	33	56	0	0	56	0	56	83
61	83	110	4	114	13	127	9	0	0	9	0	9	119
61	84	321	4	324	0	324	88	0	0	88	0	88	408
61	85	182	0	182	0	182	131	0	0	131	0	131	313
61	86	49	0	49	0	49	30	0	15	45	0	45	94
61	87	52	0	52	13	64	68	0	0	68	0	68	120
61	88	35	2	37	0	37	0	0	0	0	0	0	35
61	89	0	0	0	6	6	0	0	0	0	0	0	0
61	92	0	2	2	0	2	0	0	0	0	0	0	0
61	93	18	0	18	0	18	0	0	0	0	0	0	18
61	95	11	0	11	0	11	0	0	0	0	0	0	11
61	97	20	0	20	6	26	0	0	0	0	0	0	20
61	103	51	0	51	0	51	0	0	0	0	0	0	51
61	104	178	2	180	0	180	106	0	0	106	0	106	285
61	105	9	0	9	0	9	0	0	0	0	0	0	9
61	108	9	0	9	0	9	0	0	0	0	0	0	9
61	111	0	0	0	6	6	0	0	0	0	0	0	0
62	64	23	0	23	6	30	0	0	0	0	0	0	23
62	69	6	0	6	0	6	3	0	0	3	0	3	9
62	89	8	0	8	0	8	0	0	0	0	0	0	8
62	90	8	0	8	0	8	0	0	0	0	0	0	8
63	63	352	0	352	6	358	235	0	0	235	0	235	587
63	64	610	0	610	38	648	424	0	0	424	0	424	1034
63	65	130	0	130	0	130	161	0	14	175	0	175	305
63	66	25	0	25	6	31	8	0	0	8	0	8	33
63	67	70	0	70	6	77	21	0	0	21	0	21	92
63	68	13	0	13	0	13	8	0	0	8	0	8	21
63	69	118	0	118	6	125	96	0	0	96	0	96	214
63	70	8	0	8	6	14	0	0	0	0	0	0	8
63	74	16	0	16	0	16	8	0	0	8	0	8	25
63	75	28	0	28	0	28	0	0	0	0	0	0	28

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
63	76	72	0	72	0	72	0	0	0	0	0	0	72
63	78	3	0	3	6	10	0	0	0	0	0	0	3
63	81	158	0	158	31	189	61	0	0	61	0	61	219
63	82	136	0	136	6	142	4	0	0	4	0	4	139
63	83	77	2	79	6	85	0	0	0	0	0	0	77
63	84	321	0	321	6	327	51	0	0	51	0	51	372
63	85	278	0	278	6	285	223	0	0	223	0	223	501
63	86	100	0	100	6	107	8	0	0	8	0	8	108
63	87	143	0	143	0	143	49	0	0	49	0	49	192
63	88	59	0	59	6	65	18	0	0	18	0	18	77
63	89	34	2	36	0	36	0	0	0	0	0	0	34
63	90	72	0	72	0	72	63	0	0	63	9	72	144
63	92	27	0	27	13	40	0	0	0	0	0	0	27
63	93	27	0	27	0	27	35	0	0	35	0	35	62
63	94	0	0	0	6	6	0	0	0	0	0	0	0
63	96	42	0	42	0	42	8	0	0	8	0	8	49
63	97	39	0	39	0	39	16	0	0	16	0	16	55
63	102	50	0	50	0	50	8	0	0	8	0	8	57
63	103	10	0	10	0	10	0	0	0	0	0	0	10
63	104	151	0	151	29	180	0	0	0	0	0	0	151
63	105	106	0	106	0	106	0	0	0	0	0	0	106
63	109	0	0	0	13	13	0	0	0	0	0	0	0
63	112	8	0	8	0	8	8	0	0	8	0	8	16
63	113	8	0	8	0	8	17	0	0	17	0	17	25
63	114	0	0	0	0	0	17	0	0	17	0	17	17
64	64	631	2	633	80	713	57	0	0	57	0	57	688
64	65	345	0	345	13	357	104	0	0	104	0	104	449
64	66	61	0	61	0	61	8	0	0	8	0	8	69
64	67	121	2	123	6	129	8	0	15	23	0	23	144
64	68	114	4	117	25	143	56	0	0	56	0	56	170
64	69	244	4	248	19	267	132	0	0	132	0	132	376
64	70	33	2	35	25	60	0	0	0	0	0	0	33
64	73	5	0	5	0	5	0	0	0	0	0	0	5
64	74	53	0	53	0	53	20	0	0	20	0	20	73
64	75	42	0	42	0	42	0	0	0	0	0	0	42
64	76	38	0	38	6	44	25	0	0	25	0	25	63
64	77	40	0	40	0	40	17	0	0	17	0	17	56
64	78	50	0	50	6	56	0	0	0	0	0	0	50
64	80	0	0	0	13	13	0	0	0	0	0	0	0
64	81	368	0	368	44	412	102	0	0	102	0	102	470
64	82	107	0	107	19	126	23	0	0	23	0	23	130
64	83	209	30	239	23	263	94	0	0	94	0	94	303
64	84	691	9	701	31	732	118	0	0	118	0	118	809
64	85	536	4	540	6	546	163	0	0	163	0	163	699
64	86	116	9	125	13	138	7	0	24	31	0	31	147
64	87	267	2	269	13	281	81	0	0	81	7	88	355
64	88	117	4	121	63	184	0	0	0	0	0	0	117
64	89	57	0	57	17	74	0	0	0	0	0	0	57
64	90	221	0	221	13	233	185	0	8	193	0	193	414
64	91	27	0	27	0	27	0	0	0	0	0	0	27
64	92	127	4	131	13	143	39	0	0	39	0	39	166
64	93	217	4	221	6	227	40	0	0	40	0	40	256
64	94	34	0	34	0	34	36	0	0	36	0	36	70
64	95	0	0	0	0	0	0	0	8	8	0	8	8
64	96	64	0	64	0	64	16	0	0	16	0	16	80
64	97	53	0	53	13	66	0	0	0	0	0	0	53
64	98	3	0	3	0	3	0	0	0	0	0	0	3
64	102	31	0	31	4	35	24	0	0	24	0	24	55
64	103	132	2	134	4	139	16	0	0	16	0	16	148
64	104	144	0	144	19	163	56	0	0	56	0	56	199
64	105	48	2	50	13	63	8	0	0	8	0	8	56
64	108	43	0	43	0	43	9	0	0	9	0	9	52
64	109	30	0	30	0	30	30	0	0	30	0	30	60
64	112	29	0	29	0	29	19	0	0	19	0	19	48
64	113	23	0	23	19	42	0	0	0	0	0	0	23
64	114	15	0	15	0	15	0	0	0	0	0	0	15
64	115	9	0	9	0	9	18	0	0	18	0	18	27
65	65	48	0	48	0	48	8	0	0	8	0	8	56
65	67	46	2	48	0	48	8	0	0	8	0	8	54
65	68	23	0	23	0	23	8	0	0	8	0	8	31
65	69	94	0	94	13	107	31	0	0	31	0	31	125
65	70	1	0	1	0	1	1	0	0	1	0	1	2

Table 7A Continued

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
65	76	58	0	58	0	58	59	0	0	59	0	59	117
65	81	154	0	154	0	154	36	0	C	36	0	36	190
65	82	141	0	141	0	141	0	C	0	0	0	0	141
65	83	37	4	41	25	66	0	0	C	0	0	0	37
65	84	308	6	314	0	314	31	0	3	34	0	34	342
65	85	134	0	134	4	138	56	C	3	58	0	58	192
65	86	15	0	15	0	15	23	C	C	23	0	23	38
65	87	133	4	137	0	137	81	C	C	81	0	81	214
65	88	147	2	149	0	149	6	0	0	6	0	6	154
65	89	45	0	45	29	74	0	0	C	C	0	0	45
65	90	38	C	38	0	38	9	0	0	9	0	9	47
65	91	17	0	17	0	17	0	0	C	0	0	0	17
65	92	34	0	34	13	46	31	0	5	36	0	36	70
65	93	53	2	55	0	55	43	0	25	68	0	68	121
65	97	43	C	43	0	43	29	0	0	29	0	29	72
65	102	27	2	29	6	36	16	0	0	16	C	16	43
65	103	31	0	31	0	31	0	0	0	0	0	0	31
65	104	116	0	116	19	135	33	0	C	33	0	33	149
65	105	34	0	34	6	40	0	0	C	0	0	0	34
65	111	14	C	14	0	14	0	0	C	0	0	0	14
66	65	8	0	8	0	8	16	C	C	16	0	16	25
66	70	16	C	16	0	16	0	0	C	0	0	0	16
66	81	8	0	8	0	8	0	0	C	0	0	0	8
66	90	0	0	0	0	0	15	C	0	15	0	15	15
66	93	33	0	33	0	33	0	0	C	C	0	0	33
66	104	0	0	0	6	6	0	0	C	C	0	0	0
67	67	48	0	48	6	55	0	0	C	C	0	0	48
67	68	48	0	48	0	48	31	0	C	31	0	31	80
67	69	109	2	111	19	130	44	C	C	44	0	44	153
67	70	31	2	33	0	33	0	0	0	0	0	0	31
67	75	15	0	15	0	15	0	0	C	0	0	0	15
67	76	42	0	42	0	42	15	0	0	15	0	15	57
67	77	0	0	0	13	13	0	0	C	C	0	0	0
67	80	0	C	0	13	13	0	0	C	C	0	0	0
67	81	13	0	13	6	20	8	0	0	8	0	8	21
67	82	52	C	52	13	65	24	0	0	24	0	24	76
67	83	28	C	28	13	41	0	0	C	C	0	0	28
67	84	140	0	140	13	152	0	0	8	8	0	8	148
67	85	165	2	167	27	194	39	0	C	39	9	48	213
67	87	92	0	92	19	110	82	0	0	82	0	82	173
67	88	10	0	10	44	54	0	0	C	0	0	0	10
67	89	27	0	27	6	33	0	C	C	C	0	0	27
67	90	47	0	47	6	54	123	0	C	123	0	123	171
67	91	34	0	34	0	34	0	0	C	C	0	0	34
67	92	7	0	7	0	7	0	0	C	0	0	0	7
67	93	35	0	35	6	41	15	0	0	15	0	15	50
67	94	17	0	17	0	17	26	0	9	34	0	34	52
67	97	19	0	19	6	25	17	0	0	17	0	17	36
67	102	0	0	0	0	0	8	0	C	8	0	8	8
67	103	25	0	25	0	25	0	0	0	0	0	0	25
67	104	10	0	10	0	10	0	0	C	0	0	0	10
67	105	27	2	29	0	29	0	0	C	0	0	0	27
67	111	0	0	0	6	6	0	0	C	0	0	0	0
67	113	15	0	15	0	15	0	0	C	C	0	0	15
68	68	206	C	206	67	273	94	0	0	94	0	94	301
68	69	239	2	241	76	316	327	0	9	336	0	336	575
68	70	120	2	122	6	128	15	0	C	15	0	15	135
68	73	33	0	33	0	33	16	0	0	16	0	16	49
68	74	98	0	98	0	98	20	0	C	20	0	20	118
68	75	34	0	34	0	34	8	0	C	8	0	8	41
68	76	125	0	125	0	125	24	0	0	24	0	24	149
68	78	4	0	4	0	4	0	0	0	0	0	0	4
68	81	138	0	138	6	144	43	0	0	43	0	43	181
68	82	59	0	59	0	59	0	0	C	C	0	0	59
68	83	111	4	115	6	121	15	0	C	15	0	15	126
68	84	276	0	276	19	295	143	0	0	143	0	143	419
68	85	96	0	96	19	115	58	0	0	58	0	58	154
68	86	113	0	113	0	113	38	0	C	38	0	38	150
68	87	126	0	126	0	126	16	0	C	16	0	16	142
68	88	14	0	14	82	95	0	0	C	C	0	0	14

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BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
68	85	104	0	104	65	169	15	0	C	15	0	15	119
68	90	299	0	299	50	349	218	0	8	225	0	225	524
68	91	59	0	59	0	59	8	0	0	8	0	8	67
68	92	90	0	90	6	96	19	0	C	19	0	19	109
68	93	114	0	114	0	114	125	0	C	125	0	125	240
68	94	59	2	61	13	74	36	0	0	36	0	36	96
68	96	62	C	62	0	62	0	0	0	0	0	0	62
68	97	20	0	20	13	32	19	0	0	19	0	19	39
68	98	3	0	3	0	3	0	0	C	0	0	0	3
68	102	18	C	18	13	31	0	0	0	0	0	0	18
68	103	33	0	33	0	33	0	0	C	0	0	0	33
68	104	252	0	252	0	252	43	0	0	43	0	43	295
68	105	129	0	129	0	129	55	0	C	55	0	55	183
68	108	2	0	2	0	2	0	0	0	0	0	0	2
68	111	18	C	18	0	18	0	0	0	0	0	0	18
68	112	20	0	20	0	'20	30	0	C	30	0	30	50
68	113	59	0	59	13	72	16	0	C	16	0	16	75
68	114	43	0	43	0	43	0	0	C	0	0	0	43
69	69	221	0	221	71	293	119	0	0	119	0	119	340
69	70	96	0	96	17	113	0	0	C	0	0	0	96
69	73	1	C	1	0	1	1	0	C	1	0	1	2
69	76	116	C	116	0	116	94	0	C	94	4	98	214
69	77	9	0	9	6	15	0	0	C	0	0	0	9
69	78	7	0	7	6	13	2	0	C	2	2	4	11
69	81	185	0	185	13	198	37	0	8	45	0	45	231
69	82	66	0	66	0	66	15	0	C	15	0	15	81
69	83	126	17	143	10	154	70	0	C	70	0	70	196
69	84	594	2	596	13	609	129	0	8	137	0	137	732
69	85	309	0	309	25	335	41	0	C	41	0	41	351
69	86	54	4	58	0	58	7	0	30	37	0	37	91
69	87	129	2	131	25	156	74	0	8	82	0	82	211
69	88	73	2	75	17	92	65	0	C	65	0	65	138
69	89	8	0	8	4	12	33	0	0	33	0	33	41
69	90	252	4	255	38	293	114	0	C	114	0	114	366
69	91	26	0	26	0	26	37	0	0	37	0	37	63
69	92	56	8	63	6	70	64	0	1C	73	0	73	129
69	93	192	2	194	0	194	113	0	C	113	0	113	305
69	94	108	0	108	6	114	78	0	C	78	0	78	186
69	95	5	C	5	0	5	0	0	C	C	0	0	5
69	96	87	0	87	0	87	97	0	C	97	15	112	199
69	97	116	0	116	31	147	112	0	C	112	0	112	228
69	98	18	0	18	13	30	18	0	C	18	3	21	39
69	102	123	2	125	0	125	57	0	C	57	0	57	180
69	103	70	2	72	0	72	46	C	C	46	0	46	117
69	104	116	C	116	13	129	93	0	C	93	0	93	209
69	105	44	0	44	0	44	24	0	C	24	0	24	68
69	107	0	C	0	0	0	0	0	C	0	6	6	6
69	109	40	0	40	0	40	20	0	C	2C	0	20	61
69	112	18	0	18	0	18	18	0	C	18	0	18	36
69	113	10	0	10	0	10	0	0	C	0	0	0	10
69	114	0	0	0	0	0	8	0	C	8	0	8	8
70	75	33	0	33	0	33	15	0	C	15	0	15	49
70	76	76	0	76	0	76	8	0	0	8	0	8	84
70	78	0	0	0	31	31	0	0	C	C	0	0	0
70	81	32	2	34	6	41	9	0	C	9	0	9	41
70	82	39	0	39	0	39	0	0	C	0	0	0	39
70	83	13	15	28	0	28	0	0	5	5	0	5	18
70	84	68	0	68	4	73	16	0	C	16	0	16	84
70	85	27	C	27	13	40	10	0	C	1C	0	10	37
70	87	18	0	18	0	18	26	0	0	26	0	26	44
70	88	31	0	31	19	50	2	0	0	2	0	2	33
70	89	5	0	5	8	14	0	0	C	C	0	0	5
70	90	104	0	104	0	104	30	0	C	30	0	30	134
70	91	21	0	21	0	21	0	0	C	0	0	0	21
70	92	18	C	18	0	18	0	0	C	C	0	0	18
70	93	98	2	100	0	100	17	0	C	17	0	17	116
70	94	34	0	34	0	34	17	0	C	17	0	17	52
70	96	32	0	32	0	32	0	0	C	C	0	0	32
70	97	37	0	37	0	37	3	0	C	3	0	3	40
70	99	5	0	5	0	5	2	0	C	2	0	2	6
70	102	13	0	13	0	13	0	0	C	0	0	0	13
70	103	15	C	15	0	15	8	0	C	8	0	8	23

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
70	104	34	2	36	6	42	0	0	C	C	0	0	34
70	105	32	0	32	0	32	0	0	C	C	0	0	32
70	110	8	0	8	0	8	0	0	G	0	0	0	8
70	111	18	C	18	0	18	18	0	C	18	0	18	36
70	112	4	0	4	0	4	10	0	0	1C	0	10	14
70	113	18	0	18	25	43	9	0	C	9	0	9	27
70	114	15	0	15	6	22	0	0	0	0	0	0	15
70	115	18	0	18	0	18	0	0	C	0	0	0	18
72	74	30	0	30	0	30	3	0	C	3	0	3	33
72	76	2	0	2	0	2	0	0	C	C	0	0	2
72	87	3	0	3	0	3	0	0	C	C	0	0	3
73	73	2	0	2	0	2	11	0	C	11	0	11	13
73	74	66	0	66	13	78	13	0	C	13	14	27	93
73	75	132	0	132	6	138	64	0	C	64	25	89	221
73	76	37	0	37	0	37	0	0	C	C	0	0	37
73	78	13	0	13	0	13	11	0	C	11	0	11	24
73	82	5	0	5	0	5	0	0	C	C	0	0	5
73	83	2	0	2	0	2	0	0	0	0	0	0	2
73	85	9	0	9	0	9	4	0	C	4	0	4	12
73	88	3	0	3	0	3	0	0	C	C	0	0	3
73	103	15	0	15	0	15	15	0	C	15	0	15	30
73	105	4	0	4	0	4	0	0	C	C	0	0	4
74	74	197	0	197	6	203	119	0	C	119	15	134	331
74	75	608	0	608	0	608	188	0	C	188	24	212	820
74	76	74	0	74	0	74	27	0	C	27	5	32	106
74	77	18	0	18	0	18	0	0	C	0	0	0	18
74	78	35	0	35	0	35	20	0	C	2C	0	20	55
74	79	4	0	4	0	4	13	0	C	13	9	22	26
74	81	8	0	8	0	8	8	0	C	8	0	8	17
74	82	30	0	30	0	30	0	0	C	C	0	0	30
74	83	48	0	48	0	48	0	0	C	C	0	0	48
74	84	52	0	52	13	65	17	0	C	17	0	17	69
74	85	21	0	21	0	21	47	0	C	47	0	47	69
74	86	53	0	53	0	53	0	0	C	C	0	0	53
74	90	17	0	17	0	17	49	0	C	49	0	49	66
74	91	8	0	8	0	8	8	0	C	8	0	8	17
74	92	17	0	17	0	17	0	0	C	C	0	0	17
74	93	10	0	10	0	10	1	0	0	1	0	1	11
74	94	9	0	9	0	9	0	0	C	0	0	0	9
74	104	17	0	17	0	17	0	0	C	C	0	0	17
74	107	2	0	2	0	2	2	0	0	2	0	2	3
74	110	0	0	0	6	6	0	0	C	0	0	0	0
74	114	17	0	17	0	17	0	0	0	0	0	0	17
75	75	99	0	99	0	99	10	0	C	10	2	12	112
75	76	14	0	14	0	14	3	0	C	3	0	3	17
75	77	27	0	27	0	27	0	0	C	C	0	0	27
75	78	17	0	17	13	30	0	0	C	C	0	0	17
75	81	3	0	3	0	3	0	0	C	C	0	0	3
75	82	2	0	2	0	2	0	0	C	C	0	0	2
75	84	36	0	36	0	36	5	0	0	5	0	5	41
75	88	17	C	17	0	17	1	0	0	1	0	1	18
75	90	1	0	1	0	1	1	0	0	1	0	1	2
75	91	16	0	16	0	16	8	0	0	8	0	8	24
75	93	32	0	32	0	32	17	0	C	17	0	17	49
75	105	4	0	4	0	4	4	0	C	4	0	4	8
75	110	0	0	0	6	6	0	0	C	0	0	0	0
76	76	2	0	2	0	2	0	0	C	0	0	0	2
76	77	12	C	12	0	12	0	0	C	C	0	0	12
76	78	18	C	18	6	24	0	0	0	0	0	0	18
76	79	4	0	4	0	4	0	0	C	0	0	0	4
76	80	4	0	4	0	4	0	0	C	0	0	0	4
76	81	49	0	49	0	49	2	0	C	2	0	2	51
76	82	28	0	28	0	28	0	0	C	0	0	0	28
76	83	2	0	2	0	2	0	0	C	C	0	0	2
76	84	83	0	83	0	83	15	0	0	15	0	15	98
76	85	44	0	44	0	44	10	0	0	10	0	10	54
76	86	24	0	24	0	24	38	0	C	38	0	38	62

