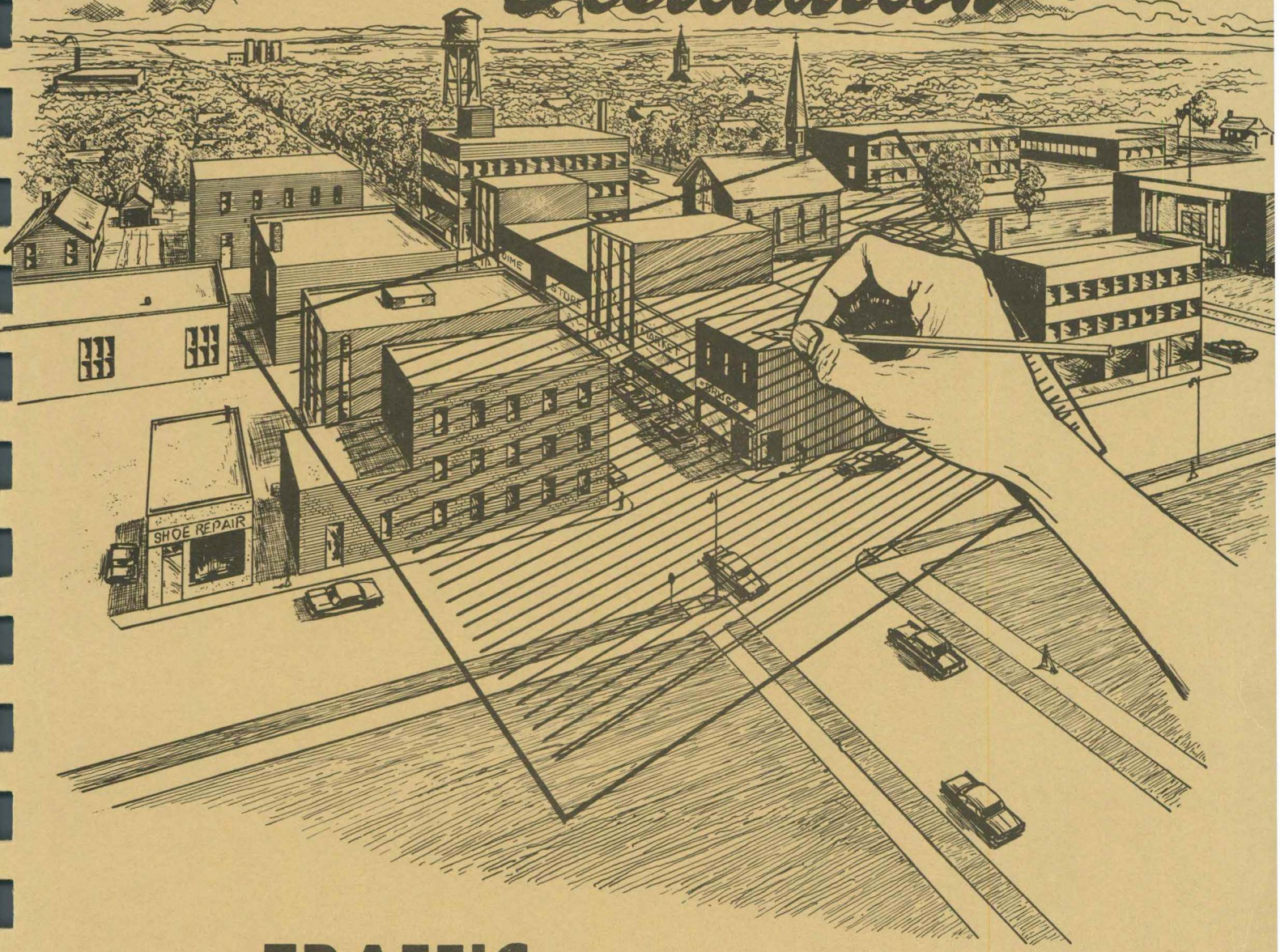
SIDNEY

Origin and Destination



TRAFFIC REPORT

Iowa

JULY 1961

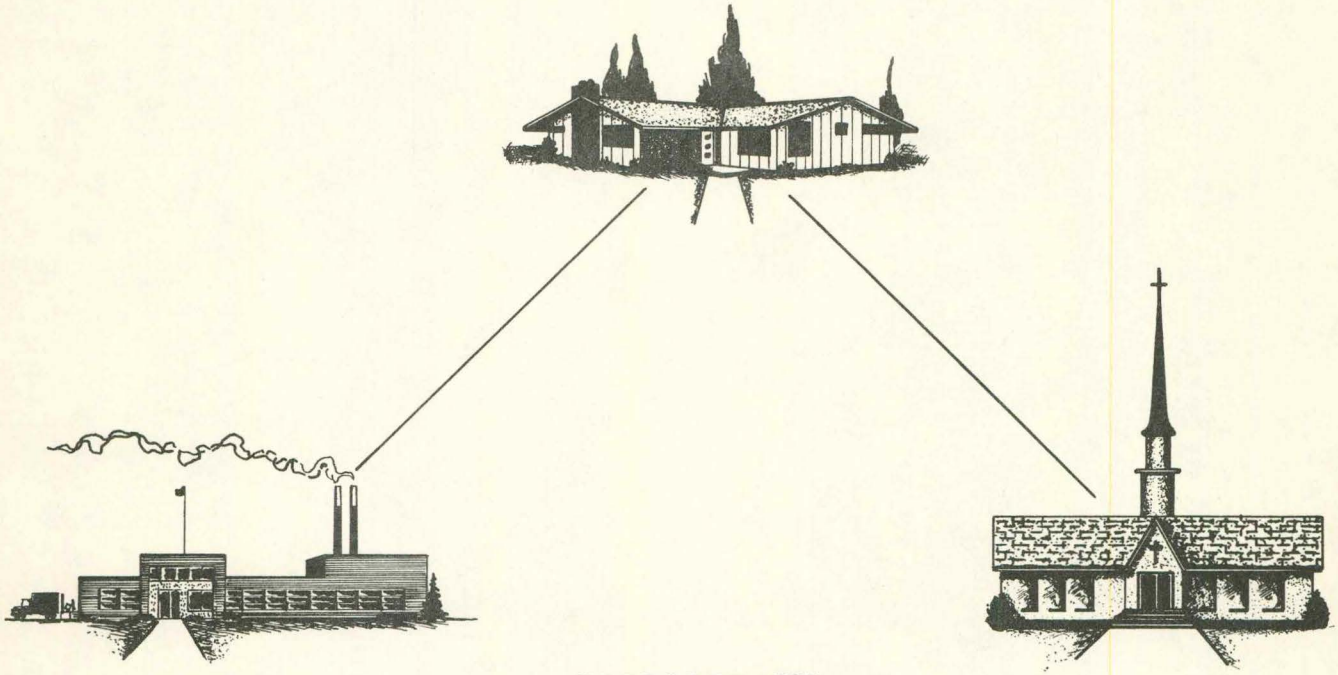
$2.10

State of Iowa

SIDNEY

Origin And Destination Traffic Study

February 1964



PREPARED BY

TRAFFIC AND HIGHWAY PLANNING DEPARTMENT

DIVISION OF PLANNING

IOWA STATE HIGHWAY COMMISSION

IN COOPERATION WITH THE

UNITED STATES DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

INTRODUCTION

In July, 1961, the Iowa State Highway Commission in cooperation with the United States Bureau of Public Roads, conducted an external origin-destination traffic survey in Sidney.

The purpose of this survey was to determine the total number and type of vehicles entering or leaving the study area and to obtain origin and destination data from a representative sample of those vehicles.

Information of this nature is essential in the planning of streets and highways which will not only serve the needs of local traffic, but which will serve the needs of interstate and intercity traffic as well.

It is not within the scope of this report to make recommendations concerning the revision or construction of routes. It is rather to organize and present the findings of the survey in a manner which will implement the determination of traffic needs and thereby provide the basis for future street and highway planning.

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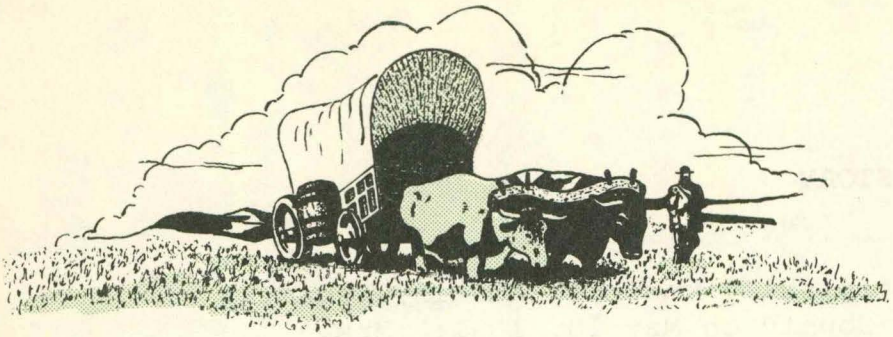
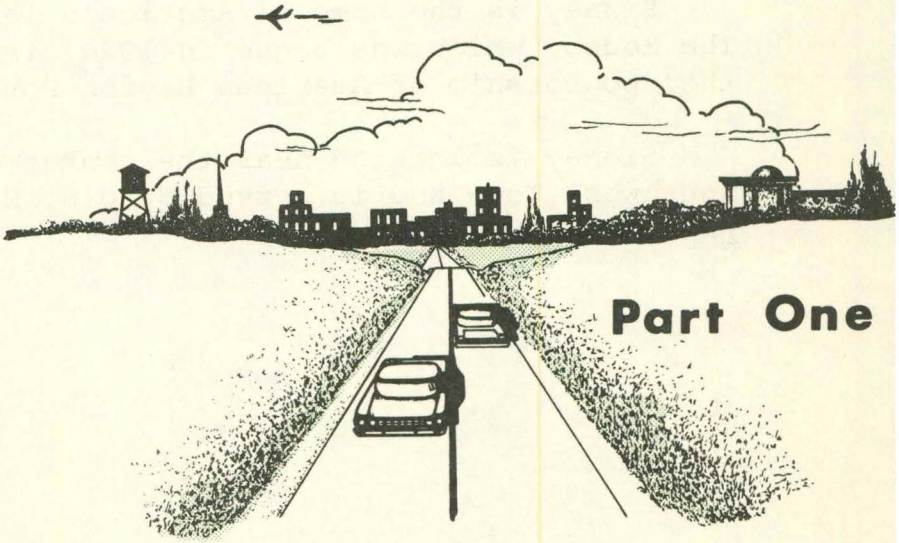
DEFINITIONS OF TECHNICAL TERMS

Central Business District (C.B.D.)	The major business district of a city.
Cordon Line	A hypothetical line delimiting the area under study and composed of traffic interview stations located on major traffic arteries at or near the corporate limits.
Destination	The location of the objective of a trip.
Desire Line	A straight line between the point of origin and point of destination without regard to routes of travel.
External Local Trip	A trip having either origin or destination within the study area and which passes through only one interview station in the external cordon line enroute to its destination.
External Through Trip	A trip having neither origin nor destination within the study area and which passes through two or more interview stations in the external cordon line enroute to its destination.
Internal Trip	A trip having both origin and destination within the study area.
Origin	The location from which a driver started a trip.
Study Area	The area enclosed by the external cordon line of interview stations and generally corresponding with corporation lines or urban area lines.



History and Developement



Part One

HISTORY

The town, of Sidney, originally known as Austin, became the county seat of Fremont County on May 10, 1851. Mrs. Milton Richards, wife of the first Clerk of Court, named the town after Sidney, Ohio.

Fremont County was organized in 1850 and named for Col. John C. Fremont, a famous explorer of the Rocky Mountain region and an officer of the Mexican War.

A. M. Hitchcock was one of the early settlers in Fremont County who settled near Sidney. In 1851 J. J. Singleton opened a store in Sidney and S. T. Cromwell built the first public house in the new settlement.

The first term of the District Court was held in 1850 by Judge William McKay in a log cabin at McKissick's Grove. The first court house was erected in 1851 and replaced by a more adequate structure in 1857. The present court house was built in 1893.

Sidney's first newspaper, the Sidney Union, was established in 1863 and published weekly by L. J. Easton.

The first railroad in the county was the Kansas City and Council Bluffs Railroad built in 1867-68. The first railroad to reach Sidney was the Chicago, Burlington and Quincy which began operation between Sidney and Hastings in 1870.

Sidney is the home of America's largest outdoor Rodeo. The Rodeo, which was begun in 1924, is held annually under the sponsorship of American Legion Post 128 of Sidney.

Sidney is located near the center of Fremont County in southwest Iowa and is served by U.S. Highway 275 and Iowa 2.

