TRAFFIC VOLUME STUDIES 1979

City of Sioux City

City of Sioux City

PUBLIC WORKS DEPARTMENT
PHONE 712/279-6111

January 15, 1980

Engineering
Municipal Airport
Streets & River Maintenance
Traffic Engineering
Transit System

TO: Mayor William Skinner, City Council Members, and City Manager

We hereby transmit to you the annual "1979 TRAFFIC VOLUME STUDIES" report prepared for the use of city, state, and federal officials, developers and businessmen, as well as citizens with a purely private interest in such information.

Each year the Transportation Engineering Department collects traffic data that reflects the changes in traffic patterns that our City is experiencing. This report reflects the efforts this staff has expended to provide accurate, comprehensive information to the people that mold this City.

This comprehensive report also contains an explanation of key traffic data terms, a sixteen-year history of volume trends at key locations, and the current average daily traffic at some 302 selected locations throughout the City and general hourly, daily, and monthly volume fluctuation patterns for Sioux City by hour, day, and season (each city has its own unique patterns).

The report represents a significant effort by this department and it should be a valuable tool especially in the transportation planning process.

Additional copies are available upon request in Room 207, City Hall.

John L. Arnold
Transportation Engineering

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TRAFFIC VOLUME STUDIES

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TRAFFIC VOLUME STUDIES

DEFINITIONS

Annual Average Daily Traffic (A.A.D.T.)

This volume represents the average vehicular volume, total of both directions, that pass a certain point on a street or highway during a twenty-four hour period.

Design Hourly Volume (D.H.V.)

New construction is designed to serve not only present volumes, but it must also serve future volumes as well. By comparing present A.D.T. with previous A.D.T.'s and considering future growth and land use, planners can predict future A.D.T.'s for the street system. Streets and highways are normally designed to handle volumes for twenty-five to thirty years in the future. This future A.D.T. must then be broken down into predicted hourly volumes upon which design of the facility can be based. The D.H.V. is the future hourly volume that the facility is designed to handle.

Vehicle Classification

This refers to an observer manually recording the different types of vehicles using a street. A traffic flow or movement which is expected to consist of thirty percent heavy trucks must be designed quite differently from one predicted to have only five percent of the total volume made up of trucks.

Key Count Stations

Control stations which are used to obtain hourly, daily, and seasonal variations in traffic volume.

Cordon Counts

These counts are made on a boundary line around a city or specific geographical portion of the City. All major streets crossing the boundary are counted simultaneously or counted and adjusted to a common date in order to obtain information on the total number of specific types of motor vehicles and/or passengers inside the cordon area and the number entering and leaving by time of day.

Screen Line Counts

Screen line studies are made to determine the traffic crossing a major geographical barrier or moving between two areas. Screen line studies are useful for measuring long range trends and for calibrating the computerized traffic model used to predict future traffic demands.

Traffic Model

A complex set of mathematical expressions and calculations, normally run on a computer, which represent the many variables which affect the transportation system. By applying known factors, such as existing land use, the existing transportation system and existing volumes, future transportation needs can be predicted and evaluated in response to changing land use and growth.

TRAFFIC VOLUME STUDIES REPORT

"1979"

INTRODUCTION

The validity of the planning process for our transportation system is directly related to the data upon which it is based. Reliable data is essential in the planning, design, installation, and operation of transportation system improvements.

Accurate traffic volume data enables transportation planners to plan new facilities before critical needs are evident as opposed to new construction lagging many years behind the need. The planner is able to evaluate the impact new transportation construction will have in relationship to new developments, housing construction, and travel demand. The Iowa Department of Transportation working with SIMPCO and City officials, uses current traffic volume data to calibrate and test a computerized generated transportation model of the Sioux City area. This model is then used to predict future growth and traffic volumes upon which the SIMPCO General Plan and transportation construction are based.

The design of a new component of the transportation system, such as new street construction, also requires an accurate prediction of future traffic volumes. Pavement thickness and composition may vary according to vehicle classification. The number of lanes required is directly related to future A.D.T.'s and D.H.V. Other geometric considerations, such as the need for or required lengths of left turn lanes, radii, and islands, are also based on future D.H.V.

Volume information is also necessary for making operational decisions which can reduce delay and accidents. The need for traffic control devices such as signals, signal systems, stop signs, etc., as well as parking needs, can be determined when accurate volume information is readily available. Accident rates, such as accidents per 100,000 vehicle miles of travel and accidents per million enter vehicles, also require traffic volume information. Other operational uses of traffic volume information include scheduling roadway maintenance, determining snow routes, and preparation of resurfacing and carpet coat programs.

PROCEDURES

Sioux City has approximately 426 miles of streets. It would be impossible to count every block of each street for every day of the year to provide exact A.D.T.'s.

Two methods are used to reduce data collection to manageable efforts. The first involves the use of 1 permanent and 12 semi-permanent "Key" count stations to determine hourly, daily, and seasonal variation in traffic volumes in different areas of the City and on different types of streets. For example, a single 24 hour count taken on a Thursday, December 9, in the 600 block of Pierce Street would probably be considerably greater than the true A.D.T. that would be obtained if that location were counted for 365 consecutive days and averaged. This is because traffic volume varies by hour, day of the week, and by seasons. The previously mentioned 24 hour count would be of value if we had a permanent or semi-permanent "Key" station on a similar 3-lane, 1-way street.

From the "Key" station count we would know that traffic on a Thursday, in December, in the CBD area was 4 percent above the average. Thus, the single 24 hour count could be adjusted to a more accurate A.D.T. by using daily and seasonal adjustment factors.

Manual counts covering only ten hours can also be adjusted by using an hourly adjustment factor in addition to daily and seasonal factors.

These manual counts and 24-hour counts, called coverage counts, are made at over 300 locations each year. Each of these coverage counts are then expanded to A.D.T.'s using adjustment factors from the "Key" count stations.

Coverage counts are made each year on major streets and at most signalized intersections. Other coverage counts are made as a result of specific requests for traffic control device changes. Coverage counts are updated on lower volume streets approximately once every 4 years.

The second way in which data collection is kept at reasonable limits has already been partially explained. Simply put, major streets are counted more frequently than low volume residential streets. This means that an effort is made to collect data that is most likely to be needed.

KEY COUNT STATIONS AND SCHEDULES

During odd numbered years, such as 1979, automatic road counters, using pneumatic hoses, are used to make seven day counts once each season (February, May, August, and November) at each of the seven key street stations listed below. Also, during odd numbered years, forty-eight hour counts are made each season at each of the five key highway count stations.

During even numbered years, the seven day seasonal counts continue to be made at the seven key street stations. In addition, forty-eight hour counts are made once each month at these same seven stations during the eight months when seven day counts are not being made.

The permanent traffic recorder records volume 365 days a year, every year.