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
76	87	59	0	59	0	59	0	0	C	0	0	0	59
76	88	29	0	29	0	29	0	0	C	0	0	0	29
76	89	45	0	45	0	45	50	0	C	50	0	50	95
76	90	86	0	86	0	86	47	0	C	47	0	47	132
76	91	19	0	19	0	19	0	0	C	0	0	0	19
76	92	66	0	66	0	66	30	0	C	30	0	30	96
76	93	124	0	124	0	124	0	0	C	0	0	0	124
76	94	76	0	76	0	76	33	0	C	33	0	33	109
76	96	58	C	58	0	58	0	0	C	0	0	0	58
76	97	61	0	61	0	61	41	0	C	41	6	47	108
76	98	4	0	4	0	4	0	0	C	C	0	0	4
76	102	24	0	24	0	24	8	0	0	8	0	8	32
76	103	51	0	51	0	51	33	0	0	33	0	33	84
76	104	83	0	83	0	83	17	0	0	17	0	17	100
76	105	48	0	48	0	48	24	0	C	24	0	24	72
76	109	17	C	17	0	17	0	0	C	C	0	0	17
76	111	48	0	48	0	48	0	0	C	0	0	0	48
76	112	36	C	36	0	36	0	0	C	C	0	0	36
76	113	58	0	58	0	58	51	0	0	51	0	51	109
76	114	64	0	64	0	64	15	0	C	15	0	15	79
76	115	15	0	15	0	15	0	0	C	C	0	0	15
77	83	0	4	4	13	16	0	0	C	C	0	0	0
77	84	2	0	2	0	2	0	0	C	0	0	0	2
77	86	0	2	2	0	2	0	0	C	0	0	0	0
77	88	18	C	18	0	18	0	0	C	C	0	0	18
77	89	0	0	0	6	6	0	0	C	0	0	0	0
77	93	2	C	2	0	2	0	0	C	C	0	0	2
77	94	0	0	0	13	13	0	0	C	C	0	0	0
77	103	16	0	16	0	16	0	0	C	C	0	0	16
77	104	12	0	12	0	12	0	0	C	C	0	0	12
77	105	9	0	9	0	9	0	0	C	0	0	0	9
77	113	9	0	9	0	9	0	0	C	C	0	0	9
78	80	4	C	4	0	4	0	0	C	C	0	0	4
78	81	5	0	5	0	5	0	0	C	C	0	0	5
78	82	2	0	2	0	2	2	0	0	2	0	2	4
78	83	5	0	5	0	5	0	0	0	C	0	0	5
78	84	0	C	0	6	6	0	0	C	C	0	0	0
78	85	13	0	13	0	13	0	0	C	0	0	0	13
78	88	7	0	7	0	7	15	0	C	15	0	15	22
78	89	0	0	0	13	13	0	0	C	0	0	0	0
78	90	7	0	7	0	7	0	0	C	0	0	0	7
78	93	61	0	61	0	61	0	0	C	C	0	0	61
78	94	11	0	11	0	11	0	0	C	C	0	0	11
78	96	8	0	8	0	8	0	0	C	0	0	0	8
78	97	15	0	15	0	15	0	0	C	C	2	2	17
78	104	37	0	37	8	46	0	0	0	0	0	0	37
79	84	31	0	31	0	31	0	0	C	0	0	0	31
79	85	3	0	3	0	3	0	0	C	0	0	0	3
79	93	2	0	2	0	2	2	0	C	2	0	2	4
79	94	0	0	0	6	6	0	0	C	C	0	0	0
79	97	29	0	29	0	29	0	0	C	0	0	0	29
79	102	2	C	2	0	2	2	0	C	2	0	2	4
79	103	4	0	4	0	4	0	0	C	0	0	0	4
79	104	7	0	7	0	7	0	0	C	0	0	0	7
79	105	0	0	0	13	13	0	0	C	0	0	0	0
80	84	1	0	1	0	1	0	0	C	0	0	0	1
80	85	1	0	1	0	1	0	0	C	0	0	0	1
80	88	3	0	3	0	3	0	0	C	0	0	0	3
80	91	3	0	3	0	3	0	0	C	C	0	0	3
80	93	1	0	1	0	1	3	0	C	3	0	3	4
81	81	127	0	127	13	139	34	0	C	34	0	34	161
81	82	145	0	145	31	177	26	0	C	26	0	26	172
81	83	212	8	219	13	232	16	0	C	16	0	16	228
81	84	646	0	646	23	669	96	0	C	96	0	96	741
81	85	97	2	99	13	112	41	0	3	43	0	43	141
81	86	50	0	50	44	94	15	0	C	15	0	15	65
81	87	314	0	314	0	314	154	0	16	171	0	171	485
81	88	84	0	84	88	172	9	0	C	9	0	9	93

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
81	89	124	2	126	4	130	56	0	0	56	0	56	180
81	90	194	2	196	13	208	113	0	0	113	0	113	306
81	91	19	0	19	0	19	26	0	0	26	0	26	45
81	92	269	0	269	6	275	70	0	0	70	0	70	339
81	93	376	0	376	13	388	96	0	0	96	0	96	472
81	94	5	0	5	13	18	17	0	0	17	0	17	23
81	96	74	0	74	13	87	16	0	0	16	0	16	90
81	97	101	0	101	25	126	0	0	0	0	0	0	101
81	98	3	2	5	0	5	0	0	0	0	0	0	3
81	102	99	0	99	6	105	41	0	9	50	0	50	149
81	103	61	0	61	6	67	0	0	15	15	0	15	76
81	104	310	2	312	19	331	64	0	0	64	0	64	373
81	105	146	0	146	0	146	97	0	0	97	0	97	243
81	107	4	0	4	0	4	0	0	0	0	0	0	4
81	111	27	0	27	0	27	36	0	0	36	0	36	62
81	112	64	0	64	0	64	45	0	0	45	0	45	109
81	113	0	0	0	6	6	0	0	0	0	0	0	0
81	115	9	0	9	0	9	0	0	0	0	0	0	9
82	82	17	0	17	6	23	0	0	0	0	0	0	17
82	83	91	0	91	6	97	17	0	0	17	0	17	108
82	84	351	0	351	19	370	24	0	0	24	0	24	375
82	85	84	0	84	4	88	16	0	0	16	0	16	100
82	86	100	0	100	6	106	13	0	0	13	0	13	113
82	87	178	0	178	6	185	44	0	0	44	0	44	222
82	88	20	0	20	48	68	13	0	0	13	0	13	33
82	89	65	0	65	4	69	14	0	0	14	0	14	79
82	90	105	0	105	0	105	9	0	0	9	0	9	114
82	91	43	0	43	0	43	22	0	0	22	0	22	65
82	92	100	2	102	13	115	11	0	0	11	0	11	111
82	93	148	0	148	0	148	80	0	0	80	0	80	229
82	94	25	0	25	0	25	16	0	0	16	0	16	41
82	96	38	0	38	0	38	8	0	0	8	0	8	47
82	97	24	0	24	0	24	9	0	0	9	0	9	32
82	102	40	0	40	0	40	8	0	0	8	0	8	49
82	103	8	0	8	0	8	8	0	0	8	0	8	15
82	104	181	2	183	0	183	84	0	0	84	0	84	265
82	105	6	0	6	0	6	2	0	0	2	0	2	8
82	107	3	0	3	0	3	0	0	0	0	0	0	3
82	108	25	0	25	0	25	0	0	0	0	0	0	25
82	109	0	0	0	19	19	0	0	0	0	0	0	0
82	112	39	0	39	0	39	39	0	0	39	0	39	78
82	115	21	0	21	0	21	0	0	0	0	0	0	21
83	83	9	2	11	19	30	0	0	0	0	0	0	9
83	84	330	13	343	38	381	27	0	0	27	0	27	356
83	85	154	8	161	23	184	20	0	0	20	0	20	174
83	86	87	13	100	0	100	65	0	0	65	0	65	152
83	87	161	4	165	13	178	30	0	0	30	0	30	191
83	88	43	9	52	0	52	8	0	0	8	0	8	51
83	89	35	6	41	10	51	0	0	0	0	0	0	35
83	90	163	17	180	6	186	100	0	0	100	0	100	263
83	91	29	4	32	0	32	30	0	0	30	0	30	58
83	92	88	9	98	0	98	35	0	17	52	0	52	140
83	93	129	13	143	0	143	26	0	5	31	0	31	161
83	94	9	2	10	6	17	0	0	0	0	0	0	9
83	96	15	0	15	13	27	23	0	0	23	0	23	38
83	97	64	2	66	0	66	17	0	0	17	0	17	82
83	102	44	4	48	19	67	33	0	17	49	0	49	94
83	103	0	2	2	0	2	8	0	0	8	0	8	8
83	104	149	13	162	6	168	33	0	0	33	0	33	181
83	105	54	2	56	0	56	0	0	0	0	0	0	54
83	107	1	0	1	0	1	0	0	0	0	0	0	1
83	111	12	2	14	0	14	0	0	0	0	0	0	12
83	112	9	0	9	0	9	8	0	0	8	0	8	16
83	113	25	0	25	6	31	8	0	0	8	0	8	33
83	114	21	0	21	0	21	0	0	0	0	0	0	21
84	84	745	2	747	76	823	88	0	0	88	0	88	833
84	85	431	0	431	59	490	79	0	11	90	0	90	521
84	86	321	0	321	25	346	58	0	0	58	0	58	379
84	87	696	2	698	52	751	76	0	0	76	0	76	772
84	88	259	4	262	99	361	21	0	0	21	0	21	280
84	89	108	0	108	34	142	32	0	7	39	0	39	147

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL PERSON TRIPS
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	
84	90	324	4	328	6	334	242	0	17	259	0	259	583
84	91	31	0	31	63	94	0	0	0	0	0	0	31
84	92	198	4	202	25	227	148	0	14	162	0	162	360
84	93	340	4	344	6	350	119	0	17	136	0	136	476
84	94	85	0	85	4	89	41	0	8	49	0	49	134
84	95	16	0	16	0	16	0	0	0	0	0	0	16
84	96	111	0	111	0	111	49	0	0	49	0	49	160
84	97	234	0	234	0	234	51	0	20	71	0	71	305
84	98	7	0	7	0	7	0	0	0	0	0	0	7
84	99	3	0	3	0	3	0	0	0	0	0	0	3
84	102	191	2	192	0	192	19	0	0	19	0	19	209
84	103	138	0	138	0	138	16	0	33	48	0	48	187
84	104	418	2	420	19	439	117	0	8	125	0	125	543
84	105	196	2	198	6	204	81	0	0	81	0	81	277
84	108	46	0	46	0	46	24	0	0	24	0	24	70
84	112	27	0	27	0	27	10	0	0	10	0	10	37
84	114	16	0	16	0	16	0	0	0	0	0	0	16
84	115	37	0	37	0	37	18	0	0	18	0	18	54
85	85	74	0	74	8	83	27	0	0	27	8	35	109
85	86	54	0	54	13	67	87	0	0	87	0	87	142
85	87	150	2	152	0	152	75	0	0	75	0	75	225
85	88	72	0	72	17	89	35	0	0	35	0	35	108
85	89	56	0	56	15	71	50	0	0	50	0	50	106
85	90	112	2	114	8	122	52	0	0	52	0	52	164
85	91	49	0	49	0	49	38	0	13	51	0	51	100
85	92	187	2	189	6	195	92	0	0	92	0	92	279
85	93	384	0	384	19	403	271	0	0	271	0	271	655
85	94	63	0	63	0	63	50	0	0	50	24	75	138
85	96	63	0	63	0	63	95	0	0	95	31	126	189
85	97	156	0	156	10	166	58	0	0	58	0	58	214
85	102	73	0	73	0	73	16	0	0	16	0	16	89
85	103	46	0	46	0	46	0	0	0	0	0	0	46
85	104	143	0	143	13	156	73	0	0	73	0	73	216
85	105	157	0	157	0	157	138	0	0	138	24	161	319
85	111	0	0	0	6	6	0	0	0	0	0	0	0
85	112	12	0	12	0	12	0	0	0	0	0	0	12
85	113	0	2	2	13	14	0	0	0	0	0	0	0
86	86	80	0	80	38	117	16	0	0	16	0	16	95
86	87	207	0	207	31	238	79	0	16	95	31	126	333
86	88	93	8	100	19	119	2	0	0	2	0	2	95
86	89	93	0	93	10	103	16	0	0	16	0	16	108
86	90	96	0	96	6	102	33	0	13	46	0	46	142
86	91	16	0	16	0	16	78	0	0	78	0	78	94
86	92	60	8	67	0	67	26	0	0	26	0	26	86
86	93	27	0	27	19	46	36	0	0	36	20	56	83
86	94	9	0	9	0	9	17	0	0	17	0	17	26
86	95	0	0	0	0	0	0	0	8	8	0	8	8
86	96	27	0	27	0	27	26	0	0	26	0	26	53
86	97	60	0	60	31	91	20	0	0	20	0	20	80
86	99	2	0	2	0	2	0	0	0	0	0	0	2
86	102	8	0	8	13	20	43	0	0	43	0	43	51
86	103	0	2	2	0	2	0	0	0	0	0	0	0
86	104	176	6	182	17	198	53	0	15	68	0	68	244
86	105	36	0	36	6	42	35	0	0	35	0	35	70
86	106	3	0	3	0	3	0	0	0	0	0	0	3
86	109	14	0	14	0	14	0	0	0	0	0	0	14
86	111	13	0	13	0	13	0	0	0	0	0	0	13
86	113	8	0	8	0	8	0	0	0	0	0	0	8
86	114	8	0	8	0	8	0	0	0	0	0	0	8
87	87	302	2	304	34	338	59	0	0	59	0	59	361
87	88	145	0	145	25	170	35	0	0	35	0	35	180
87	89	30	2	32	4	36	0	0	0	0	0	0	30
87	90	77	0	77	4	81	9	0	0	9	15	23	100
87	91	76	0	76	0	76	39	0	0	39	38	78	153
87	92	139	2	141	0	141	32	0	0	32	0	32	170
87	93	182	2	184	13	197	88	0	0	88	0	88	270
87	94	29	0	29	0	29	4	0	0	4	16	20	49
87	96	38	0	38	0	38	8	0	0	8	0	8	46
87	97	25	0	25	27	52	0	0	0	0	3	3	28
87	98	0	0	0	13	13	0	0	0	0	0	0	0

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						TOTAL
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
87	102	131	0	131	13	144	41	0	0	41	9	50	181
87	103	37	0	37	13	50	0	0	0	0	0	0	37
87	104	360	2	362	52	415	87	0	0	87	44	131	492
87	105	232	0	232	0	232	98	0	C	98	79	177	410
87	107	2	0	2	0	2	2	0	0	2	0	2	3
87	108	27	0	27	0	27	0	0	0	0	0	0	27
87	1C9	0	0	0	6	6	0	0	0	0	0	0	0
87	111	0	2	2	0	2	0	0	0	0	0	0	0
87	112	C	C	0	6	6	0	0	0	0	0	0	0
87	113	25	0	25	13	37	8	0	0	8	0	8	33
87	114	15	0	15	0	15	0	0	C	0	0	0	15
87	115	9	0	9	0	9	0	0	0	0	0	0	9
88	88	64	2	66	90	156	15	0	0	15	0	15	79
88	89	95	0	95	206	301	15	0	7	22	0	22	117
88	9C	63	2	64	25	90	8	0	C	8	0	8	70
88	91	18	0	18	0	18	0	0	0	0	0	0	18
88	92	104	0	104	25	130	31	0	17	49	0	49	153
88	93	265	0	265	63	328	18	0	0	18	0	18	283
88	94	83	0	83	13	95	26	0	0	26	0	26	108
88	95	14	0	14	0	14	0	0	0	0	0	0	14
88	96	38	0	38	38	75	0	0	0	0	0	0	38
88	97	189	0	189	36	225	50	0	0	5C	0	50	239
88	98	3	C	3	0	3	0	0	C	0	0	0	3
88	99	3	0	3	0	3	2	0	0	2	0	2	5
88	102	30	0	30	19	49	0	0	0	0	0	0	30
88	1C3	114	2	116	31	147	45	0	0	45	0	45	159
88	104	257	4	261	19	280	37	0	0	37	0	37	294
88	105	136	0	136	38	173	56	0	C	56	0	56	191
88	1C9	0	0	0	31	31	0	0	0	0	0	0	0
88	112	50	0	50	0	50	0	0	C	0	0	0	50
88	114	15	0	15	0	15	0	0	C	0	0	0	15
88	115	9	0	9	0	9	0	0	C	0	0	0	9
89	89	155	C	155	34	189	0	0	C	0	0	0	155
89	9C	287	0	287	36	323	69	0	0	69	0	69	357
89	91	60	0	60	6	66	0	0	C	0	0	0	60
89	92	213	0	213	31	245	115	0	0	115	0	115	329
89	93	386	0	386	80	466	92	0	C	92	0	92	478
89	94	97	0	97	36	132	26	0	C	26	0	26	123
89	96	31	C	31	0	31	15	0	C	15	0	15	46
89	97	49	0	49	31	80	0	0	0	0	0	0	49
89	98	24	0	24	0	24	16	0	0	16	0	16	40
89	102	50	0	50	21	71	48	0	0	48	0	48	98
89	103	54	0	54	23	77	0	0	C	C	0	0	54
89	104	92	C	92	25	118	0	0	0	0	0	0	92
89	105	53	0	53	4	58	16	0	0	16	0	16	69
89	108	0	C	0	31	31	0	0	C	0	0	0	0
89	110	C	0	0	13	13	0	0	C	0	0	0	0
89	111	10	C	10	0	10	0	0	C	0	0	0	10
89	113	58	0	58	0	58	0	0	C	0	0	0	58
89	114	C	0	0	0	0	16	0	C	16	0	16	16
90	9C	180	0	180	25	205	123	0	0	123	0	123	303
90	91	34	0	34	10	44	27	0	0	27	0	27	61
90	92	63	4	67	0	67	39	0	0	39	0	39	102
90	93	97	0	97	38	135	55	0	0	55	0	55	152
90	94	98	0	98	50	148	110	0	C	110	0	110	208
90	96	15	C	15	0	15	8	0	C	8	0	8	23
90	97	19	0	19	0	19	15	0	0	15	59	74	94
90	102	138	0	138	0	138	34	0	0	34	0	34	173
90	103	67	2	68	0	68	0	0	0	0	0	0	67
90	104	72	0	72	6	79	39	0	0	39	0	39	111
90	105	7C	0	70	0	70	8	0	C	8	0	8	77
90	1C9	0	0	0	0	0	8	0	0	8	0	8	8
90	112	23	0	23	0	23	0	0	0	0	0	0	23
90	114	2	0	2	0	2	0	0	0	0	0	0	2
91	91	20	C	20	6	26	6	0	C	6	0	6	26
91	92	10	C	10	0	10	32	0	C	32	0	32	42
91	93	56	0	56	8	65	0	0	0	0	0	0	56
91	94	11	C	11	0	11	13	0	C	13	0	13	23
91	97	17	C	17	6	23	0	0	0	0	0	0	17
91	102	32	0	32	0	32	17	0	0	17	0	17	49

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
91	104	24	0	24	0	24	0	0	0	0	0	0	24
91	105	0	0	0	0	0	0	0	7	7	0	7	7
92	92	282	2	284	17	300	55	0	0	55	0	55	337
92	93	538	0	538	69	607	228	0	0	228	0	228	766
92	94	0	0	0	25	25	0	0	0	0	0	0	0
92	96	178	0	178	6	184	15	0	0	15	0	15	193
92	97	338	2	340	31	371	118	0	0	118	0	118	456
92	98	11	0	11	0	11	16	0	0	16	0	16	27
92	102	160	0	160	13	172	49	0	0	49	0	49	208
92	103	138	0	138	6	145	8	0	0	8	0	8	146
92	104	356	0	356	6	363	100	0	0	100	0	100	457
92	105	121	2	123	0	123	73	0	0	73	0	73	194
92	107	5	0	5	0	5	0	0	0	0	0	0	5
92	111	0	0	0	6	6	0	0	0	0	0	0	0
92	112	0	0	0	25	25	0	0	0	0	0	0	0
92	115	13	0	13	0	13	0	0	0	0	0	0	13
93	93	342	2	344	107	451	193	0	0	193	0	193	535
93	94	37	0	37	6	43	9	0	0	9	0	9	46
93	96	32	0	32	23	55	49	0	0	49	0	49	81
93	97	290	0	290	67	357	251	0	0	251	0	251	541
93	98	0	2	2	0	2	0	0	0	0	0	0	0
93	102	221	2	223	13	236	41	0	0	41	0	41	263
93	103	115	4	119	0	119	66	0	0	66	0	66	181
93	104	165	2	167	10	177	56	0	0	56	0	56	221
93	105	35	0	35	0	35	34	0	0	34	0	34	69
93	106	37	0	37	0	37	9	0	0	9	0	9	46
93	112	17	0	17	0	17	0	0	0	0	0	0	17
94	94	8	0	8	13	21	0	0	0	0	0	0	8
94	97	10	0	10	0	10	9	0	0	9	110	119	129
94	102	18	0	18	6	24	0	0	0	0	0	0	18
94	103	0	0	0	13	13	0	0	0	0	0	0	0
94	104	24	0	24	0	24	31	0	0	31	0	31	55
94	105	4	0	4	0	4	4	0	0	4	0	4	7
94	109	0	0	0	0	0	36	0	0	36	0	36	36
96	96	38	0	38	19	57	0	0	0	0	0	0	38
96	97	201	0	201	40	241	178	0	0	178	0	178	379
96	98	0	0	0	13	13	0	0	0	0	0	0	0
96	102	8	0	8	0	8	24	0	0	24	0	24	31
96	103	56	0	56	6	63	23	0	0	23	0	23	79
96	104	38	0	38	0	38	0	0	0	0	0	0	38
96	105	8	0	8	0	8	8	0	0	8	0	8	16
96	113	16	0	16	0	16	0	0	0	0	0	0	16
97	97	258	0	258	118	375	107	0	0	107	0	107	364
97	98	0	0	0	6	6	0	0	0	0	0	0	0
97	102	32	0	32	0	32	34	0	0	34	0	34	66
97	103	235	0	235	13	248	142	0	0	142	0	142	377
97	104	183	0	183	23	206	78	0	0	78	0	78	261
97	105	53	0	53	17	70	41	0	0	41	0	41	94
97	107	2	0	2	0	2	0	0	0	0	15	15	17
97	111	10	0	10	0	10	0	0	0	0	0	0	10
98	103	2	0	2	31	33	0	0	0	0	0	0	2
99	99	3	0	3	0	3	3	0	0	3	0	3	6
99	102	2	0	2	0	2	0	0	0	0	0	0	2
99	106	2	0	2	0	2	0	0	0	0	0	0	2
99	112	3	0	3	0	3	0	0	0	0	0	0	3
99	114	0	0	0	6	6	0	0	0	0	0	0	0
102	102	122	0	122	0	122	40	0	0	40	0	40	161
102	103	72	2	74	4	78	8	0	0	8	0	8	80
102	104	209	0	209	25	234	25	0	0	25	0	25	234
102	105	4	0	4	6	10	17	0	0	17	0	17	21
102	108	17	0	17	0	17	0	0	0	0	0	0	17
102	109	8	0	8	0	8	8	0	0	8	0	8	16
102	114	8	0	8	0	8	0	0	0	0	0	0	8
102	115	16	0	16	0	16	0	0	0	0	0	0	16