Table 1-1

POPULATION OF SIDNEY

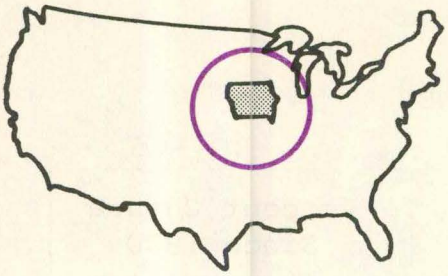
Census Year	Sidney Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	1143		
1910	1019	-10.85	-10.85
1920	1154	13.25	.96
1930	1074	- 6.93	- 6.04
1940	1290	20.11	12.86
1950	1132	-12.25	- .96
1960	1057	- 6.63	- 7.52

Table 1-2

POPULATION OF FREMONT COUNTY

Census Year	Fremont Co. Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	18546		
1910	15623	-15.76	-15.76
1920	15447	- 1.13	-16.71
1930	15533	.56	-16.25
1940	14645	- 5.72	-21.03
1950	12323	-15.86	-33.55
1960	10282	-16.56	-44.56

STUDY AREA POSITION IN THE MIDWEST



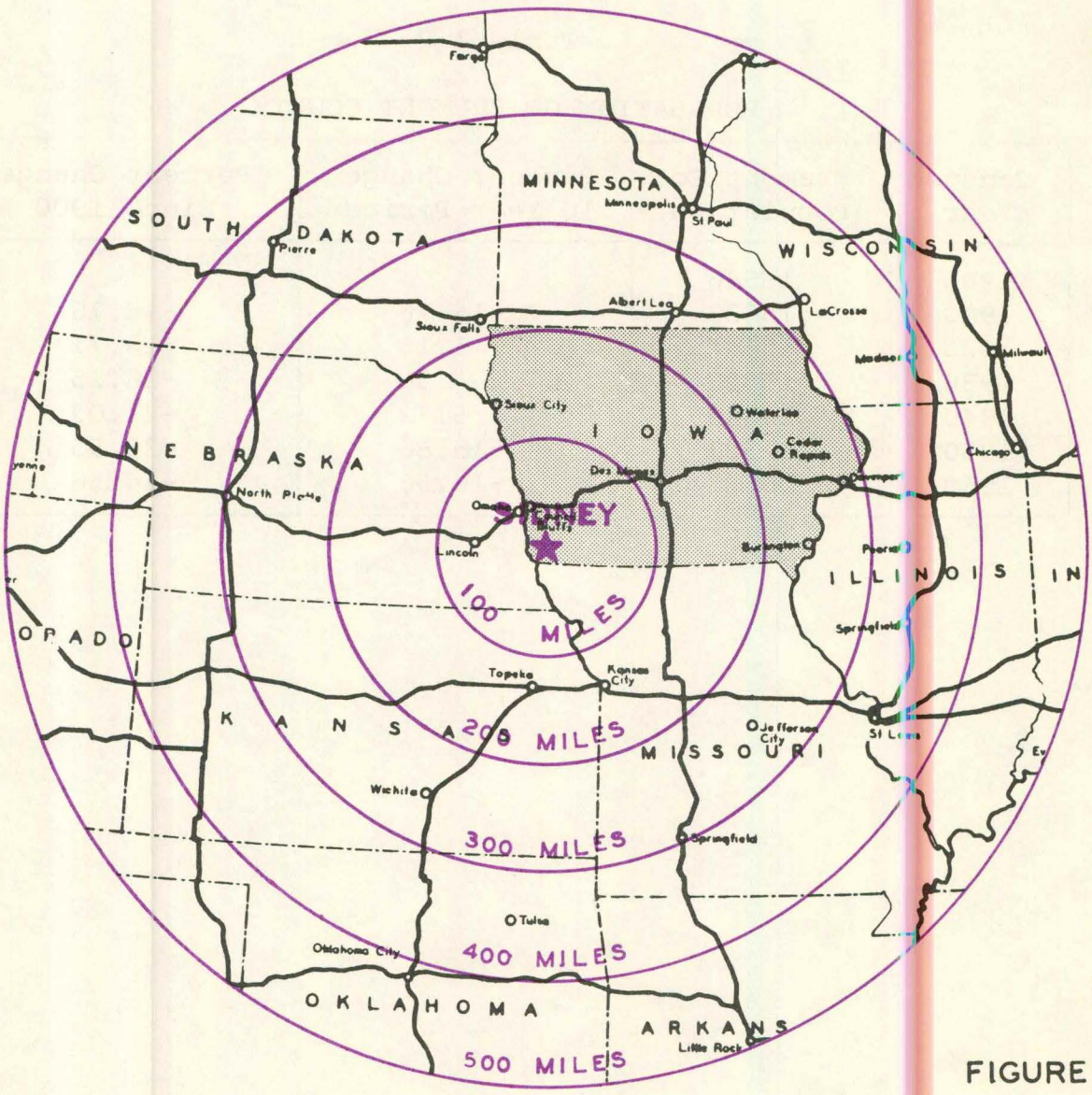
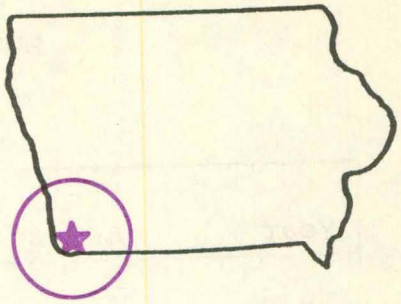


FIGURE 1-1

STUDY AREA POSITION IN IOWA



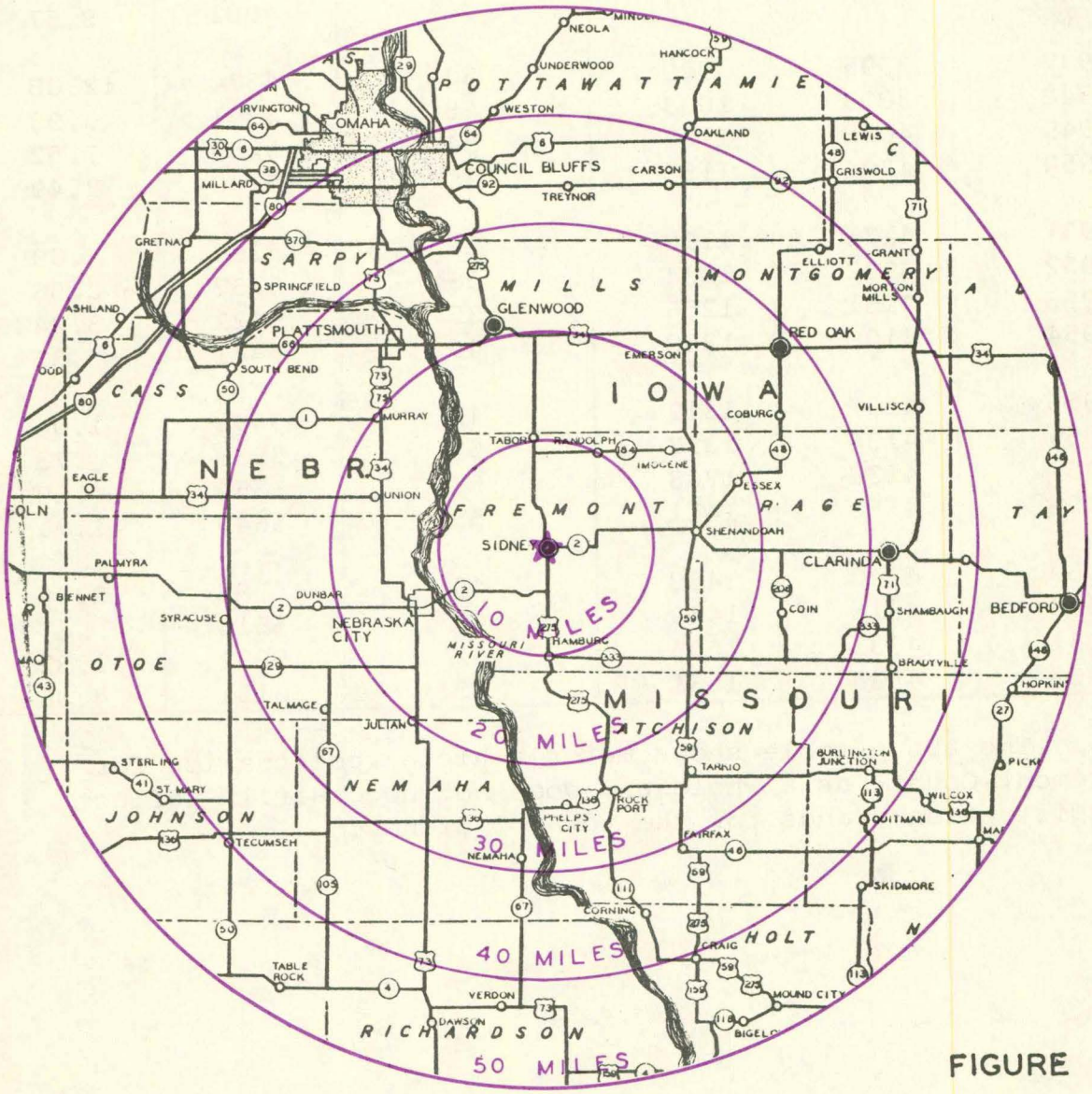


FIGURE 1-2

Table 1-3

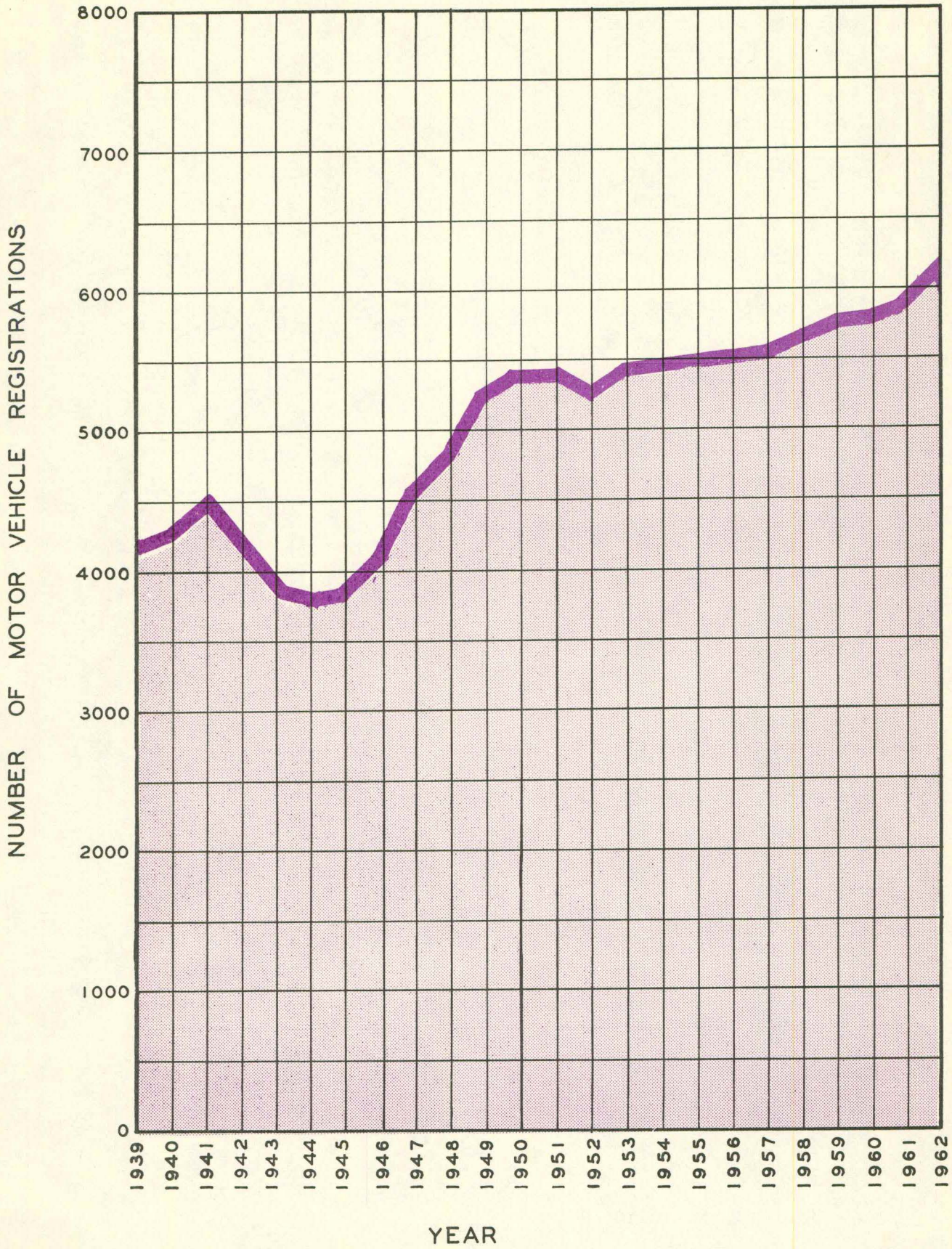
MOTOR VEHICLE REGISTRATION IN FREMONT CO.
From 1939 Through 1962

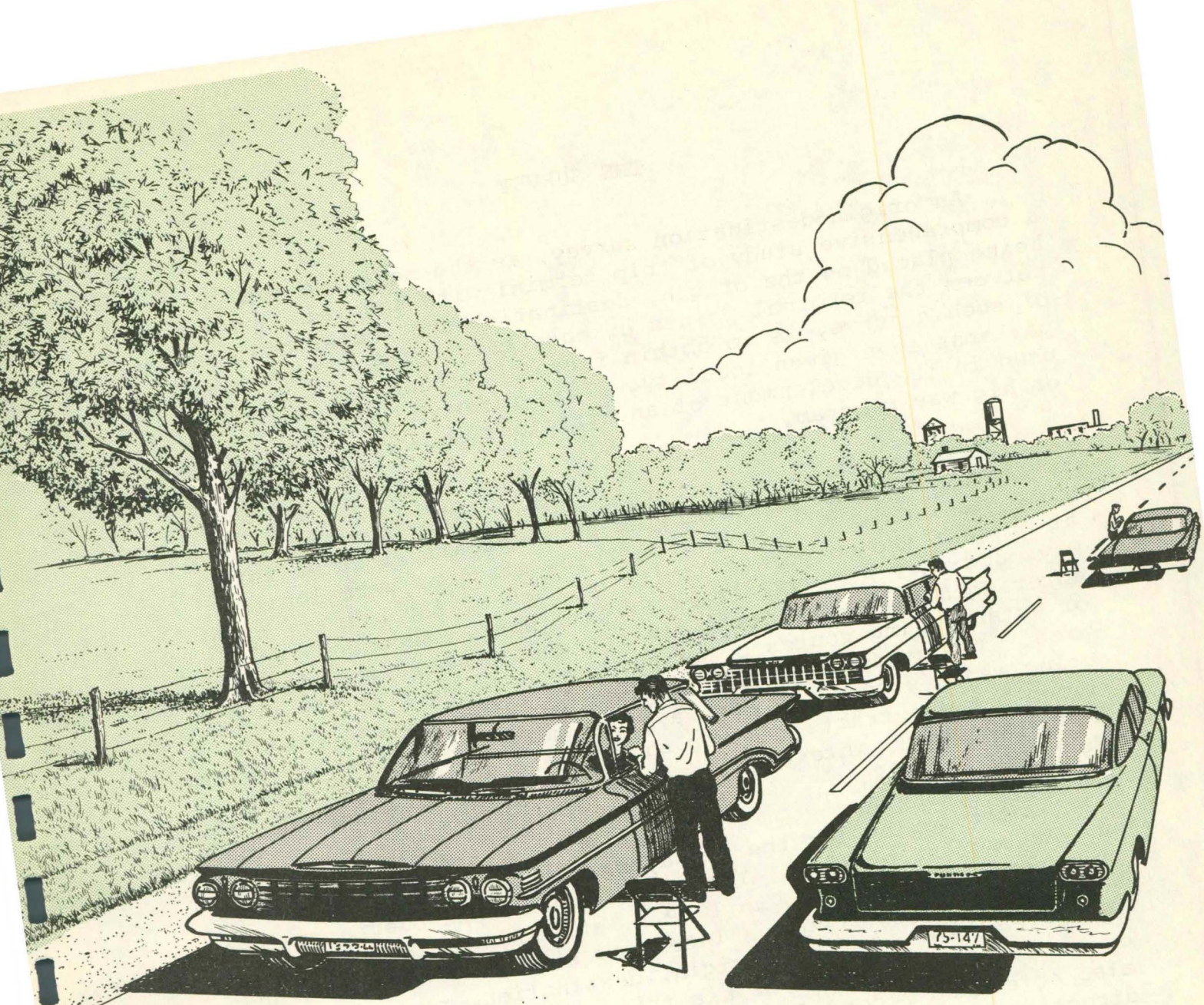
Year	Autos	Trucks	Motorcycles	Total	Percent Change
1939	3551	624	9	4184	
1940	3586	672	10	4268	2.01
1941	3745	733	8	4486	5.11
1942	3457	699	5	4161	- 7.24
1943	3189	660	7	3856	- 7.32
1944	3177	692	8	3877	.39
1945	3039	708	12	3759	- 3.04
1946	3256	791	34	4081	8.57
1947	3595	929	50	4574	12.08
1948	3803	1033	55	4891	6.93
1949	4058	1167	34	5259	7.52
1950	4204	1155	31	5390	2.49
1951	4171	1198	26	5395	.09
1952	3992	1234	26	5252	- 2.56
1953	4131	1256	35	5422	3.24
1954	4108	1288	45	5441	.35
1955	4137	1312	49	5498	1.05
1956	4134	1352	52	5538	.73
1957	4138	1363	53	5554	.29
1958	4183	1411	55	5649	1.71
1959	4290	1458	40	5788	2.46
1960	4316	1459	40	5815	.47
1961	4335	1505	52	5892	1.32
1962	4535	1551	45	6131	4.06

The above table shows motor vehicle registration for Fremont County as a whole and does not necessarily reflect registration trends for the town of Sidney.

