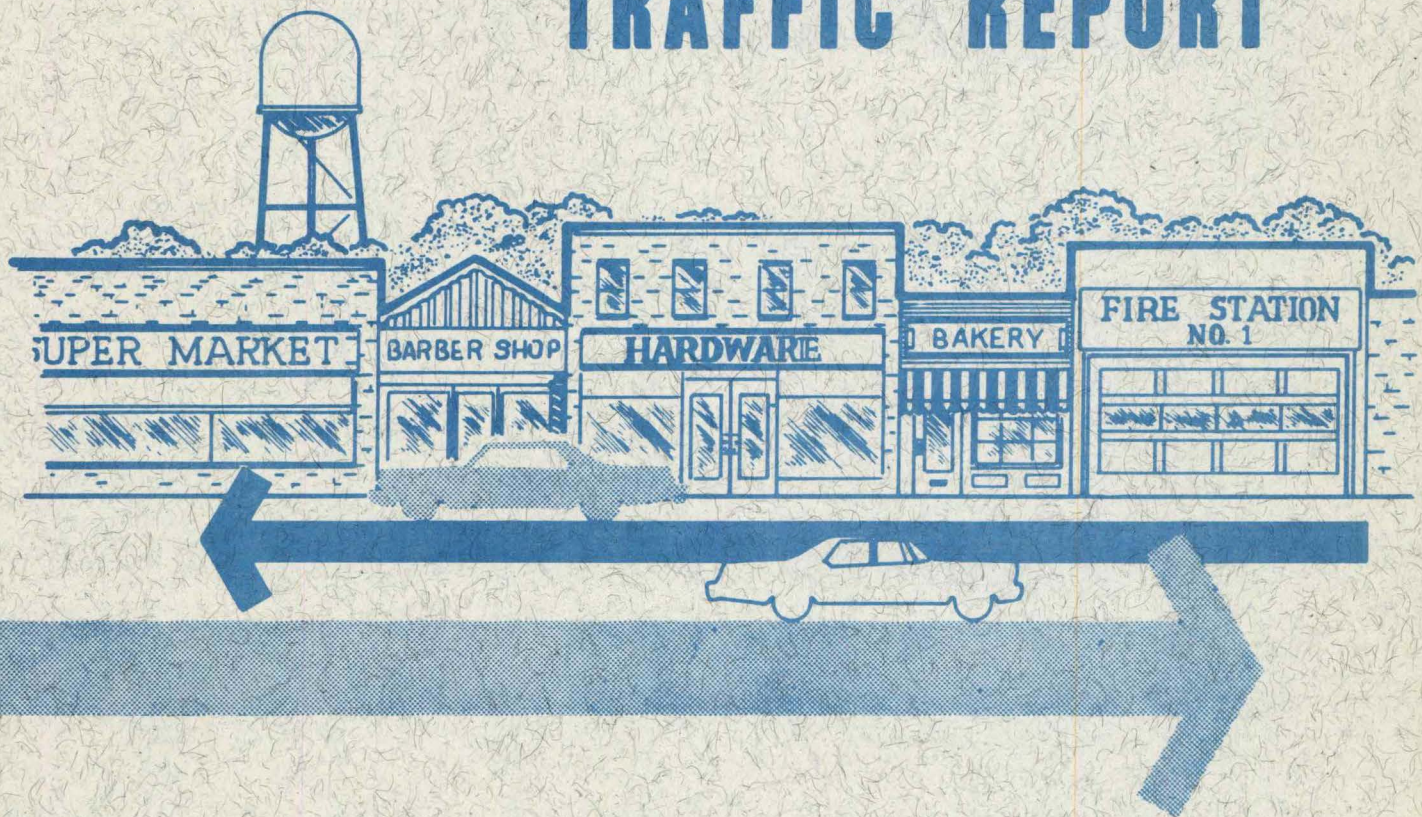


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# NEW HAMPTON

## ORIGIN and DESTINATION TRAFFIC REPORT



IOWA

AUGUST 1968

STATE OF IOWA  
**NEW HAMPTON**  
ORIGIN AND DESTINATION  
TRAFFIC REPORT

DATA GATHERED AUGUST 1968  
PUBLISHED FEBRUARY 1970

PREPARED BY  
HIGHWAY PLANNING SURVEYS DEPARTMENT  
DIVISION OF PLANNING  
IOWA STATE HIGHWAY COMMISSION  
IN COOPERATION WITH THE  
UNITED STATES DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
BUREAU OF PUBLIC ROADS