BETWEEN		VEHICULAR MOVEMENTS					PASSENGER MOVEMENTS						
DIST	DIST	AUTOS	TAXIS	TOTAL AUTOS	COMM.	TOTAL ALL VEH.	AUTOS	TRUCKS	TAXIS	SUB-TOTAL	BUSSES	TOTAL ALL PASS.	TOTAL PERSON TRIPS
103	103	148	0	148	6	155	41	0	0	41	0	41	189
103	104	41	0	41	19	60	32	0	0	32	0	32	73
103	105	32	0	32	13	45	0	0	0	0	0	0	32
103	109	0	0	0	13	13	0	0	0	0	0	0	0
103	113	0	0	0	0	0	8	0	0	8	0	8	8
104	104	390	0	390	160	549	86	0	0	86	16	102	492
104	105	339	2	341	13	353	97	0	0	97	28	125	464
104	108	16	0	16	0	16	19	0	0	19	0	19	35
104	111	19	0	19	0	19	0	0	0	0	0	0	19
104	112	32	0	32	0	32	16	0	0	16	0	16	48
104	113	72	0	72	0	72	0	0	0	0	0	0	72
104	114	0	0	0	0	0	16	0	0	16	0	16	16
104	115	0	0	0	0	0	8	0	0	8	0	8	8
105	105	35	0	35	76	110	21	0	0	21	0	21	56
105	111	52	0	52	0	52	0	0	0	0	0	0	52
108	108	14	0	14	0	14	19	0	0	19	0	19	32
108	112	23	0	23	0	23	0	0	0	0	0	0	23
108	113	36	0	36	0	36	23	0	0	23	0	23	60
108	114	24	0	24	0	24	23	0	0	23	0	23	47
109	109	46	0	46	0	46	20	0	0	20	0	20	66
109	111	108	0	108	21	129	38	0	0	38	0	38	146
109	112	163	0	163	19	181	158	0	0	158	0	158	321
109	113	87	0	87	0	87	20	0	0	20	0	20	107
109	114	169	0	169	0	169	77	0	0	77	0	77	247
109	115	43	0	43	0	43	17	0	0	17	0	17	61
110	112	9	0	9	0	9	0	0	0	0	0	0	9
110	113	43	0	43	0	43	0	0	0	0	0	0	43
110	114	13	0	13	0	13	0	0	0	0	0	0	13
111	111	31	0	31	6	37	0	0	0	0	0	0	31
111	112	227	0	227	34	261	30	0	0	30	0	30	257
111	113	131	4	135	25	160	31	0	0	31	0	31	162
111	114	61	0	61	0	61	20	0	0	20	0	20	81
111	115	0	0	0	4	4	0	0	18	18	0	18	18
112	112	398	2	400	17	417	110	0	0	110	0	110	508
112	113	517	0	517	17	534	312	0	0	312	0	312	829
112	114	605	2	607	25	632	172	0	0	172	0	172	777
112	115	81	0	81	13	94	45	0	0	45	0	45	126
113	113	214	2	216	6	223	60	0	0	60	0	60	275
113	114	694	2	695	34	729	573	0	0	573	0	573	1266
113	115	84	2	86	6	92	87	0	0	87	0	87	171
114	114	396	0	396	8	404	120	0	0	120	30	150	546
115	115	82	0	82	0	82	7	0	0	7	0	7	89
GRAND TOTAL		153028	982	154010	17245	171255	56157	7	914	57078	2206	59284	212312

Station	District	Automobiles	Commercial	Total All Vehicles
01	01	13	5	18
01	02	11	2	13
01	03	3	-	3
01	04	3	-	3
01	05	-	-	-
01	06	-	-	-
01	07	6	-	6
01	08	-	-	-
01	09	-	-	-
01	10	-	4	4
01	11	3	-	3
01	12	3	-	3
01	13	-	-	-
01	14	-	-	-
01	15	-	-	-
01	16	-	-	-
01	17	-	-	-
01	18	3	-	3
01	19	-	-	-
01	20	-	-	-
01	21	-	-	-
01	22	-	-	-
01	23	-	-	-
01	24	-	-	-
01	25	40	12	52
01	26	27	17	44
01	27	-	-	-
01	28	-	-	-
01	29	-	2	2
01	30	2	-	2
01	31	-	-	-
01	32	3	-	3
01	33	3	-	3
01	34	-	-	-
01	35	-	-	-
01	36	-	-	-
01	37	-	3	3
01	38	-	-	-
01	39	3	-	3
01	40	-	-	-
01	41	-	-	-
01	42	-	3	3
01	43	8	2	10
01	44	-	-	-
01	45	-	-	-
01	46	11	-	11
01	47	-	3	3
01	48	-	-	-
01	49	-	5	5
01	50	-	-	-
01	51	5	3	8
01	52	26	26	52
01	53	-	-	-
01	54	-	-	-
01	55	-	-	-
01	56	-	-	-
01	57	-	-	-
01	58	-	-	-
01	59	10	-	10
01	60	-	-	-
01	61	-	-	-
01	62	-	-	-
01	63	-	-	-
01	64	13	2	15
01	65	-	-	-
01	66	-	-	-
01	67	-	-	-
01	68	-	-	-
01	69	-	-	-
01	70	3	-	3
01	71	-	-	-
01	72	-	-	-
01	73	-	-	-
01	74	-	-	-
01	75	-	-	-
01	76	5	3	8
01	77	-	-	-
01	78	-	-	-
01	79	-	-	-
01	80	-	-	-
01	81	6	-	6
01	82	-	4	4
01	83	6	-	6
01	84	5	-	5
01	85	-	5	5
01	86	3	-	3
01	87	3	-	3
01	88	-	-	-
01	89	-	-	-
01	90	-	-	-

Station	District	Automobiles	Commercial	Total All Vehicles
01	91	-	-	-
01	92	-	-	-
01	93	-	-	-
01	94	-	-	-
01	95	-	-	-
01	96	-	-	-
01	97	-	-	-
01	98	-	-	-
01	99	-	-	-
01	100	-	-	-
01	101	-	-	-
01	102	-	-	-
01	103	-	-	-
01	104	8	-	8
01	105	-	-	-
01	106	-	-	-
01	107	-	-	-
01	108	-	-	-
01	109	-	-	-
01	110	-	-	-
01	111	-	-	-
01	112	13	-	13
01	113	2	-	2
01	114	3	-	3
01	115	-	-	-
		253	101	354
02	01	14	-	14
02	02	23	2	25
02	03	9	5	14
02	04	2	4	6
02	05	-	2	2
02	06	-	-	-
02	07	2	-	2
02	08	2	-	2
02	09	-	-	-
02	10	5	-	5
02	11	11	2	13
02	12	23	2	25
02	13	-	2	2
02	14	2	-	2
02	15	-	2	2
02	16	-	-	-
02	17	-	-	-
02	18	-	-	-
02	19	-	-	-
02	20	-	2	2
02	21	-	41	41
02	22	-	2	2
02	23	-	-	-
02	24	-	-	-
02	25	31	30	61
02	26	54	21	75
02	27	-	-	-
02	28	-	-	-
02	29	7	2	9
02	30	2	4	6
02	31	-	-	-
02	32	4	4	8
02	33	5	2	7
02	34	2	-	2
02	35	-	7	7
02	36	-	-	-
02	37	-	-	-
02	38	2	5	7
02	39	4	-	4
02	40	-	4	4
02	41	-	-	-
02	42	-	2	2
02	43	-	2	2
02	44	-	-	-
02	45	-	-	-
02	46	-	-	-
02	47	-	-	-
02	48	4	-	4
02	49	-	-	-
02	50	-	-	-
02	51	-	4	4
02	52	17	2	19
02	53	-	-	-
02	54	-	-	-
02	55	-	-	-
02	56	-	-	-
02	57	-	-	-
02	58	-	-	-
02	59	-	-	-
02	60	4	-	4
02	61	-	-	-
02	62	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
02	63	-	-	-
02	64	2	-	2
02	65	5	-	5
02	66	-	-	-
02	67	-	-	-
02	68	4	2	6
02	69	-	-	-
02	70	2	-	2
02	71	-	-	-
02	72	-	-	-
02	73	-	-	-
02	74	-	-	-
02	75	-	-	-
02	76	-	-	-
02	77	-	-	-
02	78	-	-	-
02	79	-	-	-
02	80	-	-	-
02	81	-	-	-
02	82	2	-	2
02	83	2	-	2
02	84	2	-	2
02	85	-	2	2
02	86	-	-	-
02	87	-	-	-
02	88	-	4	4
02	89	2	2	4
02	90	-	-	-
02	91	-	-	-
02	92	-	2	2
02	93	-	-	-
02	94	-	-	-
02	95	-	-	-
02	96	-	-	-
02	97	-	-	-
02	98	-	-	-
02	99	-	-	-
02	100	-	-	-
02	101	-	-	-
02	102	2	-	2
02	103	-	-	-
02	104	-	-	-
02	105	-	-	-
02	106	-	-	-
02	107	-	-	-
02	108	-	-	-
02	109	6	2	8
02	110	-	-	-
02	111	2	-	2
02	112	-	-	-
02	113	4	2	6
02	114	2	2	4
02	115	-	-	-
		266	173	439
03	01	20	-	20
03	02	6	3	9
03	03	9	-	9
03	04	12	-	12
03	05	-	3	3
03	06	-	-	-
03	07	4	-	4
03	08	-	2	2
03	09	1	3	4
03	10	3	-	3
03	11	6	-	6
03	12	6	1	7
03	13	-	-	-
03	14	-	-	-
03	15	1	-	1
03	16	-	-	-
03	17	2	-	2
03	18	4	2	6
03	19	-	-	-
03	20	-	-	-
03	21	4	7	11
03	22	7	-	7
03	23	1	2	3
03	24	-	-	-
03	25	97	17	114
03	26	59	16	75
03	27	-	-	-
03	28	-	-	-
03	29	1	5	6
03	30	3	4	7
03	31	-	6	6
03	32	9	3	12
03	33	3	1	4
03	34	-	-	-
03	35	-	-	-
03	36	-	-	-
03	37	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
03	38	2	-	2
03	39	10	3	13
03	40	5	1	6
03	41	-	-	-
03	42	-	-	-
03	43	4	-	4
03	44	1	2	3
03	45	1	-	1
03	46	3	4	7
03	47	3	-	3
03	48	2	1	3
03	49	1	-	1
03	50	-	-	-
03	51	5	2	7
03	52	21	-	21
03	53	-	-	-
03	54	-	-	-
03	55	-	-	-
03	56	-	-	-
03	57	-	-	-
03	58	3	2	5
03	59	5	-	5
03	60	9	-	9
03	61	3	-	3
03	62	-	-	-
03	63	3	1	4
03	64	5	-	5
03	65	6	-	6
03	66	-	-	-
03	67	-	-	-
03	68	5	-	5
03	69	5	-	5
03	70	1	-	1
03	71	-	-	-
03	72	-	-	-
03	73	-	-	-
03	74	-	5	5
03	75	-	-	-
03	76	11	-	11
03	77	-	-	-
03	78	-	-	-
03	79	2	-	2
03	80	-	-	-
03	81	5	1	6
03	82	2	-	2
03	83	5	3	8
03	84	3	-	3
03	85	5	1	6
03	86	-	-	-
03	87	2	3	5
03	88	2	2	4
03	89	4	1	5
03	90	3	-	3
03	91	1	-	1
03	92	1	4	5
03	93	3	-	3
03	94	-	-	-
03	95	-	-	-
03	96	5	-	5
03	97	2	-	2
03	98	-	-	-
03	99	-	-	-
03	100	-	-	-
03	101	-	-	-
03	102	-	3	3
03	103	-	-	-
03	104	10	-	10
03	105	1	-	1
03	106	-	-	-
03	107	-	-	-
03	108	-	2	2
03	109	-	-	-
03	110	-	2	2
03	111	5	-	5
03	112	6	2	8
03	113	9	-	9
03	114	7	2	9
03	115	-	1	1
		455	123	578
04	01	39	12	51
04	02	19	4	23
04	03	41	13	54
04	04	16	6	22
04	05	7	5	12
04	06	-	-	-
04	07	9	-	9
04	08	3	4	7
04	09	-	1	1
04	10	14	4	18
04	11	11	6	17
04	12	24	6	30

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
04	13	1	2	3
04	14	4	-	4
04	15	6	-	6
04	16	4	-	4
04	17	1	-	1
04	18	1	1	2
04	19	-	-	-
04	20	-	-	-
04	21	8	4	12
04	22	5	1	6
04	23	-	-	-
04	24	-	-	-
04	25	71	56	127
04	26	125	31	156
04	27	-	-	-
04	28	-	3	3
04	29	2	9	11
04	30	14	6	20
04	31	12	3	15
04	32	14	2	16
04	33	1	-	1
04	34	3	-	3
04	35	-	-	-
04	36	-	-	-
04	37	3	1	4
04	38	5	1	6
04	39	16	-	16
04	40	5	4	9
04	41	2	2	4
04	42	1	-	1
04	43	19	4	23
04	44	-	-	-
04	45	-	-	-
04	46	11	1	12
04	47	15	4	19
04	48	2	-	2
04	49	2	-	2
04	50	3	-	3
04	51	1	-	1
04	52	130	18	148
04	53	-	-	-
04	54	-	-	-
04	55	-	-	-
04	56	2	-	2
04	57	-	1	1
04	58	-	5	5
04	59	4	1	5
04	60	15	2	17
04	61	3	-	3
04	62	-	-	-
04	63	7	-	7
04	64	5	7	12
04	65	5	1	6
04	66	-	-	-
04	67	1	1	2
04	68	6	4	10
04	69	4	1	5
04	70	11	1	12
04	71	-	-	-
04	72	-	-	-
04	73	-	-	-
04	74	-	-	-
04	75	-	-	-
04	76	28	-	28
04	77	3	-	3
04	78	2	-	2
04	79	-	-	-
04	80	-	-	-
04	81	7	5	12
04	82	11	12	23
04	83	14	5	19
04	84	11	5	16
04	85	6	1	7
04	86	3	2	5
04	87	11	1	12
04	88	14	5	19
04	89	5	2	7
04	90	3	-	3
04	91	-	3	3
04	92	4	2	6
04	93	8	1	9
04	94	1	-	1
04	95	1	-	1
04	96	2	-	2
04	97	2	-	2
04	98	-	-	-
04	99	-	-	-
04	100	-	-	-
04	101	-	-	-
04	102	1	-	1
04	103	2	1	3
04	104	2	-	2
04	105	5	3	8

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
04	106	-	-	-
04	107	-	-	-
04	108	1	-	1
04	109	1	1	2
04	110	-	-	-
04	111	3	-	3
04	112	12	4	16
04	113	23	3	26
04	114	11	3	14
04	115	5	-	5
		935	297	1,232
05	01	4	-	4
05	02	15	8	23
05	03	11	-	11
05	04	8	1	9
05	05	-	-	-
05	06	3	-	3
05	07	7	-	7
05	08	-	2	2
05	09	10	3	13
05	10	11	-	11
05	11	-	8	8
05	12	12	9	21
05	13	3	3	6
05	14	-	-	-
05	15	-	-	-
05	16	3	2	5
05	17	-	2	2
05	18	-	12	12
05	19	-	2	2
05	20	-	2	2
05	21	2	35	37
05	22	6	-	6
05	23	4	1	5
05	24	11	-	11
05	25	-	3	3
05	26	-	-	-
05	27	-	-	-
05	28	-	-	-
05	29	-	-	-
05	30	12	5	17
05	31	3	10	13
05	32	6	5	11
05	33	14	3	17
05	34	-	-	-
05	35	-	-	-
05	36	-	-	-
05	37	3	-	3
05	38	8	8	16
05	39	-	-	-
05	40	8	15	23
05	41	-	-	-
05	42	2	1	3
05	43	2	1	3
05	44	-	2	2
05	45	-	-	-
05	46	5	6	11
05	47	-	-	-
05	48	2	-	2
05	49	2	1	3
05	50	-	-	-
05	51	2	5	7
05	52	1	5	6
05	53	-	-	-
05	54	-	-	-
05	55	-	-	-
05	56	-	-	-
05	57	-	-	-
05	58	-	-	-
05	59	-	-	-
05	60	-	2	2
05	61	-	-	-
05	62	-	-	-
05	63	-	-	-
05	64	2	-	2
05	65	-	-	-
05	66	-	-	-
05	67	-	-	-
05	68	-	-	-
05	69	-	-	-
05	70	2	-	2
05	71	-	-	-
05	72	-	-	-
05	73	-	-	-
05	74	-	-	-
05	75	-	-	-
05	76	2	1	3
05	77	-	-	-
05	78	-	-	-
05	79	-	-	-
05	80	-	-	-

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
05	81	2	-	2
05	82	3	-	3
05	83	-	3	3
05	84	2	-	2
05	85	-	2	2
05	86	2	-	2
05	87	-	3	3
05	88	-	2	2
05	89	-	-	-
05	90	-	-	-
05	91	-	-	-
05	92	-	-	-
05	93	-	-	-
05	94	-	-	-
05	95	-	-	-
05	96	-	-	-
05	97	-	-	-
05	98	-	-	-
05	99	-	-	-
05	100	-	-	-
05	101	-	-	-
05	102	-	-	-
05	103	3	-	3
05	104	5	-	5
05	105	-	3	3
05	106	-	-	-
05	107	-	-	-
05	108	-	-	-
05	109	6	-	6
05	110	-	-	-
05	111	2	-	2
05	112	12	5	17
05	113	13	6	19
05	114	12	5	17
05	115	-	2	2
		246	193	439
06	01	-	-	-
06	02	22	-	22
06	03	-	-	-
06	04	-	-	-
06	05	-	5	5
06	06	-	-	-
06	07	3	-	3
06	08	3	-	3
06	09	-	-	-
06	10	3	-	3
06	11	13	5	18
06	12	6	-	6
06	13	3	-	3
06	14	-	3	3
06	15	3	-	3
06	16	-	-	-
06	17	-	-	-
06	18	-	-	-
06	19	-	-	-
06	20	-	-	-
06	21	3	-	3
06	22	14	3	17
06	232	-	-	-
06	24	3	-	3
06	25	-	-	-
06	26	-	-	-
06	27	-	-	-
06	28	-	-	-
06	29	-	-	-
06	30	3	-	3
06	31	-	-	-
06	32	-	-	-
06	33	3	-	3
06	34	-	-	-
06	35	-	-	-
06	36	-	-	-
06	37	-	-	-
06	38	-	-	-
06	39	-	-	-
06	40	-	-	-
06	41	-	-	-
06	42	-	-	-
06	43	-	-	-
06	44	-	-	-
06	45	-	-	-
06	46	-	-	-
06	47	-	-	-
06	48	-	-	-
06	49	-	-	-
06	50	-	-	-
06	51	-	-	-
06	52	3	-	3
06	53	-	-	-
06	54	-	-	-
06	55	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
06	56	-	-	-
06	57	-	-	-
06	58	-	-	-
06	59	-	-	-
06	60	-	-	-
06	61	3	-	3
06	62	-	-	-
06	63	3	-	3
06	64	-	-	-
06	65	-	-	-
06	66	-	-	-
06	67	-	-	-
06	68	-	-	-
06	69	-	-	-
06	70	-	-	-
06	71	-	-	-
06	72	-	-	-
06	73	-	-	-
06	74	-	-	-
06	75	-	-	-
06	76	-	-	-
06	77	-	-	-
06	78	-	3	3
06	79	-	-	-
06	80	-	-	-
06	81	-	-	-
06	82	-	2	2
06	83	-	-	-
06	84	3	-	3
06	85	-	-	-
06	86	-	-	-
06	87	-	-	-
06	88	-	-	-
06	89	-	-	-
06	90	-	-	-
06	91	-	-	-
06	92	-	-	-
06	93	6	-	6
06	94	-	-	-
06	95	-	-	-
06	96	-	-	-
06	97	-	-	-
06	98	-	-	-
06	99	-	-	-
06	100	-	-	-
06	101	-	-	-
06	102	-	-	-
06	103	-	-	-
06	104	3	-	3
06	105	-	-	-
06	106	-	-	-
06	107	-	-	-
06	108	-	-	-
06	109	3	-	3
06	110	-	-	-
06	111	-	-	-
06	112	-	-	-
06	113	3	-	3
06	114	-	-	-
06	115	3	2	5
		112	23	135
07	01	62	13	75
07	02	34	3	37
07	03	62	18	80
07	04	23	11	34
07	05	10	5	15
07	06	3	2	5
07	07	43	9	52
07	08	21	5	26
07	09	21	9	30
07	10	26	7	33
07	11	36	3	39
07	12	45	5	50
07	13	15	6	21
07	14	2	-	2
07	15	7	4	11
07	16	14	4	18
07	17	7	3	10
07	18	7	6	13
07	19	-	-	-
07	20	3	4	7
07	21	66	55	121
07	22	100	43	143
07	23	22	5	27
07	24	2	-	2
07	25	15	4	19
07	26	-	-	-
07	27	-	-	-
07	28	7	2	9
07	29	26	22	48
07	30	56	16	72