FIGURE 1-3

MOTOR VEHICLE REGISTRATION IN FREMONT COUNTY FROM 1939 THROUGH 1962





Survey Procedure

Part Tw

THE SURVEY

An origin-destination survey, as the name implies, is a comprehensive study of trip termini with special emphasis being placed on the origin, destination and routes of travel between the terminal points of each trip. The ultimate goal of such a survey is to obtain factual evidence of traffic patterns in a given locality. This information can then be used in the development of an efficient and practical street or highway program.

In order to obtain accurate information it is necessary to interview vehicle drivers at strategically located interview stations. In Sidney, interview stations were located at or near the corporate limits on each of the primary highways and on F.A.S. 762 (Park Street) west. Secondary roads entering Sidney were given station code numbers for the purpose of establishing routes of entry or exit to or from the study area. The study area was divided into five internal tracts using major streets or highways, in most cases, as the dividing lines between tracts. A map showing the location of tract boundary lines, interview stations, and code stations will be found on page 12.

Interviewing for the Sidney survey was done on July 31st and August 1st of 1961. Interviewing was done over a sixteen hour period from 6 A.M. to 10 P.M. at each station. Each vehicle passing through an interview station was stopped and the driver was asked the origin, destination, route of entry or exit and the purpose of his trip. In addition, interviewers also noted and recorded the type of vehicle, number of occupants, direction of travel, and the state or Iowa county in which the vehicle was registered.

Additional data was obtained through the use of mechanical recorders and manual vehicle classification counts which were taken at a later date and used to expand the interview data to twenty-four July average weekday traffic 1961.

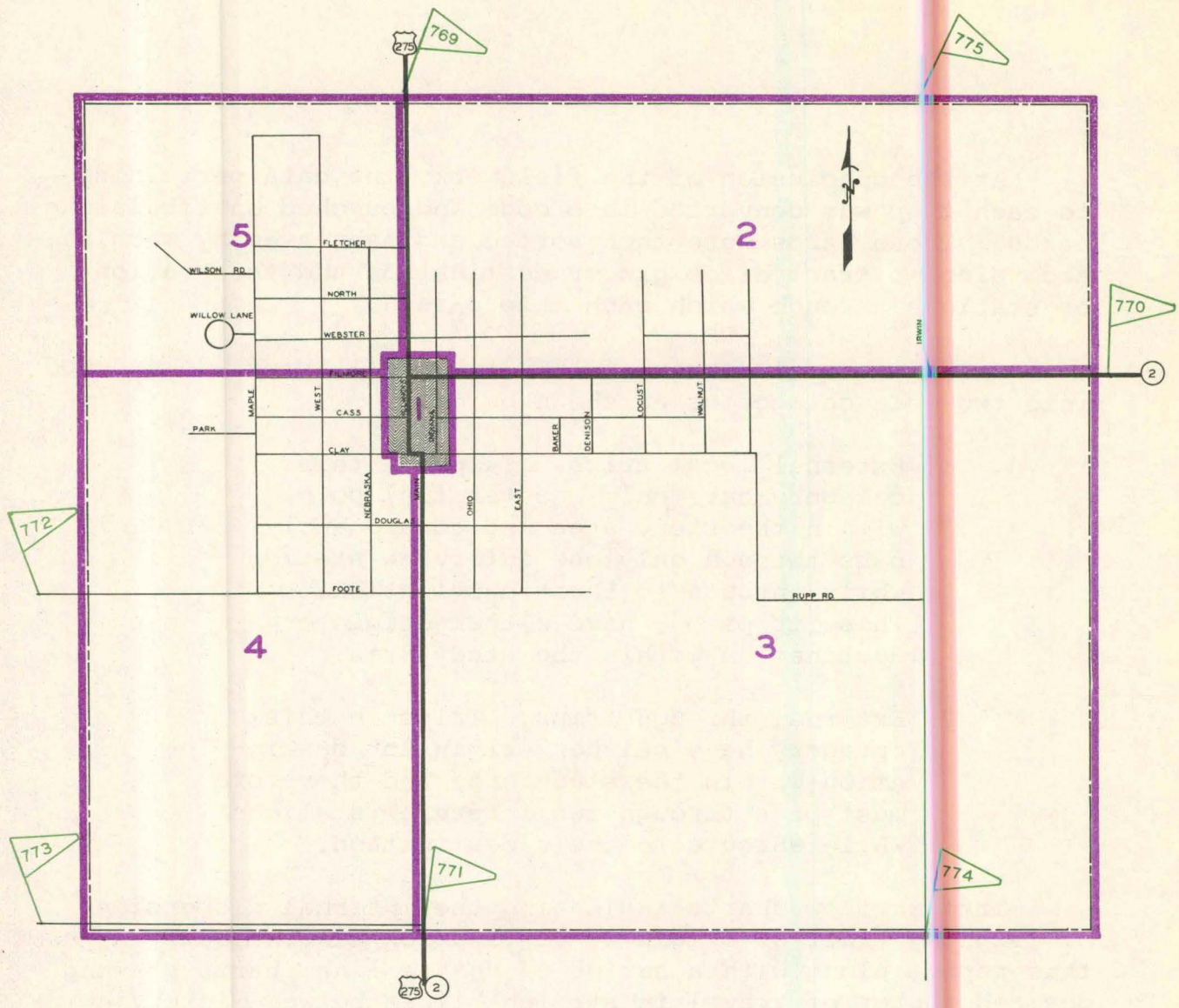
At the conclusion of the fieldwork, the data pertaining to each trip was converted into code and punched on tabulating cards. These cards were then sorted and tabulated by machine according to tract of origin or destination and the station or stations through which each trip passed.

In an external survey of this type, all trips are grouped into two main categories as shown below.

1. External local trips. Trips in this category have only one terminal point within the study area and consequently pass through only one interview station while enroute to their destination. These trips may have either origin or destination within the study area.

2. External through trips. Trips in this category have neither origin nor destination within the study area and therefore must pass through two interview stations while enroute to their destination.

Traffic flow charts indicating the internal dispersion of trips by tract of origin or destination are included in this report along with a series of desire line charts showing desired routes of travel in straight lines between interview stations and internal tracts.



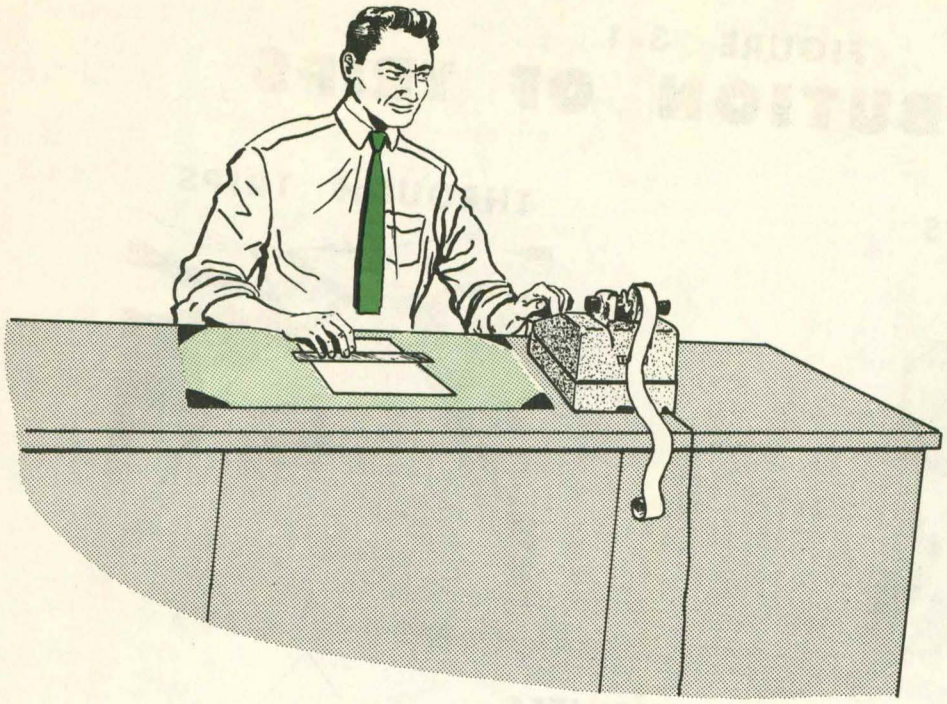
LEGEND

STATION NUMBER AND LOCATION

TRACT NUMBER 2

TRACT BOUNDARY LINE

FIGURE 2-1
TRACT MAP OF
SIDNEY
WITH EXTERNAL STATION LOCATIONS

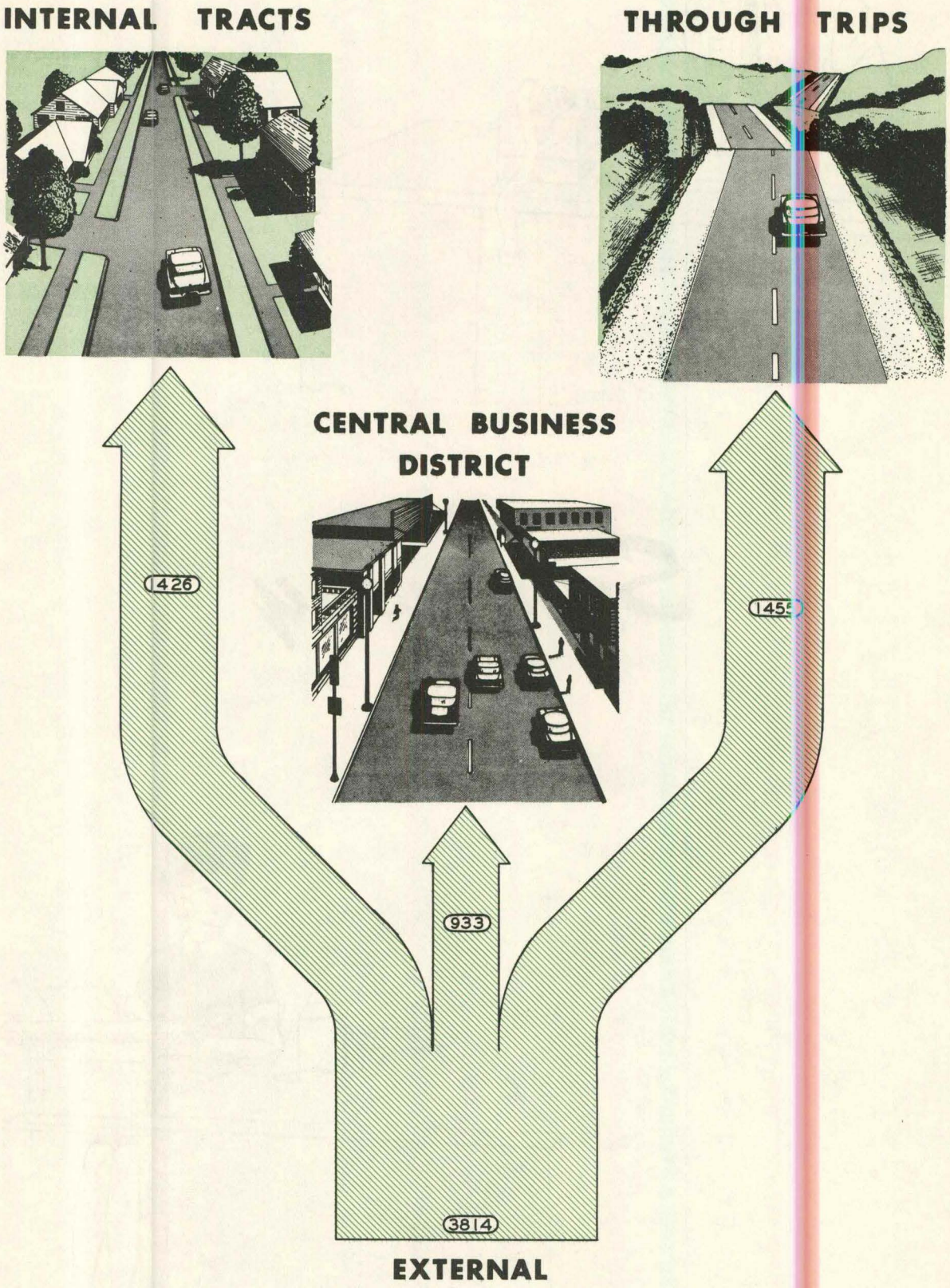


Summary

Part Three

FIGURE 3-1

DISTRIBUTION OF TRIPS



SUMMARY OF TRIPS

The chart at left graphically illustrates some of the more significant traffic volumes derived from the Sidney origin-destination traffic survey. An average of 3814 trips per day passed through the external cordon line of interview stations during the survey period.