Reproduction Cost           \$3.66

## INTRODUCTION

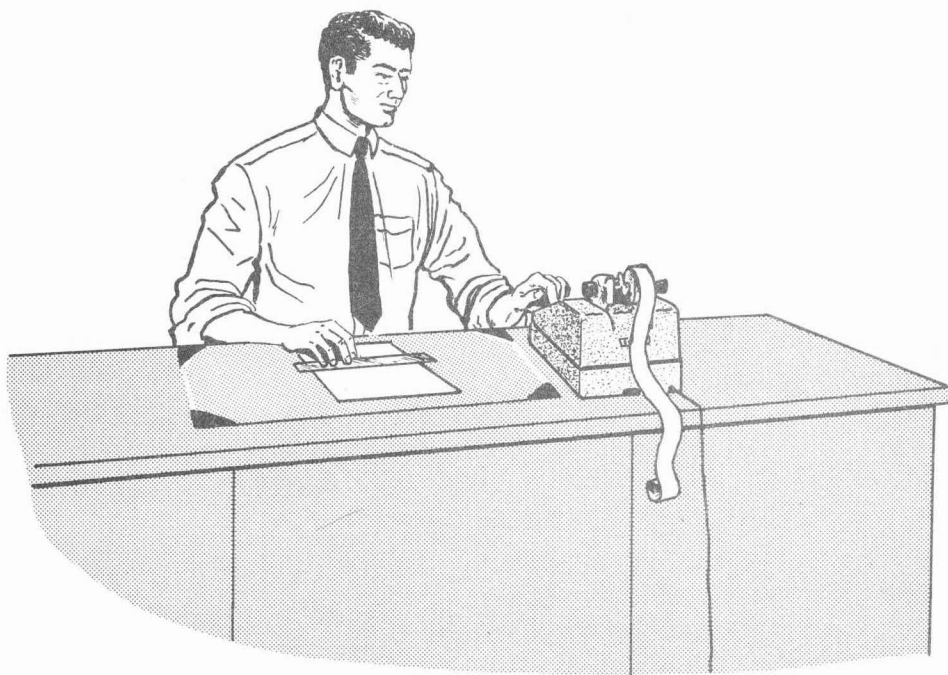
This report is based on an external origin and destination traffic survey that was made in New Hampton in August of 1968. The survey was conducted in cooperation with the United States Bureau of Public Roads and was made to determine the total number and type of vehicles entering or leaving the study area, along with specific origin-destination data from a representative sample of vehicle operators.

The purpose of this report is to summarize the data gathered in New Hampton and to present this data in a manner which will implement the determination of traffic needs and thereby provide a sound basis for street and highway planning.

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# *Significant Facts*



## SUMMARY

The chart at left graphically illustrates some of the more significant traffic volumes derived from the New Hampton origin and destination traffic survey. An average of 8,281 trips per day passed through the external cordon line of interview stations surrounding the study area during the survey period.

2,060 trips or 24.88 percent of the total number of trips were between external areas and the central business district.

3,367 trips or 40.66 percent of the total number of trips were between external and internal areas exclusive of the central business district.

2,854 trips or 34.46 percent of the total number of trips were through trips which passed through New Hampton enroute to another destination.

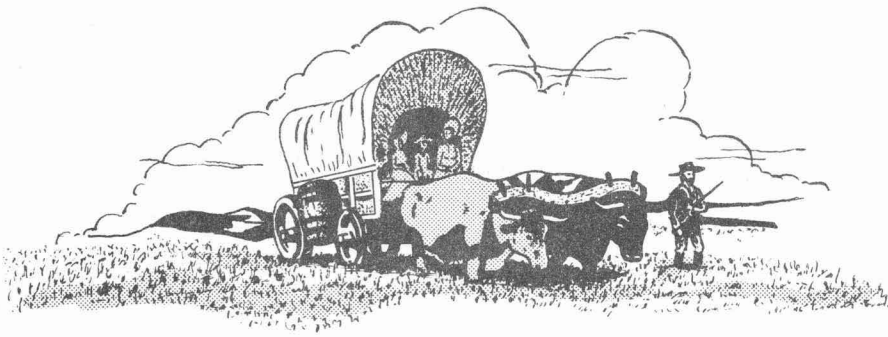
Of the total number of trips which passed through interview stations, 13.85 percent began or ended at work, 31.26 percent were for social or recreational purposes, 22.49 percent were during work, 12.14 percent were for personal business, 13.43 percent were for shopping, and the remaining 6.83 percent were for other purposes.