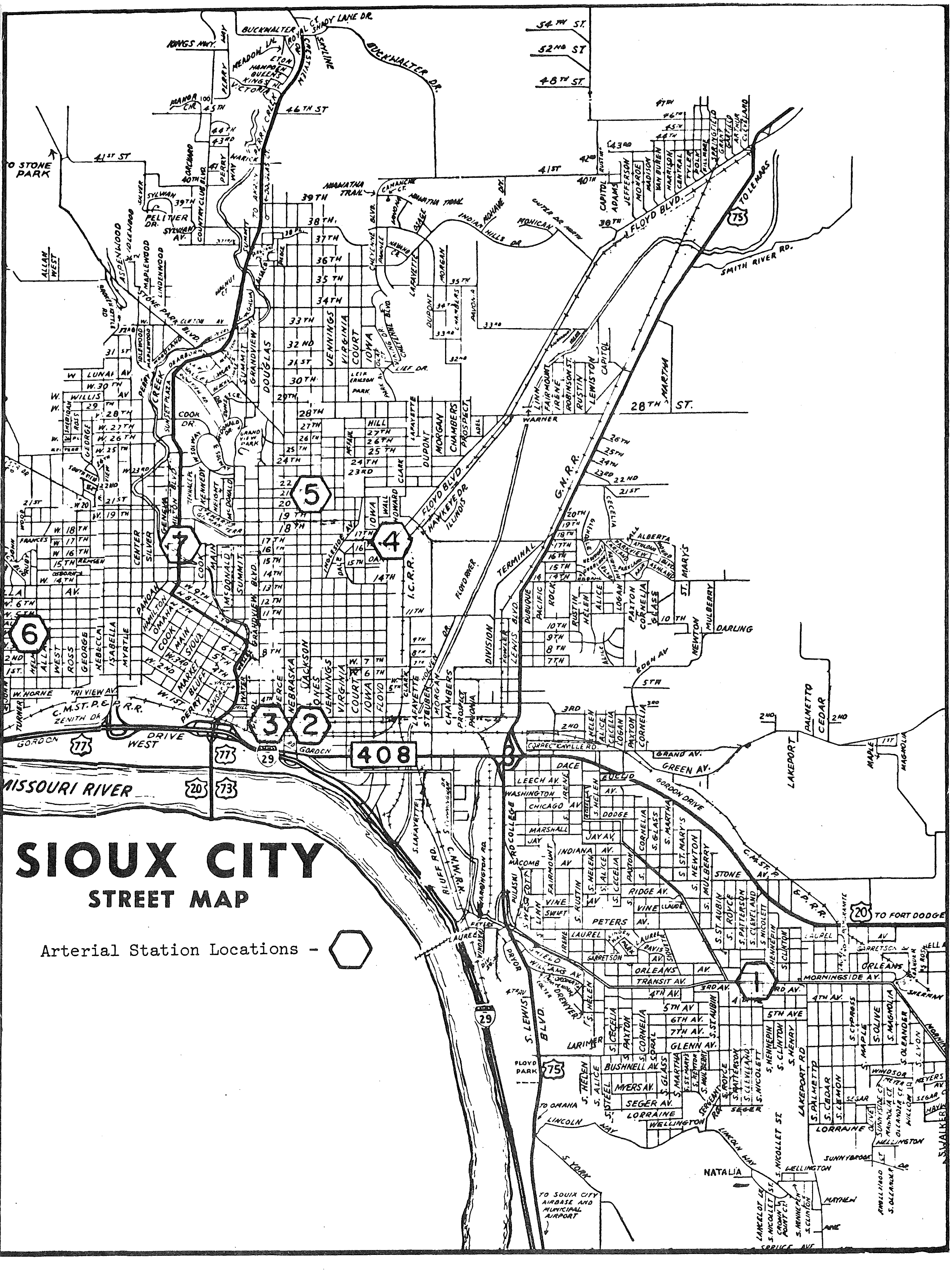
The locations of all key stations are shown below and on the city map.

KEY STREET STATIONS

#1	4300 Block Morningside Ave. (2-lane, 2-way) (Trunk - Residential)
#2	200 Block Nebraska Street (3-lane, 1-way)
#3	200 Block Pierce Street (3-lane, 1-way) (Both - Major Arterial - Commercial)
#4	1800 Block Floyd Blvd. (1-lane, 2-way) (Minor Arterial - Residential)
#5	2100 Block Jackson Street (1-lane, 2-way) (Major Arterial - Residential)
#6	1900 Block West 4th Street (1-lane, 2-way) (Minor Arterial - Residential)
#7	1600 Block Hamilton Blvd. (2-lane, 2-way) (Trunk - Commercial)

PERMANENT KEY STATION

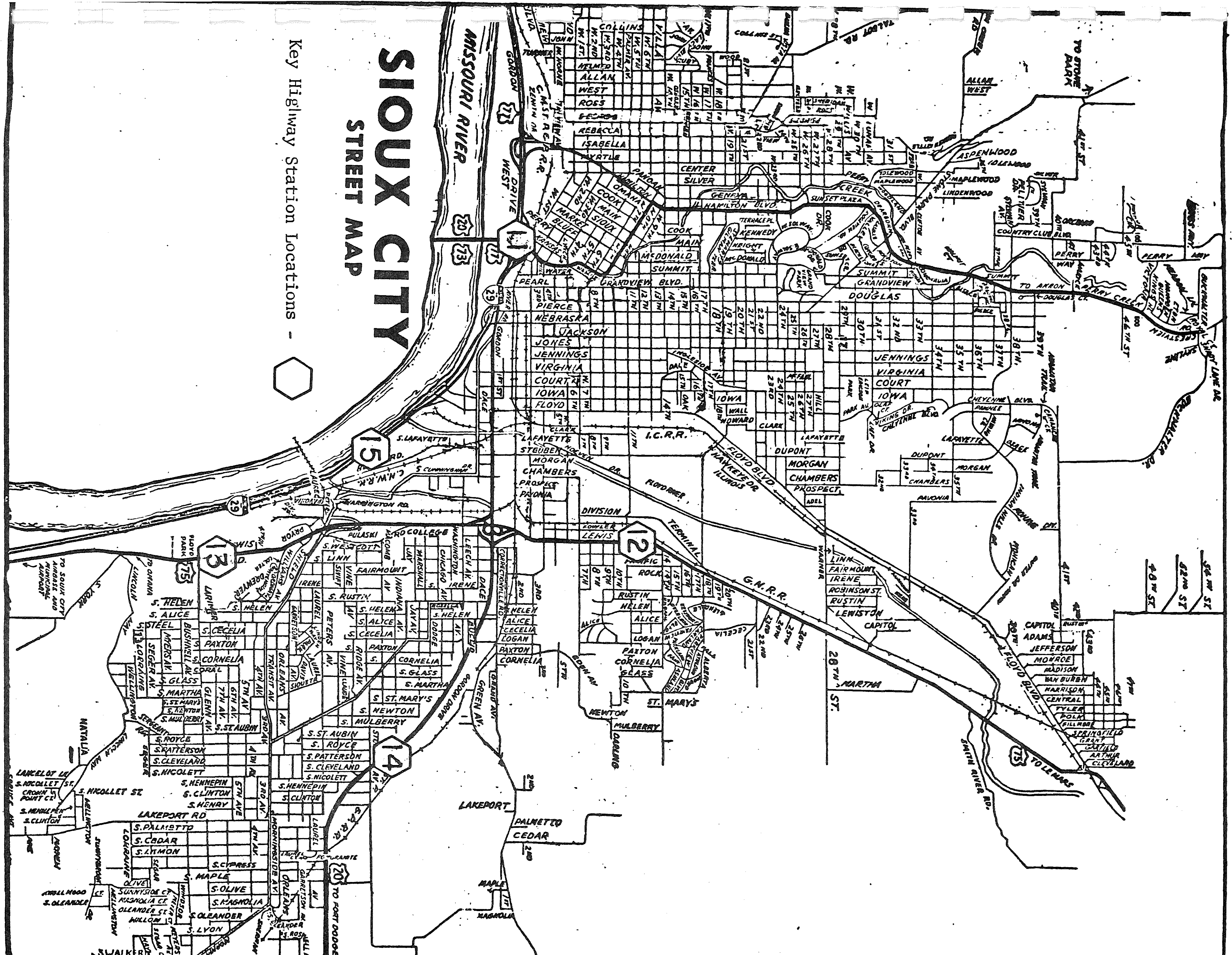
#408	Gordon Dr. - Viaduct at Floyd Blvd. (2-lane, 2-way) (Freeway Expressway)


SIOUX CITY
STREET MAP
Arterial Station Locations -
MISSOURI RIVER
TO STONE PARK
TO FORT DODGE
TO LE MARS
TO OMAHA
TO SIOUX CITY AIRBASE AND MUNICIPAL AIRPORT
FLOYD PARK
GORDON DRIVE WEST
GORDON DRIVE
FLOYD BLVD.
HAWKEYE DR.
STONE PARK BLVD.
SMITH RIVER RD.
BUCKWALTER DR.
HIAWATHA TRAIL
INDIAN HILLS DR.
28TH ST.
41ST ST
46TH ST
48TH ST.
52ND ST
54TH ST.
GRAND AV.
GREEN AV.
MORNINGSIDE AV.
TRANSIT AV.
ORLEANS AV.
LAKEPORT RD
LINCOLN WAY
S. LEWIS BLVD.
C.M.ST.P.&P. R.R.
G.N.R.R.
I.C.R.R.
C.&N.W.R.R.
408
1
2
3
4
5
6
7

These five "Key" highway stations are counted only during odd numbered years. These "Key" Highway Stations were not counted this year.

