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EVALUATION OF TRAFFIC ACCIDENT EXPERIENCE FOR COUNTERMEASURE PROGRAM PLANNING

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FINAL REPORT

Prepared for

MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING
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Subsequent to discussion of practical goals in countermeasure project and program planning and evaluation, review of the "project evaluation form" procedure developed for OHSP is provided. The remainder of the report reviews and updates the county accident characterization model developed earlier for OHSP. Strategies for use of this model, which involves normalizing county accident experience using registered vehicles and miles of roadway as exposure indicies, are discussed with respect to countermeasure planning and resource allocation.

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PREFACE

This report was prepared by the Highway Safety Research Institute (HSRI) of The University of Michigan for the Michigan Office of Highway Safety Planning (OHSP). It is the final report from the resultant contract work of HSRI proposal ORA-72-603-B1. This work, as reported herein, was undertaken to develop areal indices of Michigan's accident experience based on data available within the various State agencies. In addition, it reflects ad hoc support to the OHSP for specific project planning and evaluation.

While responsibility for this report rests with its authors, appreciation is expressed to Mr. Noel C. Bufe, executive director of the OHSP, and his staff for their support and assistance, without which the research reported here could not have proceeded.

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1.0 INTRODUCTION

Program planning, project design, and evaluation are critical aspects of an iterative process necessary to the continued development of improved highway accident countermeasures. The Michigan Office of Highway Safety Planning (OHSP) recognizes this need and has long been in the forefront of developing operationally useful planning procedures. While allocation of resources includes such subjective considerations as local interest, available personnel and their capabilities, and availability of funding from other sources, and while these inputs will continue, these decisions must become increasingly based on objective data analyses and project evaluations. The work reported herein is part of this effort to objectify inputs to operational decision-making.

An important aspect of this task is the development of project evaluation criteria. Previous work for the OHSP produced individual project evaluation forms which were adaptable to general Standard area application. Parts of these forms proved operationally useful while others were infeasible. Discussion on the review of this effort following pilot use and further ad hoc support for the design of project evaluation plans will be found in Section 2.0.

A second need to which we have been attentive is the location of data which are reliable, collected on a regular basis, available for reasonably finite geographical areas, and meaningfully reflect approach to overall goals and objectives. These programming inputs were previously sought out in files of Michigan's various departments.

Discussion of that search was presented in a previous report.* As a result of that effort some useful data were located and some data needs were identified. Additional searching for relevant data was undertaken for the present report and is discussed in Section 3.1.

Recognizing the fact that not all desirable data are available, the question becomes one of how best to utilize those data we have. How can the data be dissected and aggregated to most realistically portray the highway accident scene? We have taken the stance that the most reasonable approach to problem recognition is to establish a step-down system which narrows in on increasingly specific elements defining the accident problem. This process requires continual refinement and it should be recognized that the work reported here reflects initial steps toward this end. Discussion of our efforts to begin development of a characterization model is found in Section 3.0.

Section 4.0 is a summary demonstration of how the maps and county profiles may be used to narrow in on problem definition. Some suggestions are also made concerning the next steps to be taken to further analyze countermeasure project needs.

Probably the keyword for the type of work which underlies this report is "adjustment." There is a vast difference between having all relevant data that one might wish before making some decisions and the data that are at hand when that decision must

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*Damkot, D. K., "Summary of Effort to Collect Data for the AHSWP Effectiveness and Output Criteria," Interim Report (HSRI-335040-1) to OHSP, February, 1971.

be made. There is a wide gulf between what a researcher wants in the way of rigorous experimental design and control of variables and what the director of an operational field project sees as primarily important to getting the job done. There is often little relationship between what an evaluator wants in the way of information and what a project director may be able to collect and summarize in a reasonable time period. There may often be meager practical application value of a high powered research report and there may be little one can conclude from an action project that was operated without regard for eventual evaluation.

It is difficult to find that middle ground which does not over-compromise professional rigor and does not over-scientificate what are essentially action projects and "yesterday's" decisions. We have attempted to walk that path of compromise.

2.0 SUPPORT FOR PROJECT PLANNING AND EVALUATION

An important concern of any good planning office involved in resource allocation is the evaluation of the activities which it funds. Evaluation serves as an essential feedback mechanism not only for assessing the strengths and weaknesses of those activities in order that appropriate modifications may be made, but also for the planning of future projects based on past experience.

One of the early tasks we undertook at the request of OHSP was an assessment of a number of projects which had been underway for some time. Evaluation forms had been prepared for the projects earlier and were used for slightly more than one year.* These forms called for data on accident experience, which were referred to as ultimate performance measures, and information on equipment purchases, man-hours of work, etc., which may be termed proxy measures. Project directors were instructed to complete the forms on a quarterly basis in order that a continuing technical audit might be possible both for the OHSP and the project directors. An example of such an evaluation form is found in Appendix A along with summary data extracted from these forms when project reviews were made. (One can insert most any jurisdictional name into the blanks.)

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*Damkot, D. K. and Pollock, W. T. "Highway Safety Project Evaluation System" Final Report to the Michigan OHSP, October, 1970.

It can be seen that the information obtained with the evaluation forms was somewhat spotty, especially in the first few months of their initiation. This can be expected of any new record-keeping procedure and generally improves as the reportees become adapted to the necessary data gathering and form filling. This systematic reporting is desirable from a number of viewpoints. In the first place, it affords the funding agency a method of detecting problems such as faulty equipment, insufficient patrol work, etc., before they become major. Secondly, they help project directors keep a handle on the operations as they occur. Third, they allow regular review of project modifications.

The utility of evaluation forms is dependent upon project directors taking an active interest and keeping fudge figures out of the reports. It is desirable then to discuss such reporting with the project heads as a project is being initiated. Data of use both to the program and to the funding agency can then be worked into specific evaluation forms modelled roughly after the example shown here.

Originally it was hoped that the forms could be generalized such that a single form might be devised for each standard area. This would allow, we felt, reasonable inter-project comparisons. However, review of twelve police projects indicated to us that there are just too many project dissimilarities for this to be a strong possibility. Evaluation

forms should serve as project audits of a technical nature. They may also assist in getting a feel for the "goodness" or "badness" of a project, but are not likely vehicles for objective cross-comparisons.

Review of these data also indicated that one cannot expect the efforts of a small project to be reflected in gross changes of the accident data. With the exception of very specific direct contact projects such as adding a left turn lane at an intersection, projects somewhat removed from direct accident impact require a closer look at project "goodness" as opposed to accident change. With the exclusion of rigorous experimental design and adequate variable controls, it is ridiculous to ask a police or driver education project "How many lives did you save?"

Evaluation based primarily on accident characteristics is useful at two ends of a continuum really. Specific engineering countermeasures for particular locations may be capable of controlling extraneous variables so that before-after measures of accidents accompanied by exposure measures (e.g., daily traffic counts) may be an adequate reflection of countermeasure effect. At the other extreme, programming for countermeasure locations can make use of gross accident characteristics. For instance, accident rates by county or township reflect where the problems are and hence where countermeasures should be instituted. Evaluation on the countermeasure project which is instituted must then include

efficiency and "work-load" measures.

We are suggesting, then, not that relevant accident statistics should not be reported at the project level, but that evaluation of individual projects should not be solely or even primarily based on accident changes. Instead it hinges on operational effort and efficiency with the hope that good projects will be reflected in desirable accident changes.

We have carried this stand through while consulting on two new projects as evaluation plans were being formed. At OHSP request, discussions were held with key personnel of both the State Police Selective Traffic Enforcement Program (STEP) and the Department of Administration new driver education project. We have stressed operational objectives and measures as well as discussing appropriate accident change and exposure data.

3.0 MODEL REFINEMENT

The major task of the present contract, and the principal subject of this report, was the refinement of a model to characterize the State of Michigan in terms of its accident experience and highway safety needs. Programming for countermeasure application must first of all recognize where the problems exist and consequently where and when action should be taken.

This involves a number of considerations such as area size to be used, choice of appropriate criteria measures, adequate normalizing measures, and relative importance of absolute accident experience to accident experience changes over some time period. As a result of these considerations individual county profiles were prepared which included 1966-1970 gross accident figures, data normalized by number of registered vehicles per county, and data normalized by a density figure--registered vehicles/road mile--for each county.* An update of those profiles to include 1971 data are presented in Appendix B.

The sections that follow describe thoughts, considerations and exploratory techniques generated since the county profile development illustrated in Appendix B. The goals of the more recent effort were to extend and consolidate the demonstrable or assumed relationships between available

*Damkot, D.K., and Pollock, W.T. "Development of Highway Safety Program and Project Evaluation Criteria: Accident Experience Characterization," Final Report to the OHSP, November, 1971.

state-wide data collections, i.e., accident, vehicle and roadway distributions, and to develop useful, understandable techniques for displaying these data relationships.

3.1 Exposure Information

The goal of highway safety planning is the judicious distribution of limited resources to those times, places and events with high accident potential. However, since we have no direct, a priori measures of accident potential, estimates of that characteristic are made after the fact, i.e., based on accident experience, with countermeasures then applied based on the assumption that the measured experience is a predictor of future accident potential. However, accident experience in terms of raw number of accidents per units of time and space just does not express accident potential. As long recognized, accident data are meaningful only when expressed relative to some measure of risk, or exposure, of vehicles in the traffic stream.

Vehicle motion is certainly related to risk, so that the recognized, ideal measure of past accident potential would be experienced accidents per unit of vehicle motion in some space/time sample. That is indeed the procedure used in establishing national and state-wide annual accident rates. In those instances, gasoline consumption, estimated from gasoline sales, is used to estimate total vehicle motion which in turn is used to establish accident rate per unit of vehicle motion. However, we have argued in a previous report that the accuracy of vehicle motion estimates based on gasoline sales

deteriorates as the size of the area of concern decreases. Paraphrased, most of the gasoline sold in the United States is probably consumed in the United States, and that areal relationship probably holds, but to a lesser extent, in the State of Michigan. We argue, however, that the relationship of sales to use breaks down for area units the size of counties or smaller.

Highway departments measure vehicle motion, but by and large in the form of motion past or between selected points. While some preliminary work has been reported on efforts to extend such measures to estimates of vehicle motion in an area, nothing definitive and acceptable has been published.

With that judged inadequacy of available data on county gasoline sales and traffic counts as exposure indices, we were caused to look for surrogate measures of vehicle motion. While much of that search was discussed in earlier reports, the fundamental position of exposure measures in the model development presented in later sections of this report requires review of the considerations leading to our selection of surrogate exposure measures.

Review of state-wide data files showed the availability of several classes of data, each of which has some empirical or rational relation to vehicle motion. Census population is one, with studies showing high correlation between volume of vehicle motion and population. While available on a county-by-county basis, census population is up-dated on a ten-year cycle. Given

our criterion of data update at least annually, that data set was rejected as an exposure surrogate.

The annual counts of vehicles registered in a county and of the miles of roadway within each county are available data sets. Certainly each of those data elements is required for vehicle motion. Thus, county registered vehicles and a composite measure of vehicles and roadway--number of vehicles per road mile--were accepted as best available exposure indices, and are the basis for the development of the relative accident rate comparison model developed.

However, the deficiencies of those measures must be recognized. While we can argue that the vehicles registered in a county contribute heavily to the vehicle mileage of that county, the registration index takes no account of mileage contributed by out-of-county vehicles. Thus, counties that differ in through-county traffic characteristics or in recreation traffic characteristics are not properly represented by the static registered vehicles index.

The density measure, i.e., registered vehicles per road mile, is a somewhat more refined exposure measure to reflect the space over which the vehicles may be dispersed. Obviously 100 vehicles on 10 miles of roadway have greater accident potential than the same number of vehicles spread over 100 road miles. Again, this measure also contains the deficiencies noted for registered vehicles. In addition, we must assume uniform distribution over the county's road net until more

specific space/time exposure measures can be obtained, even though we know the relative inaccuracy of the assumption.

Despite those clearly identifiable deficiencies, those are the data sets available for use as surrogates to pure measures of vehicle movement within a county. And as subsequent sections show, these data have been used with clear recognition of their deficiencies. This use is deliberate, with the conviction that some cautious conclusions on relative accident potential can be made by their use now, and that such use will add impetus to the development of data sets more adequate as measures of exposure.

3.2 Data Aggregation and Presentation

Given the limited data available, then, how shall these be best analyzed and presented to reflect activity in our highway system? The county profiles are a method to show a county's experience relative to a hypothetical "average" county in Michigan and reflect change-over time. They are useful tools to look at one county or to compare a small number of counties. However, it is difficult to grasp a relationship in terms of areal perspective from looking at these county profiles.

Thus, exploratory work was required to combine some of the data available and to summarize presentation into a more compact and usable form.

Recognizing that exploratory need, the question then

became one of how best to get on with that endeavor. Since the Michigan State Police computer and personnel must necessarily be operations-oriented, it was apparent that we could not efficiently utilize those facilities to continue exploration. Instead it was decided that a data file should be built to make use of the University of Michigan computing facilities. This served to give us direct access to the data and to canned data manipulation packages available at HSRI. In particular, the Michigan Interactive Data Analysis System (MIDAS) is a powerful package of console-oriented integrated programs which contain analytical and manipulative functions of major exploratory utility. It is possible to do considerable exploratory work with MIDAS at relatively low cost since the programs are already developed and debugged.

Appropriate reorganization of the data was accomplished to make it compatible with the read characteristics of the MIDAS package. A number of manipulations and analyses were then performed to best represent the data in an operationally useful framework.

3.3 Normalizing for Exposure

An initial consideration is just what defines an operationally useful framework. Should funds be allocated according to gross accident statistics? This criterion indicates that moneys should be spent in the most populous areas as that is where most of the accidents occur. As a consequence of this

approach efforts would have to be concentrated in the large Detroit Standard Metropolitan Statistical Area, namely, Oakland, Macomb, and Wayne counties, with perhaps a small expenditure of funds in Genesee and Kent counties. This is not a very realistic approach.

Obviously, then, accident statistics must be normalized for exposure since there is great variance in traffic quantities throughout Michigan. As explained in a previous report, the two most reliable and useful exposure measures we have available on a county basis are number of registered vehicles and density (i.e., number of registered vehicles per road mile). These measures lack dynamicity of travel patterns, but do afford a logical relationship to population centers and are the only clean exposure measures readily available. Thus, we have developed a characterization model of Michigan's accident occurrence based on data normalized by these exposure measures on a county basis.

3.4 Areal Perspective

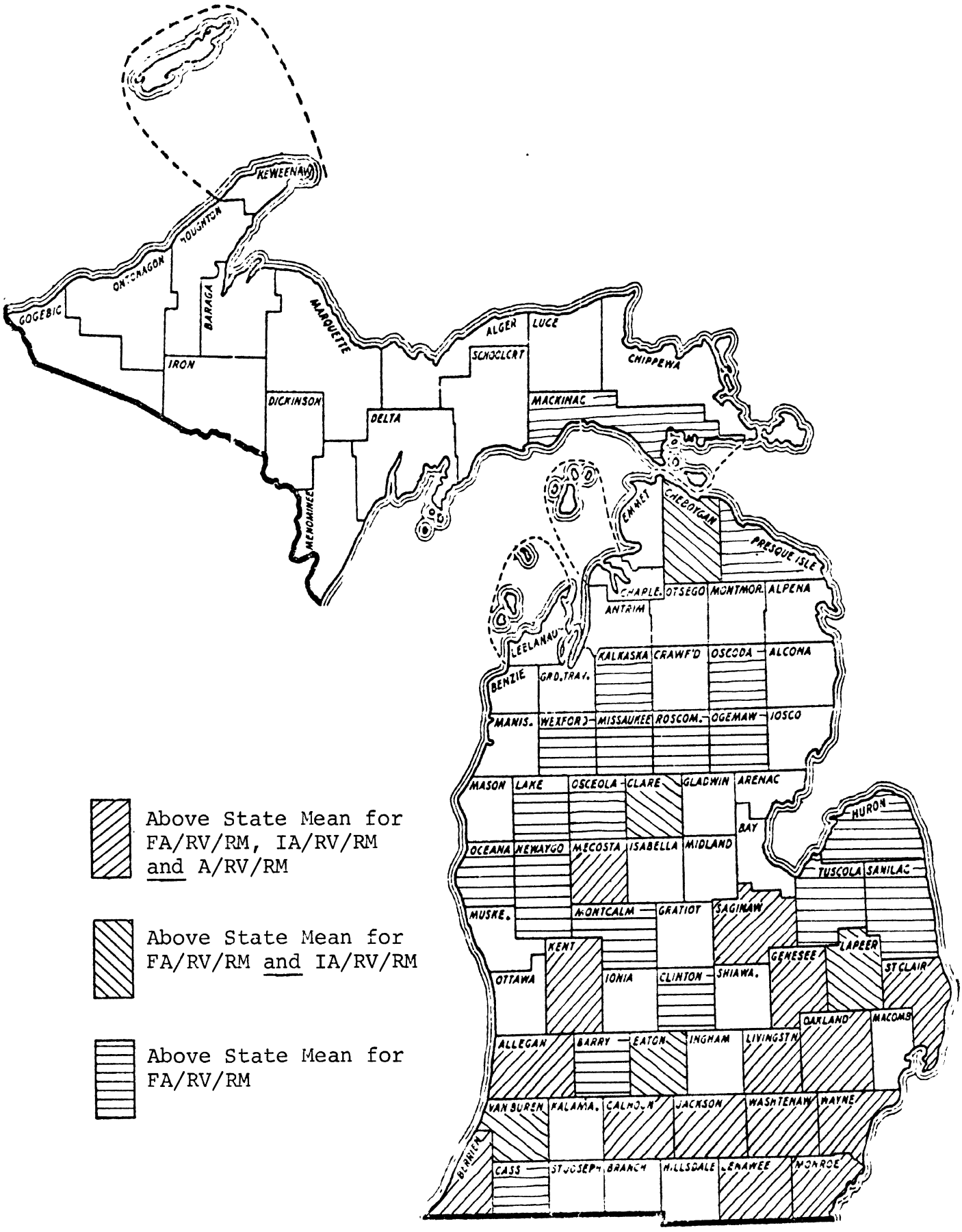
What, then, is the best way to organize these data in order to form a conceptual overview of Michigan's traffic accident problem areas? The county profiles proved valuable in tracing a given county's change from 1966 to 1971 and in determining that county's relationship to a hypothetical "average" county, but it is difficult to conceptualize how each county compares to all others on any criteria. One problem with the county profiles is that a separate page must be studied

for each county while integrating the information from a number of different counties. This is extremely difficult. A second problem is that the profiles contain too much information to be assimilated except on a piecemeal county-by-county basis.

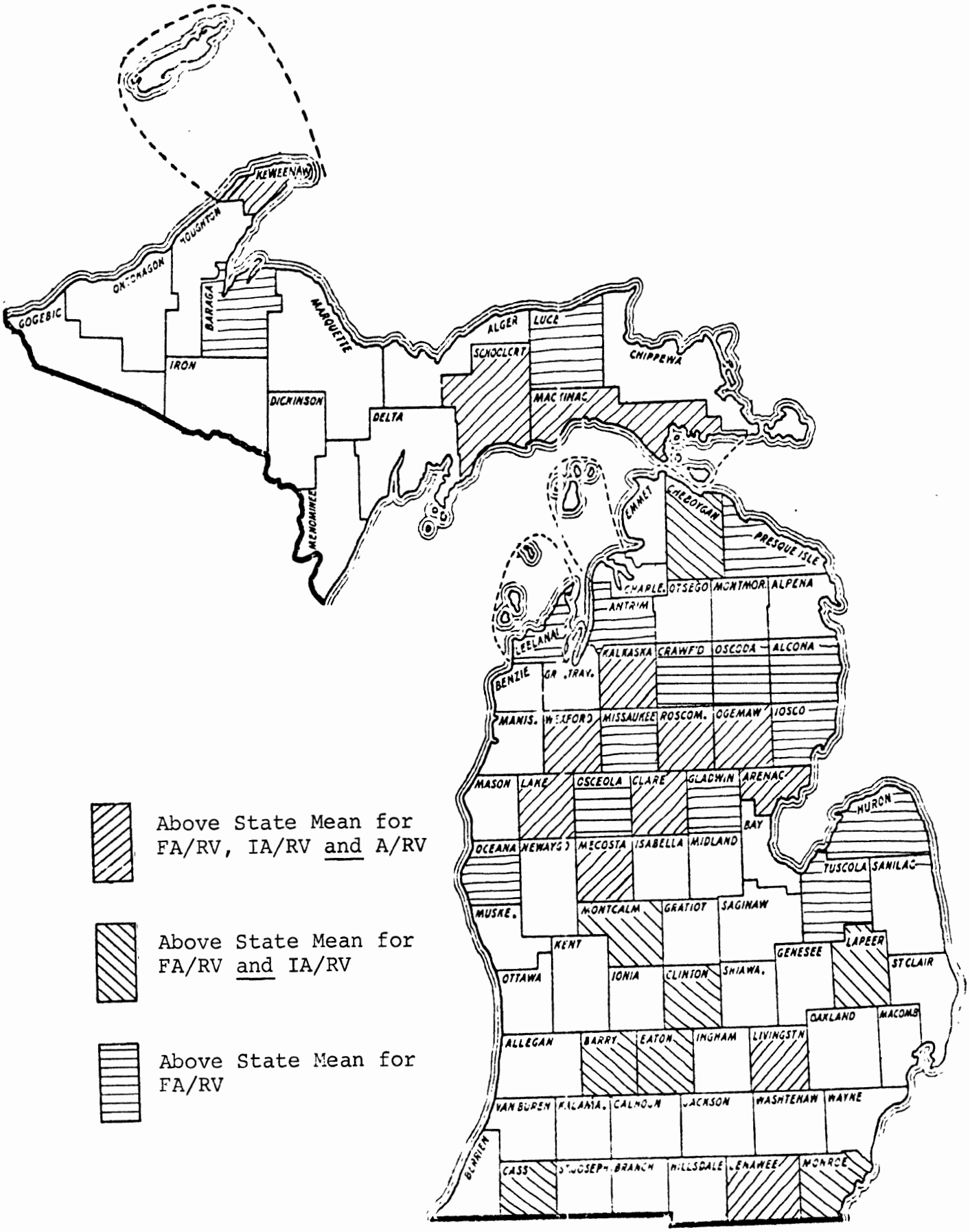
Preparation of maps exhibiting each area's categorical position on some accident experience basis may be a much better approach to developing an overall picture of the State. Thus, one might indicate counties with fewer than ten fatal accidents per year, those with ten to fifty fatal accidents, those with fifty to one hundred, and those with more than one hundred fatal accidents by shading each category of counties differentially. This mapping strategy would essentially show population differences between counties since there is a very high correlation between gross accident statistics and population.

The same process can be used, of course, with normalized data and this results in a picture less linked to differences in exposure. For example, consider Maps 1 and 2. The first map, using density normalized data, somewhat represents the larger counties but it can be seen that normalizing the data by this exposure measure controls some of the overriding effects of the giant counties and does allow better representation of the smaller counties.

Map 2 uses registered vehicle normalized data and creates a much different picture. Because there are so few vehicles



Map 1. Relative County Status Normalized by Registered Vehicle Density (RV/RM), 1966-71.



Map 2. Relative County Status Normalized by Registered Vehicle Count (RV), 1966-71.

in the small counties these data appear inflated with relatively few accidents. Can there really be five problem counties in the upper peninsula? Since it is unlikely that resources can best be allocated to the small counties, as Map 2 may suggest, density normalized data appear more realistically indicative of an acceptable modelling system. Considering Map 1, then, fifteen counties are above the State average on three different accident measures: fatal accidents/vehicle/road mile, injury accidents/vehicle/road mile and total accidents/vehicle/road mile. An additional five counties are above the mean for fatal accidents/vehicle/road mile, and injury accidents/vehicle/road mile. Sixteen more counties are above average for fatal accidents/vehicle/road mile. If funds were to be distributed on this basis, location choices for projects have been limited to 15, 20, or 36 counties, depending on how many of these criteria a county must meet to require further analysis as a potential project county.

Mapping in this manner also gives some indication of the severity of accident involvement for each county. For instance, those counties that are above the mean for fatal accidents but not for injury accidents or total accidents seem to have a relative preponderance of more severe accidents. As Map 1 indicates, these are basically medium to small counties which have lower traffic densities and probably more high speed accidents.

This is even more apparent when the six year sums of accidents/vehicle/road mile, injury accidents/vehicle/road mile and fatal accidents/vehicle/road mile for each county are ranked in ascending order. Table 1 presents the rank orderings such that a rank of 83 indicates the "worst" county and 1 represents the "best" county. It is apparent that the hypothesis that any given county should rank at about the same level for each of the three accident types is not valid. Indeed, there are some rather striking disparities between these rankings for some counties.

It can be seen, for example, that Mackinac County ranked 49th and 46th in terms of accidents and injury accidents, respectively, but 70th for fatal accidents. This discrepancy may call for further investigation as to locations, times, and contributing factors for accidents in this county. Additionally, considering each county's rank in terms of registered vehicles, it is apparent that Mackinac is well above its vehicle rank in all measures. Thus, one might seek more data on vacation travel in this county and derive appropriate countermeasure projects.

3.5 Alternative Criteria

An alternative way to allocate resources might be based on intra-county trends for the accident measures. This emphasizes relative change within each county rather than relative position on some scale between counties. The

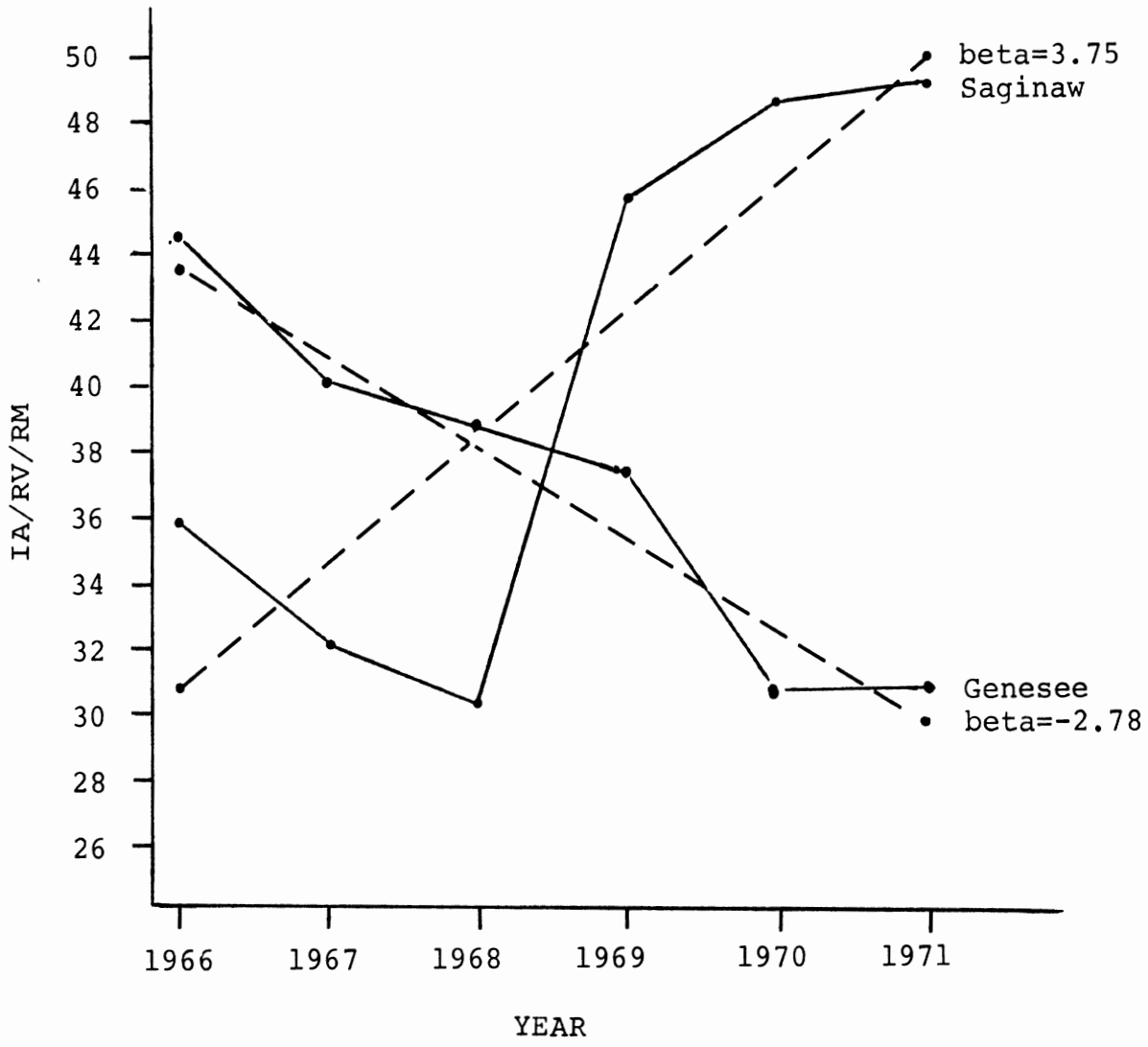
TABLE 1

County Ranks for Registered Vehicles and Density
Normalized Accident Data, Summed for 1966-1971

County	R.V.	A/V/M	IA/V/M	FA/V/M
Alcona	11	19	20	34
Alger	10	20	10	8
Allegan	64	65	68	79
Alpena	42	21	23	5
Antrim	20	18	22	26
Arenac	18	22	25	46
Baraga	9	5	3	23
Barry	45	37	49	49
Bay	68	62	66	35
Benzie	14	16	14	4
Berrien	74	75	71	67
Branch	47	31	26	21
Calhoun	72	76	72	57
Cass	52	39	48	55
Charlevoix	29	13	11	11
Cheboygan	27	47	56	64
Chippewa	40	29	19	9
Clare	26	56	59	52
Clinton	50	40	52	60
Crawford	7	4	7	45
Delta	44	61	40	22
Dickinson	38	3	5	1
Eaton	62	55	57	53
Emmet	30	33	32	19
Genesee	80	66	77	69
Gladwin	23	10	17	30
Gogebic	31	14	9	7
Gr. Traverse	55	36	33	17
Gratiot	51	35	45	42
Hillsdale	49	48	37	39
Houghton	39	54	27	24
Huron	48	30	43	78
Ingham	78	79	76	14
Ionia	53	52	50	43
Iosco	34	23	21	25
Iron	24	9	4	6
Isabella	43	50	60	32
Jackson	71	71	73	56
Kalamazoo	75	72	67	27
Kalkaska	4	41	36	28
Kent	79	81	81	66
Keweenaw	1	1	1	2
Lake	3	64	44	62
Lapeer	56	57	64	80
Leelanau	16	8	18	18
Lenawee	66	70	69	77
Livingston	57	59	65	74
Luce	6	2	2	3
Mackinac	12	49	46	70
Macomb	81	77	80	37
Manistee	32	45	41	31
Marquette	60	67	62	38
Mason	35	44	35	20
Mecosta	36	69	61	51
Menominee	37	51	34	29
Midland	65	28	30	15
Missaukee	8	7	8	44
Monroe	67	63	70	73
Montcalm	54	60	51	71
Montmorency	5	17	15	10
Muskegon	73	74	75	33
Newaygo	41	43	53	58
Oakland	82	82	82	81
Oceana	28	27	38	63
Ogemaw	22	26	24	50
Ontonagon	15	6	6	13
Osceola	25	38	28	59
Oscoda	2	12	12	68
Otsego	17	24	29	16
Ottawa	70	68	63	41
Presque Isle	19	25	16	47
Roscommon	21	32	42	48
Saginaw	77	80	78	72
St. Clair	69	78	74	75
St. Joseph	59	42	39	40
Sanilac	46	46	55	76
Schoolcraft	13	15	13	12
Shiawassee	63	11	31	36
Tuscola	58	34	47	82
Van Buren	61	53	58	61
Washtenaw	76	73	79	65
Wayne	83	83	83	83
Wexford	33	58	54	54

FIGURE 1

Injury Accidents/Registered Vehicle/Road Mile
Genesee and Saginaw Counties,
Data and Trendlines for 1966-1971



primary advantage of this approach is that counties that may be below the average on some measure but are increasing rapidly would not be overshadowed by the above average counties. Thus, we would be trying to recognize a potential problem as it develops rather than searching for the already big problem.

The purpose of this procedure is to find a straight line for accident data of 1966-1971 such that, across all six years, the amount of error or "miss" between the line and the actual data is minimized. The resultant trendline is the best linear descriptor of the data. For example, we have calculated the measure injury accidents/registered vehicle/road mile for each of six years for each county in Michigan and note that there is some variability in those scores from year to year. Now we wish to fit a straight line to those six years of IA/RV/RM scores which best represent the data. To do this we calculate statistics which indicate where the line starts (alpha) and the rate it is increasing or decreasing (beta). Figure 1 shows trendlines fitted to six years of IA/RV/RM for Saginaw and Genesee counties. It can be seen that Saginaw has had an increase while Genesee experienced a decrease in this measure from 1966-1971. Beta, or the slope of the line, indicates the rate of change for the data. It is this descriptive measure of change rate which we are interested in.

The beta weights, or slopes, were computed for various

accident statistics of each county with the formula:

$$b_{xy} = \frac{\Sigma X_1 Y_1 - NM_x M_y}{\Sigma X_1^2 - NM_x^2}$$

where X = years 1966-1971 (i.e., 1-6)
Y = data points for each year (e.g., accidents, fatal accidents, etc.)
N = number of data points
M = mean

For example, injury accidents/vehicle/road mile for Saginaw County were:

1966 - 36.0
1967 - 31.8
1968 - 30.0
1969 - 45.6
1970 - 48.4
1971 - 49.2

to give a trend of 3.75.

Trendline calculations yield both positive and negative beta weights as can be seen in the following Table 2. Positive betas indicate a rising trend and negative betas mean decreasing trend with larger numbers being steeper slopes. Thus, Wayne County has been experiencing rather sharply decreasing accident statistics for the six-year period for accidents, injury accidents, and fatal accidents normalized by density.

Table 2 also shows county ranks in terms of the calculated trends. Thus, Saginaw County is near the norm for accident and fatal accident trends (incresing and decreasing respectively) while it has experienced more sharply rising injury

TABLE 2

Slopes and Ranks for Density Normalized
Accident Data, Summed for 1966-1971

County	A/RV/RM Slope	A/RV/RM Rank	IA/RV/RM Slope	IA/RV/RM Rank	FA/RV/RM Slope	FA/RV/RM Rank
Alcona	-.99979	19	-.20183	32	-.01357	52
Alger	-.55381	22	.24797	54	.03483	75
Allegan	6.90340	81	2.34810	81	-.16271	3
Alpena	-3.60710	8	-1.44130	9	.01358	69
Antrim	2.35380	59	.69360	69	.01433	70
Arenac	.66349	35	.06229	44	-.01324	53
Baraga	2.09480	55	-.03655	40	-.02183	48
Barry	3.46640	74	.17569	51	-.05803	21
Bay	-4.60590	6	-1.78430	8	-.03785	33
Benzie	-.03839	29	-.51812	26	-.03364	35
Berrien	-.27400	24	-1.07100	13	-.04208	31
Branch	3.17700	72	.08371	47	.00228	62
Calhoun	-2.87840	14	-1.84430	7	-.05889	19
Cass	2.56530	63	-.36501	28	.02398	74
Charlevoix	1.58500	46	.37166	59	.05497	80
Cheboygan	2.90970	66	.20584	52	-.06312	17
Chippewa	8.25200	83	1.41370	79	.05478	79
Clare	4.40680	77	.35513	57	.04890	77
Clinton	-.26612	25	-.78256	16	.01141	68
Crawford	5.54950	78	.83292	72	.08380	83
Delta	.88698	40	.05030	43	.01086	67
Dickinson	.70319	36	.35976	58	.00655	64
Eaton	.73937	37	.00845	42	-.01494	50
Emmet	.31561	32	.90402	74	-.00297	56
Genesee	2.80790	65	-2.77820	5	-.03113	38
Gladwin	1.84450	50	-.19008	34	-.03528	34
Gogebic	2.46630	62	.23453	53	-.05849	20
Gr. Traverse	2.17210	57	.17396	50	-.03817	32
Gratiot	-.91528	21	-.24935	30	-.02614	43
Hillsdale	1.67210	48	-.19855	33	-.02248	47
Houghton	2.29010	58	-.06673	39	-.05157	23
Huron	-.08866	28	-.45267	27	.07395	81
Ingham	-3.54230	10	-.84381	15	.00552	63
Ionia	2.37470	60	.26385	55	-.02261	46
Iosco	3.04270	69	1.01690	76	-.06743	15
Iron	.16831	31	.06263	45	.01061	66
Isabella	4.02290	76	.56616	63	-.01492	51
Jackson	-2.88930	13	-.68683	22	-.04317	30
Kalamazoo	-.95418	20	-.68826	21	-.00199	58
Kalkaska	-4.62740	5	-.22915	31	-.39338	1
Kent	-8.96660	2	-3.36800	1	-.04998	25
Keweenaw	-1.42620	17	.70806	70	-.00588	55
Lake	-3.02850	12	4.16360	83	.03735	76
Lapeer	.04269	30	-.73143	19	-.09940	5
Leelanau	1.76600	49	.43065	60	-.07667	11
Lenawee	-.52026	23	-.64253	24	.01836	72
Livingston	.34473	33	-.69108	20	-.61538	18
Luce	1.88940	51	.48203	61	.01976	73
Mackinac	2.08730	54	.16576	49	-.03162	37
Macomb	-7.08630	4	-2.87360	4	-.08937	8
Manistee	-.26043	26	-.07740	37	-.01000	65
Marquette	2.62600	64	-.27035	29	-.02578	44
Mason	1.60730	47	-.54035	25	.05605	22
Mecosta	2.16520	56	-1.13080	11	.01570	71
Menominee	2.05560	52	-.17570	35	-.04666	28
Midland	-3.52410	11	-.77512	17	-.00224	57
Missaukee	.78265	38	-.00373	41	-.09269	7
Monroe	-1.38890	18	.08165	46	-.02870	39
Montcalm	3.16650	70	.28231	56	-.07785	10
Montmorency	7.15320	82	1.32610	77	.05015	78
Muskegon	-8.37400	3	-2.36870	6	-.06843	14
Newago	1.25770	41	-.68022	23	.08304	82
Oakland	-3.55570	9	-3.29480	2	-.05108	24
Oceana	6.32670	79	1.38850	78	-.03209	36
Ogemaw	3.35190	73	.74339	71	-.09273	6
Ontonagon	3.01370	67	.84952	73	-.01637	49
Osceola	.84276	39	.51105	62	.00100	61
Oscoda	-2.52220	15	-1.07680	12	-.17221	2
Otsego	3.84290	75	.61054	65	-.04914	26
Ottawa	-.17589	27	-.74222	18	-.00833	54
Pr. Isle	1.35670	43	-.07170	38	-.04841	27
Roscommon	2.44060	61	.60150	64	-.04603	29
Saginaw	1.33090	42	3.75000	82	-.00169	59
St. Clair	-3.82470	7	-.93056	14	-.07174	12
St. Joseph	2.08650	53	.62930	67	-.02625	42
Sanilac	3.16980	71	.67089	68	-.11013	4
Schoolcraft	1.50210	45	-.09543	36	-.06945	13
Shiawassee	.38615	34	.10517	48	.00037	60
Tuscola	6.50900	80	1.83120	80	-.08284	9
Van Buren	3.03750	68	.61909	66	-.02677	41
Wastenaw	-2.17100	16	-1.26070	10	-.02841	40
Wayne	-21.22400	1	-3.09290	3	-.06714	16
Wexford	1.43380	44	.92890	75	-.02349	45

accidents than most Michigan counties.

It should be noted that one must be careful when utilizing trendline information because the trends calculated are based on only six data points. As a result one really bad year for a county could pull the trend up quite sharply and can be somewhat misleading. Therefore potential project county determination based on the slope of the trendline must include study of the profiles in Appendix B to ensure the trend is not spuriously inflated.

Saginaw County, for example, has a sharply increasing trend for IA/RV/RM and the county profile indicates that this is primarily due to years 1969 to 1971. Indeed, there was a major increase noted on this criterion from 1968 to 1969. However, this remained high in 1970 and 1971 also, so it is probably not a spurious increase.

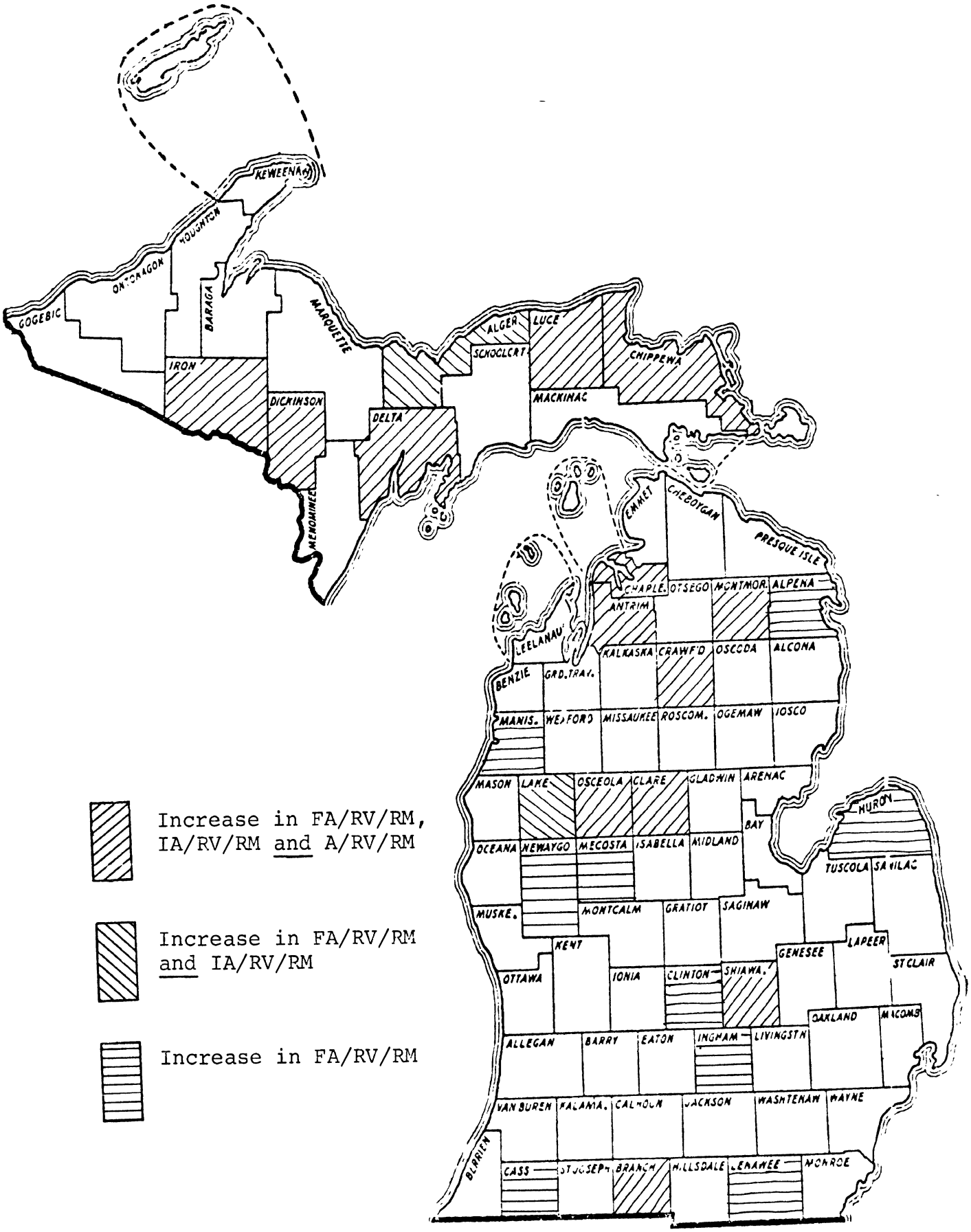
Chippewa County, on the other hand, has a beta coefficient for IA/RV/RM of 1.4137 and a rank of 79, which is also very high. The county profile however shows that Chippewa had a slight decrement in IA/RV/RM from 1966-1970 with a sharp increase in 1971. Since it is too early to determine if 1971 was an atypical year or if there has been a sudden change in this county's experience, little emphasis should be placed on this measure until the stability of change can be determined.

Again, tabular data presentation is difficult to interpret in terms of the relationship between counties. Mapping of trend information gives a clearer representation of these

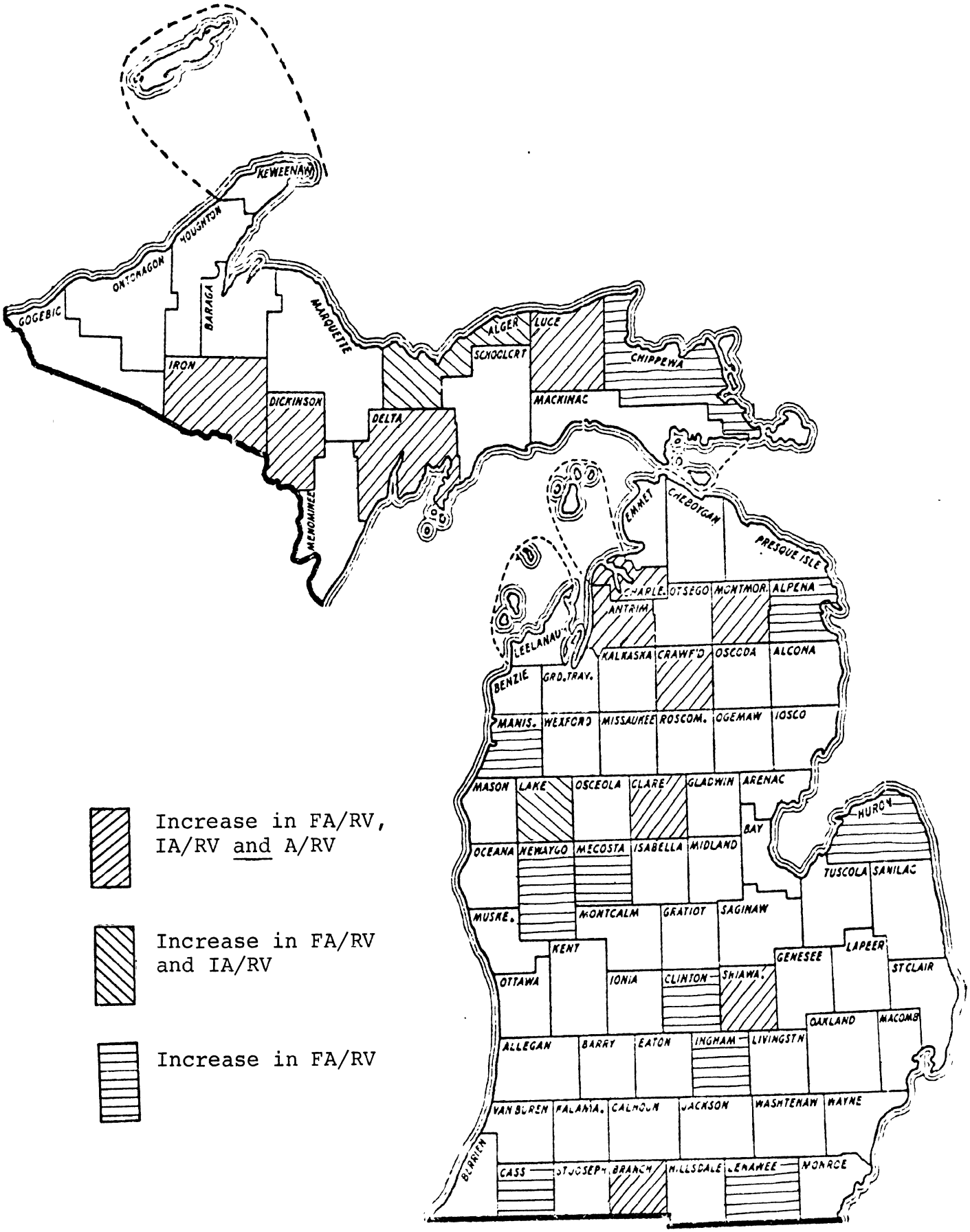
data. Maps 3 and 4 were prepared for trendline increases of accident data normalized by density and by number of registered vehicles, respectively. It is apparent from these maps that there is a high degree of relationship between density and registered vehicle normalized data in terms of trend information. Again, particular attention may be given to the density normalized data.

Comparing Maps 1 and 3, we can see some disparity between the "bad" counties indicated depending on whether we use an intra-county trend change (Map 3) or an inter-county relation to the mean criterion (Map 1). Thus, resources might be allocated quite differently depending on our criteria for county selection. Map 1 indicates the medium and larger counties are frequently above the State average while Map 3 tends to indicate that the less populous counties have been experiencing increases in accident statistics.

There are some interesting overlaps indicated for these, however. Clare County is not only above the average on two of the measures, IA/RV/RM and FA/RV/RM, but also has increasing trends on all three of the density normalized statistics. Osceola likewise has increasing trendlines for all three measures and is above the State mean for the most severe accident indicator, FA/RV/RM. Huron County also exhibits a problem for fatal accidents. It is both above average and increasing for FA/RV/RM. Finally, Lenawee County is not only above the State mean on all three measures but additionally shows an



Map 3. County Trend with Accident Data Normalized by Registered Vehicle Density (RV/RM), 1966-71.

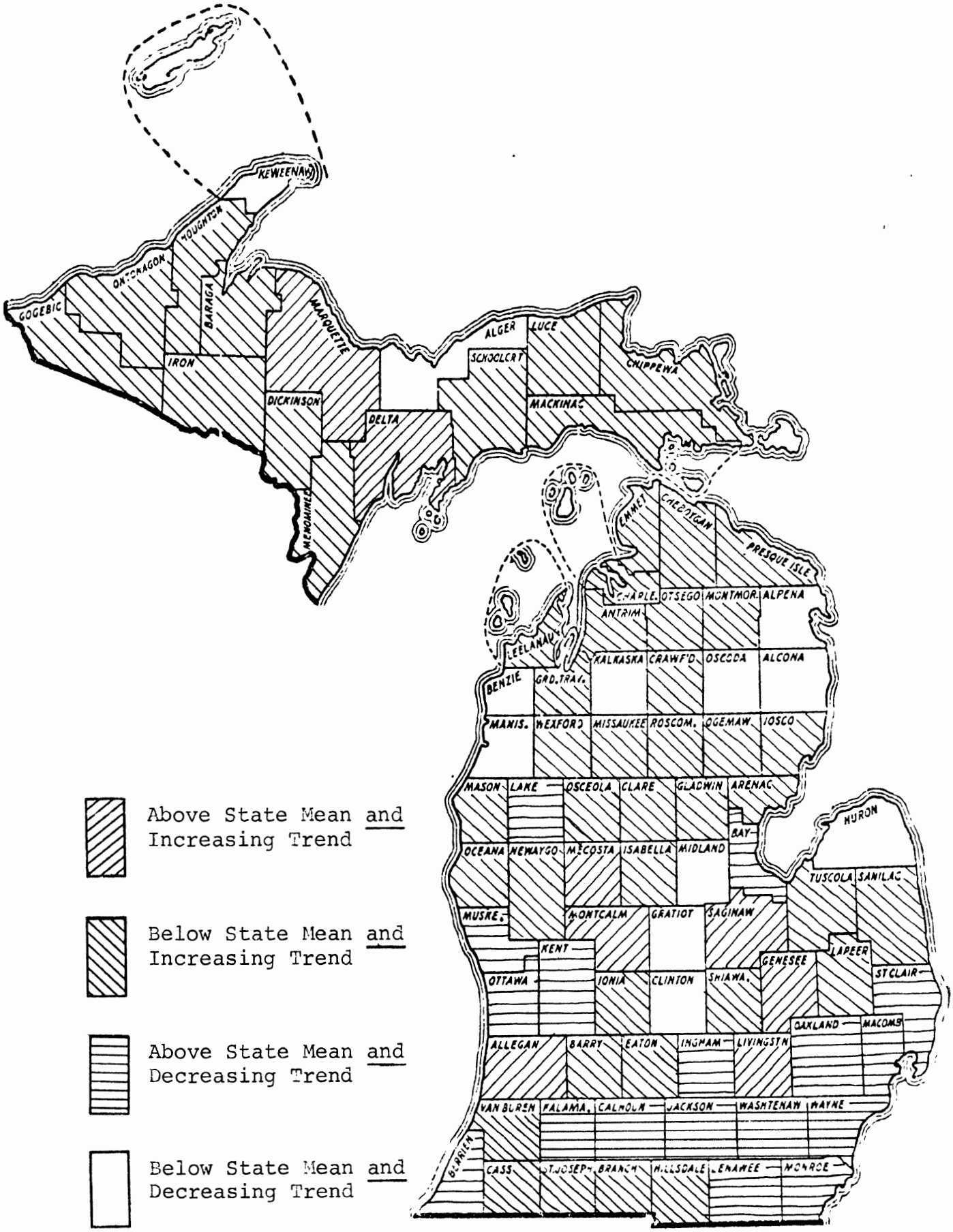


Map 4. County Trend with Accident Data Normalized by Registered Vehicle Count (RV), 1966-71.

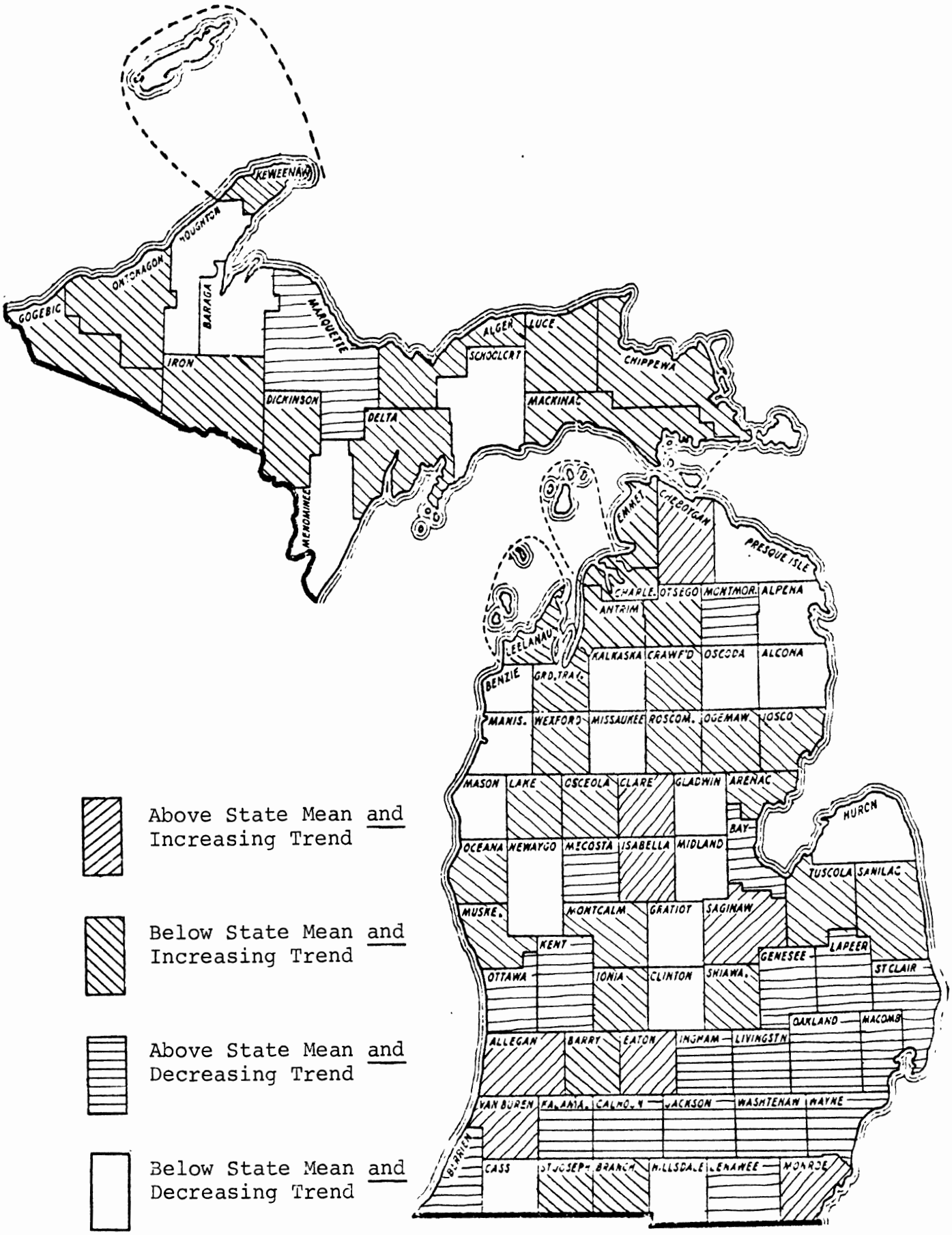
increase in fatal accidents/registered vehicle/road mile.

This suggests another potentially useful approach to integrating the accident data. It can be argued that allocation of resources should be based both on inter-county accident experience and intra-county changes in the statistics. Consequently, representation of counties that are, say, above the average for fatal accidents/registered vehicle/road mile and also are experiencing an increase for that measure may be indicative of a sub-set that should be considered as prime candidates for countermeasure projects. Similarly, mapping in this manner may indicate "good" counties as those which are below average for some statistic and are also showing decreasing trendlines.

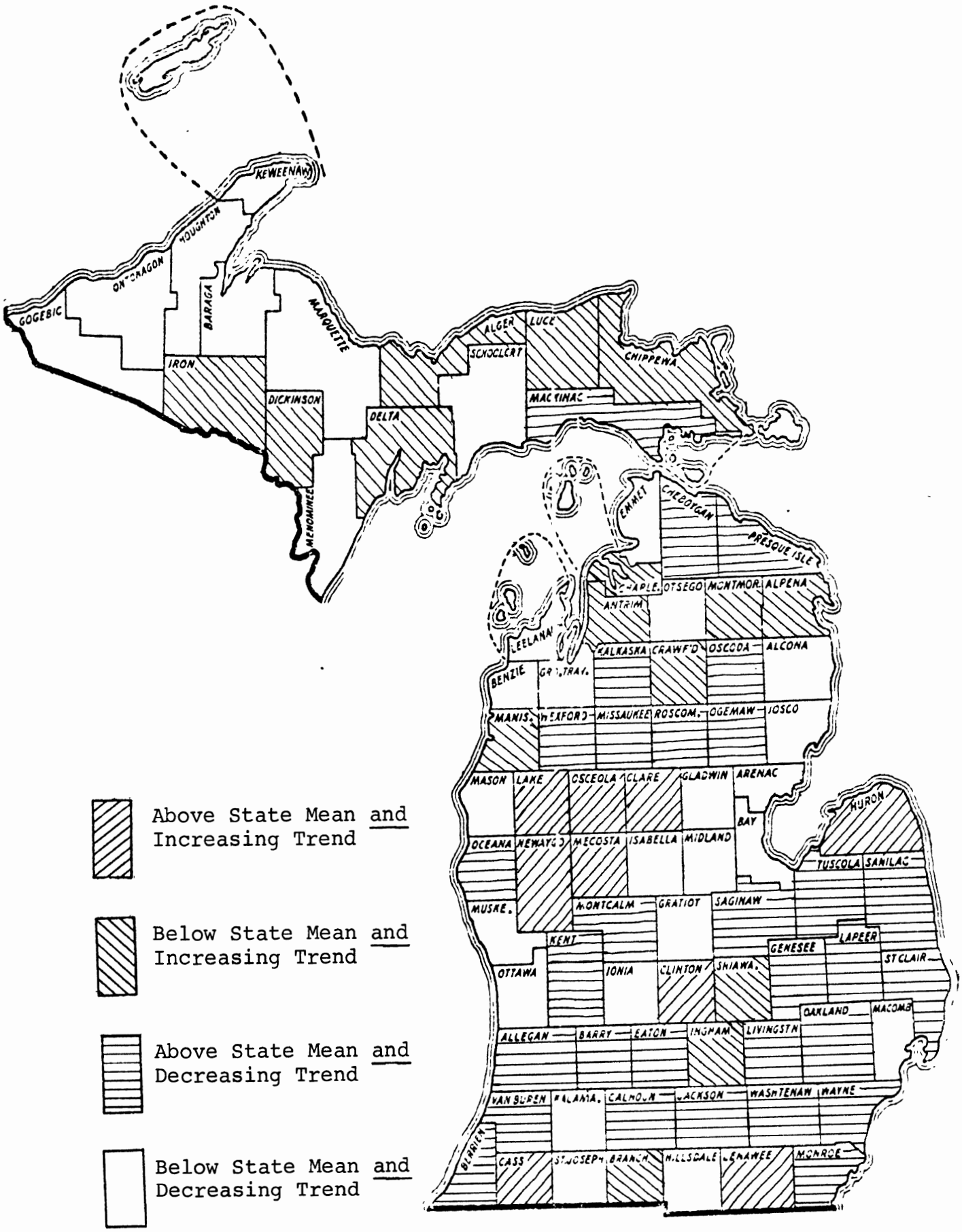
Using this approach, Maps 5-10 were prepared to show above and below average counties which also have increasing and decreasing trends. These maps can be selectively used or cross-compared depending on which of the accident measures are deemed most important for countermeasure initiation. Thus, if the incidence of injury accidents is of major concern, Map 6 can be used to determine problem counties. Similarly, if all three of the density normalized accident statistics are judged equally relevant, Maps 5, 6, and 7 may be compared to locate those counties that are above average on all three measures and also have increasing trends for one or more of the measures.



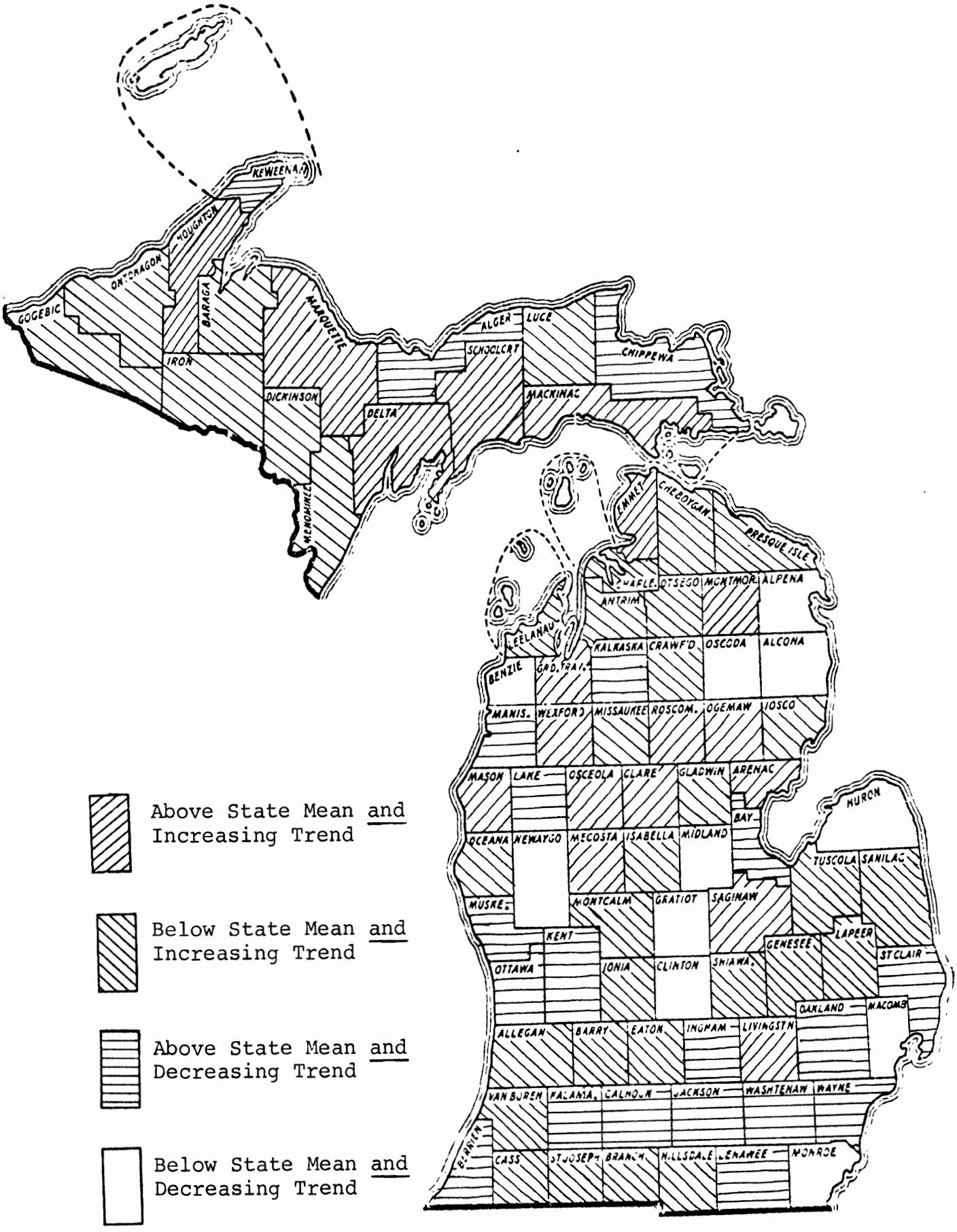
Map 5. County Status and Trend with All Accidents Normalized by Registered Vehicle Density (RV/RM), 1966-71.