REGIONAL INFLUENCE OF THE NEW HAMPTON STUDY AREA

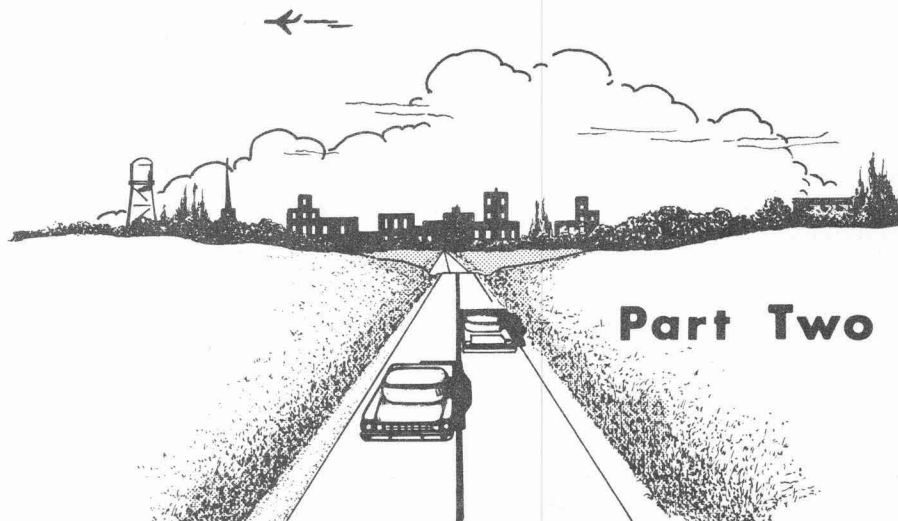
1968 Average August Weekday

Miles From Study Area		Number of Trips	Percent of Total Trips Within a Fifty-Mile Radius
North	0 - 10	896	17.34
	10 - 20	254	4.92
	20 - 30	74	1.43
	30 - 40	12	.23
	40 - 50	--	--
North Total		1,236	23.92
East	0 - 10	938	18.15
	10 - 20	89	1.72
	20 - 30	88	1.70
	30 - 40	55	1.07
	40 - 50	14	.27
East Total		1,184	22.91
South	0 - 10	468	9.06
	10 - 20	473	9.15
	20 - 30	156	3.02
	30 - 40	24	.47
	40 - 50	245	4.74
South Total		1,366	26.44
West	0 - 10	742	14.36
	10 - 20	513	9.93
	20 - 30	20	.25
	30 - 40	43	.83
	40 - 50	70	1.36
West Total		1,381	26.73
Grand Total		5,167	100.00





# *History and Development*



**Part Two**

New Hampton citizens went to court and got the Washington township votes counted and the county seat moved back to New Hampton. In 1859 New Hampton sought an injunction barring county officers from holding their offices anywhere but New Hampton. The injunction was later made permanent and today the Forest City of Chickasaw County is no longer in existence.

New Hampton was platted and the plat recorded in 1857. It was not until 1873 that New Hampton officially incorporated. James N. Babcock was elected as the town's Mayor.

Electric power first came to New Hampton in the 1890's. Supplied by a private plant, the service was intermittent and undependable, so in 1904 land was purchased for a municipal plant. The present capacity of the plant is nearly 5,000 KWH. An interconnection with Corn Belt Power Cooperative provides an additional 3,750 KVA capacity.

The municipal water works was established in 1890. Water is supplied by a 1,325 foot well pumping well over one million gallons per day. The sewage treatment plant was built in 1963. The plant is of the trickling filter type.