933 trips or 24.46 percent of the total number of trips were between external areas and the central business district.

1426 trips or 37.39 percent of the total number of trips were between external areas and internal areas exclusive of the central business district.

1455 trips or 38.15 percent of the total number of trips were external through trips which passed through Sidney enroute to another station.

Table 3-1
VEHICLE TYPE SUMMARY

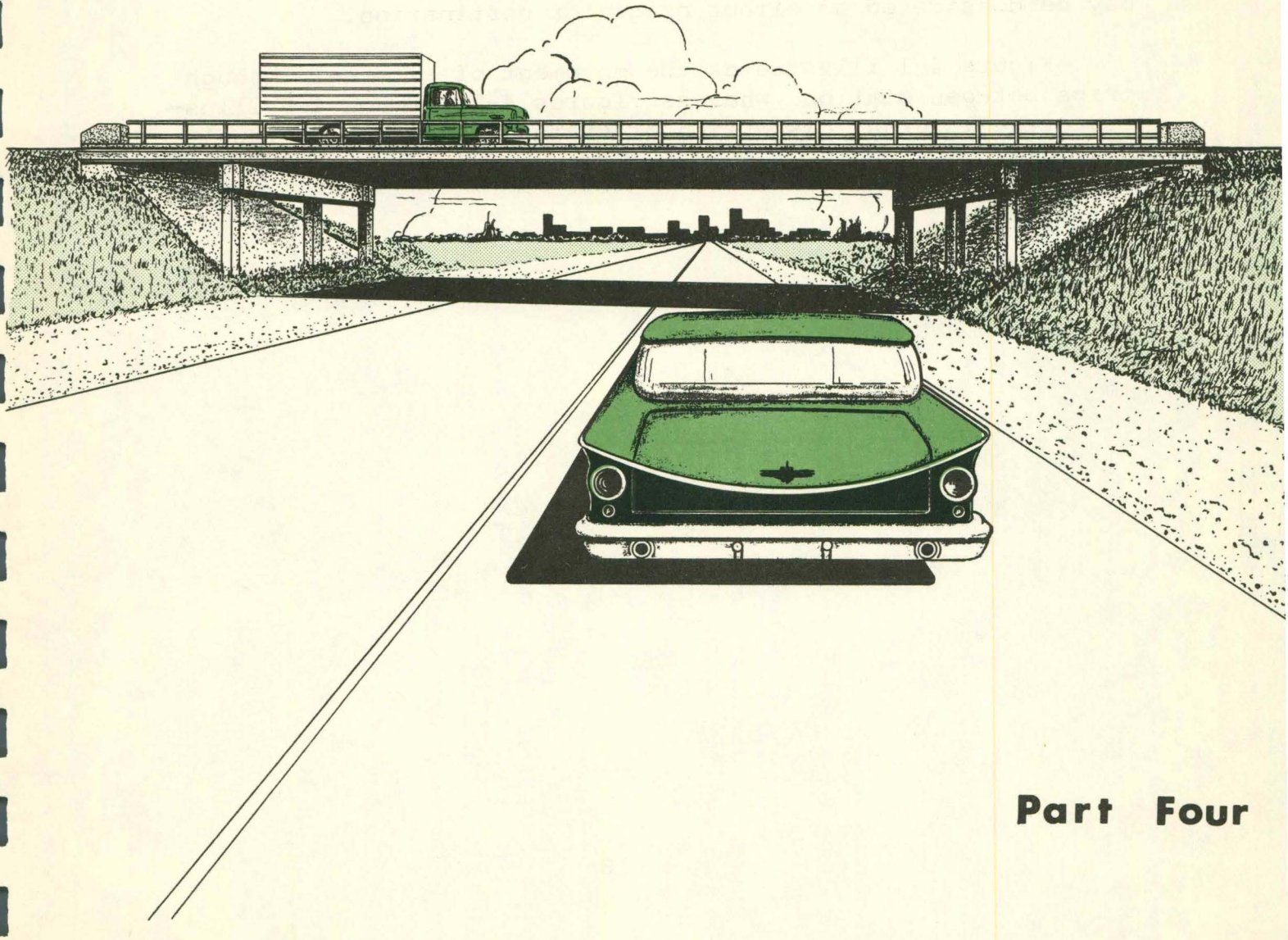
July Average Weekday Traffic 1961

External Station Location	Passenger Cars and Pick-ups	Single Unit Trucks	Truck Combi-nation	Total	No. of Inter-views	Percent Inter-viewed
U.S. 275 N.	1260	226	184	1670	1187	71.08
Ia. 2 E.	1111	96	131	1338	1305	97.53
U.S. 2 and Ia. 275 S.	1440	208	283	1931	1685	87.26
F.A.S. 276	307	16	2	325	371	114.15
Total	4118	546	600	5264	4548	86.39

The above table shows the total traffic passing through interview stations located on major traffic arteries leading to Sidney. Station totals and vehicle type totals represent the total traffic which passed through each individual station and therefore includes duplicate through trips.

Higher than average traffic volumes were encountered during the interview period on F.A.S. 762 (Park Street) west, as shown by traffic counts taken at a later date.

Traffic Movements

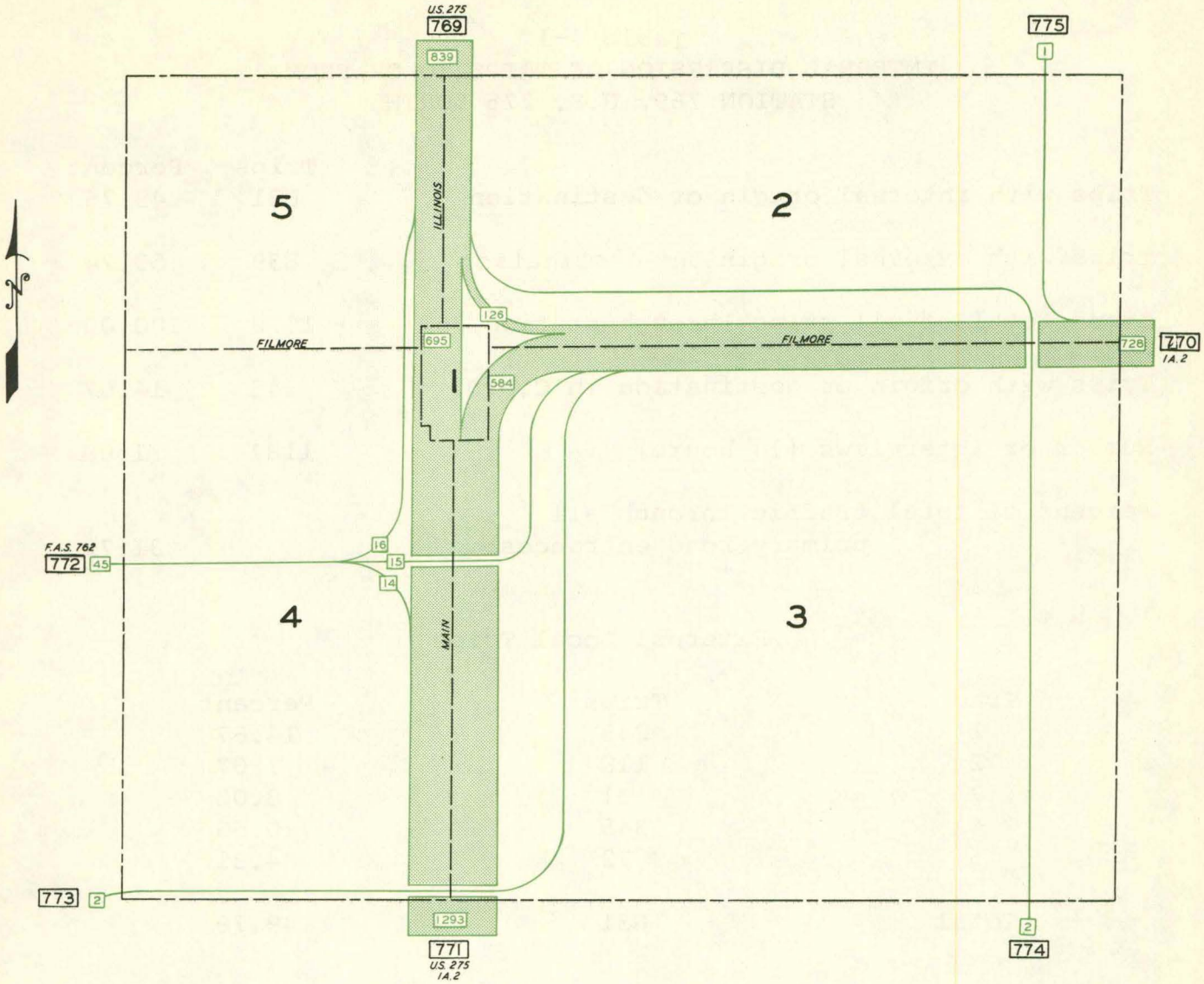


Part Four

TRAFFIC FLOW CHARTS

The following traffic flow charts illustrate the dispersion of traffic between points of origin and/or destination through the stations indicated. These charts are not intended to show exact routes, but rather to show the cumulative volume of traffic as it approaches or leaves the station location. Trip origins and destinations are not differentiated and the tract or station totals shown may be considered as either origin or destination.

Figure 4-1 illustrates the movement of external through trips between stations whereas figures 4-2 through 4-5 illustrate the internal dispersion of traffic through individual stations.



LEGEND

TRACT BOUNDARY LINES

CORPORATION LINE

GRAPHIC SCALE

2000 TRIPS
1000 TRIPS
500 TRIPS
250 TRIPS

JULY AVERAGE WEEKDAY TRAFFIC 1961

FIGURE 4-1

INTERNAL MOVEMENT
OF
EXTERNAL THROUGH TRIPS BETWEEN STATIONS
SIDNEY, IOWA

Table 4-1
INTERNAL DISPERSION OF TRIPS TO OR FROM
STATION 769, U.S. 275 NORTH

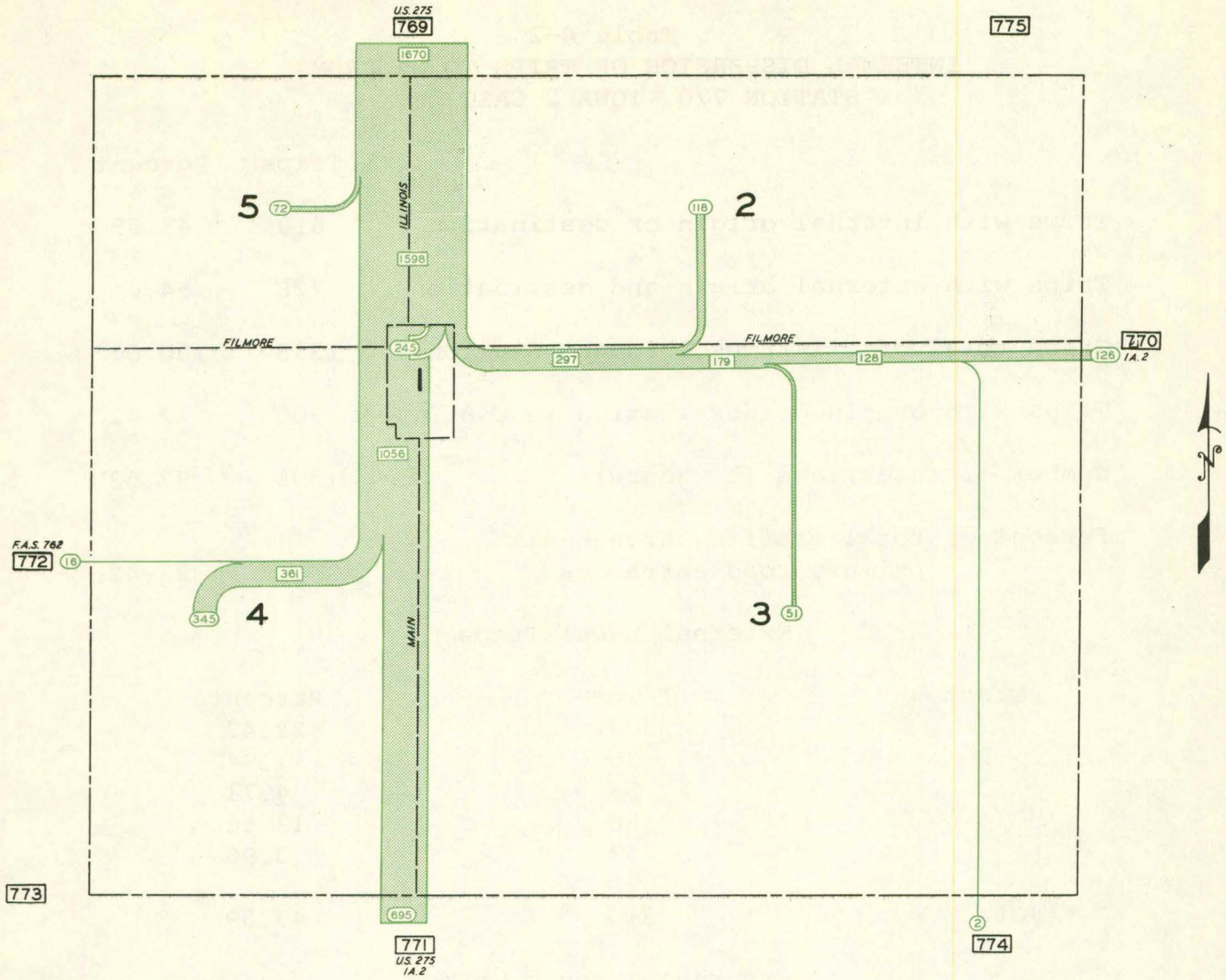
	Trips	Percent
Trips with internal origin or destination	831	49.76
Trips with external origin and destination	839	50.24
Grand total of all trips through station 769	1670	100.00
Trips with origin or destination in C.B.D.	245	14.67
Number of interviews (14 hours)	1187	71.08
Percent of total traffic through all primary road entrances		31.72

External Local Trips

Tract	Trips	Percent
1	245	14.67
2	118	7.07
3	51	3.05
4	345	20.65
5	72	4.31
Total	831	49.75

External Through Trips

Station	Trips	Percent
769	-	-
770	126	7.54
771	695	41.62
772	16	.95
774	2	.12
775	-	-
Total	839	50.24