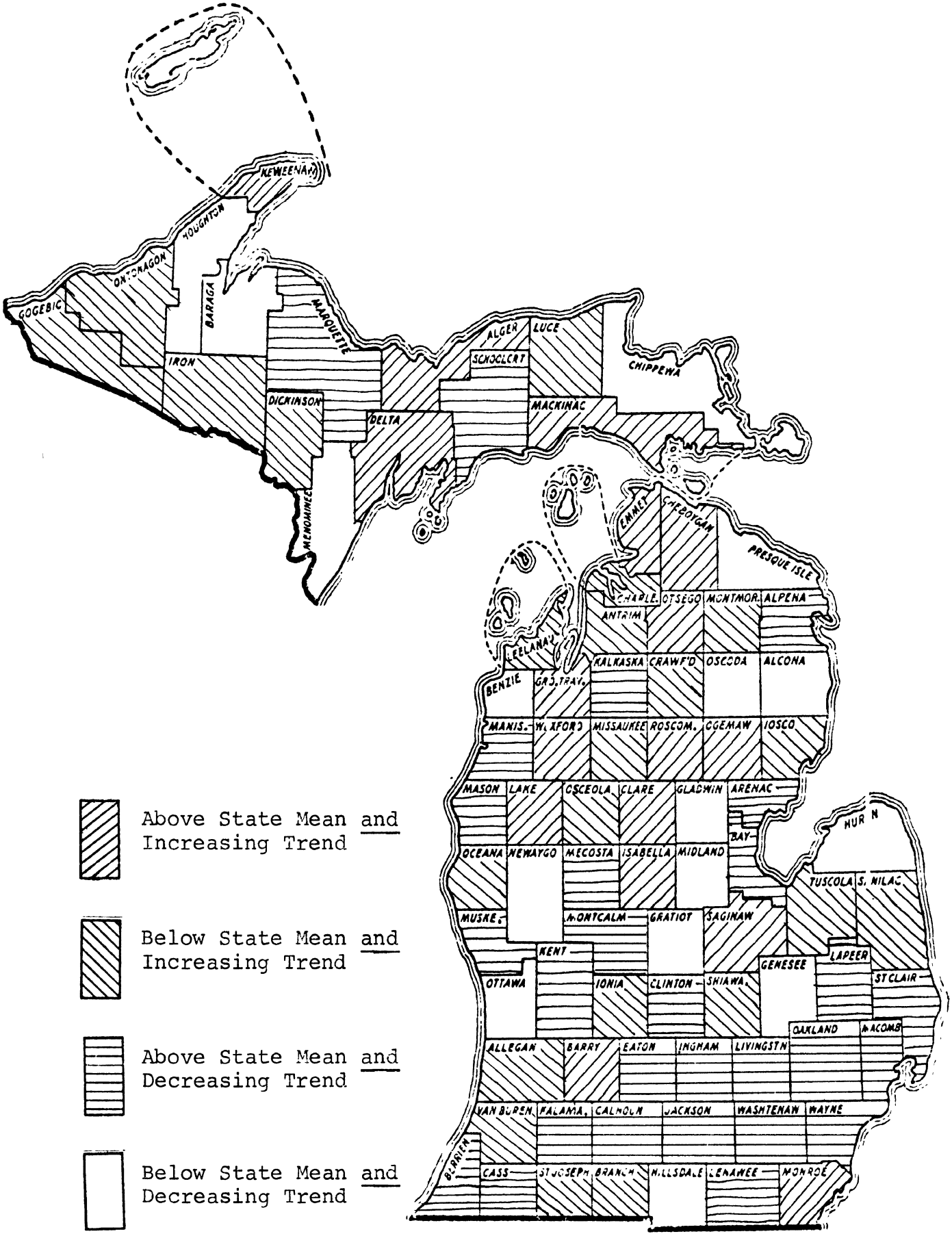
Map 6. County Status and Trend with Injury Accidents Normalized by Registered Vehicle Density (RV/RM), 1966-71.



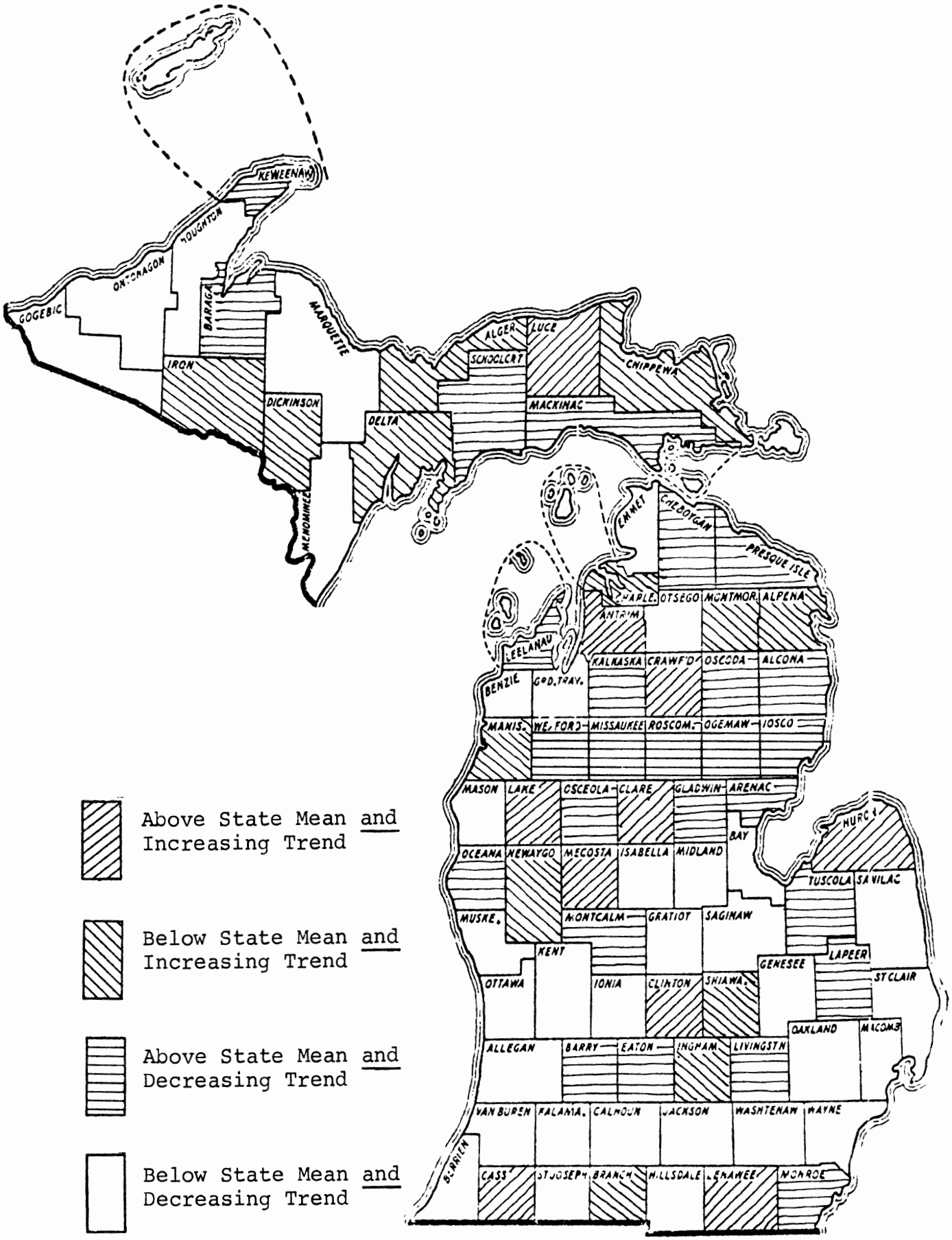
Map 7. County Status and Trend with Fatal Accidents Normalized by Registered Vehicle Density (RV/RM), 1966-71.



Map 8. County Status and Trend with All Accidents Normalized by Registered Vehicle Count (RV), 1966-71.



Map 9. County Status and Trend with Injury Accidents Normalized by Registered Vehicle Count (RV), 1966-71.



Map 10. County Status and Trend with Fatal Accidents Normalized by Registered Vehicle Count (RV), 1966-71.

4.0 MODEL USE

In order to demonstrate use of the system, let us assume that it is desirable to impact first those counties that are experiencing problems with injury and fatal accidents. Thus, we will consider those counties that are above the State average and show increasing rates for density normalized injury and fatal accidents.

Maps 6 and 7 are relevant for selecting a sub-set of problem counties on this criterion. Counties that fit the model as being above average and increasing for either IA/RV/RM or FA/RV/RM include: Cheboygan, Clare, Osceola, Lake, Newaygo, Mecosta, Isabella, Huron, Saginaw, Clinton, Allegan, Eaton, Van Buren, Cass, Lenawee, and Monroe. This sub-set of sixteen counties may be too large so additional criteria may be employed to reduce the candidate population.

To accomplish this, counties that are below the mean and decreasing for either IA/RV/RM or FA/RV/RM may be excluded from the sample. This effectively removes those counties that may be defined as "very good" on one of the criteria previously chosen even though they are above average and increasing for the other measure. This strategy removes Newaygo, Isabella, Huron, Clinton, and Cass from our problem set.

Reamining, then, are those counties which are above average and increasing for either IA/RV/RM or FA/RV/RM and additionally are above the mean or increasing on the other measure. Thus, a problem sub-set consisting of Cheboygan,

Clare, Osceola, Lake, Mecosta, Saginaw, Allegan, Eaton, Van Buren, Lenawee, and Monroe counties remains. This narrows the search to eleven candidates.

If it is further assumed that this sub-set is too large, it may be valuable to determine from Table 2 how these counties rank in terms of trendline increases. Since injury accidents are more frequent than fatal accidents, trends for this measure will be somewhat more stable over time and less subject to large changes from one bad year's experience. Looking, then, at trends and ranks of IA/RV/RM for these counties, it can be seen that Lake, Saginaw, and Allegan rank 83, 82, and 81 respectively. This is not only worst for this group, but these three counties have the most rapidly increasing IA/RV/RM over the six year period for the entire State.

Now, as noted previously, the county profiles should be examined to determine if these trends are relatively stable or may have been inflated by one or two particularly bad years. Lake County shows a rather unstable year to year experience primarily because it is so small, although the trends are generally upward. Allegan County is larger and has been fairly stable in terms of IA/RV/RM for the past five years. The relatively low experience in 1966 tends to inflate the trend. Also, it may be noted that although FA/RV/RM has been well above average in Allegan this measure has been showing a fairly sharp downtrend. Saginaw County is much larger than either Allegan or Lake and its trend is generally upward

on all measures, at least for the past three years.

Thus, funding might be considered on a priority basis with Saginaw being the leading candidate followed by Allegan and Lake counties in that order.

Determining what kind of countermeasure project to employ is obviously the next question and one that cannot be answered by the data presented here. A desirable next step is to investigate selected counties on a case study basis. This would entail, at the least, deeper digging into the M.S.P. accident files, specific data searches with D.S.H. personnel for exposure data or perhaps selective sampling of A.D.T. by the D.S.H. traffic counters, and possibly employment of portions of the QMT developed by Michigan State University to sample public officials' opinions on their traffic problems.

An example of more careful study of M.S.P. data is their county and city audit trails. For 1971 these reveal a rather even dispersion of accidents, fatal accidents, and injury accidents in each month for Saginaw County. This seems to indicate that Saginaw is not particularly inundated with vacation traffic during any particular season. Other counties may show such an effect, however.

Lake County had the following monthly accident statistics:

	Accidents	Fatal Acc.	Injury Acc.
January	28		6
February	16		5
March	23		9
April	22		7
May	26		9
June	26		8
July	31	1	13
August	34		15
September	26		6
October	31		6
November	36	1	13
December	14		3
Total	334	2	106

These data tend to show interesting increases of accident statistics for July, August, October, and November. This may reflect Summer recreation and Fall hunting activities. Further check on other years may be done to confirm or deny this apparent trend. If the phenomena occurs in other years as well, increased enforcement during the high months might be considered.

The audit trails also contain data on cities in Michigan. For 1971 the City of Saginaw had 5,090 accidents, 1,501 of which were injury accidents. Relating this to Saginaw's county profile reveals this city accounted for over half of

the total accidents and about one-third of the injury accidents in 1971.

One might then seek more specific information about accident types, locations, times, etc., from the M.S.P. accident file or their semi-annual county and city reports for selected areas. Utilization of this model and selective inquiry will form a more objective base for the planning of countermeasure projects and programming resource allocations.

5.0 SUMMARY AND RECOMMENDATIONS

The model presented in this report is a procedure to identify accident problem areas on the basis of past accident experience. Utilizing exposure normalized accident statistics, key problem counties in Michigan can be identified both by relative differences in county's accident experience and by relative change of accident involvement within each county from 1966 to 1971.

The technique proposed is a categorization of counties on some basis, such as those above the State average versus those below the average (inter-county comparison) or increasing trend over the six year period versus decreasing trend (intra-county change), and then plotting the respective categories by appropriate map designations. Thus, it is reasonably simple to identify problem areas that experience more accidents than a hypothetical average county or counties that are experiencing rapid increases in their accident experience.

Either of these criteria for determining the "bad" counties is defensible and useful depending on the position taken as to which is of primary importance. It may well be the case, however, that both criteria are relevant and a specific sub-set of counties which have both above average accident experience and an increasing rate of accidents should be identified as potential countermeasure project locations. Categorizations of above average and increasing, above average and decreasing, below average and increasing, and below average and decreasing were

made and plotted. Thus, these maps show the overlap of both the intra- and inter-county problem identification approaches.

Various decision-making stances may be taken, of course, and it is recommended that the reader use the technique proposed to develop his own sub-sets of problem counties. From that point then, as suggested in Section 4.0, further problem definition may be accomplished by more specific accident file inquiries. Indeed, case studies of selected counties can be undertaken to identify candidate countermeasure applications.

Trial use by OHSP of the materials in Section 3.0 is recommended to determine which of the several categorization procedures, means for rank-ordering of county data, and mapping techniques are most useful for planning purposes. While an operational procedure may evolve in which all of the illustrated ways of processing and displaying the data are useful, a more probable result will be that some sub-set of illustrated techniques will be adequate for OHSP planning purposes. For that reason, we recommend delay of computer implementation of the model pending operational utility review. Such implementation, including computer-generated maps, is well within the capabilities of HSRI computer facilities and is adaptable to MSP operations.

APPENDIX A

SAMPLE EVALUATION FORM AND SUMMARIES OF QUARTERLY DATA

PT 69-10

Selective Traffic Law Enforcement and Accident Investigation Unit -

Evaluation Suggestions

This program, along with Accident Victim Unit, provides a major input to the traffic safety activities of this community. This particular project includes the hiring of personnel for a traffic unit in the police department and the purchase of equipment for crash investigation and for rescuing crash victims. The goals of the project were carefully spelled out in the original application in a form that is amenable to objective measurements. Thus, while the implicit goals are safer, more efficient transportation and the reduction of deaths and injuries from highway accidents, it was apparently recognized that more immediate goals were necessary for project guidance.

It is somewhat more difficult to determine from the quarterly narrative reports if the appropriate measures have been taken to evaluate progress toward the stated goals. Meaningful and worthwhile information is presented to indicate project progress, but objective data gathering has not been evidenced except in the indication of percentage of injury accident changes.

Some relatively straightforward measures of performance are readily obtainable to gauge progress toward the goals as stated in the original proposal. Many of these measures are

included in the following evaluation plan. It is important that these measurements be taken in order that effective internal program evaluation be possible and to afford helpful information to OHSP for planning future projects of a similar nature.

It might be noted here that evaluation is usually a relative thing. That is, it is concerned with progress toward a goal, improved performance over prior levels, effective change in, say, traffic flow with the introduction of a new stop light, or simply contact with more citizens in a positive manner. It will be seen that many of these considerations are included in this plan. However, this evaluation outline should also be viewed as a model to serve as a guideline for additional measures pertinent to evaluating specific job requirements in . Certainly traffic services must be adaptable to local needs and consequently additional evaluation measures may also be required.

Evaluation Plan

I. Ultimate Performance Factors

A. Safe Transportation

1. Vehicle crashes

	this quarter	total this year
total	_____	_____
fatal	_____	_____
injury	_____	_____
non-injury	_____	_____

2. Cycle crashes this quarter total this year

fatal _____ _____

non-fatal _____ _____

3. Pedestrial and Bicycle

fatal _____ _____

non-fatal _____ _____

B. Efficient Traffic Flow

1. Estimated accumulated vehicle-miles travelled in the jurisdiction during year _____

2. Vehicle miles per crash

total _____

fatal _____

injury _____

non-injury ____

3. Indicate location of greatest traffic congestion.

II. Measures of operational effectiveness

A. Frequency measures

1. Action operations

Number crashes investigated _____

Number citations issued____(enumerate by violation)

Number convictions obtained____(enumerate by violation)

Number hours of patrol _____

Number of selective enforcement operations conducted___

Number citizen complaints_____

Number citizen praises _____

2. Public education (schools, civic groups, etc.)

   Number talks given _____

   Number students instructed _____

   Accumulated student-hours _____

3. Indicate formal training received by the men in unit thus far.

4. Planning and Administration

   Man-hours devoted to selective enforcement planning_____

   Man-hours devoted to public contact (e.g., lecture preparations, press releases, etc.) _____

   Man-hours devoted to routine administration _____

5. Equipment Utilization

   List equipment used in this project and the hours of use for major items _____

   For equipment used in routine patrol or selective enforcement note hours use per citation _____

B. Efficiency measures

1. Action operations

   _____ man-hours of patrol per citation

   _____ man-hours expended by unit per man-hour of traffic patrol

   _____ man-hours expended by unit per man-hour devoted to selective enforcement

   _____ average man-hours per crash investigation

   _____ number citations issued for each conviction obtained

   _____ average response time to an accident

2. Public education

_____man-hours (preparation and presentation) per talk presented

_____ man-hours per student instructed

_____ students contact per student enrollment (e.g., school, class, or other base measure)

3. Equipment utilization

For each major piece of equipment note hours of use per hours of availability.

For malfunctioning equipment note down-time this quarter.

For equipment used in enforcement note average hours of use per citation issued.

For crash victim extrication equipment note items of particular usefulness and other equipment which would have been beneficial in any such situation encountered.

OSCODA COUNTY

	Quarters Ending 3/71	6/71	9/71	12/71
No. of crashes				
Fatal	0	1	0	0
Injury	8	11	14	15
A				
B				
C				
Property damage	23	25	33	56
Total	31	37	47	71
No. of crashes investigated by Selective Enforcement Unit	31	37	47	71
No. of crashes yielding arrests or citations	22		32	35
No. of crashes closed by convictions			22	27
Pedestrian and bicycle				
Injuries	0	1	0	0
Fatals	0	0	0	0
No. of hazardous citations issued by Selective Enforcement Unit		0	0	0
by entire bureau		92	102	121
No. of non-hazardous citations issued by Selective Enforcement Unit				
by entire bureau				
Estimated vehicle miles	29K	33K	57K	63K
per crash	908	886	1213	887
per fatal crash		33K		
per injury crash	2891	2916	4K	4K
per non-injury crash	893	1312	1.7K	1.6K
Miles of streets and roads	788		910	910
Number of warnings given			81	76
Number of hours of patrol	2260	2421	987	1131
Number of selective enforcement plans			0	0
Number of selective enforcement operations			0	0
Number of convictions obtained	148	107	87	101
Number of talks given			12	17
Number of persons instructed			360	188
Total student hours			180	240
Total instructor hours			30	45
Man hours of training			368	420
Man hours of planning and admin.	70	84	130	130
Hours of equipment use/hours available	2210 / ?	2412 / ?	2232 / ?	2016 / ?
Down time of malfunctioning equipment		49 hrs.	16 hrs.	32 hrs.
No. citations issued w. equipment			52	86
Ambulance				
Number of calls	44	29		
Number of calls answered	44	29		
Number of calls resulting in transportation	34	26		
Number of victims transported	37	34		
Average cost per service call	$5.42	$4.89		

Oscoda cont'd

	Quarters Ending			
	3/71	6/71	9/71	12/71
Dodge Station Wagon				
Number of calls	17	12		
Number of calls answered	17	12		
Number of calls resulting in transportation	8	8		
Number of victims transported	9	8		
Average cost per call	$6.80	$5.20		
Average time from call to delivery	1-1/4 hrs	1-1/3 hrs		
Average trip distance	45 mi.	47 mi.		

CLINTON TOWNSHIP

	Quarters Ending				
	12/70	3/71	6/71	9/71	12/71
No. of crashes					
Fatal	0	1	1	3	1
Injury	124	105	101	92	137
A				24	57
B				39	41
C				66	116
Property damage	385	316	239	156	241
Total	509	422	341	336	475
No. of crashes investigated by Selective Enforcement Unit	509	422	341	286	365
No. of crashes yielding arrests or citations			77	161	230
No. of crashes closed by convictions			59	79	146
Pedestrian and bicycle					
Injuries	4	6	9	4	11
Fatals	0	0	0	1	1
No. of hazardous citations issued by Selective Enforcement Unit				892	810
by entire bureau	1021	1081	1173	1303	1199
No. of non-hazardous citations issued by Selective Enforcement Unit				503	260
by entire bureau	549	632	460	754	409
Estimated vehicle miles	90M			90M	90M
per crash	500K			268K	238K
per fatal crash				30M	90M
per injury crash	220K			978K	635K
per non-injury crash	73K			369K	373K
Miles of streets and roads				205	205
Number of warnings given	600	500	450	?	?
Number of hours of patrol				6336	5876
Number of selective enforcement plans		1		1	1
Number of selective enforcement operations		1		1	1
Number of convictions obtained					
Number of talks given	6	0	0	10	10
Number of persons instructed	4845	0	0	450	550
Total student hours					
Total instructor hours	20	0	0	12	12
Man hours of training	80				
Man hours of planning and admin.				200	210
Hours of equipment use/hours available				5000/5000 radar	5000/5000 radar
Down time of malfunctioning equipment				1300hrs	1200 hrs

FARMINGTON

	Quarters Ending				
	12/70	3/71	6/71	9/71	12/71
Crashes					
fatal	0	0	0	0	1
No. of deaths		2		0	1
injury	31	21	25	20	23
No. A injuries		3		2	10
No. B injuries		5		11	9
No. C injuries		12		13	23
Property Damage	108	67	52	63	73
Total	139	135	77	129	157
No. crashes investigated by Selective Enforcement Unit	184	88		99%	99%
No. of crashes investigated and arrests made	265			42	54
No. of crashes closed by arrest and conviction	255			98%	16
Pedestrians and bicycle injuries	0	4	2	3	1
fatalities	0	0	0	0	0
No. of hazardous citations by Selective Enforcement Unit				275	306
by entire bureau		551	619	617	637
No. of non-hazardous citations by Selective Enforcement Unit				140	107
by entire bureau		200	168	209	200
Estimated vehicle miles per crash					
per fatal crash					
per injury crash					
per non injury crash					
No. of miles of streets and roads			41		
No. of citations issued by Selective Enforcement Unit		338	340		413
No. of warnings given				167	130
No. of hours of patrol	1291	1211	1137	1296	1203
No. of selective enforcement plans				84	21
No. of selective enforcement operations	242	6	39	84	21
No. of convictions obtained	255	652	744	869	629
No. of talks given	6	0	14	0	0
No. of persons instructed	1835		1900		
Total student hours	1375		2200		
Total instructor hours			1-1/2		
Man hours of training					40
Man hours devoted to planning and administration	435	537	537	495	495
Equipment hours use/hours available	2182/3181		1614/?	1671/?	
hours down time	0		vascar 2 mo.	radar 10 hrs	0
citations issued w. equipment					144
Man hours/citation	4.1		2.3	2.3	

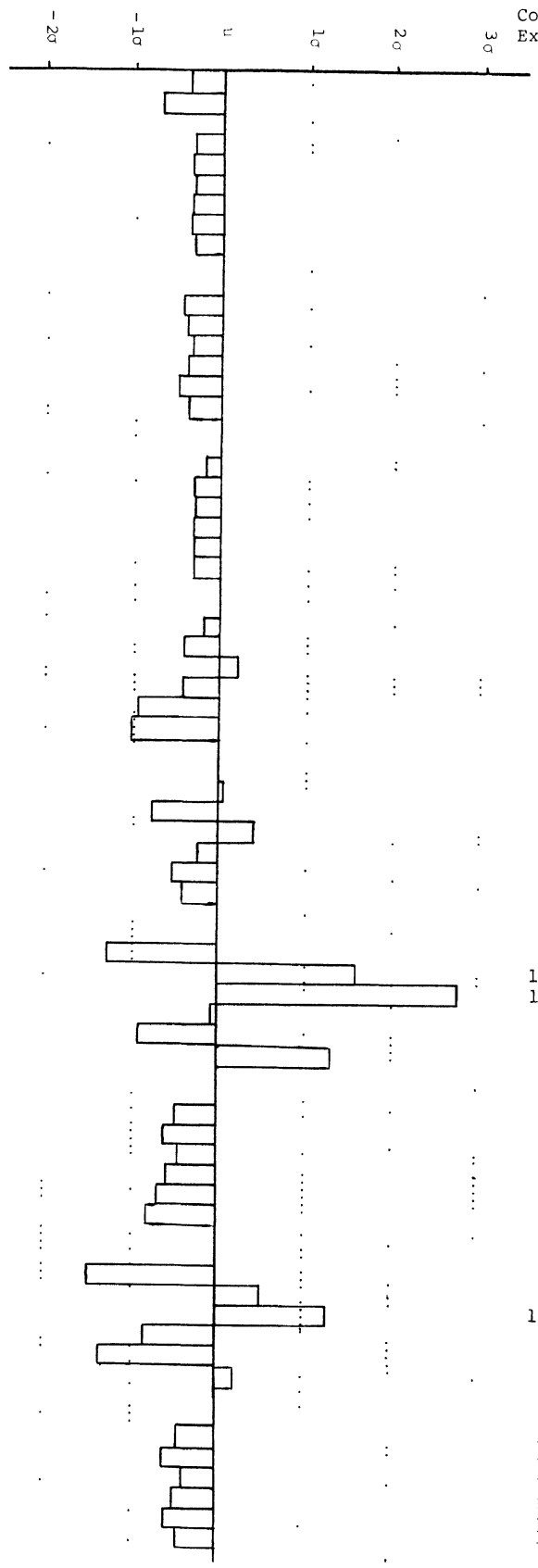
Farmington Cont'd

	12/70	3/71	6/71	9/71	12/71
Man hours/citation	4.1		2.3	2.3	
Sel. Enf. Unit hours/total hours	11.2		4.5	1.7	
Man hours/crash investigation	34 min.		26 min.	33 min.	
Citations issued/conviction obtained	1.02		1.02		
Average response time to an accident call	1.47 sec.		2 min. 1 sec.	2 min. 5 sec.	
No. of Emergency Medical Service calls	139				
No. of Emergency Medical Service calls answered	139				
No. calls resulting in transporting victims	4				
No. of victims transported	7				
No. of trained personnel available	6				
No. of man hours logged	1818				
Average trip distance	3 miles				
Av. time from call to victim delivery	10 min.				
Av. time spent at crash site	5 min.				
% of citations issued by Traffic Division	40%				42%

APPENDIX B

County Profiles

Accident Experience 1966-1971



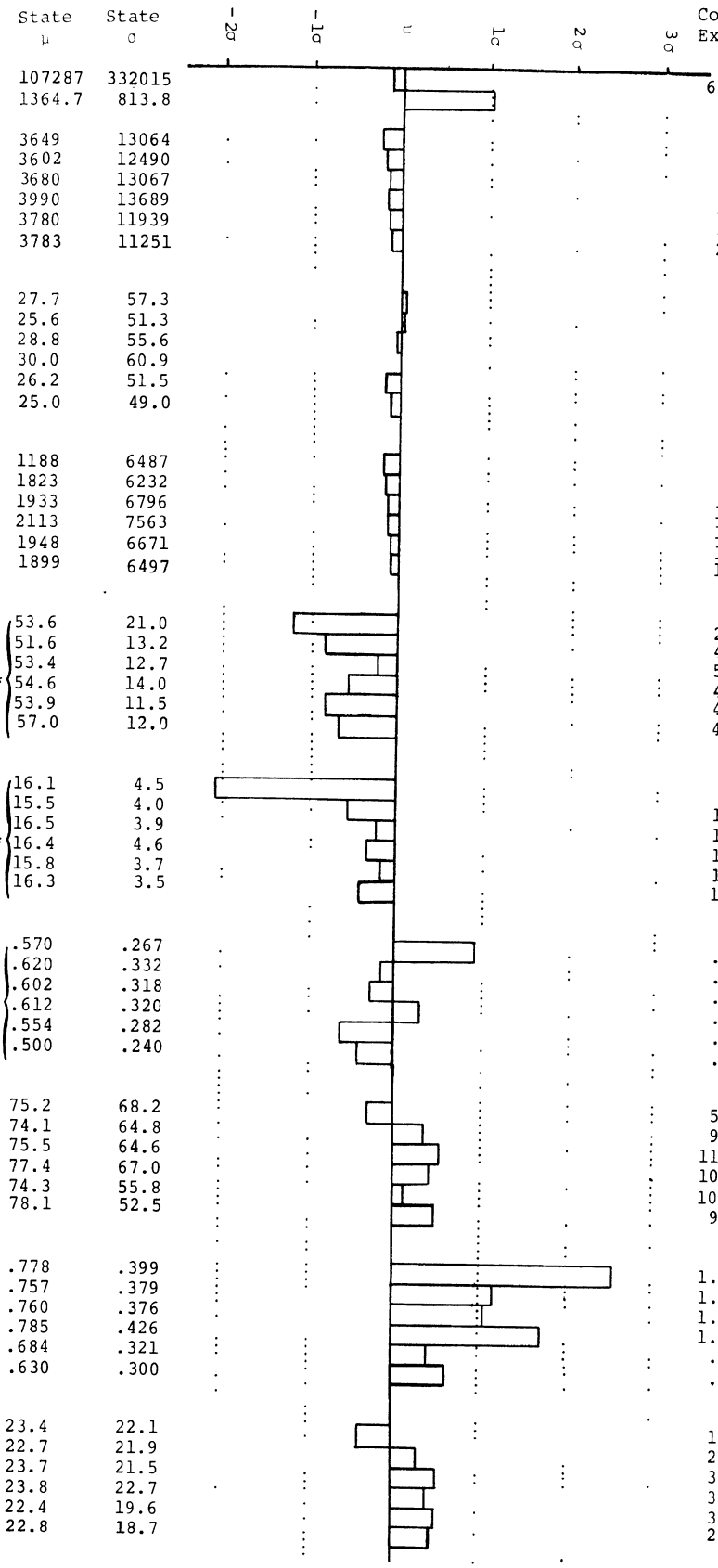
State μ	State σ		County Experience
107287	332015		6943 Population 1970
1364.7	813.8		841 Road Miles 1968
3649	13064		209 Accidents 1966
3602	12490		201 Accidents 1967
3680	13067		266 Accidents 1968
3990	13689		261 Accidents 1969
3780	11939		266 Accidents 1970
3783	11251		273 Accidents 1971
			Accidents 1972
27.7	57.3		1 Fatalities 1966
25.6	51.3		6 Fatalities 1967
28.8	55.6		12 Fatalities 1968
30.0	60.9		7 Fatalities 1969
26.2	51.5		3 Fatalities 1970
25.0	49.0		5 Fatalities 1971
			Fatalities 1972
1188	6487		119 Injuries 1966
1823	6232		90 Injuries 1967
1933	6796		164 Injuries 1968
2113	7563		125 Injuries 1969
1948	6671		127 Injuries 1970
1899	6497		145 Injuries 1971
			Injuries 1972
53.6	21.0		49.4 Acc/R.V. 1966
51.6	13.2		46.6 Acc/R.V. 1967
53.4	12.7		56.8 Acc/R.V. 1968
* 54.6	14.0		49.9 Acc/R.V. 1969
53.9	11.5		44.2 Acc/R.V. 1970
57.0	12.0		43.5 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		16.8 I.A./R.V. 1966
15.5	4.0		12.5 I.A./R.V. 1967
16.5	3.9		18.2 I.A./R.V. 1968
* 16.4	4.6		15.4 I.A./R.V. 1969
15.8	3.7		14.0 I.A./R.V. 1970
16.3	3.5		15.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.236 F.A./R.V. 1966
.620	.332		1.159 F.A./R.V. 1967
.602	.318		1.495 F.A./R.V. 1968
* .612	.320		.572 F.A./R.V. 1969
.554	.282		.332 F.A./R.V. 1970
.500	.240		.800 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		41.5 Acc/RV/RdM 1966
74.1	64.8		39.1 Acc/RV/RdM 1967
75.5	64.6		47.7 Acc/RV/RdM 1968
77.4	67.0		41.9 Acc/RV/RdM 1969
74.3	55.8		37.1 Acc/RV/RdM 1970
78.1	52.5		36.9 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.198 FA/RV/RdM 1966
.757	.379		.975 FA/RV/RdM 1967
.760	.376		1.257 FA/RV/RdM 1968
.785	.426		.482 FA/RV/RdM 1969
.684	.321		.279 FA/RV/RdM 1970
.630	.300		.680 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		14.1 IA/RV/RdM 1966
22.7	21.9		10.5 IA/RV/RdM 1967
23.7	21.5		15.3 IA/RV/RdM 1968
23.8	22.7		13.0 IA/RV/RdM 1969
22.4	19.6		11.8 IA/RV/RdM 1970
22.8	18.7		12.7 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^9

ALCONA

State μ	State σ		County Experience
107287	332015		8370 Population 1970
1364.7	813.8		609 Road Miles 1968
3649	13064		346 Accidents 1966
3602	12490		356 Accidents 1967
3680	13067		334 Accidents 1968
3990	13689		305 Accidents 1969
3780	11939		357 Accidents 1970
3783	11251		336 Accidents 1971
			Accidents 1972
27.7	57.3		2 Fatalities 1966
25.6	51.3		4 Fatalities 1967
28.8	55.6		1 Fatalities 1968
30.0	60.9		3 Fatalities 1969
26.2	51.5		7 Fatalities 1970
25.0	49.0		2 Fatalities 1971
			Fatalities 1972
1188	6487		80 Injuries 1966
1823	6232		143 Injuries 1967
1933	6796		123 Injuries 1968
2113	7563		139 Injuries 1969
1948	6671		135 Injuries 1970
1899	6497		146 Injuries 1971
			Injuries 1972
53.6	21.0		73.0 Acc/R.V. 1966
51.6	13.2		76.5 Acc/R.V. 1967
53.4	12.7		67.5 Acc/R.V. 1968
*54.6	14.0		60.1 Acc/R.V. 1969
53.9	11.5		69.6 Acc/R.V. 1970
57.0	12.0		66.4 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		15.2 I.A./R.V. 1966
15.5	4.0		18.5 I.A./R.V. 1967
16.5	3.9		16.4 I.A./R.V. 1968
*16.4	4.6		16.0 I.A./R.V. 1969
15.8	3.7		16.4 I.A./R.V. 1970
16.3	3.5		18.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.422 F.A./R.V. 1966
.620	.332		.644 F.A./R.V. 1967
.602	.318		.202 F.A./R.V. 1968
*.612	.320		.591 F.A./R.V. 1969
.554	.282		1.169 F.A./R.V. 1970
.500	.240		.400 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		44.5 Acc/RV/RdM 1966
74.1	64.8		46.5 Acc/RV/RdM 1967
75.5	64.6		41.1 Acc/RV/RdM 1968
77.4	67.0		36.6 Acc/RV/RdM 1969
74.3	55.8		42.3 Acc/RV/RdM 1970
78.1	52.5		42.2 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.257 FA/RV/RdM 1966
.757	.379		.392 FA/RV/RdM 1967
.760	.376		.123 FA/RV/RdM 1968
.785	.426		.360 FA/RV/RdM 1969
.684	.321		.712 FA/RV/RdM 1970
.630	.300		.250 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		9.3 IA/RV/RdM 1966
22.7	21.9		11.3 IA/RV/RdM 1967
23.7	21.5		10.0 IA/RV/RdM 1968
23.8	22.7		9.7 IA/RV/RdM 1969
22.4	19.6		10.0 IA/RV/RdM 1970
22.8	18.7		11.4 IA/RV/RdM 1971
			IA/RV/RdM 1972

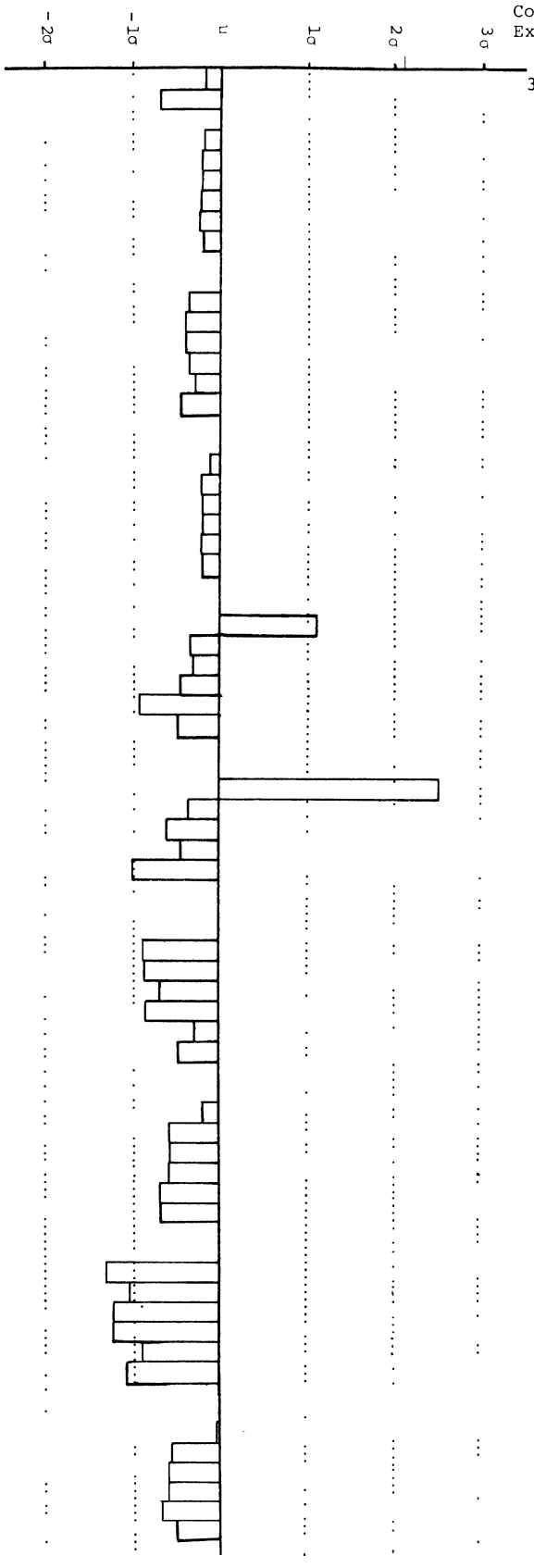
*figures represent actual value times 10^3



State μ	State σ	County Experience	
107287	332015	65781	Population 1970
1364.7	813.8	2197	Road Miles 1968
3649	13064	868	Accidents 1966
3602	12490	1452	Accidents 1967
3680	13067	1945	Accidents 1968
3990	13689	1918	Accidents 1969
3780	11939	1945	Accidents 1970
3783	11251	2119	Accidents 1971
			Accidents 1972
27.7	57.3	30	Fatalities 1966
25.6	51.3	26	Fatalities 1967
28.8	55.6	26	Fatalities 1968
30.0	60.9	30	Fatalities 1969
26.2	51.5	18	Fatalities 1970
25.0	49.0	23	Fatalities 1971
			Fatalities 1972
1188	6487	406	Injuries 1966
1823	6232	800	Injuries 1967
1933	6796	1003	Injuries 1968
2113	7563	1033	Injuries 1969
1948	6671	1042	Injuries 1970
1899	6497	1005	Injuries 1971
			Injuries 1972
53.6	21.0	26.1	Acc/R.V. 1966
51.6	13.2	40.1	Acc/R.V. 1967
53.4	12.7	50.7	Acc/R.V. 1968
* 54.6	14.0	47.5	Acc/R.V. 1969
53.9	11.5	46.0	Acc/R.V. 1970
57.0	12.0	48.2	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	6.9	I.A./R.V. 1966
15.5	4.0	13.2	I.A./R.V. 1967
16.5	3.9	15.6	I.A./R.V. 1968
* 16.4	4.6	15.0	I.A./R.V. 1969
15.8	3.7	15.0	I.A./R.V. 1970
16.3	3.5	14.4	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.810	F.A./R.V. 1966
.620	.332	.552	F.A./R.V. 1967
.602	.318	.521	F.A./R.V. 1968
* .612	.320	.694	F.A./R.V. 1969
.554	.282	.378	F.A./R.V. 1970
.500	.240	.390	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	57.3	Acc/RV/RdM 1966
74.1	64.8	95.7	Acc/RV/RdM 1967
75.5	64.6	111.4	Acc/RV/RdM 1968
77.4	67.0	104.4	Acc/RV/RdM 1969
74.3	55.8	101.1	Acc/RV/RdM 1970
78.1	52.5	99.3	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.780	FA/RV/RdM 1966
.757	.379	1.213	FA/RV/RdM 1967
.760	.376	1.145	FA/RV/RdM 1968
.785	.426	1.525	FA/RV/RdM 1969
.684	.321	.830	FA/RV/RdM 1970
.630	.300	.800	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	15.2	IA/RV/RdM 1966
22.7	21.9	29.0	IA/RV/RdM 1967
23.7	21.5	34.3	IA/RV/RdM 1968
23.8	22.7	33.0	IA/RV/RdM 1969
22.4	19.6	33.0	IA/RV/RdM 1970
22.8	18.7	29.6	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

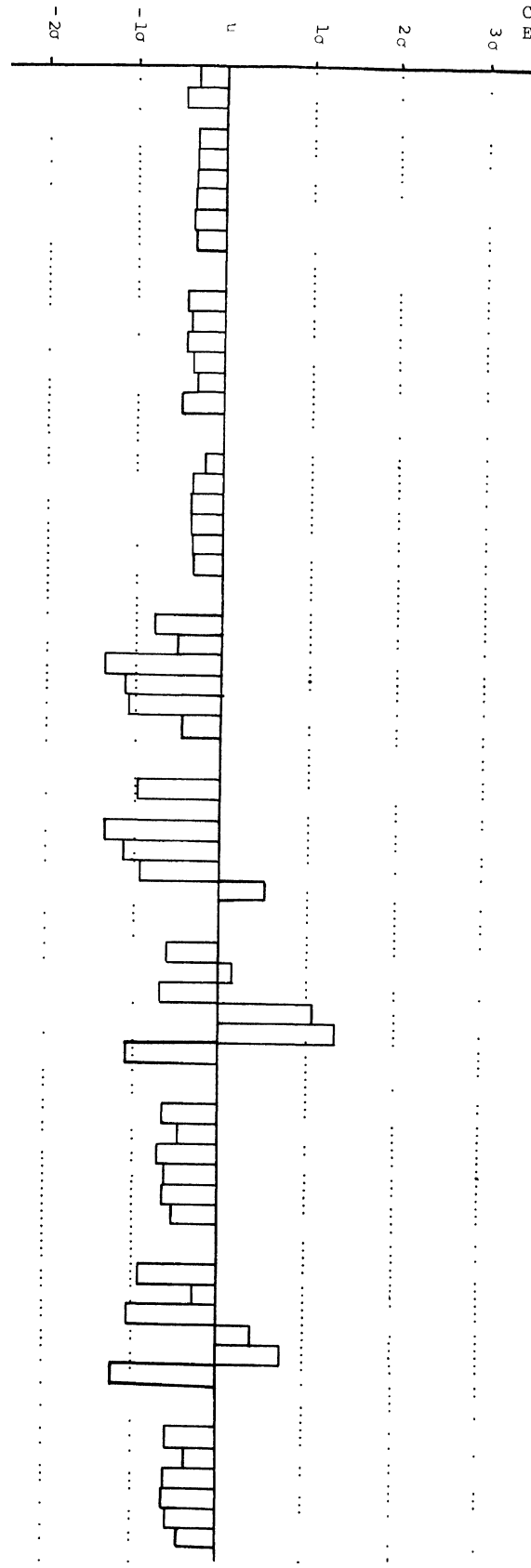
ALLEGAN



State μ	State σ		County Experience
107287	332015		30373 Population 1970
1364.7	813.8		805 Road Miles 1968
3649	13064		1405 Accidents 1966
3602	12490		844 Accidents 1967
3680	13067		932 Accidents 1968
3990	13689		962 Accidents 1969
3780	11939		895 Accidents 1970
3783	11251		1113 Accidents 1971
			Accidents 1972
27.7	57.3		8 Fatalities 1966
25.6	51.3		6 Fatalities 1967
28.8	55.6		7 Fatalities 1968
30.0	60.9		9 Fatalities 1969
26.2	51.5		13 Fatalities 1970
25.0	49.0		8 Fatalities 1971
			Fatalities 1972
1188	6487		788 Injuries 1966
1823	6232		376 Injuries 1967
1933	6796		429 Injuries 1968
2113	7563		429 Injuries 1969
1948	6671		389 Injuries 1970
1899	6497		582 Injuries 1971
			Injuries 1972
53.6	21.0		79.0 Acc/R.V. 1966
51.6	13.2		47.3 Acc/R.V. 1967
53.4	12.7		49.7 Acc/R.V. 1968
* 54.6	14.0		48.6 Acc/R.V. 1969
53.9	11.5		43.1 Acc/R.V. 1970
57.0	12.0		51.1 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		27.4 I.A./R.V. 1966
15.5	4.0		14.1 I.A./R.V. 1967
16.5	3.9		14.1 I.A./R.V. 1968
* 16.4	4.6		14.3 I.A./R.V. 1969
15.8	3.7		12.0 I.A./R.V. 1970
16.3	3.5		16.4 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.337 F.A./R.V. 1966
.620	.332		.336 F.A./R.V. 1967
.602	.318		.373 F.A./R.V. 1968
* .612	.320		.353 F.A./R.V. 1969
.554	.282		.481 F.A./R.V. 1970
.500	.240		.370 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		63.6 Acc/RV/RdM 1966
74.1	64.8		38.2 Acc/RV/RdM 1967
75.5	64.6		40.0 Acc/RV/RdM 1968
77.4	67.0		39.1 Acc/RV/RdM 1969
74.3	55.8		34.7 Acc/RV/RdM 1970
78.1	52.5		40.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.271 FA/RV/RdM 1966
.757	.379		.270 FA/RV/RdM 1967
.760	.376		.300 FA/RV/RdM 1968
.785	.426		.325 FA/RV/RdM 1969
.684	.321		.387 FA/RV/RdM 1970
.630	.300		.290 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		22.1 IA/RV/RdM 1966
22.7	21.9		11.4 IA/RV/RdM 1967
23.7	21.5		11.4 IA/RV/RdM 1968
23.8	22.7		11.5 IA/RV/RdM 1969
22.4	19.6		9.7 IA/RV/RdM 1970
22.8	18.7		13.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

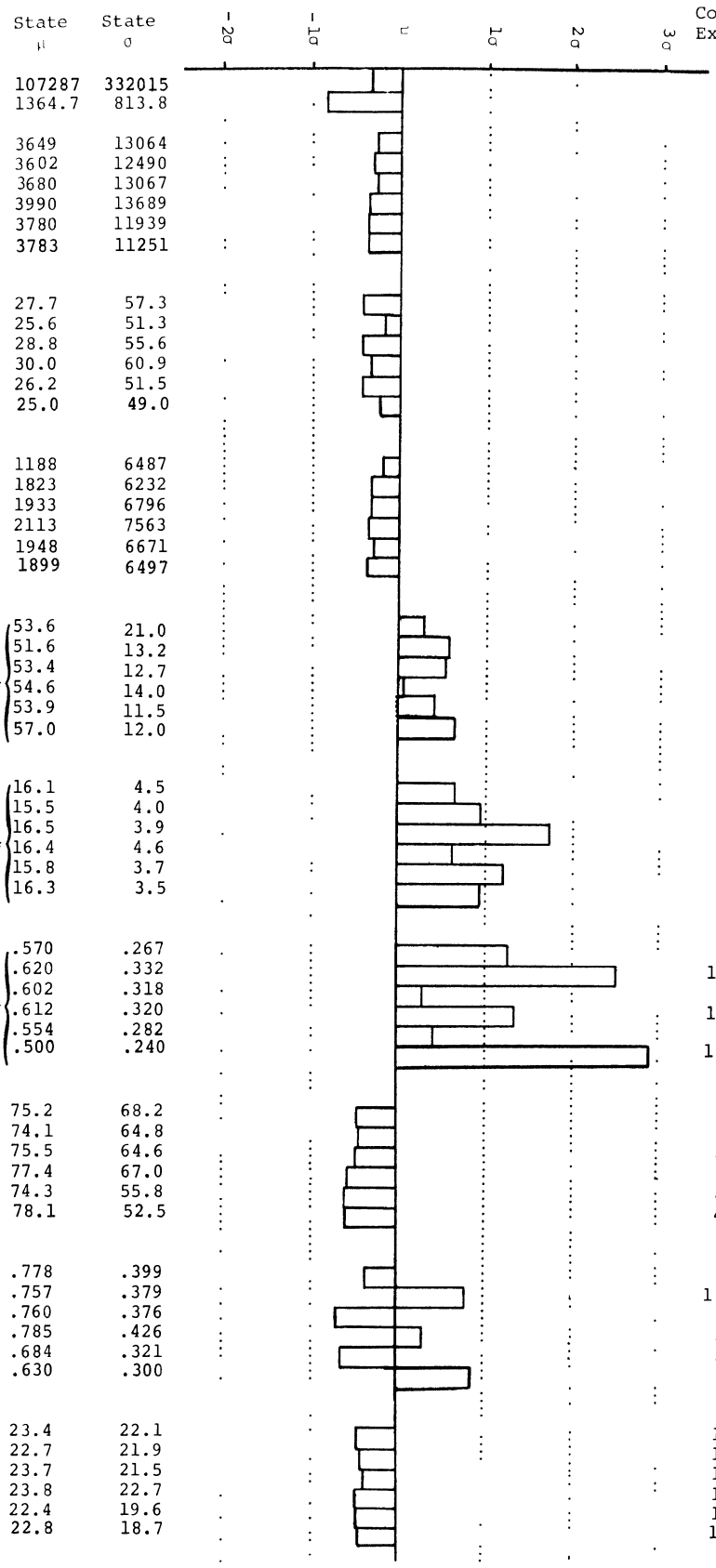
ALPENA



State μ	State σ	County Experience	
107287	332015	12055	Population 1970
1364.7	813.8	974	Road Miles 1968
3649	13064	251	Accidents 1966
3602	12490	330	Accidents 1967
3680	13067	273	Accidents 1968
3990	13689	327	Accidents 1969
3780	11939	341	Accidents 1970
3783	11251	438	Accidents 1971
			Accidents 1972
27.7	57.3	3	Fatalities 1966
25.6	51.3	7	Fatalities 1967
28.8	55.6	5	Fatalities 1968
30.0	60.9	11	Fatalities 1969
26.2	51.5	13	Fatalities 1970
25.0	49.0	2	Fatalities 1971
			Fatalities 1972
1188	6487	129	Injuries 1966
1823	6232	180	Injuries 1967
1933	6796	149	Injuries 1968
2113	7563	132	Injuries 1969
1948	6671	162	Injuries 1970
1899	6497	238	Injuries 1971
			Injuries 1972
53.6	21.0	35.2	Acc/R.V. 1966
51.6	13.2	45.2	Acc/R.V. 1967
53.4	12.7	35.3	Acc/R.V. 1968
* 54.6	14.0	39.5	Acc/R.V. 1969
53.9	11.5	40.7	Acc/R.V. 1970
57.0	12.0	52.2	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	11.8	I.A./R.V. 1966
15.5	4.0	15.5	I.A./R.V. 1967
16.5	3.9	11.4	I.A./R.V. 1968
* 16.4	4.6	11.4	I.A./R.V. 1969
15.8	3.7	12.4	I.A./R.V. 1970
16.3	3.5	18.0	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.420	F.A./R.V. 1966
.620	.332	.685	F.A./R.V. 1967
.602	.318	.387	F.A./R.V. 1968
* .612	.320	.966	F.A./R.V. 1969
.554	.282	.954	F.A./R.V. 1970
.500	.240	.240	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	34.3	Acc/RV/RdM 1966
74.1	64.8	45.0	Acc/RV/RdM 1967
75.5	64.6	34.3	Acc/RV/RdM 1968
77.4	67.0	38.5	Acc/RV/RdM 1969
74.3	55.8	39.7	Acc/RV/RdM 1970
78.1	52.5	52.6	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.409	FA/RV/RdM 1966
.757	.379	.667	FA/RV/RdM 1967
.760	.376	.377	FA/RV/RdM 1968
.785	.426	.942	FA/RV/RdM 1969
.684	.321	.929	FA/RV/RdM 1970
.630	.300	.240	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	11.5	IA/RV/RdM 1966
22.7	21.9	15.1	IA/RV/RdM 1967
23.7	21.5	11.1	IA/RV/RdM 1968
23.8	22.7	11.1	IA/RV/RdM 1969
22.4	19.6	12.1	IA/RV/RdM 1970
22.8	18.7	18.1	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

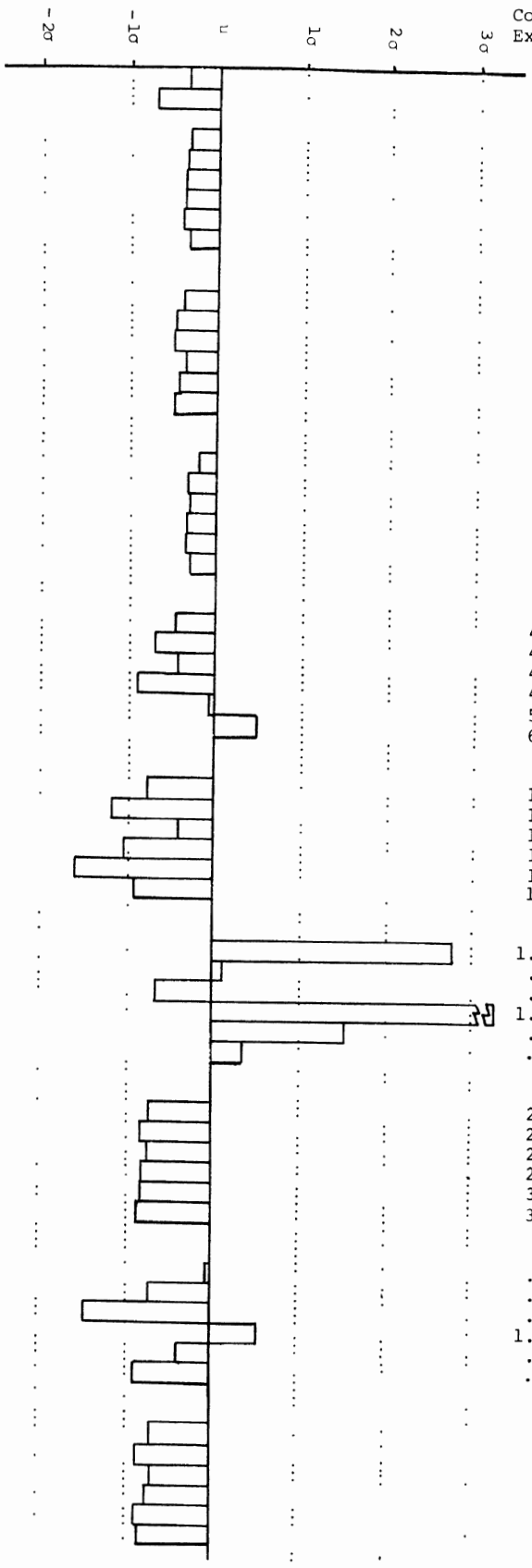
ANTRIM



State μ	State σ		County Experience
107287	332015		10570 Population 1970
1364.7	813.8		724 Road Miles 1968
3649	13064		387 Accidents 1966
3602	12490		401 Accidents 1967
3680	13067		446 Accidents 1968
3990	13689		418 Accidents 1969
3780	11939		437 Accidents 1970
3783	11251		503 Accidents 1971
			Accidents 1972
27.7	57.3		6 Fatalities 1966
25.6	51.3		18 Fatalities 1967
28.8	55.6		6 Fatalities 1968
30.0	60.9		10 Fatalities 1969
26.2	51.5		8 Fatalities 1970
25.0	49.0		14 Fatalities 1971
			Fatalities 1972
1188	6487		93 Injuries 1966
1823	6232		75 Injuries 1967
1933	6796		147 Injuries 1968
2113	7563		88 Injuries 1969
1948	6671		270 Injuries 1970
1899	6497		240 Injuries 1971
			Injuries 1972
53.6	21.0		59.2 Acc/R.V. 1966
51.6	13.2		59.5 Acc/R.V. 1967
53.4	12.7		61.9 Acc/R.V. 1968
*54.6	14.0		55.9 Acc/R.V. 1969
53.9	11.5		59.3 Acc/R.V. 1970
57.0	12.0		64.7 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		19.1 I.A./R.V. 1966
15.5	4.0		19.4 I.A./R.V. 1967
16.5	3.9		23.4 I.A./R.V. 1968
*16.4	4.6		19.3 I.A./R.V. 1969
15.8	3.7		20.2 I.A./R.V. 1970
16.3	3.5		19.4 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.918 F.A./R.V. 1966
.620	.332		1.482 F.A./R.V. 1967
.602	.318		.693 F.A./R.V. 1968
*.612	.320		1.069 F.A./R.V. 1969
.554	.282		.678 F.A./R.V. 1970
.500	.240		1.160 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		42.9 Acc/RV/RdM 1966
74.1	64.8		44.4 Acc/RV/RdM 1967
75.5	64.6		44.8 Acc/RV/RdM 1968
77.4	67.0		40.5 Acc/RV/RdM 1969
74.3	55.8		42.9 Acc/RV/RdM 1970
78.1	52.5		48.5 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.665 FA/RV/RdM 1966
.757	.379		1.073 FA/RV/RdM 1967
.760	.376		.502 FA/RV/RdM 1968
.785	.426		.781 FA/RV/RdM 1969
.684	.321		.491 FA/RV/RdM 1970
.630	.300		.870 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		13.8 IA/RV/RdM 1966
22.7	21.9		14.1 IA/RV/RdM 1967
23.7	21.5		16.9 IA/RV/RdM 1968
23.8	22.7		14.0 IA/RV/RdM 1969
22.4	19.6		14.6 IA/RV/RdM 1970
22.8	18.7		14.5 IA/RV/RdM 1971
			IA/RV/RdM 1972

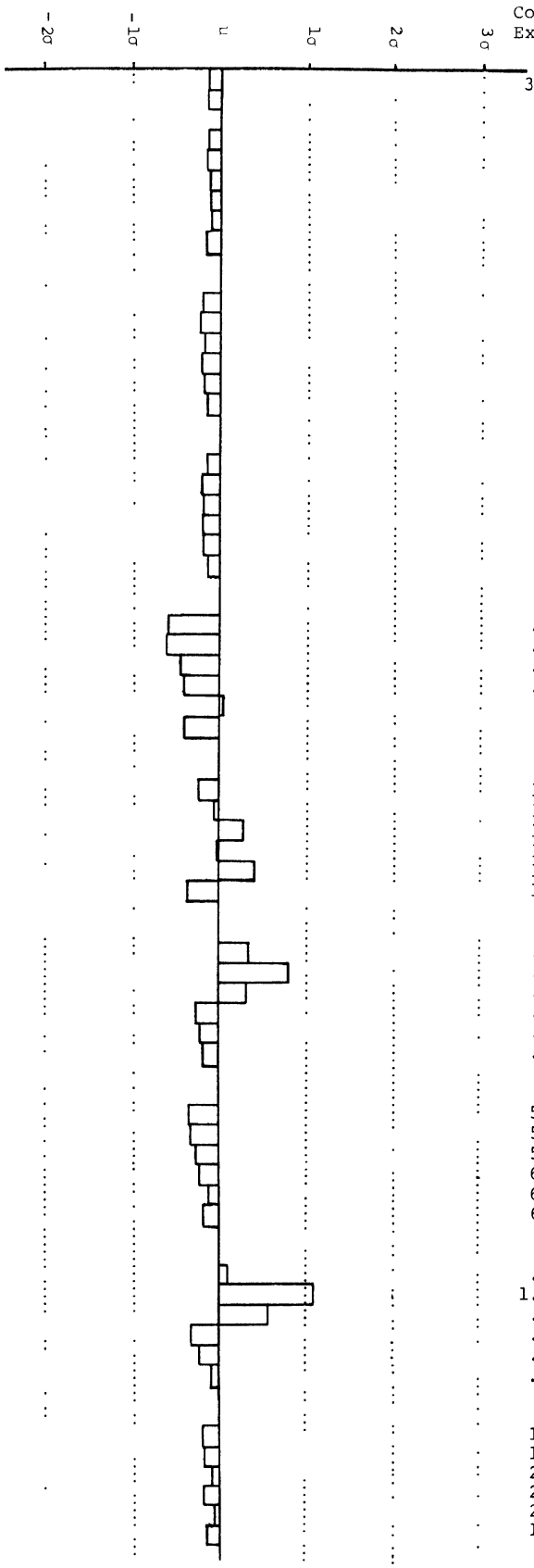
*figures represent actual value times 10^3

State μ	State σ		County Experience
107287	332015		7534 Population 1970
1364.7	813.8		580 Road Miles 1968
3649	13064		198 Accidents 1966
3602	12490		194 Accidents 1967
3680	13067		233 Accidents 1968
3990	13689		214 Accidents 1969
3780	11939		269 Accidents 1970
3783	11251		323 Accidents 1971
			Accidents 1972
27.7	57.3		7 Fatalities 1966
25.6	51.3		3 Fatalities 1967
28.8	55.6		2 Fatalities 1968
30.0	60.9		10 Fatalities 1969
26.2	51.5		6 Fatalities 1970
25.0	49.0		3 Fatalities 1971
			Fatalities 1972
1188	6487		93 Injuries 1966
1823	6232		75 Injuries 1967
1933	6796		147 Injuries 1968
2113	7563		88 Injuries 1969
1948	6671		79 Injuries 1970
1899	6497		104 Injuries 1971
			Injuries 1972
53.6	21.0		43.8 Acc/R.V. 1966
51.6	13.2		42.8 Acc/R.V. 1967
53.4	12.7		48.0 Acc/R.V. 1968
* 54.6	14.0		42.4 Acc/R.V. 1969
53.9	11.5		53.1 Acc/R.V. 1970
57.0	12.0		61.8 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		12.8 I.A./R.V. 1966
15.5	4.0		11.0 I.A./R.V. 1967
16.5	3.9		15.0 I.A./R.V. 1968
* 16.4	4.6		11.5 I.A./R.V. 1969
15.8	3.7		10.1 I.A./R.V. 1970
16.3	3.5		13.2 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		1.326 F.A./R.V. 1966
.620	.332		.662 F.A./R.V. 1967
.602	.318		.412 F.A./R.V. 1968
* .612	.320		1.782 F.A./R.V. 1969
.554	.282		.986 F.A./R.V. 1970
.500	.240		.570 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		25.4 Acc/RV/RdM 1966
74.1	64.8		24.8 Acc/RV/RdM 1967
75.5	64.6		27.8 Acc/RV/RdM 1968
77.4	67.0		24.6 Acc/RV/RdM 1969
74.3	55.8		30.7 Acc/RV/RdM 1970
78.1	52.5		37.2 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.769 FA/RV/RdM 1966
.757	.379		.384 FA/RV/RdM 1967
.760	.376		.239 FA/RV/RdM 1968
.785	.426		1.034 FA/RV/RdM 1969
.684	.321		.572 FA/RV/RdM 1970
.630	.300		.350 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		7.4 IA/RV/RdM 1966
22.7	21.9		6.4 IA/RV/RdM 1967
23.7	21.5		8.7 IA/RV/RdM 1968
23.8	22.7		6.7 IA/RV/RdM 1969
22.4	19.6		5.9 IA/RV/RdM 1970
22.8	18.7		7.9 IA/RV/RdM 1971
			IA/RV/RdM 1972

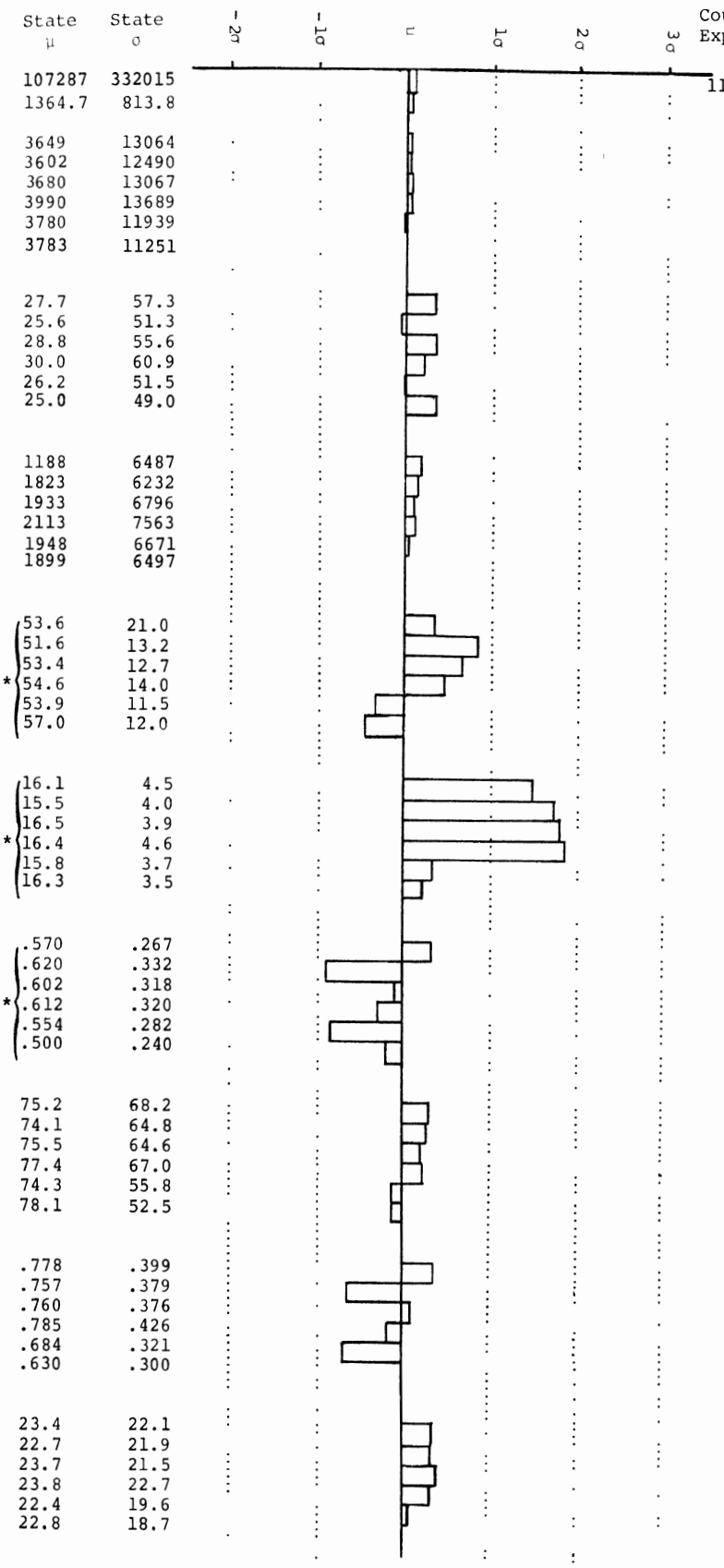


*figures represent actual value times 10^3

State μ	State σ		County Experience
107287	332015		37858 Population 1970
1364.7	813.8		1267 Road Miles 1968
3649	13064		861 Accidents 1966
3602	12490		909 Accidents 1967
3680	13067		1042 Accidents 1968
3990	13689		1096 Accidents 1969
3780	11939		1221 Accidents 1970
3783	11251		1249 Accidents 1971
			Accidents 1972
27.7	57.3		17 Fatalities 1966
25.6	51.3		14 Fatalities 1967
28.8	55.6		19 Fatalities 1968
30.0	60.9		17 Fatalities 1969
26.2	51.5		18 Fatalities 1970
25.0	49.0		16 Fatalities 1971
			Fatalities 1972
1188	6487		534 Injuries 1966
1823	6232		524 Injuries 1967
1933	6796		638 Injuries 1968
2113	7563		609 Injuries 1969
1948	6671		608 Injuries 1970
1899	6497		584 Injuries 1971
			Injuries 1972
53.6	21.0		40.6 Acc/R.V. 1966
51.6	13.2		43.6 Acc/R.V. 1967
53.4	12.7		47.2 Acc/R.V. 1968
*54.6	14.0		48.6 Acc/R.V. 1969
53.9	11.5		54.6 Acc/R.V. 1970
57.0	12.0		52.7 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		15.1 I.A./R.V. 1966
15.5	4.0		15.4 I.A./R.V. 1967
16.5	3.9		17.7 I.A./R.V. 1968
*16.4	4.6		16.3 I.A./R.V. 1969
15.8	3.7		17.2 I.A./R.V. 1970
16.3	3.5		15.2 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.659 F.A./R.V. 1966
.620	.332		.910 F.A./R.V. 1967
.602	.318		.770 F.A./R.V. 1968
*.612	.320		.532 F.A./R.V. 1969
.554	.282		.492 F.A./R.V. 1970
.500	.240		.460 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		51.4 Acc/RV/RdM 1966
74.1	64.8		54.2 Acc/RV/RdM 1967
75.5	64.6		59.8 Acc/RV/RdM 1968
77.4	67.0		61.6 Acc/RV/RdM 1969
74.3	55.8		69.2 Acc/RV/RdM 1970
78.1	52.5		66.9 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.835 FA/RV/RdM 1966
.757	.379		1.153 FA/RV/RdM 1967
.760	.376		.976 FA/RV/RdM 1968
.785	.426		.674 FA/RV/RdM 1969
.684	.321		.624 FA/RV/RdM 1970
.630	.300		.590 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		19.1 IA/RV/RdM 1966
22.7	21.9		19.5 IA/RV/RdM 1967
23.7	21.5		22.4 IA/RV/RdM 1968
23.8	22.7		20.7 IA/RV/RdM 1969
22.4	19.6		21.8 IA/RV/RdM 1970
22.8	18.7		19.4 IA/RV/RdM 1971
			IA/RV/RdM 1972