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
07	31	39	13	52
07	32	18	6	24
07	33	8	2	10
07	34	-	2	2
07	35	-	-	-
07	36	-	-	-
07	37	5	9	14
07	38	19	6	25
07	39	46	8	54
07	40	2	3	5
07	41	3	3	6
07	42	-	-	-
07	43	9	3	12
07	44	-	4	4
07	45	-	-	-
07	46	9	9	18
07	47	28	4	32
07	48	5	-	5
07	49	2	-	2
07	50	-	-	-
07	51	-	-	-
07	52	59	17	76
07	53	-	-	-
07	54	-	15	15
07	55	-	-	-
07	56	4	9	13
07	57	14	5	19
07	58	3	-	3
07	59	4	-	4
07	60	4	-	4
07	61	6	-	6
07	62	-	-	-
07	63	-	6	6
07	64	17	-	17
07	65	13	-	13
07	66	-	-	-
07	67	3	-	3
07	68	6	-	6
07	69	11	3	14
07	70	8	5	13
07	71	-	-	-
07	72	-	-	-
07	73	-	2	2
07	74	2	-	2
07	75	-	-	-
07	76	30	2	32
07	77	-	-	-
07	78	-	-	-
07	79	-	-	-
07	80	-	-	-
07	81	3	4	7
07	82	-	-	-
07	83	6	-	6
07	84	7	7	14
07	85	9	-	9
07	86	-	-	-
07	87	2	-	2
07	88	5	2	7
07	89	2	2	4
07	90	4	-	4
07	91	-	-	-
07	92	-	3	3
07	93	5	-	5
07	94	-	-	-
07	95	-	-	-
07	96	-	-	-
07	97	2	-	2
07	98	-	-	-
07	99	-	-	-
07	100	-	-	-
07	101	-	-	-
07	102	-	-	-
07	103	-	-	-
07	104	50	2	52
07	105	-	4	4
07	106	-	-	-
07	107	-	-	-
07	108	2	-	2
07	109	28	-	28
07	110	-	-	-
07	111	12	3	15
07	112	31	11	42
07	113	59	13	72
07	114	42	11	53
07	115	11	2	13
		1,392	464	1,856
08	01	178	27	205
08	02	170	44	214
08	03	148	40	188
08	04	108	43	151
08	05	48	28	76

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
08	06	14	-	14
08	07	120	25	145
08	08	17	6	23
08	09	61	6	67
08	10	60	19	79
08	11	73	15	88
08	12	76	35	111
08	13	24	17	41
08	14	12	1	13
08	15	50	11	61
08	16	28	16	44
08	17	49	11	60
08	18	27	6	33
08	19	2	-	2
08	20	34	8	42
08	21	147	122	269
08	22	206	29	235
08	23	6	-	6
08	24	-	-	-
08	25	9	5	14
08	26	23	3	26
08	27	-	-	-
08	28	5	3	8
08	29	52	33	85
08	30	69	50	119
08	31	52	16	68
08	32	49	25	74
08	33	19	4	23
08	34	4	2	6
08	35	6	5	11
08	36	3	2	5
08	37	27	9	36
08	38	30	17	47
08	39	138	28	166
08	40	53	48	101
08	41	-	-	-
08	42	-	-	-
08	43	52	3	55
08	44	-	3	3
08	45	-	-	-
08	46	87	42	129
08	47	101	34	135
08	48	17	11	28
08	49	22	2	24
08	50	3	-	3
08	51	9	8	17
08	52	186	61	247
08	53	-	-	-
08	54	-	-	-
08	55	-	-	-
08	56	3	6	9
08	57	2	1	3
08	58	1	2	3
08	59	11	3	14
08	60	19	3	22
08	61	6	1	7
08	62	3	-	3
08	63	3	3	6
08	64	158	20	178
08	65	2	-	2
08	66	-	-	-
08	67	13	3	16
08	68	13	11	24
08	69	24	1	25
08	70	61	15	76
08	71	-	-	-
08	72	2	-	2
08	73	1	-	1
08	74	5	6	11
08	75	-	3	3
08	76	372	39	411
08	77	5	3	8
08	78	-	3	3
08	79	-	-	-
08	80	-	-	-
08	81	52	9	61
08	82	9	6	15
08	83	11	5	16
08	84	47	13	60
08	85	15	1	16
08	86	15	5	20
08	87	23	12	35
08	88	32	38	70
08	89	8	20	28
08	90	12	3	15
08	91	1	2	3
08	92	9	8	17
08	93	43	3	46
08	94	8	4	12
08	95	-	-	-
08	96	1	2	3
08	97	5	3	8

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Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
08	98	-	-	-
08	99	-	-	-
08	100	-	-	-
08	101	-	-	-
08	102	10	3	13
08	103	4	3	7
08	104	32	8	40
08	105	8	-	8
08	106	-	-	-
08	107	-	1	1
08	108	8	5	13
08	109	13	25	38
08	110	5	-	5
08	111	20	10	30
08	112	120	21	141
08	113	91	47	138
08	114	126	21	147
08	115	8	-	8
		4,114	1,324	5,438
09	01	20	11	31
09	02	43	21	64
09	03	33	17	50
09	04	21	4	25
09	05	8	4	12
09	06	5	-	5
09	07	11	3	14
09	08	4	6	10
09	09	5	2	7
09	10	18	16	34
09	11	18	4	22
09	12	9	1	10
09	13	9	4	13
09	14	7	-	7
09	15	11	2	13
09	16	13	17	30
09	17	14	2	16
09	18	8	3	11
09	19	-	2	2
09	20	2	-	2
09	21	4	15	19
09	22	26	8	34
09	23	1	-	1
09	24	1	-	1
09	25	-	-	-
09	26	-	-	-
09	27	-	-	-
09	28	-	3	3
09	29	15	24	39
09	30	18	10	28
09	31	2	3	5
09	32	8	8	16
09	33	3	-	3
09	34	-	-	-
09	35	-	-	-
09	36	1	1	2
09	37	9	1	10
09	38	6	2	8
09	39	16	21	37
09	40	6	7	13
09	41	-	-	-
09	42	-	-	-
09	43	12	-	12
09	44	-	-	-
09	45	-	-	-
09	46	11	5	16
09	47	5	8	13
09	48	2	3	5
09	49	-	-	-
09	50	-	-	-
09	51	1	1	2
09	52	1	13	14
09	53	-	-	-
09	54	-	-	-
09	55	-	-	-
09	56	-	-	-
09	57	-	-	-
09	58	1	-	1
09	59	-	-	-
09	60	1	-	1
09	61	-	-	-
09	62	-	-	-
09	63	1	-	1
09	64	9	1	10
09	65	-	-	-
09	66	-	-	-
09	67	-	-	-
09	68	5	3	8
09	69	1	-	1
09	70	6	3	9
09	71	-	-	-
09	72	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
09	73	-	-	-
09	74	-	-	-
09	75	-	-	-
09	76	25	10	35
09	77	1	-	1
09	78	-	-	-
09	79	-	-	-
09	80	-	-	-
09	81	4	-	4
09	82	2	1	3
09	83	2	1	3
09	84	-	-	-
09	85	1	2	3
09	86	1	1	2
09	87	2	-	2
09	88	-	-	-
09	89	-	5	5
09	90	1	-	1
09	91	-	-	-
09	92	-	1	1
09	93	-	1	1
09	94	-	-	-
09	95	-	-	-
09	96	1	-	1
09	97	-	-	-
09	98	-	-	-
09	99	-	-	-
09	100	-	-	-
09	101	6	1	7
09	102	-	-	-
09	103	-	-	-
09	104	3	1	4
09	105	-	-	-
09	106	-	-	-
09	107	-	-	-
09	108	-	-	-
09	109	2	5	7
09	110	-	-	-
09	111	7	13	20
09	112	17	5	22
09	113	11	10	21
09	114	31	7	38
09	115	2	1	3
		550	324	874
10	01	43	10	53
10	02	49	23	72
10	03	26	24	50
10	04	24	21	45
10	05	10	9	19
10	06	1	3	4
10	07	13	3	16
10	08	7	3	10
10	09	12	9	21
10	10	12	6	18
10	11	13	3	16
10	12	12	12	24
10	13	10	5	15
10	14	6	5	11
10	15	17	14	31
10	16	10	16	26
10	17	15	26	41
10	18	4	10	14
10	19	-	-	-
10	20	2	1	3
10	21	9	20	29
10	22	21	8	29
10	23	-	1	1
10	24	-	-	-
10	25	-	1	1
10	26	-	1	1
10	27	-	-	-
10	28	3	-	3
10	29	14	14	28
10	30	6	12	18
10	31	3	5	8
10	32	13	1	14
10	33	2	1	3
10	34	-	-	-
10	35	1	3	4
10	36	1	4	5
10	37	7	2	9
10	38	21	6	27
10	39	55	29	84
10	40	6	6	12
10	41	-	2	2
10	42	-	-	-
10	43	10	1	11
10	44	-	-	-
10	45	-	-	-
10	46	3	7	10
10	47	7	1	8

| Between | | Vehicular Movements | | |
Station	District	Automobiles	Commercial	Total All Vehicles
10	48	-	-	-
10	49	-	-	-
10	50	-	-	-
10	51	-	-	-
10	52	15	12	27
10	53	-	-	-
10	54	-	-	-
10	55	-	-	-
10	56	-	-	-
10	57	-	-	-
10	58	-	-	-
10	59	-	-	-
10	60	-	-	-
10	61	-	-	-
10	62	-	-	-
10	63	-	-	-
10	64	·2	1	3
10	65	-	1	1
10	66	-	-	-
10	67	-	-	-
10	68	-	2	2
10	69	-	-	-
10	70	5	1	6
10	71	-	-	-
10	72	-	-	-
10	73	-	-	-
10	74	-	-	-
10	75	-	-	-
10	76	10	4	14
10	77	-	2	2
10	78	1	17	18
10	79	-	-	-
10	80	-	-	-
10	81	2	-	2
10	82	-	-	-
10	83	2	1	3
10	84	11	5	16
10	85	2	3	5
10	86	-	-	-
10	87	3	4	7
10	88	3	-	3
10	89	1	-	1
10	90	-	-	-
10	91	1	-	1
10	92	-	1	1
10	93	1	1	2
10	94	-	-	-
10	95	-	-	-
10	96	-	-	-
10	97	-	2	2
10	98	-	-	-
10	99	-	-	-
10	100	1	1	2
10	101	1	-	1
10	102	-	-	-
10	103	-	-	-
10	104	3	-	3
10	105	-	-	-
10	106	-	-	-
10	107	-	-	-
10	108	1	-	1
10	109	11	3	14
10	110	-	-	-
10	111	21	34	55
10	112	36	10	46
10	113	15	5	20
10	114	29	14	43
10	115	-	-	-
		645	452	1,097
11	01	61	15	76
11	02	120	25	145
11	03	64	21	85
11	04	56	15	71
11	05	25	19	44
11	06	3	1	4
11	07	15	4	19
11	08	6	2	8
11	09	30	7	37
11	10	27	14	41
11	11	43	10	53
11	12	45	17	62
11	13	34	3	37
11	14	6	5	11
11	15	26	11	37
11	16	20	12	32
11	17	17	7	24
11	18	13	2	15
11	19	-	-	-
11	20	1	2	3
11	21	16	26	42
11	22	19	2	21

| Between | | Vehicular Movements | | |
Station	District	Automobiles	Commercial	Total All Vehicles
11	23	2	1	3
11	24	1	-	1
11	25	-	2	2
11	26	7	3	10
11	27	-	-	-
11	28	3	1	4
11	29	7	8	15
11	30	22	12	34
11	31	20	3	23
11	32	24	12	36
11	33	9	3	12
11	34	1	1	2
11	35	4	1	5
11	36	2	-	2
11	37	18	11	29
11	38	24	6	30
11	39	104	29	133
11	40	16	19	35
11	41	1	1	2
11	42	-	-	-
11	43	41	6	47
11	44	2	6	8
11	45	-	-	-
11	46	10	4	14
11	47	7	1	8
11	48	1	-	1
11	49	1	-	1
11	50	-	-	-
11	51	-	-	-
11	52	49	14	63
11	53	-	-	-
11	54	-	-	-
11	55	-	-	-
11	56	-	-	-
11	57	-	-	-
11	58	-	-	-
11	59	1	-	1
11	60	-	-	-
11	61	-	1	1
11	62	-	-	-
11	63	-	-	-
11	64	7	2	9
11	65	2	-	2
11	66	-	-	-
11	67	-	-	-
11	68	-	-	-
11	69	3	-	3
11	70	2	-	2
11	71	-	1	1
11	72	-	-	-
11	73	-	-	-
11	74	2	-	2
11	75	1	-	1
11	76	4	1	5
11	77	2	-	2
11	78	2	2	4
11	79	-	-	-
11	80	-	-	-
11	81	3	3	6
11	82	2	-	2
11	83	2	2	4
11	84	7	5	12
11	85	1	5	6
11	86	2	-	2
11	87	-	1	1
11	88	3	6	9
11	89	1	25	26
11	90	-	-	-
11	91	-	-	-
11	92	2	-	2
11	93	2	1	3
11	94	-	-	-
11	95	-	-	-
11	96	-	-	-
11	97	1	-	1
11	98	-	-	-
11	99	-	-	-
11	100	-	1	1
11	101	-	-	-
11	102	-	3	3
11	103	-	-	-
11	104	2	2	4
11	105	-	-	-
11	106	-	-	-
11	107	-	-	-
11	108	3	2	5
11	109	40	11	51
11	110	12	5	17
11	111	49	28	77
11	112	68	16	84
11	113	44	18	62
11	114	24	11	35
11	115	11	2	13
		1,328	518	1,846

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
12	01	-	-	-
12	02	3	-	3
12	03	1	3	4
12	04	-	2	2
12	05	3	-	3
12	06	-	-	-
12	07	-	-	-
12	08	-	-	-
12	09	-	-	-
12	10	2	-	2
12	11	-	4	4
12	12	-	2	2
12	13	-	-	-
12	14	-	-	-
12	15	-	-	-
12	16	-	-	-
12	17	-	-	-
12	18	-	-	-
12	19	-	-	-
12	20	-	-	-
12	21	-	-	-
12	22	2	-	2
12	23	-	-	-
12	24	-	-	-
12	25	12	15	27
12	26	10	4	14
12	27	-	-	-
12	28	-	-	-
12	29	-	-	-
12	30	-	-	-
12	31	-	-	-
12	32	-	-	-
12	33	-	-	-
12	34	-	2	2
12	35	-	.	-
12	36	-	-	-
12	37	3	-	3
12	38	-	-	-
12	39	-	2	2
12	40	5	1	6
12	41	-	-	-
12	42	-	-	-
12	43	6	9	15
12	44	-	-	-
12	45	3	-	3
12	46	-	-	-
12	47	-	-	-
12	48	-	-	-
12	49	-	-	-
12	50	-	-	-
12	51	-	-	-
12	52	8	4	12
12	53	-	-	-
12	54	-	-	-
12	55	-	-	-
12	56	-	-	-
12	57	-	-	-
12	58	-	-	-
12	59	3	-	3
12	60	-	-	-
12	61	2	-	2
12	62	-	-	-
12	63	-	-	-
12	64	2	-	2
12	65	2	-	2
12	66	-	-	-
12	67	-	-	-
12	68	-	-	-
12	69	9	2	11
12	70	-	-	-
12	71	-	-	-
12	72	-	-	-
12	73	-	-	-
12	74	-	-	-
12	75	-	-	-
12	76	-	-	-
12	77	-	-	-
12	78	2	-	2
12	79	-	-	-
12	80	-	-	-
12	81	-	-	-
12	82	-	-	-
12	83	4	4	8
12	84	2	-	2
12	85	2	-	2
12	86	-	-	-
12	87	-	-	-
12	88	-	-	-
12	89	-	-	-
12	90	-	-	-
12	91	-	-	-
12	92	-	-	-
12	93	-	-	-
12	94	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
12	95	-	-	-
12	96	-	-	-
12	97	-	-	-
12	98	-	-	-
12	99	-	-	-
12	100	-	-	-
12	101	-	-	-
12	102	-	-	-
12	103	3	-	3
12	104	2	-	2
12	105	-	2	2
12	106	-	-	-
12	107	-	-	-
12	108	-	-	-
12	109	-	-	-
12	110	-	-	-
12	111	-	-	-
12	112	-	-	-
12	113	-	-	-
12	114	2	-	2
12	115	-	-	-
		93	56	149
13	01	5	2	7
13	02	2	-	2
13	03	-	-	-
13	04	-	-	-
13	05	-	-	-
13	06	-	-	-
13	07	-	-	-
13	08	-	-	-
13	09	-	-	-
13	10	-	-	-
13	11	-	-	-
13	12	3	-	3
13	13	-	-	-
13	14	-	-	-
13	15	-	-	-
13	16	-	-	-
13	17	5	-	5
13	18	-	-	-
13	19	-	-	-
13	20	-	-	-
13	21	-	3	3
13	22	-	-	-
13	23	-	-	-
13	24	-	-	-
13	25	2	2	4
13	26	-	7	7
13	27	-	-	-
13	28	-	-	-
13	29	-	-	-
13	30	2	-	2
13	31	3	-	3
13	32	-	-	-
13	33	-	-	-
13	34	-	-	-
13	35	-	-	-
13	36	-	-	-
13	37	-	-	-
13	38	-	-	-
13	39	-	-	-
13	40	-	-	-
13	41	-	-	-
13	42	-	-	-
13	43	2	-	2
13	44	-	-	-
13	45	-	2	2
13	46	-	3	3
13	47	-	-	-
13	48	-	-	-
13	49	-	-	-
13	50	-	-	-
13	51	-	-	-
13	52	8	11	19
13	53	-	-	-
13	54	-	-	-
13	55	-	-	-
13	56	-	-	-
13	57	-	-	-
13	58	-	-	-
13	59	-	-	-
13	60	-	-	-
13	61	-	-	-
13	62	-	-	-
13	63	2	-	2
13	64	3	-	3
13	65	5	-	5
13	66	-	-	-
13	67	-	-	-
13	68	-	-	-
13	69	-	3	3
13	70	-	3	3

| Between | | Vehicular Movements | | |
Station	District	Automobiles	Commercial	Total All Vehicles
13	71	-	-	-
13	72	-	-	-
13	73	-	-	-
13	74	-	-	-
13	75	-	-	-
13	76	2	-	2
13	77	-	-	-
13	78	-	-	-
13	79	-	-	-
13	80	-	-	-
13	81	2	-	2
13	82	-	-	-
13	83	5	-	5
13	84	6	4	10
13	85	-	-	-
13	86	-	-	-
13	87	-	5	5
13	88	3	5	8
13	89	-	-	-
13	90	-	-	-
13	91	-	-	-
13	92	-	-	-
13	93	-	-	-
13	94	-	-	-
13	95	3	-	3
13	96	-	-	-
13	97	-	-	-
13	98	-	-	-
13	99	-	-	-
13	100	-	-	-
13	101	-	-	-
13	102	-	-	-
13	103	-	-	-
13	104	3	-	3
13	105	-	-	-
13	106	-	-	-
13	107	-	-	-
13	108	-	-	-
13	109	-	-	-
13	110	-	-	-
13	111	-	-	-
13	112	2	-	2
13	113	-	-	-
13	114	2	-	2
13	115	-	-	-
		70	50	120
14	01	-	-	-
14	02	-	-	-
14	03	-	-	-
14	04	-	-	-
14	05	-	-	-
14	06	-	-	-
14	07	-	-	-
14	08	-	-	-
14	09	-	-	-
14	10	-	-	-
14	11	-	-	-
14	12	-	-	-
14	13	-	-	-
14	14	-	-	-
14	15	-	-	-
14	16	-	-	-
14	17	-	-	-
14	18	-	-	-
14	19	-	-	-
14	20	-	-	-
14	21	-	-	-
14	22	-	-	-
14	23	-	-	-
14	24	-	-	-
14	25	3	-	3
14	26	-	-	-
14	27	-	-	-
14	28	-	-	-
14	29	-	-	-
14	30	-	-	-
14	31	-	-	-
14	32	-	-	-
14	33	-	-	-
14	34	-	-	-
14	35	-	-	-
14	36	-	-	-
14	37	-	-	-
14	38	-	-	-
14	39	-	-	-
14	40	-	-	-
14	41	-	-	-
14	42	-	-	-
14	43	-	-	-
14	44	-	13	13
14	45	-	-	-

| Between | | Vehicular Movements | | |
Station	District	Automobiles	Commercial	Total All Vehicles
14	46	-	-	-
14	47	3	-	3
14	48	3	-	3
14	49	-	-	-
14	50	3	-	3
14	51	-	3	3
14	52	-	-	-
14	53	-	-	-
14	54	-	-	-
14	55	-	-	-
14	56	-	-	-
14	57	-	-	-
14	58	-	3	3
14	59	-	-	-
14	60	-	-	-
14	61	-	-	-
14	62	-	-	-
14	63	-	-	-
14	64	3	3	6
14	65	3	3	6
14	66	-	-	-
14	67	3	6	9
14	68	3	-	3
14	69	3	2	5
14	70	3	-	3
14	71	-	-	-
14	72	-	-	-
14	73	-	-	-
14	74	-	-	-
14	75	-	-	-
14	76	-	-	-
14	77	-	-	-
14	78	-	-	-
14	79	-	-	-
14	80	-	-	-
14	81	-	3	3
14	82	3	-	3
14	83	-	-	-
14	84	-	9	9
14	85	-	6	6
14	86	-	10	10
14	87	3	-	3
14	88	-	-	-
14	89	-	-	-
14	90	3	-	3
14	91	3	-	3
14	92	3	-	3
14	93	-	-	-
14	94	-	-	-
14	95	-	-	-
14	96	-	-	-
14	97	-	-	-
14	98	-	-	-
14	99	-	-	-
14	100	-	-	-
14	101	-	-	-
14	102	3	-	3
14	103	-	-	-
14	104	-	-	-
14	105	-	-	-
14	106	-	-	-
14	107	-	-	-
14	108	-	-	-
14	109	-	-	-
14	110	-	-	-
14	111	-	-	-
14	112	3	3	6
14	113	-	-	-
14	114	-	-	-
14	115	-	-	-
		51	64	115
15	01	5	-	5
15	02	3	-	3
15	03	-	-	-
15	04	-	-	-
15	05	5	-	5
15	06	-	-	-
15	07	-	1	1
15	08	-	-	-
15	09	2	-	2
15	10	2	-	2
15	11	1	-	1
15	12	-	-	-
15	13	-	-	-
15	14	5	-	5
15	15	-	4	4
15	16	-	-	-
15	17	-	-	-
15	18	-	-	-
15	19	-	-	-
15	20	-	-	-