LEGEND

TRACT BOUNDARY LINES

CORPORATION LINE

GRAPHIC SCALE

2000 TRIPS
1000 TRIPS
500 TRIPS
250 TRIPS

JULY AVERAGE WEEKDAY TRAFFIC 1961

FIGURE 4-2

INTERNAL DISPERSION OF TRIPS
TO OR FROM
STATION 769, US 275 NORTH
OF
SIDNEY

Table 4-2
INTERNAL DISPERSION OF TRIPS TO OR FROM
STATION 770, IOWA 2 EAST

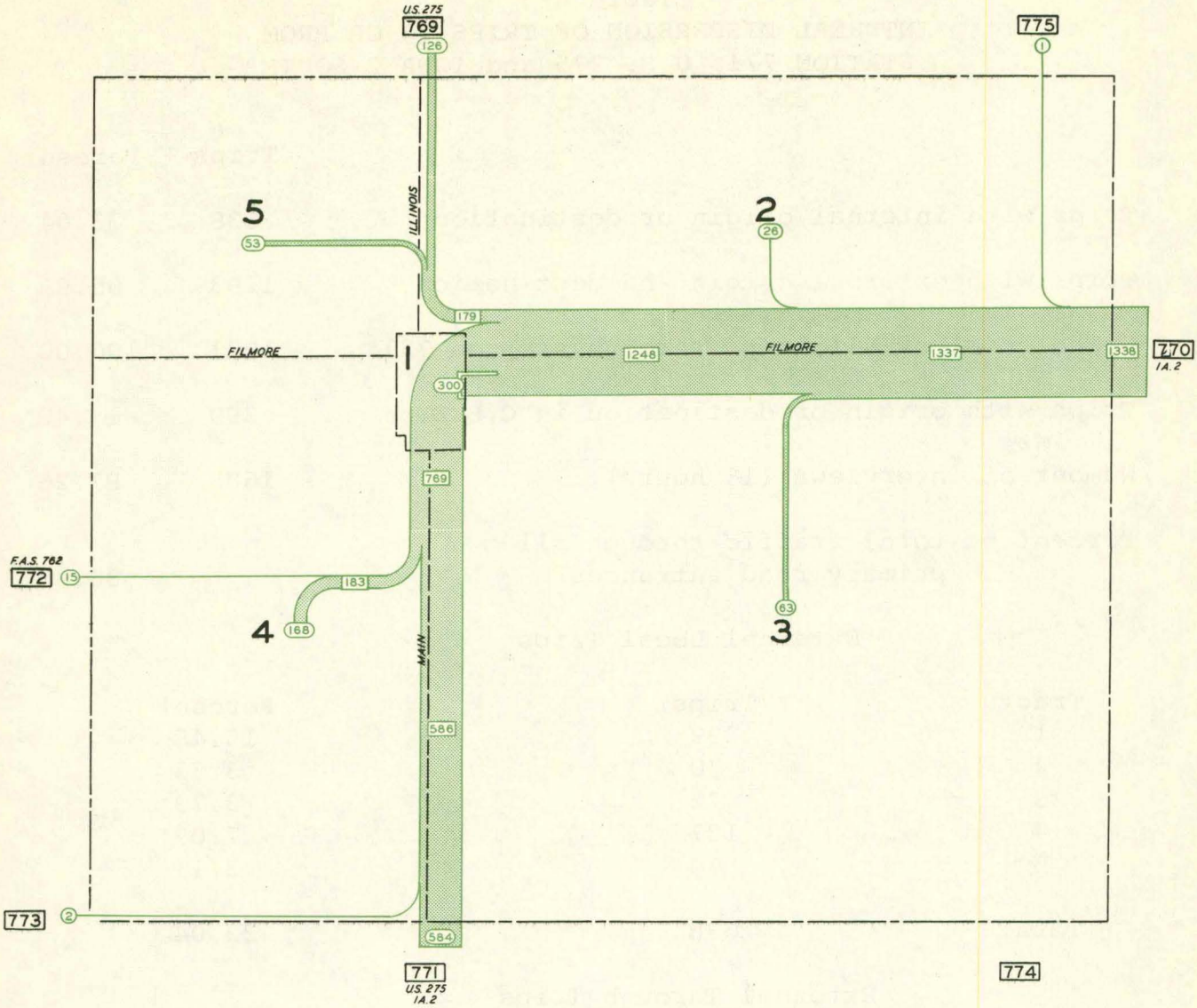
	Trips	Percent
Trips with internal origin or destination	610	45.59
Trips with external origin and destination	728	54.41
Grand total of all trips through Station 770	1338	100.00
Trips with origin or destination in C.B.D.	300	22.42
Number of interviews (16 hours)	1305	97.53
Percent of total traffic through all primary road entrances		25.42

External Local Trips

Tract	Trips	Percent
1	300	22.42
2	26	1.94
3	63	4.71
4	168	12.56
5	53	3.96
Total	610	45.59

External Through Trips

Station	Trips	Percent
769	126	9.42
770	-	-
771	584	43.65
772	15	1.12
773	2	.15
774	-	-
775	1	.07
Total	728	54.41



LEGEND

TRACT BOUNDARY LINES

CORPORATION LINE

GRAPHIC SCALE

2000 TRIPS
1000 TRIPS
500 TRIPS
250 TRIPS

JULY AVERAGE WEEKDAY TRAFFIC 1961

FIGURE 4-3

INTERNAL DISPERSION OF TRIPS
TO OR FROM
STATION 770, IOWA 2 EAST
OF
SIDNEY

Table 4-3
INTERNAL DISPERSION OF TRIPS TO OR FROM
STATION 771, U.S. 275 and IOWA 2 SOUTH

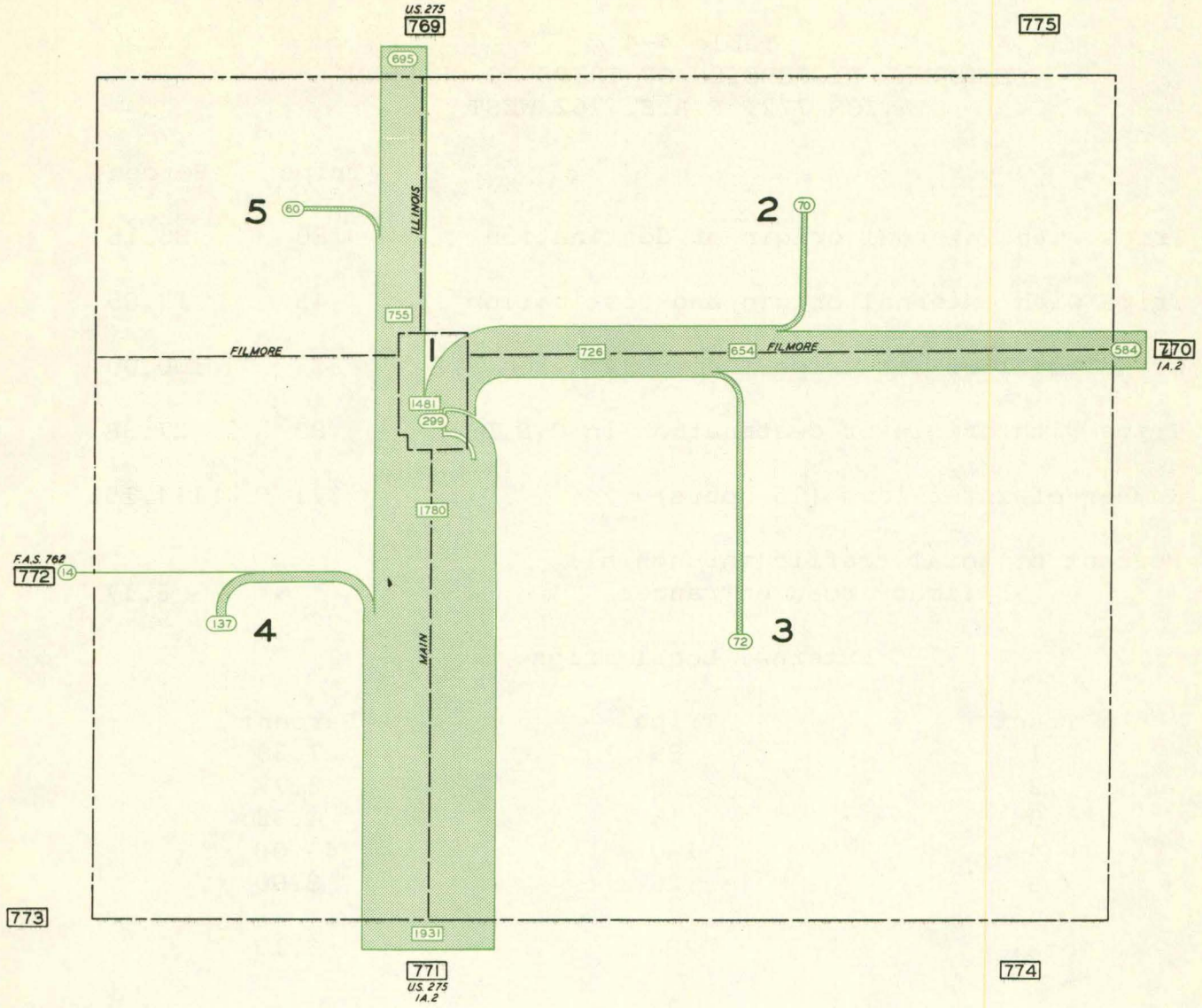
	Trips	Percent
Trips with internal origin or destination	638	33.04
Trips with external origin and destination	1293	66.96
Grand total of all trips through station 771	1931	100.00
Trips with origin or destination in C,B.D.	299	15.48
Number of interviews (16 hours)	1685	87.26
Percent of total traffic through all primary road entrances		36.68

External Local Trips

Tract	Trips	Percent
1	299	15.48
2	70	3.63
3	72	3.73
4	137	7.09
5	60	3.11
Total	638	33.04

External Through Trips

Station	Trips	Percent
769	695	35.99
770	584	30.24
771	-	-
772	14	.73
774	-	-
775	-	-
Total	1293	66.96



LEGEND

TRACT BOUNDARY LINES

CORPORATION LINE

GRAPHIC SCALE

2000 TRIPS
1000 TRIPS
500 TRIPS
250 TRIPS

JULY AVERAGE WEEKDAY TRAFFIC 1961

FIGURE 4-4

INTERNAL DISPERSION OF TRIPS
TO OR FROM
STATION 771, U.S. 275 IOWA 2 SOUTH
OF
SIDNEY

Table 4-4
INTERNAL DISPERSION OF TRIPS TO OR FROM
STATION 772, F.A.S. 762 WEST

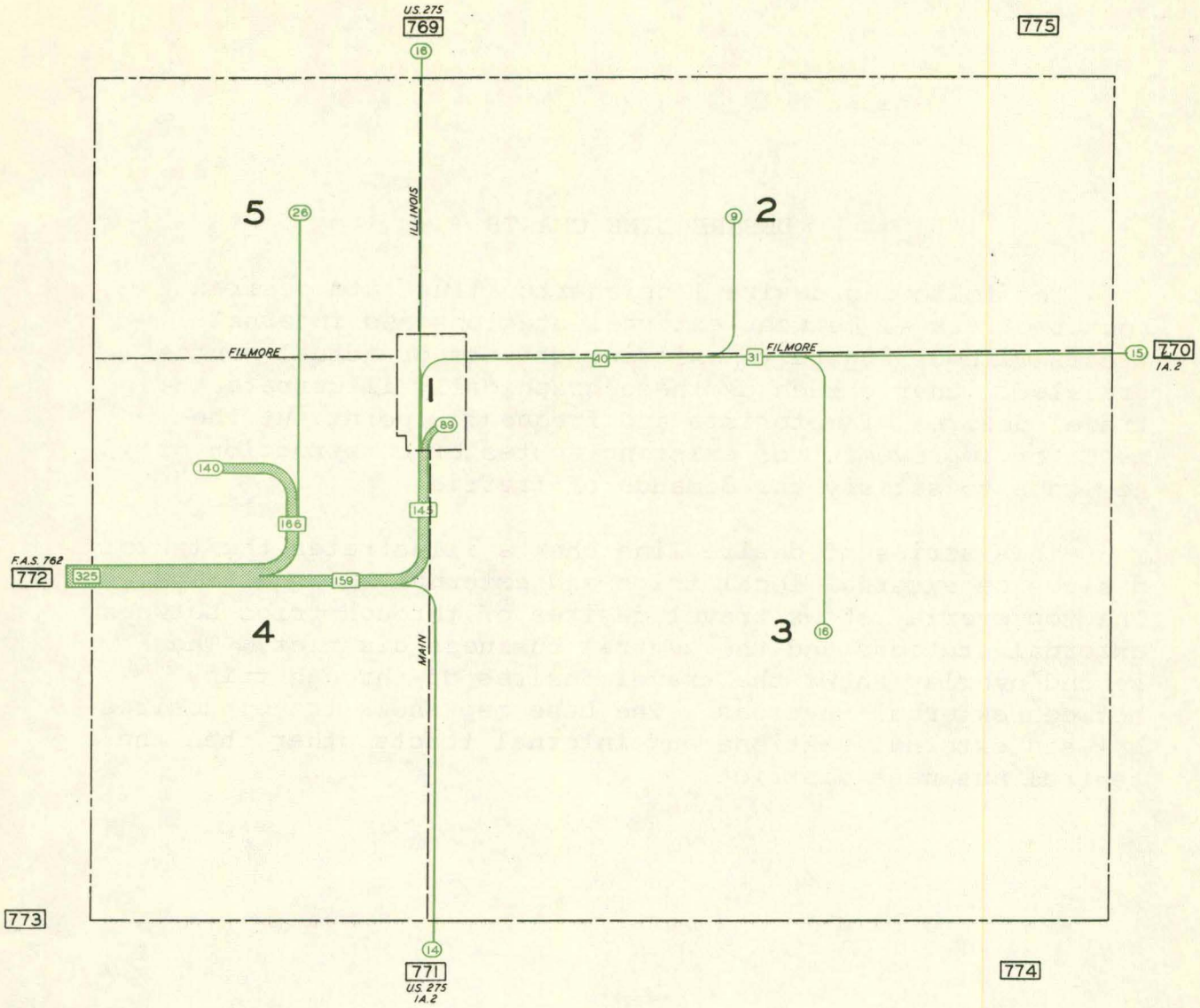
	Trips	Percent
Trips with internal origin or destination	280	86.15
Trips with external origin and destination	45	13.85
Grand total of all trips through station 772	325	100.00
Trips with origin or destination in C.B.D.	89	27.38
Number of interviews (15 hours)	371	114.15
Percent of total traffic through all primary road entrances		6.17

External Local Trips

Tract	Trips	Percent
1	89	27.38
2	9	2.77
3	16	4.92
4	140	43.08
5	26	8.00
Total	280	86.15

External Through Trips

Station	Trips	Percent
769	16	4.92
770	15	4.62
771	14	4.31
772	-	-
773	-	-
774	-	-
775	-	-
Total	45	13.85



LEGEND

TRACT BOUNDARY LINES

CORPORATION LINE

GRAPHIC SCALE

2000 TRIPS
1000 TRIPS
500 TRIPS
250 TRIPS

JULY AVERAGE WEEKDAY TRAFFIC 1961

FIGURE 4-5

INTERNAL DISPERSION OF TRIPS
TO OR FROM
STATION 772, F.A.S. 762 WEST
OF
SIDNEY

DESIRE LINE CHARTS

The following desire line charts illustrate desired routes of travel between external stations and internal tracts without regard to existing streets or actual routes traveled. Charts such as these graphically illustrate the travel desires of motorists and frequently point out the need for improvement of existing routes or construction of new ones to satisfy the demands of traffic.