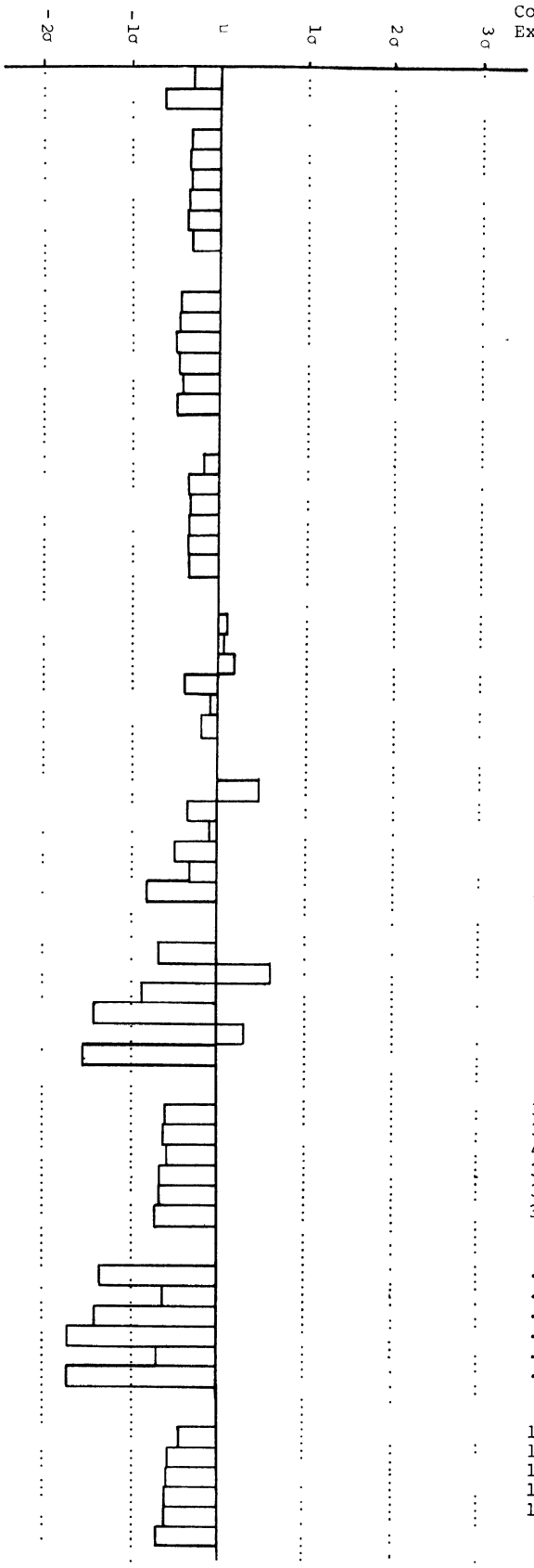
*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015	116628	Population 1970
1364.7	813.8	1376	Road Miles 1968
3649	13064	4184	Accidents 1966
3602	12490	3893	Accidents 1967
3680	13067	4140	Accidents 1968
3990	13689	4353	Accidents 1969
3780	11939	3599	Accidents 1970
3783	11251	3956	Accidents 1971
			Accidents 1972
27.7	57.3	47	Fatalities 1966
25.6	51.3	24	Fatalities 1967
28.8	55.6	47	Fatalities 1968
30.0	60.9	43	Fatalities 1969
26.2	51.5	26	Fatalities 1970
25.0	49.0	39	Fatalities 1971
			Fatalities 1972
1188	6487	2488	Injuries 1966
1823	6232	2394	Injuries 1967
1933	6796	2238	Injuries 1968
2113	7563	2576	Injuries 1969
1948	6671	2018	Injuries 1970
1899	6497	1957	Injuries 1971
			Injuries 1972
53.6	21.0	67.4	Acc/R.V. 1966
51.6	13.2	62.6	Acc/R.V. 1967
53.4	12.7	63.1	Acc/R.V. 1968
*54.6	14.0	61.9	Acc/R.V. 1969
53.9	11.5	49.2	Acc/R.V. 1970
57.0	12.0	52.2	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	22.8	I.A./R.V. 1966
15.5	4.0	22.4	I.A./R.V. 1967
16.5	3.9	23.6	I.A./R.V. 1968
*16.4	4.6	22.8	I.A./R.V. 1969
15.8	3.7	16.9	I.A./R.V. 1970
16.3	3.5	17.1	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.644	F.A./R.V. 1966
.620	.332	.305	F.A./R.V. 1967
.602	.318	.579	F.A./R.V. 1968
*.612	.320	.526	F.A./R.V. 1969
.554	.282	.328	F.A./R.V. 1970
.500	.240	.450	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	92.8	Acc/RV/RdM 1966
74.1	64.8	86.3	Acc/RV/RdM 1967
75.5	64.6	86.8	Acc/RV/RdM 1968
77.4	67.0	85.2	Acc/RV/RdM 1969
74.3	55.8	67.7	Acc/RV/RdM 1970
78.1	52.5	71.9	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.886	FA/RV/RdM 1966
.757	.379	.420	FA/RV/RdM 1967
.760	.376	.797	FA/RV/RdM 1968
.785	.426	.724	FA/RV/RdM 1969
.684	.321	.451	FA/RV/RdM 1970
.630	.300	.620	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	31.4	IA/RV/RdM 1966
22.7	21.9	30.8	IA/RV/RdM 1967
23.7	21.5	32.5	IA/RV/RdM 1968
23.8	22.7	31.4	IA/RV/RdM 1969
22.4	19.6	23.3	IA/RV/RdM 1970
22.8	18.7	23.6	IA/RV/RdM 1971
			IA/RV/RdM 1972

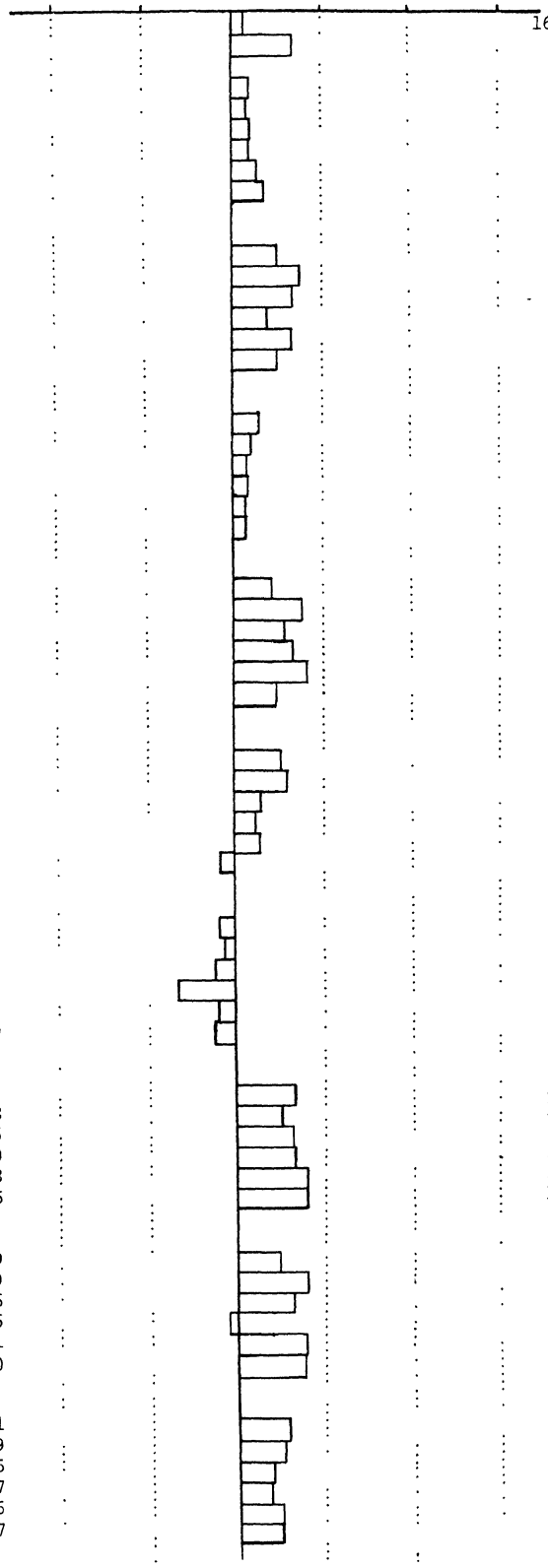
*figures represent actual value times 10^3

BAY



State μ	State σ		County Experience
107287	332015		8356 Population 1970
1364.7	813.8		714 Road Miles 1968
3649	13064		290 Accidents 1966
3602	12490		281 Accidents 1967
3680	13067		313 Accidents 1968
3990	13689		303 Accidents 1969
3780	11939		331 Accidents 1970
3783	11251		364 Accidents 1971
			Accidents 1972
27.7	57.3		3 Fatalities 1966
25.6	51.3		4 Fatalities 1967
28.8	55.6		2 Fatalities 1968
30.0	60.9		2 Fatalities 1969
26.2	51.5		8 Fatalities 1970
25.0	49.0		1 Fatalities 1971
			Fatalities 1972
1188	6487		168 Injuries 1966
1823	6232		134 Injuries 1967
1933	6796		149 Injuries 1968
2113	7563		144 Injuries 1969
1948	6671		165 Injuries 1970
1899	6497		144 Injuries 1971
			Injuries 1972
53.6	21.0		54.5 Acc/R.V. 1966
51.6	13.2		52.7 Acc/R.V. 1967
53.4	12.7		56.2 Acc/R.V. 1968
* 54.6	14.0		50.3 Acc/R.V. 1969
53.9	11.5		52.8 Acc/R.V. 1970
57.0	12.0		54.9 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		18.8 I.A./R.V. 1966
15.5	4.0		14.1 I.A./R.V. 1967
16.5	3.9		16.2 I.A./R.V. 1968
* 16.4	4.6		14.1 I.A./R.V. 1969
15.8	3.7		14.8 I.A./R.V. 1970
16.3	3.5		13.6 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.375 F.A./R.V. 1966
.620	.332		.750 F.A./R.V. 1967
.602	.318		.359 F.A./R.V. 1968
* .612	.320		.166 F.A./R.V. 1969
.554	.282		.638 F.A./R.V. 1970
.500	.240		.150 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		38.9 Acc/RV/RdM 1966
74.1	64.8		37.6 Acc/RV/RdM 1967
75.5	64.6		40.1 Acc/RV/RdM 1968
77.4	67.0		35.9 Acc/RV/RdM 1969
74.3	55.8		37.6 Acc/RV/RdM 1970
78.1	52.5		39.4 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.268 FA/RV/RdM 1966
.757	.379		.536 FA/RV/RdM 1967
.760	.376		.256 FA/RV/RdM 1968
.785	.426		.119 FA/RV/RdM 1969
.684	.321		.456 FA/RV/RdM 1970
.630	.300		.110 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		13.4 IA/RV/RdM 1966
22.7	21.9		10.1 IA/RV/RdM 1967
23.7	21.5		11.6 IA/RV/RdM 1968
23.8	22.7		10.1 IA/RV/RdM 1969
22.4	19.6		10.6 IA/RV/RdM 1970
22.8	18.7		9.8 IA/RV/RdM 1971
			IA/RV/RdM 1972

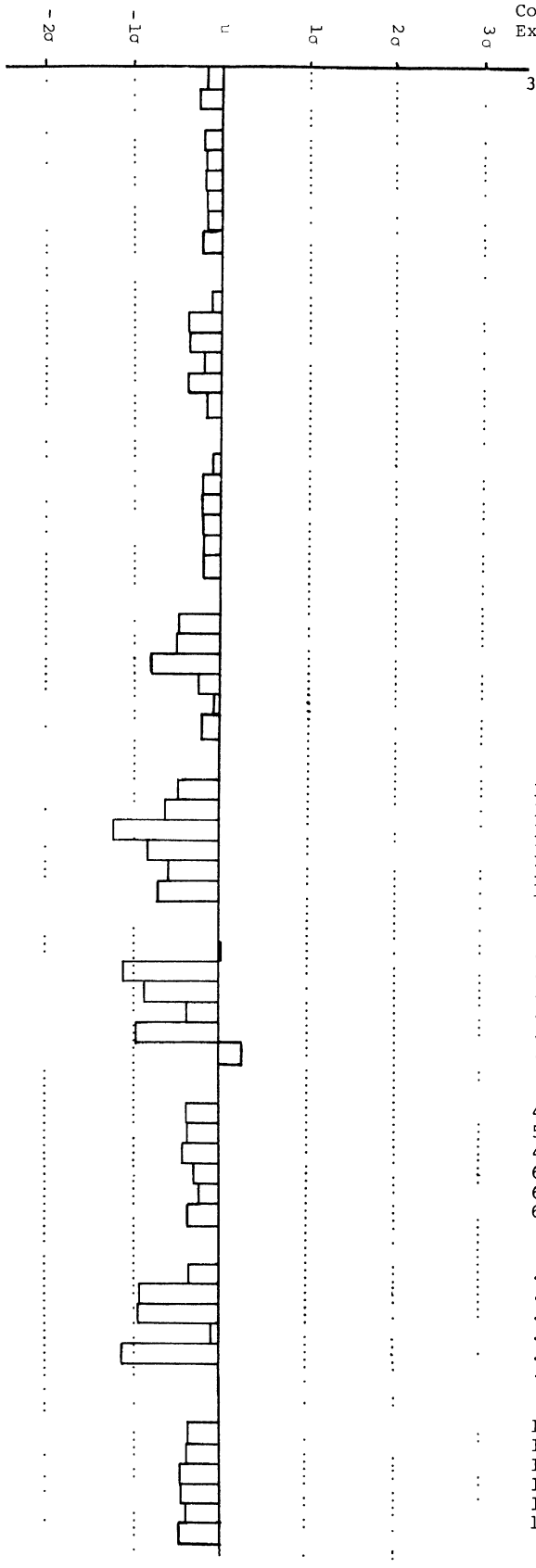
*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015	161400	Population 1970
1364.7	813.8	1912	Road Miles 1968
3649	13064	6159	Accidents 1966
3602	12490	5981	Accidents 1967
3680	13067	6224	Accidents 1968
3990	13689	6791	Accidents 1969
3780	11939	6918	Accidents 1970
3783	11251	6987	Accidents 1971
			Accidents 1972
27.7	57.3	58	Fatalities 1966
25.6	51.3	65	Fatalities 1967
28.8	55.6	67	Fatalities 1968
30.0	60.9	54	Fatalities 1969
26.2	51.5	62	Fatalities 1970
25.0	49.0	51	Fatalities 1971
			Fatalities 1972
1188	6487	2972	Injuries 1966
1823	6232	2916	Injuries 1967
1933	6796	2849	Injuries 1968
2113	7563	2961	Injuries 1969
1948	6671	3019	Injuries 1970
1899	6497	2799	Injuries 1971
			Injuries 1972
53.6	21.0	64.4	Acc/R.V. 1966
51.6	13.2	61.8	Acc/R.V. 1967
53.4	12.7	61.8	Acc/R.V. 1968
*54.6	14.0	64.6	Acc/R.V. 1969
53.9	11.5	63.3	Acc/R.V. 1970
57.0	12.0	61.8	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	18.9	I.A./R.V. 1966
15.5	4.0	18.1	I.A./R.V. 1967
16.5	3.9	17.6	I.A./R.V. 1968
*16.4	4.6	17.3	I.A./R.V. 1969
15.8	3.7	16.9	I.A./R.V. 1970
16.3	3.5	15.7	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.512	F.A./R.V. 1966
.620	.332	.568	F.A./R.V. 1967
.602	.318	.526	F.A./R.V. 1968
*.612	.320	.399	F.A./R.V. 1969
.554	.282	.493	F.A./R.V. 1970
.500	.240	.430	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	123.1	Acc/RV/RdM 1966
74.1	64.8	119.5	Acc/RV/RdM 1967
75.5	64.6	118.1	Acc/RV/RdM 1968
77.4	67.0	121.4	Acc/RV/RdM 1969
74.3	55.8	120.9	Acc/RV/RdM 1970
78.1	52.5	118.5	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.979	FA/RV/RdM 1966
.757	.379	1.086	FA/RV/RdM 1967
.760	.376	1.006	FA/RV/RdM 1968
.785	.426	.764	FA/RV/RdM 1969
.684	.321	.943	FA/RV/RdM 1970
.630	.300	.830	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	36.1	IA/RV/RdM 1966
22.7	21.9	34.6	IA/RV/RdM 1967
23.7	21.5	33.7	IA/RV/RdM 1968
23.8	22.7	33.1	IA/RV/RdM 1969
22.4	19.6	32.3	IA/RV/RdM 1970
22.8	18.7	30.2	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

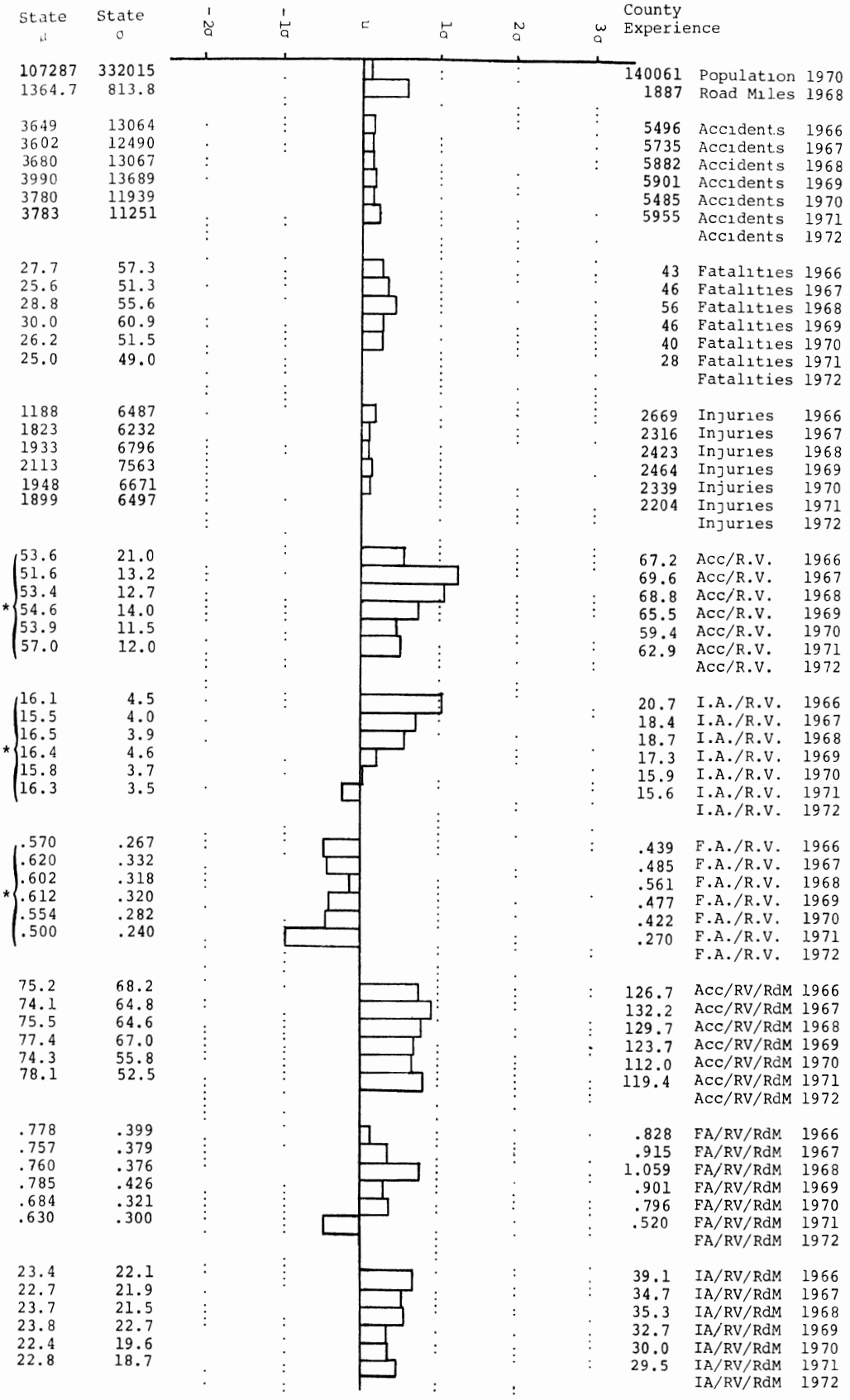
BERRIEN



State μ	State σ		County Experience
107287	332015	36396	Population 1970
1364.7	813.8	1161	Road Miles 1968
3649	13064	957	Accidents 1966
3602	12490	1019	Accidents 1967
3680	13067	1003	Accidents 1968
3990	13689	1261	Accidents 1969
3780	11939	1365	Accidents 1970
3783	11251	1481	Accidents 1971
			Accidents 1972
27.7	57.3	24	Fatalities 1966
25.6	51.3	9	Fatalities 1967
28.8	55.6	10	Fatalities 1968
30.0	60.9	19	Fatalities 1969
26.2	51.5	8	Fatalities 1970
25.0	49.0	20	Fatalities 1971
			Fatalities 1972
1188	6487	544	Injuries 1966
1823	6232	476	Injuries 1967
1933	6796	434	Injuries 1968
2113	7563	472	Injuries 1969
1948	6671	557	Injuries 1970
1899	6497	563	Injuries 1971
			Injuries 1972
53.6	21.0	42.3	Acc/R.V. 1966
51.6	13.2	45.0	Acc/R.V. 1967
53.4	12.7	42.6	Acc/R.V. 1968
*54.6	14.0	51.7	Acc/R.V. 1969
53.9	11.5	53.5	Acc/R.V. 1970
57.0	12.0	54.4	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	14.0	I.A./R.V. 1966
15.5	4.0	13.0	I.A./R.V. 1967
16.5	3.9	11.9	I.A./R.V. 1968
*16.4	4.6	12.3	I.A./R.V. 1969
15.8	3.7	13.8	I.A./R.V. 1970
16.3	3.5	14.0	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.575	F.A./R.V. 1966
.620	.332	.265	F.A./R.V. 1967
.602	.318	.339	F.A./R.V. 1968
*.612	.320	.491	F.A./R.V. 1969
.554	.282	.274	F.A./R.V. 1970
.500	.240	.550	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	49.1	Acc/RV/RdM 1966
74.1	64.8	52.3	Acc/RV/RdM 1967
75.5	64.6	49.3	Acc/RV/RdM 1968
77.4	67.0	60.0	Acc/RV/RdM 1969
74.3	55.8	62.1	Acc/RV/RdM 1970
78.1	52.5	63.4	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.668	FA/RV/RdM 1966
.757	.379	.308	FA/RV/RdM 1967
.760	.376	.394	FA/RV/RdM 1968
.785	.426	.764	FA/RV/RdM 1969
.684	.321	.318	FA/RV/RdM 1970
.630	.300	.640	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	16.3	IA/RV/RdM 1966
22.7	21.9	15.2	IA/RV/RdM 1967
23.7	21.5	13.8	IA/RV/RdM 1968
23.8	22.7	14.3	IA/RV/RdM 1969
22.4	19.6	16.0	IA/RV/RdM 1970
22.8	18.7	16.3	IA/RV/RdM 1971
			IA/RV/RdM 1972

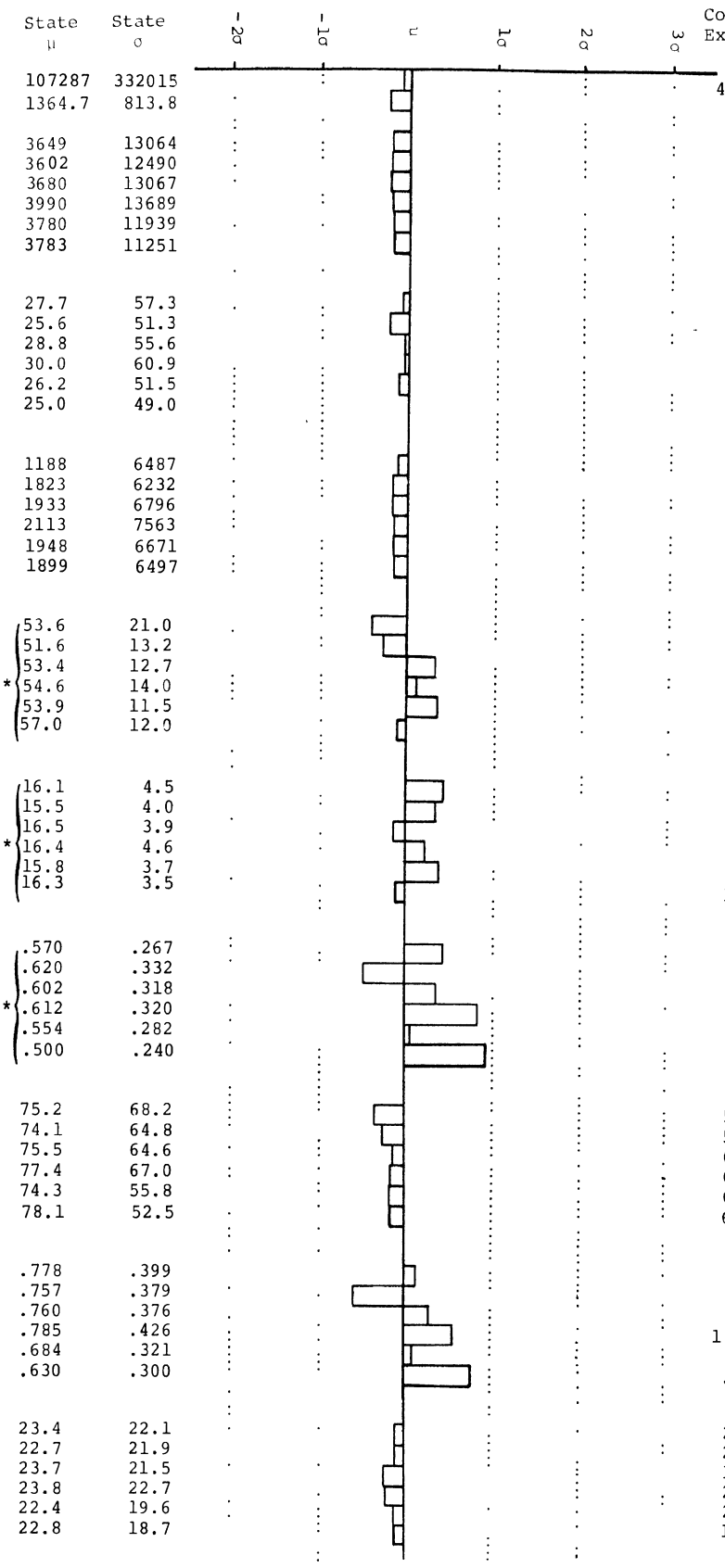
*figures represent actual value times 10^3

BRANCH



*figures represent actual value times 10^3

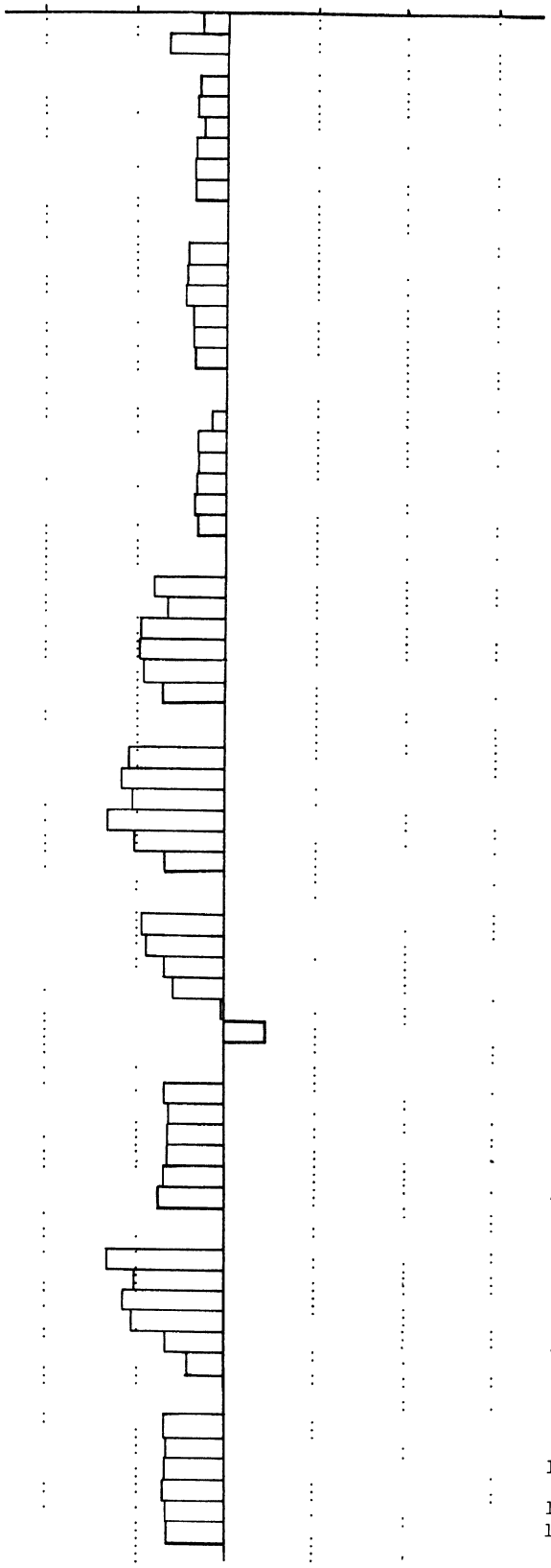
CALHOUN



State μ	State σ		County Experience
107287	332015		42681 Population 1970
1364.7	813.8		1192 Road Miles 1968
3649	13064		1115 Accidents 1966
3602	12490		1194 Accidents 1967
3680	13067		1450 Accidents 1968
3990	13689		1545 Accidents 1969
3780	11939		1579 Accidents 1970
3783	11251		1654 Accidents 1971
			Accidents 1972
27.7	57.3		24 Fatalities 1966
25.6	51.3		14 Fatalities 1967
28.8	55.6		26 Fatalities 1968
30.0	60.9		28 Fatalities 1969
26.2	51.5		21 Fatalities 1970
25.0	49.0		28 Fatalities 1971
			Fatalities 1972
1188	6487		742 Injuries 1966
1823	6232		729 Injuries 1967
1933	6796		668 Injuries 1968
2113	7563		785 Injuries 1969
1948	6671		755 Injuries 1970
1899	6497		702 Injuries 1971
			Injuries 1972
53.6	21.0		45.5 Acc/R.V. 1966
51.6	13.2		49.0 Acc/R.V. 1967
53.4	12.7		56.0 Acc/R.V. 1968
* 54.6	14.0		56.7 Acc/R.V. 1969
53.9	11.5		55.8 Acc/R.V. 1970
57.0	12.0		56.2 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		18.1 I.A./R.V. 1966
15.5	4.0		17.9 I.A./R.V. 1967
16.5	3.9		15.9 I.A./R.V. 1968
* 16.4	4.6		17.5 I.A./R.V. 1969
15.8	3.7		17.3 I.A./R.V. 1970
16.3	3.5		15.9 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.693 F.A./R.V. 1966
.620	.332		.451 F.A./R.V. 1967
.602	.318		.733 F.A./R.V. 1968
* .612	.320		.881 F.A./R.V. 1969
.554	.282		.600 F.A./R.V. 1970
.500	.240		.710 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		54.2 Acc/RV/RdM 1966
74.1	64.8		58.0 Acc/RV/RdM 1967
75.5	64.6		66.7 Acc/RV/RdM 1968
77.4	67.0		67.6 Acc/RV/RdM 1969
74.3	55.8		66.4 Acc/RV/RdM 1970
78.1	52.5		67.2 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.826 FA/RV/RdM 1966
.757	.379		.538 FA/RV/RdM 1967
.760	.376		.874 FA/RV/RdM 1968
.785	.426		1.051 FA/RV/RdM 1969
.684	.321		.715 FA/RV/RdM 1970
.630	.300		.850 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		21.6 IA/RV/RdM 1966
22.7	21.9		21.3 IA/RV/RdM 1967
23.7	21.5		19.0 IA/RV/RdM 1968
23.8	22.7		20.9 IA/RV/RdM 1969
22.4	19.6		20.6 IA/RV/RdM 1970
22.8	18.7		19.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

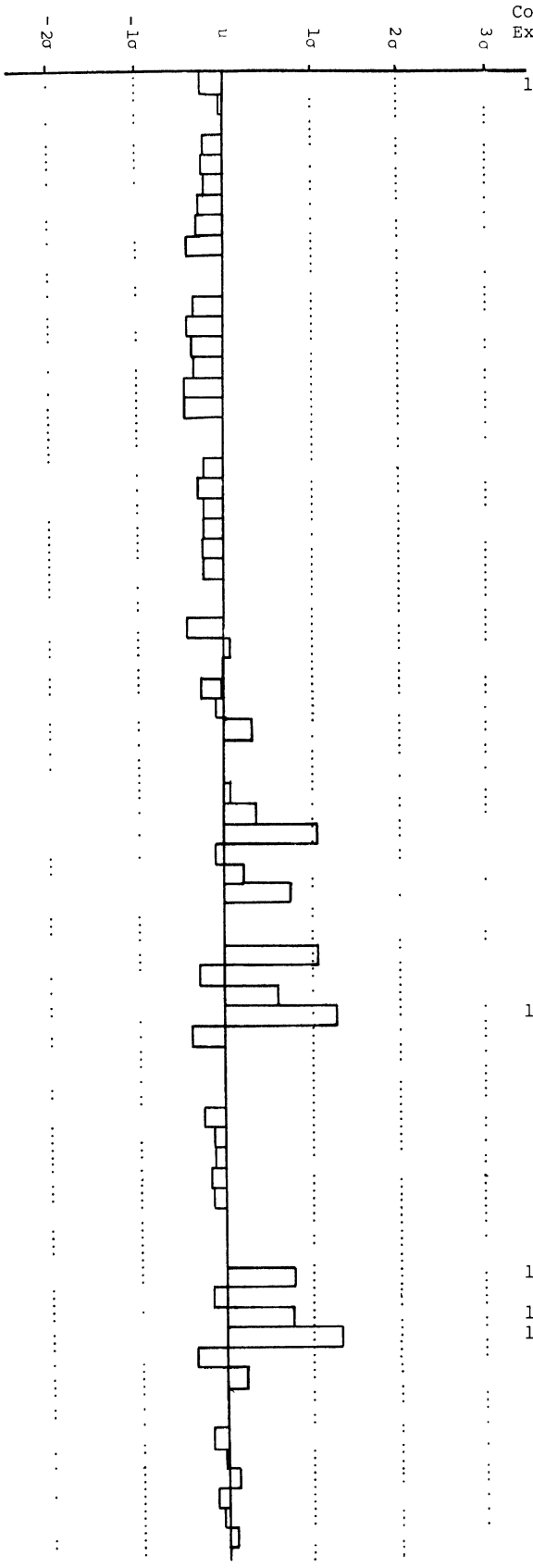
*figures represent actual value times 10^3

State μ	State σ		County Experience
107287	332015		16131 Population 1970
1364.7	813.8		879 Road Miles 1968
3649	13064		343 Accidents 1966
3602	12490		413 Accidents 1967
3680	13067		417 Accidents 1968
3990	13689		456 Accidents 1969
3780	11939		479 Accidents 1970
3783	11251		563 Accidents 1971
			Accidents 1972
27.7	57.3		3 Fatalities 1966
25.6	51.3		3 Fatalities 1967
28.8	55.6		4 Fatalities 1968
30.0	60.9		6 Fatalities 1969
26.2	51.5		7 Fatalities 1970
25.0	49.0		9 Fatalities 1971
			Fatalities 1972
1188	6487		160 Injuries 1966
1823	6232		174 Injuries 1967
1933	6796		202 Injuries 1968
2113	7563		182 Injuries 1969
1948	6671		195 Injuries 1970
1899	6497		255 Injuries 1971
			Injuries 1972
53.6	21.0		36.2 Acc/R.V. 1966
51.6	13.2		43.1 Acc/R.V. 1967
53.4	12.7		41.0 Acc/R.V. 1968
*54.6	14.0		41.0 Acc/R.V. 1969
53.9	11.5		44.0 Acc/R.V. 1970
57.0	12.0		48.1 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		11.2 I.A./R.V. 1966
15.5	4.0		10.9 I.A./R.V. 1967
16.5	3.9		12.1 I.A./R.V. 1968
*16.4	4.6		10.5 I.A./R.V. 1969
15.8	3.7		12.0 I.A./R.V. 1970
16.3	3.5		13.8 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.316 F.A./R.V. 1966
.620	.332		.313 F.A./R.V. 1967
.602	.318		.393 F.A./R.V. 1968
*.612	.320		.449 F.A./R.V. 1969
.554	.282		.551 F.A./R.V. 1970
.500	.240		.600 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		31.8 Acc/RV/RdM 1966
74.1	64.8		38.2 Acc/RV/RdM 1967
75.5	64.6		36.0 Acc/RV/RdM 1968
77.4	67.0		36.0 Acc/RV/RdM 1969
74.3	55.8		38.7 Acc/RV/RdM 1970
78.1	52.5		42.4 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.278 FA/RV/RdM 1966
.757	.379		.275 FA/RV/RdM 1967
.760	.376		.345 FA/RV/RdM 1968
.785	.426		.395 FA/RV/RdM 1969
.684	.321		.484 FA/RV/RdM 1970
.630	.300		.530 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		9.8 IA/RV/RdM 1966
22.7	21.9		9.6 IA/RV/RdM 1967
23.7	21.5		10.6 IA/RV/RdM 1968
23.8	22.7		9.2 IA/RV/RdM 1969
22.4	19.6		10.6 IA/RV/RdM 1970
22.8	18.7		12.1 IA/RV/RdM 1971
			IA/RV/RdM 1972



*figures represent actual value times 10^3

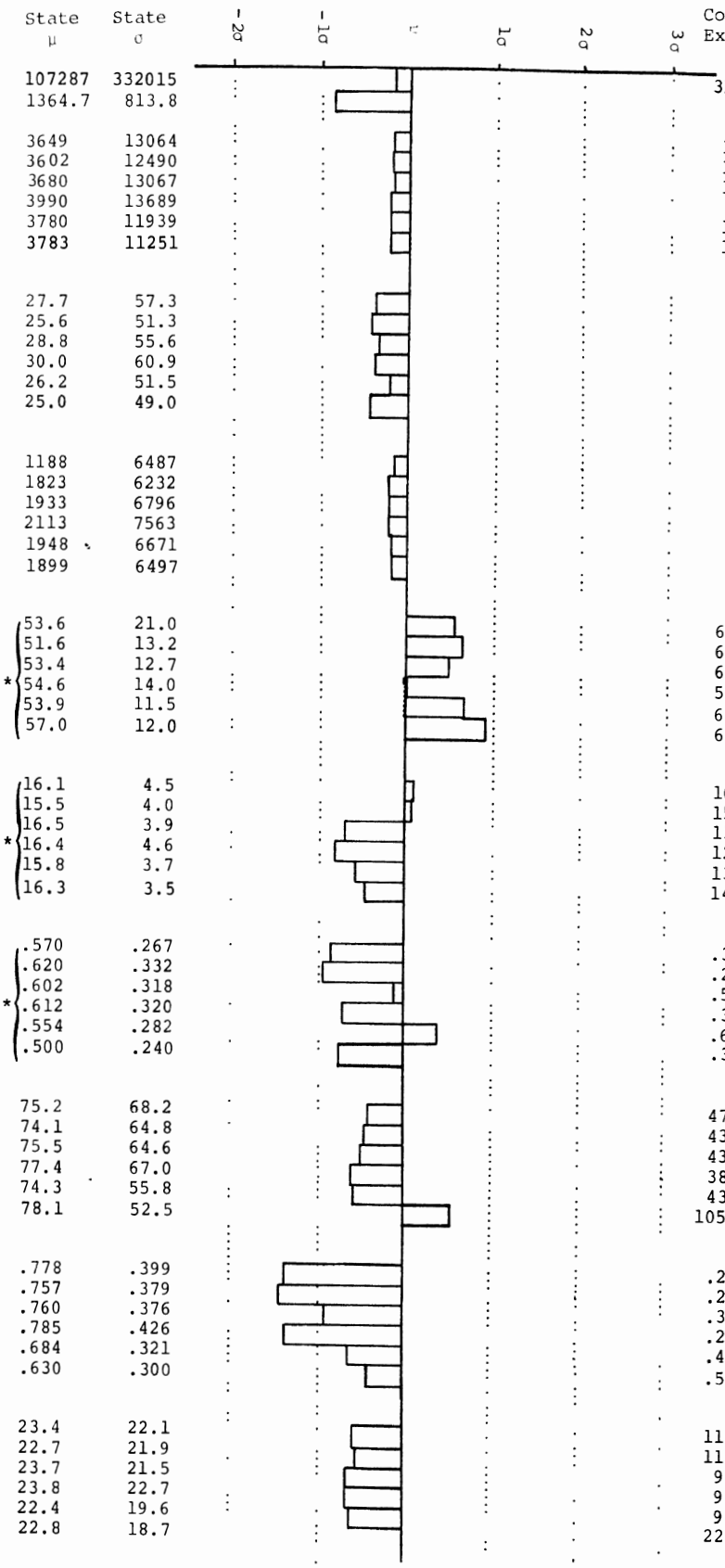
CHARLEVOIX



State μ	State σ		County Experience
107287	332015	16027	Population 1970
1364.7	813.8	1317	Road Miles 1968
3649	13064	424	Accidents 1966
3602	12490	489	Accidents 1967
3680	13067	527	Accidents 1968
3990	13689	549	Accidents 1969
3780	11939	586	Accidents 1970
3783	11251	703	Accidents 1971
			Accidents 1972
27.7	57.3	10	Fatalities 1966
25.6	51.3	5	Fatalities 1967
28.8	55.6	9	Fatalities 1968
30.0	60.9	12	Fatalities 1969
26.2	51.5	5	Fatalities 1970
25.0	49.0	8	Fatalities 1971
			Fatalities 1972
1188	6487	295	Injuries 1966
1823	6232	252	Injuries 1967
1933	6796	334	Injuries 1968
2113	7563	300	Injuries 1969
1948	6671	304	Injuries 1970
1899	6497	371	Injuries 1971
			Injuries 1972
53.6	21.0	44.8	Acc/R.V. 1966
51.6	13.2	52.4	Acc/R.V. 1967
53.4	12.7	53.0	Acc/R.V. 1968
*54.6	14.0	51.9	Acc/R.V. 1969
53.9	11.5	52.7	Acc/R.V. 1970
57.0	12.0	60.0	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	16.6	I.A./R.V. 1966
15.5	4.0	17.1	I.A./R.V. 1967
16.5	3.9	20.9	I.A./R.V. 1968
*16.4	4.6	16.1	I.A./R.V. 1969
15.8	3.7	16.6	I.A./R.V. 1970
16.3	3.5	18.9	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.845	F.A./R.V. 1966
.620	.332	.535	F.A./R.V. 1967
.602	.318	.805	F.A./R.V. 1968
*.612	.320	1.039	F.A./R.V. 1969
.554	.282	.449	F.A./R.V. 1970
.500	.240	.510	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	59.0	Acc/RV/RdM 1966
74.1	64.8	68.0	Acc/RV/RdM 1967
75.5	64.6	69.8	Acc/RV/RdM 1968
77.4	67.0	68.3	Acc/RV/RdM 1969
74.3	55.8	69.3	Acc/RV/RdM 1970
78.1	52.5	79.4	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.113	FA/RV/RdM 1966
.757	.379	.705	FA/RV/RdM 1967
.760	.376	1.060	FA/RV/RdM 1968
.785	.426	1.368	FA/RV/RdM 1969
.684	.321	.591	FA/RV/RdM 1970
.630	.300	.680	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	21.9	IA/RV/RdM 1966
22.7	21.9	22.5	IA/RV/RdM 1967
23.7	21.5	27.5	IA/RV/RdM 1968
23.8	22.7	21.2	IA/RV/RdM 1969
22.4	19.6	21.9	IA/RV/RdM 1970
22.8	18.7	25.0	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

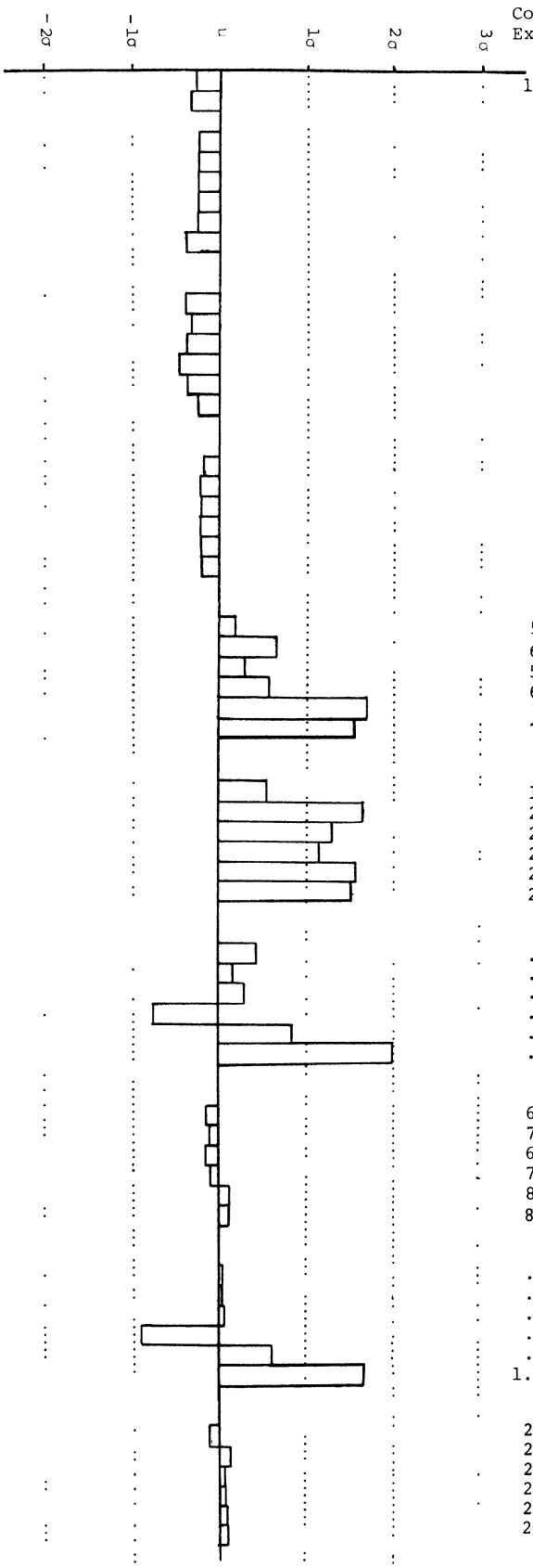
CHEBOYGAN



State μ	State σ		County Experience
107287	332015	31910	Population 1970
1364.7	813.8	707	Road Miles 1968
3649	13064	1130	Accidents 1966
3602	12490	1030	Accidents 1967
3680	13067	1091	Accidents 1968
3990	13689	977	Accidents 1969
3780	11939	1091	Accidents 1970
3783	11251	1274	Accidents 1971
			Accidents 1972
27.7	57.3	6	Fatalities 1966
25.6	51.3	5	Fatalities 1967
28.8	55.6	11	Fatalities 1968
30.0	60.9	8	Fatalities 1969
26.2	51.5	15	Fatalities 1970
25.0	49.0	6	Fatalities 1971
			Fatalities 1972
1188	6487	435	Injuries 1966
1823	6232	413	Injuries 1967
1933	6796	395	Injuries 1968
2113	7563	359	Injuries 1969
1948	6671	398	Injuries 1970
1899	6497	407	Injuries 1971
			Injuries 1972
53.6	21.0	67.1	Acc/R.V. 1966
51.6	13.2	60.4	Acc/R.V. 1967
53.4	12.7	61.6	Acc/R.V. 1968
* 54.6	14.0	54.7	Acc/R.V. 1969
53.9	11.5	61.2	Acc/R.V. 1970
57.0	12.0	67.4	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	16.5	I.A./R.V. 1966
15.5	4.0	15.9	I.A./R.V. 1967
16.5	3.9	13.7	I.A./R.V. 1968
* 16.4	4.6	12.7	I.A./R.V. 1969
15.8	3.7	13.8	I.A./R.V. 1970
16.3	3.5	14.4	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.356	F.A./R.V. 1966
.620	.332	.293	F.A./R.V. 1967
.602	.318	.564	F.A./R.V. 1968
* .612	.320	.392	F.A./R.V. 1969
.554	.282	.673	F.A./R.V. 1970
.500	.240	.320	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	47.4	Acc/RV/RdM 1966
74.1	64.8	43.2	Acc/RV/RdM 1967
75.5	64.6	43.5	Acc/RV/RdM 1968
77.4	67.0	38.7	Acc/RV/RdM 1969
74.3	55.8	43.2	Acc/RV/RdM 1970
78.1	52.5	105.8	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.252	FA/RV/RdM 1966
.757	.379	.207	FA/RV/RdM 1967
.760	.376	.399	FA/RV/RdM 1968
.785	.426	.277	FA/RV/RdM 1969
.684	.321	.476	FA/RV/RdM 1970
.630	.300	.500	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	11.7	IA/RV/RdM 1966
22.7	21.9	11.2	IA/RV/RdM 1967
23.7	21.5	9.7	IA/RV/RdM 1968
23.8	22.7	9.0	IA/RV/RdM 1969
22.4	19.6	9.8	IA/RV/RdM 1970
22.8	18.7	22.6	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

CHIPPEWA

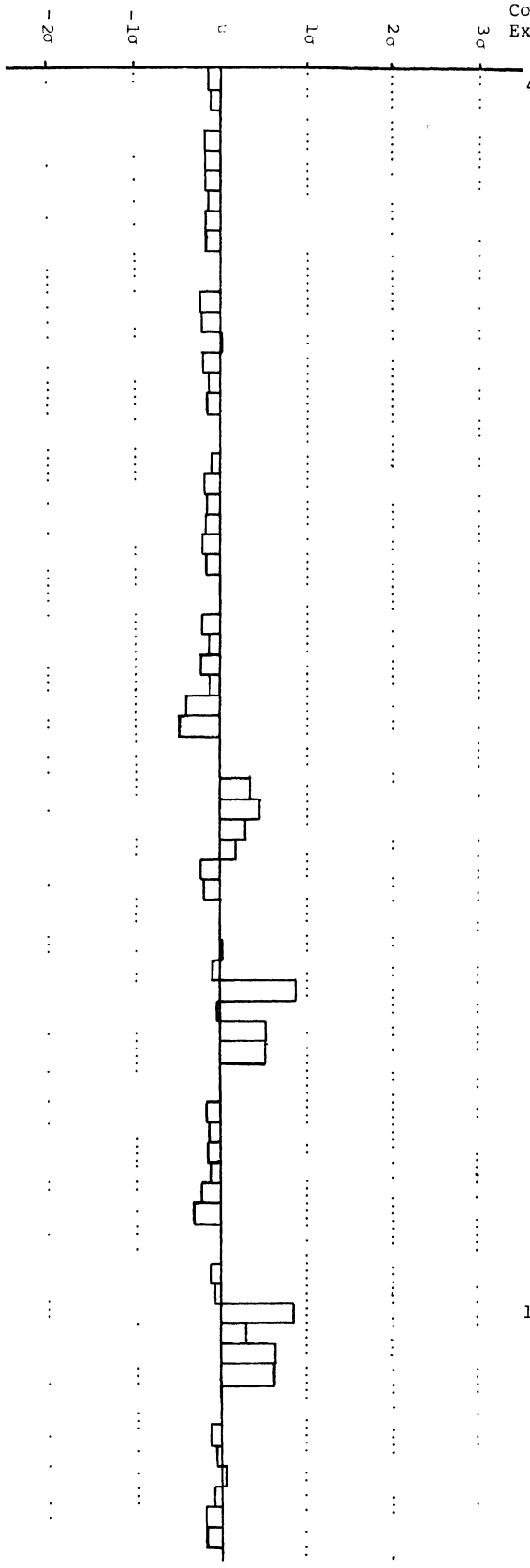


State μ	State σ		County Experience
107287	332015		15680 Population 1970
1364.7	813.8		1123 Road Miles 1968
3649	13064		489 Accidents 1966
3602	12490		539 Accidents 1967
3680	13067		575 Accidents 1968
3990	13689		682 Accidents 1969
3780	11939		823 Accidents 1970
3783	11251		913 Accidents 1971
			Accidents 1972
27.7	57.3		7 Fatalities 1966
25.6	51.3		11 Fatalities 1967
28.8	55.6		10 Fatalities 1968
30.0	60.9		5 Fatalities 1969
26.2	51.5		10 Fatalities 1970
25.0	49.0		14 Fatalities 1971
			Fatalities 1972
1188	6487		295 Injuries 1966
1823	6232		383 Injuries 1967
1933	6796		406 Injuries 1968
2113	7563		402 Injuries 1969
1948	6671		385 Injuries 1970
1899	6497		433 Injuries 1971
			Injuries 1972
53.6	21.0		56.9 Acc/R.V. 1966
51.6	13.2		60.8 Acc/R.V. 1967
53.4	12.7		57.5 Acc/R.V. 1968
*54.6	14.0		63.9 Acc/R.V. 1969
53.9	11.5		73.6 Acc/R.V. 1970
57.0	12.0		74.8 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		18.8 I.A./R.V. 1966
15.5	4.0		22.4 I.A./R.V. 1967
16.5	3.9		21.7 I.A./R.V. 1968
*16.4	4.6		21.9 I.A./R.V. 1969
15.8	3.7		21.8 I.A./R.V. 1970
16.3	3.5		21.2 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.697 F.A./R.V. 1966
.620	.332		.676 F.A./R.V. 1967
.602	.318		.699 F.A./R.V. 1968
*.612	.320		.374 F.A./R.V. 1969
.554	.282		.804 F.A./R.V. 1970
.500	.240		.980 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		63.9 Acc/RV/RdM 1966
74.1	64.8		70.3 Acc/RV/RdM 1967
75.5	64.6		64.5 Acc/RV/RdM 1968
77.4	67.0		71.7 Acc/RV/RdM 1969
74.3	55.8		82.6 Acc/RV/RdM 1970
78.1	52.5		84.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.782 FA/RV/RdM 1966
.757	.379		.759 FA/RV/RdM 1967
.760	.376		.785 FA/RV/RdM 1968
.785	.426		.421 FA/RV/RdM 1969
.684	.321		.903 FA/RV/RdM 1970
.630	.300		1.110 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		21.1 IA/RV/RdM 1966
22.7	21.9		25.2 IA/RV/RdM 1967
23.7	21.5		24.4 IA/RV/RdM 1968
23.8	22.7		24.6 IA/RV/RdM 1969
22.4	19.6		24.5 IA/RV/RdM 1970
22.8	18.7		24.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

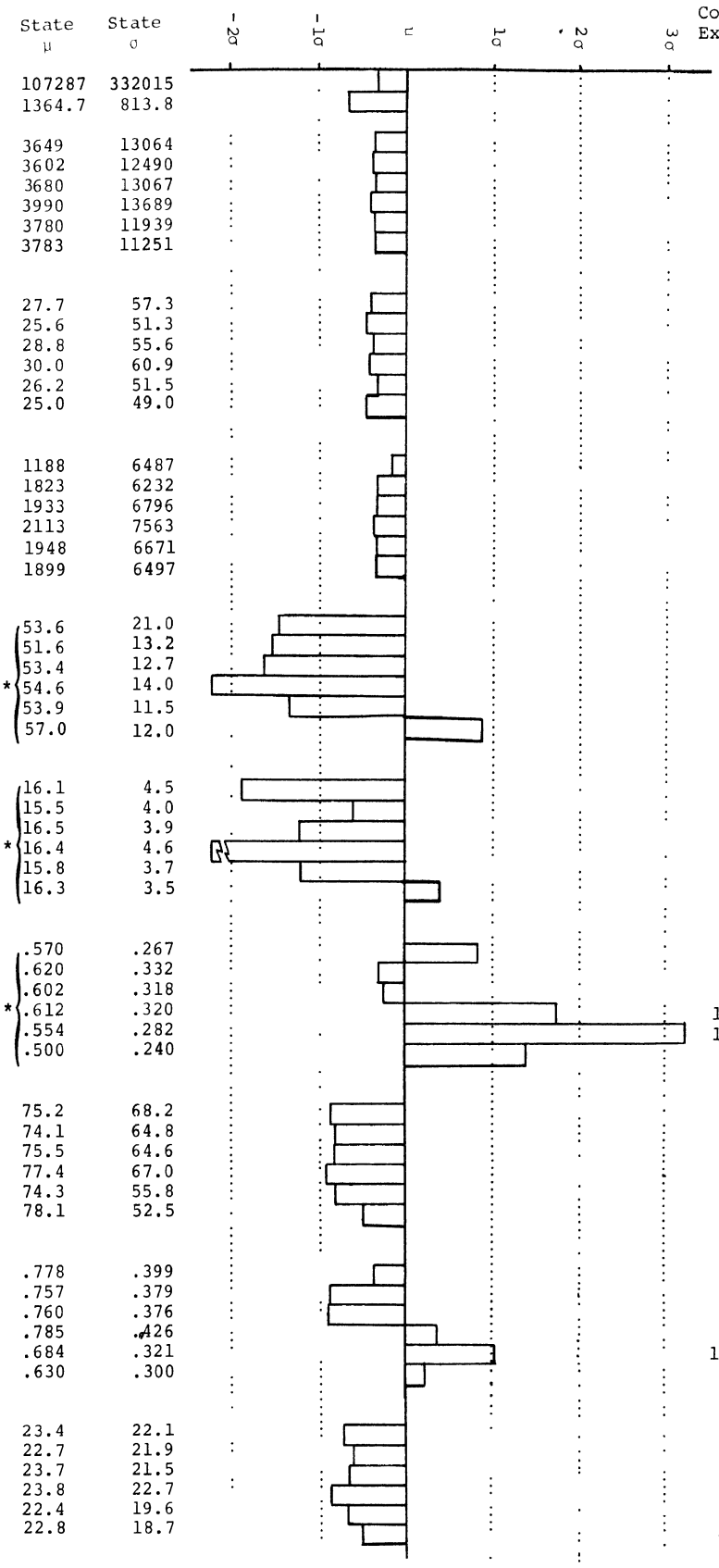
CLARE

State μ	State σ		County Experience	
107287	332015		48555	Population 1970
1364.7	813.8		1288	Road Miles 1968
3649	13064		1177	Accidents 1966
3602	12490		1223	Accidents 1967
3680	13067		1308	Accidents 1968
3990	13689		1439	Accidents 1969
3780	11939		1290	Accidents 1970
3783	11251		1390	Accidents 1971
				Accidents 1972
27.7	57.3		15	Fatalities 1966
25.6	51.3		14	Fatalities 1967
28.8	55.6		29	Fatalities 1968
30.0	60.9		19	Fatalities 1969
26.2	51.5		20	Fatalities 1970
25.0	49.0		18	Fatalities 1971
				Fatalities 1972
1188	6487		785	Injuries 1966
1823	6232		704	Injuries 1967
1933	6796		890	Injuries 1968
2113	7563		818	Injuries 1969
1948	6671		644	Injuries 1970
1899	6497		721	Injuries 1971
				Injuries 1972
53.6	21.0		48.6	Acc/R.V. 1966
51.6	13.2		50.6	Acc/R.V. 1967
53.4	12.7		51.3	Acc/R.V. 1968
*54.6	14.0		53.8	Acc/R.V. 1969
53.9	11.5		48.0	Acc/R.V. 1970
57.0	12.0		48.5	Acc/R.V. 1971
				Acc/R.V. 1972
16.1	4.5		17.7	I.A./R.V. 1966
15.5	4.0		17.5	I.A./R.V. 1967
16.5	3.9		18.8	I.A./R.V. 1968
*16.4	4.6		17.2	I.A./R.V. 1969
15.8	3.7		14.9	I.A./R.V. 1970
16.3	3.5		15.5	I.A./R.V. 1971
				I.A./R.V. 1972
.570	.267		.577	F.A./R.V. 1966
.620	.332		.578	F.A./R.V. 1967
.602	.318		.902	F.A./R.V. 1968
*.612	.320		.598	F.A./R.V. 1969
.554	.282		.707	F.A./R.V. 1970
.500	.240		.630	F.A./R.V. 1971
				F.A./R.V. 1972
75.2	68.2		62.5	Acc/RV/RdM 1966
74.1	64.8		64.9	Acc/RV/RdM 1967
75.5	64.6		66.1	Acc/RV/RdM 1968
77.4	67.0		69.3	Acc/RV/RdM 1969
74.3	55.8		61.8	Acc/RV/RdM 1970
78.1	52.5		62.0	Acc/RV/RdM 1971
				Acc/RV/RdM 1972
.778	.399		.743	FA/RV/RdM 1966
.757	.379		.744	FA/RV/RdM 1967
.760	.376		1.162	FA/RV/RdM 1968
.785	.426		.771	FA/RV/RdM 1969
.684	.321		.911	FA/RV/RdM 1970
.630	.300		.800	FA/RV/RdM 1971
				FA/RV/RdM 1972
23.4	22.1		22.8	IA/RV/RdM 1966
22.7	21.9		22.5	IA/RV/RdM 1967
23.7	21.5		24.2	IA/RV/RdM 1968
23.8	22.7		22.2	IA/RV/RdM 1969
22.4	19.6		19.2	IA/RV/RdM 1970
22.8	18.7		19.8	IA/RV/RdM 1971
				IA/RV/RdM 1972



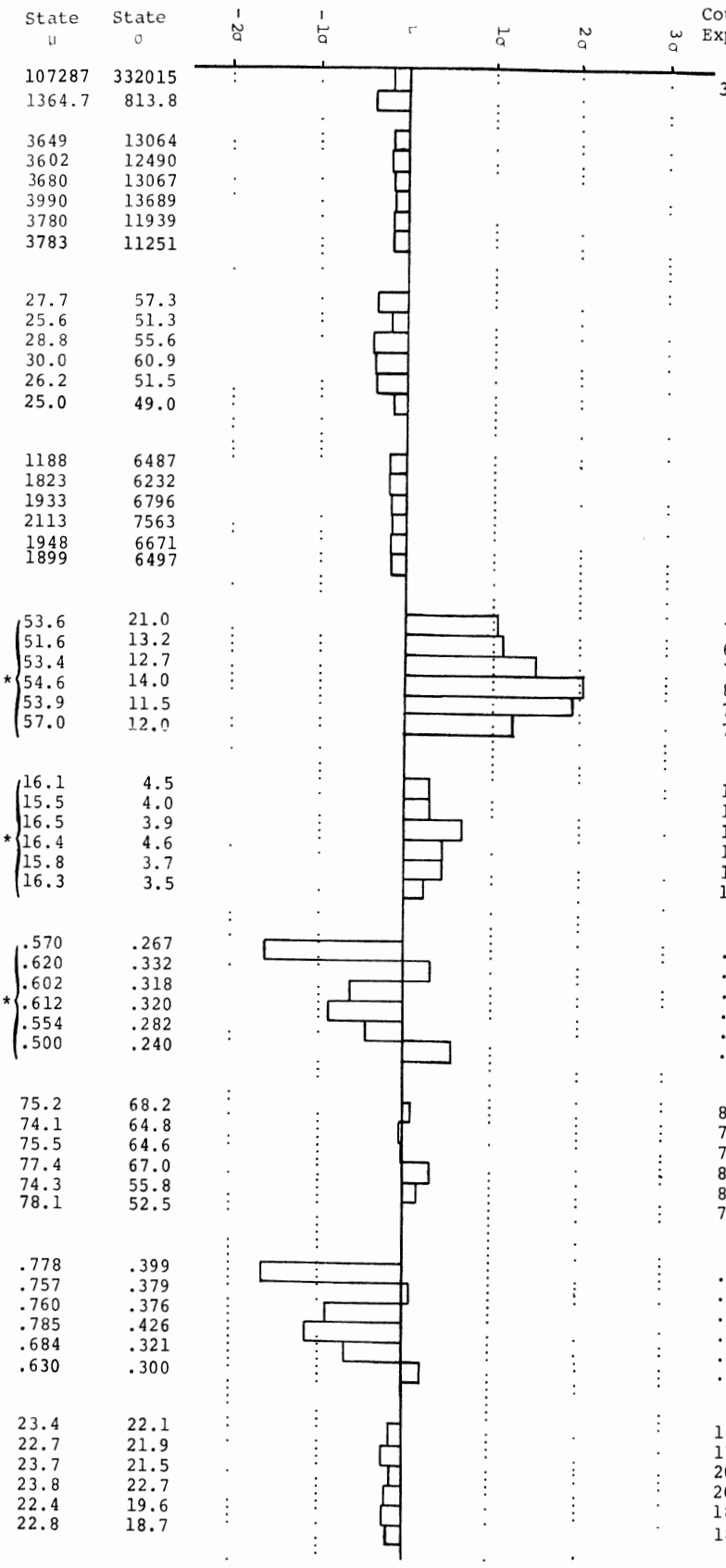
*figures represent actual value times 10^3