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
15	21	-	-	-
15	22	-	-	-
15	23	-	2	2
15	24	-	-	-
15	25	-	-	-
15	26	2	-	2
15	27	-	-	-
15	28	-	-	-
15	29	-	-	-
15	30	-	-	-
15	31	-	-	-
15	32	-	-	-
15	33	-	-	-
15	34	-	-	-
15	35	-	-	-
15	36	2	-	2
15	37	-	1	1
15	38	-	-	-
15	39	-	-	-
15	40	-	-	-
15	41	-	2	2
15	42	-	-	-
15	43	-	-	-
15	44	-	-	-
15	45	-	2	2
15	46	-	2	2
15	47	2	5	7
15	48	1	1	2
15	49	-	-	-
15	50	-	-	-
15	51	1	-	1
15	52	-	-	-
15	53	-	-	-
15	54	-	-	-
15	55	-	-	-
15	56	-	-	-
15	57	-	-	-
15	58	-	-	-
15	59	-	-	-
15	60	-	-	-
15	61	-	-	-
15	62	-	-	-
15	63	-	-	-
15	64	-	-	-
15	65	2	-	2
15	66	-	-	-
15	67	-	-	-
15	68	1	-	1
15	69	-	2	2
15	70	1	-	1
15	71	-	-	-
15	72	-	-	-
15	73	-	-	-
15	74	-	-	-
15	75	-	-	-
15	76	-	-	-
15	77	-	3	3
15	78	-	-	-
15	79	-	-	-
15	80	-	-	-
15	81	-	5	5
15	82	3	-	3
15	83	-	2	2
15	84	2	9	11
15	85	-	-	-
15	86	-	-	-
15	87	2	10	12
15	88	-	3	3
15	89	-	7	7
15	90	1	-	1
15	91	-	-	-
15	92	1	-	1
15	93	-	-	-
15	94	-	2	2
15	95	-	-	-
15	96	-	-	-
15	97	-	3	3
15	98	-	-	-
15	99	2	1	3
15	100	-	-	-
15	101	-	-	-
15	102	-	2	2
15	103	-	2	2
15	104	-	2	2
15	105	2	-	2
15	106	-	-	-
15	107	-	-	-
15	108	-	-	-
15	109	-	3	3
15	110	2	5	7
15	111	-	-	-
15	112	6	-	6
15	113	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
15	114	-	-	-
15	115	-	-	-
		56	81	137
16	01	4	3	7
16	02	4	-	4
16	03	2	1	3
16	04	1	-	1
16	05	1	-	1
16	06	-	-	-
16	07	-	-	-
16	08	-	-	-
16	09	2	-	2
16	10	-	-	-
16	11	2	-	2
16	12	1	1	2
16	13	1	1	2
16	14	-	-	-
16	15	2	2	4
16	16	-	-	-
16	17	-	-	-
16	18	1	-	1
16	19	-	-	-
16	20	-	-	-
16	21	-	-	-
16	22	-	-	-
16	23	-	-	-
16	24	-	-	-
16	25	-	-	-
16	26	-	-	-
16	27	-	-	-
16	28	2	-	2
16	29	-	-	-
16	30	-	-	-
16	31	1	-	1
16	32	-	1	1
16	33	1	-	1
16	34	-	-	-
16	35	-	-	-
16	36	-	-	-
16	37	1	-	1
16	38	1	-	1
16	39	1	-	1
16	40	5	10	15
16	41	-	2	2
16	42	-	-	-
16	43	18	3	21
16	44	-	-	-
16	45	-	-	-
16	46	131	28	159
16	47	239	43	282
16	48	25	17	42
16	49	15	5	20
16	50	5	-	5
16	51	21	3	24
16	52	45	8	53
16	53	-	-	-
16	54	-	-	-
16	55	2	-	2
16	56	6	4	10
16	57	-	1	1
16	58	8	13	21
16	59	30	9	39
16	60	33	7	40
16	61	11	4	15
16	62	-	-	-
16	63	9	8	17
16	64	180	26	206
16	65	17	6	23
16	66	-	-	-
16	67	15	6	21
16	68	46	12	58
16	69	15	10	25
16	70	23	15	38
16	71	-	-	-
16	72	-	-	-
16	73	-	-	-
16	74	2	5	7
16	75	6	-	6
16	76	216	41	257
16	77	7	8	15
16	78	21	14	35
16	79	-	-	-
16	80	-	-	-
16	81	148	28	176
16	82	57	5	62
16	83	51	14	65
16	84	87	37	124
16	85	52	11	63
16	86	14	7	21
16	87	43	41	84
16	88	52	82	134

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
16	89	35	47	82
16	90	24	8	32
16	91	17	1	18
16	92	93	32	125
16	93	110	11	121
16	94	11	5	16
16	95	-	-	-
16	96	13	7	20
16	97	29	16	45
16	98	-	5	5
16	99	-	1	1
16	100	-	-	-
16	101	-	-	-
16	102	47	30	77
16	103	16	4	20
16	104	35	7	42
16	105	14	6	20
16	106	-	-	-
16	107	1	-	1
16	108	-	3	3
16	109	2	3	5
16	110	-	-	-
16	111	-	-	-
16	112	2	-	2
16	113	6	-	6
16	114	-	1	1
16	115	-	-	-
		2,138	729	2,867
17	01	-	-	-
17	02	-	-	-
17	03	-	-	-
17	04	-	-	-
17	05	-	-	-
17	06	-	-	-
17	07	-	-	-
17	08	-	-	-
17	09	-	-	-
17	10	-	2	2
17	11	-	-	-
17	12	-	-	-
17	13	-	-	-
17	14	-	-	-
17	15	-	-	-
17	16	-	-	-
17	17	-	2	2
17	18	-	-	-
17	19	-	-	-
17	20	-	-	-
17	21	-	-	-
17	22	-	-	-
17	23	-	-	-
17	24	-	-	-
17	25	-	-	-
17	26	-	-	-
17	27	-	-	-
17	28	-	-	-
17	29	-	-	-
17	30	-	-	-
17	31	-	-	-
17	32	-	-	-
17	33	-	-	-
17	34	-	-	-
17	35	-	-	-
17	36	-	-	-
17	37	-	-	-
17	38	-	-	-
17	39	-	-	-
17	40	-	-	-
17	41	-	-	-
17	42	-	-	-
17	43	-	-	-
17	44	2	-	2
17	45	-	-	-
17	46	-	-	-
17	47	24	6	30
17	48	2	-	2
17	49	4	-	4
17	50	-	-	-
17	51	-	2	2
17	52	-	-	-
17	53	-	-	-
17	54	-	-	-
17	55	-	-	-
17	56	-	-	-
17	57	-	-	-
17	58	-	-	-
17	59	2	-	2
17	60	-	2	2
17	61	-	-	-
17	62	-	-	-
17	63	-	2	2

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
17	64	6	-	6
17	65	-	-	-
17	66	-	-	-
17	67	-	4	4
17	68	2	-	2
17	69	4	6	10
17	70	-	-	-
17	71	-	-	-
17	72	-	-	-
17	73	-	-	-
17	74	-	-	-
17	75	-	-	-
17	76	-	-	-
17	77	-	-	-
17	78	-	-	-
17	79	-	-	-
17	80	-	2	2
17	81	8	6	14
17	82	-	-	-
17	83	5	4	9
17	84	9	13	22
17	85	4	-	4
17	86	8	4	12
17	87	2	-	2
17	88	10	13	23
17	89	4	4	8
17	90	2	-	2
17	91	2	-	2
17	92	2	-	2
17	93	2	4	6
17	94	-	-	-
17	95	2	2	4
17	96	2	-	2
17	97	2	6	8
17	98	-	4	4
17	99	-	-	-
17	100	-	-	-
17	101	-	-	-
17	102	-	-	-
17	103	-	7	7
17	104	6	-	6
17	105	-	-	-
17	106	-	-	-
17	107	-	-	-
17	108	-	-	-
17	109	-	-	-
17	110	-	-	-
17	111	-	-	-
17	112	-	-	-
17	113	-	-	-
17	114	2	-	2
17	115	-	-	-
		118	95	213
18	01	2	-	2
18	02	1	-	1
18	03	2	1	3
18	04	2	-	2
18	05	1	1	2
18	06	-	-	-
18	07	2	1	3
18	08	-	-	-
18	09	-	1	1
18	10	-	-	-
18	11	-	1	1
18	12	-	1	1
18	13	-	-	-
18	14	-	-	-
18	15	-	-	-
18	16	1	1	2
18	17	-	-	-
18	18	1	-	1
18	19	-	-	-
18	20	-	-	-
18	21	-	-	-
18	22	1	-	1
18	23	-	-	-
18	24	-	-	-
18	25	1	1	2
18	26	1	-	1
18	27	-	-	-
18	28	-	-	-
18	29	-	-	-
18	30	1	3	4
18	31	-	-	-
18	32	1	-	1
18	33	-	-	-
18	34	1	-	1
18	35	-	-	-
18	36	-	-	-
18	37	1	-	1
18	38	-	2	2

Table 7B Continued

Between		Vehicular Movements				Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles		Station	District	Automobiles	Commercial	Total All Vehicles
18	39	5	1	6		19	14	-	-	-
18	40	4	4	8		19	15	-	-	-
18	41	-	1	1		19	16	-	-	-
18	42	-	-	-		19	17	-	-	-
18	43	42	4	46		19	18	-	-	-
18	44	-	-	-		19	19	-	-	-
18	45	-	1	1		19	20	-	-	-
18	46	40	7	47		19	21	-	-	-
18	47	127	37	164		19	22	-	-	-
18	48	8	6	14		19	23	-	-	-
18	49	7	-	7		19	24	-	-	-
18	50	3	3	6		19	25	-	-	-
18	51	13	3	16		19	26	-	-	-
18	52	52	17	69		19	27	-	-	-
18	53	-	-	-		19	28	-	-	-
18	54	-	-	-		19	29	-	4	4
18	55	1	-	1		19	30	-	-	-
18	56	2	-	2		19	31	-	-	-
18	57	-	3	3		19	32	-	-	-
18	58	6	4	10		19	33	-	-	-
18	59	14	3	17		19	34	-	-	-
18	60	16	4	20		19	35	-	-	-
18	61	3	-	3		19	36	-	-	-
18	62	-	-	-		19	37	-	-	-
18	63	6	2	8		19	38	-	-	-
18	64	68	14	82		19	39	-	-	-
18	65	17	8	25		19	40	4	-	4
18	66	1	-	1		19	41	-	-	-
18	67	8	4	12		19	42	-	-	-
18	68	40	18	58		19	43	-	-	-
18	69	18	4	22		19	44	-	-	-
18	70	37	16	53		19	45	-	-	-
18	71	-	-	-		19	46	-	-	-
18	72	3	-	3		19	47	2	-	2
18	73	-	-	-		19	48	-	-	-
18	74	1	1	2		19	49	-	-	-
18	75	3	1	4		19	50	-	-	-
18	76	55	12	67		19	51	-	-	-
18	77	13	10	23		19	52	-	-	-
18	78	15	18	33		19	53	-	-	-
18	79	2	3	5		19	54	-	-	-
18	80	15	8	23		19	55	-	-	-
18	81	75	19	94		19	56	-	-	-
18	82	23	6	29		19	57	-	-	-
18	83	38	8	46		19	58	-	-	-
18	84	62	26	88		19	59	-	-	-
18	85	12	5	17		19	60	-	-	-
18	86	9	4	13		19	61	6	-	6
18	87	12	7	19		19	62	-	-	-
18	88	42	31	73		19	63	-	-	-
18	89	24	17	41		19	64	-	4	4
18	90	10	2	12		19	65	-	-	-
18	91	12	5	17		19	66	-	-	-
18	92	43	16	59		19	67	4	-	4
18	93	69	12	81		19	68	2	-	2
18	94	9	3	12		19	69	7	3	10
18	95	1	1	2		19	70	-	-	-
18	96	8	1	9		19	71	-	-	-
18	97	26	2	28		19	72	-	-	-
18	98	3	-	3		19	73	5	-	5
18	99	-	1	1		19	74	59	46	105
18	100	-	-	-		19	75	29	29	58
18	101	-	-	-		19	76	117	18	135
18	102	12	5	17		19	77	-	-	-
18	103	22	2	24		19	78	4	4	8
18	104	25	2	27		19	79	-	11	11
18	105	6	-	6		19	80	-	-	-
18	106	-	-	-		19	81	-	-	-
18	107	-	-	-		19	82	-	-	-
18	108	2	-	2		19	83	2	-	2
18	109	1	-	1		19	84	2	-	2
18	110	-	-	-		19	85	2	-	2
18	111	-	-	-		19	86	4	4	8
18	112	3	-	3		19	87	-	-	-
18	113	2	2	4		19	88	-	-	-
18	114	2	-	2		19	89	-	2	2
18	115	-	-	-		19	90	-	-	-
		1,217	407	1,624		19	91	-	-	-
						19	92	-	-	-
19	01	-	-	-		19	93	-	-	-
19	02	-	-	-		19	94	-	-	-
19	03	-	-	-		19	95	-	-	-
19	04	-	-	-		19	96	-	-	-
19	05	-	-	-		19	97	-	-	-
19	06	-	-	-		19	98	-	-	-
19	07	-	-	-		19	99	-	-	-
19	08	-	-	-		19	100	-	-	-
19	09	-	-	-		19	101	-	-	-
19	10	-	-	-		19	102	-	-	-
19	11	-	-	-		19	103	-	-	-
19	12	-	-	-		19	104	2	-	2
19	13	-	-	-		19	105	-	-	-
						19	106	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
19	107	-	-	-
19	108	-	-	-
19	109	-	-	-
19	110	-	-	-
19	111	-	-	-
19	112	-	-	-
19	113	-	-	-
19	114	-	-	-
19	115	-	-	-
		251	125	376
20	01	1	-	1
20	02	-	2	2
20	03	2	4	6
20	04	-	-	-
20	05	1	-	1
20	06	1	-	1
20	07	3	-	3
20	08	-	-	-
20	09	5	-	5
20	10	3	-	3
20	11	1	4	5
20	12	5	-	5
20	13	3	2	5
20	14	-	-	-
20	15	3	8	11
20	16	1	-	1
20	17	-	2	2
20	18	2	3	5
20	19	-	-	-
20	20	-	4	4
20	21	-	1	1
20	22	-	-	-
20	23	-	1	1
20	24	-	-	-
20	25	2	1	3
20	26	8	-	8
20	27	-	-	-
20	28	-	2	2
20	29	-	-	-
20	30	4	4	8
20	31	4	-	4
20	32	1	-	1
20	33	-	-	-
20	34	-	-	-
20	35	-	-	-
20	36	1	-	1
20	37	2	2	4
20	38	-	1	1
20	39	4	4	8
20	40	4	7	11
20	41	-	5	5
20	42	-	-	-
20	43	33	5	38
20	44	1	10	11
20	45	-	-	-
20	46	10	13	23
20	47	47	15	62
20	48	2	8	10
20	49	3	2	5
20	50	-	-	-
20	51	3	-	3
20	52	7	1	8
20	53	-	-	-
20	54	-	-	-
20	55	-	-	-
20	56	3	1	4
20	57	-	-	-
20	58	4	2	6
20	59	4	-	4
20	60	6	1	7
20	61	5	1	6
20	62	-	-	-
20	63	1	-	1
20	64	14	13	27
20	65	5	3	8
20	66	-	2	2
20	67	6	2	8
20	68	8	11	19
20	69	7	3	10
20	70	15	4	19
20	71	-	-	-
20	72	1	-	1
20	73	17	4	21
20	74	163	82	245
20	75	68	60	128
20	76	179	38	217
20	77	-	2	2
20	78	6	8	14
20	79	3	-	3
20	80	4	-	4
20	81	25	6	31

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
20	82	8	-	8
20	83	13	5	18
20	84	24	8	32
20	85	10	3	13
20	86	4	-	4
20	87	5	3	8
20	88	9	11	20
20	89	5	5	10
20	90	7	-	7
20	91	3	2	5
20	92	2	2	4
20	93	16	7	23
20	94	-	3	3
20	95	-	-	-
20	96	1	-	1
20	97	2	2	4
20	98	-	-	-
20	99	-	-	-
20	100	-	-	-
20	101	-	-	-
20	102	7	6	13
20	103	9	2	11
20	104	5	3	8
20	105	5	-	5
20	106	-	-	-
20	107	-	-	-
20	108	4	-	4
20	109	1	1	2
20	110	-	-	-
20	111	3	-	3
20	112	2	1	3
20	113	3	3	6
20	114	2	1	3
20	115	-	-	-
		861	422	1,283
21	01	29	8	37
21	02	25	11	36
21	03	28	9	37
21	04	25	15	40
21	05	28	16	44
21	06	5	-	5
21	07	15	8	23
21	08	11	1	12
21	09	36	3	39
21	10	25	9	34
21	11	54	7	61
21	12	24	12	36
21	13	21	8	29
21	14	9	-	9
21	15	13	5	18
21	16	14	3	17
21	17	17	7	24
21	18	15	3	18
21	19	-	-	-
21	20	1	11	12
21	21	11	24	35
21	22	5	-	5
21	23	1	-	1
21	24	1	-	1
21	25	15	6	21
21	26	24	11	35
21	27	-	-	-
21	28	6	-	6
21	29	6	12	18
21	30	30	23	53
21	31	18	7	25
21	32	22	15	37
21	33	21	3	24
21	34	2	-	2
21	35	2	-	2
21	36	3	-	3
21	37	18	6	24
21	38	44	9	53
21	39	20	11	31
21	40	22	42	64
21	41	1	19	20
21	42	-	-	-
21	43	69	4	73
21	44	-	29	29
21	45	-	-	-
21	46	63	26	89
21	47	186	64	250
21	48	33	7	40
21	49	15	3	18
21	50	3	5	8
21	51	29	9	38
21	52	141	34	175
21	53	-	-	-
21	54	-	-	-
21	55	-	-	-
21	56	8	6	14