This series of desire line charts illustrates the travel desires of external local trips and external through trips. The top overlay shows travel desires of through trips between external stations and the central business district. The second overlay shows the travel desires of through trips between external stations. The base map shows travel desires between external stations and internal tracts other than the central business district.

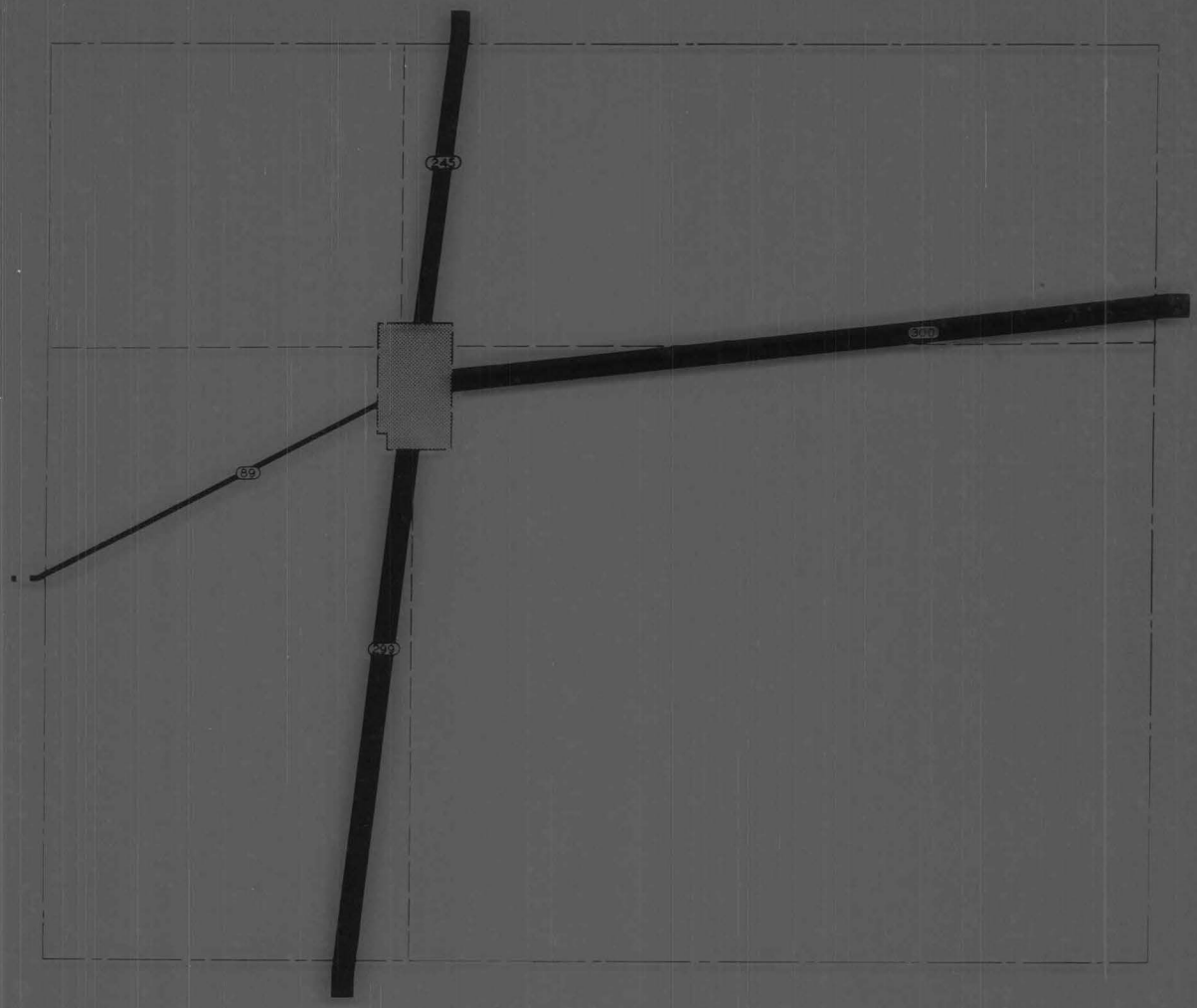


FIGURE 4-6

THE CENTRAL BUSINESS DISTRICT

FIGURE 4-8

THE CENTRAL BUSINESS DISTRICT

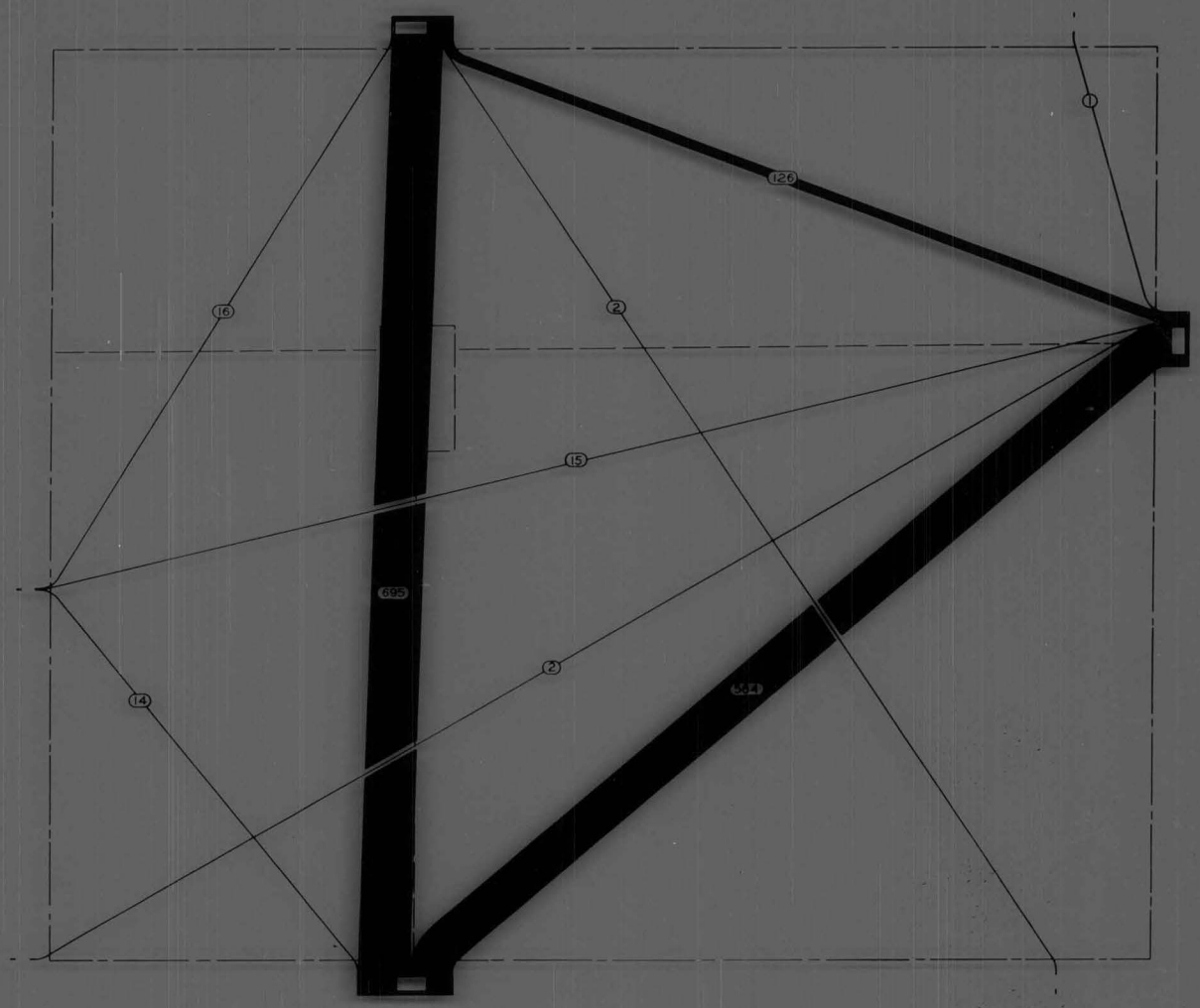


FIGURE 4-7

[redacted]

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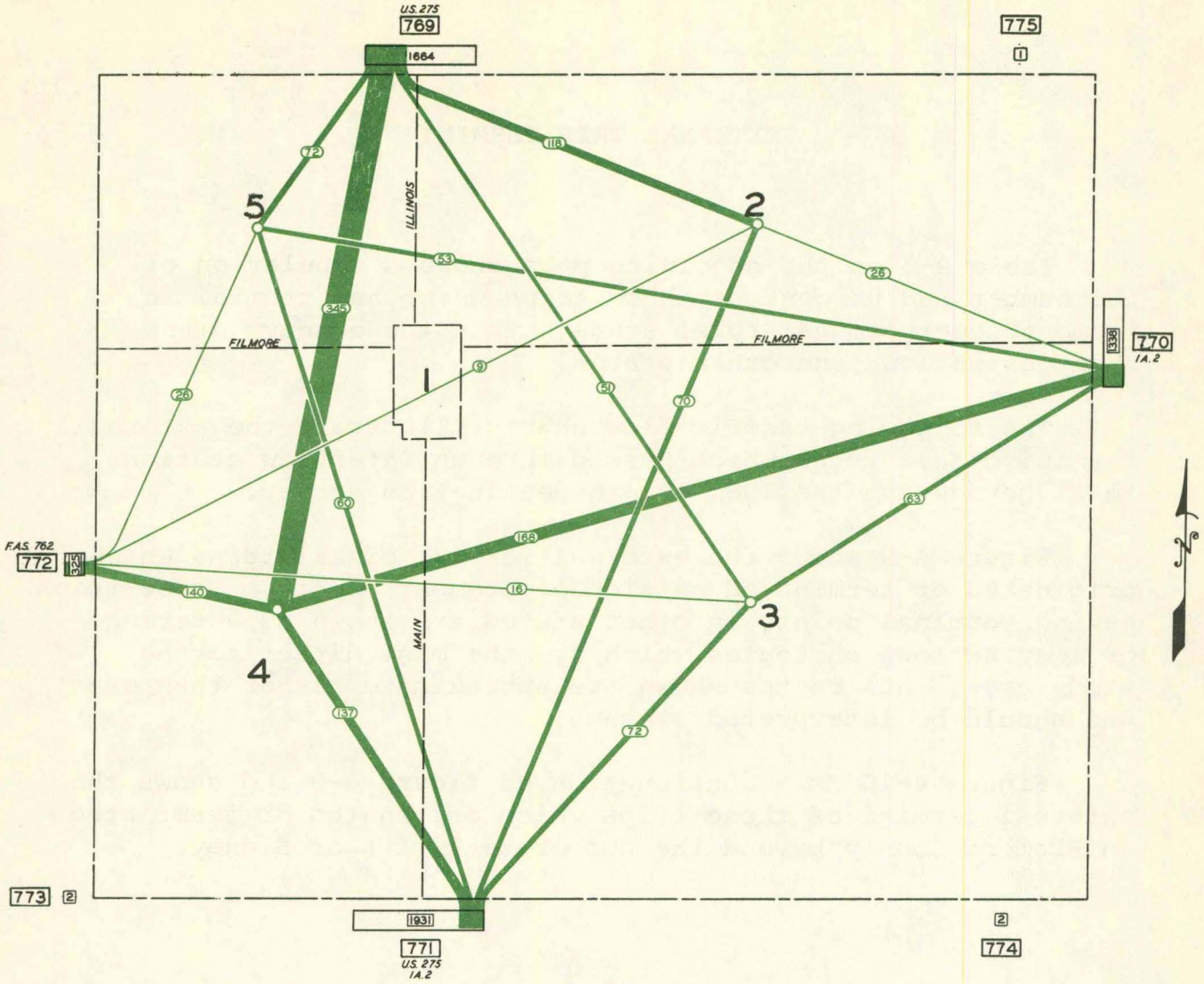
EXTERNAL TRACTS

EXTERNAL TRACTS

[redacted]

[redacted]

FIGURE A-1



LEGEND

TRACT BOUNDARY LINES

CORPORATION LINE

GRAPHIC SCALE

2000 TRIPS
1000 TRIPS
500 TRIPS
250 TRIPS

JULY AVERAGE WEEKDAY TRAFFIC 1961

FIGURE 4-8
DESIRE LINES OF TRAVEL OF TRIPS
TO OR FROM
EXTERNAL ENTRANCES
OF
SIDNEY
AND
INTERNAL TRACTS

EXTERNAL TRIP TERMINI

Table 4-5 on the adjoining page shows a tabulation of the number and percent of those trips which had termini in Fremont County towns, rural areas within the county, other counties in Iowa and other states.

The following traffic flow charts illustrate the external termini of all trips which passed through interview stations in Sidney during the 1961 origin-destination survey.

Figure 4-9 shows the external termini of all trips which originated or terminated outside of Fremont County. Those trips having terminal points in other states are shown as entering or leaving Iowa on routes which are the most direct to the study area. All routes shown are approximate rather than exact and should be interpreted as such.

Figure 4-10 is a continuation of figure 4-9 and shows the external termini of those trips which originated or terminated in Fremont County beyond the corporate limits of Sidney.