CLINTON



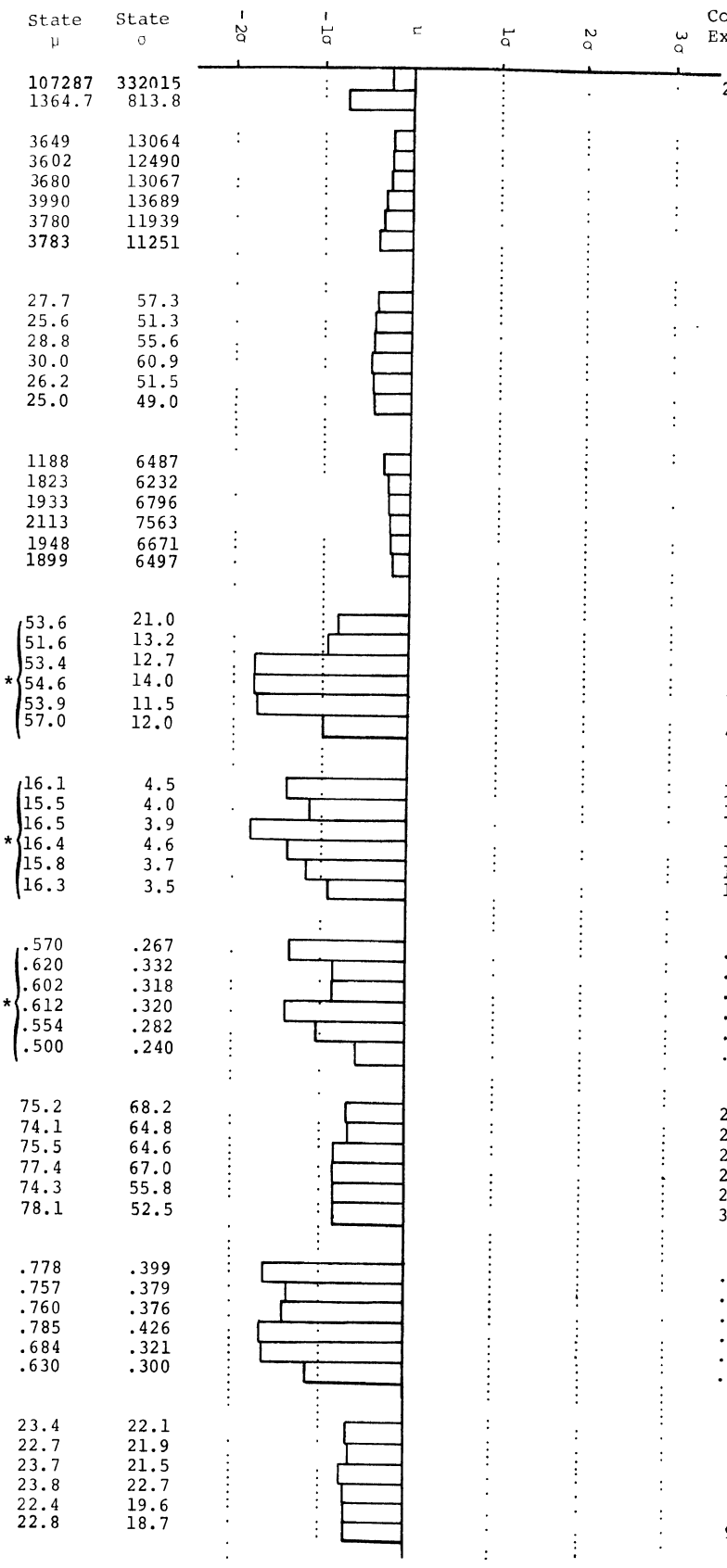
*figures represent actual value times 10^3

CRAWFORD



*figures represent actual value times 10^3

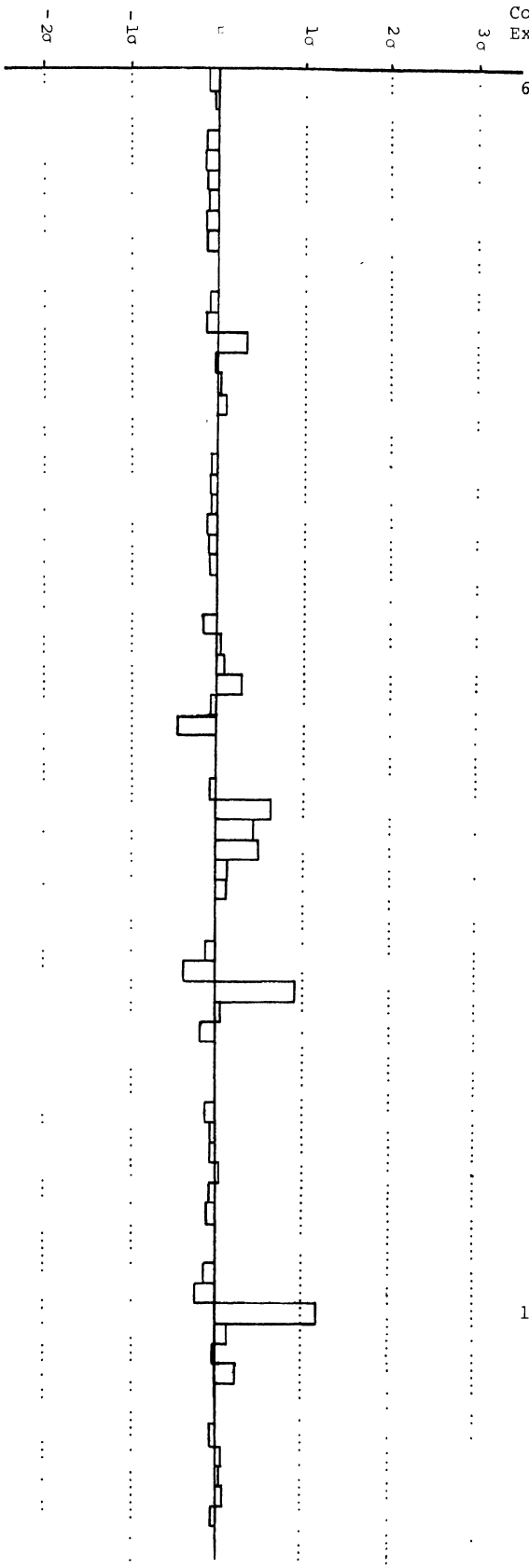
DELTA



State μ	State σ		County Experience
107287	332015		23500 Population 1970
1364.7	813.8		758 Road Miles 1968
3649	13064		530 Accidents 1966
3602	12490		554 Accidents 1967
3680	13067		457 Accidents 1968
3990	13689		479 Accidents 1969
3780	11939		562 Accidents 1970
3783	11251		761 Accidents 1971
			Accidents 1972
27.7	57.3		5 Fatalities 1966
25.6	51.3		5 Fatalities 1967
28.8	55.6		6 Fatalities 1968
30.0	60.9		3 Fatalities 1969
26.2	51.5		5 Fatalities 1970
25.0	49.0		6 Fatalities 1971
			Fatalities 1972
1188	6487		226 Injuries 1966
1823	6232		255 Injuries 1967
1933	6796		237 Injuries 1968
2113	7563		250 Injuries 1969
1948	6671		328 Injuries 1970
1899	6497		361 Injuries 1971
			Injuries 1972
53.6	21.0		36.1 Acc/R.V. 1966
51.6	13.2		38.4 Acc/R.V. 1967
53.4	12.7		30.5 Acc/R.V. 1968
*54.6	14.0		30.9 Acc/R.V. 1969
53.9	11.5		34.9 Acc/R.V. 1970
57.0	12.0		44.4 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		10.0 I.A./R.V. 1966
15.5	4.0		11.1 I.A./R.V. 1967
16.5	3.9		9.9 I.A./R.V. 1968
*16.4	4.6		10.1 I.A./R.V. 1969
15.8	3.7		11.6 I.A./R.V. 1970
16.3	3.5		13.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.204 F.A./R.V. 1966
.620	.332		.346 F.A./R.V. 1967
.602	.318		.333 F.A./R.V. 1968
*.612	.320		.193 F.A./R.V. 1969
.554	.282		.248 F.A./R.V. 1970
.500	.240		.350 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		27.4 Acc/RV/RdM 1966
74.1	64.8		28.5 Acc/RV/RdM 1967
75.5	64.6		23.1 Acc/RV/RdM 1968
77.4	67.0		23.4 Acc/RV/RdM 1969
74.3	55.8		26.4 Acc/RV/RdM 1970
78.1	52.5		33.8 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.155 FA/RV/RdM 1966
.757	.379		.262 FA/RV/RdM 1967
.760	.376		.252 FA/RV/RdM 1968
.785	.426		.147 FA/RV/RdM 1969
.684	.321		.188 FA/RV/RdM 1970
.630	.300		.270 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		7.6 IA/RV/RdM 1966
22.7	21.9		8.4 IA/RV/RdM 1967
23.7	21.5		7.5 IA/RV/RdM 1968
23.8	22.7		7.7 IA/RV/RdM 1969
22.4	19.6		8.8 IA/RV/RdM 1970
22.8	18.7		9.9 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

DICKINSON



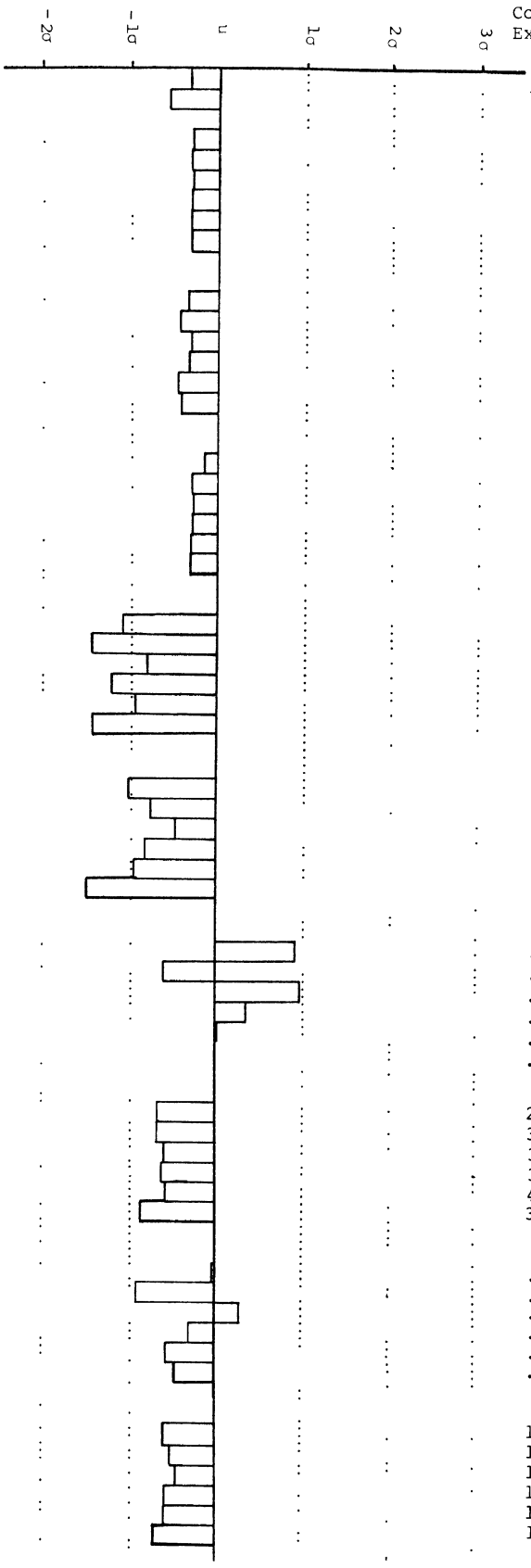
State μ	State σ		County Experience
107287	332015	68352	Population 1970
1364.7	813.8	1348	Road Miles 1968
3649	13064	1694	Accidents 1966
3602	12490	1793	Accidents 1967
3680	13067	1988	Accidents 1968
3990	13689	2318	Accidents 1969
3780	11939	2198	Accidents 1970
3783	11251	2382	Accidents 1971
			Accidents 1972
27.7	57.3	23	Fatalities 1966
25.6	51.3	17	Fatalities 1967
28.8	55.6	48	Fatalities 1968
30.0	60.9	27	Fatalities 1969
26.2	51.5	28	Fatalities 1970
25.0	49.0	29	Fatalities 1971
			Fatalities 1972
1188	6487	905	Injuries 1966
1823	6232	1033	Injuries 1967
1933	6796	1129	Injuries 1968
2113	7563	1270	Injuries 1969
1948	6671	1172	Injuries 1970
1899	6497	1224	Injuries 1971
			Injuries 1972
53.6	21.0	50.6	Acc/R.V. 1966
51.6	13.2	52.5	Acc/R.V. 1967
53.4	12.7	54.8	Acc/R.V. 1968
* 54.6	14.0	59.1	Acc/R.V. 1969
53.9	11.5	52.9	Acc/R.V. 1970
57.0	12.0	52.5	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	15.8	I.A./R.V. 1966
15.5	4.0	18.1	I.A./R.V. 1967
16.5	3.9	18.3	I.A./R.V. 1968
* 16.4	4.6	18.9	I.A./R.V. 1969
15.8	3.7	16.2	I.A./R.V. 1970
16.3	3.5	16.6	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.537	F.A./R.V. 1966
.620	.332	.497	F.A./R.V. 1967
.602	.318	.909	F.A./R.V. 1968
* .612	.320	.611	F.A./R.V. 1969
.554	.282	.505	F.A./R.V. 1970
.500	.240	.510	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	68.1	Acc/RV/RdM 1966
74.1	64.8	72.1	Acc/RV/RdM 1967
75.5	64.6	73.8	Acc/RV/RdM 1968
77.4	67.0	79.6	Acc/RV/RdM 1969
74.3	55.8	71.3	Acc/RV/RdM 1970
78.1	52.5	71.8	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.724	FA/RV/RdM 1966
.757	.379	.670	FA/RV/RdM 1967
.760	.376	1.225	FA/RV/RdM 1968
.785	.426	.824	FA/RV/RdM 1969
.684	.321	.681	FA/RV/RdM 1970
.630	.300	.690	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	21.3	IA/RV/RdM 1966
22.7	21.9	24.4	IA/RV/RdM 1967
23.7	21.5	24.7	IA/RV/RdM 1968
23.8	22.7	25.5	IA/RV/RdM 1969
22.4	19.6	21.8	IA/RV/RdM 1970
22.8	18.7	22.8	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

State μ	State σ		County Experience
107287	332015		17518 Population 1970
1364.7	813.8		953 Road Miles 1968
3649	13064		660 Accidents 1966
3602	12490		652 Accidents 1967
3680	13067		669 Accidents 1968
3990	13689		736 Accidents 1969
3780	11939		709 Accidents 1970
3783	11251		927 Accidents 1971
			Accidents 1972
27.7	57.3		5 Fatalities 1966
25.6	51.3		4 Fatalities 1967
28.8	55.6		13 Fatalities 1968
30.0	60.9		8 Fatalities 1969
26.2	51.5		3 Fatalities 1970
25.0	49.0		9 Fatalities 1971
			Fatalities 1972
1188	6487		230 Injuries 1966
1823	6232		270 Injuries 1967
1933	6796		331 Injuries 1968
2113	7563		343 Injuries 1969
1948	6671		350 Injuries 1970
1899	6497		444 Injuries 1971
			Injuries 1972
53.6	21.0		63.2 Acc/R.V. 1966
51.6	13.2		60.1 Acc/R.V. 1967
53.4	12.7		59.2 Acc/R.V. 1968
* 54.6	14.0		63.8 Acc/R.V. 1969
53.9	11.5		55.3 Acc/R.V. 1970
57.0	12.0		67.2 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		14.7 I.A./R.V. 1966
15.5	4.0		15.3 I.A./R.V. 1967
16.5	3.9		18.3 I.A./R.V. 1968
* 16.4	4.6		18.1 I.A./R.V. 1969
15.8	3.7		18.0 I.A./R.V. 1970
16.3	3.5		19.7 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.478 F.A./R.V. 1966
.620	.332		.184 F.A./R.V. 1967
.602	.318		1.061 F.A./R.V. 1968
* .612	.320		.520 F.A./R.V. 1969
.554	.282		.155 F.A./R.V. 1970
.500	.240		.580 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		60.2 Acc/RV/RdM 1966
74.1	64.8		59.4 Acc/RV/RdM 1967
75.5	64.6		56.3 Acc/RV/RdM 1968
77.4	67.0		60.8 Acc/RV/RdM 1969
74.3	55.8		52.6 Acc/RV/RdM 1970
78.1	52.5		64.3 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.456 FA/RV/RdM 1966
.757	.379		.175 FA/RV/RdM 1967
.760	.376		1.011 FA/RV/RdM 1968
.785	.426		.496 FA/RV/RdM 1969
.684	.321		.148 FA/RV/RdM 1970
.630	.300		.550 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		14.0 IA/RV/RdM 1966
22.7	21.9		14.6 IA/RV/RdM 1967
23.7	21.5		17.4 IA/RV/RdM 1968
23.8	22.7		17.3 IA/RV/RdM 1969
22.4	19.6		17.2 IA/RV/RdM 1970
22.8	18.7		18.9 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

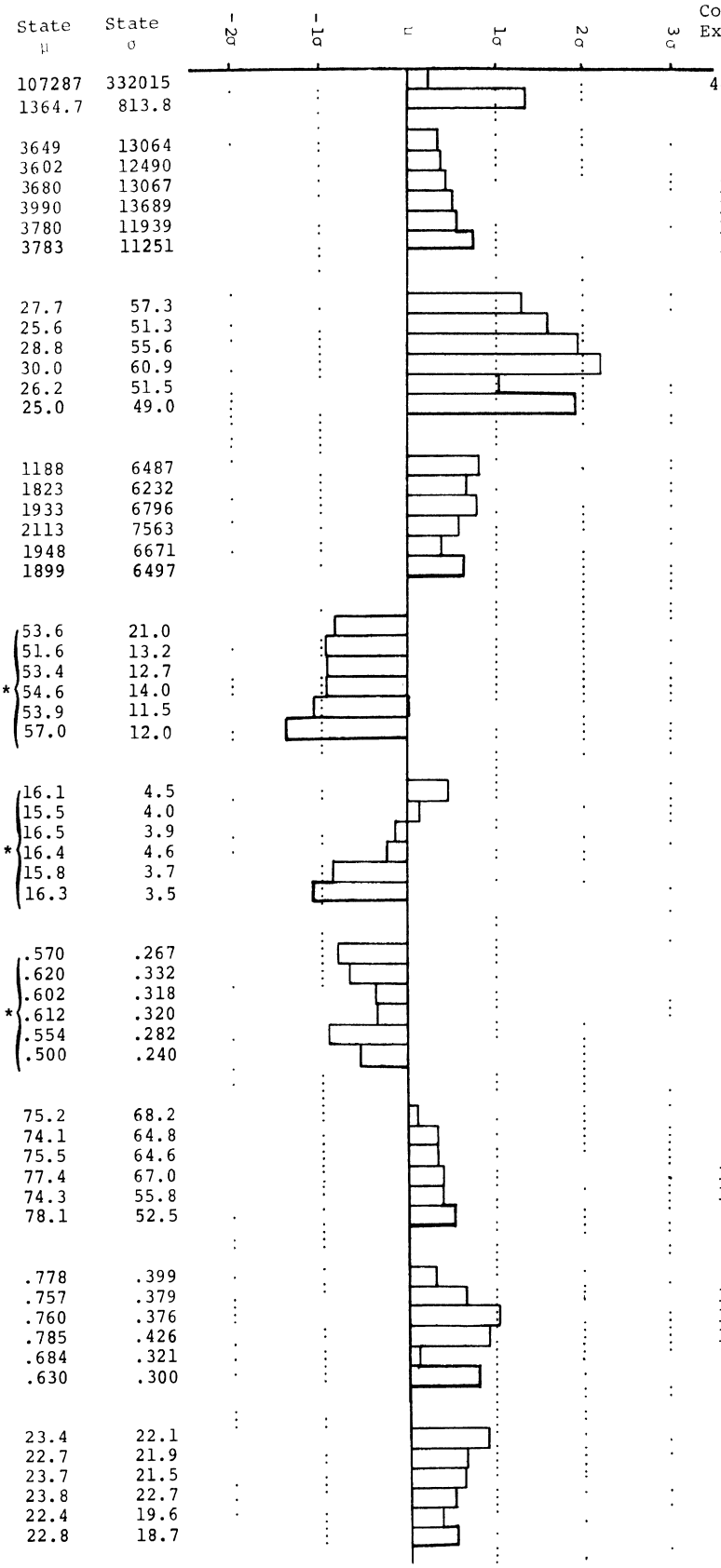
EMMET



State μ	State σ		County Experience
107287	332015		12747 Population 1970
1364.7	813.8		935 Road Miles 1968
3649	13064		231 Accidents 1966
3602	12490		234 Accidents 1967
3680	13067		326 Accidents 1968
3990	13689		316 Accidents 1969
3780	11939		409 Accidents 1970
3783	11251		376 Accidents 1971
			Accidents 1972
27.7	57.3		8 Fatalities 1966
25.6	51.3		4 Fatalities 1967
28.8	55.6		13 Fatalities 1968
30.0	60.9		11 Fatalities 1969
26.2	51.5		5 Fatalities 1970
25.0	49.0		5 Fatalities 1971
			Fatalities 1972
1188	6487		185 Injuries 1966
1823	6232		162 Injuries 1967
1933	6796		206 Injuries 1968
2113	7563		170 Injuries 1969
1948	6671		161 Injuries 1970
1899	6497		178 Injuries 1971
			Injuries 1972
53.6	21.0		31.7 Acc/R.V. 1966
51.6	13.2		32.6 Acc/R.V. 1967
53.4	12.7		42.8 Acc/R.V. 1968
* 54.6	14.0		38.6 Acc/R.V. 1969
53.9	11.5		45.5 Acc/R.V. 1970
57.0	12.0		38.4 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		11.5 I.A./R.V. 1966
15.5	4.0		12.5 I.A./R.V. 1967
16.5	3.9		14.6 I.A./R.V. 1968
* 16.4	4.6		12.6 I.A./R.V. 1969
15.8	3.7		12.2 I.A./R.V. 1970
16.3	3.5		10.6 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.823 F.A./R.V. 1966
.620	.332		.417 F.A./R.V. 1967
.602	.318		.917 F.A./R.V. 1968
* .612	.320		.731 F.A./R.V. 1969
.554	.282		.555 F.A./R.V. 1970
.500	.240		.510 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		29.6 Acc/RV/RdM 1966
74.1	64.8		30.4 Acc/RV/RdM 1967
75.5	64.6		39.9 Acc/RV/RdM 1968
77.4	67.0		36.0 Acc/RV/RdM 1969
74.3	55.8		42.5 Acc/RV/RdM 1970
78.1	52.5		36.1 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.770 FA/RV/RdM 1966
.757	.379		.390 FA/RV/RdM 1967
.760	.376		.857 FA/RV/RdM 1968
.785	.426		.684 FA/RV/RdM 1969
.684	.321		.519 FA/RV/RdM 1970
.630	.300		.480 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		10.8 IA/RV/RdM 1966
22.7	21.9		11.7 IA/RV/RdM 1967
23.7	21.5		13.7 IA/RV/RdM 1968
23.8	22.7		11.8 IA/RV/RdM 1969
22.4	19.6		11.4 IA/RV/RdM 1970
22.8	18.7		10.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

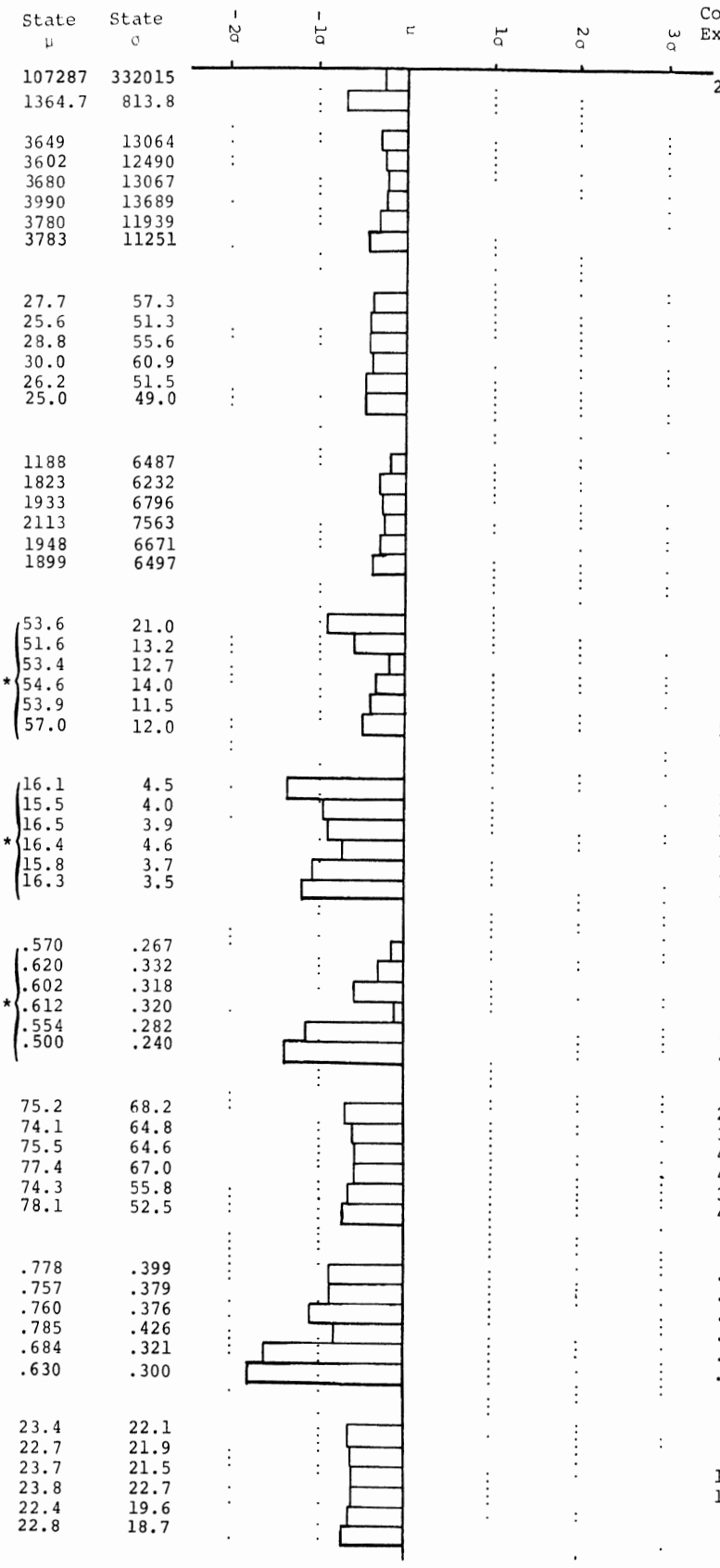
GLADWIN



State μ	State σ		County Experience
107287	332015		441666 Population 1970
1364.7	813.8		2432 Road Miles 1968
3649	13064		8168 Accidents 1966
3602	12490		8960 Accidents 1967
3680	13067		10165 Accidents 1968
3990	13689		11194 Accidents 1969
3780	11939		11179 Accidents 1970
3783	11251		11403 Accidents 1971
			Accidents 1972
27.7	57.3		101 Fatalities 1966
25.6	51.3		109 Fatalities 1967
28.8	55.6		136 Fatalities 1968
30.0	60.9		163 Fatalities 1969
26.2	51.5		91 Fatalities 1970
25.0	49.0		120 Fatalities 1971
			Fatalities 1972
1188	6487		7103 Injuries 1966
1823	6232		6168 Injuries 1967
1933	6796		6413 Injuries 1968
2113	7563		6945 Injuries 1969
1948	6671		5366 Injuries 1970
1899	6497		5528 Injuries 1971
			Injuries 1972
53.6	21.0		34.7 Acc/R.V. 1966
51.6	13.2		38.2 Acc/R.V. 1967
53.4	12.7		41.0 Acc/R.V. 1968
*54.6	14.0		41.9 Acc/R.V. 1969
53.9	11.5		41.3 Acc/R.V. 1970
57.0	12.0		40.6 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		18.3 I.A./R.V. 1966
15.5	4.0		16.0 I.A./R.V. 1967
16.5	3.9		15.9 I.A./R.V. 1968
*16.4	4.6		15.4 I.A./R.V. 1969
15.8	3.7		12.5 I.A./R.V. 1970
16.3	3.5		12.5 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.365 F.A./R.V. 1966
.620	.332		.426 F.A./R.V. 1967
.602	.318		.471 F.A./R.V. 1968
*.612	.320		.494 F.A./R.V. 1969
.554	.282		.299 F.A./R.V. 1970
.500	.240		.350 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		84.4 Acc/RV/RdM 1966
74.1	64.8		92.6 Acc/RV/RdM 1967
75.5	64.6		99.6 Acc/RV/RdM 1968
77.4	67.0		102.0 Acc/RV/RdM 1969
74.3	55.8		100.4 Acc/RV/RdM 1970
78.1	52.5		99.1 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.888 FA/RV/RdM 1966
.757	.379		1.036 FA/RV/RdM 1967
.760	.376		1.145 FA/RV/RdM 1968
.785	.426		1.203 FA/RV/RdM 1969
.684	.321		.727 FA/RV/RdM 1970
.630	.300		.850 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		44.5 IA/RV/RdM 1966
22.7	21.9		38.9 IA/RV/RdM 1967
23.7	21.5		38.7 IA/RV/RdM 1968
23.8	22.7		37.5 IA/RV/RdM 1969
22.4	19.6		30.4 IA/RV/RdM 1970
22.8	18.7		30.5 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

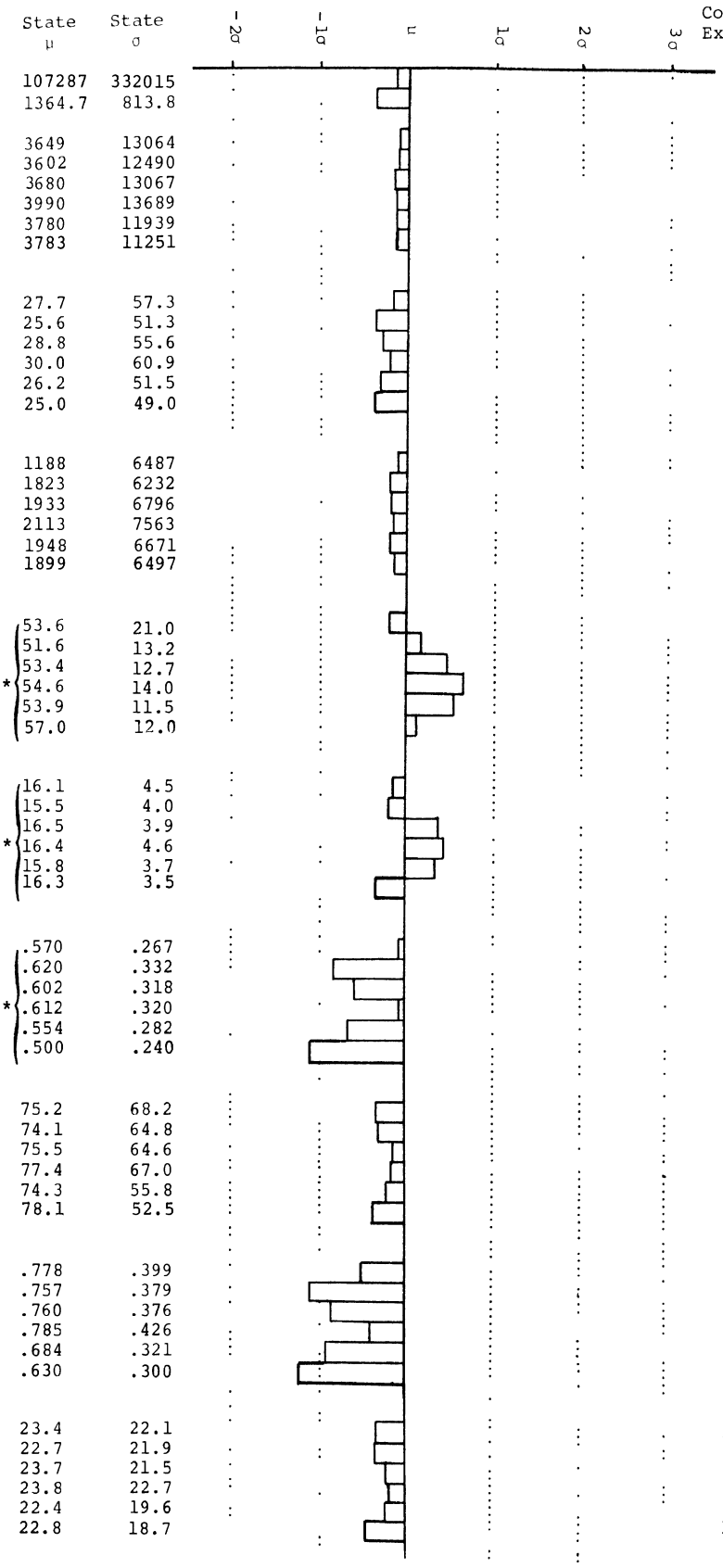
GENESEE



State μ	State σ	County Experience	
107287	332015		
1364.7	813.8	20116	Population 1970
		809	Road Miles 1968
3649	13064	379	Accidents 1966
3602	12490	492	Accidents 1967
3680	13067	602	Accidents 1968
3990	13689	608	Accidents 1969
3780	11939	607	Accidents 1970
3783	11251	642	Accidents 1971
			Accidents 1972
27.7	57.3	8	Fatalities 1966
25.6	51.3	6	Fatalities 1967
28.8	55.6	7	Fatalities 1968
30.0	60.9	7	Fatalities 1969
26.2	51.5	4	Fatalities 1970
25.0	49.0	2	Fatalities 1971
			Fatalities 1972
1188	6487	190	Injuries 1966
1823	6232	195	Injuries 1967
1933	6796	239	Injuries 1968
2113	7563	258	Injuries 1969
1948	6671	225	Injuries 1970
1899	6497	214	Injuries 1971
			Injuries 1972
53.6	21.0	33.2	Acc/R.V. 1966
51.6	13.2	43.4	Acc/R.V. 1967
53.4	12.7	51.5	Acc/R.V. 1968
*54.6	14.0	50.9	Acc/R.V. 1969
53.9	11.5	48.8	Acc/R.V. 1970
57.0	12.0	51.0	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	10.1	I.A./R.V. 1966
15.5	4.0	11.7	I.A./R.V. 1967
16.5	3.9	13.0	I.A./R.V. 1968
*16.4	4.6	13.0	I.A./R.V. 1969
15.8	3.7	11.9	I.A./R.V. 1970
16.3	3.5	12.0	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.525	F.A./R.V. 1966
.620	.332	.528	F.A./R.V. 1967
.602	.318	.427	F.A./R.V. 1968
*.612	.320	.586	F.A./R.V. 1969
.554	.282	.241	F.A./R.V. 1970
.500	.240	.160	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	26.8	Acc/RV/RdM 1966
74.1	64.8	35.0	Acc/RV/RdM 1967
75.5	64.6	41.6	Acc/RV/RdM 1968
77.4	67.0	41.2	Acc/RV/RdM 1969
74.3	55.8	39.4	Acc/RV/RdM 1970
78.1	52.5	41.6	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.425	FA/RV/RdM 1966
.757	.379	.427	FA/RV/RdM 1967
.760	.376	.345	FA/RV/RdM 1968
.785	.426	.474	FA/RV/RdM 1969
.684	.321	.195	FA/RV/RdM 1970
.630	.300	.130	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	8.2	IA/RV/RdM 1966
22.7	21.9	9.5	IA/RV/RdM 1967
23.7	21.5	10.5	IA/RV/RdM 1968
23.8	22.7	10.5	IA/RV/RdM 1969
22.4	19.6	9.6	IA/RV/RdM 1970
22.8	18.7	9.8	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

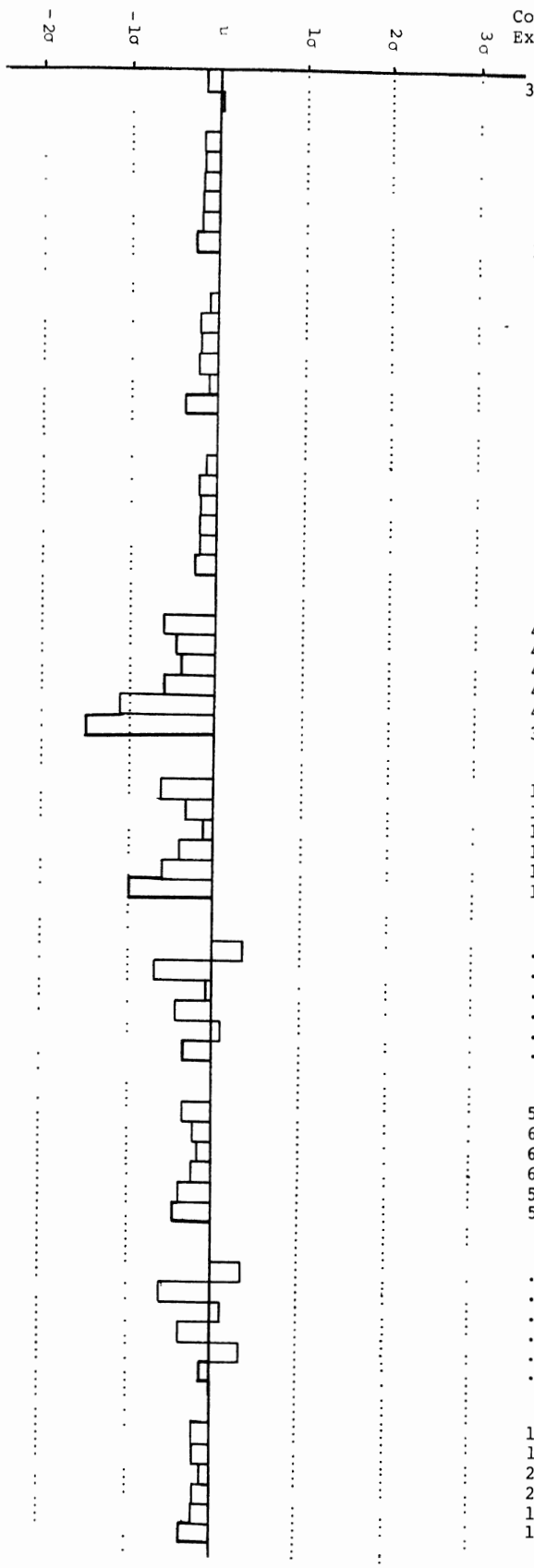
GOGEBIC



State μ	State σ		County Experience
107287	332015		38359 Population 1970
1364.7	813.8		1048 Road Miles 1968
3649	13064		1158 Accidents 1966
3602	12490		1306 Accidents 1967
3680	13067		1582 Accidents 1968
3990	13689		1824 Accidents 1969
3780	11939		1849 Accidents 1970
3783	11251		1940 Accidents 1971
			Accidents 1972
27.7	57.3		17 Fatalities 1966
25.6	51.3		8 Fatalities 1967
28.8	55.6		14 Fatalities 1968
30.0	60.9		18 Fatalities 1969
26.2	51.5		12 Fatalities 1970
25.0	49.0		10 Fatalities 1971
			Fatalities 1972
1188	6487		572 Injuries 1966
1823	6232		575 Injuries 1967
1933	6796		718 Injuries 1968
2113	7563		823 Injuries 1969
1948	6671		809 Injuries 1970
1899	6497		769 Injuries 1971
			Injuries 1972
53.6	21.0		49.2 Acc/R.V. 1966
51.6	13.2		53.1 Acc/R.V. 1967
53.4	12.7		60.5 Acc/R.V. 1968
*54.6	14.0		64.5 Acc/R.V. 1969
53.9	11.5		60.0 Acc/R.V. 1970
57.0	12.0		58.3 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		15.6 I.A./R.V. 1966
15.5	4.0		14.8 I.A./R.V. 1967
16.5	3.9		18.0 I.A./R.V. 1968
*16.4	4.6		18.6 I.A./R.V. 1969
15.8	3.7		17.0 I.A./R.V. 1970
16.3	3.5		15.3 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.552 F.A./R.V. 1966
.620	.332		.325 F.A./R.V. 1967
.602	.318		.420 F.A./R.V. 1968
*.612	.320		.600 F.A./R.V. 1969
.554	.282		.357 F.A./R.V. 1970
.500	.240		.240 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		51.6 Acc/RV/RdM 1966
74.1	64.8		55.6 Acc/RV/RdM 1967
75.5	64.6		63.3 Acc/RV/RdM 1968
77.4	67.0		67.5 Acc/RV/RdM 1969
74.3	55.8		62.9 Acc/RV/RdM 1970
78.1	52.5		61.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.578 FA/RV/RdM 1966
.757	.379		.341 FA/RV/RdM 1967
.760	.376		.440 FA/RV/RdM 1968
.785	.426		.630 FA/RV/RdM 1969
.684	.321		.374 FA/RV/RdM 1970
.630	.300		.250 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		16.4 IA/RV/RdM 1966
22.7	21.9		15.5 IA/RV/RdM 1967
23.7	21.5		18.9 IA/RV/RdM 1968
23.8	22.7		19.5 IA/RV/RdM 1969
22.4	19.6		17.8 IA/RV/RdM 1970
22.8	18.7		16.1 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

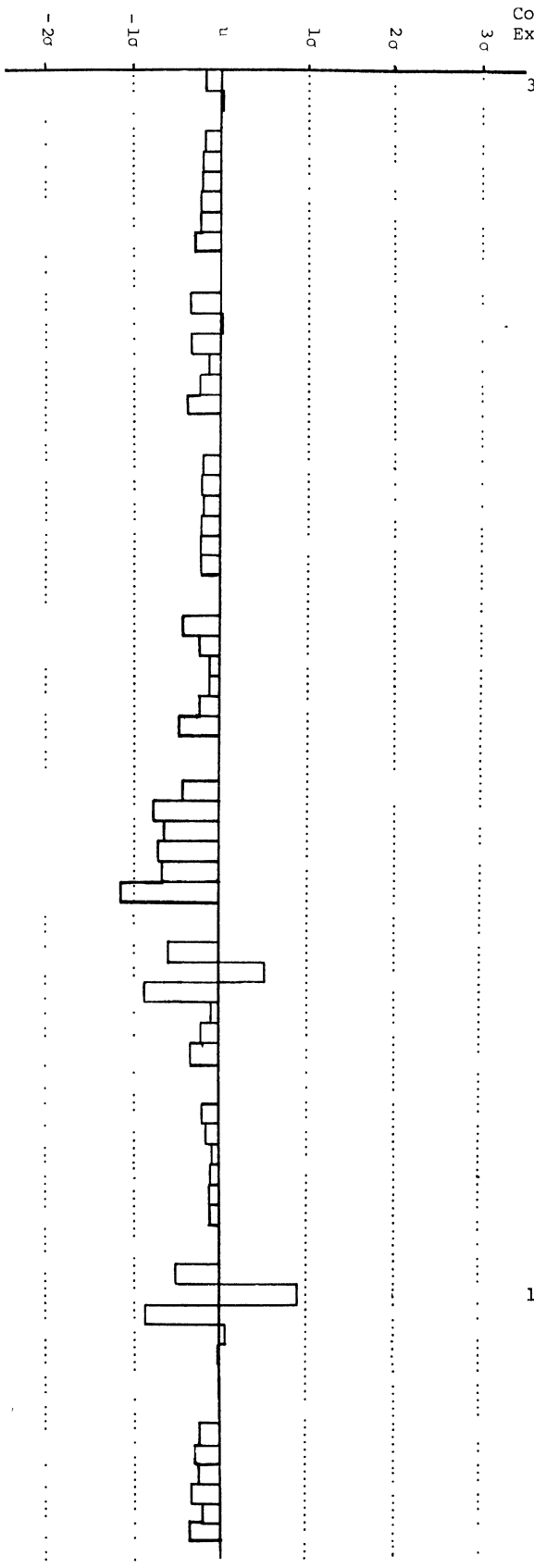
GRAND TRAVERSE



State μ	State σ		County Experience
107287	332015	38731	Population 1970
1364.7	813.8	1371	Road Miles 1968
3649	13064	997	Accidents 1966
3602	12490	1101	Accidents 1967
3680	13067	1202	Accidents 1968
3990	13689	1237	Accidents 1969
3780	11939	1159	Accidents 1970
3783	11251	1124	Accidents 1971
			Accidents 1972
27.7	57.3	22	Fatalities 1966
25.6	51.3	15	Fatalities 1967
28.8	55.6	18	Fatalities 1968
30.0	60.9	16	Fatalities 1969
26.2	51.5	21	Fatalities 1970
25.0	49.0	13	Fatalities 1971
			Fatalities 1972
1188	6487	515	Injuries 1966
1823	6232	578	Injuries 1967
1933	6796	727	Injuries 1968
2113	7563	685	Injuries 1969
1948	6671	673	Injuries 1970
1899	6497	617	Injuries 1971
			Injuries 1972
53.6	21.0	40.8	Acc/R.V. 1966
51.6	13.2	44.6	Acc/R.V. 1967
53.4	12.7	47.1	Acc/R.V. 1968
*54.6	14.0	46.1	Acc/R.V. 1969
53.9	11.5	41.0	Acc/R.V. 1970
57.0	12.0	38.4	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	13.4	I.A./R.V. 1966
15.5	4.0	14.3	I.A./R.V. 1967
16.5	3.9	16.0	I.A./R.V. 1968
*16.4	4.6	14.6	I.A./R.V. 1969
15.8	3.7	13.7	I.A./R.V. 1970
16.3	3.5	12.7	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.653	F.A./R.V. 1966
.620	.332	.405	F.A./R.V. 1967
.602	.318	.588	F.A./R.V. 1968
*.612	.320	.484	F.A./R.V. 1969
.554	.282	.566	F.A./R.V. 1970
.500	.240	.440	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	55.9	Acc/RV/RdM 1966
74.1	64.8	61.1	Acc/RV/RdM 1967
75.5	64.6	64.6	Acc/RV/RdM 1968
77.4	67.0	63.2	Acc/RV/RdM 1969
74.3	55.8	56.2	Acc/RV/RdM 1970
78.1	52.5	52.7	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.895	FA/RV/RdM 1966
.757	.379	.555	FA/RV/RdM 1967
.760	.376	.806	FA/RV/RdM 1968
.785	.426	.664	FA/RV/RdM 1969
.684	.321	.776	FA/RV/RdM 1970
.630	.300	.610	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	18.4	IA/RV/RdM 1966
22.7	21.9	19.6	IA/RV/RdM 1967
23.7	21.5	21.9	IA/RV/RdM 1968
23.8	22.7	20.0	IA/RV/RdM 1969
22.4	19.6	18.8	IA/RV/RdM 1970
22.8	18.7	17.4	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^1

GRATIOT

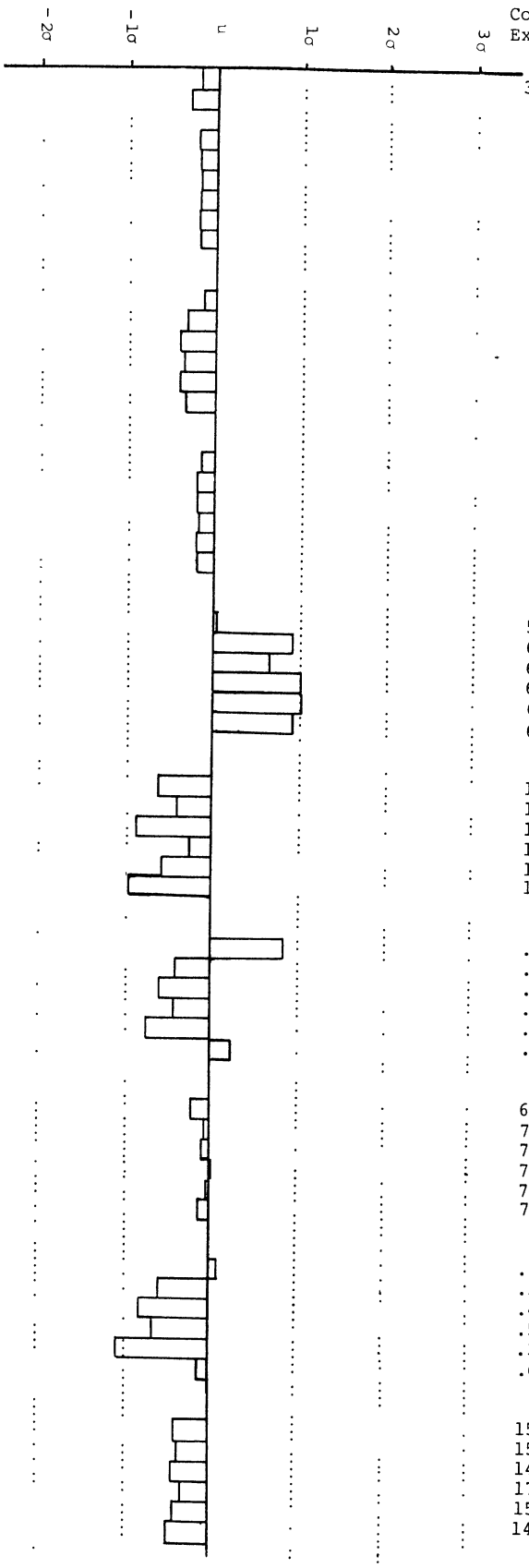


State μ	State σ		County Experience
107287	332015	36599	Population 1970
1364.7	813.8	1372	Road Miles 1968
3649	13064	1068	Accidents 1966
3602	12490	1179	Accidents 1967
3680	13067	1315	Accidents 1968
3990	13689	1369	Accidents 1969
3780	11939	1352	Accidents 1970
3783	11251	1376	Accidents 1971
			Accidents 1972
27.7	57.3	10	Fatalities 1966
25.6	51.3	26	Fatalities 1967
28.8	55.6	11	Fatalities 1968
30.0	60.9	21	Fatalities 1969
26.2	51.5	14	Fatalities 1970
25.0	49.0	12	Fatalities 1971
			Fatalities 1972
1188	6487	531	Injuries 1966
1823	6232	475	Injuries 1967
1933	6796	604	Injuries 1968
2113	7563	560	Injuries 1969
1948	6671	572	Injuries 1970
1899	6497	516	Injuries 1971
			Injuries 1972
53.6	21.0	45.1	Acc/R.V. 1966
51.6	13.2	48.5	Acc/R.V. 1967
53.4	12.7	52.5	Acc/R.V. 1968
*54.6	14.0	53.6	Acc/R.V. 1969
53.9	11.5	51.8	Acc/R.V. 1970
57.0	12.0	50.7	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	14.2	I.A./R.V. 1966
15.5	4.0	12.5	I.A./R.V. 1967
16.5	3.9	14.0	I.A./R.V. 1968
*16.4	4.6	13.0	I.A./R.V. 1969
15.8	3.7	13.6	I.A./R.V. 1970
16.3	3.5	12.5	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.422	F.A./R.V. 1966
.620	.332	.821	F.A./R.V. 1967
.602	.318	.319	F.A./R.V. 1968
*.612	.320	.587	F.A./R.V. 1969
.554	.282	.498	F.A./R.V. 1970
.500	.240	.440	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	61.9	Acc/RV/RdM 1966
74.1	64.8	66.4	Acc/RV/RdM 1967
75.5	64.6	72.0	Acc/RV/RdM 1968
77.4	67.0	73.6	Acc/RV/RdM 1969
74.3	55.8	71.1	Acc/RV/RdM 1970
78.1	52.5	70.5	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.579	FA/RV/RdM 1966
.757	.379	1.126	FA/RV/RdM 1967
.760	.376	.438	FA/RV/RdM 1968
.785	.426	.806	FA/RV/RdM 1969
.684	.321	.683	FA/RV/RdM 1970
.630	.300	.620	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	19.5	IA/RV/RdM 1966
22.7	21.9	17.2	IA/RV/RdM 1967
23.7	21.5	19.2	IA/RV/RdM 1968
23.8	22.7	17.8	IA/RV/RdM 1969
22.4	19.6	18.7	IA/RV/RdM 1970
22.8	18.7	17.4	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

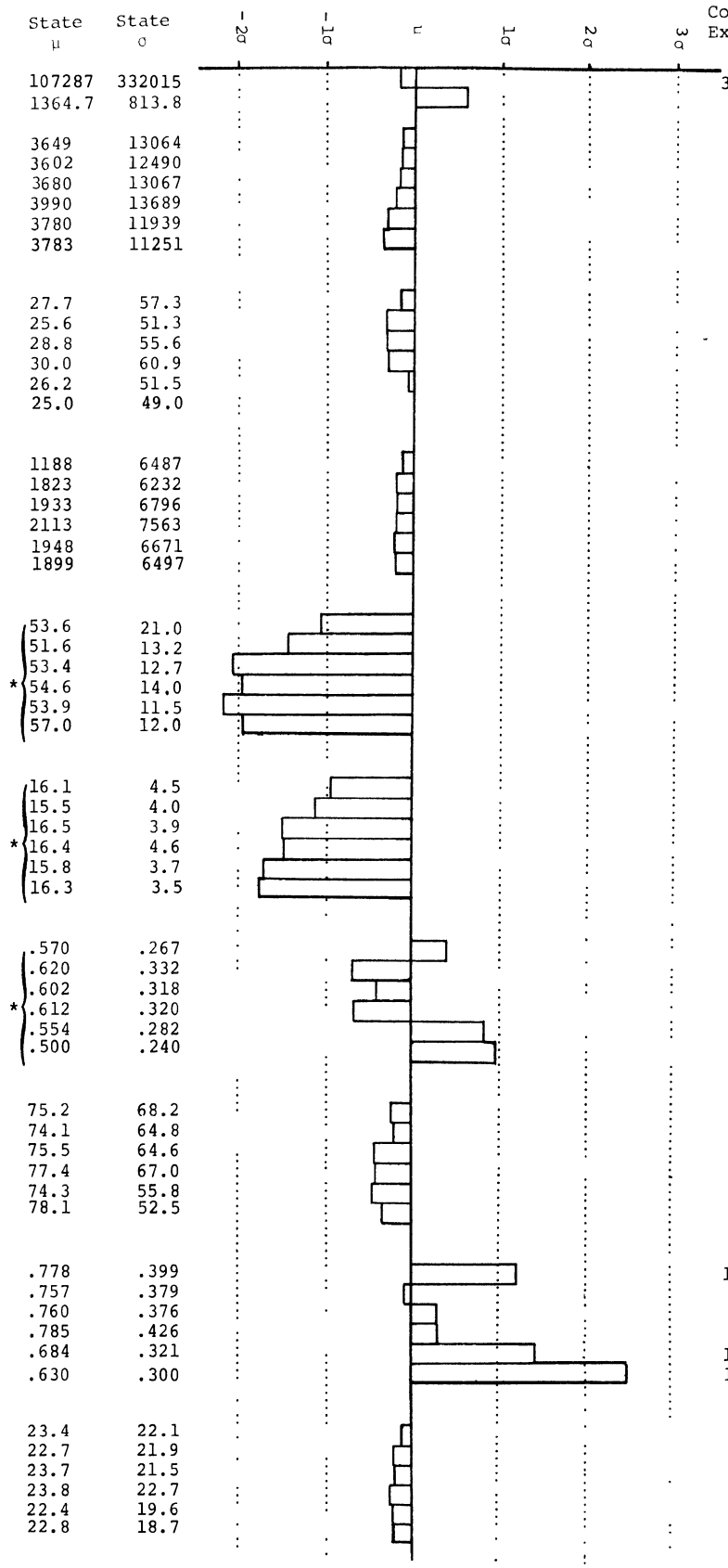
HILLSDALE

State μ	State σ		County Experience
107287	332015		34233 Population 1970
1364.7	813.8		1126 Road Miles 1968
3649	13064		880 Accidents 1966
3602	12490		1074 Accidents 1967
3680	13067		1093 Accidents 1968
3990	13689		1183 Accidents 1969
3780	11939		1156 Accidents 1970
3783	11251		1213 Accidents 1971
			Accidents 1972
27.7	57.3		19 Fatalities 1966
25.6	51.3		10 Fatalities 1967
28.8	55.6		7 Fatalities 1968
30.0	60.9		9 Fatalities 1969
26.2	51.5		7 Fatalities 1970
25.0	49.0		10 Fatalities 1971
			Fatalities 1972
1188	6487		349 Injuries 1966
1823	6232		387 Injuries 1967
1933	6796		320 Injuries 1968
2113	7563		425 Injuries 1969
1948	6671		361 Injuries 1970
1899	6497		319 Injuries 1971
			Injuries 1972
53.6	21.0		53.8 Acc/R.V. 1966
51.6	13.2		64.2 Acc/R.V. 1967
53.4	12.7		63.5 Acc/R.V. 1968
*54.6	14.0		69.0 Acc/R.V. 1969
53.9	11.5		65.7 Acc/R.V. 1970
57.0	12.0		66.4 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		13.4 I.A./R.V. 1966
15.5	4.0		13.9 I.A./R.V. 1967
16.5	3.9		13.0 I.A./R.V. 1968
*16.4	4.6		15.3 I.A./R.V. 1969
15.8	3.7		13.8 I.A./R.V. 1970
16.3	3.5		12.8 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.794 F.A./R.V. 1966
.620	.332		.478 F.A./R.V. 1967
.602	.318		.406 F.A./R.V. 1968
*.612	.320		.466 F.A./R.V. 1969
.554	.282		.341 F.A./R.V. 1970
.500	.240		.550 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		60.6 Acc/RV/RdM 1966
74.1	64.8		72.7 Acc/RV/RdM 1967
75.5	64.6		71.4 Acc/RV/RdM 1968
77.4	67.0		77.7 Acc/RV/RdM 1969
74.3	55.8		73.9 Acc/RV/RdM 1970
78.1	52.5		74.3 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.799 FA/RV/RdM 1966
.757	.379		.538 FA/RV/RdM 1967
.760	.376		.457 FA/RV/RdM 1968
.785	.426		.525 FA/RV/RdM 1969
.684	.321		.384 FA/RV/RdM 1970
.630	.300		.610 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		15.1 IA/RV/RdM 1966
22.7	21.9		15.7 IA/RV/RdM 1967
23.7	21.5		14.6 IA/RV/RdM 1968
23.8	22.7		17.2 IA/RV/RdM 1969
22.4	19.6		15.5 IA/RV/RdM 1970
22.8	18.7		14.3 IA/RV/RdM 1971
			IA/RV/RdM 1972



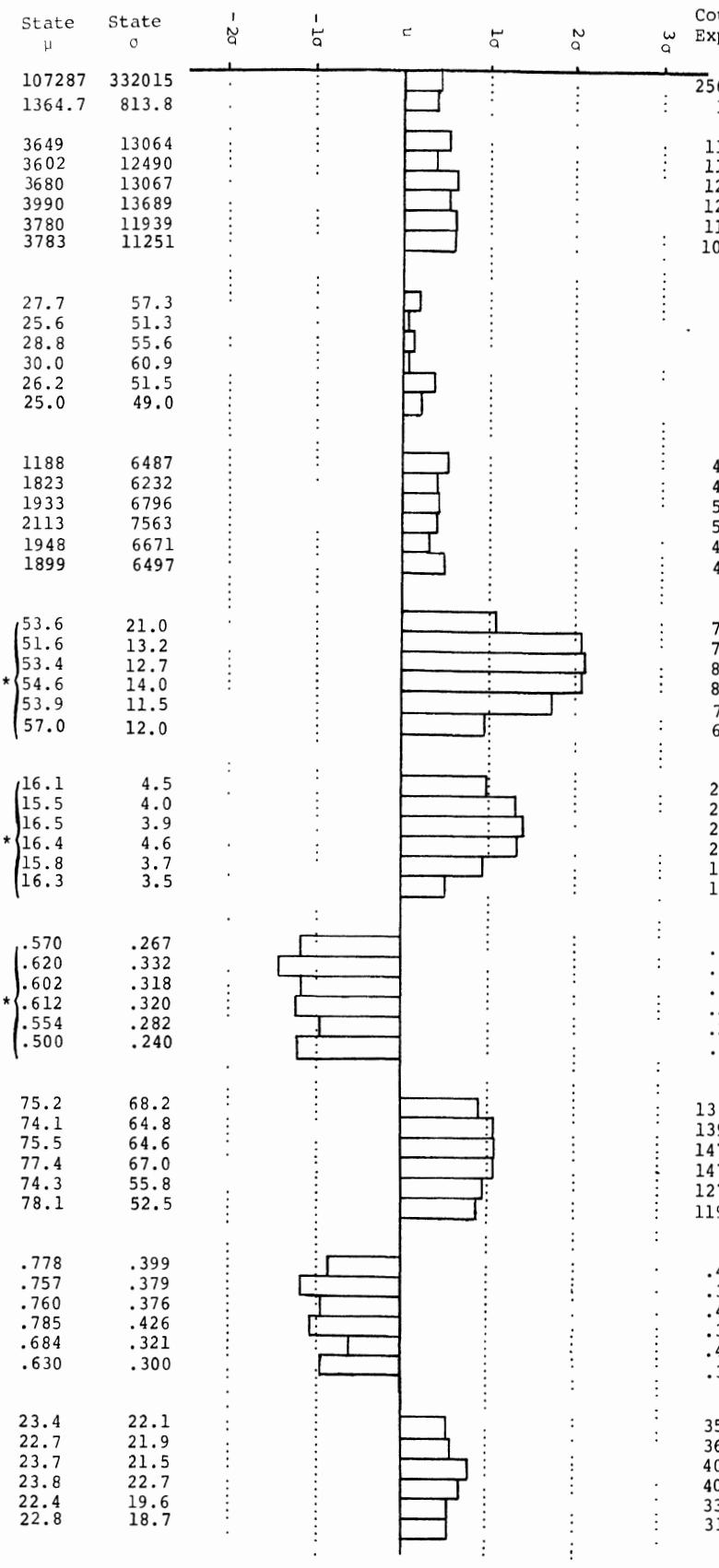
*figures represent actual value times 10^3

HOUGHTON



State μ	State σ		County Experience
107287	332015		33418 Population 1970
1364.7	813.8		1852 Road Miles 1968
3649	13064		732 Accidents 1966
3602	12490		739 Accidents 1967
3680	13067		639 Accidents 1968
3990	13689		677 Accidents 1969
3780	11939		687 Accidents 1970
3783	11251		890 Accidents 1971
			Accidents 1972
27.7	57.3		19 Fatalities 1966
25.6	51.3		11 Fatalities 1967
28.8	55.6		13 Fatalities 1968
30.0	60.9		14 Fatalities 1969
26.2	51.5		24 Fatalities 1970
25.0	49.0		24 Fatalities 1971
			Fatalities 1972
1188	6487		504 Injuries 1966
1823	6232		414 Injuries 1967
1933	6796		464 Injuries 1968
2113	7563		418 Injuries 1969
1948	6671		384 Injuries 1970
1899	6497		459 Injuries 1971
			Injuries 1972
53.6	21.0		31.6 Acc/R.V. 1966
51.6	13.2		31.7 Acc/R.V. 1967
53.4	12.7		27.0 Acc/R.V. 1968
* 54.6	14.0		27.4 Acc/R.V. 1969
53.9	11.5		27.0 Acc/R.V. 1970
57.0	12.0		33.9 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		11.7 I.A./R.V. 1966
15.5	4.0		10.0 I.A./R.V. 1967
16.5	3.9		10.9 I.A./R.V. 1968
* 16.4	4.6		9.8 I.A./R.V. 1969
15.8	3.7		9.7 I.A./R.V. 1970
16.3	3.5		10.4 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.689 F.A./R.V. 1966
.620	.332		.386 F.A./R.V. 1967
.602	.318		.464 F.A./R.V. 1968
* .612	.320		.486 F.A./R.V. 1969
.554	.282		.785 F.A./R.V. 1970
.500	.240		.720 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		58.4 Acc/RV/RdM 1966
74.1	64.8		58.7 Acc/RV/RdM 1967
75.5	64.6		49.9 Acc/RV/RdM 1968
77.4	67.0		50.8 Acc/RV/RdM 1969
74.3	55.8		49.9 Acc/RV/RdM 1970
78.1	52.5		62.9 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		1.276 FA/RV/RdM 1966
.757	.379		.715 FA/RV/RdM 1967
.760	.376		.859 FA/RV/RdM 1968
.785	.426		.901 FA/RV/RdM 1969
.684	.321		1.454 FA/RV/RdM 1970
.630	.300		1.340 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		21.7 IA/RV/RdM 1966
22.7	21.9		18.5 IA/RV/RdM 1967
23.7	21.5		20.2 IA/RV/RdM 1968
23.8	22.7		18.2 IA/RV/RdM 1969
22.4	19.6		18.0 IA/RV/RdM 1970
22.8	18.7		19.2 IA/RV/RdM 1971
			IA/RV/RdM 1972

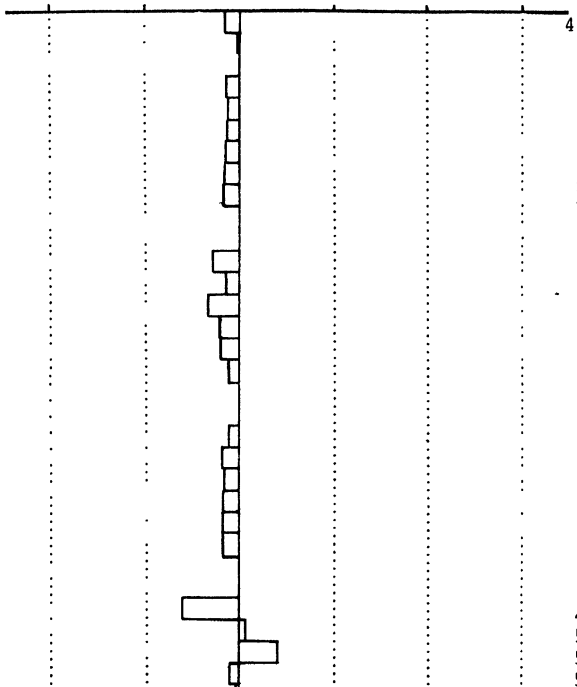
*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015	256567	Population 1970
1364.7	813.8	1757	Road Miles 1968
3649	13064	11375	Accidents 1966
3602	12490	11186	Accidents 1967
3680	13067	12204	Accidents 1968
3990	13689	12892	Accidents 1969
3780	11939	11493	Accidents 1970
3783	11251	10959	Accidents 1971
			Accidents 1972
27.7	57.3	39	Fatalities 1966
25.6	51.3	28	Fatalities 1967
28.8	55.6	35	Fatalities 1968
30.0	60.9	34	Fatalities 1969
26.2	51.5	47	Fatalities 1970
25.0	49.0	36	Fatalities 1971
			Fatalities 1972
1188	6487	4541	Injuries 1966
1823	6232	4564	Injuries 1967
1933	6796	5128	Injuries 1968
2113	7563	5300	Injuries 1969
1948	6671	4598	Injuries 1970
1899	6497	4318	Injuries 1971
			Injuries 1972
53.6	21.0	78.0	Acc/R.V. 1966
51.6	13.2	79.7	Acc/R.V. 1967
53.4	12.7	83.8	Acc/R.V. 1968
*54.6	14.0	84.1	Acc/R.V. 1969
53.9	11.5	72.8	Acc/R.V. 1970
57.0	12.0	67.2	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	20.3	I.A./R.V. 1966
15.5	4.0	20.9	I.A./R.V. 1967
16.5	3.9	23.2	I.A./R.V. 1968
*16.4	4.6	22.9	I.A./R.V. 1969
15.8	3.7	19.3	I.A./R.V. 1970
16.3	3.5	17.8	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.246	F.A./R.V. 1966
.620	.332	.178	F.A./R.V. 1967
.602	.318	.233	F.A./R.V. 1968
*.612	.320	.221	F.A./R.V. 1969
.554	.282	.278	F.A./R.V. 1970
.500	.240	.210	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	137.0	Acc/RV/RdM 1966
74.1	64.8	139.9	Acc/RV/RdM 1967
75.5	64.6	147.1	Acc/RV/RdM 1968
77.4	67.0	147.8	Acc/RV/RdM 1969
74.3	55.8	127.8	Acc/RV/RdM 1970
78.1	52.5	119.3	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.432	FA/RV/RdM 1966
.757	.379	.313	FA/RV/RdM 1967
.760	.376	.409	FA/RV/RdM 1968
.785	.426	.390	FA/RV/RdM 1969
.684	.321	.488	FA/RV/RdM 1970
.630	.300	.370	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	35.7	IA/RV/RdM 1966
22.7	21.9	36.7	IA/RV/RdM 1967
23.7	21.5	40.8	IA/RV/RdM 1968
23.8	22.7	40.2	IA/RV/RdM 1969
22.4	19.6	33.9	IA/RV/RdM 1970
22.8	18.7	31.5	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