Table 7B Continued

| Between | | Vehicular Movements | | |
Station	District	Automobiles	Commercial	Total All Vehicles
21	57	1	2	3
21	58	26	5	31
21	59	49	5	54
21	60	50	9	59
21	61	26	4	30
21	62	1	-	1
21	63	28	7	35
21	64	135	26	161
21	65	29	3	32
21	66	2	2	4
21	67	25	11	36
21	68	78	18	96
21	69	38	3	41
21	70	59	27	86
21	71	-	-	-
21	72	-	-	-
21	73	8	-	8
21	74	15	6	21
21	75	17	1	18
21	76	228	73	301
21	77	16	11	27
21	78	12	9	21
21	79	-	-	-
21	80	2	-	2
21	81	90	41	131
21	82	28	9	37
21	83	59	22	81
21	84	99	40	139
21	85	39	12	51
21	86	26	7	33
21	87	29	21	50
21	88	47	55	102
21	89	30	43	73
21	90	26	11	37
21	91	16	5	21
21	92	30	21	51
21	93	67	17	84
21	94	20	8	28
21	95	-	-	-
21	96	15	3	18
21	97	16	14	30
21	98	2	-	2
21	99	2	-	2
21	100	-	-	-
21	101	-	-	-
21	102	26	17	43
21	103	16	6	22
21	104	84	14	98
21	105	32	2	34
21	106	-	-	-
21	107	-	-	-
21	108	13	-	13
21	109	22	7	29
21	110	3	-	3
21	111	18	3	21
21	112	33	15	48
21	113	48	20	68
21	114	17	15	32
21	115	17	-	17
		3,029	1,161	4,190
22	01	-	-	-
22	02	-	-	-
22	03	-	-	-
22	04	-	-	-
22	05	-	-	-
22	06	-	-	-
22	07	-	-	-
22	08	-	-	-
22	09	-	-	-
22	10	-	-	-
22	11	-	-	-
22	12	-	-	-
22	13	-	-	-
22	14	-	-	-
22	15	-	-	-
22	16	-	-	-
22	17	-	-	-
22	18	-	-	-
22	19	-	-	-
22	20	-	-	-
22	21	-	-	-
22	22	-	-	-
22	23	-	-	-
22	24	-	-	-
22	25	-	-	-
22	26	-	-	-
22	27	-	-	-
22	28	-	-	-
22	29	-	-	-
22	30	-	-	-
22	31	-	-	-

| Between | | Vehicular Movements | | |
Station	District	Automobiles	Commercial	Total All Vehicles
22	32	-	3	3
22	33	-	-	-
22	34	-	-	-
22	35	-	-	-
22	36	-	-	-
22	37	-	-	-
22	38	-	-	-
22	39	-	-	-
22	40	-	-	-
22	41	-	-	-
22	42	-	-	-
22	43	-	1	1
22	44	-	-	-
22	45	-	-	-
22	46	-	-	-
22	47	4	-	4
22	48	-	-	-
22	49	-	-	-
22	50	-	-	-
22	51	3	-	3
22	52	-	-	-
22	53	-	-	-
22	54	-	-	-
22	55	-	-	-
22	56	-	-	-
22	57	-	-	-
22	58	-	-	-
22	59	-	-	-
22	60	-	-	-
22	61	-	-	-
22	62	-	-	-
22	63	-	-	-
22	64	4	-	4
22	65	1	-	1
22	66	-	-	-
22	67	-	-	-
22	68	1	3	4
22	69	-	-	-
22	70	-	-	-
22	71	-	-	-
22	72	-	-	-
22	73	3	10	13
22	74	9	13	22
22	75	3	14	17
22	76	5	1	6
22	77	-	-	-
22	78	-	-	-
22	79	-	-	-
22	80	-	-	-
22	81	-	3	3
22	82	-	-	-
22	83	-	-	-
22	84	1	-	1
22	85	-	-	-
22	86	-	-	-
22	87	-	-	-
22	88	-	-	-
22	89	-	-	-
22	90	1	-	1
22	91	1	-	1
22	92	-	-	-
22	93	-	-	-
22	94	-	-	-
22	95	-	-	-
22	96	-	-	-
22	97	-	-	-
22	98	-	-	-
22	99	-	-	-
22	100	-	-	-
22	101	-	-	-
22	102	-	-	-
22	103	-	-	-
22	104	1	-	1
22	105	-	-	-
22	106	-	-	-
22	107	-	-	-
22	108	-	-	-
22	109	-	-	-
22	110	-	-	-
22	111	-	-	-
22	112	-	-	-
22	113	-	-	-
22	114	-	-	-
22	115	-	-	-
		36	48	84
23	01	-	-	-
23	02	-	-	-
23	03	-	-	-
23	04	-	-	-
23	05	-	-	-
23	06	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
23	07	-	-	-
23	08	-	-	-
23	09	-	-	-
23	10	-	-	-
23	11	-	-	-
23	12	-	-	-
23	13	-	-	-
23	14	-	-	-
23	15	-	-	-
23	16	-	-	-
23	17	-	-	-
23	18	-	-	-
23	19	-	-	-
23	20	-	-	-
23	21	-	-	-
23	22	--	-	-
23	23	-	-	-
23	24	-	-	-
23	25	-	-	-
23	26	-	-	-
23	27	-	-	-
23	28	-	-	-
23	29	-	-	-
23	30	-	-	-
23	31	-	-	-
23	32	-	-	-
23	33	-	-	-
23	34	-	-	-
23	35	-	-	-
23	36	-	-	-
23	37	-	-	-
23	38	-	-	-
23	39	-	-	-
23	40	-	-	-
23	41	-	-	-
23	42	-	-	-
23	43	-	-	-
23	44	-	-	-
23	45	-	-	-
23	46	-	3	3
23	47	-	-	-
23	48	-	-	-
23	49	-	-	-
23	50	-	-	-
23	51	-	-	-
23	52	-	-	-
23	53	-	-	-
23	54	-	-	-
23	55	-	-	-
23	56	-	-	-
23	57	-	-	-
23	58	-	-	-
23	59	-	-	-
23	60	-	-	-
23	61	-	-	-
23	62	-	-	-
23	63	-	-	-
23	64	9	-	9
23	65	-	-	-
23	66	-	-	-
23	67	-	-	-
23	68	-	-	-
23	69	-	-	-
23	70	-	-	-
23	71	-	-	-
23	72	9	6	15
23	73	-	-	-
23	74	14	6	20
23	75	18	14	32
23	76	3	-	3
23	77	-	-	-
23	78	-	-	-
23	79	-	-	-
23	80	-	-	-
23	81	-	-	-
23	82	3	-	3
23	83	-	-	-
23	84	-	-	-
23	85	-	-	-
23	86	-	-	-
23	87	-	-	-
23	88	-	-	-
23	89	-	-	-
23	90	-	-	-
23	91	-	-	-
23	92	-	-	-
23	93	-	-	-
23	94	-	-	-
23	95	-	-	-
23	96	-	-	-
23	97	-	-	-
23	98	-	-	-
23	99	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
23	100	-	-	-
23	101	-	-	-
23	102	3	-	3
23	103	-	-	-
23	104	-	-	-
23	105	-	-	-
23	106	-	-	-
23	107	-	-	-
23	108	-	-	-
23	109	-	-	-
23	110	-	-	-
23	111	-	-	-
23	112	-	-	-
23	113	-	-	-
23	114	-	-	-
23	115	-	-	-
		59	29	88
24	01	-	-	-
24	02	-	-	-
24	03	2	-	2
24	04	-	-	-
24	05	-	-	-
24	06	-	-	-
24	07	-	-	-
24	08	-	-	-
24	09	-	-	-
24	10	-	-	-
24	11	-	-	-
24	12	-	-	-
24	13	-	-	-
24	14	-	-	-
24	15	-	-	-
24	16	-	-	-
24	17	-	-	-
24	18	-	-	-
24	19	-	-	-
24	20	-	-	-
24	21	-	-	-
24	22	-	-	-
24	23	-	-	-
24	24	-	-	-
24	25	-	-	-
24	26	-	-	-
24	27	-	-	-
24	28	-	-	-
24	29	-	-	-
24	30	2	-	2
24	31	-	2	2
24	32	-	-	-
24	33	-	-	-
24	34	-	-	-
24	35	-	-	-
24	36	-	-	-
24	37	-	-	-
24	38	-	-	-
24	39	-	-	-
24	40	-	5	5
24	41	-	-	-
24	42	-	-	-
24	43	-	-	-
24	44	-	-	-
24	45	-	-	-
24	46	-	5	5
24	47	10	-	10
24	48	-	2	2
24	49	-	-	-
24	50	-	-	-
24	51	-	2	2
24	52	-	-	-
24	53	-	-	-
24	54	-	-	-
24	55	-	-	-
24	56	-	-	-
24	57	-	-	-
24	58	-	2	2
24	59	-	-	-
24	60	-	-	-
24	61	-	-	-
24	62	-	-	-
24	63	-	-	-
24	64	12	-	12
24	65	2	-	2
24	66	-	-	-
24	67	2	-	2
24	68	4	4	8
24	69	-	-	-
24	70	6	2	8
24	71	2	2	4
24	72	5	12	17
24	73	6	10	16
24	74	29	17	46

Table 7B Continued

| Between | | Vehicular Movements | | | Between | | Vehicular Movements | | |
Station	District	Automobiles	Commercial	Total All Vehicles	Station	District	Automobiles	Commercial	Total All Vehicles
24	75	20	4	24	25	49	21	10	31
24	76	83	22	105	25	50	4	2	6
24	77	5	-	5	25	51	35	17	52
24	78	4	41	45	25	52	172	64	236
24	79	-	-	-	25	53	-	-	-
24	80	-	-	-	25	54	2	-	2
24	81	8	7	15	25	55	1	1	2
24	82	-	-	-	25	56	8	11	19
24	83	7	-	7	25	57	14	33	47
24	84	5	2	7	25	58	40	3	43
24	85	4	-	4	25	59	71	10	81
24	86	-	-	-	25	60	55	18	73
24	87	-	-	-	25	61	22	5	27
24	88	9	9	18	25	62	-	3	3
24	89	2	4	6	25	63	54	15	69
24	90	-	4	4	25	64	295	89	384
24	91	-	-	-	25	65	38	12	50
24	92	-	2	2	25	66	1	-	1
24	93	4	2	6	25	67	26	14	40
24	94	6	-	6	25	68	56	22	78
24	95	-	2	2	25	69	29	15	44
24	96	-	5	5	25	70	85	30	115
24	97	-	-	-	25	71	3	5	8
24	98	-	-	-	25	72	7	-	7
24	99	-	-	-	25	73	4	-	4
24	100	-	-	-	25	74	7	2	9
24	101	-	-	-	25	75	1	3	4
24	102	-	-	-	25	76	284	47	331
24	103	2	-	2	25	77	16	13	29
24	104	2	-	2	25	78	11	23	34
24	105	-	-	-	25	79	-	-	1
24	106	-	-	-	25	80	1	-	1
24	107	-	-	-	25	81	177	57	234
24	108	-	-	-	25	82	58	23	81
24	109	-	-	-	25	83	102	41	143
24	110	-	-	-	25	84	175	47	222
24	111	-	2	2	25	85	61	20	81
24	112	-	-	-	25	86	22	18	40
24	113	4	-	4	25	87	42	18	60
24	114	-	-	-	25	88	55	60	115
24	115	-	-	-	25	89	19	18	37
		247	171	418	25	90	33	12	45
25	01	17	1	18	25	91	16	-	16
25	02	12	12	24	25	92	45	22	67
25	03	12	7	19	25	93	112	20	132
25	04	12	9	21	25	94	7	-	7
25	05	25	10	35	25	95	1	2	3
25	06	5	-	5	25	96	13	5	18
25	07	8	1	9	25	97	26	15	41
25	08	1	1	2	25	98	3	-	3
25	09	15	3	18	25	99	-	-	-
25	10	13	3	16	25	100	-	-	-
25	11	11	2	13	25	102	52	7	59
25	12	16	1	17	25	103	17	9	26
25	13	6	9	15	25	104	61	10	71
25	14	-	-	-	25	105	18	7	25
25	15	11	1	12	25	106	-	-	-
25	16	9	3	12	25	107	-	-	-
25	17	11	3	14	25	108	4	4	8
25	18	8	4	12	25	109	12	2	14
25	19	-	-	-	25	110	1	-	1
25	20	-	1	1	25	111	6	1	7
25	21	10	8	18	25	112	37	2	39
25	22	3	1	4	25	113	24	14	38
25	23	2	-	2	25	114	6	9	15
25	24	-	-	-	25	115	7	2	9
25	25	8	18	26			3,610	1,330	4,940
25	26	28	22	50	GRAND TOTAL		22,132	8,760	30,892
25	27	-	-	-					
25	28	-	1	1					
25	29	1	-	1					
25	30	8	5	13					
25	31	12	4	16					
25	32	5	4	9					
25	33	7	1	8					
25	34	-	3	3					
25	35	3	-	3					
25	36	-	1	1					
25	37	6	8	14					
25	38	10	11	21					
25	39	16	11	27					
25	40	30	44	74					
25	41	1	4	5					
25	42	-	-	-					
25	43	120	4	124					
25	44	1	4	5					
25	45	-	-	-					
25	46	201	84	285					
25	47	345	90	435					
25	48	26	19	45					

| Between | | Vehicular Movements | | |
Station	Station	Automobiles	Commercial	Total All Vehicles
01	01	-	-	-
01	02	-	-	-
01	03	-	1	1
01	04	1	2	3
01	05	-	3	3
01	06	-	-	-
01	07	-	-	-
01	08	-	-	-
01	09	-	-	-
01	10	-	-	-
01	11	-	-	-
01	12	-	-	-
01	13	-	-	-
01	14	-	-	-
01	15	-	-	-
01	16	-	-	-
01	17	-	-	-
01	18	-	-	-
01	19	-	-	-
01	20	-	-	-
01	21	-	-	-
01	22	-	-	-
01	23	-	-	-
01	24	-	-	-
01	25	4	-	4
02	02	-	-	-
02	03	1	-	1
02	04	2	4	6
02	05	-	2	2
02	06	-	-	-
02	07	-	5	5
02	08	3	-	3
02	09	-	-	-
02	10	-	1	1
02	11	1	3	4
02	12	-	-	-
02	13	-	-	-
02	14	-	-	-
02	15	-	-	-
02	16	-	-	-
02	17	-	-	-
02	18	1	-	1
02	19	-	-	-
02	20	1	-	1
02	21	12	3	15
02	22	-	-	-
02	23	-	-	-
02	24	-	-	-
02	25	1	1	2
03	03	-	-	-
03	04	14	10	24
03	05	-	9	9
03	06	3	1	4
03	07	-	1	1
03	08	1	1	2
03	09	-	-	-
03	10	1	2	3
03	11	5	1	6
03	12	-	-	-
03	13	-	-	-
03	14	-	-	-
03	15	-	-	-
03	16	1	-	1
03	17	-	-	-
03	18	-	-	-
03	19	-	-	-
03	20	-	1	1
03	21	14	1	15
03	22	-	-	-
03	23	-	-	-
03	24	-	-	-
03	25	7	2	9
04	04	-	-	-
04	05	-	5	5
04	06	3	-	3
04	07	3	2	5
04	08	6	4	10
04	09	1	1	2
04	10	1	-	1
04	11	5	3	8
04	12	-	-	-
04	13	-	-	-

| Between | | Vehicular Movements | | |
Station	Station	Automobiles	Commercial	Total All Vehicles
04	14	-	-	-
04	15	-	-	-
04	16	2	1	3
04	17	1	-	1
04	18	-	-	-
04	19	-	-	-
04	20	1	-	1
04	21	57	18	75
04	22	-	-	-
04	23	1	-	1
04	24	1	-	1
04	25	7	2	9
05	05	-	-	-
05	06	-	11	11
05	07	13	40	53
05	08	2	3	5
05	09	-	2	2
05	10	3	22	25
05	11	1	38	39
05	12	-	-	-
05	13	-	1	1
05	14	-	-	-
05	15	-	-	-
05	16	1	1	2
05	17	-	-	-
05	18	1	-	1
05	19	-	-	-
05	20	-	-	-
05	21	5	5	10
05	22	-	-	-
05	23	-	-	-
05	24	-	-	-
05	25	3	-	3
06	06	-	-	-
06	07	4	-	4
06	08	-	-	-
06	09	-	-	-
06	10	-	-	-
06	11	4	-	4
06	12	-	-	-
06	13	-	-	-
06	14	-	-	-
06	15	-	-	-
06	16	-	-	-
06	17	-	-	-
06	18	-	-	-
06	19	-	-	-
06	20	-	-	-
06	21	9	-	9
06	22	-	-	-
06	23	-	-	-
06	24	-	-	-
06	25	-	-	-
07	07	-	-	-
07	08	-	-	-
07	09	-	-	-
07	10	-	2	2
07	11	7	5	12
07	12	-	-	-
07	13	-	-	-
07	14	-	-	-
07	15	-	-	-
07	16	3	-	3
07	17	-	-	-
07	18	1	-	1
07	19	-	-	-
07	20	-	1	1
07	21	34	11	45
07	22	-	-	-
07	23	-	-	-
07	24	2	-	2
07	25	10	-	10
08	08	-	-	-
08	09	2	7	9
08	10	12	9	21
08	11	116	58	174
08	12	-	-	-
08	13	-	-	-
08	14	-	1	1
08	15	-	1	1

Table 7C Continued

Between		Vehicular Movements		
Station	Station	Automobiles	Commercial	Total All Vehicles
08	16	44	30	74
08	17	-	-	-
08	18	7	4	11
08	19	-	-	-
08	20	13	15	28
08	21	1,618	1,509	3,127
08	22	-	-	-
08	23	-	-	-
08	24	2	4	6
08	25	124	67	191
09	09	-	-	-
09	10	-	1	1
09	11	2	1	3
09	12	-	-	-
09	13	-	-	-
09	14	-	-	-
09	15	-	-	-
09	16	-	-	-
09	17	-	-	-
09	18	1	1	2
09	19	-	-	-
09	20	1	1	2
09	21	8	2	10
09	22	-	-	-
09	23	-	-	-
09	24	-	-	-
09	25	3	2	5
10	10	-	-	-
10	11	1	2	3
10	12	-	-	-
10	13	1	-	1
10	14	-	-	-
10	15	-	-	-
10	16	-	-	-
10	17	-	-	-
10	18	-	1	1
10	19	-	-	-
10	20	1	1	2
10	21	3	3	6
10	22	-	-	-
10	23	-	-	-
10	24	-	-	-
10	25	3	3	6
11	11	-	-	-
11	12	-	-	-
11	13	-	3	3
11	14	-	-	-
11	15	-	-	-
11	16	-	-	-
11	17	-	-	-
11	18	-	1	1
11	19	1	-	1
11	20	1	-	1
11	21	16	22	38
11	22	-	2	2
11	23	-	-	-
11	24	-	-	-
11	25	10	5	15
12	12	-	-	-
12	13	-	-	-
12	14	-	-	-
12	15	-	-	-
12	16	-	-	-
12	17	-	-	-
12	18	-	-	-
12	19	-	-	-
12	20	-	-	-
12	21	1	-	1
12	22	-	-	-
12	23	-	-	-
12	24	-	-	-
12	25	-	-	-
13	13	-	-	-
13	14	-	-	-
13	15	-	-	-
13	16	-	-	-
13	17	-	-	-
13	18	-	-	-
13	19	-	-	-
13	20	-	-	-
13	21	-	-	-
13	22	-	-	-
13	23	-	-	-
13	24	-	-	-
13	25	-	-	-
14	14	-	-	-
14	15	-	-	-
14	16	-	2	2
14	17	-	-	-
14	18	1	-	1

Between		Vehicular Movements		
Station	Station	Automobiles	Commercial	Total All Vehicles
14	19	-	-	-
14	20	-	-	-
14	21	-	-	-
14	22	-	-	-
14	23	-	-	-
14	24	-	-	-
14	25	2	-	2
15	15	-	-	-
15	16	-	-	-
15	17	-	-	-
15	18	-	-	-
15	19	-	-	-
15	20	2	-	2
15	21	-	-	-
15	22	-	-	-
15	23	-	-	-
15	24	-	-	-
15	25	-	-	-
16	16	-	-	-
16	17	-	-	-
16	18	-	-	-
16	19	-	-	-
16	20	28	4	32
16	21	37	18	55
16	22	-	-	-
16	23	1	1	2
16	24	-	1	1
16	25	294	224	518
17	17	-	-	-
17	18	-	-	-
17	19	-	-	-
17	20	2	-	2
17	21	1	-	1
17	22	-	-	-
17	23	-	-	-
17	24	-	1	1
17	25	1	1	2
18	18	-	-	-
18	19	-	-	-
18	20	7	2	9
18	21	2	2	4
18	22	1	-	1
18	23	-	-	-
18	24	3	3	6
18	25	17	10	27
19	19	-	-	-
19	20	17	6	23
19	21	10	6	16
19	22	2	-	2
19	23	-	-	-
19	24	2	10	12
19	25	-	-	-
20	20	-	-	-
20	21	-	-	-
20	22	1	1	2
20	23	-	1	1
20	24	2	6	8
20	25	6	5	11
21	21	-	-	-
21	22	2	-	2
21	23	-	-	-
21	24	5	5	10
21	25	73	38	111
22	22	-	-	-
22	23	10	11	21
22	24	1	13	14
22	25	1	1	2
23	23	-	-	-
23	24	-	-	-
23	25	1	1	2
24	24	-	-	-
24	25	1	-	1
25	25	-	-	-
TOTAL		2,789	2,360	5,149