Table 4-5
SUMMARY OF EXTERNAL TRIP TERMINI

July Average Weekday Traffic 1961

Origin or Destination	U.S. 275 North Station 769		Iowa 2 East Station 770		U.S. 275 & Ia.2 South Station 771		F.A.S.762 West Station 772	
	Vol.	%	Vol.	%	Vol.	%	Vol.	%
Anderson	64	3.83	10	.75	451	23.35		
Bartlett	17	1.02					1	.31
Farragut			85	6.35	29	1.50		
Hamburg							9	2.77
Imogene	4	.24	15	1.12				
McPaul	4	.24						
Payne					4	.21	1	.31
Percival							85	26.15
Randolph	41	2.46	56	4.19				
Riverton			4	.30	140	7.25		
Tabor	265	15.87						
Thurman	133	7.96					24	7.38
Town Totals	528	31.62	170	12.71	624	32.31	120	36.92
Rural Totals	412	24.67	380	28.40	351	18.18	177	54.46
Other Counties	224	13.41	596	44.54	9	.47		
Out-of-State	506	30.30	192	14.35	947	49.04	28	8.62
Grand Total	1670	100.00	1338	100.00	1931	100.00	325	100.00

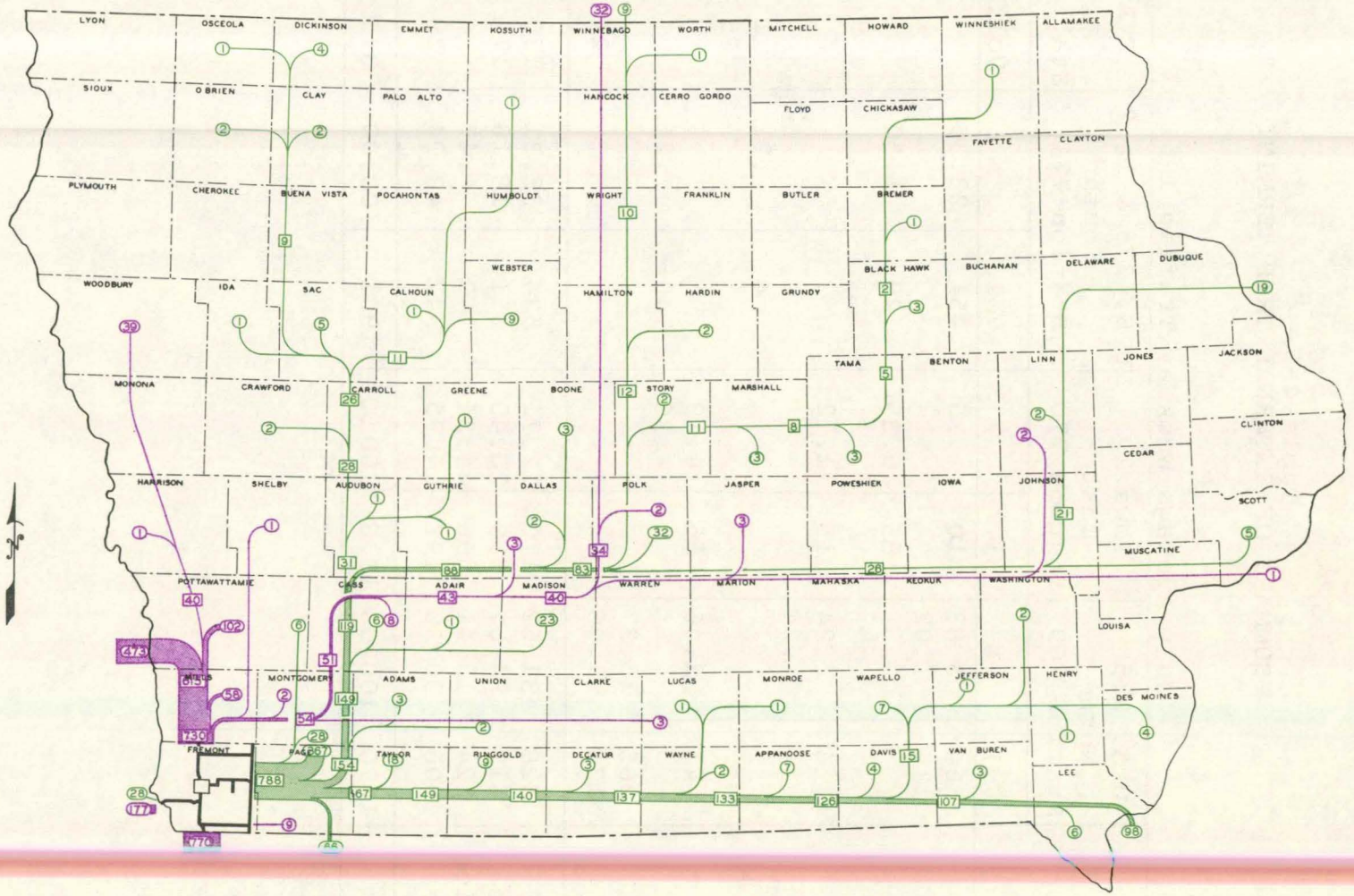
FIGURE 4-9

EXTERNAL DISPERSION OF TRIPS

PASSING THROUGH INTERVIEW STATIONS

IN SIDNEY

TO OR FROM AREAS BEYOND FREMONT COUNTY



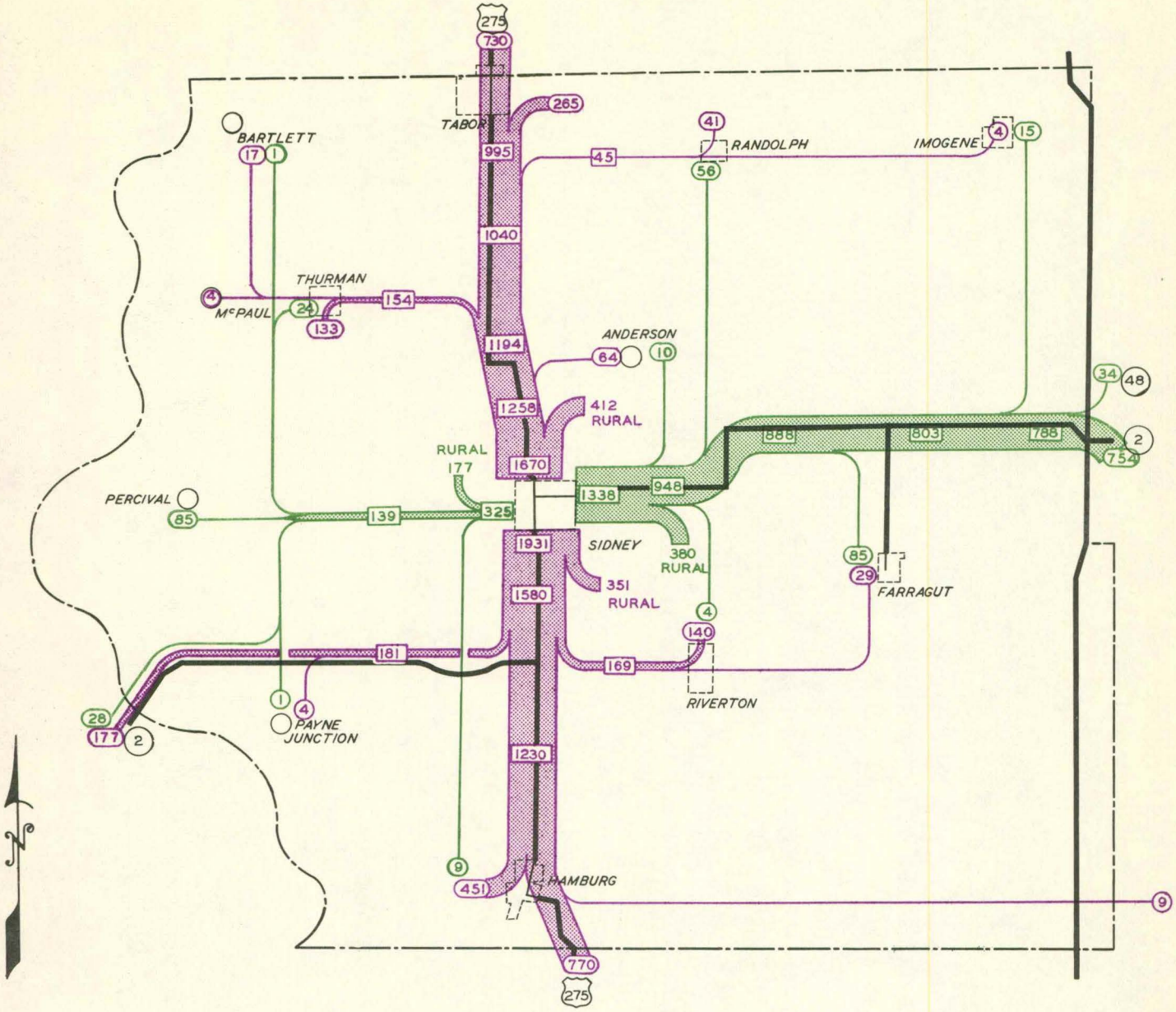
LEGEND

2000 TRIPS
1000 TRIPS
500 TRIPS
250 TRIPS

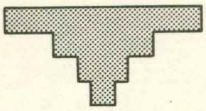
TRAFFIC THROUGH INTERVIEW STATIONS

STATION 769 - U.S. 275 NORTH
STATION 770 - IOWA 2 EAST
STATION 771 - U.S. 275 SOUTH
STATION 772 - F.A.S. ROAD 762 WEST

AUGUST AVERAGE WEEKDAY TRAFFIC - 1961



GRAPHIC SCALE



4000 TRIPS
2000 TRIPS
1000 TRIPS
500 TRIPS

LEGEND

TRAFFIC THROUGH INTERVIEW STATIONS

STATION 769 — U.S. 275 NORTH
STATION 770 — IOWA 2 EAST
STATION 771 — U.S. 275 SOUTH
STATION 772 — F.A.S. ROAD 762 WEST

JULY AVERAGE WEEKDAY TRAFFIC 1961

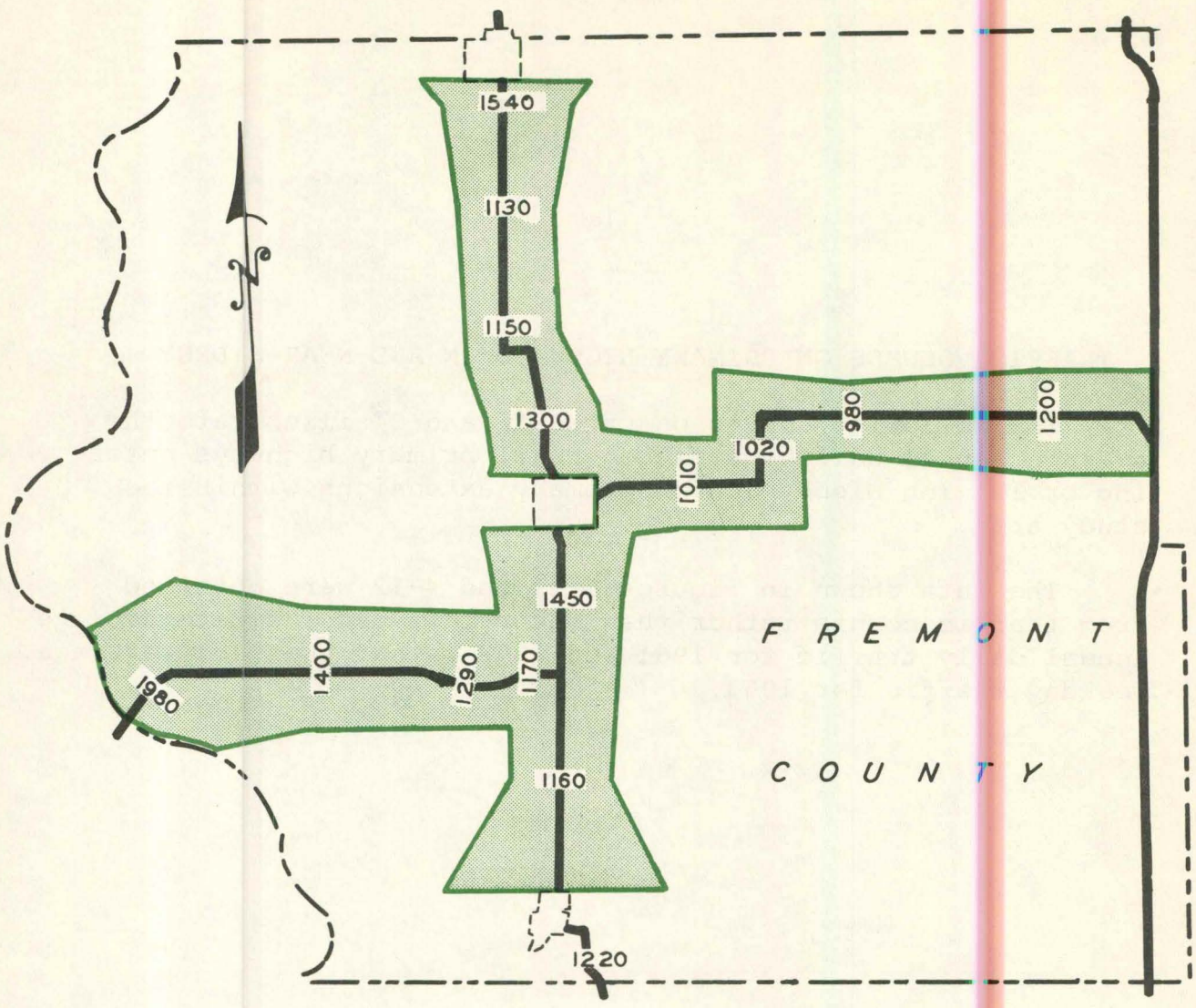
FIGURE 4-10

EXTERNAL DISPERSION OF TRIPS
PASSING THROUGH INTERVIEW STATIONS
TO OR FROM AREAS WITHIN
FREMONT COUNTY

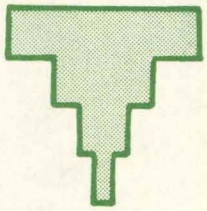
TRAFFIC VOLUMES ON PRIMARY HIGHWAYS IN AND NEAR SIDNEY

The following charts on pages 36 and 37 illustrate the average annual daily traffic on rural primary highways entering or leaving Sidney and on primary extensions within the study area.

The data shown in figures 4-11 and 4-12 were obtained from traffic counts rather than interviews and indicate average annual daily traffic for 1961 and 1962 rather than July average weekday traffic for 1961.