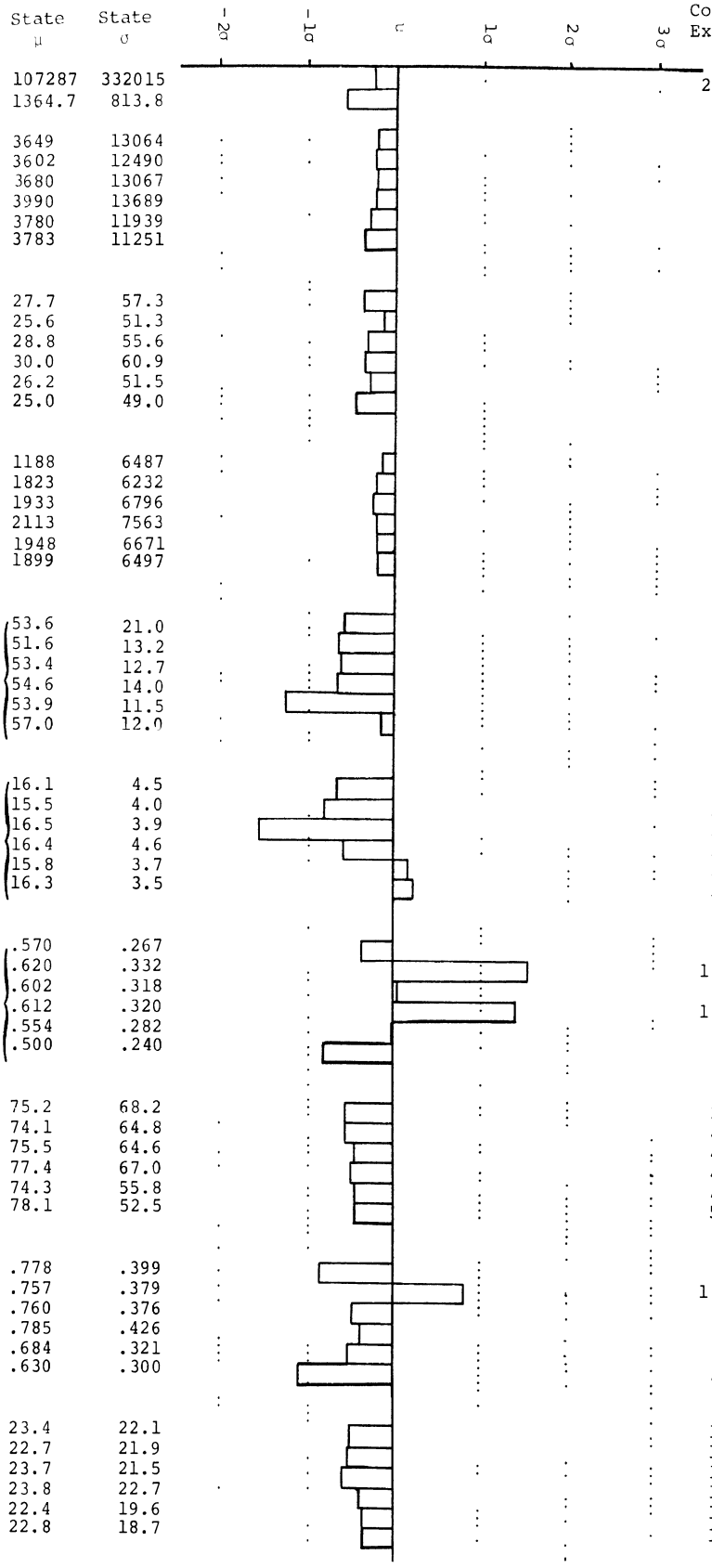
INGHAM



State μ	State σ		County Experience
107287	332015		45632 Population 1970
1364.7	813.8		1347 Road Miles 1968
3649	13064		1022 Accidents 1966
3602	12490		1327 Accidents 1967
3680	13067		1562 Accidents 1968
3990	13689		1495 Accidents 1969
3780	11939		1527 Accidents 1970
3783	11251		1607 Accidents 1971
			Accidents 1972
27.7	57.3		13 Fatalities 1966
25.6	51.3		19 Fatalities 1967
28.8	55.6		13 Fatalities 1968
30.0	60.9		16 Fatalities 1969
26.2	51.5		16 Fatalities 1970
25.0	49.0		19 Fatalities 1971
			Fatalities 1972
1188	6487		565 Injuries 1966
1823	6232		646 Injuries 1967
1933	6796		764 Injuries 1968
2113	7563		749 Injuries 1969
1948	6671		673 Injuries 1970
1899	6497		688 Injuries 1971
			Injuries 1972
53.6	21.0		40.4 Acc/R.V. 1966
51.6	13.2		52.8 Acc/R.V. 1967
53.4	12.7		59.3 Acc/R.V. 1968
* 54.6	14.0		53.1 Acc/R.V. 1969
53.9	11.5		53.1 Acc/R.V. 1970
57.0	12.0		53.7 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		13.4 I.A./R.V. 1966
15.5	4.0		14.6 I.A./R.V. 1967
16.5	3.9		18.0 I.A./R.V. 1968
* 16.4	4.6		16.3 I.A./R.V. 1969
15.8	3.7		14.8 I.A./R.V. 1970
16.3	3.5		15.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.513 F.A./R.V. 1966
.620	.332		.675 F.A./R.V. 1967
.602	.318		.493 F.A./R.V. 1968
* .612	.320		.533 F.A./R.V. 1969
.554	.282		.486 F.A./R.V. 1970
.500	.240		.500 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		54.4 Acc/RV/RdM 1966
74.1	64.8		71.0 Acc/RV/RdM 1967
75.5	64.6		79.8 Acc/RV/RdM 1968
77.4	67.0		71.6 Acc/RV/RdM 1969
74.3	55.8		71.4 Acc/RV/RdM 1970
78.1	52.5		72.4 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.691 FA/RV/RdM 1966
.757	.379		.909 FA/RV/RdM 1967
.760	.376		.664 FA/RV/RdM 1968
.785	.426		.718 FA/RV/RdM 1969
.684	.321		.655 FA/RV/RdM 1970
.630	.300		.680 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		12.4 IA/RV/RdM 1966
22.7	21.9		11.6 IA/RV/RdM 1967
23.7	21.5		10.1 IA/RV/RdM 1968
23.8	22.7		12.7 IA/RV/RdM 1969
22.4	19.6		15.4 IA/RV/RdM 1970
22.8	18.7		20.2 IA/RV/RdM 1971
			IA/RV/RdM 1972

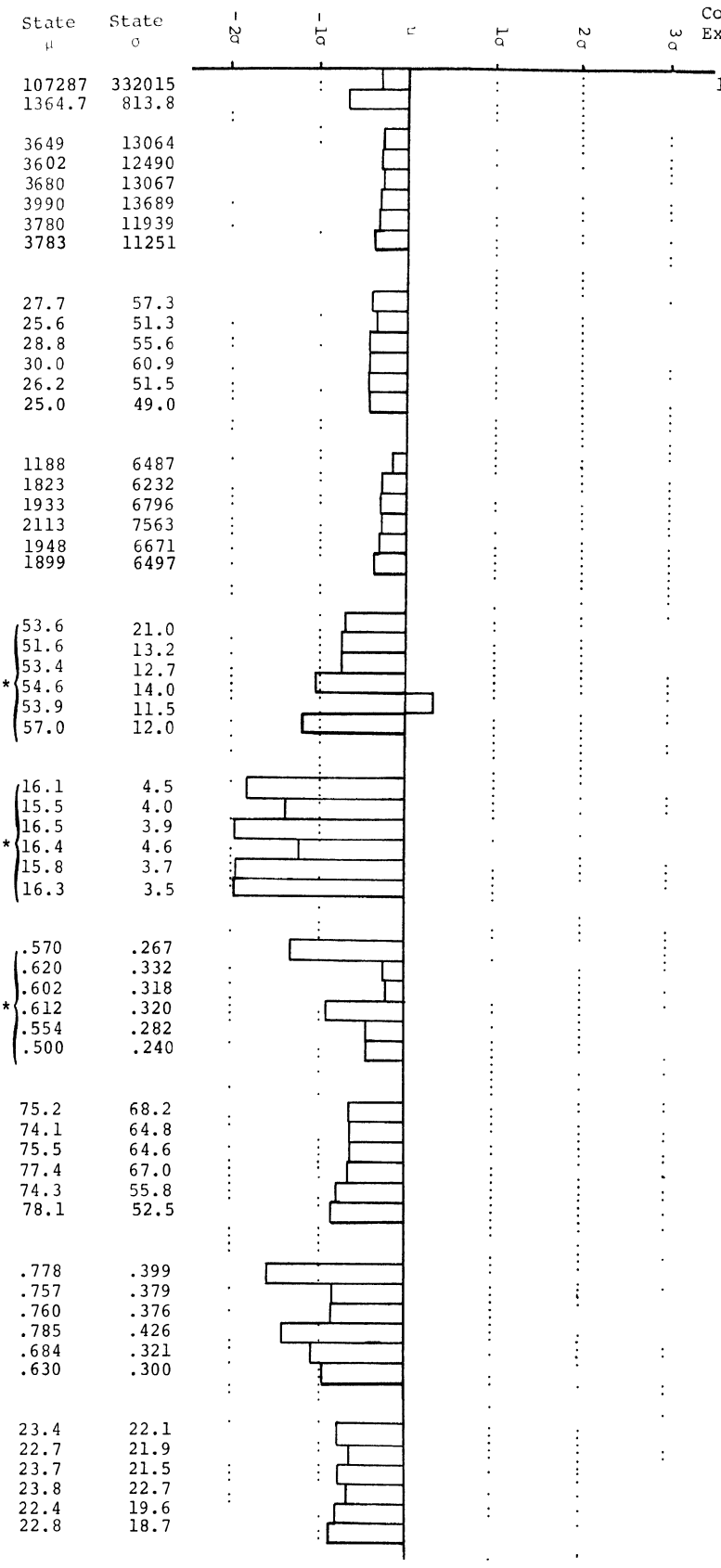
*figures represent actual value times 10^3

IONIA



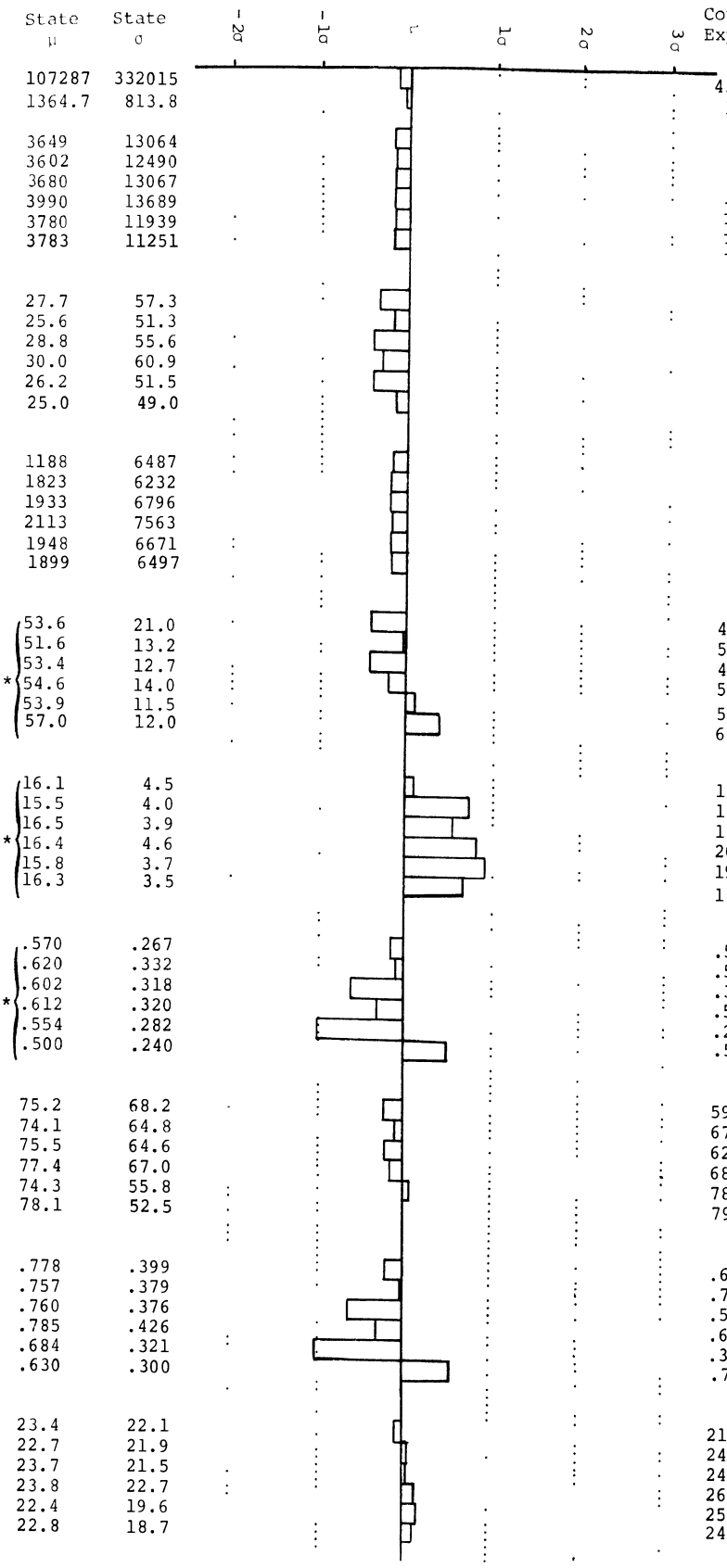
State μ	State σ		County Experience
107287	332015		24161 Population 1970
1364.7	813.8		944 Road Miles 1968
3649	13064		518 Accidents 1966
3602	12490		532 Accidents 1967
3680	13067		587 Accidents 1968
3990	13689		639 Accidents 1969
3780	11939		754 Accidents 1970
3783	11251		882 Accidents 1971
			Accidents 1972
27.7	57.3		6 Fatalities 1966
25.6	51.3		18 Fatalities 1967
28.8	55.6		12 Fatalities 1968
30.0	60.9		10 Fatalities 1969
26.2	51.5		13 Fatalities 1970
25.0	49.0		6 Fatalities 1971
			Fatalities 1972
1188	6487		266 Injuries 1966
1823	6232		274 Injuries 1967
1933	6796		234 Injuries 1968
2113	7563		323 Injuries 1969
1948	6671		376 Injuries 1970
1899	6497		398 Injuries 1971
			Injuries 1972
53.6	21.0		41.2 Acc/R.V. 1966
51.6	13.2		42.8 Acc/R.V. 1967
53.4	12.7		44.9 Acc/R.V. 1968
* 54.6	14.0		46.1 Acc/R.V. 1969
53.9	11.5		38.9 Acc/R.V. 1970
57.0	12.0		55.5 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		13.1 I.A./R.V. 1966
15.5	4.0		12.3 I.A./R.V. 1967
16.5	3.9		10.7 I.A./R.V. 1968
* 16.4	4.6		13.4 I.A./R.V. 1969
15.8	3.7		16.3 I.A./R.V. 1970
16.3	3.5		17.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.476 F.A./R.V. 1966
.620	.332		1.126 F.A./R.V. 1967
.602	.318		.611 F.A./R.V. 1968
* .612	.320		1.082 F.A./R.V. 1969
.554	.282		.552 F.A./R.V. 1970
.500	.240		.310 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		38.9 Acc/RV/RdM 1966
74.1	64.8		40.4 Acc/RV/RdM 1967
75.5	64.6		46.1 Acc/RV/RdM 1968
77.4	67.0		43.5 Acc/RV/RdM 1969
74.3	55.8		49.1 Acc/RV/RdM 1970
78.1	52.5		54.7 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.449 FA/RV/RdM 1966
.757	.379		1.063 FA/RV/RdM 1967
.760	.376		.577 FA/RV/RdM 1968
.785	.426		.545 FA/RV/RdM 1969
.684	.321		.521 FA/RV/RdM 1970
.630	.300		.310 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		12.4 IA/RV/RdM 1966
22.7	21.9		11.6 IA/RV/RdM 1967
23.7	21.5		10.1 IA/RV/RdM 1968
23.8	22.7		12.7 IA/RV/RdM 1969
22.4	19.6		15.4 IA/RV/RdM 1970
22.8	18.7		16.7 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



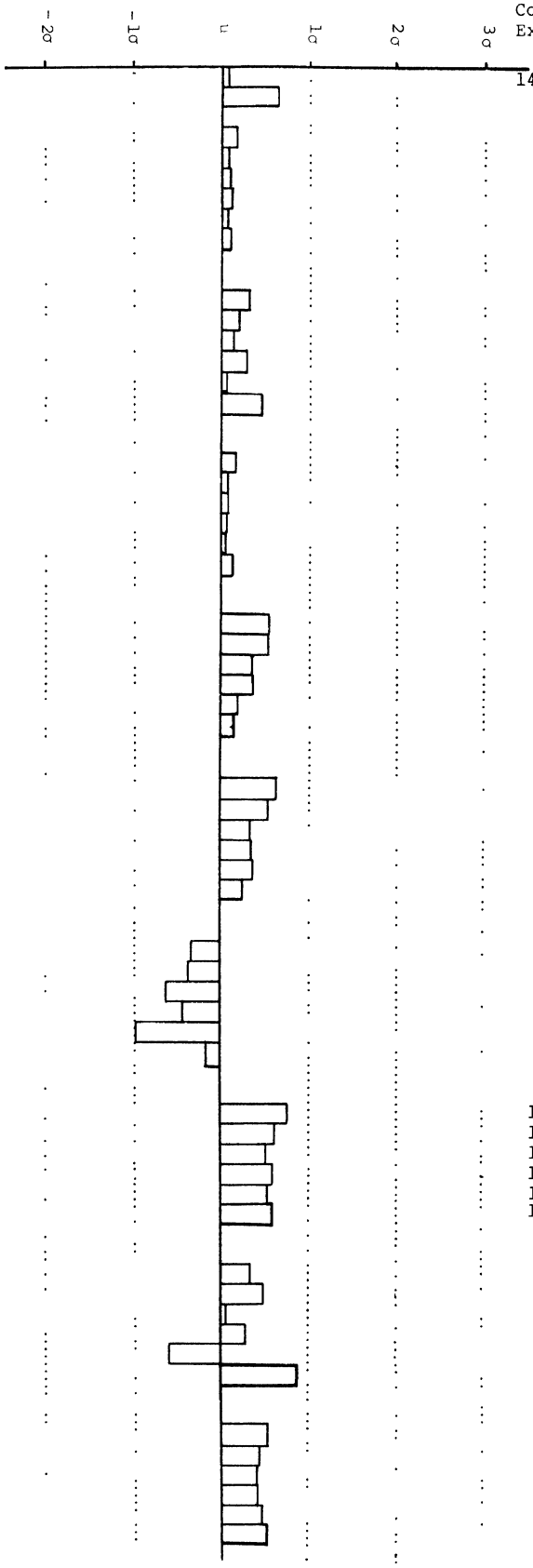
State μ	State σ		County Experience
107287	332015		13678 Population 1970
1364.7	813.8		806 Road Miles 1968
3649	13064		371 Accidents 1966
3602	12490		388 Accidents 1967
3680	13067		407 Accidents 1968
3990	13689		377 Accidents 1969
3780	11939		363 Accidents 1970
3783	11251		418 Accidents 1971
			Accidents 1972
27.7	57.3		2 Fatalities 1966
25.6	51.3		8 Fatalities 1967
28.8	55.6		5 Fatalities 1968
30.0	60.9		3 Fatalities 1969
26.2	51.5		4 Fatalities 1970
25.0	49.0		4 Fatalities 1971
			Fatalities 1972
1188	6487		117 Injuries 1966
1823	6232		157 Injuries 1967
1933	6796		132 Injuries 1968
2113	7563		153 Injuries 1969
1948	6671		106 Injuries 1970
1899	6497		128 Injuries 1971
			Injuries 1972
53.6	21.0		39.2 Acc/R.V. 1966
51.6	13.2		41.7 Acc/R.V. 1967
53.4	12.7		43.3 Acc/R.V. 1968
* 54.6	14.0		40.2 Acc/R.V. 1969
53.9	11.5		59.8 Acc/R.V. 1970
57.0	12.0		43.0 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		8.2 I.A./R.V. 1966
15.5	4.0		9.9 I.A./R.V. 1967
16.5	3.9		8.8 I.A./R.V. 1968
* 16.4	4.6		10.8 I.A./R.V. 1969
15.8	3.7		8.5 I.A./R.V. 1970
16.3	3.5		9.3 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.211 F.A./R.V. 1966
.620	.332		.537 F.A./R.V. 1967
.602	.318		.531 F.A./R.V. 1968
* .612	.320		.320 F.A./R.V. 1969
.554	.282		.429 F.A./R.V. 1970
.500	.240		.410 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		31.6 Acc/RV/RdM 1966
74.1	64.8		33.5 Acc/RV/RdM 1967
75.5	64.6		34.8 Acc/RV/RdM 1968
77.4	67.0		32.4 Acc/RV/RdM 1969
74.3	55.8		31.3 Acc/RV/RdM 1970
78.1	52.5		34.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.170 FA/RV/RdM 1966
.757	.379		.433 FA/RV/RdM 1967
.760	.376		.428 FA/RV/RdM 1968
.785	.426		.258 FA/RV/RdM 1969
.684	.321		.346 FA/RV/RdM 1970
.630	.300		.330 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		6.6 IA/RV/RdM 1966
22.7	21.9		8.0 IA/RV/RdM 1967
23.7	21.5		7.1 IA/RV/RdM 1968
23.8	22.7		8.7 IA/RV/RdM 1969
22.4	19.6		6.9 IA/RV/RdM 1970
22.8	18.7		7.5 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



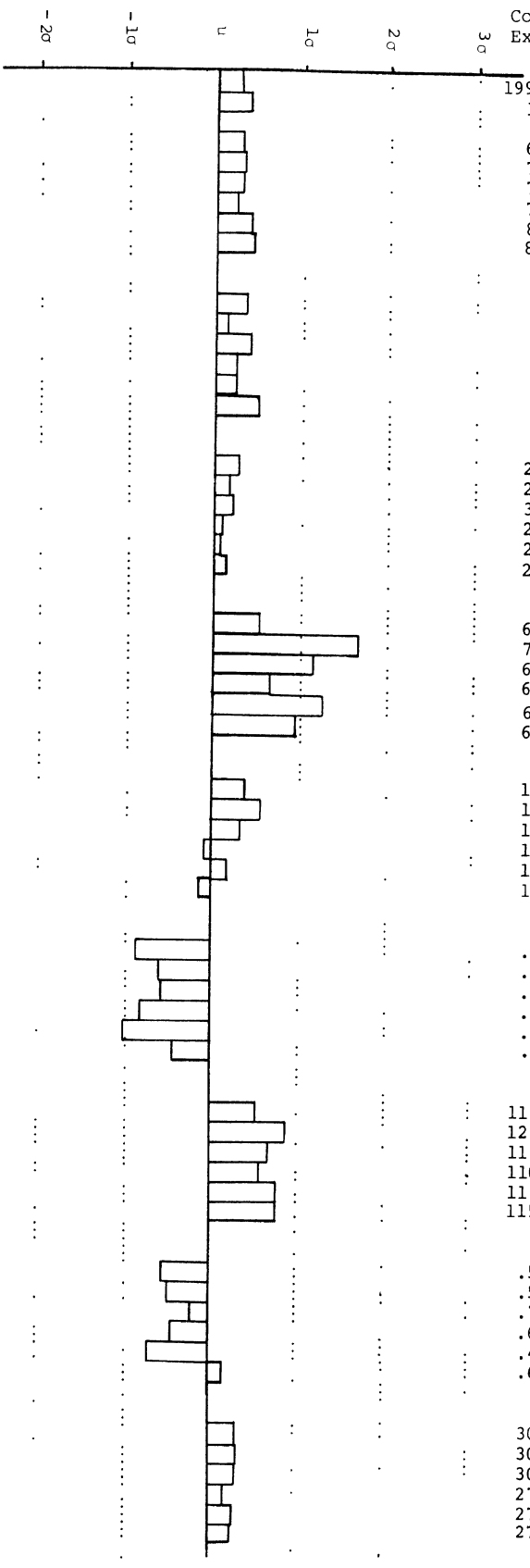
State μ	State σ		County Experience
107287	332015		43769 Population 1970
1364.7	813.8		1310 Road Miles 1968
3649	13064		871 Accidents 1966
3602	12490		985 Accidents 1967
3680	13067		950 Accidents 1968
3990	13689		1100 Accidents 1969
3780	11939		1321 Accidents 1970
3783	11251		1424 Accidents 1971
			Accidents 1972
27.7	57.3		10 Fatalities 1966
25.6	51.3		17 Fatalities 1967
28.8	55.6		8 Fatalities 1968
30.0	60.9		14 Fatalities 1969
26.2	51.5		7 Fatalities 1970
25.0	49.0		21 Fatalities 1971
			Fatalities 1972
1188	6487		522 Injuries 1966
1823	6232		617 Injuries 1967
1933	6796		632 Injuries 1968
2113	7563		761 Injuries 1969
1948	6671		693 Injuries 1970
1899	6497		703 Injuries 1971
			Injuries 1972
53.6	21.0		45.6 Acc/R.V. 1966
51.6	13.2		51.4 Acc/R.V. 1967
53.4	12.7		47.5 Acc/R.V. 1968
*54.6	14.0		52.5 Acc/R.V. 1969
53.9	11.5		56.6 Acc/R.V. 1970
57.0	12.0		60.4 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		16.5 I.A./R.V. 1966
15.5	4.0		18.5 I.A./R.V. 1967
16.5	3.9		18.7 I.A./R.V. 1968
*16.4	4.6		20.4 I.A./R.V. 1969
15.8	3.7		19.3 I.A./R.V. 1970
16.3	3.5		18.5 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.522 F.A./R.V. 1966
.620	.332		.573 F.A./R.V. 1967
.602	.318		.399 F.A./R.V. 1968
*.612	.320		.524 F.A./R.V. 1969
.554	.282		.271 F.A./R.V. 1970
.500	.240		.590 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		59.7 Acc/RV/RdM 1966
74.1	64.8		67.3 Acc/RV/RdM 1967
75.5	64.6		62.1 Acc/RV/RdM 1968
77.4	67.0		68.7 Acc/RV/RdM 1969
74.3	55.8		78.3 Acc/RV/RdM 1970
78.1	52.5		79.9 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.684 FA/RV/RdM 1966
.757	.379		.751 FA/RV/RdM 1967
.760	.376		.523 FA/RV/RdM 1968
.785	.426		.687 FA/RV/RdM 1969
.684	.321		.355 FA/RV/RdM 1970
.630	.300		.790 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		21.8 IA/RV/RdM 1966
22.7	21.9		24.2 IA/RV/RdM 1967
23.7	21.5		24.5 IA/RV/RdM 1968
23.8	22.7		26.7 IA/RV/RdM 1969
22.4	19.6		25.3 IA/RV/RdM 1970
22.8	18.7		24.5 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^{-3}



State μ	State σ		County Experience
107287	332015		142422 Population 1970
1364.7	813.8		1896 Road Miles 1968
3649	13064		5206 Accidents 1966
3602	12490		4571 Accidents 1967
3680	13067		4748 Accidents 1968
3990	13689		5099 Accidents 1969
3780	11939		4973 Accidents 1970
3783	11251		5190 Accidents 1971
			Accidents 1972
27.7	57.3		41 Fatalities 1966
25.6	51.3		41 Fatalities 1967
28.8	55.6		35 Fatalities 1968
30.0	60.9		47 Fatalities 1969
26.2	51.5		29 Fatalities 1970
25.0	49.0		45 Fatalities 1971
			Fatalities 1972
1188	6487		2309 Injuries 1966
1823	6232		2153 Injuries 1967
1933	6796		2349 Injuries 1968
2113	7563		2408 Injuries 1969
1948	6671		2323 Injuries 1970
1899	6497		2339 Injuries 1971
			Injuries 1972
53.6	21.0		66.7 Acc/R.V. 1966
51.6	13.2		58.8 Acc/R.V. 1967
53.4	12.7		58.8 Acc/R.V. 1968
* 54.6	14.0		60.3 Acc/R.V. 1969
53.9	11.5		56.6 Acc/R.V. 1970
57.0	12.0		57.6 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		19.1 I.A./R.V. 1966
15.5	4.0		17.7 I.A./R.V. 1967
16.5	3.9		17.8 I.A./R.V. 1968
* 16.4	4.6		18.2 I.A./R.V. 1969
15.8	3.7		17.2 I.A./R.V. 1970
16.3	3.5		17.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.488 F.A./R.V. 1966
.620	.332		.501 F.A./R.V. 1967
.602	.318		.421 F.A./R.V. 1968
* .612	.320		.472 F.A./R.V. 1969
.554	.282		.273 F.A./R.V. 1970
.500	.240		.470 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		126.9 Acc/RV/RdM 1966
74.1	64.8		111.4 Acc/RV/RdM 1967
75.5	64.6		111.4 Acc/RV/RdM 1968
77.4	67.0		114.3 Acc/RV/RdM 1969
74.3	55.8		107.3 Acc/RV/RdM 1970
78.1	52.5		108.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.925 FA/RV/RdM 1966
.757	.379		.950 FA/RV/RdM 1967
.760	.376		.798 FA/RV/RdM 1968
.785	.426		.897 FA/RV/RdM 1969
.684	.321		.518 FA/RV/RdM 1970
.630	.300		.880 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		36.2 IA/RV/RdM 1966
22.7	21.9		33.6 IA/RV/RdM 1967
23.7	21.5		33.8 IA/RV/RdM 1968
23.8	22.7		34.5 IA/RV/RdM 1969
22.4	19.6		32.6 IA/RV/RdM 1970
22.8	18.7		32.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



State $\bar{x}$	State σ	County Experience	
107287	332015	199287	Population 1970
1364.7	813.8	1699	Road Miles 1968
3649	13064	6968	Accidents 1966
3602	12490	7789	Accidents 1967
3680	13067	7501	Accidents 1968
3990	13689	7348	Accidents 1969
3780	11939	8089	Accidents 1970
3783	11251	8261	Accidents 1971
			Accidents 1972
27.7	57.3	47	Fatalities 1966
25.6	51.3	39	Fatalities 1967
28.8	55.6	57	Fatalities 1968
30.0	60.9	45	Fatalities 1969
26.2	51.5	39	Fatalities 1970
25.0	49.0	52	Fatalities 1971
			Fatalities 1972
1188	6487	2820	Injuries 1966
1823	6232	2750	Injuries 1967
1933	6796	3079	Injuries 1968
2113	7563	2683	Injuries 1969
1948	6671	2888	Injuries 1970
1899	6497	2844	Injuries 1971
			Injuries 1972
53.6	21.0	67.2	Acc/R.V. 1966
51.6	13.2	75.0	Acc/R.V. 1967
53.4	12.7	69.1	Acc/R.V. 1968
*54.6	14.0	65.2	Acc/R.V. 1969
53.9	11.5	69.1	Acc/R.V. 1970
57.0	12.0	67.3	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	17.8	I.A./R.V. 1966
15.5	4.0	17.8	I.A./R.V. 1967
16.5	3.9	17.8	I.A./R.V. 1968
*16.4	4.6	16.0	I.A./R.V. 1969
15.8	3.7	16.4	I.A./R.V. 1970
16.3	3.5	16.0	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.338	F.A./R.V. 1966
.620	.332	.336	F.A./R.V. 1967
.602	.318	.423	F.A./R.V. 1968
*.612	.320	.363	F.A./R.V. 1969
.554	.282	.264	F.A./R.V. 1970
.500	.240	.380	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	114.4	Acc/RV/RdM 1966
74.1	64.8	127.4	Acc/RV/RdM 1967
75.5	64.6	117.3	Acc/RV/RdM 1968
77.4	67.0	110.8	Acc/RV/RdM 1969
74.3	55.8	117.3	Acc/RV/RdM 1970
78.1	52.5	115.1	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.574	FA/RV/RdM 1966
.757	.379	.571	FA/RV/RdM 1967
.760	.376	.719	FA/RV/RdM 1968
.785	.426	.618	FA/RV/RdM 1969
.684	.321	.449	FA/RV/RdM 1970
.630	.300	.650	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	30.2	IA/RV/RdM 1966
22.7	21.9	30.2	IA/RV/RdM 1967
23.7	21.5	30.2	IA/RV/RdM 1968
23.8	22.7	27.2	IA/RV/RdM 1969
22.4	19.6	27.9	IA/RV/RdM 1970
22.8	18.7	27.5	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

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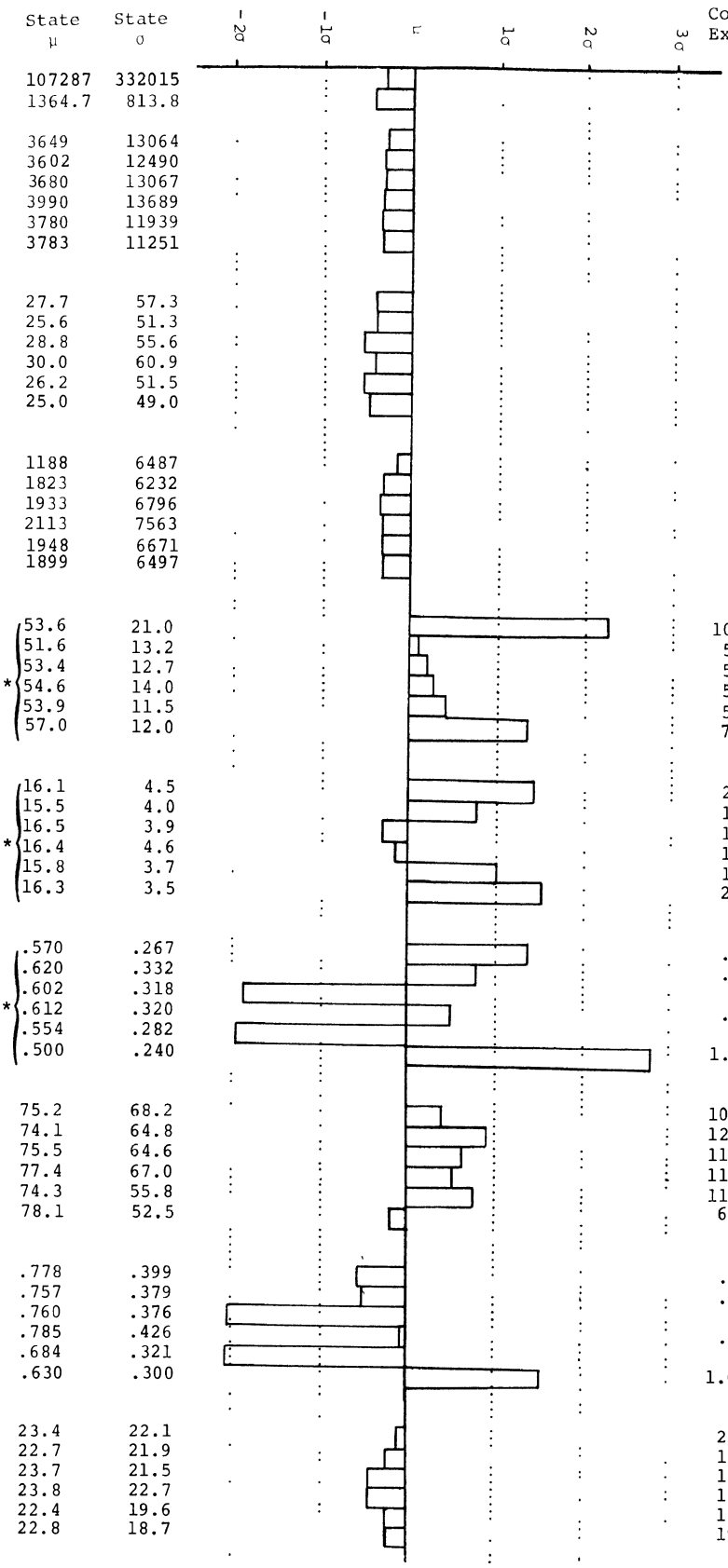
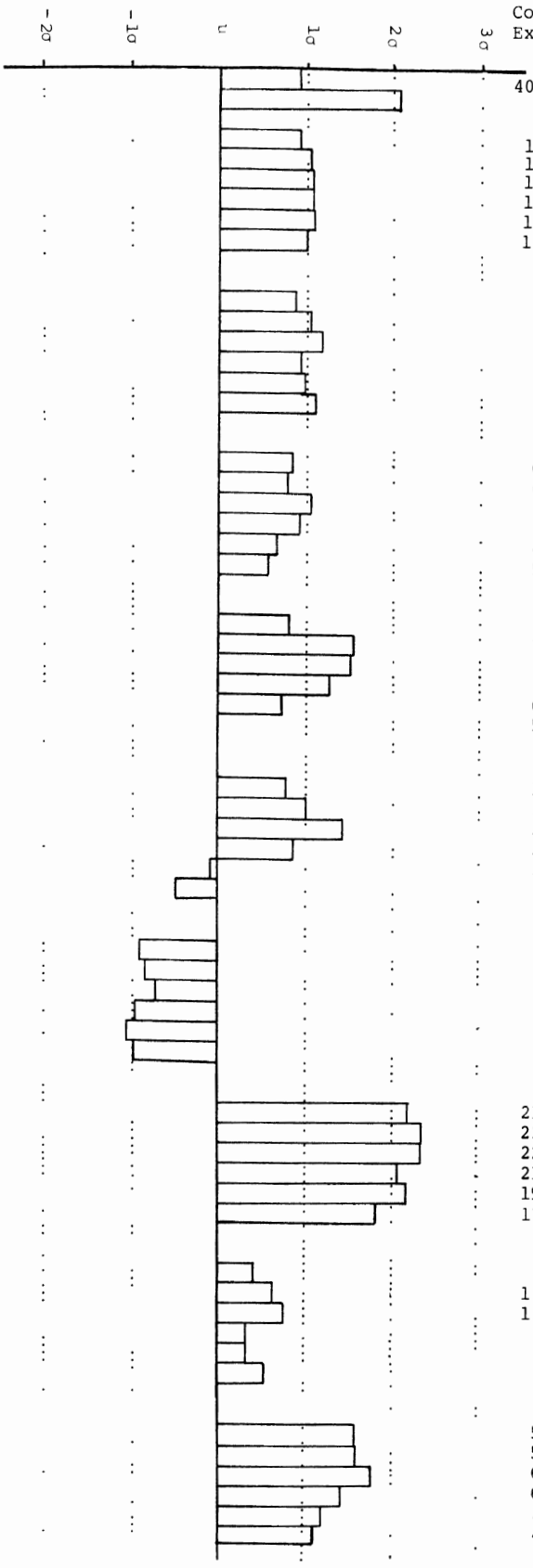


State μ	State σ		County Experience
107287	332015	5726	Population 1970
1364.7	813.8	971	Road Miles 1968
3649	13064	339	Accidents 1966
3602	12490	176	Accidents 1967
3680	13067	204	Accidents 1968
3990	13689	226	Accidents 1969
3780	11939	237	Accidents 1970
3783	11251	317	Accidents 1971
			Accidents 1972
27.7	57.3	3	Fatalities 1966
25.6	51.3	4	Fatalities 1967
28.8	55.6	0	Fatalities 1968
30.0	60.9	3	Fatalities 1969
26.2	51.5	0	Fatalities 1970
25.0	49.0	5	Fatalities 1971
			Fatalities 1972
1188	6487	113	Injuries 1966
1823	6232	137	Injuries 1967
1933	6796	89	Injuries 1968
2113	7563	100	Injuries 1969
1948	6671	125	Injuries 1970
1899	6497	173	Injuries 1971
			Injuries 1972
53.6	21.0	106.3	Acc/R.V. 1966
51.6	13.2	53.0	Acc/R.V. 1967
53.4	12.7	57.0	Acc/R.V. 1968
* 54.6	14.0	58.7	Acc/R.V. 1969
53.9	11.5	58.6	Acc/R.V. 1970
57.0	12.0	72.3	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	22.6	I.A./R.V. 1966
15.5	4.0	18.7	I.A./R.V. 1967
16.5	3.9	15.4	I.A./R.V. 1968
* 16.4	4.6	15.9	I.A./R.V. 1969
15.8	3.7	19.5	I.A./R.V. 1970
16.3	3.5	21.2	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.940	F.A./R.V. 1966
.620	.332	.903	F.A./R.V. 1967
.602	.318	0	F.A./R.V. 1968
* .612	.320	.779	F.A./R.V. 1969
.554	.282	0	F.A./R.V. 1970
.500	.240	1.140	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	103.2	Acc/RV/RdM 1966
74.1	64.8	127.4	Acc/RV/RdM 1967
75.5	64.6	117.3	Acc/RV/RdM 1968
77.4	67.0	110.8	Acc/RV/RdM 1969
74.3	55.8	117.3	Acc/RV/RdM 1970
78.1	52.5	67.3	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.574	FA/RV/RdM 1966
.757	.379	.574	FA/RV/RdM 1967
.760	.376	0	FA/RV/RdM 1968
.785	.426	.757	FA/RV/RdM 1969
.684	.321	0	FA/RV/RdM 1970
.630	.300	1.060	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	21.9	IA/RV/RdM 1966
22.7	21.9	18.2	IA/RV/RdM 1967
23.7	21.5	15.0	IA/RV/RdM 1968
23.8	22.7	15.4	IA/RV/RdM 1969
22.4	19.6	18.9	IA/RV/RdM 1970
22.8	18.7	19.7	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

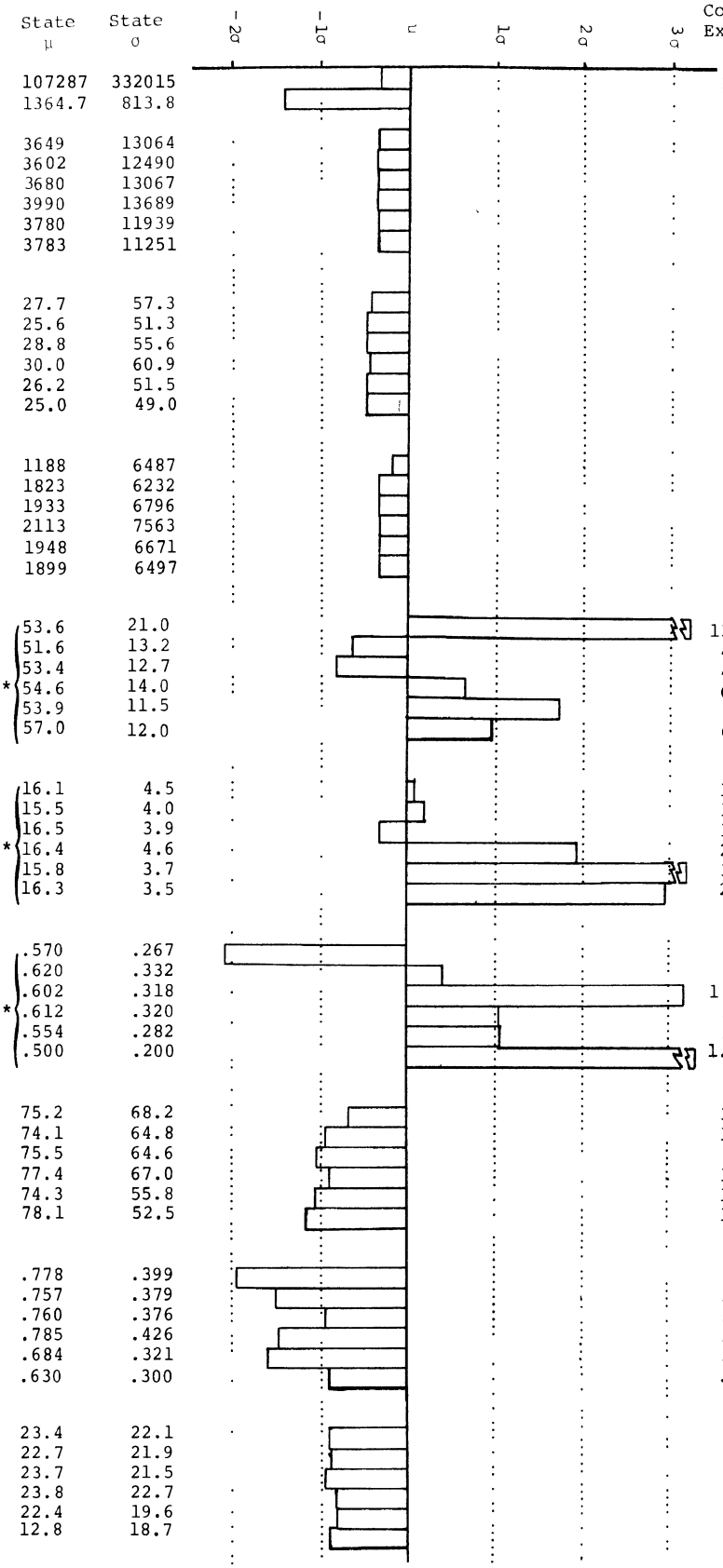
KALKASKA



State μ	State σ		County Experience
107287	332015		408234 Population 1970
1364.7	813.8		3018 Road Miles 1968
3649	13064		15958 Accidents 1966
3602	12490		16753 Accidents 1967
3680	13067		17744 Accidents 1968
3990	13689		18229 Accidents 1969
3780	11939		16733 Accidents 1970
3783	11251		15391 Accidents 1971
			Accidents 1972
27.7	57.3		80 Fatalities 1966
25.6	51.3		92 Fatalities 1967
28.8	55.6		97 Fatalities 1968
30.0	60.9		87 Fatalities 1969
26.2	51.5		77 Fatalities 1970
25.0	49.0		81 Fatalities 1971
			Fatalities 1972
1188	6487		6636 Injuries 1966
1823	6232		6928 Injuries 1967
1933	6796		8199 Injuries 1968
2113	7563		7969 Injuries 1969
1948	6671		6058 Injuries 1970
1899	6497		5848 Injuries 1971
			Injuries 1972
53.6	21.0		72.0 Acc/R.V. 1966
51.6	13.2		73.6 Acc/R.V. 1967
53.4	12.7		74.9 Acc/R.V. 1968
* 54.6	14.0		72.6 Acc/R.V. 1969
53.9	11.5		64.4 Acc/R.V. 1970
57.0	12.0		56.4 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		19.5 I.A./R.V. 1966
15.5	4.0		19.5 I.A./R.V. 1967
16.5	3.9		22.2 I.A./R.V. 1968
* 16.4	4.6		20.6 I.A./R.V. 1969
15.8	3.7		15.4 I.A./R.V. 1970
16.3	3.5		14.4 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.320 F.A./R.V. 1966
.620	.332		.333 F.A./R.V. 1967
.602	.318		.367 F.A./R.V. 1968
* .612	.320		.298 F.A./R.V. 1969
.554	.282		.258 F.A./R.V. 1970
.500	.240		.260 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		217.2 Acc/RV/RdM 1966
74.1	64.8		222.0 Acc/RV/RdM 1967
75.5	64.6		226.0 Acc/RV/RdM 1968
77.4	67.0		219.1 Acc/RV/RdM 1969
74.3	55.8		194.6 Acc/RV/RdM 1970
78.1	52.5		172.3 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.966 FA/RV/RdM 1966
.757	.379		1.005 FA/RV/RdM 1967
.760	.376		1.108 FA/RV/RdM 1968
.785	.426		.901 FA/RV/RdM 1969
.684	.321		.779 FA/RV/RdM 1970
.630	.300		.790 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		58.9 IA/RV/RdM 1966
22.7	21.9		58.9 IA/RV/RdM 1967
23.7	21.5		67.0 IA/RV/RdM 1968
23.8	22.7		62.2 IA/RV/RdM 1969
22.4	19.6		46.5 IA/RV/RdM 1970
22.8	18.7		43.9 IA/RV/RdM 1971
			IA/RV/RdM 1972

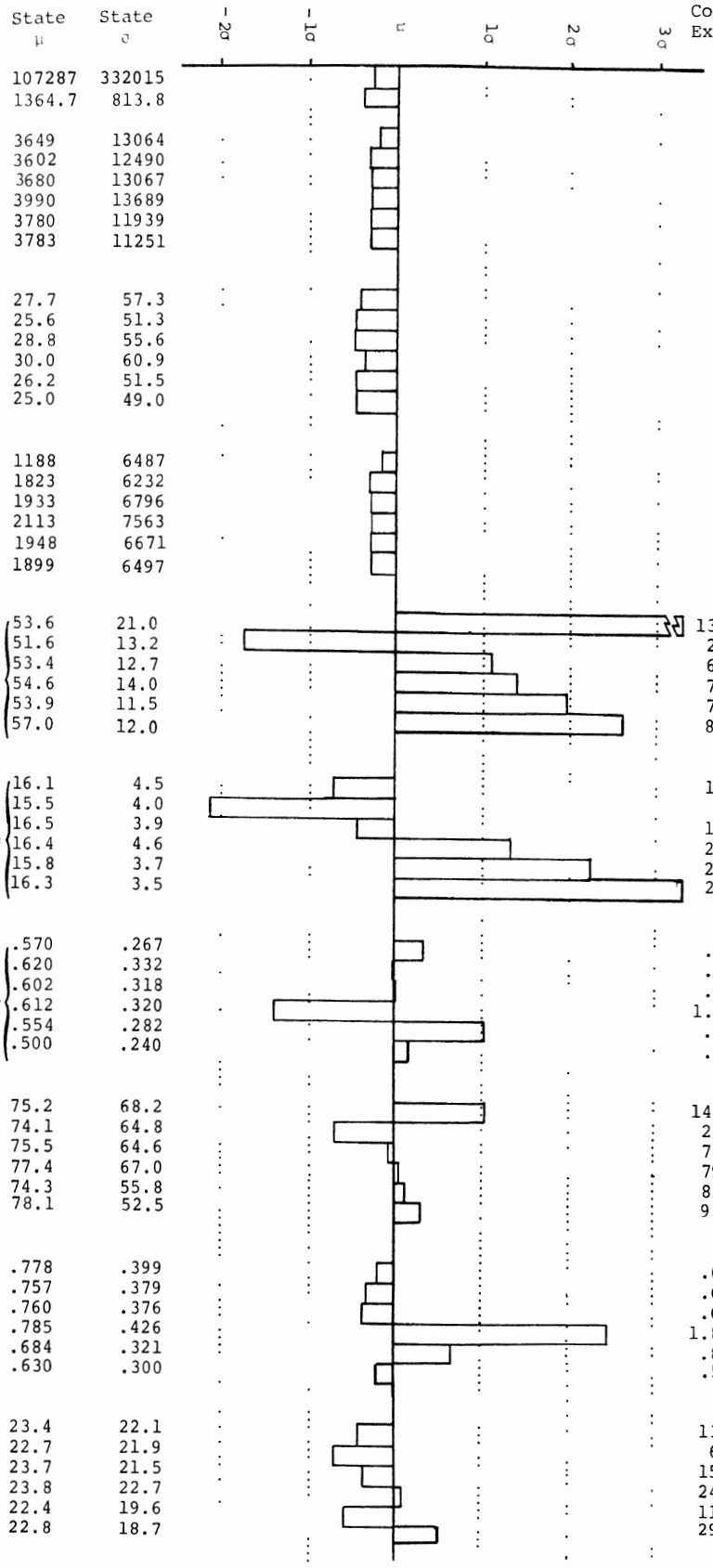
*figures represent actual value times 10^3

KENT



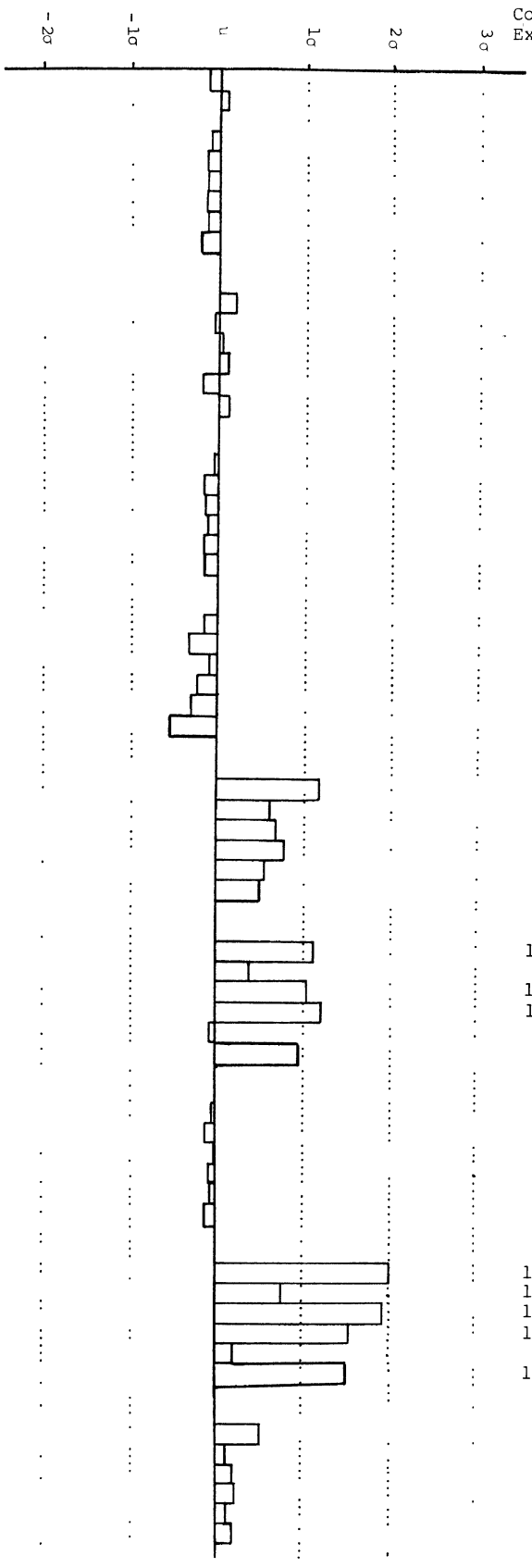
*figures represent actual value times 10^3

KEWEENAW



*figures represent actual value times 10^3

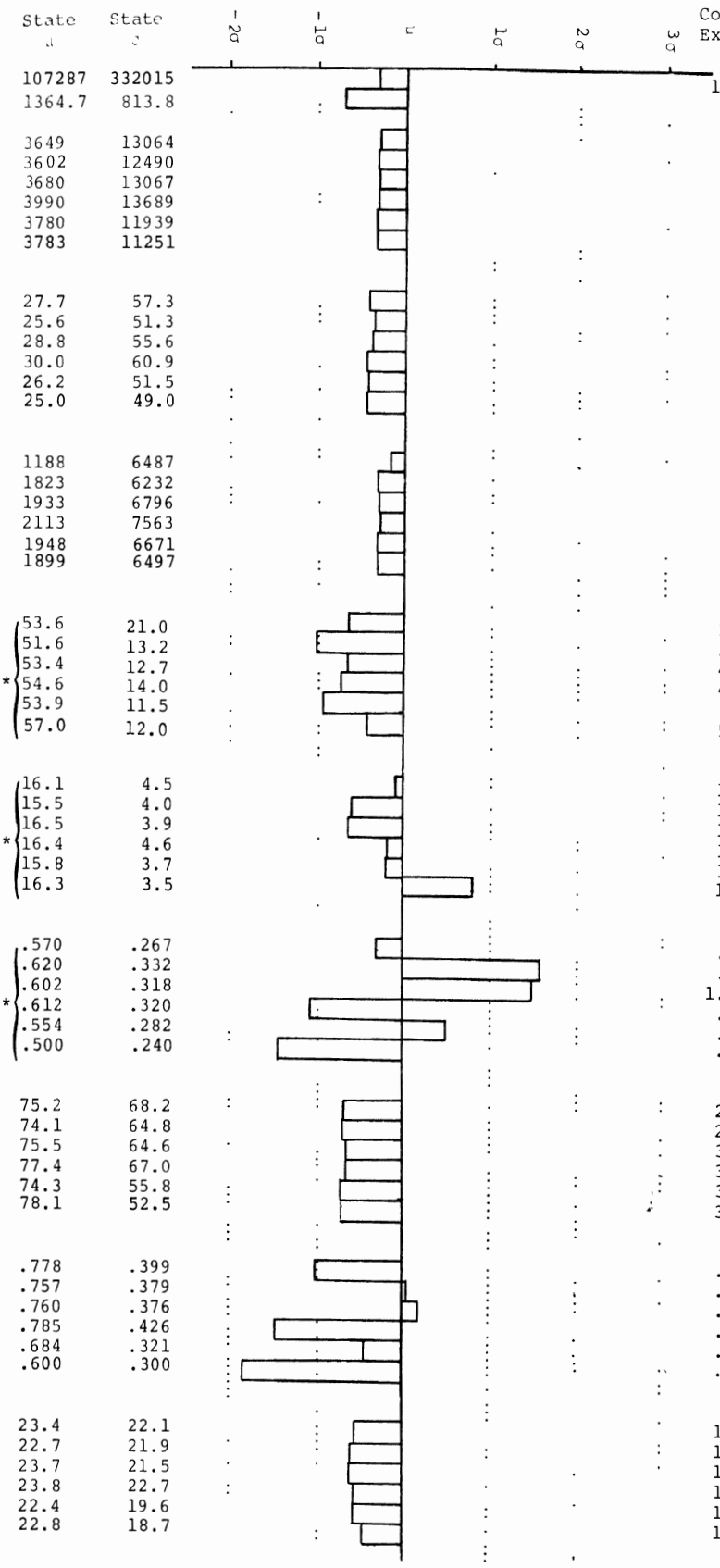
LAKE



State μ	State σ		County Experience
107287	332015		51736 Population 1970
1364.7	813.8		1441 Road Miles 1968
3649	13064		1336 Accidents 1966
3602	12490		1239 Accidents 1967
3680	13067		1440 Accidents 1968
3990	13689		1484 Accidents 1969
3780	11939		1518 Accidents 1970
3783	11251		1614 Accidents 1971
			Accidents 1972
27.7	57.3		38 Fatalities 1966
25.6	51.3		23 Fatalities 1967
28.8	55.6		30 Fatalities 1968
30.0	60.9		36 Fatalities 1969
26.2	51.5		19 Fatalities 1970
25.0	49.0		29 Fatalities 1971
			Fatalities 1972
1188	6487		986 Injuries 1966
1823	6232		803 Injuries 1967
1933	6796		903 Injuries 1968
2113	7563		1012 Injuries 1969
1948	6671		960 Injuries 1970
1899	6497		929 Injuries 1971
			Injuries 1972
53.6	21.0		51.4 Acc/R.V. 1966
51.6	13.2		47.4 Acc/R.V. 1967
53.4	12.7		52.4 Acc/R.V. 1968
* 54.6	14.0		51.8 Acc/R.V. 1969
53.9	11.5		49.6 Acc/R.V. 1970
57.0	12.9		50.3 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		21.5 I.A./R.V. 1966
15.5	4.0		18.0 I.A./R.V. 1967
16.5	3.9		19.2 I.A./R.V. 1968
* 16.4	4.6		20.2 I.A./R.V. 1969
15.8	3.7		17.9 I.A./R.V. 1970
16.3	3.5		17.8 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		1.077 F.A./R.V. 1966
.620	.332		.727 F.A./R.V. 1967
.602	.318		1.018 F.A./R.V. 1968
* .612	.320		1.011 F.A./R.V. 1969
.554	.282		.522 F.A./R.V. 1970
.500	.240		.720 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		74.1 Acc/RV/RdM 1966
74.1	64.8		68.3 Acc/RV/RdM 1967
75.5	64.6		75.4 Acc/RV/RdM 1968
77.4	67.0		74.6 Acc/RV/RdM 1969
74.3	55.8		71.4 Acc/RV/RdM 1970
78.1	52.5		72.8 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		1.552 FA/RV/RdM 1966
.757	.379		1.047 FA/RV/RdM 1967
.760	.376		1.467 FA/RV/RdM 1968
.785	.426		1.457 FA/RV/RdM 1969
.684	.321		.752 FA/RV/RdM 1970
.630	.300		1.040 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		31.0 IA/RV/RdM 1966
22.7	21.9		25.9 IA/RV/RdM 1967
23.7	21.5		27.7 IA/RV/RdM 1968
23.8	22.7		29.1 IA/RV/RdM 1969
22.4	19.6		25.8 IA/RV/RdM 1970
22.8	18.7		25.7 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

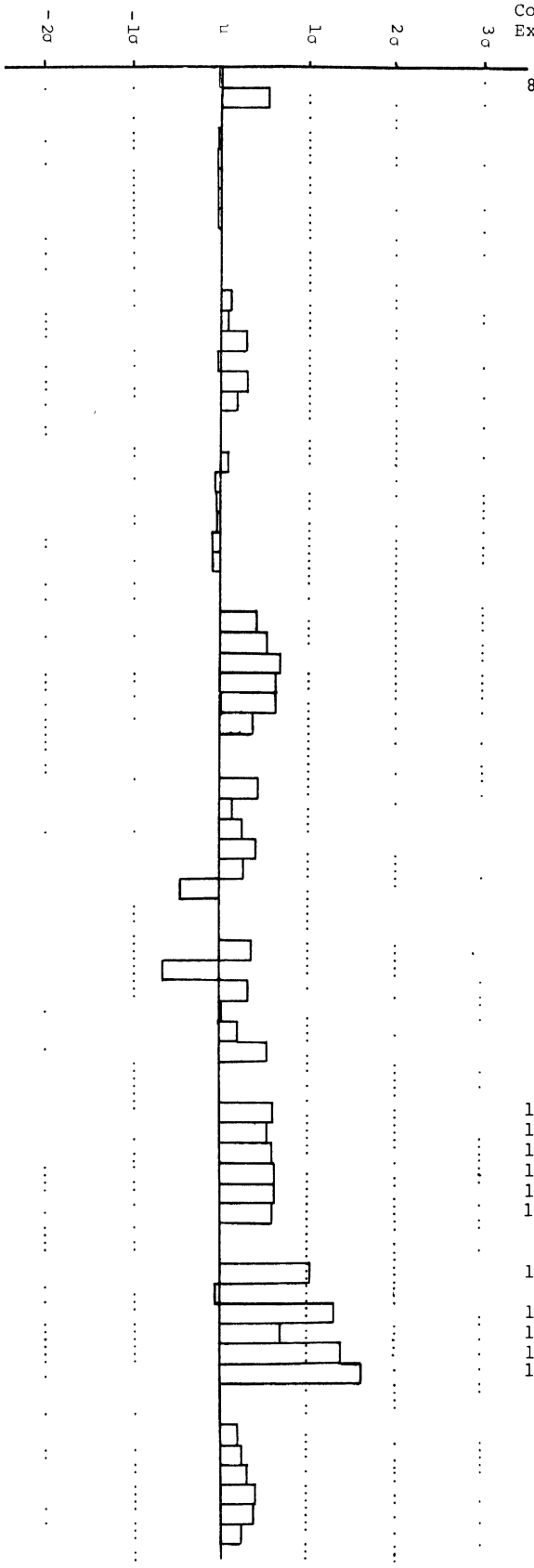
LAPEER



State	State		County Experience
107287	332015		10586 Population 1970
1364.7	813.8		764 Road Miles 1968
3649	13064		233 Accidents 1966
3602	12490		225 Accidents 1967
3680	13067		286 Accidents 1968
3990	13689		320 Accidents 1969
3780	11939		308 Accidents 1970
3783	11251		387 Accidents 1971
			Accidents 1972
27.7	57.3		3 Fatalities 1966
25.6	51.3		7 Fatalities 1967
28.8	55.6		7 Fatalities 1968
30.0	60.9		3 Fatalities 1969
26.2	51.5		5 Fatalities 1970
25.0	49.0		1 Fatalities 1971
			Fatalities 1972
1188	6487		162 Injuries 1966
1823	6232		129 Injuries 1967
1933	6796		134 Injuries 1968
2113	7563		189 Injuries 1969
1948	6671		160 Injuries 1970
1899	6497		217 Injuries 1971
			Injuries 1972
53.6	21.0		38.3 Acc/R.V. 1966
51.6	13.2		37.4 Acc/R.V. 1967
53.4	12.7		44.1 Acc/R.V. 1968
*54.6	14.0		44.8 Acc/R.V. 1969
53.9	11.5		42.8 Acc/R.V. 1970
57.0	12.0		51.9 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		15.8 I.A./R.V. 1966
15.5	4.0		13.1 I.A./R.V. 1967
16.5	3.9		13.9 I.A./R.V. 1968
*16.4	4.6		15.5 I.A./R.V. 1969
15.8	3.7		14.9 I.A./R.V. 1970
16.3	3.5		18.7 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.493 F.A./R.V. 1966
.620	.332		.997 F.A./R.V. 1967
.602	.318		1.078 F.A./R.V. 1968
*.612	.320		.279 F.A./R.V. 1969
.554	.282		.695 F.A./R.V. 1970
.500	.240		.130 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		29.3 Acc/RV/RdM 1966
74.1	64.8		28.5 Acc/RV/RdM 1967
75.5	64.6		33.6 Acc/RV/RdM 1968
77.4	67.0		34.2 Acc/RV/RdM 1969
74.3	55.8		32.7 Acc/RV/RdM 1970
78.1	52.5		39.1 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.377 FA/RV/RdM 1966
.757	.379		.762 FA/RV/RdM 1967
.760	.376		.824 FA/RV/RdM 1968
.785	.426		.214 FA/RV/RdM 1969
.684	.321		.531 FA/RV/RdM 1970
.600	.300		.100 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		12.1 IA/RV/RdM 1966
22.7	21.9		10.0 IA/RV/RdM 1967
23.7	21.5		10.6 IA/RV/RdM 1968
23.8	22.7		11.8 IA/RV/RdM 1969
22.4	19.6		11.4 IA/RV/RdM 1970
22.8	18.7		14.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