Between		Vehicular Movements					Passenger Movements						Total Person Movements
CBD	Other Districts	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Total	Busses	Total All Passengers	
Denison Central Business District Intra Area Movements		2,116	33	2,149	251	2,400	436	-	-	436	-	436	2,552
0	05	271	10	281	46	327	93	-	14	107	-	107	378
0	06	16	2	18	50	68	-	-	16	16	-	16	32
0	07	272	10	282	15	297	54	-	-	54	-	54	326
0	08	265	2	267	19	286	92	-	-	92	-	92	357
0	09	598	21	619	19	638	145	-	9	154	-	154	752
0	10	760	17	777	92	869	170	-	-	170	-	170	930
0	11	1,200	17	1,217	107	1,324	340	-	-	340	-	340	1,540
0	12	1,063	3	1,066	107	1,173	271	-	10	281	-	281	1,344
0	13	340	2	342	195	537	67	-	-	67	-	67	407
0	14	130	-	130	38	168	34	-	18	52	-	52	182
0	15	330	10	340	57	397	155	-	34	189	-	189	519
0	16	162	-	162	32	194	40	-	12	52	-	52	214
0	17	263	8	271	55	326	145	-	-	145	-	145	408
0	18	270	6	276	10	286	62	-	-	62	-	62	332
0	19	10	-	10	-	10	-	-	-	-	-	-	10
0	20	4	-	4	13	17	16	-	-	16	-	16	20
0	21	53	-	53	34	87	22	-	-	22	-	22	75
0	22	24	-	24	32	56	-	-	-	-	-	-	24
0	23	28	-	28	-	28	9	-	-	9	-	9	37
0	24	7	-	7	-	7	7	-	-	7	-	7	14
0	25	80	-	80	13	93	15	-	-	15	-	15	95
0	26	95	2	97	-	97	15	-	-	15	-	15	110
0	27	-	-	-	-	-	-	-	-	-	-	-	-
0	28	68	2	70	-	70	53	-	-	53	-	53	121
0	29	22	-	22	6	28	-	-	-	-	-	-	22
0	30	703	15	718	88	806	166	7	3	176	-	176	879
0	31	540	8	548	19	567	127	-	-	127	-	127	667
0	32	375	4	379	11	390	56	-	-	56	-	56	431
0	33	631	-	631	13	644	164	-	-	164	-	164	795
0	34	52	-	52	6	58	8	-	-	8	-	8	60
0	35	30	-	30	-	30	9	-	-	9	-	9	39
0	36	74	-	74	-	74	50	-	-	50	-	50	124
0	37	525	-	525	38	563	196	-	-	196	-	196	721
0	38	847	6	853	36	889	97	-	-	97	-	97	944
0	39	305	-	305	42	347	110	-	-	110	-	110	415
0	40	106	-	106	88	194	25	-	-	25	-	25	131
0	41	31	-	31	19	50	8	-	-	8	-	8	39
0	42	-	-	-	-	-	-	-	-	-	-	-	-
0	43	23	-	23	-	23	-	-	-	-	-	-	23
0	44	-	-	-	-	-	-	-	-	-	-	-	-
0	45	-	-	-	-	-	-	-	-	-	-	-	-
0	46	267	-	267	19	286	66	-	-	66	-	66	333
0	47	225	-	225	6	231	92	-	-	92	-	92	317
0	48	68	-	68	6	74	-	-	-	-	-	-	68
0	49	60	-	60	19	79	25	-	-	25	-	25	85
0	50	34	-	34	-	34	-	-	-	-	-	-	34
0	51	9	-	9	-	9	-	-	-	-	-	-	9
0	52	158	8	166	-	166	36	-	-	36	-	36	194
0	53	-	-	-	-	-	-	-	-	-	-	-	-
0	54	-	-	-	-	-	-	-	-	-	-	-	-
0	55	-	-	-	-	-	-	-	-	-	-	-	-
0	56	-	-	-	-	-	-	-	-	-	-	-	-
0	57	7	-	7	-	7	-	-	-	-	-	-	7
0	58	40	-	40	-	40	16	-	-	16	-	16	56
0	59	14	-	14	-	14	34	-	-	34	-	34	48
0	60	32	-	32	-	32	25	-	-	25	-	25	57
0	61	-	-	-	-	-	-	-	-	-	-	-	-
0	62	-	-	-	-	-	-	-	-	-	-	-	-
0	63	9	-	9	-	9	27	-	-	27	-	27	36
0	64	81	-	81	6	87	48	-	-	48	-	48	129
0	65	41	-	41	-	41	-	-	-	-	-	-	41
0	66	-	-	-	-	-	-	-	-	-	-	-	-
0	67	12	-	12	-	12	29	-	-	29	17	46	58
0	68	56	-	56	13	69	33	-	-	33	-	33	89
0	69	9	-	9	-	9	16	-	-	16	-	16	25
0	70	14	-	14	-	14	10	-	-	10	-	10	24
0	71	-	-	-	-	-	-	-	-	-	-	-	-
0	72	-	-	-	-	-	-	-	-	-	-	-	-
0	73	-	-	-	-	-	-	-	-	-	-	-	-
0	74	-	-	-	-	-	-	-	-	-	-	-	-
0	75	-	-	-	-	-	-	-	-	-	-	-	-
0	76	106	-	106	13	119	18	-	-	18	-	18	124
0	77	-	-	-	-	-	-	-	-	-	-	-	-
0	78	-	-	-	-	-	-	-	-	-	-	-	-
0	79	-	-	-	-	-	-	-	-	-	-	-	-
0	80	-	-	-	-	-	-	-	-	-	-	-	-
0	81	65	-	65	-	65	43	-	-	43	-	43	108
0	82	10	-	10	-	10	-	-	-	-	-	-	10
0	83	46	-	46	13	59	-	-	-	-	-	-	46
0	84	71	-	71	6	77	32	-	-	32	-	32	103
0	85	57	2	59	-	59	28	-	-	28	50	78	135
0	86	16	-	16	-	16	27	-	-	27	-	27	43
0	87	37	-	37	-	37	33	-	-	33	-	33	70
0	88	12	-	12	13	25	-	-	-	-	-	-	12
0	89	4	-	4	-	4	2	-	-	2	-	2	6

Table 7D-I Continued

| Between | | Vehicular Movements | | | | | Passenger Movements | | | | | | Total Person Movements |
CBD	Other Districts	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Total	Busses	Total All Passengers	
0	90	-	-	-	-	-	15	-	-	15	-	15	15
0	91	-	-	-	-	-	-	-	-	-	-	-	-
0	92	69	-	69	-	69	49	-	-	49	-	49	118
0	93	49	-	49	-	49	17	-	-	17	-	17	66
0	94	-	-	-	6	6	-	-	-	-	-	-	-
0	95	-	-	-	-	-	-	-	-	-	-	-	-
0	96	-	-	-	-	-	-	-	-	-	-	-	-
0	97	39	-	39	6	45	23	-	-	23	-	23	62
0	98	-	-	-	-	-	-	-	-	-	-	-	-
0	99	2	-	2	-	2	-	-	-	-	-	-	2
0	100	-	-	-	-	-	-	-	-	-	-	-	-
0	101	-	-	-	-	-	-	-	-	-	-	-	-
0	102	44	-	44	-	44	8	-	-	8	-	8	52
0	103	-	-	-	-	-	-	-	-	-	-	-	-
0	104	72	-	72	-	72	48	-	-	48	-	48	120
0	105	8	-	8	-	8	-	-	-	-	-	-	8
0	106	13	-	13	-	13	-	-	-	-	-	-	13
0	107	-	-	-	-	-	-	-	-	-	-	-	-
0	108	70	-	70	-	70	23	-	-	23	-	23	93
0	109	213	-	213	25	238	57	-	-	57	-	57	270
0	110	45	-	45	19	64	4	-	-	4	-	4	49
0	111	410	9	419	19	438	112	-	36	148	-	148	558
0	112	1,043	19	1,062	50	1,112	375	-	-	375	-	375	1,418
0	113	1,005	21	1,026	52	1,078	146	-	-	146	19	165	1,170
0	114	490	25	515	13	528	278	-	15	293	-	293	783
0	115	395	6	401	13	414	72	-	-	72	-	72	467
TOTAL		18,216	268	18,484	1,868	20,352	5,124	7	167	5,298	86	5,384	23,600

Table 7D-2

Between		Vehicular Movements					Passenger Movements						Total Person Movements
CBD	Other Districts	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Total	Busses	Total All Passengers	
Sherman Central Business District Intra Area Movements		2,672	25	2,697	244	2,941	328	-	-	328	-	328	3,000
0	01	5	-	5	-	5	5	-	-	5	-	5	10
0	02	58	-	58	6	64	18	-	-	18	-	18	76
0	03	64	-	64	-	64	27	-	-	27	-	27	91
0	04	64	-	64	13	77	24	-	-	24	-	24	88
0	05	14	2	16	-	16	10	-	-	10	-	10	24
0	06	-	-	-	-	-	-	-	-	-	-	-	-
0	07	9	2	11	-	11	9	-	-	9	-	9	18
0	08	-	-	-	13	13	-	-	-	-	-	-	-
0	09	9	-	9	-	9	20	-	-	20	-	20	29
0	10	43	-	43	13	56	10	-	-	10	-	10	53
0	11	58	2	60	-	60	-	-	-	-	-	-	58
0	12	8	-	8	6	14	8	-	-	8	-	8	16
0	13	32	-	32	13	45	32	-	-	32	-	32	64
0	14	-	-	-	-	-	-	-	-	-	-	-	-
0	15	15	-	15	-	15	-	-	-	-	-	-	15
0	16	14	-	14	-	14	16	-	-	16	-	16	30
0	17	3	-	3	-	3	-	-	-	-	-	-	3
0	18	73	-	73	-	73	3	-	-	3	-	3	76
0	19	-	-	-	-	-	-	-	-	-	-	-	-
0	20	-	-	-	-	-	-	-	-	-	-	-	-
0	21	-	-	-	6	6	-	-	-	-	-	-	-
0	22	-	-	-	-	-	-	-	-	-	-	-	-
0	23	-	-	-	-	-	-	-	-	-	-	-	-
0	24	-	-	-	-	-	-	-	-	-	-	-	-
0	25	-	-	-	-	-	16	-	-	16	-	16	16
0	26	49	-	49	-	49	7	-	-	7	-	7	56
0	27	-	-	-	-	-	-	-	-	-	-	-	-
0	28	21	-	21	-	21	4	-	-	4	-	4	25
0	29	1	-	1	6	7	-	-	-	-	-	-	1
0	30	141	-	141	-	141	8	-	-	8	-	8	149
0	31	26	-	26	-	26	-	-	-	-	-	-	26
0	32	-	-	-	-	-	8	-	-	8	-	8	8
0	33	17	-	17	-	17	-	-	-	-	-	-	17
0	34	-	-	-	-	-	-	-	-	-	-	-	-
0	35	18	-	18	6	24	-	-	-	-	-	-	18
0	36	-	-	-	-	-	-	-	-	-	-	-	-
0	37	-	-	-	-	-	-	-	-	-	-	-	-
0	38	23	-	23	-	23	8	-	-	8	-	8	31
0	39	66	-	66	-	66	8	-	-	8	-	8	74
0	40	194	-	194	25	219	21	-	-	21	-	21	215
0	41	-	-	-	13	13	-	-	-	-	-	-	-
0	42	-	-	-	-	-	-	-	-	-	-	-	-
0	43	80	-	80	-	80	40	-	-	40	-	40	120
0	44	59	-	59	25	84	-	-	-	-	-	-	59
0	45	12	-	12	-	12	1	-	-	1	-	1	13
0	46	424	-	424	32	456	51	-	-	51	-	51	475
0	47	1,267	6	1,273	71	1,344	242	-	-	242	-	242	1,509
0	48	490	4	494	11	505	44	-	-	44	-	44	534
0	49	293	-	293	50	343	118	-	-	118	-	118	411
0	50	27	-	27	-	27	-	-	-	-	-	-	27
0	51	308	2	310	13	323	36	-	-	36	-	36	344
0	52	198	6	204	32	236	15	-	-	15	-	15	213
0	53	-	-	-	-	-	-	-	-	-	-	-	-
0	54	-	-	-	19	19	-	-	-	-	-	-	-
0	55	10	-	10	6	16	-	-	-	-	-	-	10
0	56	34	-	34	-	34	-	-	-	-	-	-	34
0	57	20	-	20	13	33	-	-	-	-	-	-	20
0	58	293	-	293	19	312	85	-	-	85	-	85	378
0	59	815	4	819	67	886	294	-	-	294	-	294	1,109
0	60	1,080	-	1,080	82	1,162	119	-	-	119	-	119	1,199
0	61	559	10	569	19	588	153	-	-	153	-	153	712
0	62	-	-	-	-	-	-	-	-	-	-	-	-
0	63	691	2	693	50	743	116	-	-	116	-	116	807
0	64	1,376	40	1,416	118	1,534	337	-	-	337	-	337	1,713
0	65	640	10	650	25	675	67	-	3	70	-	70	710
0	66	8	-	8	-	8	-	-	-	-	-	-	8
0	67	233	-	233	44	277	32	-	8	40	-	40	273
0	68	584	4	588	32	620	201	-	-	201	-	201	785
0	69	973	19	992	36	1,028	251	-	16	267	-	267	1,240
0	70	153	17	170	11	181	25	-	5	30	-	30	183
0	71	-	-	-	-	-	-	-	-	-	-	-	-
0	72	-	-	-	-	-	-	-	-	-	-	-	-
0	73	7	-	7	-	7	-	-	-	-	-	-	7
0	74	139	-	139	13	152	25	-	-	25	-	25	164
0	75	41	-	41	-	41	5	-	-	5	-	5	46
0	76	163	-	163	-	163	18	-	-	18	-	18	181
0	77	2	4	6	13	19	-	-	-	-	-	-	2
0	78	12	-	12	6	18	2	-	-	2	-	2	14
0	79	32	-	32	-	32	-	-	-	-	-	-	32
0	80	1	-	1	-	1	-	-	-	-	-	-	1
0	85	766	10	766	99	875	156	-	13	169	-	169	935
0	86	558	13	571	76	647	151	-	-	151	-	151	709
0	87	1,350	6	1,356	71	1,427	305	-	16	321	-	321	1,671
0	88	406	13	419	235	654	52	-	-	52	-	52	458
0	89	332	8	340	53	393	102	-	7	109	-	109	441

Table 7D-2 Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
CBD	Other Districts	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Total	Busses	Total All Passengers	
0	90	786	23	809	25	834	463	–	17	480	–	480	1,266
0	91	122	4	126	63	189	77	–	–	77	–	77	199
0	92	656	15	671	44	715	264	–	31	295	–	295	951
0	93	994	17	1,011	19	1,030	322	–	22	344	–	344	1,338
0	94	124	2	126	23	149	74	–	8	82	–	82	206
0	95	17	–	17	–	17	–	–	–	–	–	–	17
0	96	238	–	238	25	263	96	–	–	96	–	96	334
0	97	423	2	425	25	450	78	–	20	98	–	98	521
0	98	10	2	12	–	12	–	–	–	–	–	–	10
0	99	3	–	3	–	3	–	–	–	–	–	–	3
0	100	–	–	–	–	–	–	–	–	–	–	–	–
0	101	–	–	–	–	–	–	–	–	–	–	–	–
0	102	374	6	380	25	405	101	–	26	127	–	127	501
0	103	207	2	209	6	215	31	–	48	79	–	79	286
0	104	1,058	19	1,077	44	1,121	297	–	8	305	–	305	1,363
0	105	401	4	405	6	411	180	–	–	180	–	180	581
0	106	–	–	–	–	–	–	–	–	–	–	–	–
0	107	8	–	8	–	8	–	–	–	–	–	–	8
0	108	71	–	71	–	71	24	–	–	24	–	24	95
0	109	–	–	–	19	19	–	–	–	–	–	–	–
0	110	–	–	–	–	–	–	–	–	–	–	–	–
0	111	39	2	41	–	41	36	–	–	36	–	36	75
0	112	138	–	138	–	138	102	–	–	102	–	102	240
0	113	25	–	25	13	38	8	–	–	8	–	8	33
0	114	37	–	37	–	37	–	–	–	–	–	–	37
0	115	66	–	66	–	66	18	–	–	18	–	18	84
TOTAL		23,930	307	24,237	2,042	26,279	5,804	–	248	6,052	–	6,052	29,982

SUMMARY of VEHICULAR MOVEMENTS between EXTERNAL STATIONS and the CENTRAL BUSINESS DISTRICT   Table 7E

SHERMAN

Between		Vehicular Movements		
CBD	External Station	Automobiles	Commercial	Total All Vehicles
00	01	17	4	21
00	02	6	-	6
00	03	15	4	19
00	04	43	27	70
00	05	7	3	10
00	06	3	2	5
00	07	16	11	27
00	08	119	33	152
00	09	8	2	10
00	10	15	6	21
00	11	14	10	24
00	12	6	4	10
00	13	13	4	17
00	14	3	12	15
00	15	5	16	21
00	16	343	84	427
00	17	22	23	45
00	18	198	59	257
00	19	4	-	4
00	20	70	19	89
00	21	276	112	388
00	22	1	3	4
00	23	3	-	3
00	24	20	9	29
00	25	512	168	680
TOTAL		1,739	615	2,354

DENISON

Between		Vehicular Movements		
CBD	External Station	Automobiles	Commercial	Total All Vehicles
00	01	30	7	37
00	02	48	11	59
00	03	47	3	50
00	04	115	35	150
00	05	38	9	47
00	06	22	-	22
00	07	181	45	226
00	08	604	154	758
00	09	117	53	170
00	10	142	78	220
00	11	301	76	377
00	12	4	5	9
00	13	7	2	9
00	14	-	-	-
00	15	8	-	8
00	16	11	4	15
00	17	-	-	-
00	18	7	1	8
00	19	-	-	-
00	20	3	6	9
00	21	107	43	150
00	22	-	-	-
00	23	-	-	-
00	24	2	-	2
00	25	53	17	70
TOTAL		1,847	549	2,396

TYPE of PARKING by PURPOSE of TRIP

INTERNAL AUTO DRIVERS WITH DESTINATIONS IN THE DENISON CENTRAL BUSINESS DISTRICT

TRIP PURPOSE TO	TYPE PARKING										
	NOT PARKED	STREET FREE	STREET METER	LOT FREE	LOT PAID	GARAGE FREE	GARAGE PAID	SERVICE REPAIRS	RES. PROPERTY	CRUISED	TOTAL
HOME	3	13	-	-	-	-	-	-	69	-	85
WORK	43	412	321	1,207	104	-	-	-	-	-	2,087
BUSINESS	63	512	1,100	521	19	-	-	7	9	-	2,231
MEDICAL - DENTAL	-	12	9	26	-	-	-	-	-	-	47
SCHOOL	-	-	-	-	-	-	-	-	-	-	-
SOCIAL - RECREATION	-	307	132	446	-	-	-	8	-	28	921
CHANGE TRAVEL MODE	-	-	-	-	-	-	-	-	-	-	-
EAT MEAL	-	15	156	201	-	-	-	-	5	-	377
SHOPPING	-	240	1,926	938	259	-	-	35	-	-	3,398
SERVE PASSENGERS	385	141	272	170	15	-	-	-	13	19	1,015
TOTAL	494	1,652	3,916	3,509	397	-	-	50	96	47	10,161
PERCENTAGE	4.9	16.3	38.5	34.5	3.9	-	-	0.5	0.9	0.5	100.0

INTERNAL AUTO DRIVERS WITH DESTINATIONS IN THE SHERMAN CENTRAL BUSINESS DISTRICT

TRIP PURPOSE TO	TYPE PARKING										
	NOT PARKED	STREET FREE	STREET METER	LOT FREE	LOT PAID	GARAGE FREE	GARAGE PAID	SERVICE REPAIRS	RES. PROPERTY	CRUISED	TOTAL
HOME	-	-	-	-	-	-	-	-	101	-	101
WORK	21	297	463	2,486	385	16	2	-	15	37	3,722
BUSINESS	232	273	843	1,701	28	9	-	32	-	-	3,118
MEDICAL - DENTAL	-	32	8	51	-	-	-	-	-	-	91
SCHOOL	-	8	-	-	-	-	-	-	-	-	8
SOCIAL - RECREATION	38	238	267	548	-	-	-	-	9	74	1,174
CHANGE TRAVEL MODE	-	-	-	9	-	-	-	-	-	-	9
EAT MEAL	-	19	72	47	-	-	-	-	9	-	147
SHOPPING	26	257	1,576	1,439	51	10	-	40	2	12	3,413
SERVE PASSENGERS	845	66	283	253	-	-	-	8	-	-	1,455
TOTAL	1,162	1,190	3,512	6,534	464	35	2	80	136	123	13,238
PERCENTAGE	8.8	9.0	26.5	49.4	3.5	0.3	-	0.6	1.0	0.9	100.0

INTERNAL AUTO DRIVERS WITH DESTINATIONS IN THE SHERMAN-DENISON STUDY AREA

TRIP PURPOSE TO	TYPE PARKING										
	NOT PARKED	STREET FREE	STREET METER	LOT FREE	LOT PAID	GARAGE FREE	GARAGE PAID	SERVICE REPAIRS	RES. PROPERTY	CRUISED	TOTAL
HOME	119	1,671	17	490	-	8	-	8	41,540	17	43,870
WORK	212	4,603	841	22,310	520	42	2	-	380	78	28,988
BUSINESS	455	2,286	2,102	5,876	59	58	-	109	797	22	11,764
MEDICAL - DENTAL	12	107	17	538	-	-	-	-	-	-	674
SCHOOL	19	450	-	1,450	10	-	-	-	-	-	1,929
SOCIAL - RECREATION	223	2,896	466	5,904	-	-	-	8	3,347	505	13,349
CHANGE TRAVEL MODE	-	-	-	31	-	-	-	-	8	-	39
EAT MEAL	39	385	250	2,302	-	-	-	-	4,813	-	7,789
SHOPPING	66	1,224	3,600	14,169	330	10	-	655	43	12	20,109
SERVE PASSENGERS	17,568	2,102	593	2,746	24	-	-	7	1,458	19	24,517
TOTAL	18,713	15,724	7,886	55,816	943	118	2	787	52,386	653	153,028
PERCENTAGE	12.2	10.3	5.1	36.5	0.6	0.1	0.0	0.5	34.3	0.4	100.0

CITY OF SHERMAN

JANUARY - 1969
7A.M. - 6 P.M.

STATION NUMBER	PASSENGER CARS AND TAXIS			TRUCKS			ALL VEHICLES		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
1	309	351	660	68	61	129	377	412	789
2	1,955	1,657	3,612	284	238	522	2,239	1,895	4,134
3	2,800	666	3,466	557	133	690	3,357	799	4,156
4	902	2,176	3,078	252	581	833	1,154	2,757	3,911
5	1,949	1,785	3,734	384	426	810	2,333	2,211	4,544
6	213	405	618	107	180	287	320	585	905
7	2,458	-	2,458	834	-	834	3,292	-	3,292
8	-	2,499	2,499	-	796	796	-	3,295	3,295
9	193	145	338	91	78	169	284	223	507
10	861	591	1,452	253	198	451	1,114	789	1,903
11	681	523	1,204	233	196	429	914	719	1,633
12	1,193	604	1,797	255	168	423	1,448	772	2,220
13	-	1,250	1,250	-	235	235	-	1,485	1,485
14	866	690	1,556	162	144	306	1,028	834	1,862
15	184	157	341	31	35	66	215	192	407
16	346	515	861	72	118	190	418	633	1,051
17	1,134	1,236	2,370	261	322	583	1,395	1,558	2,953
18	54	590	644	10	90	100	64	680	744
19	2,082	302	2,384	675	100	775	2,757	402	3,159
20	1,483	3,337	4,820	344	905	1,249	1,827	4,242	6,069
21	821	837	1,658	153	85	238	974	922	1,896
22	2,676	2,300	4,976	391	393	784	3,067	2,693	5,760
TOTAL	23,160	22,616	45,776	5,417	5,482	10,899	28,577	28,098	56,675

CITY OF DENISON

JANUARY - 1969
7A.M. - 6 P.M.