KEY HIGHWAY STATIONS

#11	Combination Bridge (2-lane, 2-way) (Connecting link for a rural principle arterial)
#12	1100 Block Lewis Blvd. (2-lane, 2-way) (Freeway Expressway)
#13	S. Lewis Blvd. north of Glenn Ave. (1-lane, 2-way) (Freeway Expressway)
#14	Gordon Drive northwest of Stone Ave. (2-lane, 2-way) (Freeway Expressway)
#15	Interstate I-29 south of the Floyd River (2-lane, 2-way) (Freeway Expressway)


SIOUX CITY
STREET MAP
Key Highway Station Locations -
MISSOURI RIVER
DRIVE
WEST
HAMILTON BLVD.
GRANDVIEW BLVD.
PERRY CREEK
TO AKRON
I.C.R.R.
C.N.W.R.R.
G.N.R.R.
FLOYD BLVD
FLOYD RIVER
TERMINAL
HARRINGTON RD.
COLLEGE
LAKEPORT RD
LAKEPORT
PALMETTO
CEDAR
MORNINGSIDE AV.
GORDON DRIVE
TO LE MARS
TO FORT DODGE
TO STONE PARK
TO SIOUX CITY AIRBASE AND MUNICIPAL AIRPORT
TO OMAHA
SMITH RIVER RD.
12
13
14
15
29
20
73
75
77

MANUAL INTERSECTION MOVEMENT COUNT PROGRAM

(Summer Count Program)

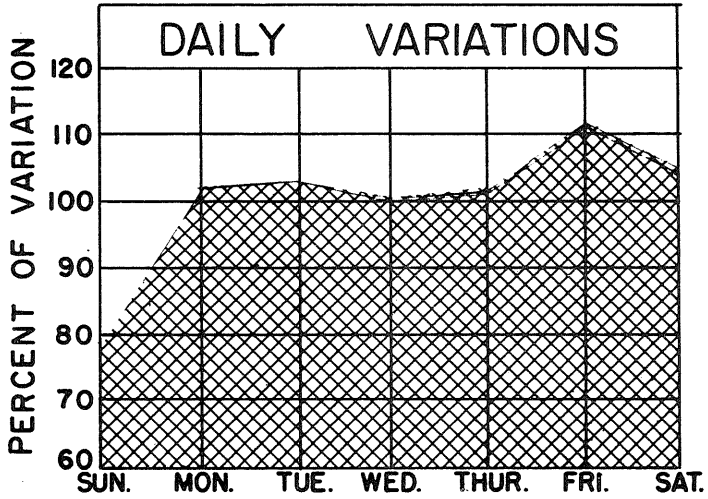
During the summer of 1979, manual intersection movement counts were conducted at seventy-six intersections. Twenty-seven of these counts were made as the result of an agreement between the City, SIMPCO, Iowa Department of Transportation (IDOT), and the Nebraska Highway Department. This agreement provides information needed not only by the City, but also by the other agencies for planning in Sioux City and the surrounding area.

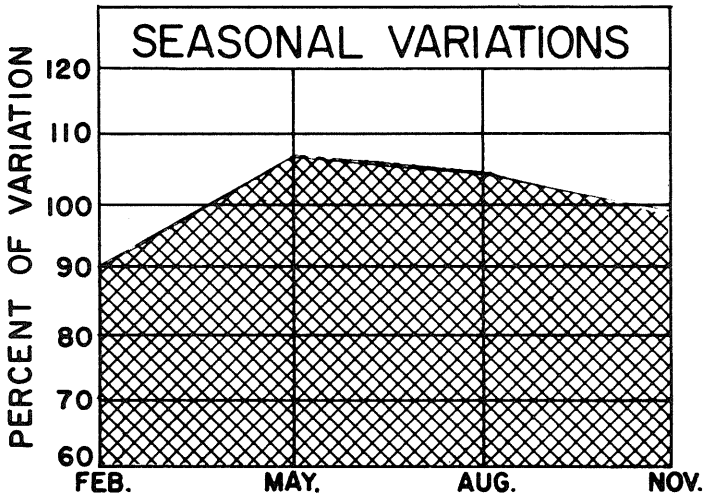
These manual counts provide information not available from machine counts. Turning movements, which are very important with regard to signal studies, vehicle classification and pedestrian movements are determined by manual counts.

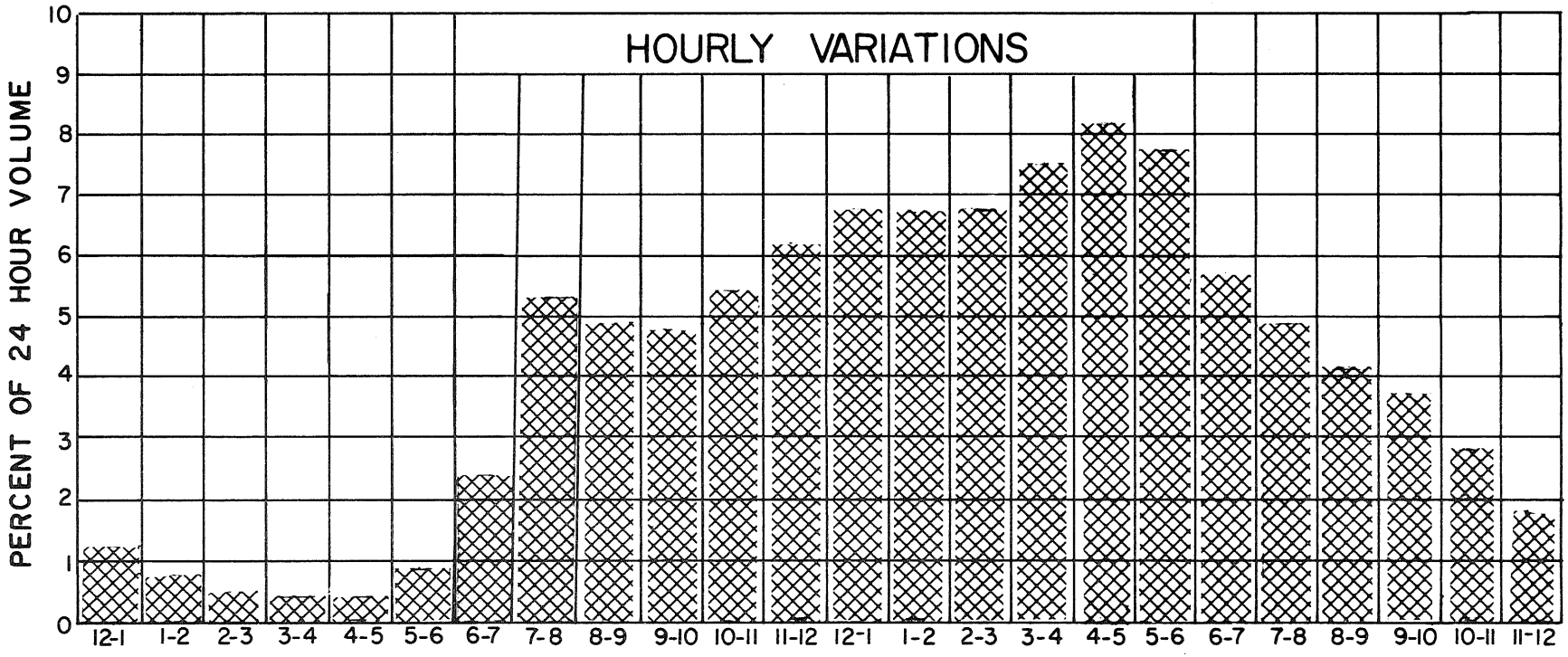
High School students, funded through the Federal CETA Program, under the supervision of a Traffic Technician, were used to make these manual counts. Other manual counts were made by Traffic Technicians throughout the year in response to specific problems.

The manual intersection movement counts taken in 1979 were expanded to A.D.T.'s by the Sioux City Traffic Engineering Division using adjustment factors from "key" count stations. The final volumes are transmitted to SIMPCO for their use in preparing the volume map which is a part of this report.