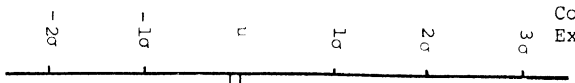
LEELANAU



State μ	State σ		County Experience
107287	332015		80220 Population 1970
1364.7	813.8		1814 Road Miles 1968
3649	13064		3158 Accidents 1966
3602	12490		2910 Accidents 1967
3680	13067		3200 Accidents 1968
3990	13689		3369 Accidents 1969
3780	11939		3293 Accidents 1970
3783	11251		3375 Accidents 1971
			Accidents 1972
27.7	57.3		35 Fatalities 1966
25.6	51.3		29 Fatalities 1967
28.8	55.6		44 Fatalities 1968
30.0	60.9		27 Fatalities 1969
26.2	51.5		43 Fatalities 1970
25.0	49.0		37 Fatalities 1971
			Fatalities 1972
1188	6487		1487 Injuries 1966
1823	6232		1269 Injuries 1967
1933	6796		1450 Injuries 1968
2113	7563		1588 Injuries 1969
1948	6671		1412 Injuries 1970
1899	6497		1291 Injuries 1971
			Injuries 1972
53.6	21.0		64.3 Acc/R.V. 1966
51.6	13.2		59.9 Acc/R.V. 1967
53.4	12.7		63.4 Acc/R.V. 1968
* 54.6	14.0		64.0 Acc/R.V. 1969
53.9	11.5		61.4 Acc/R.V. 1970
57.0	12.0		60.9 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		18.2 I.A./R.V. 1966
15.5	4.0		16.0 I.A./R.V. 1967
16.5	3.9		17.5 I.A./R.V. 1968
* 16.4	4.6		18.5 I.A./R.V. 1969
15.8	3.7		16.7 I.A./R.V. 1970
16.3	3.5		15.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.651 F.A./R.V. 1966
.620	.332		.411 F.A./R.V. 1967
.602	.318		.693 F.A./R.V. 1968
* .612	.320		.608 F.A./R.V. 1969
.554	.282		.615 F.A./R.V. 1970
.500	.240		.610 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		116.6 Acc/RV/RdM 1966
74.1	64.8		108.6 Acc/RV/RdM 1967
75.5	64.6		114.9 Acc/RV/RdM 1968
77.4	67.0		116.1 Acc/RV/RdM 1969
74.3	55.8		111.3 Acc/RV/RdM 1970
78.1	52.5		111.1 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		1.181 FA/RV/RdM 1966
.757	.379		.746 FA/RV/RdM 1967
.760	.376		1.257 FA/RV/RdM 1968
.785	.426		1.102 FA/RV/RdM 1969
.684	.321		1.116 FA/RV/RdM 1970
.630	.300		1.120 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		27.0 IA/RV/RdM 1966
22.7	21.9		29.0 IA/RV/RdM 1967
23.7	21.5		31.8 IA/RV/RdM 1968
23.8	22.7		33.6 IA/RV/RdM 1969
22.4	19.6		30.3 IA/RV/RdM 1970
22.8	18.7		27.4 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

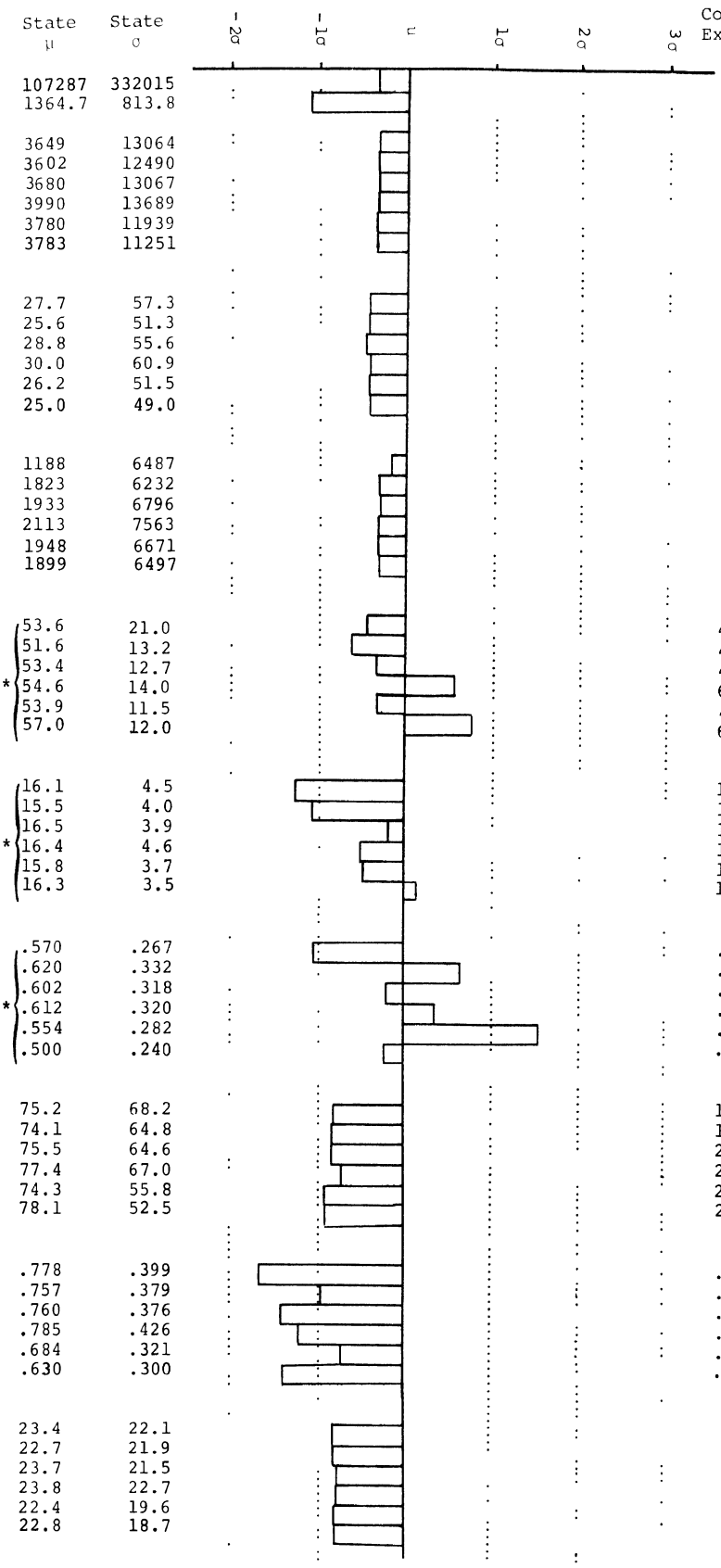
LENAWEE



State μ	State σ		County Experience
107287	332015		58666 Population 1970
1364.7	813.8		1349 Road Miles 1968
3649	13064		1472 Accidents 1966
3602	12490		1524 Accidents 1967
3680	13067		1654 Accidents 1968
3990	13689		1929 Accidents 1969
3780	11939		1961 Accidents 1970
3783	11251		2019 Accidents 1971
			Accidents 1972
27.7	57.3		32 Fatalities 1966
25.6	51.3		22 Fatalities 1967
28.8	55.6		25 Fatalities 1968
30.0	60.9		35 Fatalities 1969
26.2	51.5		25 Fatalities 1970
25.0	49.0		28 Fatalities 1971
			Fatalities 1972
1188	6487		893 Injuries 1966
1823	6232		980 Injuries 1967
1933	6796		997 Injuries 1968
2113	7563		1217 Injuries 1969
1948	6671		1098 Injuries 1970
1899	6497		1001 Injuries 1971
			Injuries 1972
53.6	21.0		55.8 Acc/R.V. 1966
51.6	13.2		55.7 Acc/R.V. 1967
53.4	12.7		56.8 Acc/R.V. 1968
*54.6	14.0		62.3 Acc/R.V. 1969
53.9	11.5		58.4 Acc/R.V. 1970
57.0	12.0		55.7 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		20.0 I.A./R.V. 1966
15.5	4.0		21.5 I.A./R.V. 1967
16.5	3.9		21.9 I.A./R.V. 1968
*16.4	4.6		23.2 I.A./R.V. 1969
15.8	3.7		20.8 I.A./R.V. 1970
16.3	3.5		16.8 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		1.062 F.A./R.V. 1966
.620	.332		.584 F.A./R.V. 1967
.602	.318		.686 F.A./R.V. 1968
*.612	.320		.969 F.A./R.V. 1969
.554	.282		.595 F.A./R.V. 1970
.500	.240		.690 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		75.3 Acc/RV/RdM 1966
74.1	64.8		75.1 Acc/RV/RdM 1967
75.5	64.6		76.6 Acc/RV/RdM 1968
77.4	67.0		84.1 Acc/RV/RdM 1969
74.3	55.8		78.7 Acc/RV/RdM 1970
78.1	52.5		74.1 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		1.433 FA/RV/RdM 1966
.757	.379		.788 FA/RV/RdM 1967
.760	.376		.925 FA/RV/RdM 1968
.785	.426		1.307 FA/RV/RdM 1969
.684	.321		.803 FA/RV/RdM 1970
.630	.300		.920 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		27.0 IA/RV/RdM 1966
22.7	21.9		29.0 IA/RV/RdM 1967
23.7	21.5		29.5 IA/RV/RdM 1968
23.8	22.7		31.3 IA/RV/RdM 1969
22.4	19.6		28.1 IA/RV/RdM 1970
22.8	18.7		22.4 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

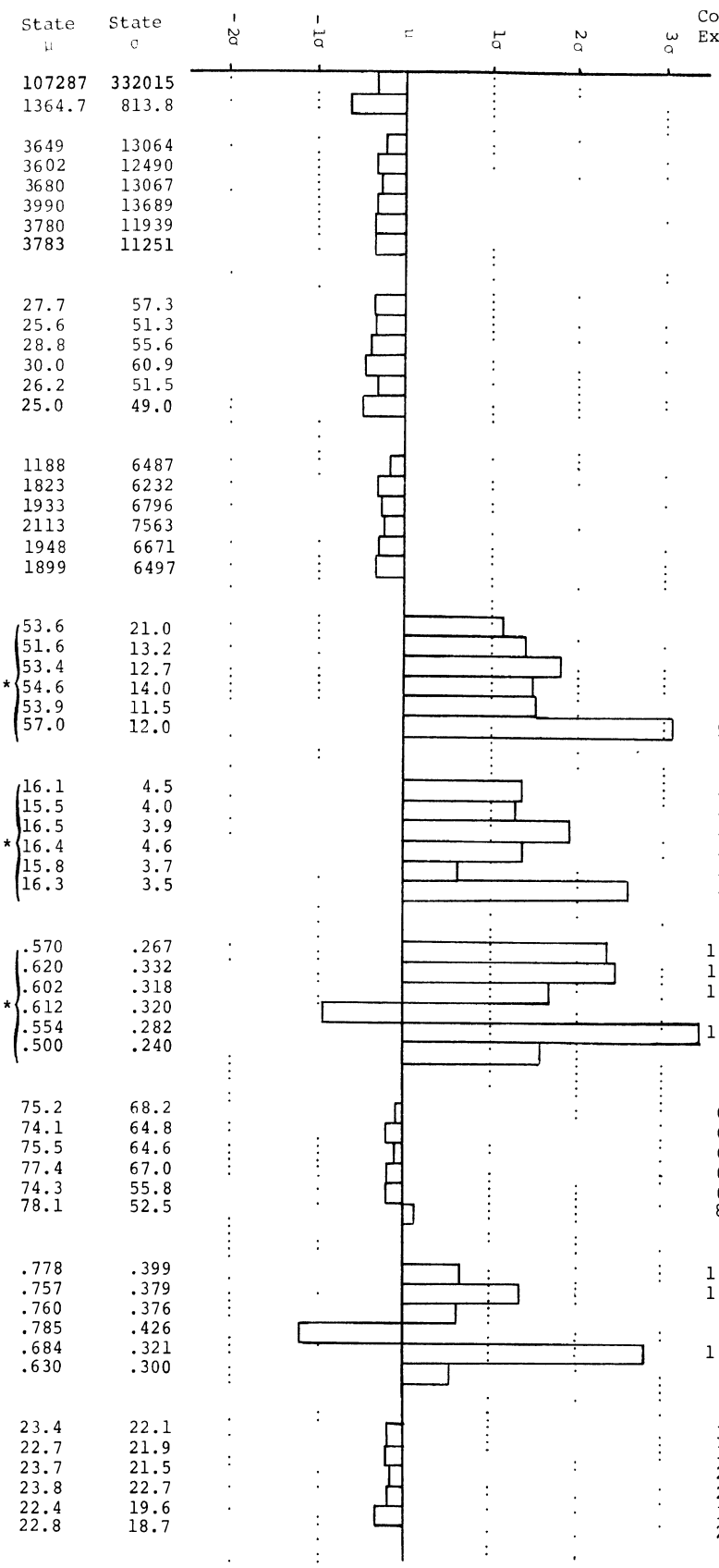
LIVINGSTON



State μ	State σ		County Experience
107287	332015	6693	Population 1970
1364.7	813.8	447	Road Miles 1968
3649	13064	153	Accidents 1966
3602	12490	152	Accidents 1967
3680	13067	183	Accidents 1968
3990	13689	254	Accidents 1969
3780	11939	197	Accidents 1970
3783	11251	288	Accidents 1971
			Accidents 1972
27.7	57.3	1	Fatalities 1966
25.6	51.3	3	Fatalities 1967
28.8	55.6	2	Fatalities 1968
30.0	60.9	3	Fatalities 1969
26.2	51.5	4	Fatalities 1970
25.0	49.0	7	Fatalities 1971
			Fatalities 1972
1188	6487	65	Injuries 1966
1823	6232	64	Injuries 1967
1933	6796	113	Injuries 1968
2113	7563	85	Injuries 1969
1948	6671	87	Injuries 1970
1899	6497	122	Injuries 1971
			Injuries 1972
53.6	21.0	43.5	Acc/R.V. 1966
51.6	13.2	43.0	Acc/R.V. 1967
53.4	12.7	48.7	Acc/R.V. 1968
* 54.6	14.0	62.4	Acc/R.V. 1969
53.9	11.5	49.2	Acc/R.V. 1970
57.0	12.0	66.2	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	10.5	I.A./R.V. 1966
15.5	4.0	11.3	I.A./R.V. 1967
16.5	3.9	15.7	I.A./R.V. 1968
* 16.4	4.6	14.0	I.A./R.V. 1969
15.8	3.7	14.2	I.A./R.V. 1970
16.3	3.5	16.5	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.284	F.A./R.V. 1966
.620	.332	.847	F.A./R.V. 1967
.602	.318	.532	F.A./R.V. 1968
* .612	.320	.736	F.A./R.V. 1969
.554	.282	.998	F.A./R.V. 1970
.500	.240	.460	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	19.4	Acc/RV/RdM 1966
74.1	64.8	19.1	Acc/RV/RdM 1967
75.5	64.6	21.7	Acc/RV/RdM 1968
77.4	67.0	27.9	Acc/RV/RdM 1969
74.3	55.8	21.9	Acc/RV/RdM 1970
78.1	52.5	29.8	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.127	FA/RV/RdM 1966
.757	.379	.379	FA/RV/RdM 1967
.760	.376	.238	FA/RV/RdM 1968
.785	.426	.329	FA/RV/RdM 1969
.684	.321	.446	FA/RV/RdM 1970
.630	.300	.210	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	4.7	IA/RV/RdM 1966
22.7	21.9	5.1	IA/RV/RdM 1967
23.7	21.5	7.0	IA/RV/RdM 1968
23.8	22.7	6.3	IA/RV/RdM 1969
22.4	19.6	6.4	IA/RV/RdM 1970
22.8	18.7	7.4	IA/RV/RdM 1971
			IA/RV/RdM 1972

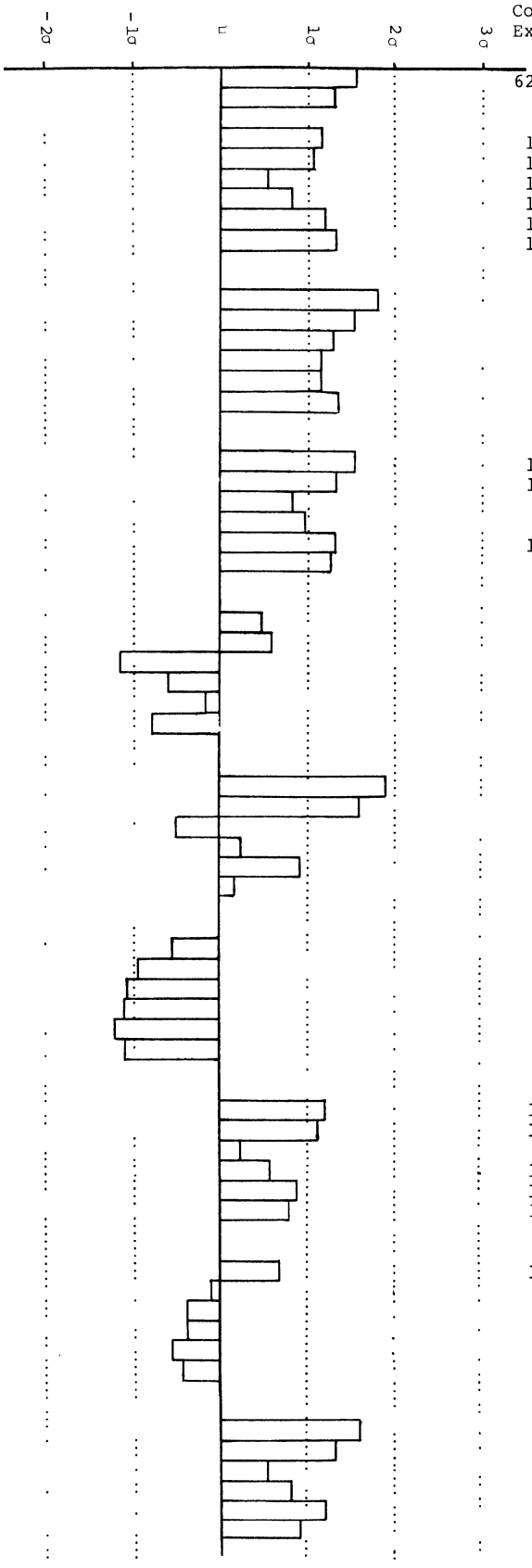
*figures represent actual value times 10^3

LUCE



State μ	State σ		County Experience
107287	332015		9501 Population 1970
1364.7	813.8		876 Road Miles 1968
3649	13064		401 Accidents 1966
3602	12490		350 Accidents 1967
3680	13067		411 Accidents 1968
3990	13689		407 Accidents 1969
3780	11939		417 Accidents 1970
3783	11251		545 Accidents 1971
			Accidents 1972
27.7	57.3		8 Fatalities 1966
25.6	51.3		9 Fatalities 1967
28.8	55.6		8 Fatalities 1968
30.0	60.9		2 Fatalities 1969
26.2	51.5		11 Fatalities 1970
25.0	49.0		5 Fatalities 1971
			Fatalities 1972
1188	6487		209 Injuries 1966
1823	6232		197 Injuries 1967
1933	6796		234 Injuries 1968
2113	7563		231 Injuries 1969
1948	6671		188 Injuries 1970
1899	6497		258 Injuries 1971
			Injuries 1972
53.6	21.0		79.4 Acc/R.V. 1966
51.6	13.2		71.6 Acc/R.V. 1967
53.4	12.7		78.2 Acc/R.V. 1968
* 54.6	14.0		76.0 Acc/R.V. 1969
53.9	11.5		75.2 Acc/R.V. 1970
57.0	12.0		94.9 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		22.2 I.A./R.V. 1966
15.5	4.0		20.7 I.A./R.V. 1967
16.5	3.9		23.8 I.A./R.V. 1968
* 16.4	4.6		22.8 I.A./R.V. 1969
15.8	3.7		18.0 I.A./R.V. 1970
16.3	3.5		25.4 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		1.188 F.A./R.V. 1966
.620	.332		1.431 F.A./R.V. 1967
.602	.318		1.140 F.A./R.V. 1968
* .612	.320		.373 F.A./R.V. 1969
.554	.282		1.804 F.A./R.V. 1970
.500	.240		.870 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		69.6 Acc/RV/RdM 1966
74.1	64.8		62.6 Acc/RV/RdM 1967
75.5	64.6		68.4 Acc/RV/RdM 1968
77.4	67.0		66.6 Acc/RV/RdM 1969
74.3	55.8		65.9 Acc/RV/RdM 1970
78.1	52.5		82.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		1.041 FA/RV/RdM 1966
.757	.379		1.254 FA/RV/RdM 1967
.760	.376		.999 FA/RV/RdM 1968
.785	.426		.327 FA/RV/RdM 1969
.684	.321		1.580 FA/RV/RdM 1970
.630	.300		.760 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		19.4 IA/RV/RdM 1966
22.7	21.9		18.1 IA/RV/RdM 1967
23.7	21.5		20.9 IA/RV/RdM 1968
23.8	22.7		20.0 IA/RV/RdM 1969
22.4	19.6		15.8 IA/RV/RdM 1970
22.8	18.7		22.1 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015	620478	Population 1970
1364.7	813.8	2403	Road Miles 1968
3649	13064	18250	Accidents 1966
3602	12490	17150	Accidents 1967
3680	13067	11465	Accidents 1968
3990	13689	15641	Accidents 1969
3780	11939	18097	Accidents 1970
3783	11251	17978	Accidents 1971
			Accidents 1972
27.7	57.3	130	Fatalities 1966
25.6	51.3	106	Fatalities 1967
28.8	55.6	93	Fatalities 1968
30.0	60.9	98	Fatalities 1969
26.2	51.5	84	Fatalities 1970
25.0	49.0	88	Fatalities 1971
			Fatalities 1972
1188	6487	11059	Injuries 1966
1823	6232	10077	Injuries 1967
1933	6796	7361	Injuries 1968
2113	7563	9408	Injuries 1969
1948	6671	10802	Injuries 1970
1899	6497	9678	Injuries 1971
			Injuries 1972
53.6	21.0	65.8	Acc/R.V. 1966
51.6	13.2	59.7	Acc/R.V. 1967
53.4	12.7	37.4	Acc/R.V. 1968
*54.6	14.0	47.4	Acc/R.V. 1969
53.9	11.5	51.6	Acc/R.V. 1970
57.0	12.0	47.9	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	24.1	I.A./R.V. 1966
15.5	4.0	21.8	I.A./R.V. 1967
16.5	3.9	14.5	I.A./R.V. 1968
*16.4	4.6	17.5	I.A./R.V. 1969
15.8	3.7	19.2	I.A./R.V. 1970
16.3	3.5	16.6	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.425	F.A./R.V. 1966
.620	.332	.292	F.A./R.V. 1967
.602	.318	.257	F.A./R.V. 1968
*.612	.320	.260	F.A./R.V. 1969
.554	.282	.213	F.A./R.V. 1970
.500	.240	.210	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	158.0	Acc/RV/RdM 1966
74.1	64.8	143.3	Acc/RV/RdM 1967
75.5	64.6	89.8	Acc/RV/RdM 1968
77.4	67.0	113.8	Acc/RV/RdM 1969
74.3	55.8	124.0	Acc/RV/RdM 1970
78.1	52.5	115.3	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.021	FA/RV/RdM 1966
.757	.379	.702	FA/RV/RdM 1967
.760	.376	.618	FA/RV/RdM 1968
.785	.426	.626	FA/RV/RdM 1969
.684	.321	.512	FA/RV/RdM 1970
.630	.300	.510	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	57.9	IA/RV/RdM 1966
22.7	21.9	52.4	IA/RV/RdM 1967
23.7	21.5	34.8	IA/RV/RdM 1968
23.8	22.7	42.1	IA/RV/RdM 1969
22.4	19.6	46.1	IA/RV/RdM 1970
22.8	18.7	40.0	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

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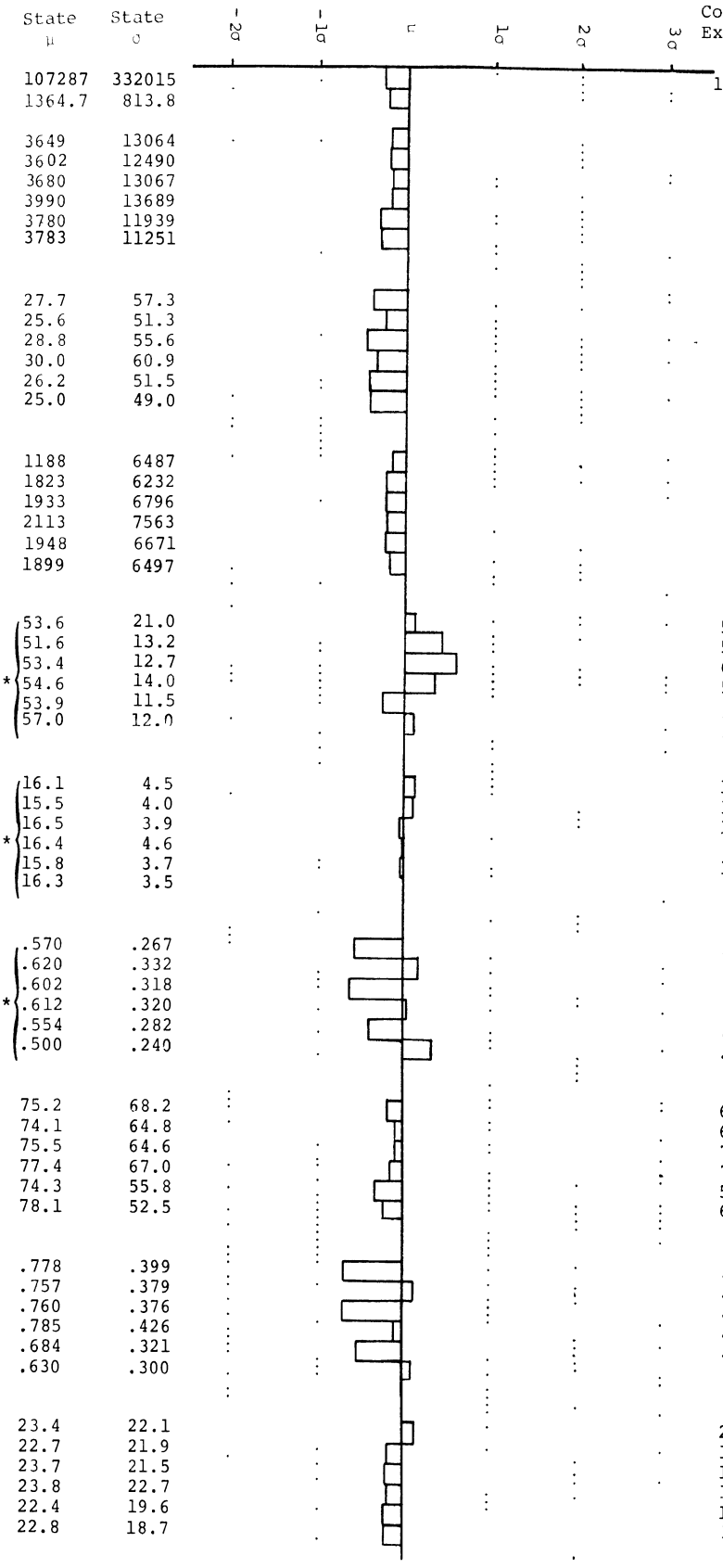
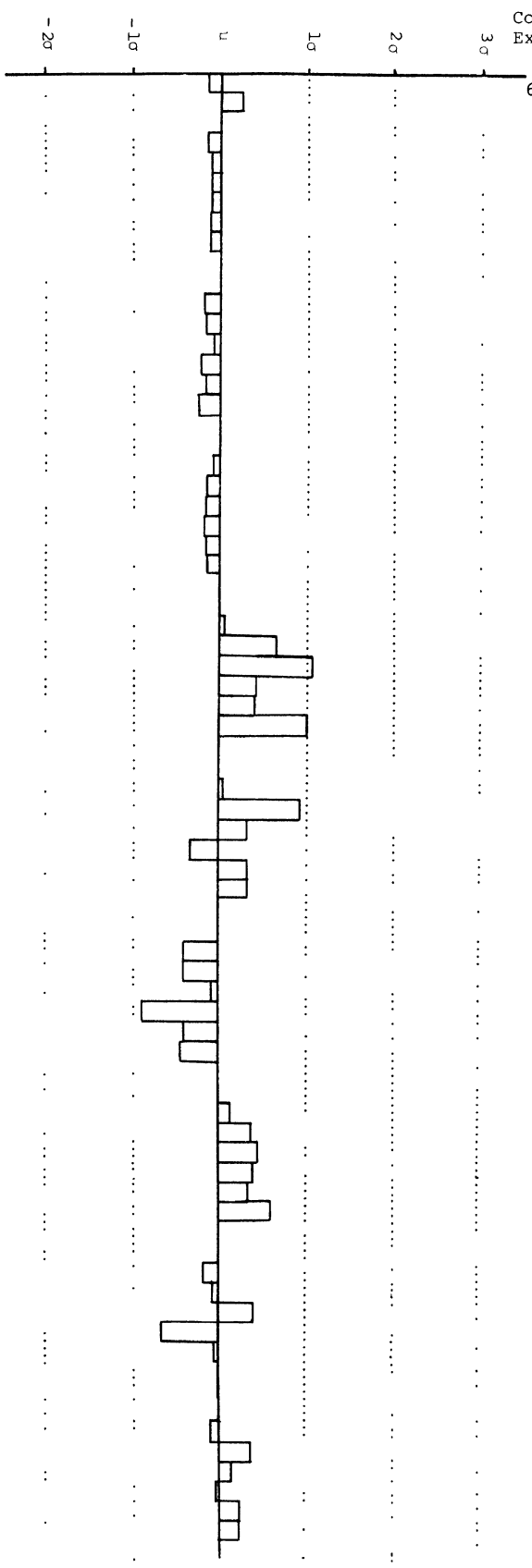


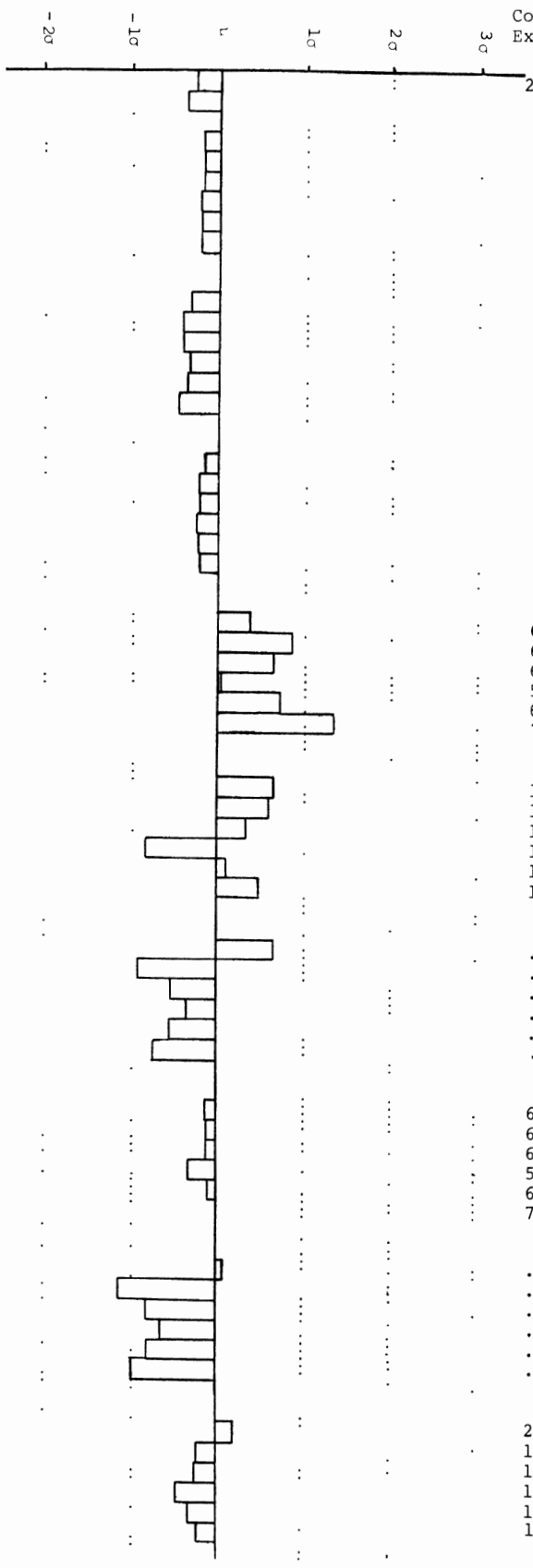
State μ	State σ		County Experience
107287	332015		19788 Population 1970
1364.7	813.8		1183 Road Miles 1968
3649	13064		670 Accidents 1966
3602	12490		677 Accidents 1967
3680	13067		755 Accidents 1968
3990	13689		765 Accidents 1969
3780	11939		687 Accidents 1970
3783	11251		816 Accidents 1971
			Accidents 1972
27.7	57.3		7 Fatalities 1966
25.6	51.3		13 Fatalities 1967
28.8	55.6		5 Fatalities 1968
30.0	60.9		9 Fatalities 1969
26.2	51.5		6 Fatalities 1970
25.0	49.0		8 Fatalities 1971
			Fatalities 1972
1188	6487		315 Injuries 1966
1823	6232		346 Injuries 1967
1933	6796		317 Injuries 1968
2113	7563		353 Injuries 1969
1948	6671		345 Injuries 1970
1899	6497		385 Injuries 1971
			Injuries 1972
53.6	21.0		55.1 Acc/R.V. 1966
51.6	13.2		57.4 Acc/R.V. 1967
53.4	12.7		61.7 Acc/R.V. 1968
* 54.6	14.0		59.4 Acc/R.V. 1969
53.9	11.5		50.7 Acc/R.V. 1970
57.0	12.0		58.0 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		16.6 I.A./R.V. 1966
15.5	4.0		15.8 I.A./R.V. 1967
16.5	3.9		16.3 I.A./R.V. 1968
* 16.4	4.6		16.3 I.A./R.V. 1969
15.8	3.7		15.6 I.A./R.V. 1970
16.3	3.5		16.3 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.411 F.A./R.V. 1966
.620	.332		.677 F.A./R.V. 1967
.602	.318		.408 F.A./R.V. 1968
* .612	.320		.621 F.A./R.V. 1969
.554	.282		.442 F.A./R.V. 1970
.500	.240		.570 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		65.2 Acc/RV/RdM 1966
74.1	64.8		67.8 Acc/RV/RdM 1967
75.5	64.6		73.0 Acc/RV/RdM 1968
77.4	67.0		70.3 Acc/RV/RdM 1969
74.3	55.8		59.9 Acc/RV/RdM 1970
78.1	52.5		68.7 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.486 FA/RV/RdM 1966
.757	.379		.801 FA/RV/RdM 1967
.760	.376		.483 FA/RV/RdM 1968
.785	.426		.735 FA/RV/RdM 1969
.684	.321		.523 FA/RV/RdM 1970
.630	.300		.670 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		25.6 IA/RV/RdM 1966
22.7	21.9		18.7 IA/RV/RdM 1967
23.7	21.5		19.3 IA/RV/RdM 1968
23.8	22.7		19.3 IA/RV/RdM 1969
22.4	19.6		18.5 IA/RV/RdM 1970
22.8	18.7		19.3 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



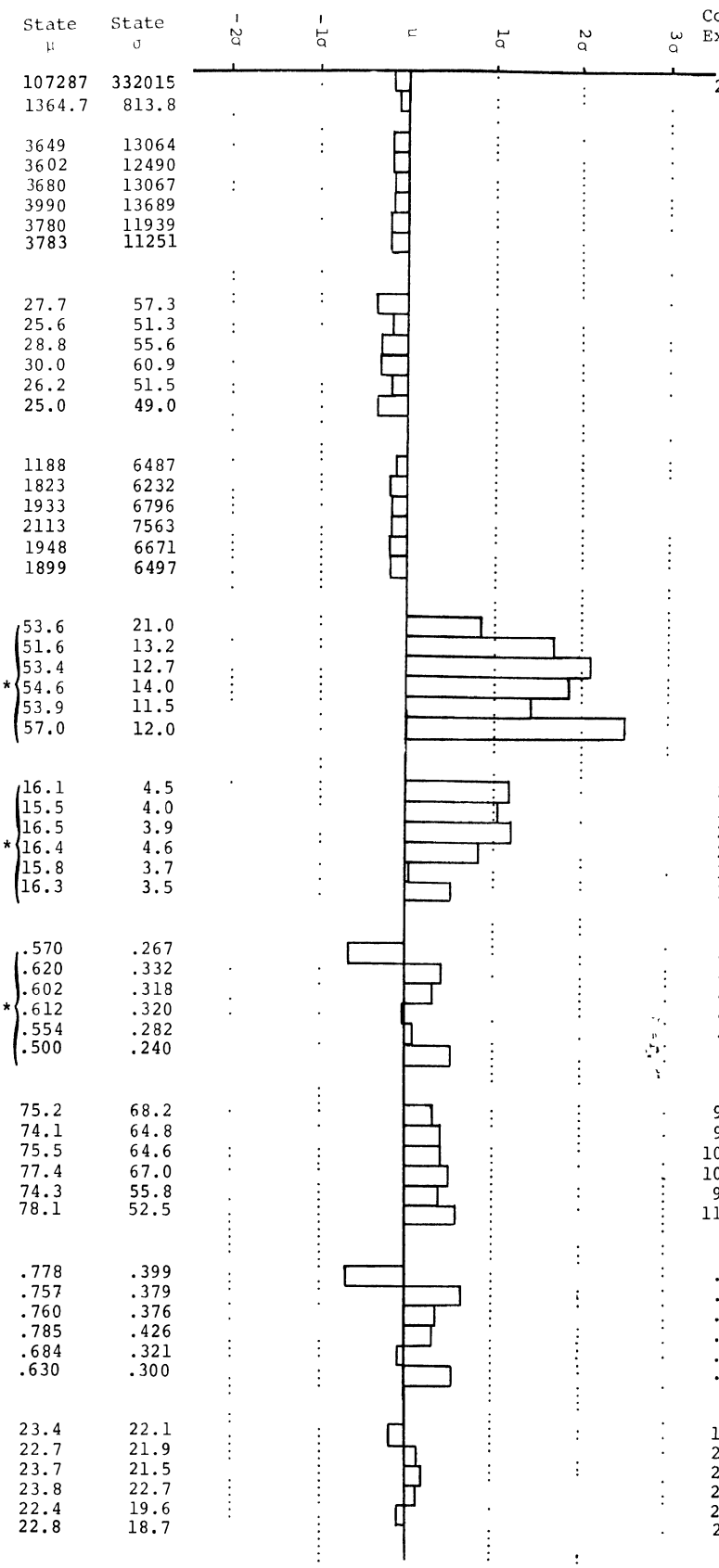
State μ	State σ		County Experience
107287	332015		63645 Population 1970
1364.7	813.8		1562 Road Miles 1968
3649	13064		1697 Accidents 1966
3602	12490		1910 Accidents 1967
3680	13067		2205 Accidents 1968
3990	13689		2049 Accidents 1969
3780	11939		2018 Accidents 1970
3783	11251		2522 Accidents 1971
			Accidents 1972
27.7	57.3		16 Fatalities 1966
25.6	51.3		17 Fatalities 1967
28.8	55.6		24 Fatalities 1968
30.0	60.9		15 Fatalities 1969
26.2	51.5		18 Fatalities 1970
25.0	49.0		17 Fatalities 1971
			Fatalities 1972
1188	6487		798 Injuries 1966
1823	6232		950 Injuries 1967
1933	6796		883 Injuries 1968
2113	7563		748 Injuries 1969
1948	6671		890 Injuries 1970
1899	6497		948 Injuries 1971
			Injuries 1972
53.6	21.0		54.2 Acc/R.V. 1966
51.6	13.2		60.6 Acc/R.V. 1967
53.4	12.7		68.1 Acc/R.V. 1968
* 54.6	14.0		61.4 Acc/R.V. 1969
53.9	11.5		58.4 Acc/R.V. 1970
57.0	12.0		69.2 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		16.4 I.A./R.V. 1966
15.5	4.0		19.3 I.A./R.V. 1967
16.5	3.9		17.7 I.A./R.V. 1968
* 16.4	4.6		14.9 I.A./R.V. 1969
15.8	3.7		16.9 I.A./R.V. 1970
16.3	3.5		17.4 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.447 F.A./R.V. 1966
.620	.332		.475 F.A./R.V. 1967
.602	.318		.586 F.A./R.V. 1968
* .612	.320		.329 F.A./R.V. 1969
.554	.282		.433 F.A./R.V. 1970
.500	.240		.410 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		84.7 Acc/RV/RdM 1966
74.1	64.8		94.6 Acc/RV/RdM 1967
75.5	64.6		106.3 Acc/RV/RdM 1968
77.4	67.0		95.9 Acc/RV/RdM 1969
74.3	55.8		91.1 Acc/RV/RdM 1970
78.1	52.5		107.2 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.698 FA/RV/RdM 1966
.757	.379		.742 FA/RV/RdM 1967
.760	.376		.915 FA/RV/RdM 1968
.785	.426		.515 FA/RV/RdM 1969
.684	.321		.676 FA/RV/RdM 1970
.630	.300		.640 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		20.3 IA/RV/RdM 1966
22.7	21.9		30.2 IA/RV/RdM 1967
23.7	21.5		26.8 IA/RV/RdM 1968
23.8	22.7		23.3 IA/RV/RdM 1969
22.4	19.6		26.4 IA/RV/RdM 1970
22.8	18.7		26.9 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015		22171 Population 1970
1364.7	813.8		1063 Road Miles 1968
3649	13064		827 Accidents 1966
3602	12490		822 Accidents 1967
3680	13067		850 Accidents 1968
3990	13689		772 Accidents 1969
3780	11939		941 Accidents 1970
3783	11251		1207 Accidents 1971
			Accidents 1972
27.7	57.3		10 Fatalities 1966
25.6	51.3		6 Fatalities 1967
28.8	55.6		7 Fatalities 1968
30.0	60.9		11 Fatalities 1969
26.2	51.5		10 Fatalities 1970
25.0	49.0		5 Fatalities 1971
			Fatalities 1972
1188	6487		436 Injuries 1966
1823	6232		384 Injuries 1967
1933	6796		397 Injuries 1968
2113	7563		276 Injuries 1969
1948	6671		387 Injuries 1970
1899	6497		464 Injuries 1971
			Injuries 1972
53.6	21.0		61.6 Acc/R.V. 1966
51.6	13.2		62.7 Acc/R.V. 1967
53.4	12.7		62.6 Acc/R.V. 1968
*54.6	14.0		55.0 Acc/R.V. 1969
53.9	11.5		64.2 Acc/R.V. 1970
57.0	12.0		72.9 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		19.1 I.A./R.V. 1966
15.5	4.0		18.0 I.A./R.V. 1967
16.5	3.9		17.8 I.A./R.V. 1968
*16.4	4.6		12.5 I.A./R.V. 1969
15.8	3.7		16.1 I.A./R.V. 1970
16.3	3.5		17.8 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.744 F.A./R.V. 1966
.620	.332		.305 F.A./R.V. 1967
.602	.318		.441 F.A./R.V. 1968
*.612	.320		.498 F.A./R.V. 1969
.554	.282		.409 F.A./R.V. 1970
.500	.240		.300 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		65.4 Acc/RV/RdM 1966
74.1	64.8		66.6 Acc/RV/RdM 1967
75.5	64.6		66.5 Acc/RV/RdM 1968
77.4	67.0		58.4 Acc/RV/RdM 1969
74.3	55.8		68.2 Acc/RV/RdM 1970
78.1	52.5		77.4 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.791 FA/RV/RdM 1966
.757	.379		.324 FA/RV/RdM 1967
.760	.376		.469 FA/RV/RdM 1968
.785	.426		.530 FA/RV/RdM 1969
.684	.321		.435 FA/RV/RdM 1970
.630	.300		.320 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		27.9 IA/RV/RdM 1966
22.7	21.9		19.1 IA/RV/RdM 1967
23.7	21.5		18.9 IA/RV/RdM 1968
23.8	22.7		13.3 IA/RV/RdM 1969
22.4	19.6		17.1 IA/RV/RdM 1970
22.8	18.7		18.9 IA/RV/RdM 1971
			IA/RV/RdM 1972

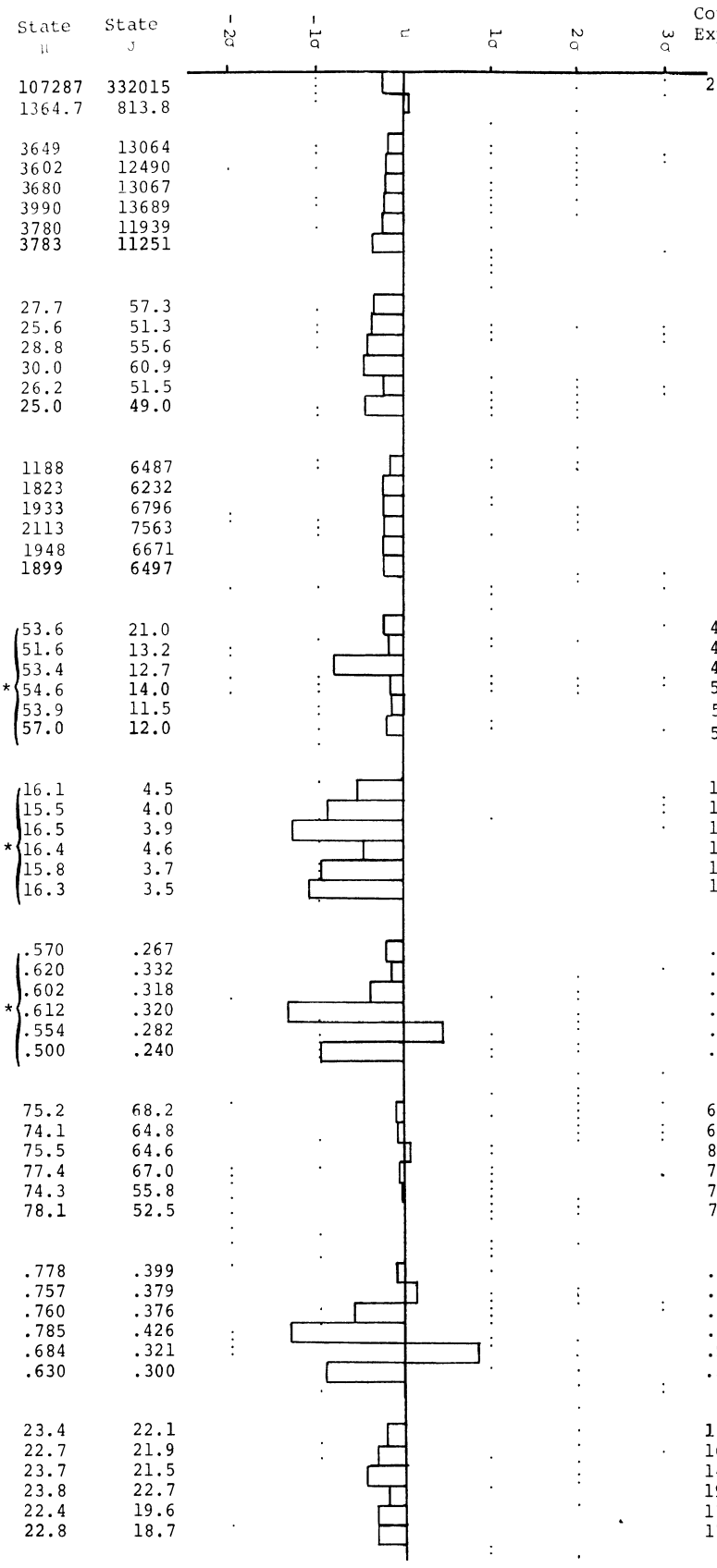
*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015		27076 Population 1970
1364.7	813.8		1298 Road Miles 1968
3649	13064		949 Accidents 1966
3602	12490		987 Accidents 1967
3680	13067		1119 Accidents 1968
3990	13689		1229 Accidents 1969
3780	11939		1171 Accidents 1970
3783	11251		1398 Accidents 1971
			Accidents 1972
27.7	57.3		6 Fatalities 1966
25.6	51.3		16 Fatalities 1967
28.8	55.6		13 Fatalities 1968
30.0	60.9		11 Fatalities 1969
26.2	51.5		16 Fatalities 1970
25.0	49.0		13 Fatalities 1971
			Fatalities 1972
1188	6487		469 Injuries 1966
1823	6232		464 Injuries 1967
1933	6796		505 Injuries 1968
2113	7563		505 Injuries 1969
1948	6671		414 Injuries 1970
1899	6497		449 Injuries 1971
			Injuries 1972
53.6	21.0		73.5 Acc/R.V. 1966
51.6	13.2		75.7 Acc/R.V. 1967
53.4	12.7		80.5 Acc/R.V. 1968
* 54.6	14.0		82.0 Acc/R.V. 1969
53.9	11.5		74.6 Acc/R.V. 1970
57.0	12.0		85.5 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		21.5 I.A./R.V. 1966
15.5	4.0		19.7 I.A./R.V. 1967
16.5	3.9		21.3 I.A./R.V. 1968
* 16.4	4.6		20.4 I.A./R.V. 1969
15.8	3.7		15.9 I.A./R.V. 1970
16.3	3.5		17.8 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.387 F.A./R.V. 1966
.620	.332		.767 F.A./R.V. 1967
.602	.318		.719 F.A./R.V. 1968
* .612	.320		.600 F.A./R.V. 1969
.554	.282		.573 F.A./R.V. 1970
.500	.240		.610 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		95.5 Acc/RV/RdM 1966
74.1	64.8		98.2 Acc/RV/RdM 1967
75.5	64.6		104.4 Acc/RV/RdM 1968
77.4	67.0		106.5 Acc/RV/RdM 1969
74.3	55.8		96.8 Acc/RV/RdM 1970
78.1	52.5		111.1 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.502 FA/RV/RdM 1966
.757	.379		.996 FA/RV/RdM 1967
.760	.376		.933 FA/RV/RdM 1968
.785	.426		.780 FA/RV/RdM 1969
.684	.321		.744 FA/RV/RdM 1970
.630	.300		.790 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		19.4 IA/RV/RdM 1966
22.7	21.9		25.6 IA/RV/RdM 1967
23.7	21.5		27.7 IA/RV/RdM 1968
23.8	22.7		26.5 IA/RV/RdM 1969
22.4	19.6		20.6 IA/RV/RdM 1970
22.8	18.7		23.1 IA/RV/RdM 1971
			IA/RV/RdM 1972

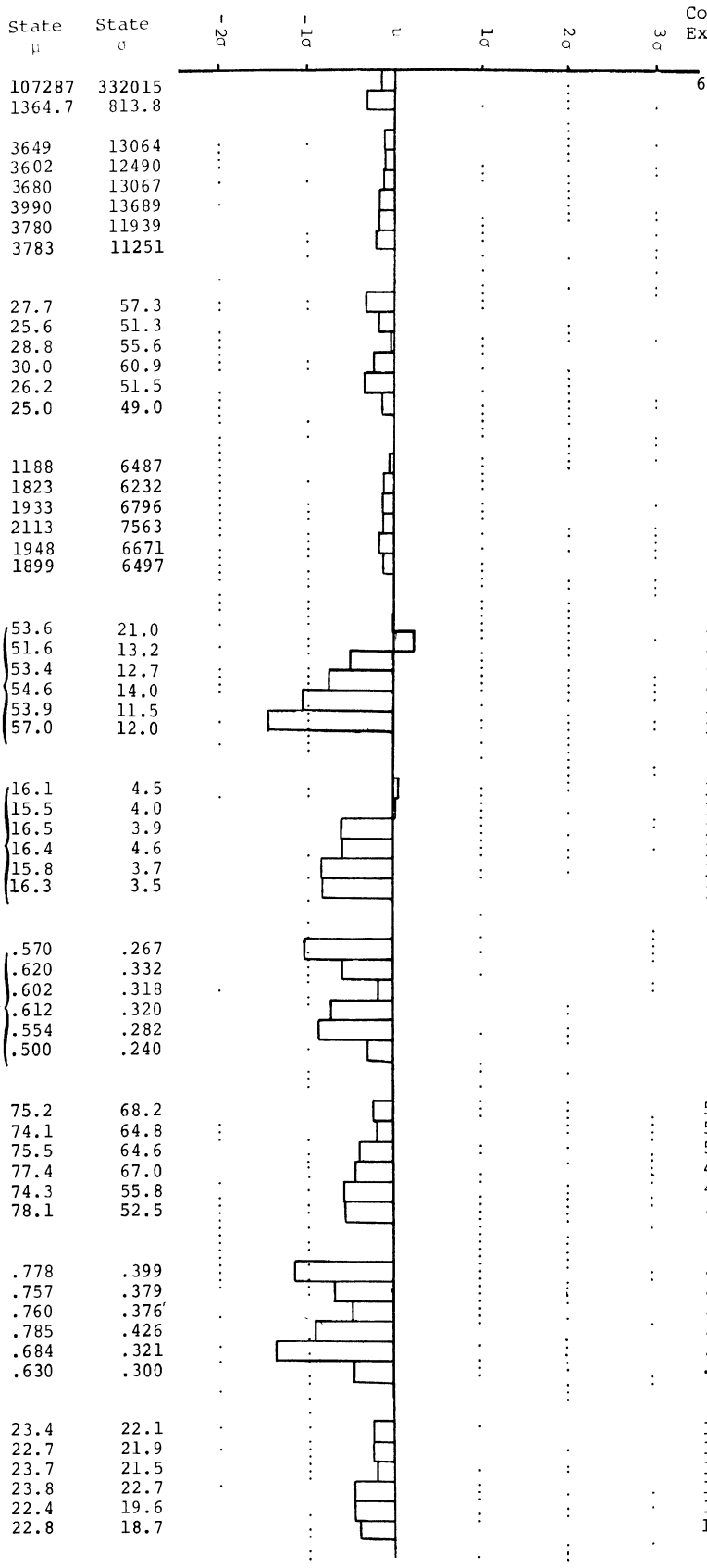
*figures represent actual value times 10^3

MECOSTA



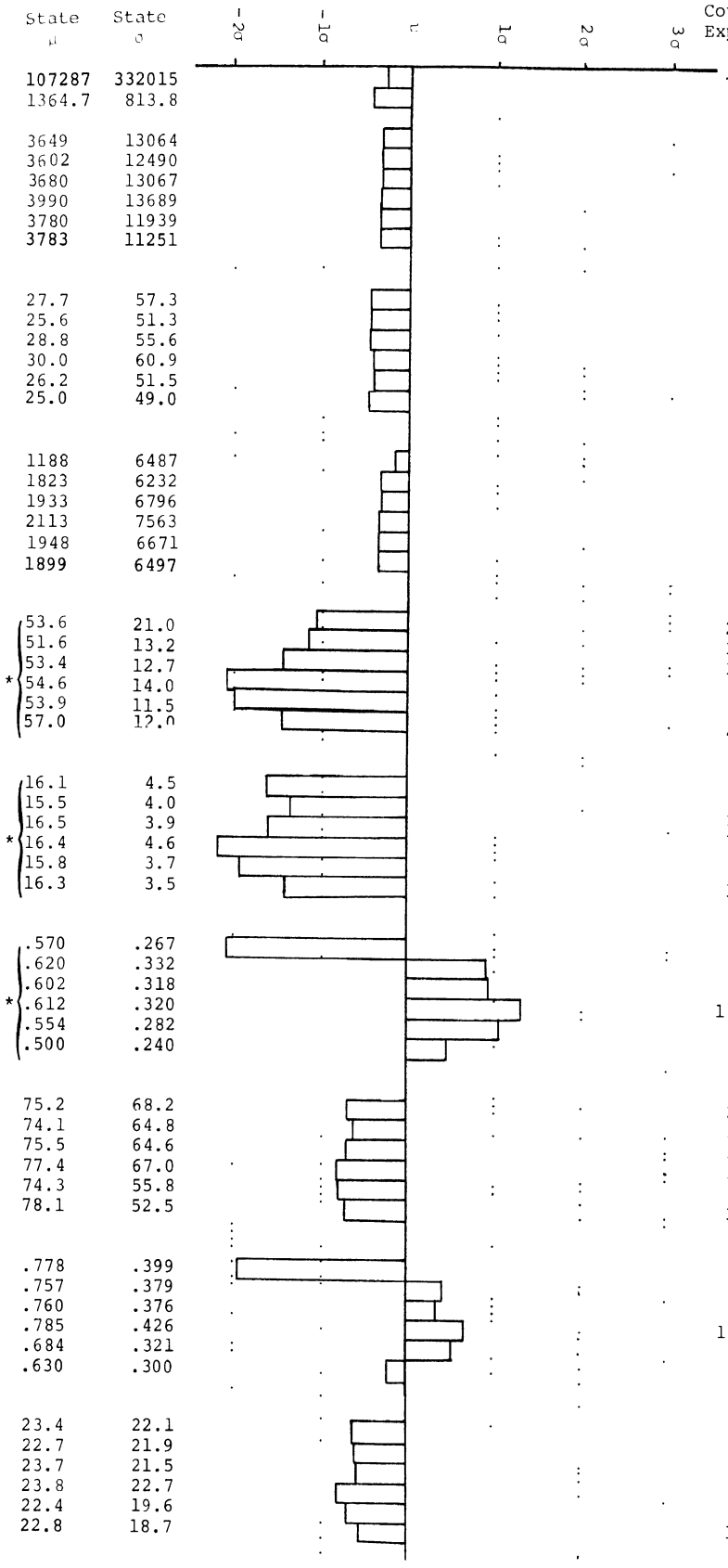
*figures represent actual value times 10^3

MENOMINEE



State μ	State σ		County Experience
107287	332015		63003 Population 1970
1364.7	813.8		1112 Road Miles 1968
3649	13064		1846 Accidents 1966
3602	12490		1964 Accidents 1967
3680	13067		1792 Accidents 1968
3990	13689		1831 Accidents 1969
3780	11939		1688 Accidents 1970
3783	11251		1780 Accidents 1971
			Accidents 1972
27.7	57.3		12 Fatalities 1966
25.6	51.3		19 Fatalities 1967
28.8	55.6		26 Fatalities 1968
30.0	60.9		16 Fatalities 1969
26.2	51.5		10 Fatalities 1970
25.0	49.0		23 Fatalities 1971
			Fatalities 1972
1188	6487		966 Injuries 1966
1823	6232		958 Injuries 1967
1933	6796		904 Injuries 1968
2113	7563		929 Injuries 1969
1948	6671		879 Injuries 1970
1899	6497		946 Injuries 1971
			Injuries 1972
53.6	21.0		53.3 Acc/R.V. 1966
51.6	13.2		53.5 Acc/R.V. 1967
53.4	12.7		46.3 Acc/R.V. 1968
*54.6	14.0		44.3 Acc/R.V. 1969
53.9	11.5		39.1 Acc/R.V. 1970
57.0	12.0		39.9 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		16.4 I.A./R.V. 1966
15.5	4.0		15.6 I.A./R.V. 1967
16.5	3.9		14.1 I.A./R.V. 1968
*16.4	4.6		13.2 I.A./R.V. 1969
15.8	3.7		12.8 I.A./R.V. 1970
16.3	3.5		13.4 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.288 F.A./R.V. 1966
.620	.332		.435 F.A./R.V. 1967
.602	.318		.542 F.A./R.V. 1968
*.612	.320		.387 F.A./R.V. 1969
.554	.282		.231 F.A./R.V. 1970
.500	.240		.430 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		59.2 Acc/RV/RdM 1966
74.1	64.8		59.4 Acc/RV/RdM 1967
75.5	64.6		51.4 Acc/RV/RdM 1968
77.4	67.0		49.3 Acc/RV/RdM 1969
74.3	55.8		43.5 Acc/RV/RdM 1970
78.1	52.5		44.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.320 FA/RV/RdM 1966
.757	.379		.484 FA/RV/RdM 1967
.760	.376		.603 FA/RV/RdM 1968
.785	.426		.431 FA/RV/RdM 1969
.684	.321		.257 FA/RV/RdM 1970
.630	.300		.480 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		18.2 IA/RV/RdM 1966
22.7	21.9		17.4 IA/RV/RdM 1967
23.7	21.5		19.8 IA/RV/RdM 1968
23.8	22.7		14.7 IA/RV/RdM 1969
22.4	19.6		14.2 IA/RV/RdM 1970
22.8	18.7		14.9 IA/RV/RdM 1971
			IA/RV/RdM 1972

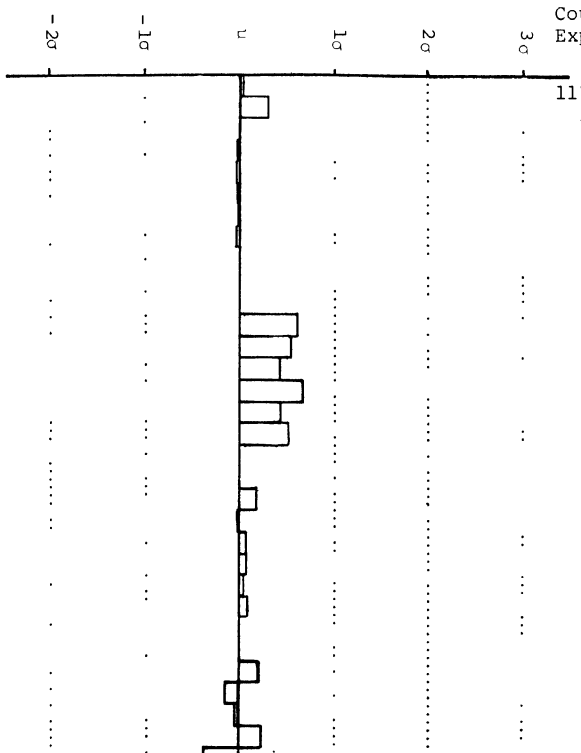
*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015		7001 Population 1970
1364.7	813.8		993 Road Miles 1968
3649	13064		129 Accidents 1966
3602	12490		152 Accidents 1967
3680	13067		149 Accidents 1968
3990	13689		118 Accidents 1969
3780	11939		143 Accidents 1970
3783	11251		205 Accidents 1971
			Accidents 1972
27.7	57.3		0 Fatalities 1966
25.6	51.3		4 Fatalities 1967
28.8	55.6		4 Fatalities 1968
30.0	60.9		6 Fatalities 1969
26.2	51.5		7 Fatalities 1970
25.0	49.0		3 Fatalities 1971
			Fatalities 1972
1188	6487		57 Injuries 1966
1823	6232		64 Injuries 1967
1933	6796		80 Injuries 1968
2113	7563		59 Injuries 1969
1948	6671		75 Injuries 1970
1899	6497		92 Injuries 1971
			Injuries 1972
53.6	21.0		29.5 Acc/R.V. 1966
51.6	13.2		35.9 Acc/R.V. 1967
53.4	12.7		33.5 Acc/R.V. 1968
* 54.6	14.0		25.3 Acc/R.V. 1969
53.9	11.5		30.9 Acc/R.V. 1970
57.0	12.6		40.3 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		9.1 I.A./R.V. 1966
15.5	4.0		10.1 I.A./R.V. 1967
16.5	3.9		10.6 I.A./R.V. 1968
* 16.4	4.6		5.6 I.A./R.V. 1969
15.8	3.7		8.6 I.A./R.V. 1970
16.3	3.5		11.2 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		0 F.A./R.V. 1966
.620	.332		.943 F.A./R.V. 1967
.602	.318		.899 F.A./R.V. 1968
* .612	.320		1.071 F.A./R.V. 1969
.554	.282		.863 F.A./R.V. 1970
.500	.240		.590 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		29.3 Acc/RV/RdM 1966
74.1	64.8		35.5 Acc/RV/RdM 1967
75.5	64.6		33.2 Acc/RV/RdM 1968
77.4	67.0		25.1 Acc/RV/RdM 1969
74.3	55.8		30.6 Acc/RV/RdM 1970
78.1	52.5		39.4 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		0 FA/RV/RdM 1966
.757	.379		.936 FA/RV/RdM 1967
.760	.376		.893 FA/RV/RdM 1968
.785	.426		1.064 FA/RV/RdM 1969
.684	.321		.857 FA/RV/RdM 1970
.630	.300		.580 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		9.0 IA/RV/RdM 1966
22.7	21.9		10.0 IA/RV/RdM 1967
23.7	21.5		10.5 IA/RV/RdM 1968
23.8	22.7		5.6 IA/RV/RdM 1969
22.4	19.6		8.6 IA/RV/RdM 1970
22.8	18.7		11.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

MISSAUKEE



State μ	State σ		County Experience
107287	332015	117625	Population 1970
1364.7	813.8	1557	Road Miles 1968
3649	13064	3521	Accidents 1966
3602	12490	3155	Accidents 1967
3680	13067	3491	Accidents 1968
3990	13689	3957	Accidents 1969
3780	11939	3503	Accidents 1970
3783	11251	3734	Accidents 1971
			Accidents 1972
27.7	57.3	61	Fatalities 1966
25.6	51.3	54	Fatalities 1967
28.8	55.6	55	Fatalities 1968
30.0	60.9	68	Fatalities 1969
26.2	51.5	51	Fatalities 1970
25.0	49.0	50	Fatalities 1971
			Fatalities 1972
1188	6487	2141	Injuries 1966
1823	6232	1777	Injuries 1967
1933	6796	2235	Injuries 1968
2113	7563	2511	Injuries 1969
1948	6671	2397	Injuries 1970
1899	6497	2230	Injuries 1971
			Injuries 1972
53.6	21.0	56.2	Acc/R.V. 1966
51.6	13.2	50.3	Acc/R.V. 1967
53.4	12.7	52.8	Acc/R.V. 1968
*54.6	14.0	57.2	Acc/R.V. 1969
53.9	11.5	48.6	Acc/R.V. 1970
57.0	12.0	50.0	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	20.8	I.A./R.V. 1966
15.5	4.0	17.5	I.A./R.V. 1967
16.5	3.9	20.6	I.A./R.V. 1968
*16.4	4.6	22.1	I.A./R.V. 1969
15.8	3.7	20.3	I.A./R.V. 1970
16.3	3.5	19.3	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.669	F.A./R.V. 1966
.620	.332	.701	F.A./R.V. 1967
.602	.318	.665	F.A./R.V. 1968
*.612	.320	.751	F.A./R.V. 1969
.554	.282	.568	F.A./R.V. 1970
.500	.240	.600	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	87.4	Acc/RV/RdM 1966
74.1	64.8	78.3	Acc/RV/RdM 1967
75.5	64.6	82.2	Acc/RV/RdM 1968
77.4	67.0	89.0	Acc/RV/RdM 1969
74.3	55.8	75.6	Acc/RV/RdM 1970
78.1	52.5	78.0	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.042	FA/RV/RdM 1966
.757	.379	1.091	FA/RV/RdM 1967
.760	.376	1.035	FA/RV/RdM 1968
.785	.426	1.169	FA/RV/RdM 1969
.684	.321	.884	FA/RV/RdM 1970
.630	.300	.940	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	32.4	IA/RV/RdM 1966
22.7	21.9	27.3	IA/RV/RdM 1967
23.7	21.5	32.1	IA/RV/RdM 1968
23.8	22.7	34.4	IA/RV/RdM 1969
22.4	19.6	31.6	IA/RV/RdM 1970
22.8	18.7	30.0	IA/RV/RdM 1971
			IA/RV/RdM 1972