STATION NUMBER	PASSENGER CARS AND TAXIS			TRUCKS			ALL VEHICLES		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
1	245	248	493	52	60	112	297	308	605
2	418	509	927	62	79	141	480	588	1,068
3	692	640	1,332	129	92	221	821	732	1,553
4	178	173	351	44	49	93	222	222	444
5	322	271	593	52	57	109	374	328	702
6	438	536	974	61	93	154	499	629	1,128
7	1,919	1,856	3,775	913	888	1,801	2,832	2,744	5,576
8	625	647	1,272	235	320	555	860	967	1,827
9	10	9	.19	19	23	42	29	32	61
10	61	58	119	23	24	47	84	82	166
11	771	756	1,527	341	318	659	1,112	1,074	2,186
12	22	59	81	14	12	26	36	71	107
13	1,098	1,125	2,223	362	401	763	1,460	1,526	2,986
14	3,379	3,669	7,048	1,138	1,242	2,380	4,517	4,911	9,428
15	413	290	703	131	71	202	544	361	905
16	446	343	789	101	78	179	547	421	968
17	1,356	1,314	2,670	283	250	533	1,639	1,564	3,203
18	895	860	1,755	259	274	533	1,154	1,134	2,288
19	226	195	421	71	76	147	297	271	568
20	1,150	1,214	2,364	227	229	456	1,377	1,443	2,820
21	1,441	1,492	2,933	222	233	455	1,663	1,725	3,388
22	950	723	1,673	173	161	334	1,123	884	2,007
TOTAL	17,055	16,987	34,042	4,912	5,030	9,942	21,967	22,017	43,984

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VEHICLES ENTERING and LEAVING the CENTRAL BUSINESS DISTRICT
IN EACH HALF HOUR PERIOD and the ACCUMULATION of VEHICLES

Table 9B

CITY OF SHERMAN

JANUARY - 1969
7A.M. - 6 P.M.

HOUR PERIOD	PASSENGER CARS			COMMERCIAL VEHICLES			TOTAL VEHICLES		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
In Area - 7:00 AM			291			143			434
7:00 - 7:30 AM	647	489	449	165	121	187	812	610	636
7:30 - 8:00 AM	1,447	817	1,079	305	216	276	1,752	1,033	1,355
8:00 - 8:30 AM	1,575	1,126	1,528	367	273	370	1,942	1,399	1,898
8:30 - 9:00 AM	966	714	1,780	272	220	422	1,238	934	2,202
9:00 - 9:30 AM	867	629	2,018	256	250	428	1,123	879	2,446
9:30 - 10:00 AM	750	720	2,048	248	264	412	998	984	2,460
10:00 - 10:30 AM	772	695	2,125	215	219	408	987	914	2,533
10:30 - 11:00 AM	790	803	2,112	253	262	399	1,043	1,065	2,511
11:00 - 11:30 AM	852	880	2,084	241	264	376	1,093	1,144	2,460
11:30 - 12:00 AM	1,050	1,202	1,932	245	297	324	1,295	1,499	2,256
12:00 - 12:30 PM	1,088	1,301	1,719	242	241	325	1,330	1,542	2,044
12:30 - 1:00 PM	1,138	1,030	1,827	232	218	339	1,370	1,248	2,166
1:00 - 1:30 PM	1,162	979	2,010	296	270	365	1,458	1,249	2,375
1:30 - 2:00 PM	843	786	2,067	218	218	365	1,061	1,004	2,432
2:00 - 2:30 PM	955	940	2,082	244	253	356	1,199	1,193	2,438
2:30 - 3:00 PM	950	877	2,155	202	225	333	1,152	1,102	2,488
3:00 - 3:30 PM	1,046	1,024	2,177	258	269	322	1,304	1,293	2,499
3:30 - 4:00 PM	1,475	1,456	2,196	267	301	288	1,742	1,757	2,484
4:00 - 4:30 PM	1,413	1,497	2,112	271	299	260	1,684	1,796	2,372
4:30 - 5:00 PM	1,274	1,502	1,884	242	287	215	1,516	1,789	2,099
5:00 - 5:30 PM	1,214	1,886	1,212	235	289	161	1,449	2,175	1,373
5:30 - 6:00 PM	886	1,263	835	143	226	78	1,029	1,489	913
TOTAL	23,160	22,616		5,417	5,482		28,577	28,098	

CITY OF DENISON

JANUARY - 1969
7A.M. - 6 P.M.

HOUR PERIOD	PASSENGER CARS			COMMERCIAL VEHICLES			TOTAL VEHICLES		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
In Area - 7:00 AM			242			121			363
7:00 - 7:30 AM	325	253	314	167	159	129	492	412	443
7:30 - 8:00 AM	1,045	689	670	260	217	172	1,305	906	842
8:00 - 8:30 AM	822	685	807	225	239	158	1,047	924	965
8:30 - 9:00 AM	606	428	985	199	206	151	805	634	1,136
9:00 - 9:30 AM	603	492	1,096	235	229	157	838	721	1,253
9:30 - 10:00 AM	612	571	1,137	254	208	203	866	779	1,340
10:00 - 10:30 AM	660	592	1,205	249	215	237	909	807	1,442
10:30 - 11:00 AM	649	637	1,217	218	217	238	867	854	1,455
11:00 - 11:30 AM	688	698	1,207	253	234	257	941	932	1,464
11:30 - 12:00 AM	850	796	1,261	249	247	259	1,099	1,043	1,520
12:00 - 12:30 PM	785	876	1,170	199	213	245	984	1,089	1,415
12:30 - 1:00 PM	902	784	1,288	235	210	270	1,137	994	1,558
1:00 - 1:30 PM	793	820	1,261	210	231	249	1,003	1,051	1,510
1:30 - 2:00 PM	822	662	1,421	211	207	253	1,033	869	1,674
2:00 - 2:30 PM	710	723	1,408	204	180	277	914	903	1,685
2:30 - 3:00 PM	744	904	1,248	215	270	222	959	1,174	1,470
3:00 - 3:30 PM	774	815	1,207	227	234	215	1,001	1,049	1,422
3:30 - 4:00 PM	1,225	1,192	1,240	241	298	158	1,466	1,490	1,398
4:00 - 4:30 PM	892	1,018	1,114	233	262	129	1,125	1,280	1,243
4:30 - 5:00 PM	1,022	1,190	946	259	297	91	1,281	1,487	1,037
5:00 - 5:30 PM	906	1,339	513	208	276	23	1,114	1,615	536
5:30 - 6:00 PM	620	823	310	161	181	3	781	1,004	313
TOTAL	17,055	16,987		4,912	5,030		21,967	22,017	

THE NUMBER of PERSONS ENTERING and LEAVING the CENTRAL BUSINESS DISTRICT
IN EACH HALF HOUR PERIOD and the ACCUMULATION of PERSONS

Table 9C

CITY OF SHERMAN

JANUARY 1969

HOUR PERIOD	BUS PASSENGERS			PEDESTRIANS			AUTOMOBILES AND TRUCK PASSENGERS			TOTAL PERSONS		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
7:00 - 7:30 AM	69	50	19	15	18	- 3	1,099	742	357	1,183	810	373
7:30 - 8:00 AM	30	102	- 53	176	54	119	2,422	1,421	1,358	2,628	1,577	1,424
8:00 - 8:30 AM	394	300	41	236	252	103	3,032	2,121	2,269	3,662	2,673	2,413
8:30 - 9:00 AM	6	45	2	40	23	120	1,678	1,257	2,690	1,724	1,325	2,812
9:00 - 9:30 AM	35	-	37	14	28	106	1,518	1,187	3,021	1,567	1,215	3,164
9:30 - 10:00 AM	35	-	72	14	10	110	1,394	1,359	3,056	1,443	1,369	3,238
10:00 - 10:30 AM	-	-	72	15	8	117	1,422	1,274	3,204	1,437	1,282	3,393
10:30 - 11:00 AM	-	20	52	7	14	110	1,470	1,516	3,158	1,477	1,550	3,320
11:00 - 11:30 AM	-	-	52	15	13	112	1,519	1,589	3,088	1,534	1,602	3,252
11:30 - 12:00 AM	-	-	52	22	15	119	1,903	2,183	2,808	1,925	2,198	2,979
12:00 - 12:30 PM	35	21	66	30	20	129	1,894	2,114	2,588	1,959	2,155	2,783
12:30 - 1:00 PM	155	74	147	17	19	127	1,970	1,765	2,793	2,142	1,858	3,067
1:00 - 1:30 PM	50	105	92	27	17	137	1,989	1,820	2,962	2,066	1,942	3,191
1:30 - 2:00 PM	-	3	89	18	13	142	1,601	1,413	3,150	1,619	1,429	3,381
2:00 - 2:30 PM	219	2	306	16	14	144	1,684	1,698	3,136	1,919	1,714	3,586
2:30 - 3:00 PM	28	47	287	18	14	148	1,701	1,621	3,216	1,747	1,682	3,651
3:00 - 3:30 PM	6	150	143	34	22	160	1,903	1,921	3,198	1,943	2,093	3,501
3:30 - 4:00 PM	340	294	189	440	138	462	2,926	2,881	3,243	3,706	3,313	3,894
4:00 - 4:30 PM	450	42	597	139	82	519	2,591	2,748	3,086	3,180	2,872	4,202
4:30 - 5:00 PM	35	21	611	15	30	504	2,284	2,543	2,827	2,334	2,594	3,942
5:00 - 5:30 PM	-	-	611	6	15	495	2,188	3,170	1,845	2,194	3,185	2,951
5:30 - 6:00 PM	-	-	611	23	15	503	1,598	2,270	1,173	1,621	2,285	2,287
TOTAL	1,887	1,276		1,337	834		41,786	40,613		45,010	42,723	

CITY OF DENISON

JANUARY - 1969

HOUR PERIOD	BUS PASSENGERS			PETESTRIANS			AUTOMOBILES AND TRUCK PASSENGERS			TOTAL PERSONS		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
7:00 - 7:30 AM	120	68	52	5	5	-	650	516	134	775	589	186
7:30 - 8:00 AM	24	-	76	44	29	15	1,876	1,356	654	1,944	1,385	745
8:00 - 8:30 AM	455	207	324	141	69	87	1,643	1,462	835	2,239	1,738	1,246
8:30 - 9:00 AM	24	1	347	19	9	97	955	842	948	998	852	1,392
9:00 - 9:30 AM	24	1	370	25	9	113	1,116	952	1,112	1,165	962	1,595
9:30 - 10:00 AM	24	-	394	26	24	115	1,178	1,071	1,219	1,228	1,095	1,728
10:00 - 10:30 AM	-	45	349	24	20	119	1,227	1,123	1,323	1,251	1,188	1,791
10:30 - 11:00 AM	-	-	349	11	24	106	1,216	1,123	1,416	1,227	1,147	1,871
11:00 - 11:30 AM	-	-	349	17	40	83	1,400	1,325	1,491	1,417	1,365	1,923
11:30 - 12:00 AM	48	16	381	50	18	115	1,662	1,481	1,672	1,760	1,515	2,168
12:00 - 12:30 PM	-	-	381	81	62	134	1,391	1,589	1,474	1,472	1,651	1,989
12:30 - 1:00 PM	-	-	381	23	61	96	1,706	1,430	1,750	1,729	1,491	2,227
1:00 - 1:30 PM	-	-	381	19	14	101	1,391	1,617	1,524	1,410	1,631	2,006
1:30 - 2:00 PM	-	21	360	14	12	103	1,397	1,266	1,655	1,411	1,299	2,118
2:00 - 2:30 PM	-	8	352	13	11	105	1,202	1,375	1,482	1,215	1,394	1,939
2:30 - 3:00 PM	-	43	309	14	16	103	1,368	1,653	1,197	1,382	1,712	1,609
3:00 - 3:30 PM	120	43	386	24	19	108	1,458	1,517	1,138	1,602	1,579	1,632
3:30 - 4:00 PM	3	233	156	46	204	- 50	2,444	2,443	1,139	2,493	2,880	1,245
4:00 - 4:30 PM	3	194	- 35	41	44	- 53	1,598	1,951	786	1,642	2,189	698
4:30 - 5:00 PM	24	1	- 12	40	31	- 44	1,799	2,205	380	1,863	2,237	324
5:00 - 5:30 PM	24	20	- 8	30	46	- 60	1,662	2,339	- 297	1,716	2,405	- 365
5:30 - 6:00 PM	-	1	- 9	14	17	- 63	1,114	1,504	- 687	1,128	1,522	- 759
TOTAL	893	902		721	784		31,453	32,140		33,067	33,826	

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Table 10

POPULATION, LABOR FORCE & SCHOOL ENROLLMENT BY DISTRICT

DISTRICT	POPULATION			LABOR FORCE	SCHOOL ENROLLMENT				
	Under 5 Years	Licensed Drivers	Total Population		Elementary	Junior High	High School	College	Total
1	-	10	23	7	3	-	-	-	3
2	7	30	63	23	10	-	-	-	10
3	-	7	16	7	-	-	-	-	-
4	-	40	66	23	4	-	3	-	7
5	17	137	323	100	59	-	-	-	59
6	8	51	86	24	-	-	-	-	-
7	16	353	569	260	57	40	47	8	152
8	27	274	453	235	59	18	37	-	114
9	113	548	1,451	456	211	104	38	28	381
10	70	356	628	279	49	9	28	-	86
11	133	1,063	1,768	534	128	103	103	25	359
12	62	353	760	244	97	26	48	-	171
13	27	321	489	200	56	4	27	8	95
14	4	94	178	78	8	30	4	-	42
15	51	318	693	214	129	33	33	15	210
16	18	230	423	152	61	18	21	-	100
17	35	286	629	215	73	80	10	-	163
18	100	433	886	309	186	39	56	-	281
19	-	8	15	4	1	1	1	-	3
20	-	26	47	7	2	2	8	2	14
21	30	54	119	43	23	-	12	-	35
22	19	101	164	53	5	4	-	1	10
23	48	180	336	81	65	5	17	-	87
24	9	60	127	39	12	5	2	-	19
25	15	244	375	114	23	-	7	-	30
26	57	411	766	226	153	61	60	-	274
27	-	11	16	5	-	-	-	-	-
28	7	111	236	79	30	15	8	-	53
29	-	4	6	3	-	-	-	-	-
30	137	819	1,379	485	222	99	50	-	371
31	93	676	1,123	336	181	47	36	9	273
32	33	257	429	152	28	39	20	20	107
33	189	585	1,094	395	172	60	77	-	309
34	3	26	41	18	2	-	-	-	2
35	35	108	231	63	62	9	17	-	88
36	13	114	190	67	33	3	17	6	59
37	176	737	1,485	458	330	134	46	8	518
38	117	747	1,317	456	256	124	48	-	428
39	10	141	236	93	49	21	24	-	94
40	13	147	242	75	23	20	8	3	54
41	7	90	151	48	5	7	-	-	12
42	-	14	22	6	-	-	-	-	-
43	8	217	310	48	27	25	11	100	163
44	-	11	16	5	-	-	-	-	-
45	2	38	61	27	10	4	-	-	14
46	23	114	189	67	15	11	14	-	40
47	-	298	495	225	93	59	33	8	193
48	78	322	496	204	67	20	19	20	126
49	22	215	311	141	19	33	3	8	63
50	24	85	130	63	-	-	2	-	2
51	125	452	776	245	134	28	38	9	209
52	223	1,135	1,961	682	193	61	46	8	308
53	-	3	6	1	-	-	-	-	-
54	-	14	22	6	-	-	-	-	-
55	5	48	74	35	5	2	2	2	11
56	-	90	113	56	-	-	-	-	-
57	-	48	65	20	7	10	17	-	34
58	51	679	1,073	409	195	52	134	34	415
59	122	1,123	1,919	776	364	211	105	16	696
60	189	1,183	1,852	670	249	106	116	24	495
61	27	494	742	276	148	33	58	9	248
62	-	2	3	-	-	-	-	-	-
63	52	492	841	311	175	60	97	17	349
64	33	1,175	1,617	693	206	122	94	58	480
65	71	563	951	338	181	49	31	23	284
66	16	77	114	57	8	8	-	-	16
67	53	297	511	236	46	31	12	-	89
68	106	499	976	391	140	56	43	-	239
69	123	722	1,328	511	150	61	17	18	246
70	15	51	89	31	-	3	2	-	5
71	-	87	146	46	-	-	-	-	-
72	2	22	29	11	-	-	-	-	-
73	38	102	189	47	24	6	10	6	46
74	103	541	828	42	121	9	24	25	179
75	6	200	370	131	24	25	36	-	85
76	2	49	75	23	8	6	1	2	17
77	-	4	4	1	-	-	-	-	-
78	2	108	184	54	1	3	1	-	5
79	-	123	197	74	5	-	2	-	7
80	2	43	77	31	7	-	-	-	7
81	-	13	16	3	-	-	-	-	-
82	-	26	52	26	-	-	3	-	3
83	5	10	49	13	3	-	-	-	3
84	-	34	68	23	8	-	2	-	10
85	13	77	178	52	6	17	8	1	32
86	86	381	877	375	108	22	73	16	219
87	40	373	745	323	33	57	59	-	149
88	7	90	321	84	38	72	45	-	155
89	42	287	537	224	8	16	33	-	57
90	32	602	1,101	489	145	47	47	17	256
91	28	93	293	81	77	15	19	6	117
92	91	692	1,246	525	116	50	55	24	245
93	164	1,046	1,827	850	240	59	97	-	396
94	30	322	616	231	143	19	37	-	199
95	-	16	38	7	-	-	-	-	-
96	78	445	802	269	118	71	95	32	316
97	105	462	825	334	124	67	32	9	232
98	-	97	125	90	-	2	-	1	3
99	-	78	103	54	2	1	-	-	3
100	-	14	22	6	-	-	-	-	-
101	-	22	35	14	-	-	-	-	-
102	40	448	744	303	67	32	34	8	141
103	81	398	720	236	79	46	-	-	125
104	158	1,613	2,352	670	172	108	40	736	1,056
105	110	758	1,341	641	175	59	74	12	320
106	-	16	38	7	-	-	-	-	-
107	5	14	31	6	8	3	-	-	11
108	20	220	315	85	18	7	5	7	37
109	77	403	812	264	116	51	30	-	197
110	-	217	249	83	4	4	9	4	21
111	95	509	962	318	48	54	25	9	136
112	143	1,066	1,999	607	197	149	140	52	538
113	201	1,103	2,123	836	273	89	121	27	510
114	86	598	1,175	400	214	87	55	8	364
115	36	320	593	187	123	52	16	8	199
Total	4,995	35,164	62,121	22,367	8,152	3,510	3,035	1,497	16,194

DISTRICT	INDUSTRIAL, WHOLESALE, TRANSPORTATION	COMMERCIAL TRADE	SERVICES	OTHER
1	*	197	61	-
2	*	259	255	*
3	*	302	241	*
4	96	138	39	27
5	103	88	15	-
6	*	*	-	*
7	*	-	300	-
8	294	*	22	-
9	*	27	37	*
10	-	64	184	7
11	-	89	26	-
12	153	146	66	10
13	*	38	116	*
14	-	20	7	*
15	*	*	177	-
16	*	26	*	-
17	209	14	*	-
18	*	*	32	*
19	*	*	-	-
20	*	*	-	-
21	354	13	-	*
22	658	4	-	*
23	-	-	*	*
24	-	-	-	*
25	-	29	20	-
26	*	19	76	*
27	*	-	-	-
28	-	*	*	-
29	*	-	*	-
30	-	39	*	*
31	*	21	39	-
32	-	155	85	-
33	-	-	61	-
34	-	*	*	-
35	-	*	-	-
36	-	*	-	-
37	-	-	*	4
38	-	10	92	-
39	82	158	-	-
40	181	158	143	33
41	30	*	-	-
42	-	-	-	-
43	-	16	107	-
44	-	-	*	*
45	-	-	-	52
46	167	299	258	*
47	168	365	215	20
48	*	163	*	-
49	*	65	18	-
50	-	89	-	*
51	*	-	*	*
52	*	-	32	4
53	-	-	-	-
54	*	-	-	-
55	-	-	*	-
56	*	86	*	-
57	*	*	-	-
58	-	20	-	-
59	-	*	*	-
60	*	24	63	8
61	-	*	-	-
62	-	-	-	-
63	-	38	69	-
64	-	74	472	-
65	*	11	23	-
66	-	-	-	-
67	4	33	47	18
68	603	42	11	-
69	17	12	73	-
70	*	-	-	-
71	-	-	-	-
72	-	*	*	-
73	-	*	*	-
74	*	19	50	-
75	*	36	29	-
76	*	-	-	-
77	192	-	-	-
78	*	-	100	-
79	-	-	-	-
80	-	-	-	-
81	157	384	177	9
82	*	164	150	22
83	110	155	233	-
84	*	286	828	*
85	-	67	182	62
86	1	54	74	8
87	*	142	115	*
88	575	125	80	-
89	302	38	119	-
90	-	19	64	-
91	*	6	7	*
92	-	104	9	-
93	*	*	388	-
94	*	14	16	-
95	-	-	-	-
96	-	-	-	-
97	*	78	40	-
98	-	*	-	-
99	-	-	-	-
100	-	-	-	-
101	-	*	-	-
102	*	27	15	*
103	-	*	*	-
104	*	25	*	-
105	*	-	*	-
106	-	-	-	-
107	-	-	*	-
108	-	*	17	24
109	*	32	*	-
110	-	*	-	-
111	-	15	62	*
112	*	81	101	*
113	116	63	177	*
114	*	13	15	-
115	-	*	*	-
Total	10,790	5,494	7,143	400

* Data withheld to protect confidentiality.