VARIATIONS IN TRAFFIC VOLUME ——— 1979







CITY OF SIOUX CITY
AVERAGE WEEKLY TRAFFIC - QUARTERLY
Sioux City Arterial Stations - 1979 Summary Sheet

Months	M'side Avenue 4300 Block #1	Nebraska Street 200 Block #2	Pierce Street 200 Block #3	Floyd Blvd. 1800 Block #4	Jackson Street 2100 Block #5	W. 4th Street 1900 Block #6	Hamilton Blvd. 1600 Block #7	Monthly Totals
February	12,176	8,266	9,990	6,813	5,991	4,317	16,823	64,376
May	14,124	10,864	10,495	8,182	8,390	4,910	19,613	76,578
August	13,594	11,214	10,909	8,119	8,317	3,934	18,622	74,709
November	10,856	10,684	11,042	7,504	7,504	4,455	18,841	70,886

Months	Combination Bridge NB #11	SB	Total	Lewis Blvd. 1100 Block #12	Lewis Blvd. North of Glenn #13	Gordon Drive NW of Stone #14	Interstate #29 South of Floyd River NB #15	SB	Total	Total
February	10,789	9,280	20,069	16,756	9,482	18,667	9,737	8,401	18,138	83,112
May	13,193	13,261	26,454	19,991	12,792	19,942	10,859	10,157	21,016	100,195
August	15,321	13,872	29,193	22,059	11,925	18,508	10,921	10,933	21,854	103,539
November	10,870	12,634	23,504	19,272	12,104	17,078	9,421	9,705	19,126	91,084

DAILY TRAFFIC VOLUME VARIATIONS

Month	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
February	77%	102%	103%	98%	100%	112%	108%
May	79%	101%	102%	102%	101%	111%	104%
August	80%	101%	103%	101%	105%	111%	99%
November	79%	103%	102%	99%	100%	112%	105%
Average	**79%**	**102%**	**103%**	**100%**	**101%**	**111%**	**104%**

CITY OF SIOUX CITY
SPECIAL ARTERY STATION "1"

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
4300 Block Morningside Avenue Between South Cleveland and South Nicollet

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	107	142	220	111	145	1.1
1-2	72	88	116	64	85	.7
2-3	42	43	71	48	51	.4
3-4	29	27	36	26	29	.2
4-5	35	25	31	25	29	.2
5-6	89	91	78	63	80	.6
6-7	190	197	179	140	177	1.4
7-8	533	537	378	439	472	3.7
8-9	544	608	490	509	538	4.2
9-10	592	691	672	561	629	5.0
10-11	692	785	782	621	720	5.7
11-12	805	912	848	741	827	6.5
PM 12-1	872	924	961	825	895	7.1
1-2	889	890	867	752	849	6.7
2-3	927	997	881	763	892	7.0
3-4	1,062	1,126	910	897	999	7.9
4-5	1,093	1,170	973	885	1,030	8.1
5-6	914	1,067	945	853	945	7.5
6-7	757	940	768	668	783	6.2
7-8	578	854	817	529	695	5.5
8-9	443	805	857	456	640	5.0
9-10	429	588	766	420	551	4.3
10-11	296	392	584	277	387	3.1
11-12	186	225	364	183	239	1.9
TOTALS	12,176	14,124	13,594	10,856	12,687	100%
% of ADT	**96%**	**111%**	**107%**	**86%**	**100%**	

CITY OF SIOUX CITY
SPECIAL ARTERY STATION "2"

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
Nebraska Street - 200 Block Between 2nd and 3rd Streets

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	80	128	168	116	123	1.2
1-2	53	83	114	72	81	.8
2-3	28	45	64	44	45	.5
3-4	27	33	43	34	34	.3
4-5	24	34	39	33	33	.3
5-6	46	51	64	51	53	.5
6-7	155	171	199	184	177	1.7
7-8	444	611	561	604	555	5.4
8-9	416	558	515	538	507	4.9
9-10	431	588	597	608	556	5.4
10-11	519	663	680	683	636	6.2
11-12	615	746	743	731	709	6.9
PM 12-1	665	811	815	783	769	7.5
1-2	612	817	840	843	778	7.6
2-3	677	855	808	822	790	7.7
3-4	686	858	803	835	795	7.8
4-5	726	880	816	851	818	8.0
5-6	516	697	702	726	660	6.4
6-7	494	533	540	584	538	5.3
7-8	332	517	608	483	485	4.7
8-9	248	400	444	368	365	3.6
9-10	190	352	459	289	323	3.2
10-11	162	248	339	243	248	2.4
11-12	120	185	253	159	179	1.7
TOTALS	**8,266**	**10,864**	**11,214**	**10,684**	**10,257**	**100%**
% of ADT	**81%**	**106%**	**109%**	**104%**	**100%**	

CITY OF SIOUX CITY
SPECIAL ARTERY STATION "3"

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
Pierce Street - 200 Block Between 2nd and 3rd Streets

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	120	113	157	139	132	1.2
1-2	67	99	117	90	93	.9
2-3	59	46	56	72	58	.6
3-4	25	26	35	27	28	.3
4-5	27	31	41	30	32	.3
5-6	55	63	129	65	78	.7
6-7	121	171	210	132	159	1.5
7-8	310	366	400	317	348	3.3
8-9	417	384	396	377	393	3.7
9-10	415	511	532	498	489	4.6
10-11	504	622	656	598	595	5.6
11-12	628	759	758	731	719	6.8
PM 12-1	757	762	777	793	772	7.3
1-2	770	809	767	850	799	7.5
2-3	759	738	771	855	781	7.4
3-4	780	832	835	890	834	7.9
4-5	946	1,018	907	979	963	9.0
5-6	1,011	783	782	1,114	923	8.7
6-7	610	551	533	588	571	5.4
7-8	474	478	555	520	507	4.8
8-9	344	494	444	464	437	4.1
9-10	373	357	464	427	405	3.8
10-11	234	265	288	282	267	2.5
11-12	184	217	299	204	226	2.1
TOTALS	**9,990**	**10,495**	**10,909**	**11,042**	**10,609**	**100%**
% of ADT	**94%**	**99%**	**103%**	**104%**	**100%**	

CITY OF SIOUX CITY
SPECIAL ARTERY STATION "4"

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
1800 Block Floyd Boulevard - Between 18th & 19th Streets

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	72	121	122	93	102	1.3
1-2	58	62	64	57	60	.8
2-3	28	39	46	36	37	.5
3-4	19	25	29	23	24	.3
4-5	46	30	30	34	35	.5
5-6	105	80	106	106	99	1.3
6-7	305	267	310	275	289	3.8
7-8	516	494	530	530	518	6.8
8-9	352	476	410	395	408	5.3
9-10	297	365	365	363	348	4.5
10-11	337	411	395	388	383	5.0
11-12	395	446	463	438	435	5.7
PM 12-1	400	534	502	464	475	6.2
1-2	436	504	502	446	472	6.2
2-3	448	542	433	482	476	6.2
3-4	553	623	595	610	595	7.8
4-5	605	673	585	654	629	8.2
5-6	488	666	550	615	580	7.6
6-7	357	458	446	394	414	5.4
7-8	263	398	435	298	349	4.5
8-9	215	314	387	241	289	3.8
9-10	210	290	356	236	273	3.6
10-11	171	210	270	183	209	2.7
11-12	137	154	188	143	155	2.0
TOTALS	**6,813**	**8,182**	**8,119**	**7,504**	**7,654**	**100%**
% of ADT	**89%**	**107%**	**106%**	**98%**	**100%**	

CITY OF SIOUX CITY
SPECIAL ARTERY STATION "5"

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
2100 Block Jackson Street - Between 21st & 22nd Streets

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	57	76	90	66	72	.9
1-2	34	48	62	46	47	.6
2-3	25	33	33	29	30	.4
3-4	11	18	22	17	17	.2
4-5	16	18	20	17	18	.2
5-6	34	46	77	31	47	.6
6-7	103	148	207	138	149	2.0
7-8	353	471	508	441	443	6.0
8-9	370	502	442	416	432	5.7
9-10	324	426	446	368	391	5.1
10-11	324	452	464	429	417	5.5
11-12	381	523	546	490	485	6.4
PM 12-1	431	574	575	509	522	7.0
1-2	395	524	532	498	487	6.5
2-3	370	537	526	487	480	6.3
3-4	498	637	532	615	570	7.5
4-5	472	672	680	626	613	8.1
5-6	503	733	588	662	622	8.2
6-7	357	521	456	452	447	6.0
7-8	291	432	416	345	371	5.0
8-9	195	359	382	276	303	4.0
9-10	196	287	324	246	263	3.5
10-11	149	213	233	184	195	2.6
11-12	102	140	156	116	129	1.7
TOTALS	**5,991**	**8,390**	**8,317**	**7,504**	**7,550**	**100%**
% of ADT	**79%**	**111%**	**110%**	**100%**	**100%**	

CITY OF SIOUX CITY
SPECIAL ARTERY STATION "6"

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
1900 Block W. 4th Street - Between South Helmer & Turner Streets