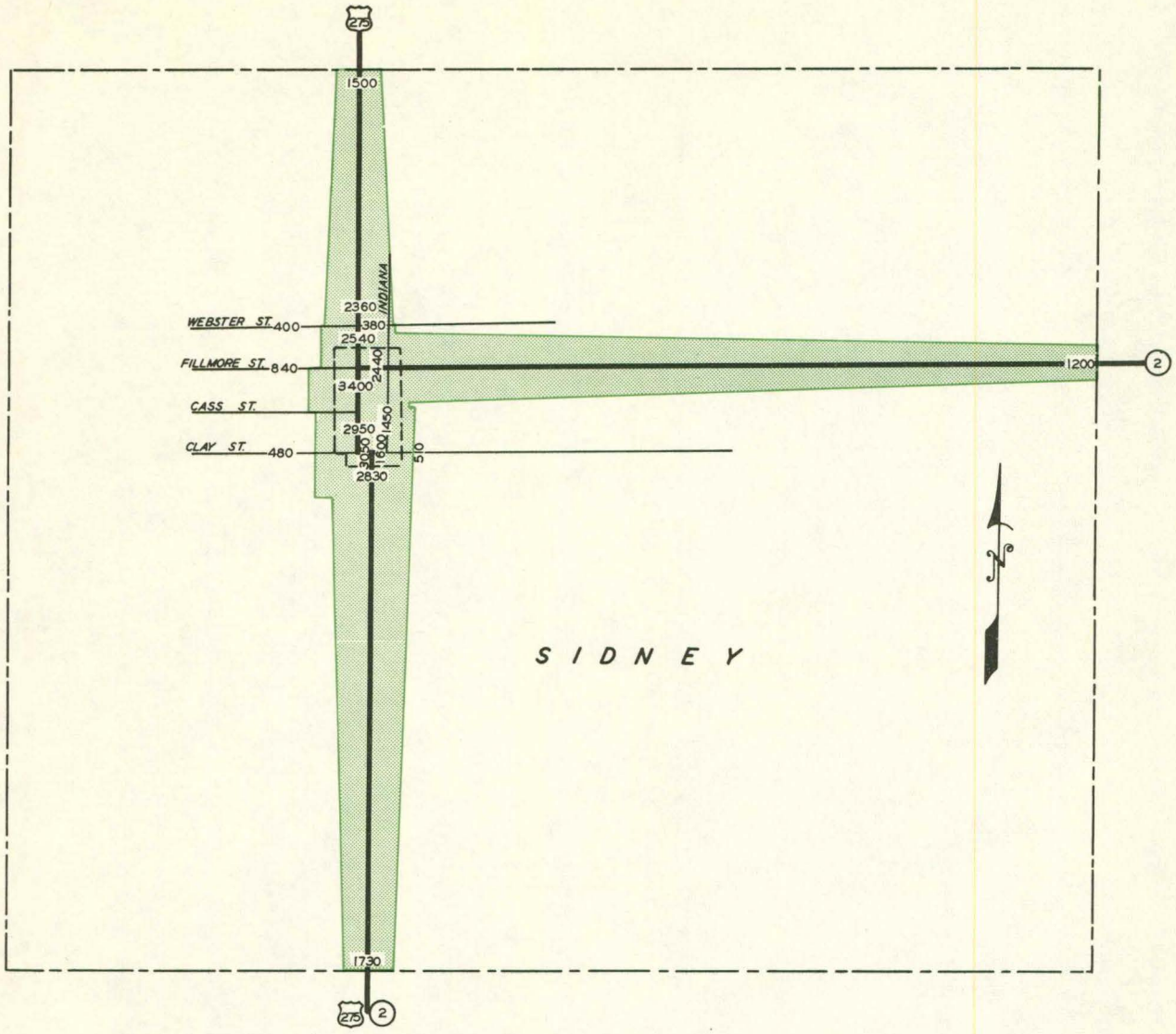
GRAPHIC SCALE



2000 VEHICLES
1000 VEHICLES
500 VEHICLES
200 VEHICLES

AVERAGE ANNUAL DAILY TRAFFIC 1962

FIGURE 4-11
TRAFFIC VOLUMES
ON RURAL PRIMARY HIGHWAYS ENTERING
SIDNEY



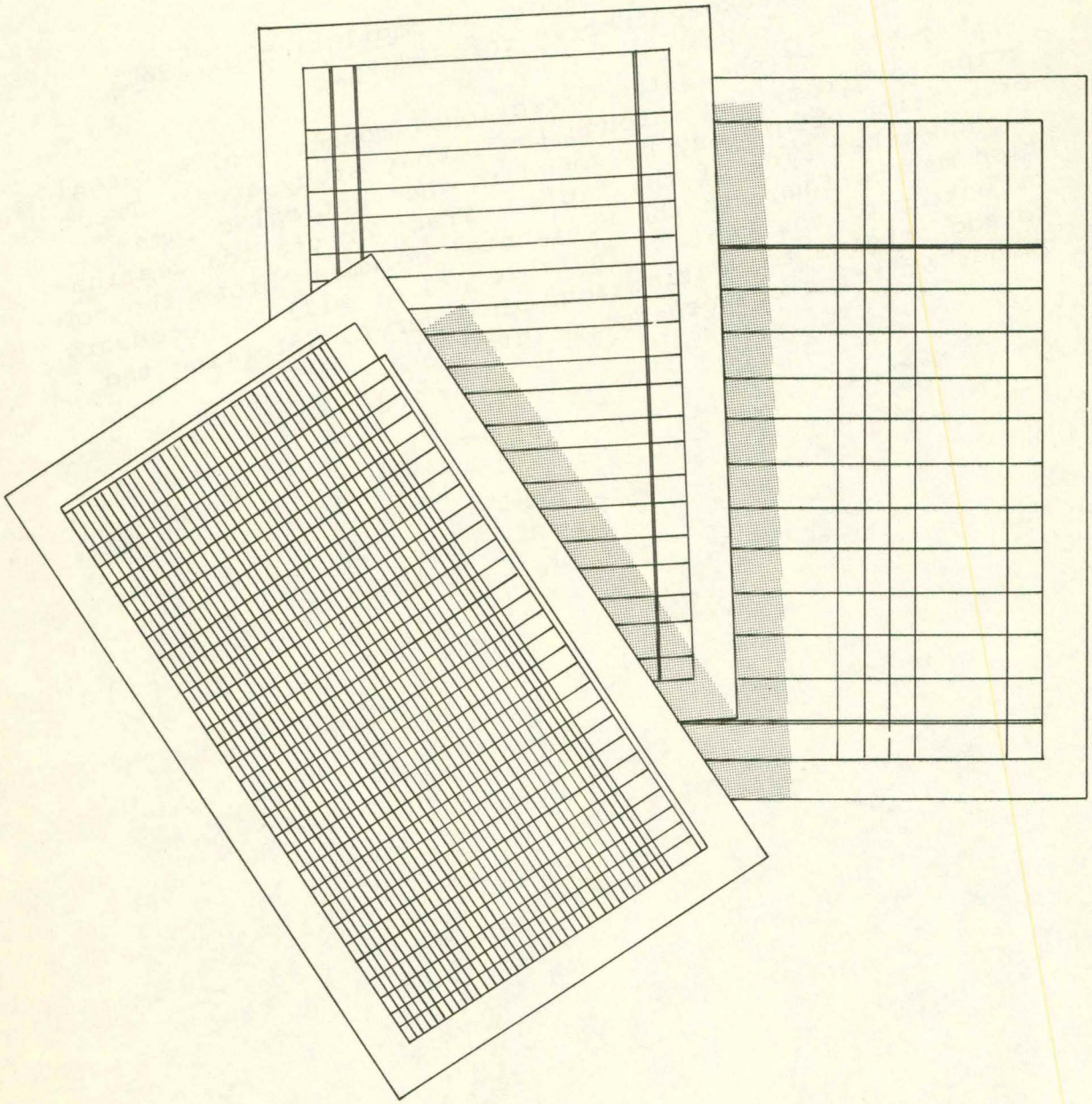
GRAPHIC SCALE

5000 VEHICLES
2500 VEHICLES
1250 VEHICLES
625 VEHICLES

AVERAGE ANNUAL DAILY TRAFFIC 1961

FIGURE 4-12
TRAFFIC VOLUMES
ON PRIMARY ROAD EXTENSIONS IN
SIDNEY

Appendix



Part Fi

INTERPRETATION OF TABLE A-1

The following table shows a compilation of 1961 July average weekday traffic for Sidney.

Table A-1 shows the directional movement of external trips to, from, and through the Sidney study area. Tract or station origin may be found in the vertical columns along either side of the table. Tract or station destination may be found in the horizontal columns across the top or bottom of the table. In table A-1 it will be necessary to add origins to destinations in order to determine the number of trips between two points.

Table A-1

Origin and Destination of Trips
Entering or Leaving
Sidney

July Average Weekday Traffic 1961

ORIGIN: TRACT OR STATION	DESTINATION: C.B.D. 1	2	3	4	5	Sidney Total	U.S. 275 North 769	Iowa 2 East 770	U.S. 275 and Iowa 2 South 771	F.A.S. 762 West 772	Local Road West 773	Local Road South 774	Local Road North 775	External Total	Grand Total	Tract or Station
1 C.B.D							137	151	146	48				482	482	1
2							65	15	36	4				120	120	2
3							26	33	34	9				102	102	3
4							152	87	65	69				373	373	4
5							40	25	23	8				96	96	5
Sidney Total							420	311	304	138				1173	1173	Total
769 U.S. 275 North	108	53	25	193	32	411		69	350	7		2		428	839	769
770 Iowa 2 East	149	11	30	81	28	299	57		282	6	1			346	645	770
771 U.S. 275 and Iowa 2 South	153	34	38	72	37	334	345	302		6				653	987	771
772 F.A.S. 762 West	41	5	7	71	18	142	9	9	8					26	168	772
773 Local Rd. West								1						1	1	773
774 Local Rd.South																774
775 Local Rd.North								1						1	1	775
External Total	451	103	100	417	115	1186	411	382	640	19	1	2		1455	2641	Ext. Total
Grand Total	451	103	100	417	115	1186	831	693	944	157	1	2		2628	3814	Grand Total
Tract or Station	1	2	3	4	5	Total	769	770	771	772	773	774	775	Ext. Total	Grand Total	

Table A-2

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 769, U.S. 275 NORTH
To or From the Sidney Study Area

July Average Weekday Traffic 1961

	Trip Purpose - Destination											
Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen-gers	Home	Total	Percent
Work		1				4	1			59	65	3.89
Transact Business	8	18				10		1		165	202	12.09
During Work		1	519								520	31.14
Medical or Dental						1				17	18	1.08
School										1	1	.06
Recreation Social or Cultural	3	2		1		59			1	250	316	18.92
Eat										5	5	.30
Shop						1			1	26	28	1.68
Serve Passengers										1	1	.06
Home	25	156	3	13		282	3	18	14		514	30.78
Total	36	178	522	14		357	4	19	16	524	1670	100.00
Percent	2.15	10.66	31.26	.84		21.38	.24	1.14	.96	31.37	100.00	

Table A-3

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 770, IOWA 2 EAST
To or From the Sidney Study Area
July Average Weekday Traffic 1961

	Trip Purpose - Destination											
Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen-gers	Home	Total	Percent
Work		10	7			2	3			102	124	9.27
Transact Business	11	32	4			1				133	181	13.53
During Work	7	8	245			1				1	262	19.58
Medical or Dental						1		1		9	11	.82
School										1	1	.07
Recreation Social or Cultural		1				46	1			156	204	15.24
Eat	2	1				2				5	10	.75
Shop		1				1				31	33	2.47
Serve Passengers	1		1			1				5	8	.60
Home	80	173	4	10		201	5	21	10		504	37.67
Total	101	226	261	10		256	9	22	10	443	1338	100.00
Percent	7.55	16.89	19.51	.75		19.13	.67	1.64	.75	33.11	100.00	

Table A-4

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 771, U.S. 275 and IOWA 2 SOUTH
To or From the Sidney Study Area

July Average Weekday Traffic 1961

	Trip Purpose - Destination											
Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen-gers	Home	Total	Percent
Work		20	15			3		1		99	138	7.14
Transact Business	2	15				5		1		164	187	9.68
During Work	5		587							2	594	30.76
Medical or Dental						1				11	12	.62
School										1	1	.05
Recreation Social or Cultural		2				62		1	1	235	301	15.59
Eat	1	1				2				5	9	.47
Shop										21	21	1.09
Serve Passengers	1									8	9	.47
Home	99	218		10	1	297	2	20	12		659	34.13
Total	108	256	602	10	1	370	2	23	13	546	1931	100.00
Percent	5.59	13.26	31.18	.52	.05	19.16	.10	1.19	.67	28.28	100.00	

Table A-5

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 772, F.A.S. 762 WEST
To or From the Sidney Study Area

July Average Weekday Traffic 1961

	Trip Purpose - Destination											
Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen-gers	Home	Total	Percent
Work		2	1			1				24	28	8.62
Transact Business	2	3								42	47	14.46
During Work			15								15	4.62
Medical or Dental												
School												
Recreation Social or Cultural						4			1	66	71	21.84
Eat						2				1	3	.92
Shop	1									3	4	1.23
Serve Passengers										2	2	.62
Home	17	41		1		87	5	1	3		155	47.69
Total	20	46	16	1		94	5	1	4	138	325	100.00
Percent	6.15	14.15	4.92	.31		28.92	1.54	.31	1.23	42.47	100.00	

Table A-6

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
ALL INTERVIEW STATIONS
To or From the Sidney Study Area
(Duplicate Through Trips Removed)

July Average Weekday Traffic 1961

	Trip Purpose - Destination											
Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen-gers	Home	Total	Percent
Work		27	14			9	4	1		231	286	7.50
Transact Business	19	51	4			15		2		385	476	12.48
During Work	8	5	888			1				2	904	23.70
Medical or Dental						3		1		29	33	.87
School										3	3	.08
Recreation Social or Cultural	2	5		1		109	1	1	3	493	615	16.12
Eat	3	2				6				16	27	.71
Shop	1	1				2			1	67	72	1.89
Serve Passengers	2		1			1				14	18	.47
Home	178	456	3	27	2	617	15	51	31		1380	36.18
Total	213	547	910	28	2	763	20	56	35	1240	3814	100.00
Percent	5.59	14.34	23.86	.73	.05	20.01	.52	1.47	.92	32.51	100.00	

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