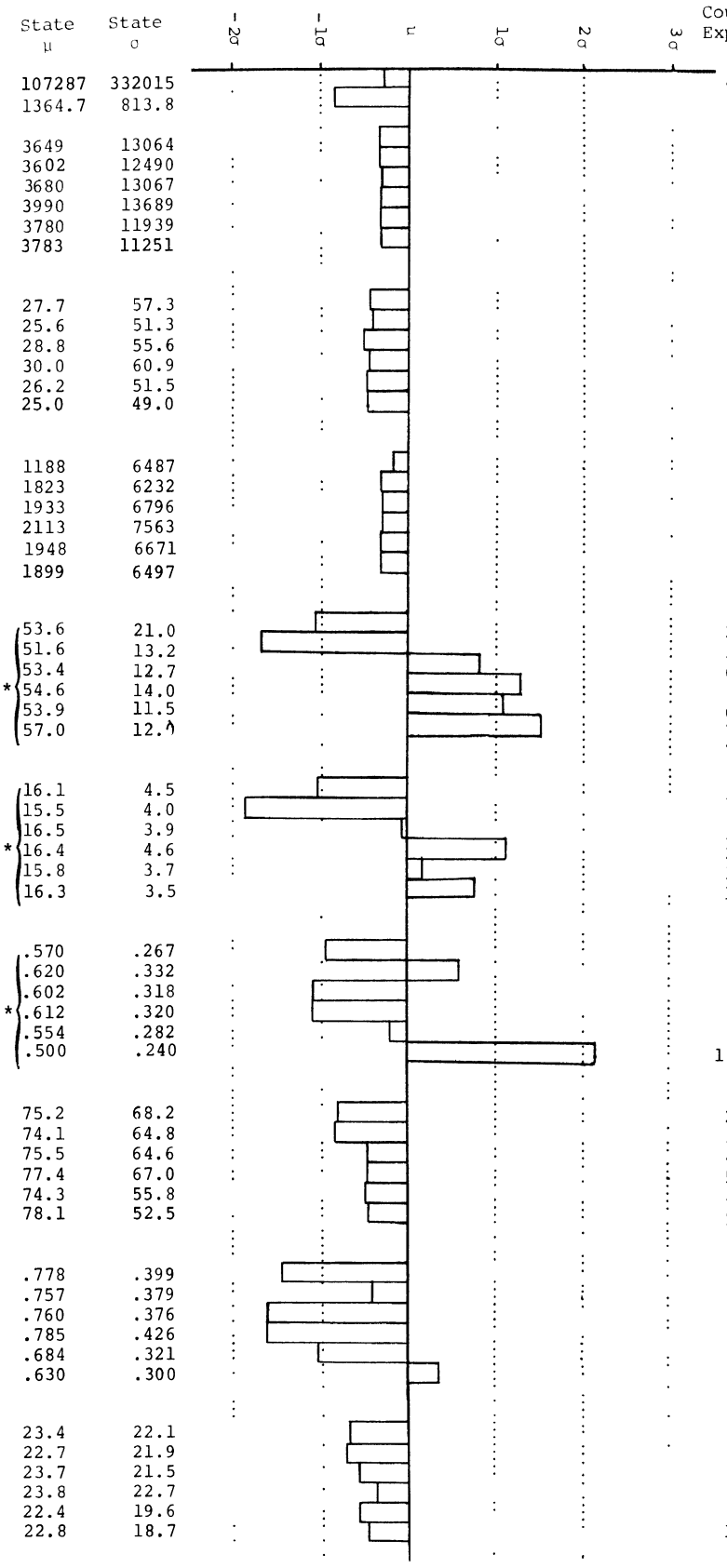
*figures represent actual value times 10^3

MONROE

State $\bar{x}$	State σ		County Experience
107287	332015		38851 Population 1970
1364.7	813.8		1737 Road Miles 1968
3649	13064		1016 Accidents 1966
3602	12490		1040 Accidents 1967
3680	13067		1259 Accidents 1968
3990	13689		1350 Accidents 1969
3780	11939		1410 Accidents 1970
3783	11251		1372 Accidents 1971
			Accidents 1972
27.7	57.3		23 Fatalities 1966
25.6	51.3		15 Fatalities 1967
28.8	55.6		22 Fatalities 1968
30.0	60.9		21 Fatalities 1969
26.2	51.5		17 Fatalities 1970
25.0	49.0		11 Fatalities 1971
			Fatalities 1972
1188	6487		561 Injuries 1966
1823	6232		530 Injuries 1967
1933	6796		584 Injuries 1968
2113	7563		500 Injuries 1969
1948	6671		626 Injuries 1970
1899	6497		613 Injuries 1971
			Injuries 1972
53.6	21.0		38.8 Acc/R.V. 1966
51.6	13.2		40.8 Acc/R.V. 1967
53.4	12.7		46.9 Acc/R.V. 1968
* 54.6	14.0		48.3 Acc/R.V. 1969
53.9	11.5		49.5 Acc/R.V. 1970
57.0	12.0		45.8 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		11.7 I.A./R.V. 1966
15.5	4.0		11.0 I.A./R.V. 1967
16.5	3.9		12.8 I.A./R.V. 1968
* 16.4	4.6		11.1 I.A./R.V. 1969
15.8	3.7		12.9 I.A./R.V. 1970
16.3	3.5		12.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.725 F.A./R.V. 1966
.620	.332		.510 F.A./R.V. 1967
.602	.318		.595 F.A./R.V. 1968
* .612	.320		.715 F.A./R.V. 1969
.554	.282		.597 F.A./R.V. 1970
.500	.240		.330 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		67.4 Acc/RV/RdM 1966
74.1	64.8		70.9 Acc/RV/RdM 1967
75.5	64.6		81.4 Acc/RV/RdM 1968
77.4	67.0		83.9 Acc/RV/RdM 1969
74.3	55.8		86.0 Acc/RV/RdM 1970
78.1	52.5		80.0 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		1.259 FA/RV/RdM 1966
.757	.379		.886 FA/RV/RdM 1967
.760	.376		1.034 FA/RV/RdM 1968
.785	.426		1.243 FA/RV/RdM 1969
.684	.321		1.037 FA/RV/RdM 1970
.630	.300		.580 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		17.4 IA/RV/RdM 1966
22.7	21.9		19.1 IA/RV/RdM 1967
23.7	21.5		22.2 IA/RV/RdM 1968
23.8	22.7		19.3 IA/RV/RdM 1969
22.4	19.6		22.4 IA/RV/RdM 1970
22.8	18.7		21.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

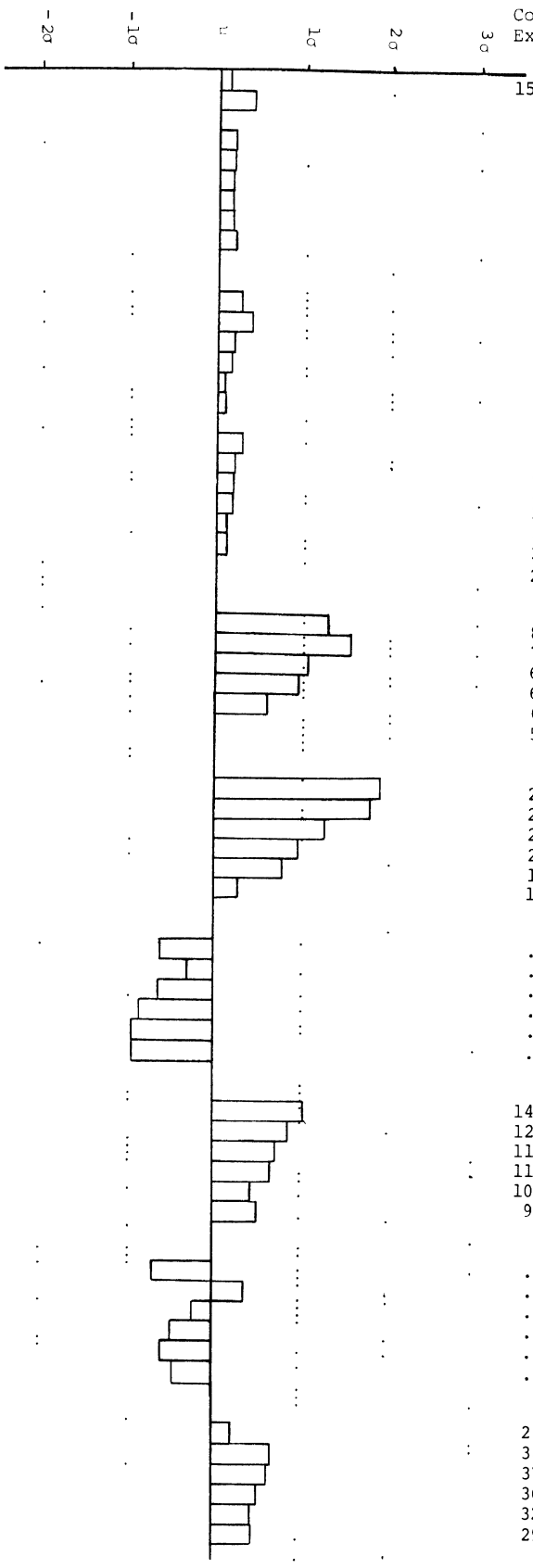
MONTCALM



State μ	State σ		County Experience
107287	332015	4757	Population 1970
1364.7	813.8	705	Road Miles 1968
3649	13064	93	Accidents 1966
3602	12490	98	Accidents 1967
3680	13067	243	Accidents 1968
3990	13689	279	Accidents 1969
3780	11939	264	Accidents 1970
3783	11251	296	Accidents 1971
			Accidents 1972
27.7	57.3	1	Fatalities 1966
25.6	51.3	4	Fatalities 1967
28.8	55.6	1	Fatalities 1968
30.0	60.9	1	Fatalities 1969
26.2	51.5	2	Fatalities 1970
25.0	49.0	4	Fatalities 1971
			Fatalities 1972
1188	6487	71	Injuries 1966
1823	6232	69	Injuries 1967
1933	6796	107	Injuries 1968
2113	7563	124	Injuries 1969
1948	6671	95	Injuries 1970
1899	6497	117	Injuries 1971
			Injuries 1972
53.6	21.0	28.8	Acc/R.V. 1966
51.6	13.2	27.3	Acc/R.V. 1967
53.4	12.7	64.3	Acc/R.V. 1968
* 54.6	14.0	72.9	Acc/R.V. 1969
53.9	11.5	66.7	Acc/R.V. 1970
57.0	12.9	74.1	Acc/R.V. 1971
		74.1	Acc/R.V. 1972
16.1	4.5	11.4	I.A./R.V. 1966
15.5	4.0	9.2	I.A./R.V. 1967
16.5	3.9	16.2	I.A./R.V. 1968
* 16.4	4.6	21.9	I.A./R.V. 1969
15.8	3.7	16.4	I.A./R.V. 1970
16.3	3.5	19.0	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.309	F.A./R.V. 1966
.620	.332	.834	F.A./R.V. 1967
.602	.318	.264	F.A./R.V. 1968
* .612	.320	.261	F.A./R.V. 1969
.554	.282	.505	F.A./R.V. 1970
.500	.240	1.000	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	20.3	Acc/RV/RdM 1966
74.1	64.8	19.2	Acc/RV/RdM 1967
75.5	64.6	45.3	Acc/RV/RdM 1968
77.4	67.0	51.4	Acc/RV/RdM 1969
74.3	55.8	47.0	Acc/RV/RdM 1970
78.1	52.5	52.5	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.218	FA/RV/RdM 1966
.757	.379	.588	FA/RV/RdM 1967
.760	.376	.186	FA/RV/RdM 1968
.785	.426	.184	FA/RV/RdM 1969
.684	.321	.356	FA/RV/RdM 1970
.630	.300	.710	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	8.0	IA/RV/RdM 1966
22.7	21.9	6.5	IA/RV/RdM 1967
23.7	21.5	11.4	IA/RV/RdM 1968
23.8	22.7	15.4	IA/RV/RdM 1969
22.4	19.6	11.6	IA/RV/RdM 1970
22.8	18.7	13.5	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

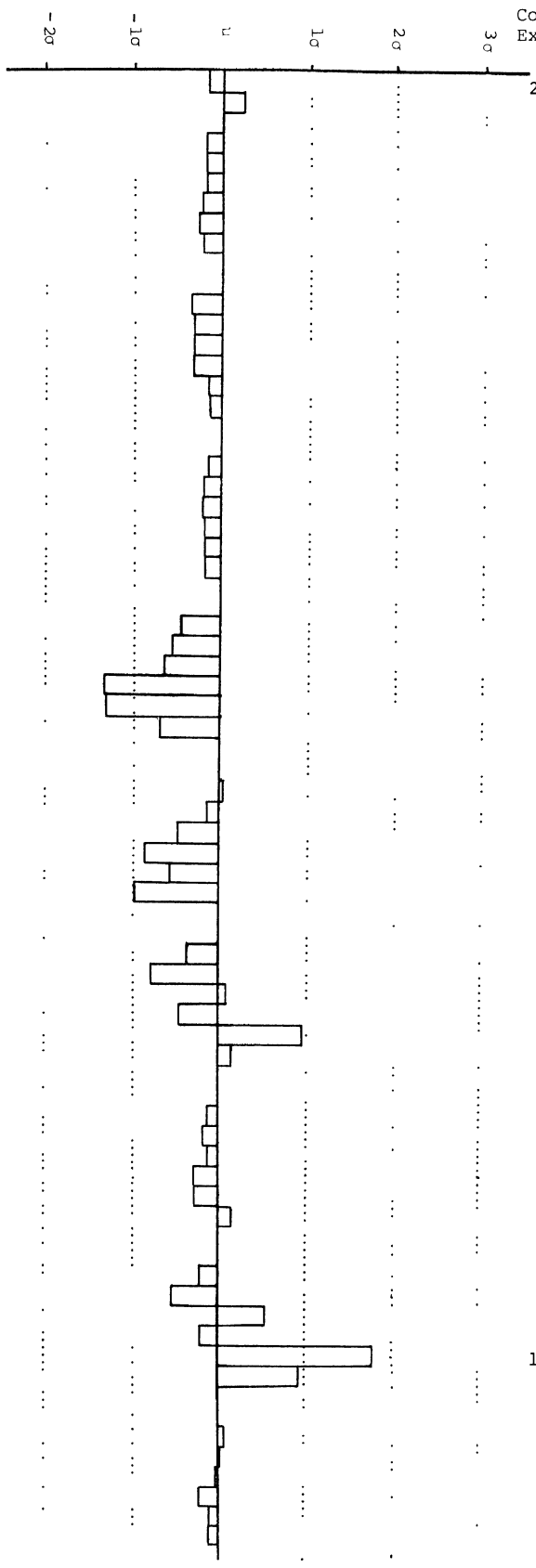
MONTMORENCY



State μ	State σ		County Experience
107287	332015		156077 Population 1970
1364.7	813.8		1720 Road Miles 1968
3649	13064		6379 Accidents 1966
3602	12490		6331 Accidents 1967
3680	13067		6112 Accidents 1968
3990	13689		6371 Accidents 1969
3780	11939		5926 Accidents 1970
3783	11251		5576 Accidents 1971
			Accidents 1972
27.7	57.3		43 Fatalities 1966
25.6	51.3		48 Fatalities 1967
28.8	55.6		40 Fatalities 1968
30.0	60.9		39 Fatalities 1969
26.2	51.5		31 Fatalities 1970
25.0	49.0		30 Fatalities 1971
			Fatalities 1972
1188	6487		2996 Injuries 1966
1823	6232		3106 Injuries 1967
1933	6796		2937 Injuries 1968
2113	7563		3170 Injuries 1969
1948	6671		2878 Injuries 1970
1899	6497		2639 Injuries 1971
			Injuries 1972
53.6	21.0		83.3 Acc/R.V. 1966
51.6	13.2		73.7 Acc/R.V. 1967
53.4	12.7		68.7 Acc/R.V. 1968
* 54.6	14.0		68.5 Acc/R.V. 1969
53.9	11.5		61.3 Acc/R.V. 1970
57.0	12.9		56.7 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		24.5 I.A./R.V. 1966
15.5	4.0		22.2 I.A./R.V. 1967
16.5	3.9		21.5 I.A./R.V. 1968
* 16.4	4.6		20.9 I.A./R.V. 1969
15.8	3.7		18.6 I.A./R.V. 1970
16.3	3.5		17.1 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.404 F.A./R.V. 1966
.620	.332		.523 F.A./R.V. 1967
.602	.318		.393 F.A./R.V. 1968
* .612	.320		.354 F.A./R.V. 1969
.554	.282		.289 F.A./R.V. 1970
.500	.240		.270 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		143.3 Acc/RV/RdM 1966
74.1	64.8		126.7 Acc/RV/RdM 1967
75.5	64.6		118.0 Acc/RV/RdM 1968
77.4	67.0		117.8 Acc/RV/RdM 1969
74.3	55.8		105.3 Acc/RV/RdM 1970
78.1	52.5		97.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.483 FA/RV/RdM 1966
.757	.379		.900 FA/RV/RdM 1967
.760	.376		.676 FA/RV/RdM 1968
.785	.426		.610 FA/RV/RdM 1969
.684	.321		.497 FA/RV/RdM 1970
.630	.300		.470 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		27.9 IA/RV/RdM 1966
22.7	21.9		38.2 IA/RV/RdM 1967
23.7	21.5		37.0 IA/RV/RdM 1968
23.8	22.7		36.0 IA/RV/RdM 1969
22.4	19.6		32.0 IA/RV/RdM 1970
22.8	18.7		29.4 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

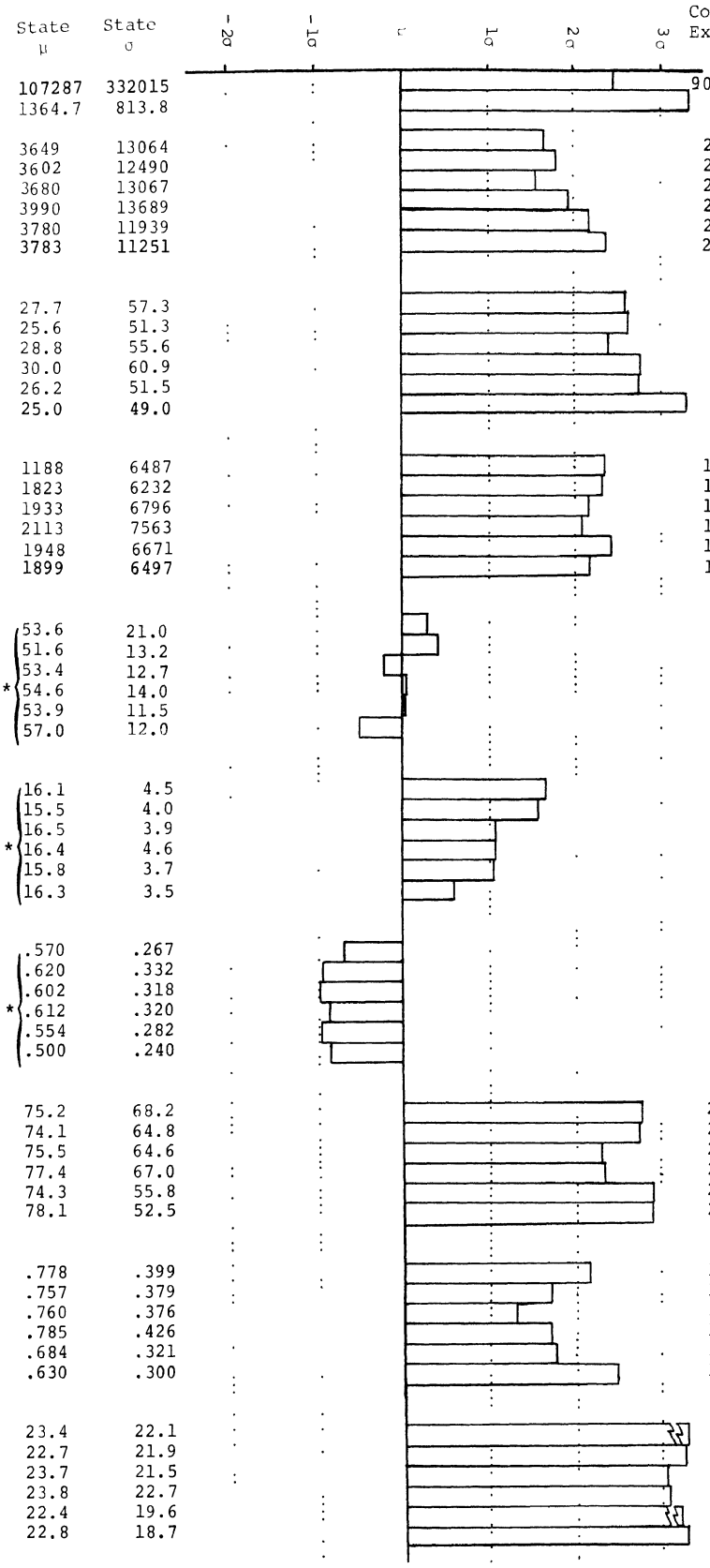
MUSKEGON



State μ	State σ		County Experience
107287	332015		27391 Population 1970
1364.7	813.8		1525 Road Miles 1968
3649	13064		673 Accidents 1966
3602	12490		722 Accidents 1967
3680	13067		784 Accidents 1968
3990	13689		698 Accidents 1969
3780	11939		772 Accidents 1970
3783	11251		995 Accidents 1971
			Accidents 1972
27.7	57.3		7 Fatalities 1966
25.6	51.3		10 Fatalities 1967
28.8	55.6		12 Fatalities 1968
30.0	60.9		11 Fatalities 1969
26.2	51.5		18 Fatalities 1970
25.0	49.0		20 Fatalities 1971
			Fatalities 1972
1188	6487		429 Injuries 1966
1823	6232		422 Injuries 1967
1933	6796		381 Injuries 1968
2113	7563		404 Injuries 1969
1948	6671		445 Injuries 1970
1899	6497		407 Injuries 1971
			Injuries 1972
53.6	21.0		43.7 Acc/R.V. 1966
51.6	13.2		44.3 Acc/R.V. 1967
53.4	12.7		44.9 Acc/R.V. 1968
* 54.6	14.0		36.6 Acc/R.V. 1969
53.9	11.5		39.5 Acc/R.V. 1970
57.0	12.0		48.2 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		16.2 I.A./R.V. 1966
15.5	4.0		15.0 I.A./R.V. 1967
16.5	3.9		14.6 I.A./R.V. 1968
* 16.4	4.6		12.4 I.A./R.V. 1969
15.8	3.7		13.7 I.A./R.V. 1970
16.3	3.5		12.7 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.454 F.A./R.V. 1966
.620	.332		.368 F.A./R.V. 1967
.602	.318		.629 F.A./R.V. 1968
* .612	.320		.472 F.A./R.V. 1969
.554	.282		.817 F.A./R.V. 1970
.500	.240		.530 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		66.7 Acc/RV/RdM 1966
74.1	64.8		63.0 Acc/RV/RdM 1967
75.5	64.6		68.4 Acc/RV/RdM 1968
77.4	67.0		55.9 Acc/RV/RdM 1969
74.3	55.8		60.1 Acc/RV/RdM 1970
78.1	52.5		82.5 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.692 FA/RV/RdM 1966
.757	.379		.561 FA/RV/RdM 1967
.760	.376		.959 FA/RV/RdM 1968
.785	.426		.721 FA/RV/RdM 1969
.684	.321		1.246 FA/RV/RdM 1970
.630	.300		.910 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		24.7 IA/RV/RdM 1966
22.7	21.9		22.9 IA/RV/RdM 1967
23.7	21.5		22.3 IA/RV/RdM 1968
23.8	22.7		18.9 IA/RV/RdM 1969
22.4	19.6		20.9 IA/RV/RdM 1970
22.8	18.7		21.7 IA/RV/RdM 1971
			IA/RV/RdM 1972

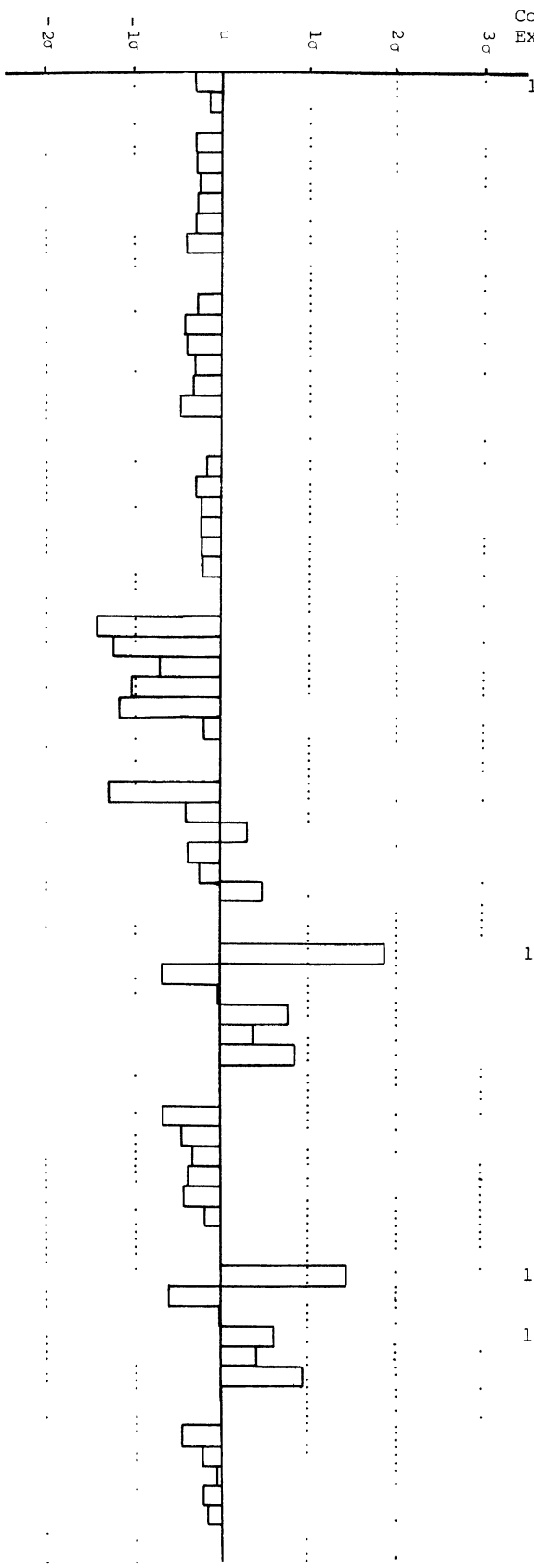
*figures represent actual value times 10^3

NEWAYGO



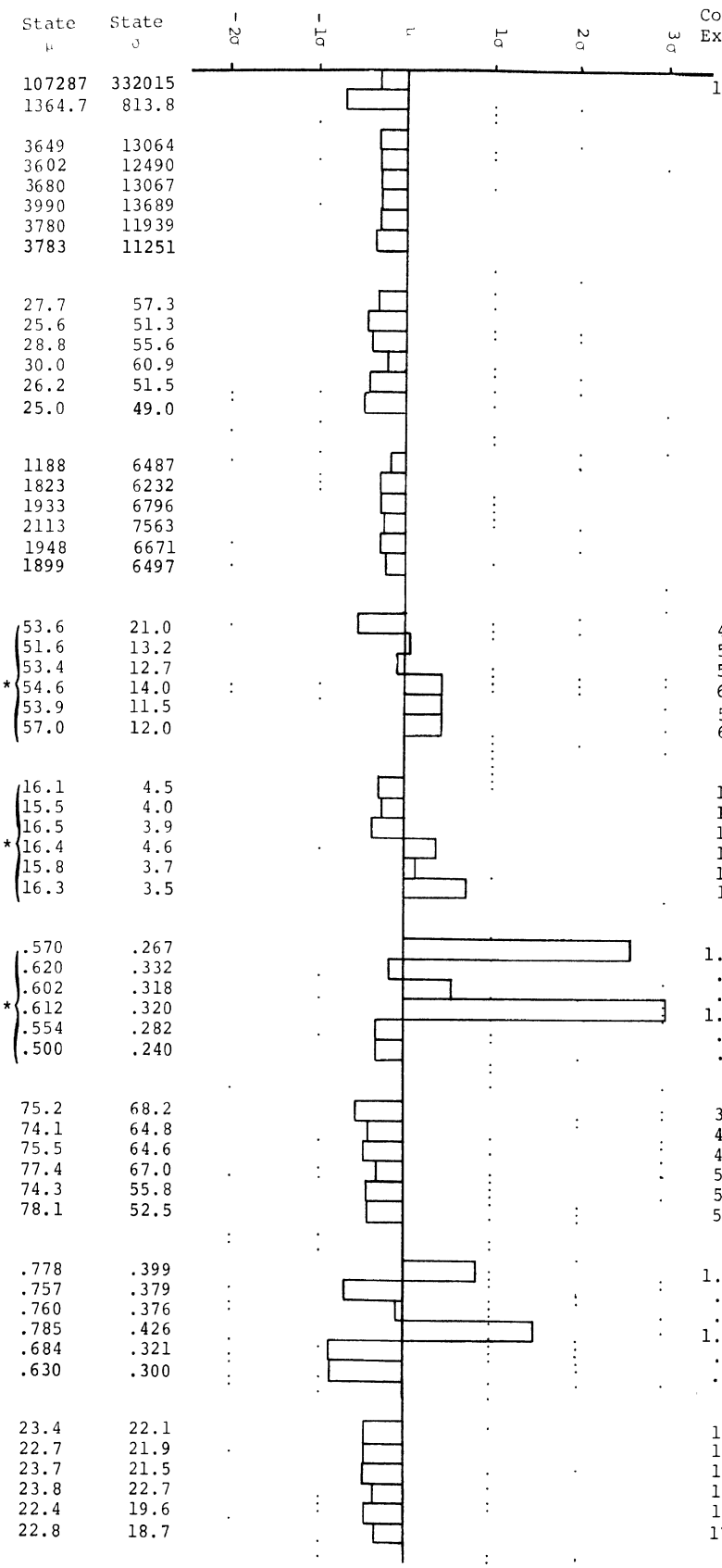
*figures represent actual value times 10^3

OAKLAND



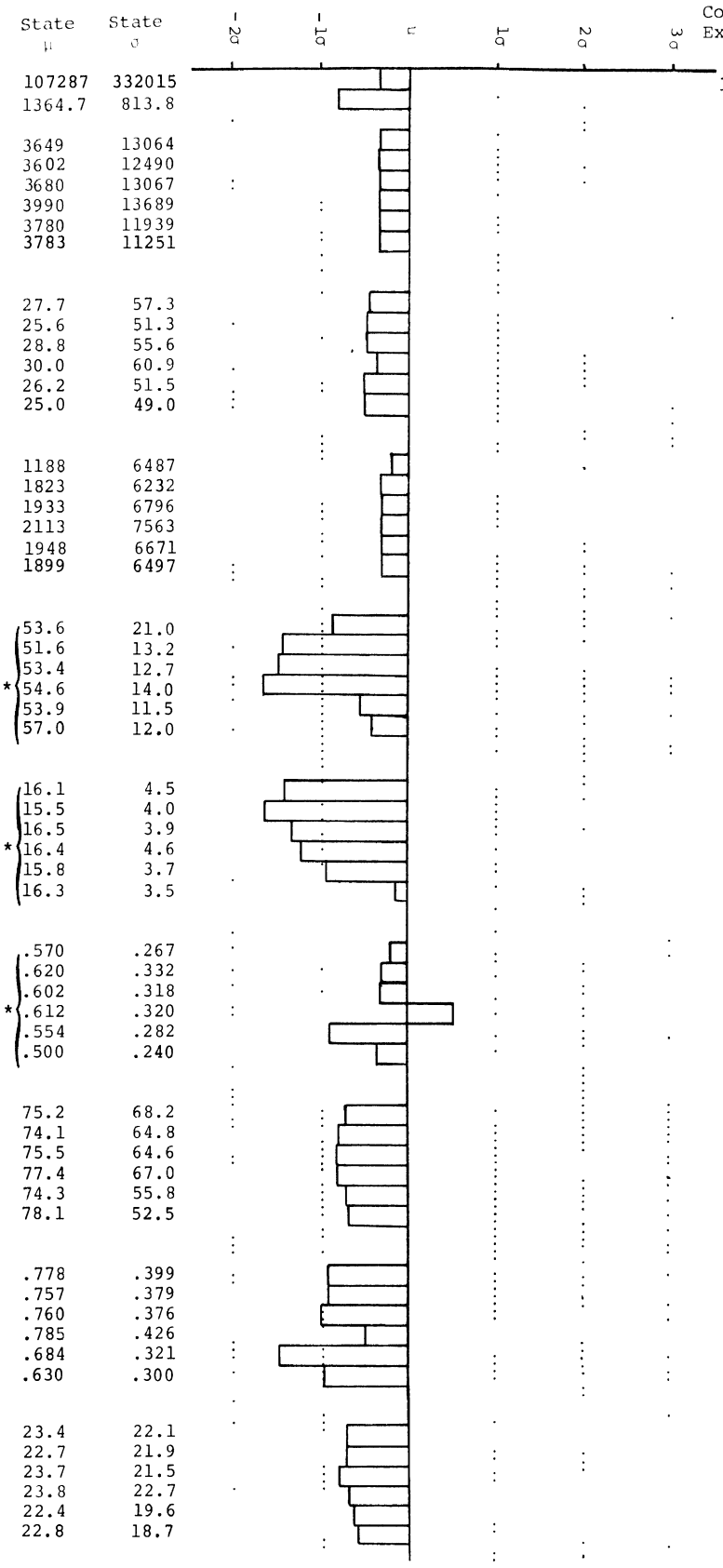
State μ	State σ		County Experience
107287	332015	17660	Population 1970
1364.7	813.8	1261	Road Miles 1968
3649	13064	222	Accidents 1966
3602	12490	343	Accidents 1967
3680	13067	436	Accidents 1968
3990	13689	425	Accidents 1969
3780	11939	434	Accidents 1970
3783	11251	617	Accidents 1971
			Accidents 1972
27.7	57.3	13	Fatalities 1966
25.6	51.3	5	Fatalities 1967
28.8	55.6	7	Fatalities 1968
30.0	60.9	12	Fatalities 1969
26.2	51.5	10	Fatalities 1970
25.0	49.0	8	Fatalities 1971
			Fatalities 1972
1188	6487	209	Injuries 1966
1823	6232	229	Injuries 1967
1933	6796	334	Injuries 1968
2113	7563	302	Injuries 1969
1948	6671	329	Injuries 1970
1899	6497	335	Injuries 1971
			Injuries 1972
53.6	21.0	21.8	Acc/R.V. 1966
51.6	13.2	34.7	Acc/R.V. 1967
53.4	12.7	43.4	Acc/R.V. 1968
* 54.6	14.0	40.4	Acc/R.V. 1969
53.9	11.5	40.2	Acc/R.V. 1970
57.0	12.0	54.2	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	10.2	I.A./R.V. 1966
15.5	4.0	13.8	I.A./R.V. 1967
16.5	3.9	17.6	I.A./R.V. 1968
* 16.4	4.6	14.6	I.A./R.V. 1969
15.8	3.7	14.9	I.A./R.V. 1970
16.3	3.5	17.8	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	1.078	F.A./R.V. 1966
.620	.332	.404	F.A./R.V. 1967
.602	.318	.596	F.A./R.V. 1968
* .612	.320	.856	F.A./R.V. 1969
.554	.282	.647	F.A./R.V. 1970
.500	.240	.700	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	27.4	Acc/RV/RdM 1966
74.1	64.8	43.7	Acc/RV/RdM 1967
75.5	64.6	54.7	Acc/RV/RdM 1968
77.4	67.0	51.0	Acc/RV/RdM 1969
74.3	55.8	50.6	Acc/RV/RdM 1970
78.1	52.5	68.4	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.359	FA/RV/RdM 1966
.757	.379	.509	FA/RV/RdM 1967
.760	.376	.752	FA/RV/RdM 1968
.785	.426	1.080	FA/RV/RdM 1969
.684	.321	.816	FA/RV/RdM 1970
.630	.300	.890	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	12.9	IA/RV/RdM 1966
22.7	21.9	17.4	IA/RV/RdM 1967
23.7	21.5	22.2	IA/RV/RdM 1968
23.8	22.7	18.4	IA/RV/RdM 1969
22.4	19.6	18.8	IA/RV/RdM 1970
22.8	18.7	22.5	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



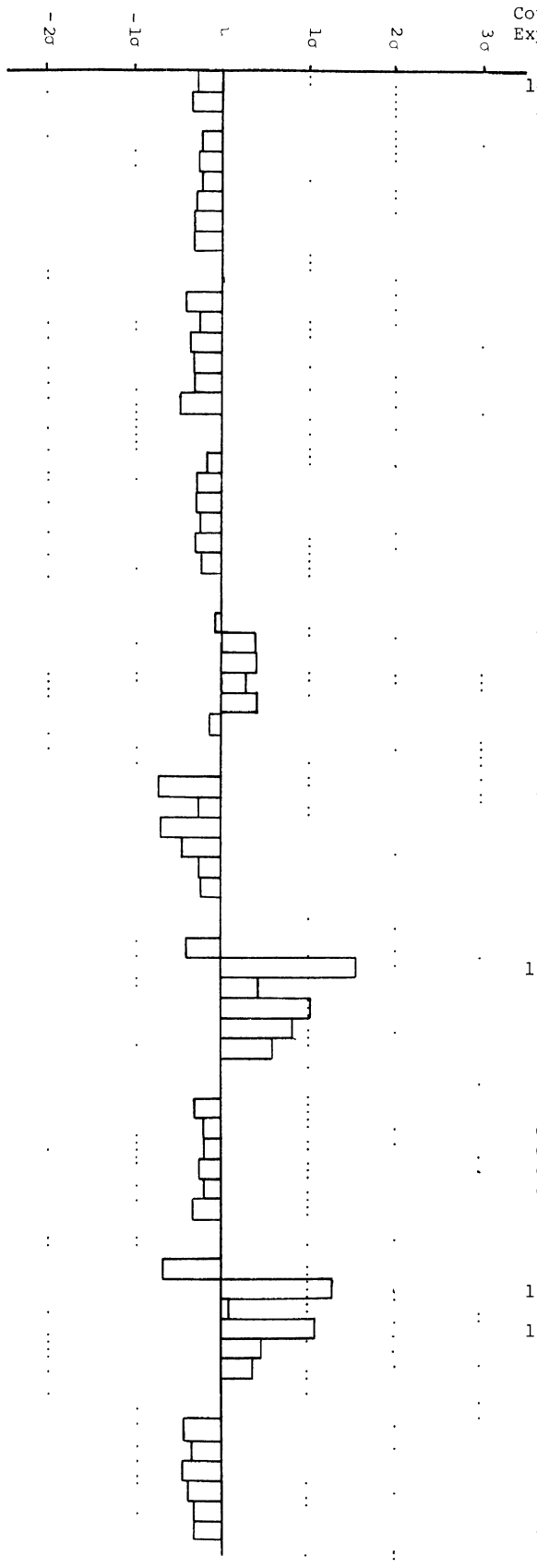
*figures represent actual value times 10^3

OGEMAW



*figures represent actual value times 10^3

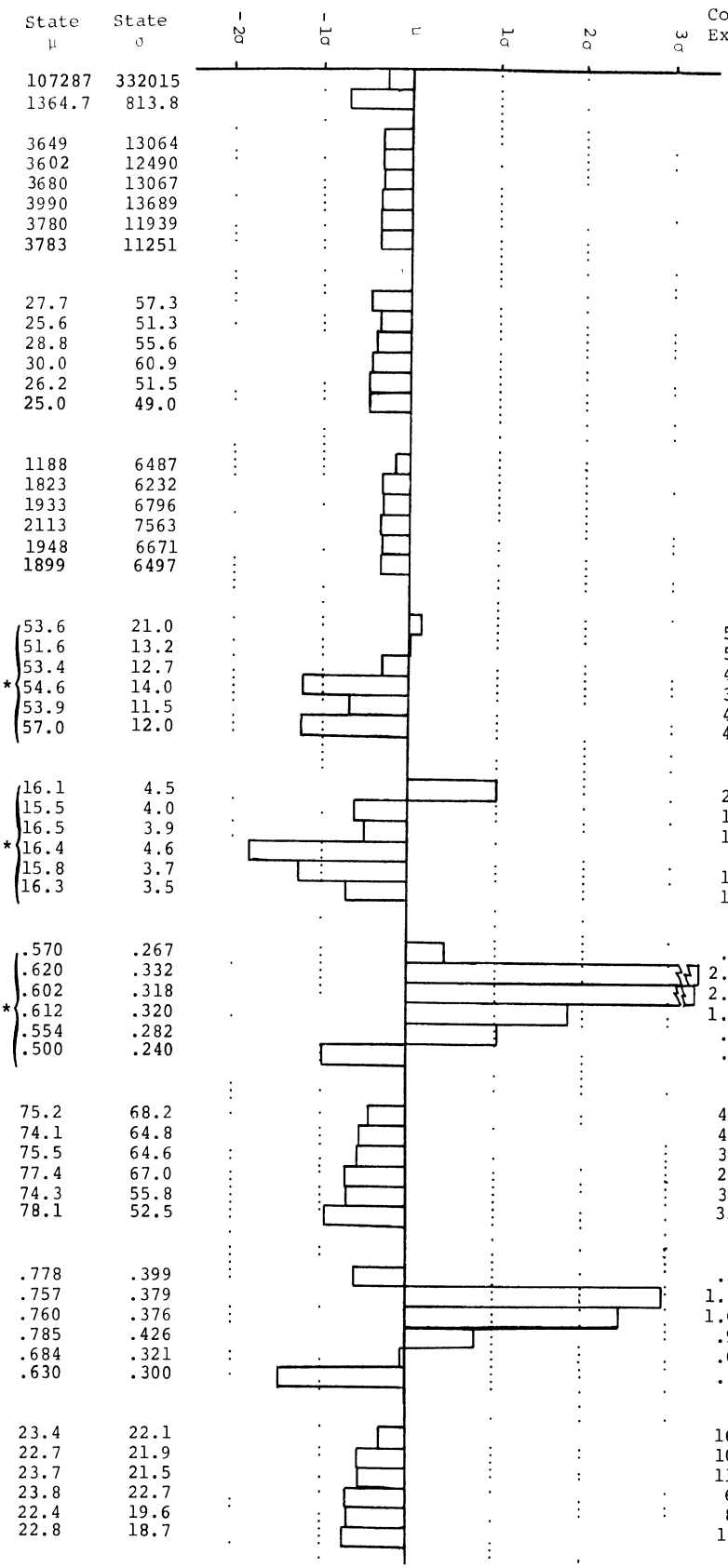
ONTONAGON



State μ	State σ		County Experience
107287	332015		14673 Population 1970
1364.7	813.8		1079 Road Miles 1968
3649	13064		454 Accidents 1966
3602	12490		485 Accidents 1967
3680	13067		558 Accidents 1968
3990	13689		560 Accidents 1969
3780	11939		608 Accidents 1970
3783	11251		600 Accidents 1971
			Accidents 1972
27.7	57.3		4 Fatalities 1966
25.6	51.3		13 Fatalities 1967
28.8	55.6		10 Fatalities 1968
30.0	60.9		11 Fatalities 1969
26.2	51.5		11 Fatalities 1970
25.0	49.0		8 Fatalities 1971
			Fatalities 1972
1188	6487		164 Injuries 1966
1823	6232		247 Injuries 1967
1933	6796		212 Injuries 1968
2113	7563		273 Injuries 1969
1948	6671		269 Injuries 1970
1899	6497		285 Injuries 1971
			Injuries 1972
53.6	21.0		52.5 Acc/R.V. 1966
51.6	13.2		56.1 Acc/R.V. 1967
53.4	12.7		59.9 Acc/R.V. 1968
* 54.6	14.0		58.5 Acc/R.V. 1969
53.9	11.5		59.4 Acc/R.V. 1970
57.0	12.0		55.5 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		12.9 I.A./R.V. 1966
15.5	4.0		14.5 I.A./R.V. 1967
16.5	3.9		13.8 I.A./R.V. 1968
* 16.4	4.6		14.3 I.A./R.V. 1969
15.8	3.7		14.9 I.A./R.V. 1970
16.3	3.5		15.8 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.462 F.A./R.V. 1966
.620	.332		1.156 F.A./R.V. 1967
.602	.318		.751 F.A./R.V. 1968
* .612	.320		.940 F.A./R.V. 1969
.554	.282		.782 F.A./R.V. 1970
.500	.240		.650 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		56.6 Acc/RV/RdM 1966
74.1	64.8		60.5 Acc/RV/RdM 1967
75.5	64.6		64.6 Acc/RV/RdM 1968
77.4	67.0		61.0 Acc/RV/RdM 1969
74.3	55.8		64.1 Acc/RV/RdM 1970
78.1	52.5		60.6 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.498 FA/RV/RdM 1966
.757	.379		1.247 FA/RV/RdM 1967
.760	.376		.810 FA/RV/RdM 1968
.785	.426		1.015 FA/RV/RdM 1969
.684	.321		.844 FA/RV/RdM 1970
.630	.300		.710 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		13.9 IA/RV/RdM 1966
22.7	21.9		15.7 IA/RV/RdM 1967
23.7	21.5		14.9 IA/RV/RdM 1968
23.8	22.7		15.4 IA/RV/RdM 1969
22.4	19.6		16.1 IA/RV/RdM 1970
22.8	18.7		17.2 IA/RV/RdM 1971
			IA/RV/RdM 1972

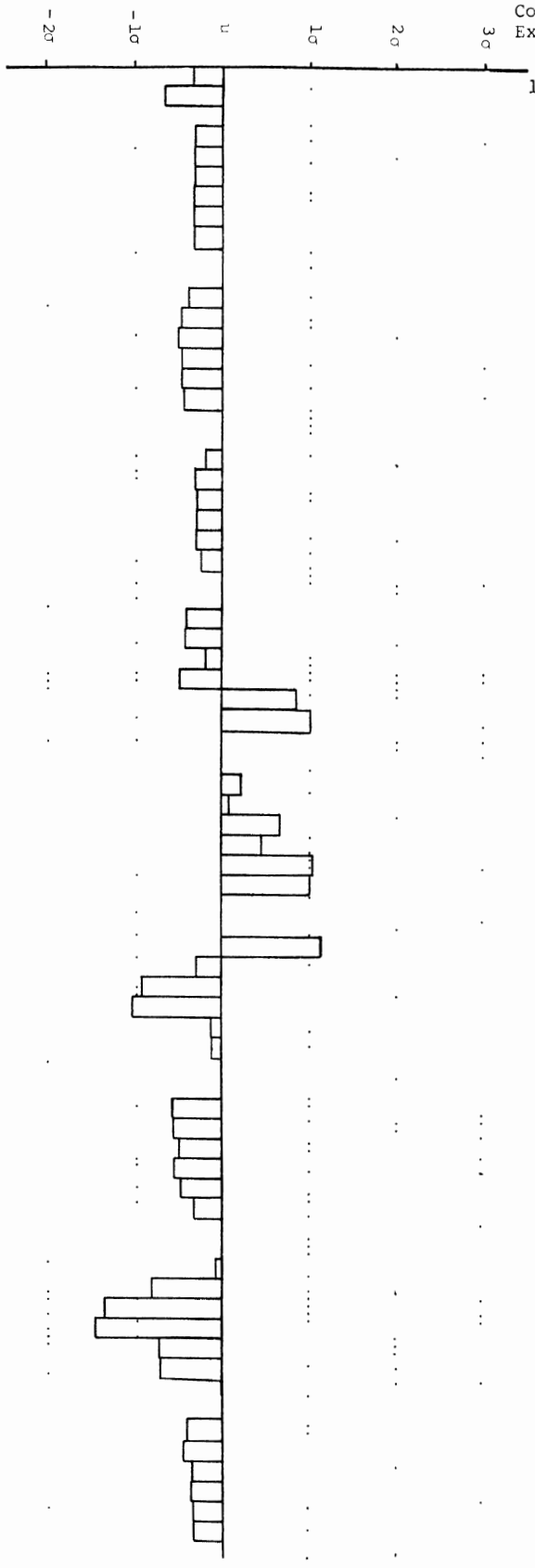
*figures represent actual value times 10^3

OSCEOLA



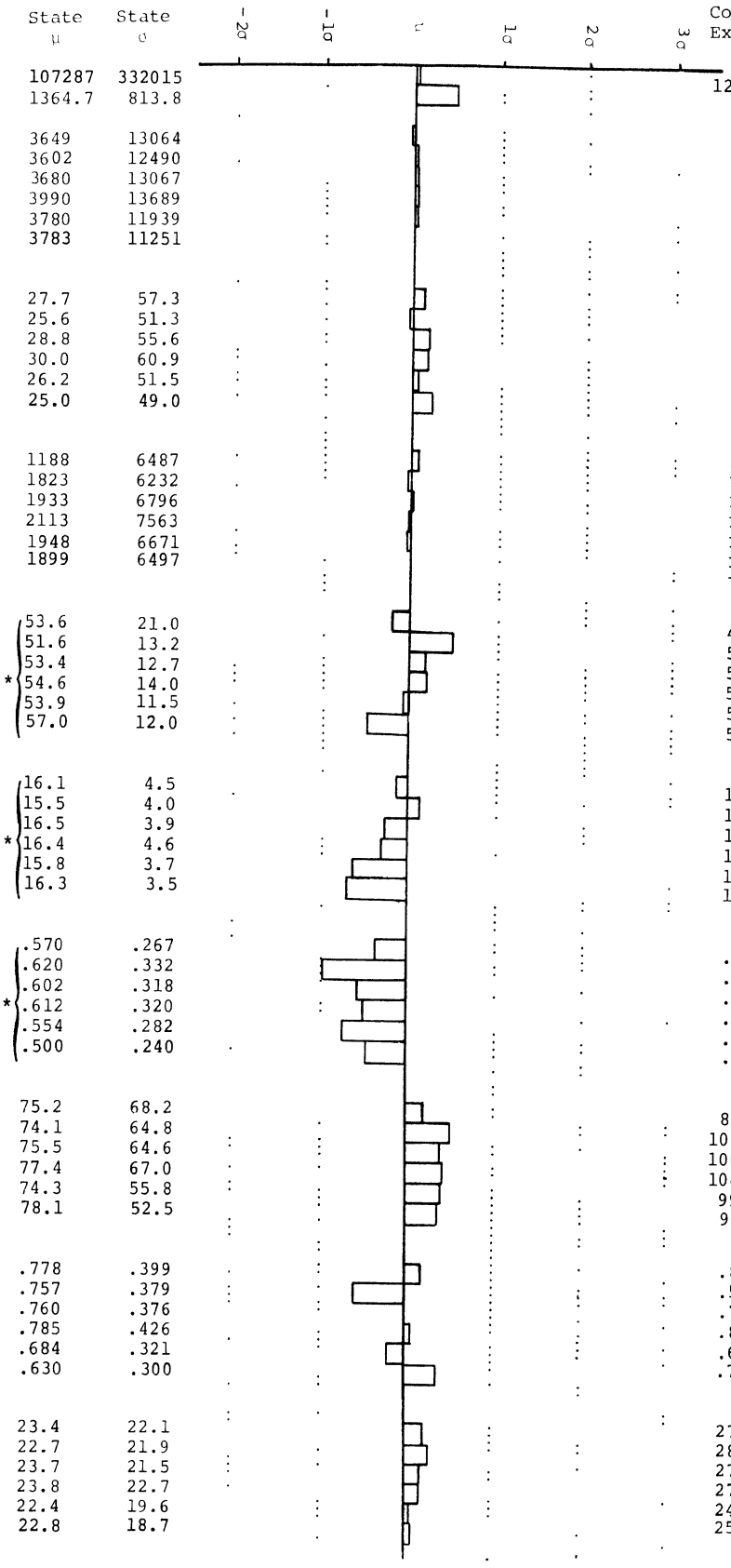
State μ	State σ		County Experience
107287	332015	4468	Population 1970
1364.7	813.8	792	Road Miles 1968
3649	13064	165	Accidents 1966
3602	12490	155	Accidents 1967
3680	13067	164	Accidents 1968
3990	13689	127	Accidents 1969
3780	11939	157	Accidents 1970
3783	11251	169	Accidents 1971
			Accidents 1972
27.7	57.3	2	Fatalities 1966
25.6	51.3	9	Fatalities 1967
28.8	55.6	8	Fatalities 1968
30.0	60.9	4	Fatalities 1969
26.2	51.5	3	Fatalities 1970
25.0	49.0	1	Fatalities 1971
			Fatalities 1972
1188	6487	124	Injuries 1966
1823	6232	96	Injuries 1967
1933	6796	105	Injuries 1968
2113	7563	52	Injuries 1969
1948	6671	78	Injuries 1970
1899	6497	96	Injuries 1971
			Injuries 1972
53.6	21.0	55.7	Acc/R.V. 1966
51.6	13.2	51.7	Acc/R.V. 1967
53.4	12.7	49.7	Acc/R.V. 1968
*54.6	14.0	37.5	Acc/R.V. 1969
53.9	11.5	44.1	Acc/R.V. 1970
57.0	12.0	41.7	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	20.6	I.A./R.V. 1966
15.5	4.0	13.0	I.A./R.V. 1967
16.5	3.9	14.5	I.A./R.V. 1968
*16.4	4.6	8.3	I.A./R.V. 1969
15.8	3.7	11.2	I.A./R.V. 1970
16.3	3.5	13.8	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.675	F.A./R.V. 1966
.620	.332	2.335	F.A./R.V. 1967
.602	.318	2.120	F.A./R.V. 1968
*.612	.320	1.180	F.A./R.V. 1969
.554	.282	.842	F.A./R.V. 1970
.500	.240	.250	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	44.1	Acc/RV/RdM 1966
74.1	64.8	40.9	Acc/RV/RdM 1967
75.5	64.6	39.3	Acc/RV/RdM 1968
77.4	67.0	27.7	Acc/RV/RdM 1969
74.3	55.8	34.9	Acc/RV/RdM 1970
78.1	52.5	32.1	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.535	FA/RV/RdM 1966
.757	.379	1.849	FA/RV/RdM 1967
.760	.376	1.679	FA/RV/RdM 1968
.785	.426	.935	FA/RV/RdM 1969
.684	.321	.667	FA/RV/RdM 1970
.630	.300	.190	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	16.3	IA/RV/RdM 1966
22.7	21.9	10.3	IA/RV/RdM 1967
23.7	21.5	11.5	IA/RV/RdM 1968
23.8	22.7	6.8	IA/RV/RdM 1969
22.4	19.6	8.9	IA/RV/RdM 1970
22.8	18.7	10.6	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015		10013 Population 1970
1364.7	813.8		858 Road Miles 1968
3649	13064		251 Accidents 1966
3602	12490		263 Accidents 1967
3680	13067		330 Accidents 1968
3990	13689		335 Accidents 1969
3780	11939		434 Accidents 1970
3783	11251		573 Accidents 1971
			Accidents 1972
27.7	57.3		5 Fatalities 1966
25.6	51.3		3 Fatalities 1967
28.8	55.6		2 Fatalities 1968
30.0	60.9		2 Fatalities 1969
26.2	51.5		4 Fatalities 1970
25.0	49.0		4 Fatalities 1971
			Fatalities 1972
1188	6487		175 Injuries 1966
1823	6232		162 Injuries 1967
1933	6796		209 Injuries 1968
2113	7563		211 Injuries 1969
1948	6671		233 Injuries 1970
1899	6497		279 Injuries 1971
			Injuries 1972
53.6	21.0		44.3 Acc/R.V. 1966
51.6	13.2		46.1 Acc/R.V. 1967
53.4	12.7		51.8 Acc/R.V. 1968
* 54.6	14.0		48.1 Acc/R.V. 1969
53.9	11.5		56.6 Acc/R.V. 1970
57.0	12.0		69.4 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		17.1 I.A./R.V. 1966
15.5	4.0		15.8 I.A./R.V. 1967
16.5	3.9		19.1 I.A./R.V. 1968
* 16.4	4.6		18.8 I.A./R.V. 1969
15.8	3.7		19.7 I.A./R.V. 1970
16.3	3.5		19.6 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.882 F.A./R.V. 1966
.620	.332		.525 F.A./R.V. 1967
.602	.318		.313 F.A./R.V. 1968
* .612	.320		.286 F.A./R.V. 1969
.554	.282		.521 F.A./R.V. 1970
.500	.240		.480 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		37.9 Acc/RV/RdM 1966
74.1	64.8		39.5 Acc/RV/RdM 1967
75.5	64.6		44.4 Acc/RV/RdM 1968
77.4	67.0		41.2 Acc/RV/RdM 1969
74.3	55.8		48.5 Acc/RV/RdM 1970
78.1	52.5		60.1 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.757 FA/RV/RdM 1966
.757	.379		.450 FA/RV/RdM 1967
.760	.376		.269 FA/RV/RdM 1968
.785	.426		.246 FA/RV/RdM 1969
.684	.321		.447 FA/RV/RdM 1970
.630	.300		.420 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		14.7 IA/RV/RdM 1966
22.7	21.9		13.6 IA/RV/RdM 1967
23.7	21.5		16.4 IA/RV/RdM 1968
23.8	22.7		16.1 IA/RV/RdM 1969
22.4	19.6		16.9 IA/RV/RdM 1970
22.8	18.7		17.0 IA/RV/RdM 1971
			IA/RV/RdM 1972

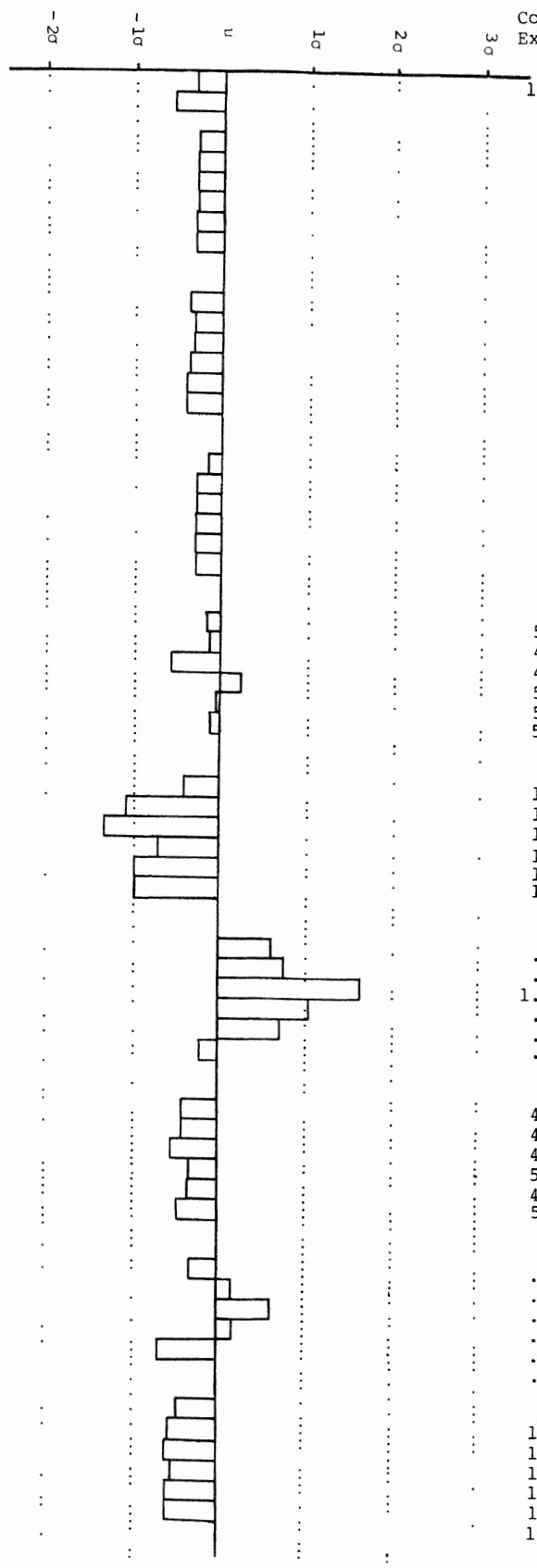
*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015	127468	Population 1970
1364.7	813.8	1797	Road Miles 1968
3649	13064	3221	Accidents 1966
3602	12490	3953	Accidents 1967
3680	13067	4092	Accidents 1968
3990	13689	4460	Accidents 1969
3780	11939	4243	Accidents 1970
3783	11251	4219	Accidents 1971
			Accidents 1972
27.7	57.3	36	Fatalities 1966
25.6	51.3	23	Fatalities 1967
28.8	55.6	38	Fatalities 1968
30.0	60.9	39	Fatalities 1969
26.2	51.5	30	Fatalities 1970
25.0	49.0	37	Fatalities 1971
			Fatalities 1972
1188	6487	1683	Injuries 1966
1823	6232	1723	Injuries 1967
1933	6796	1955	Injuries 1968
2113	7563	1967	Injuries 1969
1948	6671	1792	Injuries 1970
1899	6497	1878	Injuries 1971
			Injuries 1972
53.6	21.0	48.9	Acc/R.V. 1966
51.6	13.2	58.3	Acc/R.V. 1967
53.4	12.7	55.9	Acc/R.V. 1968
*54.6	14.0	58.0	Acc/R.V. 1969
53.9	11.5	52.8	Acc/R.V. 1970
57.0	12.0	50.5	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	15.5	I.A./R.V. 1966
15.5	4.0	16.0	I.A./R.V. 1967
16.5	3.9	15.5	I.A./R.V. 1968
*16.4	4.6	15.2	I.A./R.V. 1969
15.8	3.7	13.5	I.A./R.V. 1970
16.3	3.5	13.4	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.470	F.A./R.V. 1966
.620	.332	.295	F.A./R.V. 1967
.602	.318	.423	F.A./R.V. 1968
*.612	.320	.454	F.A./R.V. 1969
.554	.282	.348	F.A./R.V. 1970
.500	.240	.390	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	87.8	Acc/RV/RdM 1966
74.1	64.8	104.8	Acc/RV/RdM 1967
75.5	64.6	100.3	Acc/RV/RdM 1968
77.4	67.0	104.1	Acc/RV/RdM 1969
74.3	55.8	99.0	Acc/RV/RdM 1970
78.1	52.5	91.8	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.845	FA/RV/RdM 1966
.757	.379	.530	FA/RV/RdM 1967
.760	.376	.760	FA/RV/RdM 1968
.785	.426	.817	FA/RV/RdM 1969
.684	.321	.625	FA/RV/RdM 1970
.630	.300	.720	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	27.9	IA/RV/RdM 1966
22.7	21.9	28.8	IA/RV/RdM 1967
23.7	21.5	27.9	IA/RV/RdM 1968
23.8	22.7	27.3	IA/RV/RdM 1969
22.4	19.6	24.3	IA/RV/RdM 1970
22.8	18.7	25.3	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

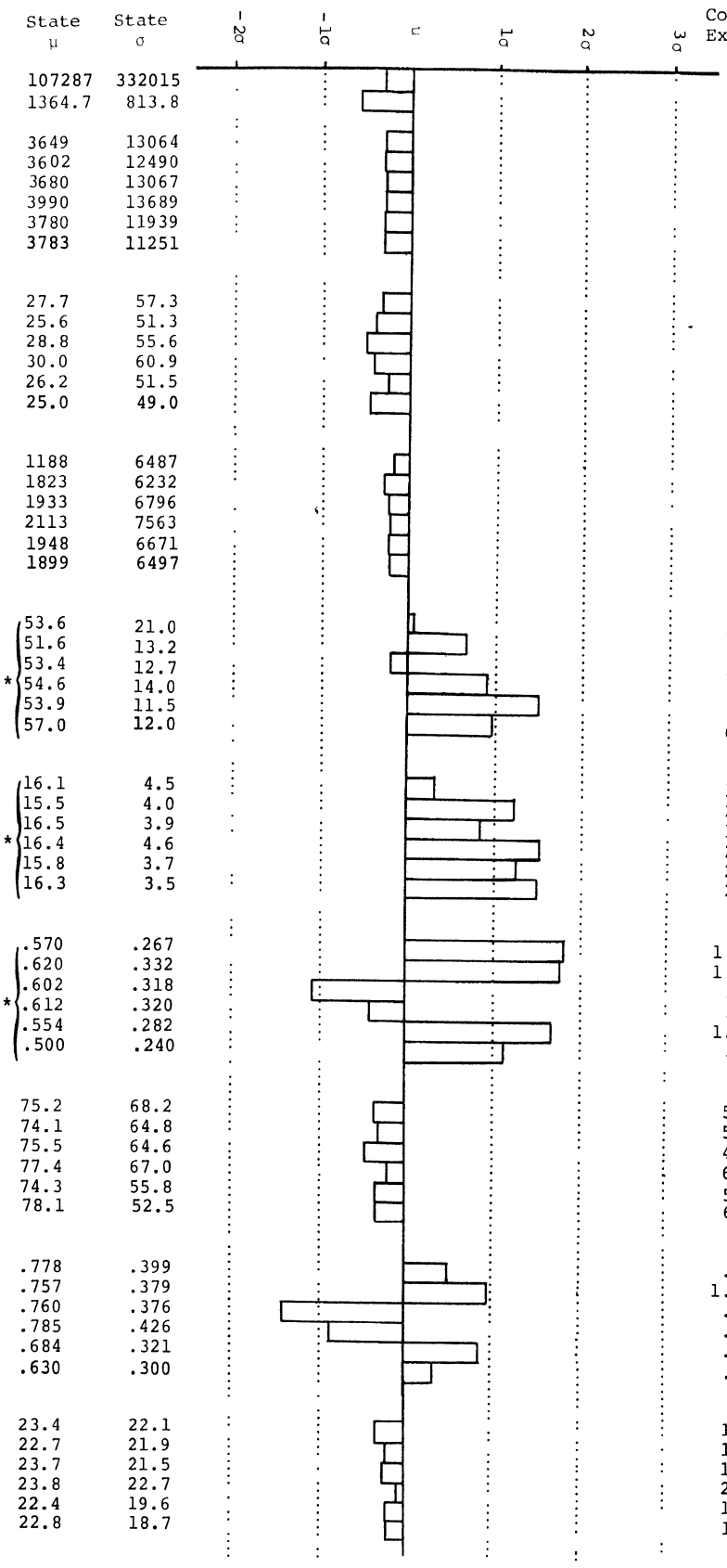
OTTAWA



State μ	State σ	County Experience	
107287	332015	12486	Population 1970
1364.7	813.8	906	Road Miles 1968
3649	13064	348	Accidents 1966
3602	12490	338	Accidents 1967
3680	13067	330	Accidents 1968
3990	13689	431	Accidents 1969
3780	11939	426	Accidents 1970
3783	11251	489	Accidents 1971
			Accidents 1972
27.7	57.3	5	Fatalities 1966
25.6	51.3	9	Fatalities 1967
28.8	55.6	11	Fatalities 1968
30.0	60.9	7	Fatalities 1969
26.2	51.5	6	Fatalities 1970
25.0	49.0	4	Fatalities 1971
			Fatalities 1972
1188	6487	163	Injuries 1966
1823	6232	145	Injuries 1967
1933	6796	156	Injuries 1968
2113	7563	149	Injuries 1969
1948	6671	157	Injuries 1970
1899	6497	162	Injuries 1971
			Injuries 1972
53.6	21.0	50.4	Acc/R.V. 1966
51.6	13.2	49.8	Acc/R.V. 1967
53.4	12.7	45.5	Acc/R.V. 1968
*54.6	14.0	58.3	Acc/R.V. 1969
53.9	11.5	53.6	Acc/R.V. 1970
57.0	12.0	56.0	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	14.3	I.A./R.V. 1966
15.5	4.0	11.2	I.A./R.V. 1967
16.5	3.9	11.3	I.A./R.V. 1968
*16.4	4.6	13.4	I.A./R.V. 1969
15.8	3.7	12.1	I.A./R.V. 1970
16.3	3.5	12.8	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.723	F.A./R.V. 1966
.620	.332	.884	F.A./R.V. 1967
.602	.318	1.102	F.A./R.V. 1968
*.612	.320	.947	F.A./R.V. 1969
.554	.282	.755	F.A./R.V. 1970
.500	.240	.460	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	45.6	Acc/RV/RdM 1966
74.1	64.8	45.1	Acc/RV/RdM 1967
75.5	64.6	41.1	Acc/RV/RdM 1968
77.4	67.0	52.8	Acc/RV/RdM 1969
74.3	55.8	48.5	Acc/RV/RdM 1970
78.1	52.5	50.7	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.655	FA/RV/RdM 1966
.757	.379	.801	FA/RV/RdM 1967
.760	.376	.998	FA/RV/RdM 1968
.785	.426	.858	FA/RV/RdM 1969
.684	.321	.684	FA/RV/RdM 1970
.630	.300	.410	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	13.0	IA/RV/RdM 1966
22.7	21.9	10.2	IA/RV/RdM 1967
23.7	21.5	10.2	IA/RV/RdM 1968
23.8	22.7	12.1	IA/RV/RdM 1969
22.4	19.6	11.0	IA/RV/RdM 1970
22.8	18.7	11.6	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