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	69	53	59	52	58	1.3
1-2	51	38	38	34	40	.9
2-3	44	29	25	28	31	.7
3-4	32	20	15	15	21	.5
4-5	30	19	16	15	20	.5
5-6	51	33	29	27	35	.8
6-7	84	107	91	81	91	2.1
7-8	172	217	154	187	183	4.1
8-9	245	234	143	230	213	4.8
9-10	187	224	184	200	199	4.5
10-11	218	266	210	236	232	5.3
11-12	243	314	240	256	263	6.0
PM 12-1	285	328	257	303	293	6.7
1-2	272	328	255	323	294	6.7
2-3	260	300	247	300	277	6.3
3-4	329	366	270	361	332	7.5
4-5	337	389	280	362	342	7.8
5-6	367	373	278	380	350	8.0
6-7	246	302	238	285	268	6.0
7-8	228	292	229	240	247	5.6
8-9	162	231	218	180	198	4.5
9-10	162	214	199	158	183	4.2
10-11	140	152	153	122	142	3.2
11-12	103	89	100	80	93	2.0
TOTALS	**4,317**	**4,918**	**3,928**	**4,455**	**4,405**	**100%**
% of ADT	**98%**	**112%**	**89%**	**101%**	**100%**	

CITY OF SIOUX CITY
SPECIAL ARTERY STATION "7"

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
1600 Block Hamilton Blvd. - Between W. 16th & W. 17th Streets

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	167	247	288	225	232	1.3
1-2	148	173	181	146	162	.9
2-3	87	108	122	120	109	.6
3-4	50	63	64	61	59	.3
4-5	62	62	60	52	59	.3
5-6	127	123	151	120	130	.7
6-7	308	292	309	244	288	1.5
7-8	699	702	644	643	672	3.6
8-9	700	797	683	769	737	4.0
9-10	759	870	808	839	819	4.4
10-11	926	1,044	982	1,010	991	5.4
11-12	1,205	1,295	1,190	1,251	1,235	6.7
PM 12-1	1,335	1,448	1,440	1,530	1,438	7.8
1-2	1,196	1,420	1,350	1,420	1,347	7.3
2-3	1,283	1,411	1,266	1,387	1,337	7.2
3-4	1,337	1,531	1,279	1,471	1,406	7.6
4-5	1,438	1,622	1,320	1,489	1,467	7.9
5-6	1,280	1,500	1,345	1,489	1,403	7.6
6-7	1,027	1,238	1,082	1,204	1,138	6.2
7-8	770	1,082	1,062	996	977	5.3
8-9	588	918	978	777	815	4.4
9-10	624	772	927	749	768	4.2
10-11	377	526	602	492	499	2.7
11-12	330	387	489	357	391	2.1
TOTALS	**16,823**	**19,631**	**18,622**	**18,841**	**18,479**	**100%**
% of ADT	**91%**	**106%**	**101%**	**102%**	**100%**	

CITY OF SIOUX CITY
SEASONAL STATION #11

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
Combination Bridge

Hour Period	February		May		August		November		Average	HOURLY %
	NB	SB	NB	SB	NB	SB	NB	SB		
AM 12-1	249	92	254	364	339	173	229	170	467	1.9
1-2	101	83	142	269	161	108	120	73	264	1.1
2-3	51	57	140	77	68	85	43	91	153	.6
3-4	33	33	56	41	47	40	28	52	83	.3
4-5	53	102	60	39	46	64	44	47	114	.5
5-6	151	260	185	98	118	266	123	223	356	1.4
6-7	379	182	191	296	316	263	363	191	545	2.2
7-8	854	471	369	568	715	459	717	415	1,142	4.6
8-9	625	412	445	561	832	565	571	581	1,148	4.6
9-10	541	362	485	667	637	572	592	528	1,096	4.4
10-11	539	411	579	757	795	625	573	597	1,219	5.0
11-12	588	563	731	786	810	843	663	733	1,429	5.8
PM 12-1	667	625	918	883	876	893	616	816	1,574	6.3
1-2	768	661	970	900	1,027	952	589	780	1,662	6.7
2-3	734	724	902	868	987	955	829	935	1,734	7.0
3-4	796	718	1,000	951	1,109	1,040	795	1,027	1,859	7.5
4-5	839	861	1,158	925	992	1,238	736	1,120	1,967	8.0
5-6	680	759	1,118	862	1,017	1,241	784	1,219	1,920	7.7
6-7	512	450	611	755	877	806	598	804	1,353	5.5
7-8	405	395	688	748	1,001	710	521	591	1,265	5.1
8-9	319	346	596	543	831	636	341	504	1,029	4.1
9-10	341	311	608	423	680	493	399	548	951	3.8
10-11	258	238	552	466	571	478	362	353	819	3.3
11-12	306	164	435	414	469	367	234	236	656	2.6
TOTAL	10,789	9,280	13,193	13,261	15,321	13,872	10,870	12,634	24,805	100%
% of ADT	81%		106%		118%		95%		100%	

* Counts were taken while area was under rennovation.

CITY OF SIOUX CITY
SEASONAL COUNT STATION #12

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
1100 Lewis Boulevard

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	259	295	309	235	275	1.4
1-2	177	187	213	141	179	.9
2-3	127	143	152	108	133	.7
3-4	98	121	125	105	112	.6
4-5	169	147	144	159	155	.8
5-6	330	292	281	262	291	1.5
6-7	602	682	619	516	605	3.1
7-8	1,275	1,315	1,147	1,100	1,209	6.2
8-9	936	1,085	1,064	1,239	1,081	5.5
9-10	845	966	1,036	1,039	971	5.0
10-11	895	1,070	1,186	994	1,036	5.3
11-12	956	1,087	1,228	1,095	1,091	5.6
PM 12-1	992	1,159	1,284	1,122	1,139	5.8
1-2	1,015	1,120	1,286	1,191	1,153	5.9
2-3	1,040	1,189	1,403	1,265	1,224	6.3
3-4	1,143	1,354	1,472	1,423	1,348	6.9
4-5	1,380	1,626	1,720	1,571	1,574	8.1
5-6	1,155	1,441	1,577	1,626	1,450	7.4
6-7	896	1,116	1,239	1,059	1,077	5.5
7-8	693	1,015	1,162	865	934	4.8
8-9	501	845	1,087	671	776	4.0
9-10	525	708	924	629	697	3.6
10-11	447	595	783	537	591	3.0
11-12	300	433	618	320	418	2.1
TOTALS	**16,756**	**19,991**	**22,059**	**19,272**	**19,519**	**100%**
% of ADT	**86%**	**102%**	**113%**	**99%**	**100%**	

CITY OF SIOUX CITY
SEASONAL COUNT STATION #13

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
Lewis Boulevard North of Glenn Avenue

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	97	169	142	140	137	1.2
1-2	63	100	83	87	83	.7
2-3	35	88	63	76	65	.6
3-4	43	69	31	70	53	.5
4-5	93	90	78	76	84	.7
5-6	195	199	180	164	185	1.6
6-7	496	526	503	533	515	4.4
7-8	780	919	814	976	872	7.5
8-9	477	698	592	710	619	5.3
9-10	443	603	593	630	567	5.0
10-11	456	648	585	632	580	5.0
11-12	532	644	683	688	637	5.5
PM 12-1	508	713	764	738	681	6.0
1-2	545	691	721	749	677	6.0
2-3	578	745	783	746	713	6.1
3-4	744	872	888	876	845	7.3
4-5	928	1,128	940	1,143	1,035	9.0
5-6	677	992	878	944	873	7.5
6-7	466	696	648	555	591	5.1
7-8	357	619	541	406	481	4.1
8-9	306	509	477	376	417	3.6
9-10	272	450	385	339	362	3.0
10-11	211	364	292	270	284	2.4
11-12	180	260	261	180	220	1.9
TOTALS	**9,482**	**12,792**	**11,925**	**12,104**	**11,576**	**100%**
% of ADT	**82%**	**110%**	**103%**	**105%**	**100%**	

CITY OF SIOUX CITY
SEASONAL COUNT STATION #14

SUMMARY OF AVERAGE 24-HOUR DAILY TRAFFIC - QUARTERLY
1979
Gordon Drive Northwest of Stone Avenue

Hour Period	FEB	MAY	AUG	NOV	AVG	HOURLY %
AM 12-1	166	229	191	158	186	1.0
1-2	92	175	101	92	115	.6
2-3	77	97	77	77	82	.4
3-4	66	76	65	40	62	.3
4-5	93	101	90	69	88	.5
5-6	191	220	165	132	177	.9
6-7	624	588	503	413	532	2.8
7-8	1,400	1,064	1,066	1,182	1,178	6.3
8-9	942	852	859	1,101	939	5.1
9-10	905	1,003	832	835	894	4.8
10-11	948	1,139	908	875	967	5.2
11-12	1,169	1,311	1,095	1,031	1,151	6.2
PM 12-1	1,185	1,357	1,267	1,128	1,234	6.7
1-2	1,181	1,310	1,221	1,148	1,215	6.5
2-3	1,349	1,329	1,230	1,330	1,309	7.0
3-4	1,304	1,376	1,281	1,239	1,300	7.0
4-5	1,487	1,550	1,508	1,322	1,467	7.9
5-6	1,488	1,375	1,474	1,468	1,451	7.8
6-7	1,170	1,264	1,168	958	1,140	6.1
7-8	795	1,018	1,047	757	904	4.9
8-9	635	867	823	528	713	3.8
9-10	676	763	695	572	677	3.6
10-11	449	537	510	393	472	3.0
11-12	275	341	332	230	295	1.6
TOTALS	**18,667**	**19,942**	**18,508**	**17,078**	**18,548**	**100%**
% of ADT	**101%**	**107%**	**100%**	**92%**	**100%**	

CITY OF SIOUX CITY
SEASONAL COUNT STATION #15

SUMMARY OF AVERAGE 24-HOUR WEEKDAY TRAFFIC - QUARTERLY
1979
I-29 South of Floyd River Bridge

Hour Period	February		May		August		November		Average	HOURLY %
	NB	SB	NB	SB	NB	SB	NB	SB		
AM 12-1	178	116	184	128	208	135	116	126	298	1.5
1-2	120	96	92	83	107	100	72	80	187	.9
2-3	83	82	110	67	74	79	74	100	167	.8
3-4	83	80	104	81	99	87	69	70	168	.8
4-5	112	143	75	117	95	135	72	119	217	1.1
5-6	158	260	146	319	170	357	171	328	477	2.4
6-7	255	478	323	385	327	643	419	434	816	4.1
7-8	734	687	802	579	694	712	832	709	1,437	7.2
8-9	608	409	628	371	603	469	560	564	1,053	5.3
9-10	430	363	529	493	544	487	503	430	945	4.7
10-11	622	362	542	464	604	516	485	475	1,018	5.1
11-12	472	385	541	488	649	548	525	511	1,030	5.1
PM 12-1	497	395	575	464	634	617	526	501	1,052	5.3
1-2	467	534	583	587	604	619	501	534	1,107	5.5
2-3	666	580	679	686	712	712	764	644	1,361	6.8
3-4	774	566	758	786	946	706	854	686	1,519	7.6
4-5	958	658	1,111	917	905	882	910	793	1,784	8.9
5-6	661	687	787	978	714	798	542	838	1,501	7.5
6-7	497	372	549	511	550	493	357	398	932	4.7
7-8	343	267	482	427	534	387	247	326	753	3.7
8-9	273	241	405	370	365	421	221	280	644	3.2
9-10	245	279	312	292	314	399	193	302	584	2.9
10-11	243	201	294	346	227	333	181	239	516	2.6
11-12	258	160	248	218	242	298	227	218	467	2.3
TOTAL	**9,737**	**8,401**	**10,859**	**10,157**	**10,921**	**10,933**	**9,421**	**9,705**	**20,033**	**100%**
% of ADT	**91%**		**105%**		**109%**		**95%**		**100%**	

DEPARTMENT OF TRANSPORTATION
PERMANENT COUNT STATION #408

SUMMARY OF AVERAGE 24-HOUR WEEKDAY TRAFFIC BY MONTHS
January through June, 1979 (Page 1)
Gordon Drive (U. S. 12) at Floyd Boulevard

Hour Period	January		February		March		April		May		June	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
AM 12-1	159	90	188	91	204	93	220	104	251	110	283	117
1-2	140	63	152	68	168	71	179	71	183	73	212	88
2-3	96	58	104	54	114	55	119	55	116	55	130	56
3-4	54	38	57	38	64	39	67	42	64	38	72	42
4-5	51	56	51	56	57	57	58	55	62	53	61	54
5-6	73	184	75	107	94	111	94	127	96	125	112	124
6-7	205	417	199	247	250	327	242	357	241	285	253	304
7-8	400	799	415	755	488	767	515	784	525	759	518	744
8-9	373	502	396	525	479	572	513	635	523	592	508	543
9-10	402	436	441	474	551	614	607	544	610	569	609	529
10-11	480	461	532	482	654	573	768	580	756	596	741	568
11-12	618	507	665	543	800	648	886	656	892	659	882	647
PM 12-1	699	588	744	640	879	696	967	718	970	730	950	721
1-2	681	615	743	650	861	752	921	712	910	727	888	708
2-3	703	623	763	646	886	715	964	721	917	719	888	708
3-4	968	573	959	609	1,004	683	1,040	712	1,040	687	978	640
4-5	987	583	1,069	618	1,169	672	1,249	689	1,219	713	1,178	671
5-6	1,037	500	1,112	545	1,203	605	1,262	601	1,242	590	1,230	563
6-7	599	455	688	537	809	600	875	581	854	591	806	560
7-8	441	408	505	464	623	553	734	586	731	600	696	597
8-9	372	276	417	306	540	361	595	397	655	445	687	454
9-10	434	253	482	285	531	340	570	332	667	381	693	398
10-11	309	206	360	233	408	246	484	258	510	283	547	288
11-12	247	122	277	133	327	148	360	159	420	172	492	182
TOTAL	**10,528**	**8,813**	**11,394**	**9,106**	**13,163**	**10,298**	**14,289**	**10,476**	**14,454**	**10,552**	**14,414**	**10,302**

DEPARTMENT OF TRANSPORTATION
PERMANENT COUNT STATION #408

SUMMARY OF AVERAGE 24-HOUR WEEKDAY TRAFFIC BY MONTHS
July through December, 1979 (Page 2)
Gordon Drive (U. S. 12) at Floyd Boulevard

Hour Period	July		August		September		October		November		December		Average	HOURLY %
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		
AM 12-1	265	115	247	115	268	107	229	99	218	86	265	93	335	1.4
1-2	182	89	159	75	179	72	172	66	169	60	193	67	246	1.1
2-3	114	56	115	58	110	56	101	49	101	50	121	54	166	.7
3-4	64	39	65	40	70	43	69	45	66	37	68	37	105	.5
4-5	54	50	58	53	57	47	59	53	56	53	53	50	110	.5
5-6	117	165	101	133	92	108	96	118	91	111	88	96	220	.9
6-7	219	285	225	294	243	249	245	284	237	269	208	243	527	2.3
7-8	442	705	465	744	491	700	517	795	487	743	433	679	1,223	5.3
8-9	471	500	483	532	485	521	490	573	479	519	438	498	1,013	4.4
9-10	580	509	558	510	558	502	552	516	546	494	526	488	1,060	4.6
10-11	711	539	692	558	686	530	670	524	685	526	712	546	1,214	5.2
11-12	824	623	836	620	813	602	836	589	842	598	882	646	1,426	6.1
PM 12-1	893	679	895	692	884	685	914	695	929	674	990	714	1,579	6.8
1-2	852	664	883	687	832	644	845	673	872	654	977	724	1,539	6.6
2-3	879	646	881	671	844	693	859	714	911	679	1,032	744	1,567	6.7
3-4	963	595	1,004	627	969	631	1,001	647	1,046	638	1,154	678	1,654	7.1
4-5	1,142	609	1,185	647	1,129	628	1,220	623	1,222	614	1,275	633	1,812	7.8
5-6	1,176	539	1,265	546	1,215	557	1,328	544	1,301	529	1,318	558	1,780	7.7
6-7	769	548	768	555	835	562	854	538	799	525	828	588	1,344	5.8
7-8	640	553	674	580	691	542	682	540	635	469	696	530	1,181	5.1
8-9	617	421	656	429	622	396	573	235	540	329	611	367	951	4.1
9-10	647	368	638	356	590	344	573	342	546	297	642	311	918	4.0
10-11	492	272	473	251	470	262	464	248	430	230	475	238	703	3.0
11-12	466	167	458	163	422	153	364	148	332	134	358	143	529	2.3
TOTAL	**13,579**	**9,736**	**13,784**	**9,936**	**13,555**	**9,634**	**13,713**	**9,773**	**13,540**	**9,318**	**14,343**	**9,725**	**23,202**	**100%**