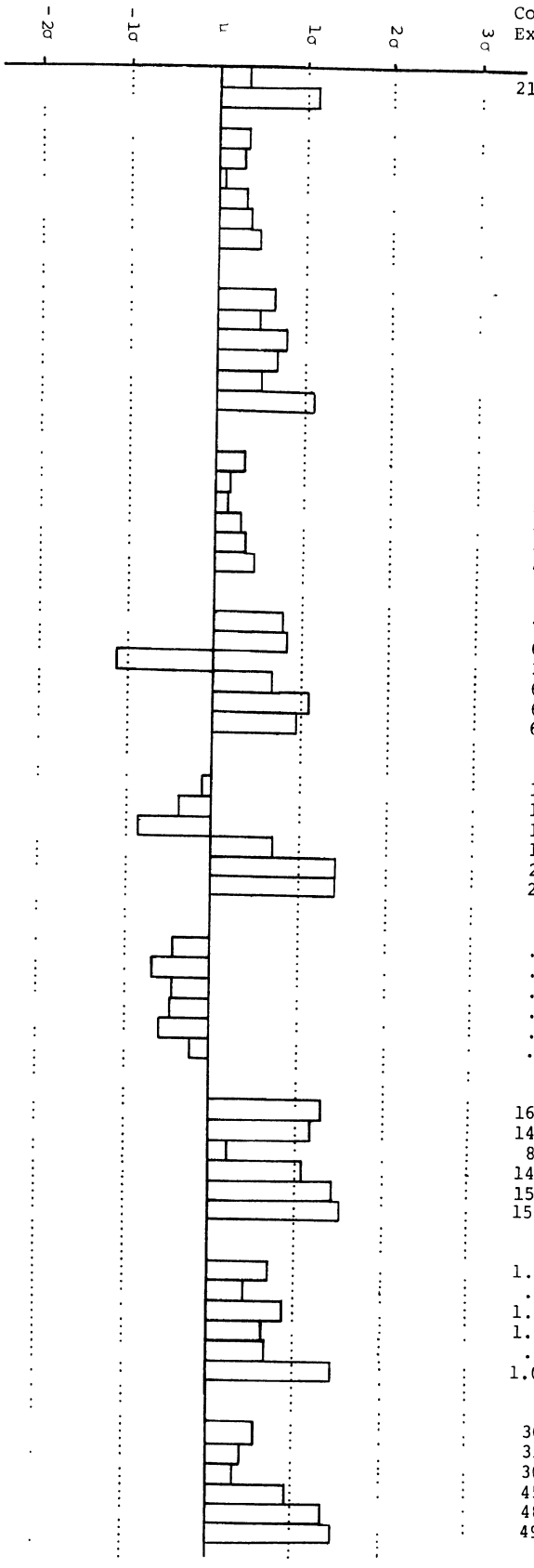
PRESQUE ISLE



State μ	State σ		County Experience
107287	332015		8944 Population 1970
1364.7	813.8		936 Road Miles 1968
3649	13064		363 Accidents 1966
3602	12490		398 Accidents 1967
3680	13067		404 Accidents 1968
3990	13689		555 Accidents 1969
3780	11939		533 Accidents 1970
3783	11251		631 Accidents 1971
			Accidents 1972
27.7	57.3		12 Fatalities 1966
25.6	51.3		8 Fatalities 1967
28.8	55.6		2 Fatalities 1968
30.0	60.9		5 Fatalities 1969
26.2	51.5		14 Fatalities 1970
25.0	49.0		7 Fatalities 1971
			Fatalities 1972
1188	6487		230 Injuries 1966
1823	6232		244 Injuries 1967
1933	6796		264 Injuries 1968
2113	7563		329 Injuries 1969
1948	6671		332 Injuries 1970
1899	6497		289 Injuries 1971
			Injuries 1972
53.6	21.0		54.4 Acc/R.V. 1966
51.6	13.2		59.9 Acc/R.V. 1967
53.4	12.7		51.7 Acc/R.V. 1968
* 54.6	14.0		67.6 Acc/R.V. 1969
53.9	11.5		71.0 Acc/R.V. 1970
57.0	12.0		68.3 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		17.5 I.A./R.V. 1966
15.5	4.0		20.5 I.A./R.V. 1967
16.5	3.9		19.9 I.A./R.V. 1968
* 16.4	4.6		23.6 I.A./R.V. 1969
15.8	3.7		20.5 I.A./R.V. 1970
16.3	3.5		21.1 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		1.049 F.A./R.V. 1966
.620	.332		1.204 F.A./R.V. 1967
.602	.318		.256 F.A./R.V. 1968
* .612	.320		.486 F.A./R.V. 1969
.554	.282		1.029 F.A./R.V. 1970
.500	.240		.760 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		50.9 Acc/RV/RdM 1966
74.1	64.8		56.0 Acc/RV/RdM 1967
75.5	64.6		48.4 Acc/RV/RdM 1968
77.4	67.0		63.2 Acc/RV/RdM 1969
74.3	55.8		57.0 Acc/RV/RdM 1970
78.1	52.5		64.5 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.982 FA/RV/RdM 1966
.757	.379		1.127 FA/RV/RdM 1967
.760	.376		.240 FA/RV/RdM 1968
.785	.426		.456 FA/RV/RdM 1969
.684	.321		.963 FA/RV/RdM 1970
.630	.300		.720 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		16.4 IA/RV/RdM 1966
22.7	21.9		19.2 IA/RV/RdM 1967
23.7	21.5		18.6 IA/RV/RdM 1968
23.8	22.7		22.1 IA/RV/RdM 1969
22.4	19.6		19.2 IA/RV/RdM 1970
22.8	18.7		19.9 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

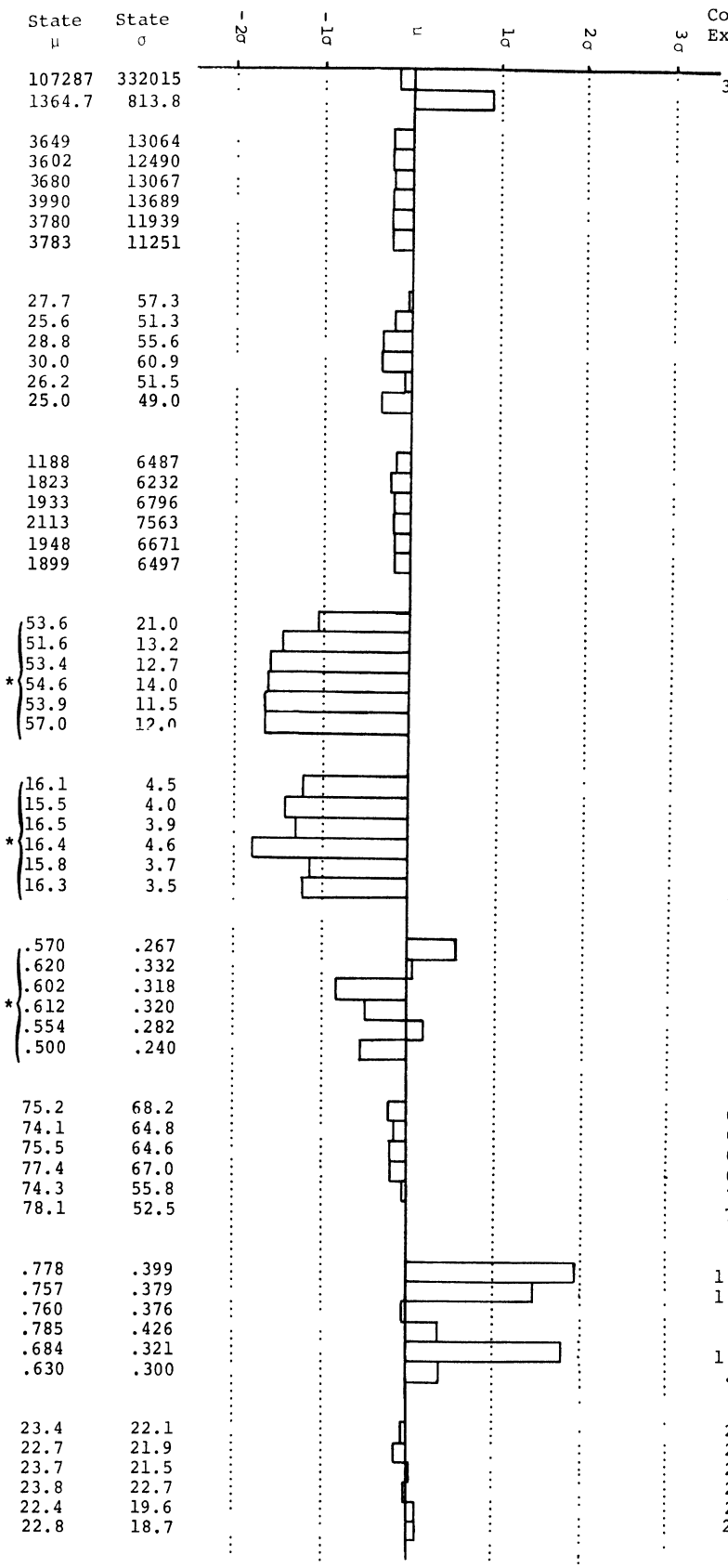
ROSCOMMON



State μ	State σ		County Experience
107287	332015		
1364.7	813.8	217787	Population 1970
		2293	Road Miles 1968
3649	13064		
3602	12490	8038	Accidents 1966
3680	13067	7220	Accidents 1967
3990	13689	4510	Accidents 1968
3780	11939	8315	Accidents 1969
3783	11251	8745	Accidents 1970
		9425	Accidents 1971
			Accidents 1972
27.7	57.3		
25.6	51.3	64	Fatalities 1966
28.8	55.6	52	Fatalities 1967
30.0	60.9	74	Fatalities 1968
26.2	51.5	74	Fatalities 1969
25.0	49.0	57	Fatalities 1970
		79	Fatalities 1971
			Fatalities 1972
1188	6487		
1823	6232	3053	Injuries 1966
1933	6796	2727	Injuries 1967
2113	7563	2681	Injuries 1968
1948	6671	4283	Injuries 1969
1899	6497	4455	Injuries 1970
		4692	Injuries 1971
			Injuries 1972
53.6	21.0		
51.6	13.2	71.5	Acc/R.V. 1966
53.4	12.7	63.8	Acc/R.V. 1967
*54.6	14.0	37.9	Acc/R.V. 1968
53.9	11.5	65.1	Acc/R.V. 1969
57.0	12.0	66.8	Acc/R.V. 1970
		67.9	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		
15.5	4.0	15.7	I.A./R.V. 1966
16.5	3.9	13.9	I.A./R.V. 1967
*16.4	4.6	13.1	I.A./R.V. 1968
15.8	3.7	19.9	I.A./R.V. 1969
16.3	3.5	21.1	I.A./R.V. 1970
		21.3	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		
.620	.332	.453	F.A./R.V. 1966
.602	.318	.397	F.A./R.V. 1967
*.612	.320	.478	F.A./R.V. 1968
.554	.282	.461	F.A./R.V. 1969
.500	.240	.389	F.A./R.V. 1970
		.450	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		
74.1	64.8	163.9	Acc/RV/RdM 1966
75.5	64.6	146.3	Acc/RV/RdM 1967
77.4	67.0	86.7	Acc/RV/RdM 1968
74.3	55.8	149.2	Acc/RV/RdM 1969
78.1	52.5	153.1	Acc/RV/RdM 1970
		156.7	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		
.757	.379	1.039	FA/RV/RdM 1966
.760	.376	.910	FA/RV/RdM 1967
.785	.426	1.096	FA/RV/RdM 1968
.684	.321	1.059	FA/RV/RdM 1969
.630	.300	.892	FA/RV/RdM 1970
		1.050	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		
22.7	21.9	36.0	IA/RV/RdM 1966
23.7	21.5	31.8	IA/RV/RdM 1967
23.8	22.7	30.0	IA/RV/RdM 1968
22.4	19.6	45.6	IA/RV/RdM 1969
22.8	18.7	48.4	IA/RV/RdM 1970
		49.2	IA/RV/RdM 1971
			IA/RV/RdM 1972

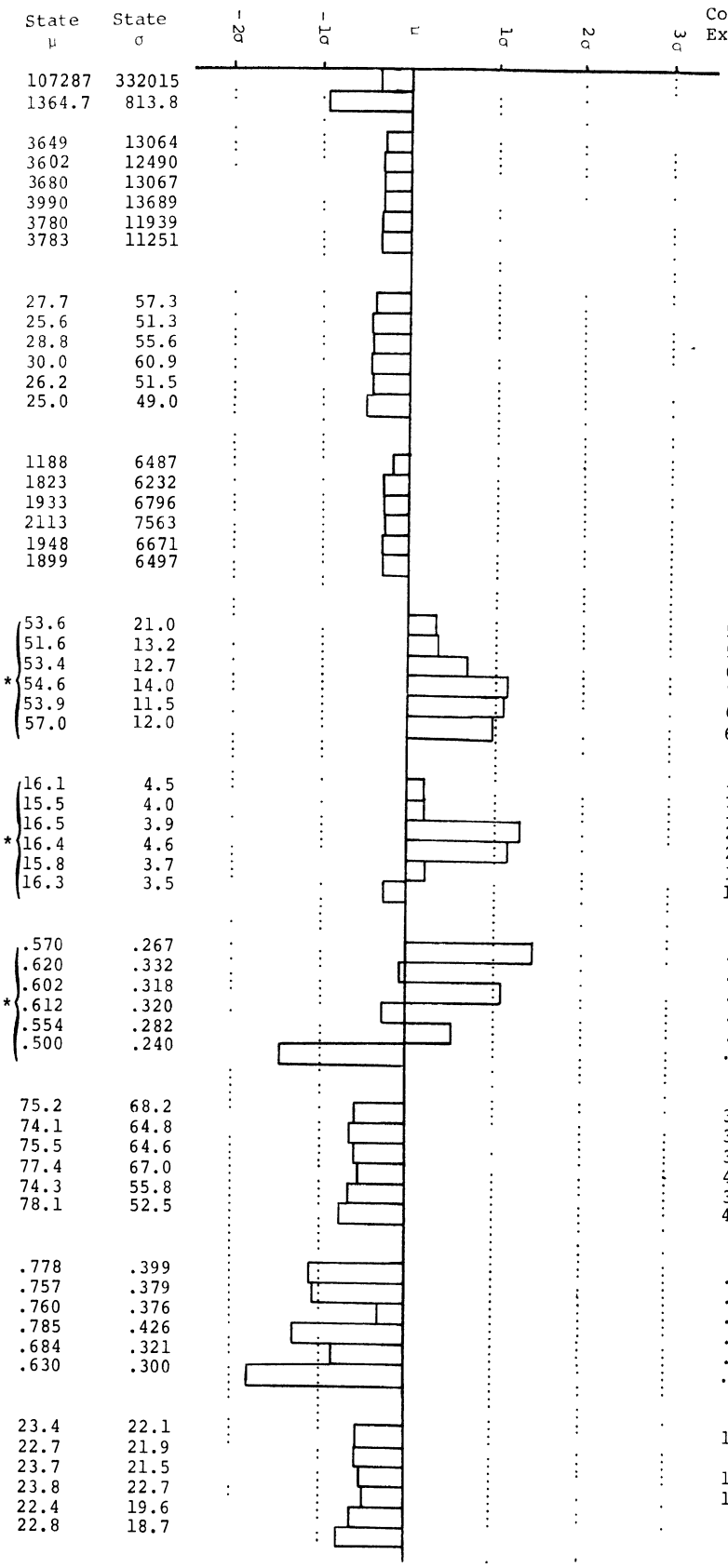
*figures represent actual value times 10^3

SAGINAW



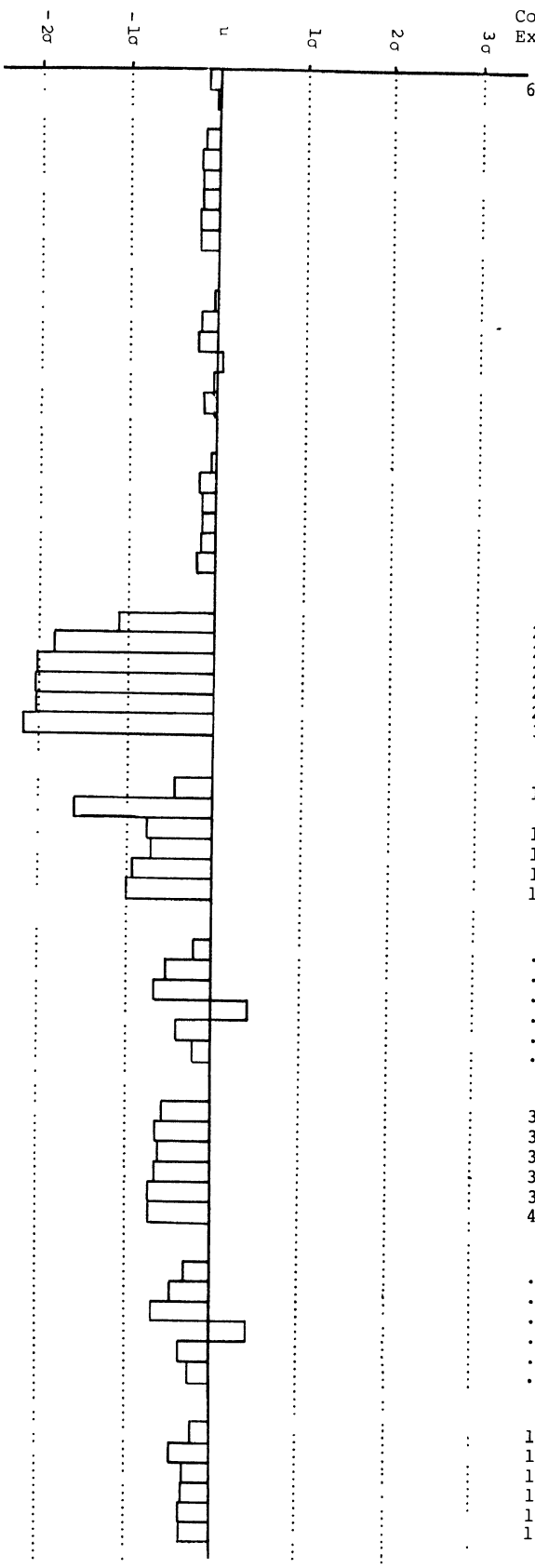
State μ	State σ		County Experience
107287	332015	34505	Population 1970
1364.7	813.8	2060	Road Miles 1968
3649	13064	657	Accidents 1966
3602	12490	677	Accidents 1967
3680	13067	727	Accidents 1968
3990	13689	772	Accidents 1969
3780	11939	857	Accidents 1970
3783	11251	988	Accidents 1971
			Accidents 1972
27.7	57.3	25	Fatalities 1966
25.6	51.3	17	Fatalities 1967
28.8	55.6	12	Fatalities 1968
30.0	60.9	11	Fatalities 1969
26.2	51.5	21	Fatalities 1970
25.0	49.0	10	Fatalities 1971
			Fatalities 1972
1188	6487	418	Injuries 1966
1823	6232	372	Injuries 1967
1933	6796	473	Injuries 1968
2113	7563	444	Injuries 1969
1948	6671	537	Injuries 1970
1899	6497	504	Injuries 1971
			Injuries 1972
53.6	21.0	29.8	Acc/R.V. 1966
51.6	13.2	31.1	Acc/R.V. 1967
53.4	12.7	31.8	Acc/R.V. 1968
*54.6	14.0	32.3	Acc/R.V. 1969
53.9	11.5	34.9	Acc/R.V. 1970
57.0	12.0	38.1	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	10.7	I.A./R.V. 1966
15.5	4.0	10.0	I.A./R.V. 1967
16.5	3.9	11.6	I.A./R.V. 1968
*16.4	4.6	10.8	I.A./R.V. 1969
15.8	3.7	11.7	I.A./R.V. 1970
16.3	3.5	12.1	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.724	F.A./R.V. 1966
.620	.332	.642	F.A./R.V. 1967
.602	.318	.349	F.A./R.V. 1968
*.612	.320	.459	F.A./R.V. 1969
.554	.282	.611	F.A./R.V. 1970
.500	.240	.350	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	61.3	Acc/RV/RdM 1966
74.1	64.8	64.0	Acc/RV/RdM 1967
75.5	64.6	65.4	Acc/RV/RdM 1968
77.4	67.0	66.4	Acc/RV/RdM 1969
74.3	55.8	71.9	Acc/RV/RdM 1970
78.1	52.5	78.5	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.491	FA/RV/RdM 1966
.757	.379	1.323	FA/RV/RdM 1967
.760	.376	.719	FA/RV/RdM 1968
.785	.426	.947	FA/RV/RdM 1969
.684	.321	1.259	FA/RV/RdM 1970
.630	.300	.720	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	22.0	IA/RV/RdM 1966
22.7	21.9	20.6	IA/RV/RdM 1967
23.7	21.5	24.0	IA/RV/RdM 1968
23.8	22.7	22.3	IA/RV/RdM 1969
22.4	19.6	24.1	IA/RV/RdM 1970
22.8	18.7	25.0	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3



State μ	State σ	County Experience	
107287	332015	8092	Population 1970
1364.7	813.8	592	Road Miles 1968
3649	13064	302	Accidents 1966
3602	12490	284	Accidents 1967
3680	13067	333	Accidents 1968
3990	13689	407	Accidents 1969
3780	11939	381	Accidents 1970
3783	11251	418	Accidents 1971
			Accidents 1972
27.7	57.3	6	Fatalities 1966
25.6	51.3	4	Fatalities 1967
28.8	55.6	6	Fatalities 1968
30.0	60.9	3	Fatalities 1969
26.2	51.5	6	Fatalities 1970
25.0	49.0	1	Fatalities 1971
			Fatalities 1972
1188	6487	166	Injuries 1966
1823	6232	154	Injuries 1967
1933	6796	182	Injuries 1968
2113	7563	213	Injuries 1969
1948	6671	151	Injuries 1970
1899	6497	165	Injuries 1971
			Injuries 1972
53.6	21.0	58.4	Acc/R.V. 1966
51.6	13.2	55.7	Acc/R.V. 1967
53.4	12.7	63.6	Acc/R.V. 1968
*54.6	14.0	71.5	Acc/R.V. 1969
53.9	11.5	66.9	Acc/R.V. 1970
57.0	12.0	67.8	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	17.0	I.A./R.V. 1966
15.5	4.0	16.3	I.A./R.V. 1967
16.5	3.9	21.8	I.A./R.V. 1968
*16.4	4.6	21.8	I.A./R.V. 1969
15.8	3.7	16.5	I.A./R.V. 1970
16.3	3.5	15.7	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.966	F.A./R.V. 1966
.620	.332	.588	F.A./R.V. 1967
.602	.318	.954	F.A./R.V. 1968
*.612	.320	.527	F.A./R.V. 1969
.554	.282	.702	F.A./R.V. 1970
.500	.240	.160	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	34.6	Acc/RV/RdM 1966
74.1	64.8	32.9	Acc/RV/RdM 1967
75.5	64.6	37.6	Acc/RV/RdM 1968
77.4	67.0	42.3	Acc/RV/RdM 1969
74.3	55.8	39.6	Acc/RV/RdM 1970
78.1	52.5	40.2	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.327	FA/RV/RdM 1966
.757	.379	.348	FA/RV/RdM 1967
.760	.376	.565	FA/RV/RdM 1968
.785	.426	.312	FA/RV/RdM 1969
.684	.321	.416	FA/RV/RdM 1970
.630	.300	.100	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	10.9	IA/RV/RdM 1966
22.7	21.9	9.7	IA/RV/RdM 1967
23.7	21.5	12.9	IA/RV/RdM 1968
23.8	22.7	12.9	IA/RV/RdM 1969
22.4	19.6	9.8	IA/RV/RdM 1970
22.8	18.7	9.3	IA/RV/RdM 1971
			IA/RV/RdM 1972

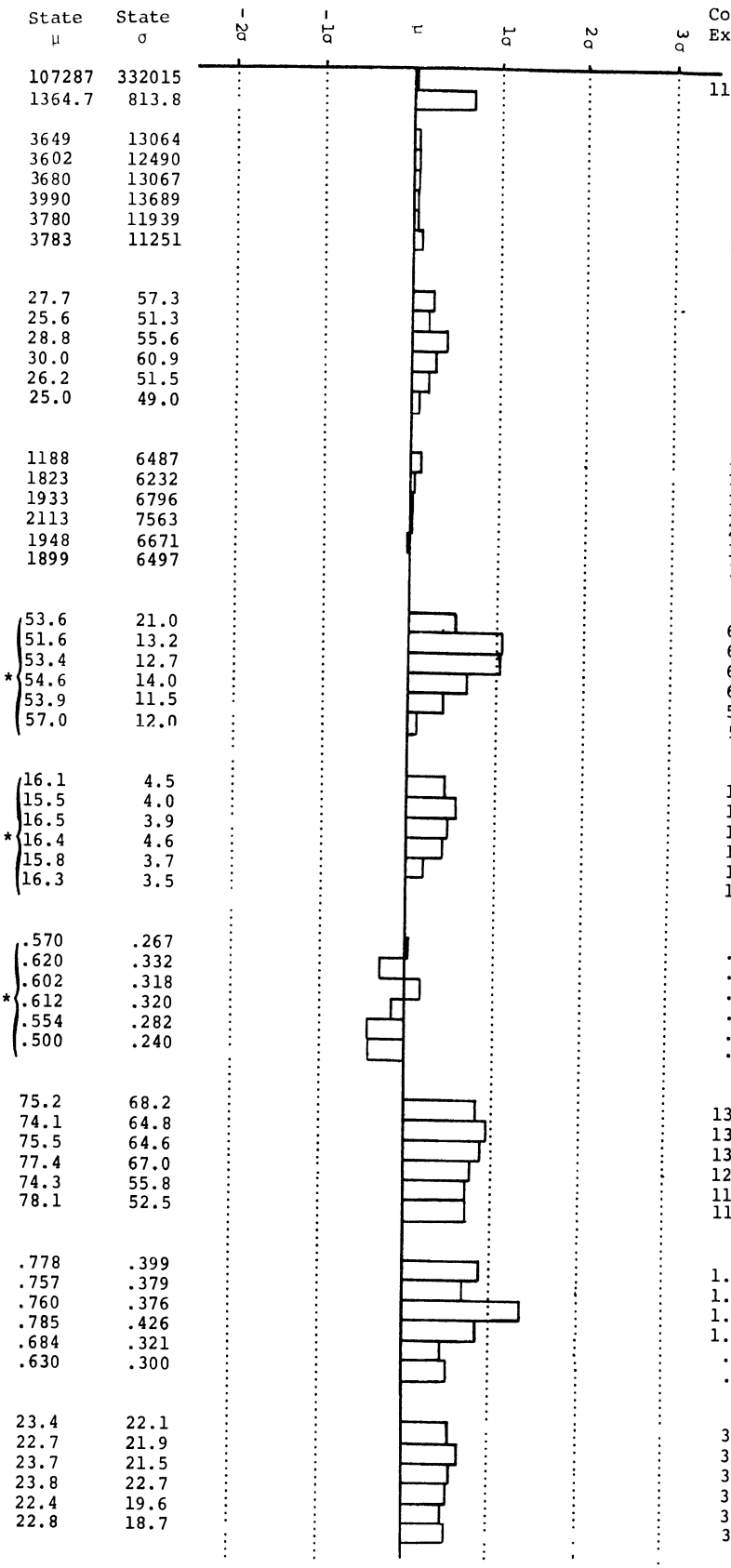
*figures represent actual value times 10^3



State μ	State σ		County Experience
107287	332015	62957	Population 1970
1364.7	813.8	1308	Road Miles 1968
3649	13064	1008	Accidents 1966
3602	12490	906	Accidents 1967
3680	13067	1024	Accidents 1968
3990	13689	1035	Accidents 1969
3780	11939	1034	Accidents 1970
3783	11251	1318	Accidents 1971
			Accidents 1972
27.7	57.3	25	Fatalities 1966
25.6	51.3	16	Fatalities 1967
28.8	55.6	16	Fatalities 1968
30.0	60.9	33	Fatalities 1969
26.2	51.5	25	Fatalities 1970
25.0	49.0	20	Fatalities 1971
			Fatalities 1972
1188	6487	817	Injuries 1966
1823	6232	706	Injuries 1967
1933	6796	814	Injuries 1968
2113	7563	860	Injuries 1969
1948	6671	872	Injuries 1970
1899	6497	909	Injuries 1971
			Injuries 1972
53.6	21.0	28.6	Acc/R.V. 1966
51.6	13.2	25.5	Acc/R.V. 1967
53.4	12.7	27.6	Acc/R.V. 1968
*54.6	14.0	26.0	Acc/R.V. 1969
53.9	11.5	25.4	Acc/R.V. 1970
57.0	12.0	31.1	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	14.2	I.A./R.V. 1966
15.5	4.0	9.3	I.A./R.V. 1967
16.5	3.9	13.5	I.A./R.V. 1968
*16.4	4.6	13.1	I.A./R.V. 1969
15.8	3.7	12.6	I.A./R.V. 1970
16.3	3.5	12.9	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.510	F.A./R.V. 1966
.620	.332	.450	F.A./R.V. 1967
.602	.318	.404	F.A./R.V. 1968
*.612	.320	.754	F.A./R.V. 1969
.554	.282	.443	F.A./R.V. 1970
.500	.240	.450	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	37.4	Acc/RV/RdM 1966
74.1	64.8	33.4	Acc/RV/RdM 1967
75.5	64.6	36.1	Acc/RV/RdM 1968
77.4	67.0	34.0	Acc/RV/RdM 1969
74.3	55.8	33.3	Acc/RV/RdM 1970
78.1	52.5	40.6	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.667	FA/RV/RdM 1966
.757	.379	.589	FA/RV/RdM 1967
.760	.376	.528	FA/RV/RdM 1968
.785	.426	.987	FA/RV/RdM 1969
.684	.321	.579	FA/RV/RdM 1970
.630	.300	.580	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	18.6	IA/RV/RdM 1966
22.7	21.9	12.2	IA/RV/RdM 1967
23.7	21.5	17.7	IA/RV/RdM 1968
23.8	22.7	17.1	IA/RV/RdM 1969
22.4	19.6	16.5	IA/RV/RdM 1970
22.8	18.7	16.8	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

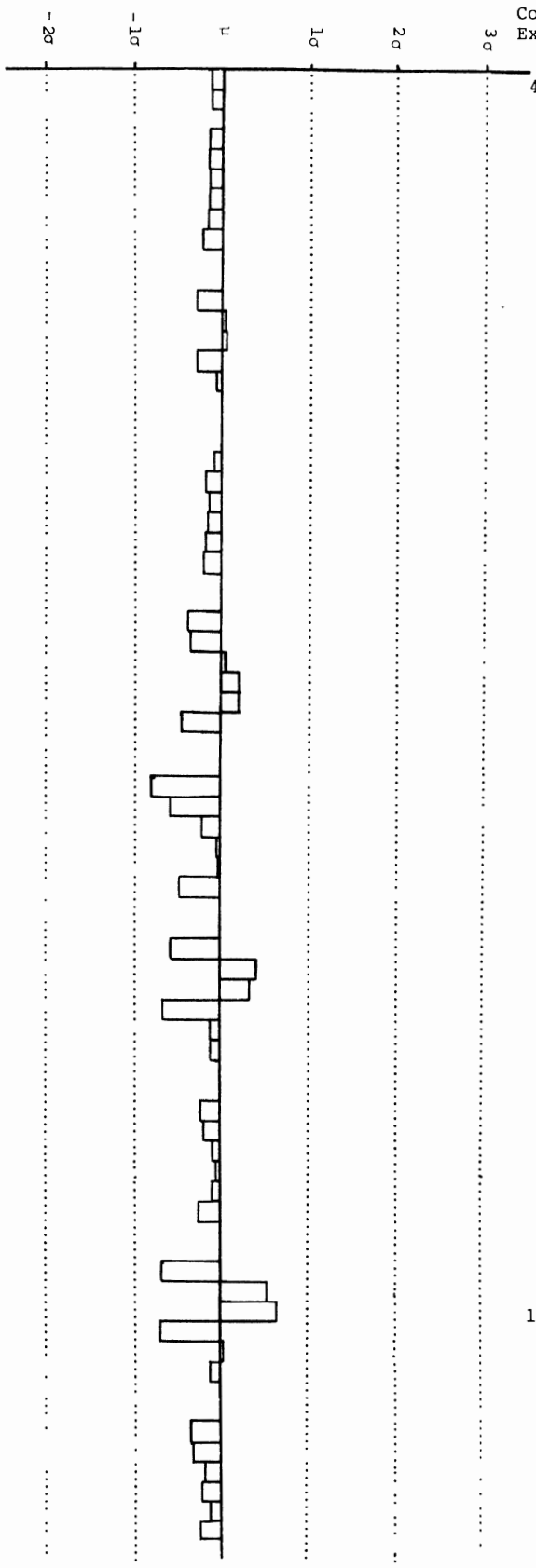
SHIAWASSEE



State μ	State σ		County Experience
107287	332015	118776	Population 1970
1364.7	813.8	1967	Road Miles 1968
3649	13064	4158	Accidents 1966
3602	12490	4212	Accidents 1967
3680	13067	4410	Accidents 1968
3990	13689	4554	Accidents 1969
3780	11939	4244	Accidents 1970
3783	11251	4361	Accidents 1971
			Accidents 1972
27.7	57.3	42	Fatalities 1966
25.6	51.3	35	Fatalities 1967
28.8	55.6	55	Fatalities 1968
30.0	60.9	46	Fatalities 1969
26.2	51.5	36	Fatalities 1970
25.0	49.0	33	Fatalities 1971
			Fatalities 1972
1188	6487	1923	Injuries 1966
1823	6232	1973	Injuries 1967
1933	6796	1963	Injuries 1968
2113	7563	2145	Injuries 1969
1948	6671	1826	Injuries 1970
1899	6497	1963	Injuries 1971
			Injuries 1972
53.6	21.0	66.3	Acc/R.V. 1966
51.6	13.2	66.7	Acc/R.V. 1967
53.4	12.7	66.7	Acc/R.V. 1968
*54.6	14.0	64.3	Acc/R.V. 1969
53.9	11.5	58.6	Acc/R.V. 1970
57.0	12.0	57.6	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	18.2	I.A./R.V. 1966
15.5	4.0	18.8	I.A./R.V. 1967
16.5	3.9	18.4	I.A./R.V. 1968
*16.4	4.6	18.5	I.A./R.V. 1969
15.8	3.7	16.3	I.A./R.V. 1970
16.3	3.5	16.3	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.574	F.A./R.V. 1966
.620	.332	.522	F.A./R.V. 1967
.602	.318	.650	F.A./R.V. 1968
*.612	.320	.578	F.A./R.V. 1969
.554	.282	.427	F.A./R.V. 1970
.500	.240	.400	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	130.4	Acc/RV/RdM 1966
74.1	64.8	131.2	Acc/RV/RdM 1967
75.5	64.6	131.1	Acc/RV/RdM 1968
77.4	67.0	126.4	Acc/RV/RdM 1969
74.3	55.8	115.2	Acc/RV/RdM 1970
78.1	52.5	114.2	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.129	FA/RV/RdM 1966
.757	.379	1.027	FA/RV/RdM 1967
.760	.376	1.279	FA/RV/RdM 1968
.785	.426	1.138	FA/RV/RdM 1969
.684	.321	.840	FA/RV/RdM 1970
.630	.300	.790	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	35.8	IA/RV/RdM 1966
22.7	21.9	37.0	IA/RV/RdM 1967
23.7	21.5	36.2	IA/RV/RdM 1968
23.8	22.7	36.4	IA/RV/RdM 1969
22.4	19.6	32.1	IA/RV/RdM 1970
22.8	18.7	32.3	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

ST. CLAIR

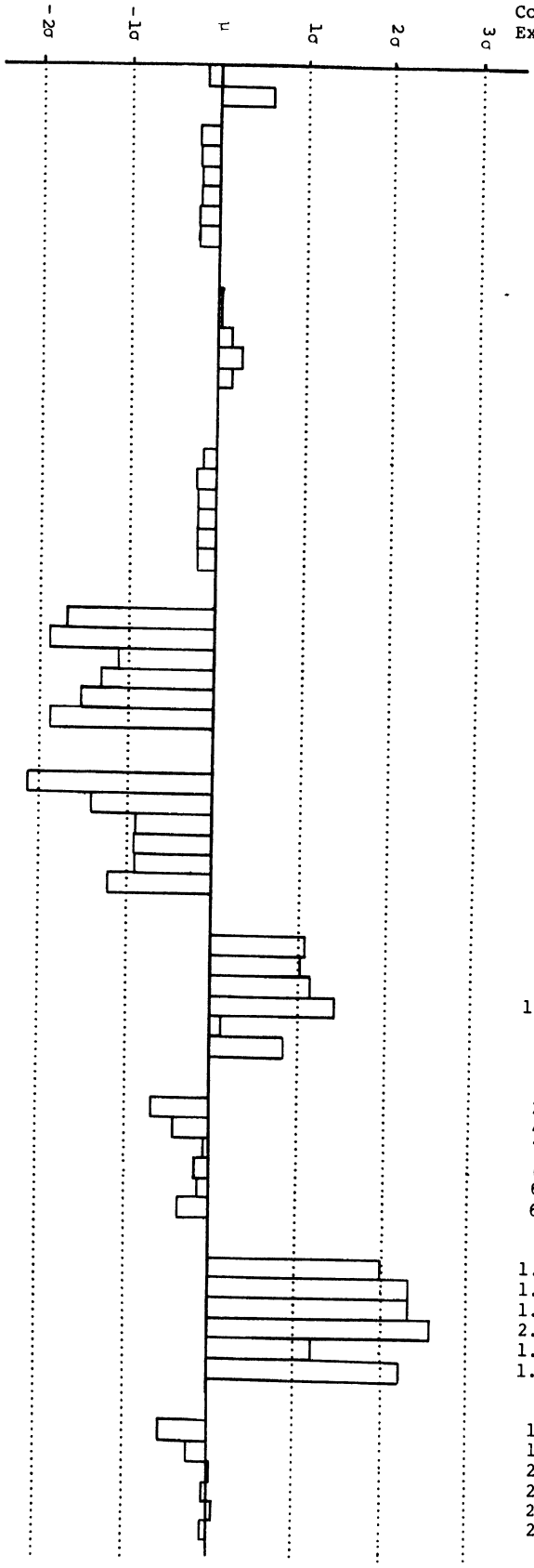


State μ	State σ		County Experience
107287	332015	46713	Population 1970
1364.7	813.8	1280	Road Miles 1968
3649	13064	1379	Accidents 1966
3602	12490	1447	Accidents 1967
3680	13067	1703	Accidents 1968
3990	13689	1857	Accidents 1969
3780	11939	1848	Accidents 1970
3783	11251	1794	Accidents 1971
			Accidents 1972
27.7	57.3	13	Fatalities 1966
25.6	51.3	26	Fatalities 1967
28.8	55.6	32	Fatalities 1968
30.0	60.9	14	Fatalities 1969
26.2	51.5	23	Fatalities 1970
25.0	49.0	25	Fatalities 1971
			Fatalities 1972
1188	6487	626	Injuries 1966
1823	6232	661	Injuries 1967
1933	6796	849	Injuries 1968
2113	7563	829	Injuries 1969
1948	6671	859	Injuries 1970
1899	6497	775	Injuries 1971
			Injuries 1972
53.6	21.0	45.5	Acc/R.V. 1966
51.6	13.2	47.3	Acc/R.V. 1967
53.4	12.7	54.1	Acc/R.V. 1968
* 54.6	14.0	57.2	Acc/R.V. 1969
53.9	11.5	55.3	Acc/R.V. 1970
57.0	12.0	52.2	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	12.5	I.A./R.V. 1966
15.5	4.0	13.2	I.A./R.V. 1967
16.5	3.9	15.6	I.A./R.V. 1968
* 16.4	4.6	16.2	I.A./R.V. 1969
15.8	3.7	15.7	I.A./R.V. 1970
16.3	3.5	14.5	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.396	F.A./R.V. 1966
.620	.332	.752	F.A./R.V. 1967
.602	.318	.794	F.A./R.V. 1968
* .612	.320	.400	F.A./R.V. 1969
.554	.282	.538	F.A./R.V. 1970
.500	.240	.470	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	58.3	Acc/RV/RdM 1966
74.1	64.8	60.5	Acc/RV/RdM 1967
75.5	64.6	69.3	Acc/RV/RdM 1968
77.4	67.0	73.3	Acc/RV/RdM 1969
74.3	55.8	70.8	Acc/RV/RdM 1970
78.1	52.5	66.0	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	.507	FA/RV/RdM 1966
.757	.379	.963	FA/RV/RdM 1967
.760	.376	1.016	FA/RV/RdM 1968
.785	.426	.513	FA/RV/RdM 1969
.684	.321	.689	FA/RV/RdM 1970
.630	.300	.590	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	16.0	IA/RV/RdM 1966
22.7	21.9	16.9	IA/RV/RdM 1967
23.7	21.5	20.0	IA/RV/RdM 1968
23.8	22.7	20.7	IA/RV/RdM 1969
22.4	19.6	20.1	IA/RV/RdM 1970
22.8	18.7	18.4	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

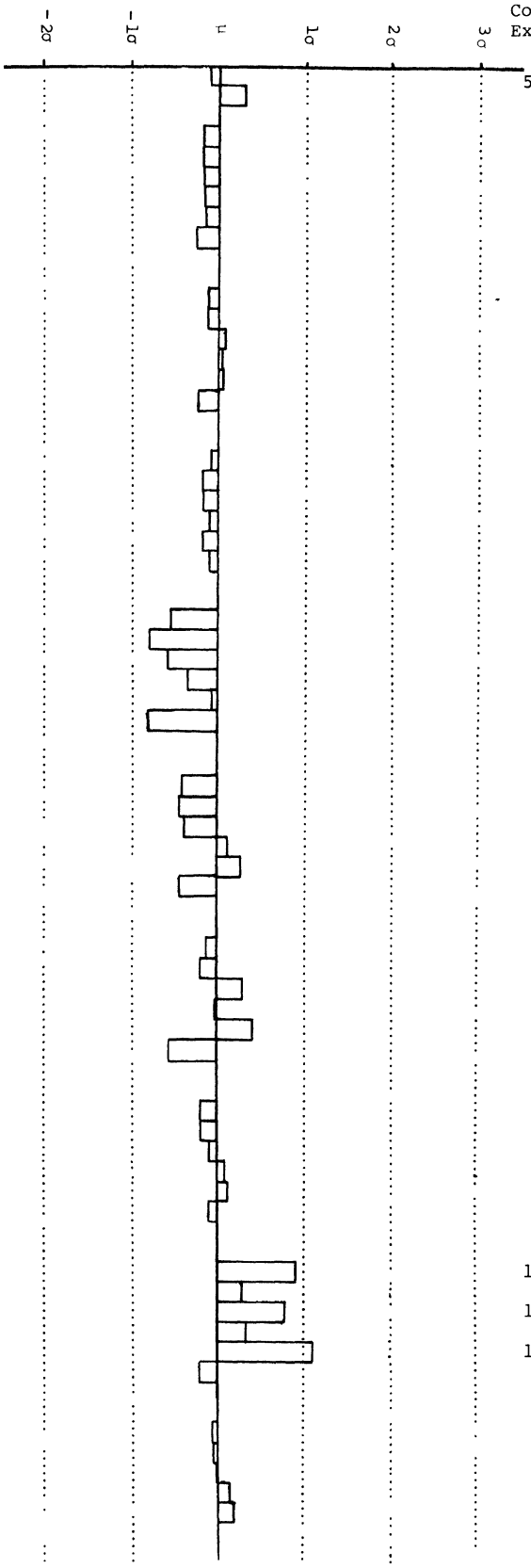
ST. JOSEPH

State μ	State σ		County Experience
107287	332015		48285 Population 1970
1364.7	813.8		1850 Road Miles 1968
3649	13064		454 Accidents 1966
3602	12490		762 Accidents 1967
3680	13067		1155 Accidents 1968
3990	13689		1156 Accidents 1969
3780	11939		1186 Accidents 1970
3783	11251		1198 Accidents 1971
			Accidents 1972
27.7	57.3		28 Fatalities 1966
25.6	51.3		26 Fatalities 1967
28.8	55.6		37 Fatalities 1968
30.0	60.9		48 Fatalities 1969
26.2	51.5		34 Fatalities 1970
25.0	49.0		27 Fatalities 1971
			Fatalities 1972
1188	6487		356 Injuries 1966
1823	6232		448 Injuries 1967
1933	6796		661 Injuries 1968
2113	7563		650 Injuries 1969
1948	6671		645 Injuries 1970
1899	6497		621 Injuries 1971
			Injuries 1972
53.6	21.0		15.5 Acc/R.V. 1966
51.6	13.2		27.0 Acc/R.V. 1967
53.4	12.7		39.4 Acc/R.V. 1968
*54.6	14.0		37.0 Acc/R.V. 1969
53.9	11.5		36.3 Acc/R.V. 1970
57.0	12.0		35.0 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		6.2 I.A./R.V. 1966
15.5	4.0		9.9 I.A./R.V. 1967
16.5	3.9		12.9 I.A./R.V. 1968
*16.4	4.6		12.2 I.A./R.V. 1969
15.8	3.7		12.6 I.A./R.V. 1970
16.3	3.5		11.6 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.850 F.A./R.V. 1966
.620	.332		.886 F.A./R.V. 1967
.602	.318		.886 F.A./R.V. 1968
*.612	.320		1.087 F.A./R.V. 1969
.554	.282		.581 F.A./R.V. 1970
.500	.240		.700 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		28.6 Acc/RV/RdM 1966
74.1	64.8		49.9 Acc/RV/RdM 1967
75.5	64.6		72.8 Acc/RV/RdM 1968
77.4	67.0		65.5 Acc/RV/RdM 1969
74.3	55.8		67.2 Acc/RV/RdM 1970
78.1	52.5		64.7 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		1.573 FA/RV/RdM 1966
.757	.379		1.639 FA/RV/RdM 1967
.760	.376		1.639 FA/RV/RdM 1968
.785	.426		2.012 FA/RV/RdM 1969
.684	.321		1.075 FA/RV/RdM 1970
.630	.300		1.300 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		11.5 IA/RV/RdM 1966
22.7	21.9		18.3 IA/RV/RdM 1967
23.7	21.5		23.9 IA/RV/RdM 1968
23.8	22.7		22.6 IA/RV/RdM 1969
22.4	19.6		23.3 IA/RV/RdM 1970
22.8	18.7		21.5 IA/RV/RdM 1971
			IA/RV/RdM 1972



*figures represent actual value times 10^3

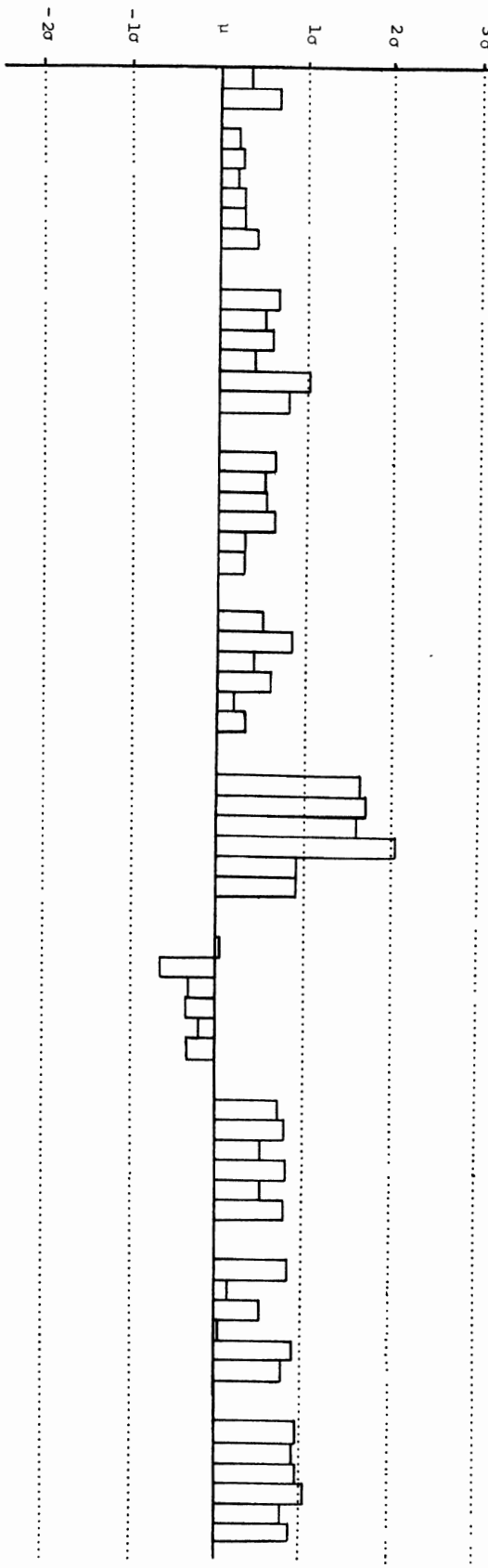
TUSCOLA



State μ	State σ		County Experience
107287	332015	55182	Population 1970
1364.7	813.8	1545	Road Miles 1968
3649	13064	1390	Accidents 1966
3602	12490	1403	Accidents 1967
3680	13067	1546	Accidents 1968
3990	13689	1831	Accidents 1969
3780	11939	1952	Accidents 1970
3783	11251	1822	Accidents 1971
			Accidents 1972
27.7	57.3	21	Fatalities 1966
25.6	51.3	19	Fatalities 1967
28.8	55.6	35	Fatalities 1968
30.0	60.9	32	Fatalities 1969
26.2	51.5	29	Fatalities 1970
25.0	49.0	17	Fatalities 1971
			Fatalities 1972
1188	6487	799	Injuries 1966
1823	6232	852	Injuries 1967
1933	6796	909	Injuries 1968
2113	7563	1016	Injuries 1969
1948	6671	976	Injuries 1970
1899	6497	940	Injuries 1971
			Injuries 1972
53.6	21.0	41.8	Acc/R.V. 1966
51.6	13.2	40.9	Acc/R.V. 1967
53.4	12.7	44.2	Acc/R.V. 1968
* 54.6	14.0	50.0	Acc/R.V. 1969
53.9	11.5	52.9	Acc/R.V. 1970
57.0	12.0	47.4	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	14.3	I.A./R.V. 1966
15.5	4.0	13.8	I.A./R.V. 1967
16.5	3.9	15.1	I.A./R.V. 1968
* 16.4	4.6	17.0	I.A./R.V. 1969
15.8	3.7	16.7	I.A./R.V. 1970
16.3	3.5	15.0	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.541	F.A./R.V. 1966
.620	.332	.554	F.A./R.V. 1967
.602	.318	.685	F.A./R.V. 1968
* .612	.320	.600	F.A./R.V. 1969
.554	.282	.678	F.A./R.V. 1970
.500	.240	.360	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	64.6	Acc/RV/RdM 1966
74.1	64.8	63.2	Acc/RV/RdM 1967
75.5	64.6	68.2	Acc/RV/RdM 1968
77.4	67.0	80.8	Acc/RV/RdM 1969
74.3	55.8	81.8	Acc/RV/RdM 1970
78.1	52.5	72.9	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.145	FA/RV/RdM 1966
.757	.379	.856	FA/RV/RdM 1967
.760	.376	1.059	FA/RV/RdM 1968
.785	.426	.928	FA/RV/RdM 1969
.684	.321	1.048	FA/RV/RdM 1970
.630	.300	.560	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	22.1	IA/RV/RdM 1966
22.7	21.9	21.3	IA/RV/RdM 1967
23.7	21.5	23.3	IA/RV/RdM 1968
23.8	22.7	26.3	IA/RV/RdM 1969
22.4	19.6	25.8	IA/RV/RdM 1970
22.8	18.7	23.1	IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

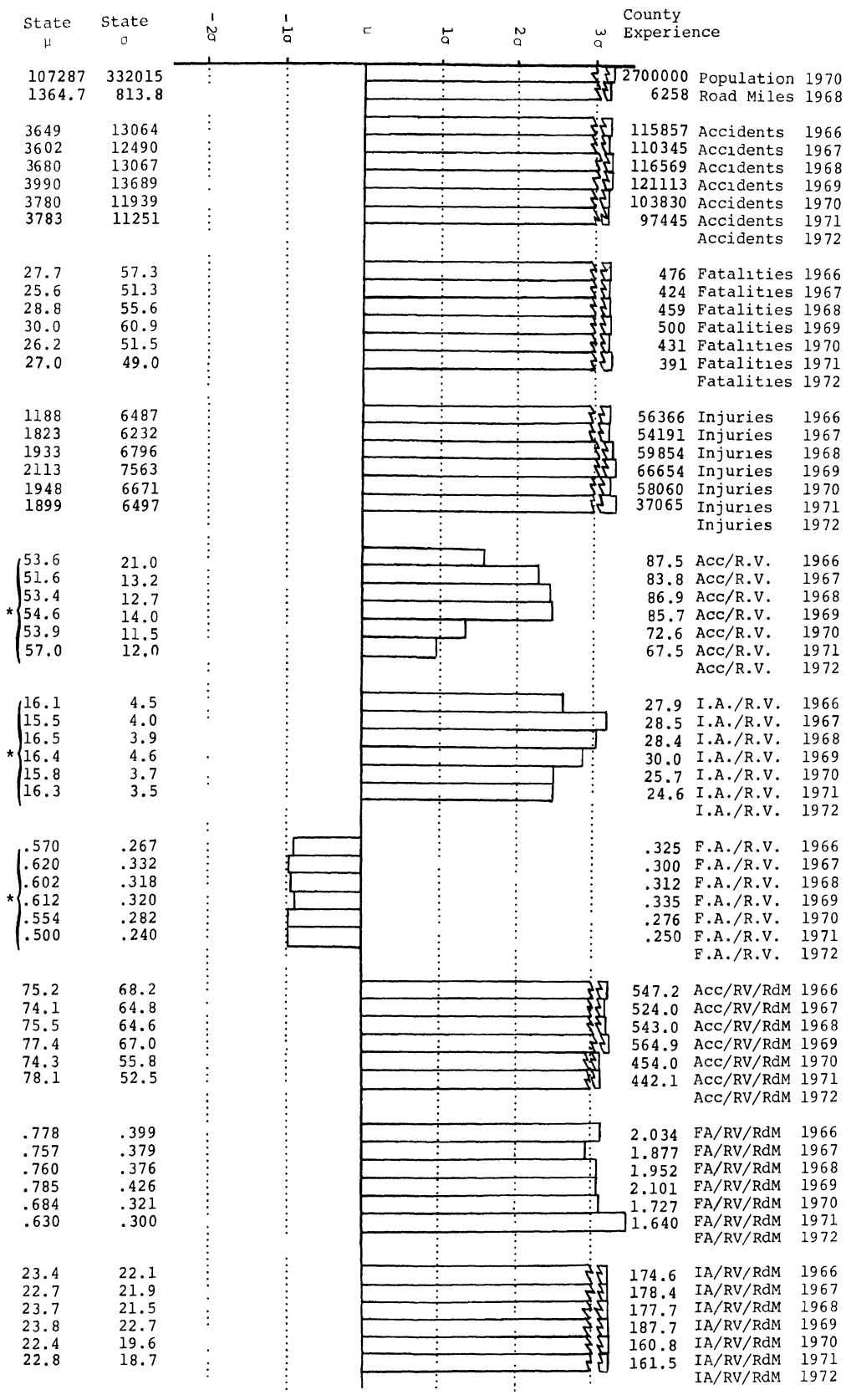
VAN BUREN



State μ	State σ		County Experience
107287	332015	230128	Population 1970
1364.7	813.8	1923	Road Miles 1968
3649	13064	6776	Accidents 1966
3602	12490	6734	Accidents 1967
3680	13067	6642	Accidents 1968
3990	13689	7573	Accidents 1969
3780	11939	7055	Accidents 1970
3783	11251	7996	Accidents 1971
			Accidents 1972
27.7	57.3	69	Fatalities 1966
25.6	51.3	55	Fatalities 1967
28.8	55.6	64	Fatalities 1968
30.0	60.9	57	Fatalities 1969
26.2	51.5	78	Fatalities 1970
25.0	49.0	67	Fatalities 1971
			Fatalities 1972
1188	6487	3829	Injuries 1966
1823	6232	3808	Injuries 1967
1933	6796	4047	Injuries 1968
2113	7563	4690	Injuries 1969
1948	6671	4055	Injuries 1970
1899	6497	3770	Injuries 1971
			Injuries 1972
53.6	21.0	65.6	Acc/R.V. 1966
51.6	13.2	62.9	Acc/R.V. 1967
53.4	12.7	58.7	Acc/R.V. 1968
* 54.6	14.0	62.7	Acc/R.V. 1969
53.9	11.5	56.1	Acc/R.V. 1970
57.0	12.0	60.4	Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5	23.5	I.A./R.V. 1966
15.5	4.0	22.3	I.A./R.V. 1967
16.5	3.9	22.9	I.A./R.V. 1968
* 16.4	4.6	24.6	I.A./R.V. 1969
15.8	3.7	20.7	I.A./R.V. 1970
16.3	3.5	19.3	I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267	.580	F.A./R.V. 1966
.620	.332	.420	F.A./R.V. 1967
.602	.318	.512	F.A./R.V. 1968
* .612	.320	.421	F.A./R.V. 1969
.554	.282	.509	F.A./R.V. 1970
.500	.240	.440	F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2	126.1	Acc/RV/RdM 1966
74.1	64.8	120.9	Acc/RV/RdM 1967
75.5	64.6	112.9	Acc/RV/RdM 1968
77.4	67.0	128.7	Acc/RV/RdM 1969
74.3	55.8	107.9	Acc/RV/RdM 1970
78.1	52.5	117.2	Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399	1.115	FA/RV/RdM 1966
.757	.379	.808	FA/RV/RdM 1967
.760	.376	.985	FA/RV/RdM 1968
.785	.426	.811	FA/RV/RdM 1969
.684	.321	.979	FA/RV/RdM 1970
.630	.300	.850	FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1	45.2	IA/RV/RdM 1966
22.7	21.9	42.9	IA/RV/RdM 1967
23.7	21.5	44.0	IA/RV/RdM 1968
23.8	22.7	47.3	IA/RV/RdM 1969
22.4	19.6	39.8	IA/RV/RdM 1970
22.8	18.7	37.5	IA/RV/RdM 1971
			IA/RV/RdM 1972

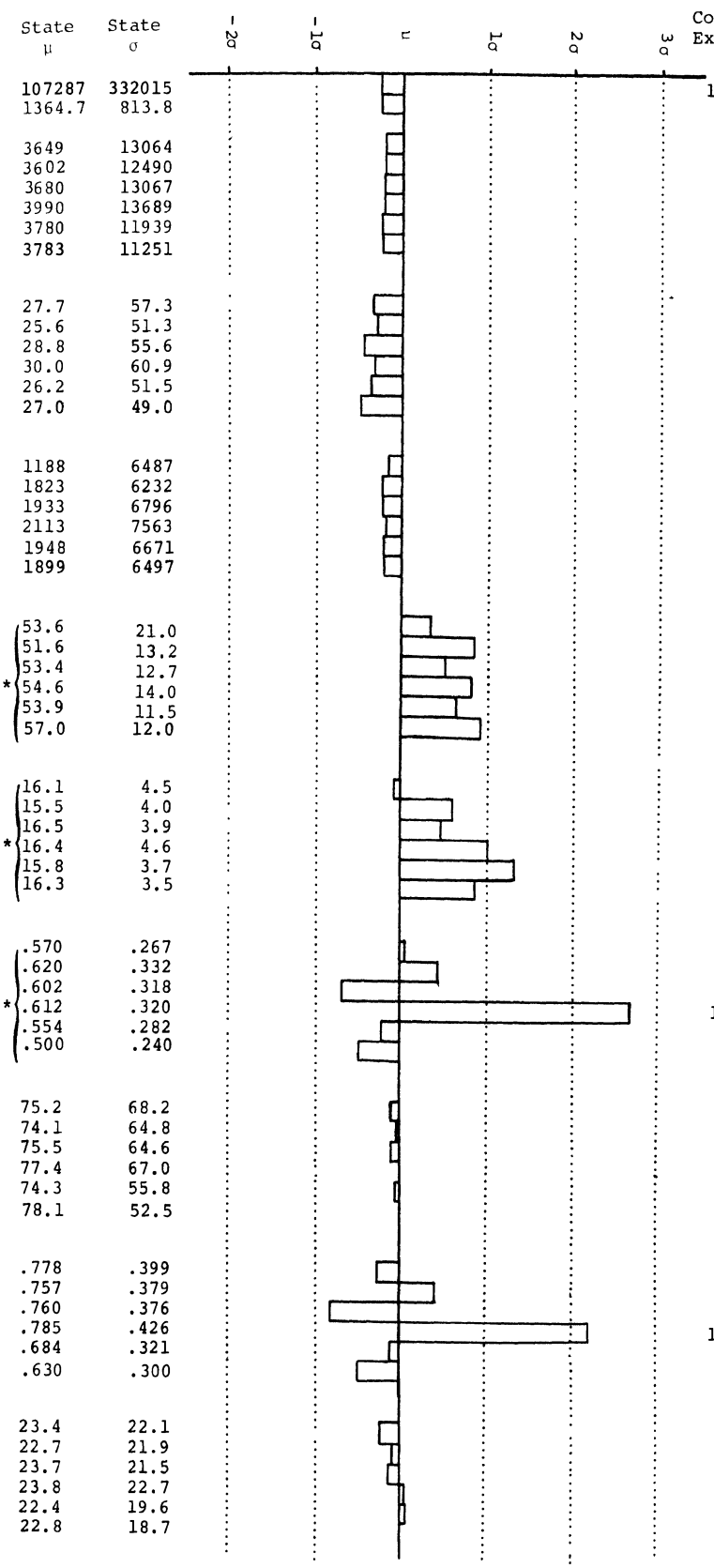
*figures represent actual value times 10^3

WASHTENAW



*figures represent actual value times 10^3

WAYNE



State μ	State σ		County Experience
107287	332015		19295 Population 1970
1364.7	813.8		1165 Road Miles 1968
3649	13064		717 Accidents 1966
3602	12490		792 Accidents 1967
3680	13067		762 Accidents 1968
3990	13689		849 Accidents 1969
3780	11939		881 Accidents 1970
3783	11251		1015 Accidents 1971
			Accidents 1972
27.7	57.3		10 Fatalities 1966
25.6	51.3		12 Fatalities 1967
28.8	55.6		6 Fatalities 1968
30.0	60.9		21 Fatalities 1969
26.2	51.5		9 Fatalities 1970
27.0	49.0		6 Fatalities 1971
			Fatalities 1972
1188	6487		349 Injuries 1966
1823	6232		382 Injuries 1967
1933	6796		349 Injuries 1968
2113	7563		524 Injuries 1969
1948	6671		580 Injuries 1970
1899	6497		460 Injuries 1971
			Injuries 1972
53.6	21.0		59.8 Acc/R.V. 1966
51.6	13.2		63.0 Acc/R.V. 1967
53.4	12.7		59.6 Acc/R.V. 1968
* 54.6	14.0		63.3 Acc/R.V. 1969
53.9	11.5		62.5 Acc/R.V. 1970
57.0	12.0		67.7 Acc/R.V. 1971
			Acc/R.V. 1972
16.1	4.5		15.8 I.A./R.V. 1966
15.5	4.0		18.0 I.A./R.V. 1967
16.5	3.9		18.4 I.A./R.V. 1968
* 16.4	4.6		21.0 I.A./R.V. 1969
15.8	3.7		20.9 I.A./R.V. 1970
16.3	3.5		19.0 I.A./R.V. 1971
			I.A./R.V. 1972
.570	.267		.583 F.A./R.V. 1966
.620	.332		.794 F.A./R.V. 1967
.602	.318		.391 F.A./R.V. 1968
* .612	.320		1.490 F.A./R.V. 1969
.554	.282		.497 F.A./R.V. 1970
.500	.240		.400 F.A./R.V. 1971
			F.A./R.V. 1972
75.2	68.2		69.6 Acc/RV/RdM 1966
74.1	64.8		73.3 Acc/RV/RdM 1967
75.5	64.6		69.4 Acc/RV/RdM 1968
77.4	67.0		77.4 Acc/RV/RdM 1969
74.3	55.8		72.7 Acc/RV/RdM 1970
78.1	52.5		79.1 Acc/RV/RdM 1971
			Acc/RV/RdM 1972
.778	.399		.679 FA/RV/RdM 1966
.757	.379		.925 FA/RV/RdM 1967
.760	.376		.456 FA/RV/RdM 1968
.785	.426		1.736 FA/RV/RdM 1969
.684	.321		.579 FA/RV/RdM 1970
.630	.300		.470 FA/RV/RdM 1971
			FA/RV/RdM 1972
23.4	22.1		18.4 IA/RV/RdM 1966
22.7	21.9		21.0 IA/RV/RdM 1967
23.7	21.5		21.4 IA/RV/RdM 1968
23.8	22.7		24.5 IA/RV/RdM 1969
22.4	19.6		24.4 IA/RV/RdM 1970
22.8	18.7		22.2 IA/RV/RdM 1971
			IA/RV/RdM 1972

*figures represent actual value times 10^3

WEXFORD