* Estimated by State

16 YEAR COMPARISON STUDY OF TRAFFIC VOLUMES

STATION	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973
#1 4300 M'side Ave.	8,170	9,090	9,450	9,460	10,630	12,700	11,690	10,830	12,360	12,630
#2 200 Nebraska St.	8,600	11,440	10,990	11,040	12,140	11,200	14,470	10,590	12,142	11,950
#3 200 Pierce St.	9,140	11,220	10,920	10,627	11,890	12,250	17,330	10,670	12,010	11,270
#4 1800 Floyd Blvd.	4,440	4,830	5,780	4,853	5,360	3,800	7,527	6,520	6,572	6,720
#5 2100 Jackson St.	7,330	8,220	7,970	7,780	8,160	8,370	8,730	9,100	8,950	8,630
#6 1900 W. 4th St.	3,210	3,150	3,560	3,420	3,890	4,060	4,190	4,610	4,430	4,390
#7 1600 Hamilton Blvd.	9,330	11,210	11,190	10,960	11,760	12,150	10,910	11,020	12,380	14,560
#11 Combination Bridge	19,310	21,520	21,650	25,080	25,590	26,910	28,700	29,790	----	28,690
#12 1100 Lewis Blvd.	11,530	12,250	11,230	----	----	----	----	----	16,400	15,710
#13 Lewis Blvd. N. of Glenn Ave.	7,490	8,520	8,920	8,180	8,660	9,940	7,220	7,170	10,800	11,400
#14 Gordon Dr. N.W. of Stone Ave.	12,340	14,410	----	12,850	14,200	13,260	19,850	18,410	16,600	17,320
#15 I-29 S. of Floyd Blvd.	5,960	8,100	9,330	----	10,550	8,190	11,390	13,030	----	12,140
#408 1100 Gordon Dr. (Viaduct)	18,360	17,790	19,110	19,730	21,700	----	----	----	24,680	26,380
TOTALS	**125,210**	**141,750**	**144,510**	**144,540**	**155,760**	**155,760**	**174,937**	**164,670**	**180,144**	**181,790**
% of Average (169,893)	**74%**	**83%**	**85%**	**85%**	**92%**	**92%**	**103%**	**97%**	**106%**	**107%**

* As of 1973, Stations #11-15 are counted on bi-annual basis.

16 YEAR COMPARISON STUDY OF TRAFFIC VOLUMES

STATION	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
#1 4300 M'side Ave.	12,731	12,634	13,467	12,657	13,433	12,687				
#2 200 Nebraska St.	10,732	11,217	11,607	12,075	11,946	10,257				
#3 200 Pierce St.	11,180	11,275	11,690	11,580	12,573	10,609				
#4 1800 Floyd Blvd.	6,774	7,149	**7,023	7,772	7,655	7,654				
#5 2100 Jackson St.	8,282	9,150	9,653	8,904	7,995	7,550				
#6 1900 W. 4th St.	3,894	4,035	4,331	4,810	4,674	4,405				
#7 1600 Hamilton Blvd.	16,221	16,678	17,801	17,638	19,514	18,479				
#11 Combination Bridge	*	30,439	*	29,805	*	***23,504				
#12 1100 Lewis Blvd.	*	18,761	*	20,315	*	19,519				
#13 Lewis Blvd. N. of Glenn Ave.	*	10,078	*	***14,081	*	11,576				
#14 Gordon Dr. N.W. of Stone Ave.	*	18,384	*	21,264	*	18,548				
#15 I-29 S. of Floyd Blvd.	*	12,759	*	***18,932	*	20,033				
#408 1100 Gordon Dr. (Viaduct)	22,947	22,482	22,770	22,960	24,389	23,202				
TOTALS	**178,021**	**185,041**	**188,763**	**202,793**	**206,576**	**188,023**				
% of Average (169,893)	**105%**	**109%**	**111%**	**119%**	**121%**	**111%**				

** Floyd was closed between 13th and 14th for four months. These months were excluded from calculation A.D.T., the accuracy of this volume is questionable.

*** See note on individual station summary page for further explanation.

ANNUAL AVERAGE DAILY TRAFFIC - 1979

Street	Between	Vehicles Per Day
West 1st Street	Fawcett - Leonard	930
	Leonard - Dorman	970
West 2nd Street	Cook - Main	280
	Main - Sioux	300
West 3rd Street	Myrtle - Hamilton	4,850
	Hamilton - Cook	9,560
3rd Street	Water - Pearl	6,650
	Pearl - Douglas	7,360
	Douglas - Pierce	8,570
	Pierce - Nebraska	9,020
	Nebraska - Jackson	8,710
	Jackson - Jones	7,370
	Jones - Jennings	3,060
West 4th Street	Ivy - Burton	1,200
	Burton - Berry	1,140
	Turner - Helmer	4,410
4th Street	Iowa - Floyd	8,280
	Floyd - Hoeven	13,630
	Pavonia - Lewis	8,680
	Lewis - Fairmont	5,380
5th Street	Water - Pearl	5,910
	Pearl - Douglas	8,620
	Douglas - Pierce	8,960
	Pierce - Nebraska	12,010
	Nebraska - Jackson	8,460
	Jackson - Jones	9,280
	Jones - Jennings	8,200
	Virginia - Court	7,850
	Court - Iowa	7,290
	Iowa - Floyd	4,650
5th Avenue	Newton - So. St. Aubin	620
	Hennepin - Clinton	300
	Clinton - Henry	270
6th Street	Pearl - Douglas	10,360
	Douglas - Pierce	11,000
	Jackson - Jones	11,600
	Jones - Jennings	10,370
	Pavonia - Lewis	11,350
	Lewis - Fairmont	10,020

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Street	Between	Vehicles Per Day
West 7th Street	Center - Panoah	8,870
	Panoah - Hamilton	8,390
	Hamilton - Omaha	11,740
11th Street	Douglas - Pierce	1,070
	Pierce - Nebraska	2,410
	Nebraska - Jackson	2,350
	Jackson - Jones	1,920
	Virginia - Court	4,890
	Court - Iowa	5,190
	Iowa - Floyd	4,590
	Floyd - Clark	4,580
	Lewis - Dubuque	1,860
	Dubuque - Pacific	490
14th Street	Douglas - Pierce	6,320
	Pierce - Nebraska	7,500
	Nebraska - Jackson	7,380
	Jackson - Jones	6,100
	Virginia - Court	2,110
	Court - Iowa	250
18th Street	Gilman Terrace - Summit	6,440
	Summit - Grandview	6,960
	Grandview - Douglas	7,340
	Douglas - Pierce	6,700
	Pierce - Nebraska	5,680
	Nebraska - Jackson	4,200
	Jackson - Jones	1,580
West 19th Street	Riverside - W. 23rd	6,120
	W. 18th - Burton	6,260
	Casselman - Fawcett	6,700
	Fawcett - John	7,190
	West - Ross	7,230
	Ross - George	7,410
	Geneva - Hamilton	9,480
	Hamilton - Omaha	7,020
20th Street	Douglas - Pierce	700
	Pierce - Nebraska	900
25th Street	Virginia - McFaul	340
27th Street	Nebraska - Jackson	5,860
	Jackson - Jones	4,080
West 28th Street	Isabella - Myrtle	1,250
	Myrtle - Center	3,120

ANNUAL AVERAGE DAILY TRAFFIC - 1979

Street	Between	Vehicles Per Day
29th Street	Nebraska - Jackson	1,920
	Jackson - Jones	1,320
36th Street	Hamilton - Grandview	3,540
	Nebraska - Jackson	3,150
	Jackson - Jones	6,030
	Court - Cheyenne	7,550
41st Street	Cheyenne - Glen Oaks	2,680
South Alice Street	Orleans - Transit	310
	Transit - 4th Avenue	1,270
Burton Street	W. Palmer - W. 4th	370
	W. 4th - War Eagle Drive	410
Bushnell Avenue	Cypress - Maple	810
Casselman Street	W. 19th - W. Cottage Ave.	2,150
Center Street	W. 14th - Villa (W. 7th)	2,160
	Villa (W. 7th) - W. 6th	590
Cheyenne Boulevard	North High Dr. - Outer Dr. (41st)	830
	Outer Dr. (41st) - Hiawatha	1,350
	37th - 36th (Indian Hills Drive)	3,110
	36th (Indian Hills Drive) - 35th	2,920
South Clinton Street	Morningside - 3rd Avenue	900
	4th Avenue - 5th Avenue	240
	5th Avenue - 6th Avenue	230
Country Club Boulevard	37th St. Place - Hamilton	2,870
Court Street	15th - 14th	4,230
	14th - 13th	5,210
	12th - 11th	6,050
	11th - 10th	5,480
	6th - 5th	3,320
	5th - 4th	2,850
South Cypress Street	Bushnell - Myers	1,960
Dace Avenue	Gordon - I-29 NB Off Ramp	4,560
South Davidson Street	W. Highland Avenue - W. Horne	130
	W. 1st - W. Highland	110

ANNUAL AVERAGE DAILY TRAFFIC - 1979

Street	Between	Vehicles Per Day
Douglas Street	19th - 18th	2,340
	18th - 16th	2,910
	7th - 6th	8,030
	6th - 5th	7,380
	5th - 4th	3,870
	4th - 3rd	3,980
	3rd - 2nd	830
Dubuque Street	14th - 11th	1,200
	11th - 10th	1,340
South Fairmont Street	Correctionville - Gordon	12,200
	Gordon - Dace	8,010
Floyd Boulevard	38th - Outer Drive North	8,840
	Outer Drive - 33rd	7,480
	19th - 13th	7,650
	12th - 11th	7,880
	11th - 10th	7,470
	5th - 4th	11,210
	4th - Dace	10,830
Glenn Avenue	Mulberry - So. St. Aubin	3,680
	So. St. Aubin - Royce	2,330
	Henry - Lakeport	2,430
	Lakeport - Palmetto	2,320
Gordon Drive	Pearl - Pierce	11,130
	Pierce - Nebraska	14,120
	Nebraska - Dace	25,350
	Dace - Jennings	20,330
	Jennings - Virginia	20,980
	Virginia - Court	21,110
	Linn - Fairmont	17,860
	Fairmont - Rustin	15,890
	Spalding - Stone	16,000
	Stone - Cleveland	13,920
	Lakeport - Palmetto	13,010
	Palmetto - Maple	10,920
	Maple - Magnolia	9,700
Grandview Boulevard	19th - 18th	1,230
	18th - 17th	2,080

ANNUAL AVERAGE DAILY TRAFFIC - 1979

Street	Between	Vehicles Per Day
Green Avenue	Correctionville - So. Martha	690
Hamilton Boulevard	46th - Outer Dr.	5,060
	Outer Dr. - 40th	6,430
	Summit - 36th (Country Club Blvd.)	7,330
	36th (Country Club Blvd.) - W. Clifton	7,690
	W. Clifton - Stone Park Boulevard	9,530
	Stone Park - Sunset Plaza No. Dr.	13,800
	W. 20th - W. 19th	18,050
	W. 19th - W. 18th	17,910
	W. 17th - W. 15th	18,480
	W. 8th - W. 7th	15,060
	W. 7th - W. 4th	14,770
	W. 4th - W. 3rd	15,210
	W. 3rd - W. 1st	13,960
	W. 1st - Tri View	15,630
	Tri View - I-29	15,470
South Henry Street	Morningside - 3rd Ave.	760
West Highland Avenue	Colon - Davidson	240
	Davidson - Prescott	240
Indian Hills Drive	Cheyenne - Pawnee Pl.	6,660
	Senaca - Outer Drive	2,940
Industrial Road	I-29 NB On Ramp - Lewis Blvd.	6,950
	Lewis - York	210
Iowa Street	6th - 5th	4,500
	5th - 4th	1,340
Jackson Street	37th - 36th	1,750
	36th - 35th	5,580
	30th - 29th	8,380
	29th - 28th	8,150
	28th - 27th	8,690
	27th - 26th	8,340
	22nd - 21st	7,550
	19th - 18th	9,270
	18th - 17th	9,150
	15th - 14th	8,470
	14th - 13th	8,330
	12th - 11th	4,590
	11th - 10th	4,150
	6th - 5th	7,460
	5th - 3rd	6,160
	3rd - 2nd	1,990
Jones Street	7th - 6th	1,170
	6th - 5th	2,670
	5th - 4th	4,670
	4th - 3rd	5,240

ANNUAL AVERAGE DAILY TRAFFIC - 1979

Street	Between	Vehicles Per Day
South Lakeport Street	Garretson - Morningside	3,300
	Morningside - 3rd Avenue	8,430
	6th Ave. - Glenn	8,150
	Glenn - Bushnell	7,560
	Bushnell - Myers	7,480
	Sunnybrook - Ravine	6,400
	Mayhew - Lincoln Way	10,000
	Lincoln Way - So. Nicollet	9,160
Leech Avenue	Cunningham - Lewis	5,420
	Lewis - College	2,930
Leonard Street	W. 2nd - W. 1st	1,470
	W. 1st - Highland	490
Lewis Boulevard	7th - 6th	20,090
	6th - 5th	16,350
	5th - 4th	15,090
	4th - 3rd	16,510
	Highway 12 EB Off Ramp - Leech	18,140
	Leech - Dodge	19,060
	Glenn - Lincoln	8,120
	Lincoln Way - So. York	7,330
	So. York - Industrial Rd.	8,840
	Industrial Rd. - Donner	6,910
Lincoln Way	Lewis - Cornelia	1,740
	So. St. Marys - Sergeant Rd.	1,890
	Sergeant Rd. - Natalia Way	2,000
	Lakeport - Clinton	3,790
Lindenwood Street	W. 35th - Stone Park Blvd.	1,260
Main Street	W. 2nd - W. 1st	570
South Maple Street	Stone - Gordon	1,610
	Gordon - Laurel	2,040
South Martha Street	Green - Gordon	1,200
Memorial Drive	Talbot - Broken Kettle Rd. (westend)	700
	Talbot - Broken Kettle Rd. (eastend)	850
Morningside Avenue	Vine - Peters	11,520
	Peters - Davis	12,510
	Orleans - Transit	8,760
	So. St. Aubin - Royce	11,550
	So. Cleveland - Nicollet	12,690

ANNUAL AVERAGE DAILY TRAFFIC - 1979

Street	Between	Vehicles Per Day
Morningside Avenue	Henry - Lakeport	10,610
	Lakeport - Lakeport	11,830
	Lakeport - So. Palmetto	8,520
	So. Palmetto - So. Palmetto	6,530
Myrtle Street	W. Lunah Ave. - W. 28th	2,850
	W. 28th - W. 27th	3,620
Nebraska Street	19th - 18th	2,950
	18th - 17th	4,940
	12th - 11th	6,930
	11th - 10th	7,390
	6th - 5th	9,450
	5th - 3rd	10,470
	3rd - 2nd	11,430
	2nd - Gordon	11,620
	Gordon - I-29 SB Off Ramp	7,340
Ogden Avenue	Pershing - Mitchell	2,150
Omaha Street	14th - W. 9th	1,400
Outer Drive North	Hamilton - Cheyenne	3,270
	Division - Indian Hills Dr.	2,400
	Indian Hills Dr. - Floyd	5,910
South Palmetto Street	Gordon - Laurel	3,790
	Orleans - Morningside	3,720
South Patterson Street	Peters - Davis	280
Pearl Street	6th - 5th	10,820
	5th - 4th	6,360
	4th - 3rd	5,770
	3rd - 2nd	6,140
Peters Avenue	Sioux Trails - Morningside	2,840
	Morningside - Mulberry	530
	Patterson - Cleveland	240
Pierce Street	21st - 20th	7,180
	20th - 19th	7,430
	15th - 14th	9,260
	14th - 13th	10,170
	12th - 11th	10,700
	11th - 10th	11,450
	6th - 5th	11,570
	5th - 3rd	11,530
	3rd - 2nd	11,350
	2nd - Gordon	10,130
	Gordon - I-29 SB On Ramp	3,310

ANNUAL AVERAGE DAILY TRAFFIC - 1979

Street	Between	Vehicles Per Day
Riverside Boulevard	La Plante - Wright	6,700
	Wright - W. 19th (Paul)	7,810
Ross Street	W. 20th - W. 19th	890
	W. 19th - W. 18th	1,350
South Rustin Street	Garretson - Transit	570
South Saint Aubin Street	Transit (M-side) - 3rd Ave.	5,590
	7th Ave. - Glenn	3,710
	Glenn - Bushnell	2,050
Sergeant Road	So. St. Aubin - Lincoln Way	1,170
	Lincoln Way - Sherwood	950
Stone Avenue	Royce - Gordon	2,500
	Gordon - Maple (W.I.T.)	4,810
Stone Park Boulevard	Woodland Way - Hamilton	5,980
	Hamilton - Perry Way	8,360
Summit Street	19th - 18th	1,570
	18th - 17th	970
Transit Avenue	Irene - Rustin	9,300
	Rustin - Helen	9,190
	Helen - Alice	10,600
	Alice - Cecelia	10,720
	Newton - So. St. Aubin (Morningside)	6,990
Tri View Avenue	Zenith - Hamilton	4,660
	Hamilton - Myrtle	1,690
Villa Avenue	Myrtle - Center	6,270
Virginia Street	25th - 24th	290
	1st - Gordon	3,840
	Gordon - Dace	3,600
Wright Avenue	Nash - Riverside	2,000