Fire protection is supplied by a volunteer fire department of approximately 30 members. Equipment consists of one rural pump truck, one city pump truck and two water tank trucks.

Twenty-four hour police protection is by five fulltime officers and a fulltime matron. Equipment consists of two radio equipped squad cars.

New Hampton's transportation needs are supplied by three primary highways, U.S. Highways 63 and 18 and Iowa Highway 24, and two railroads, the Chicago Great Western and the Chicago, Milwaukee, St. Paul and Pacific. Daily bus service is provided to cities to the north and the south. The railroads provide freight service only.

FIGURE 2-1  
POPULATION TRENDS

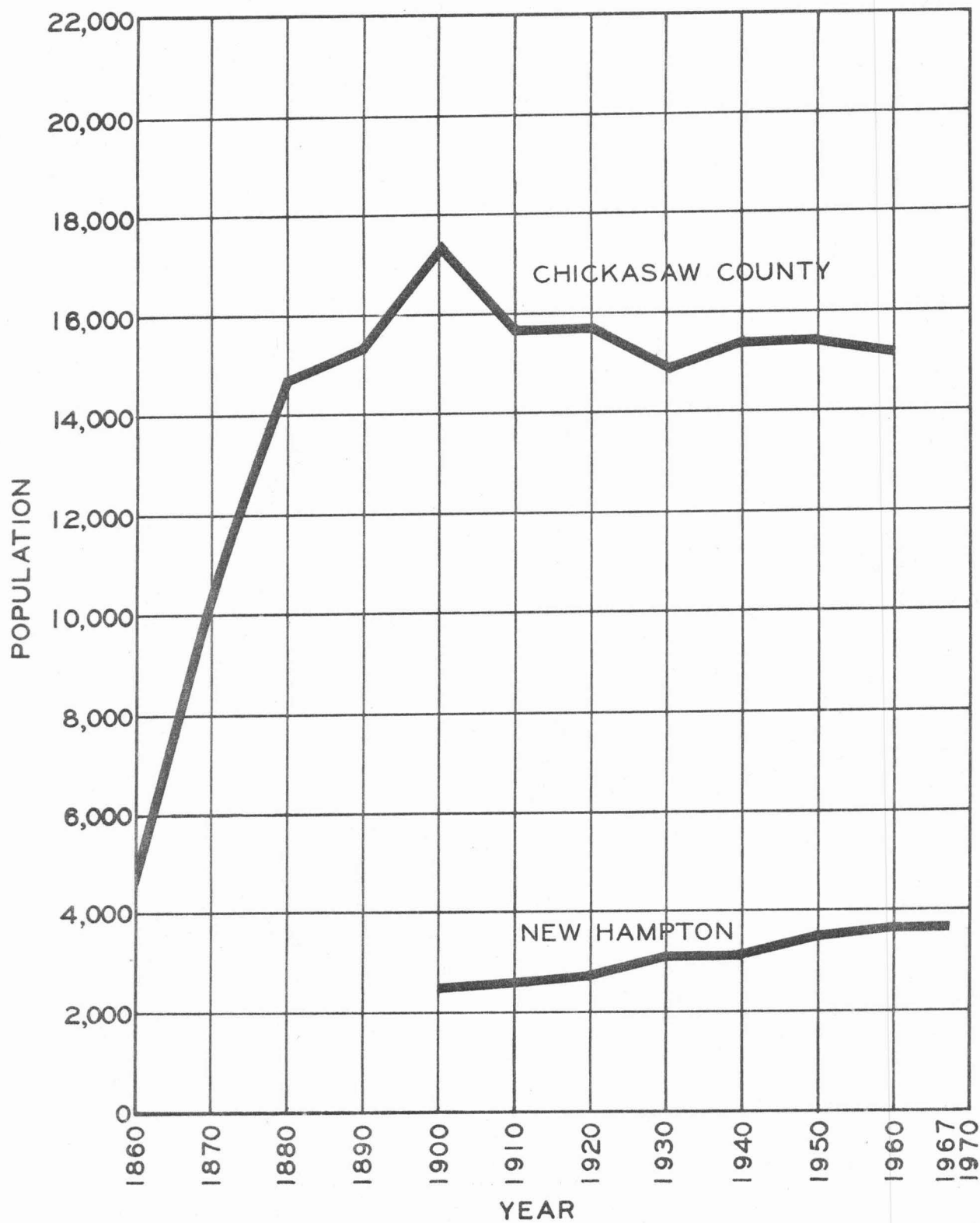
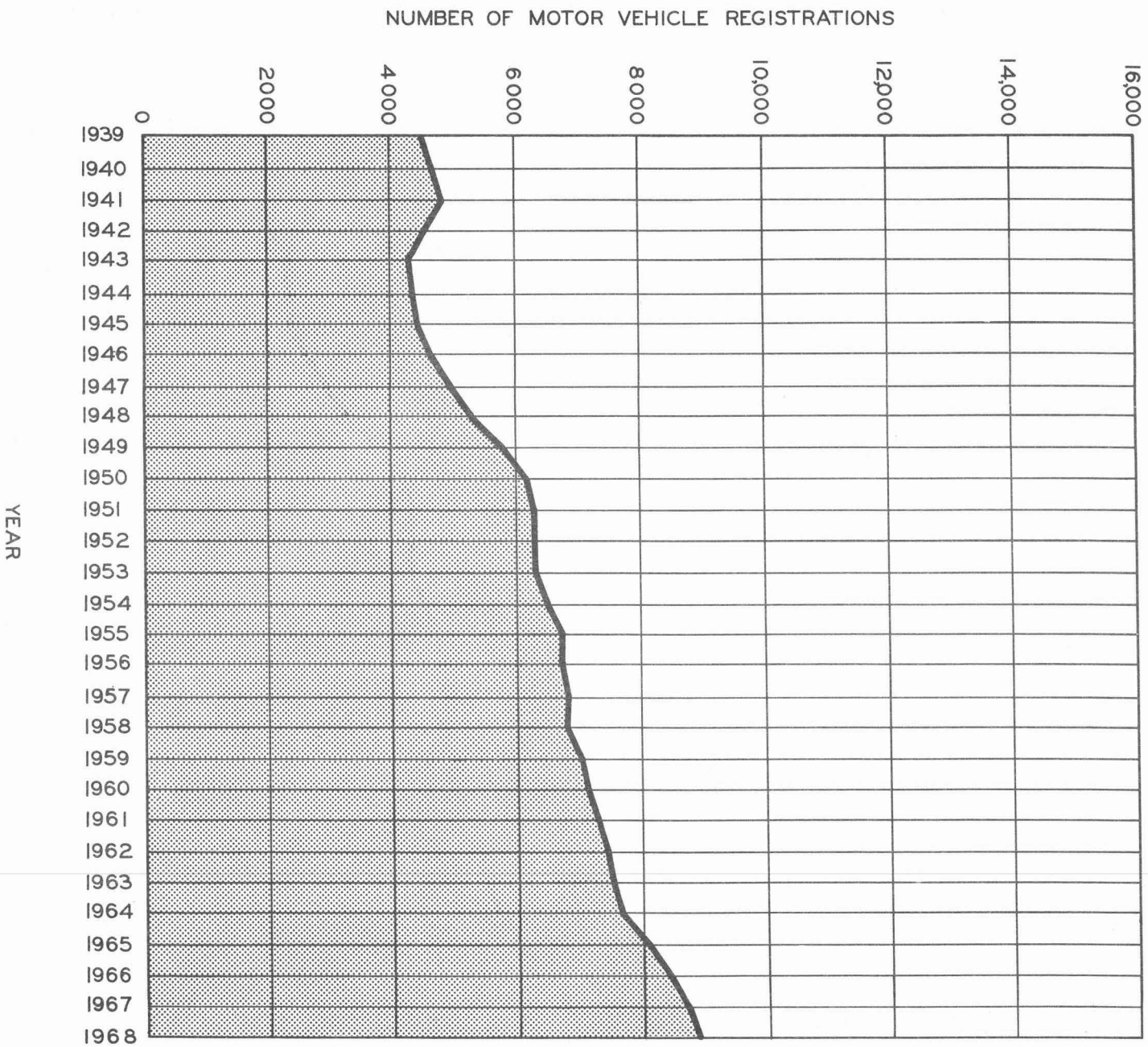
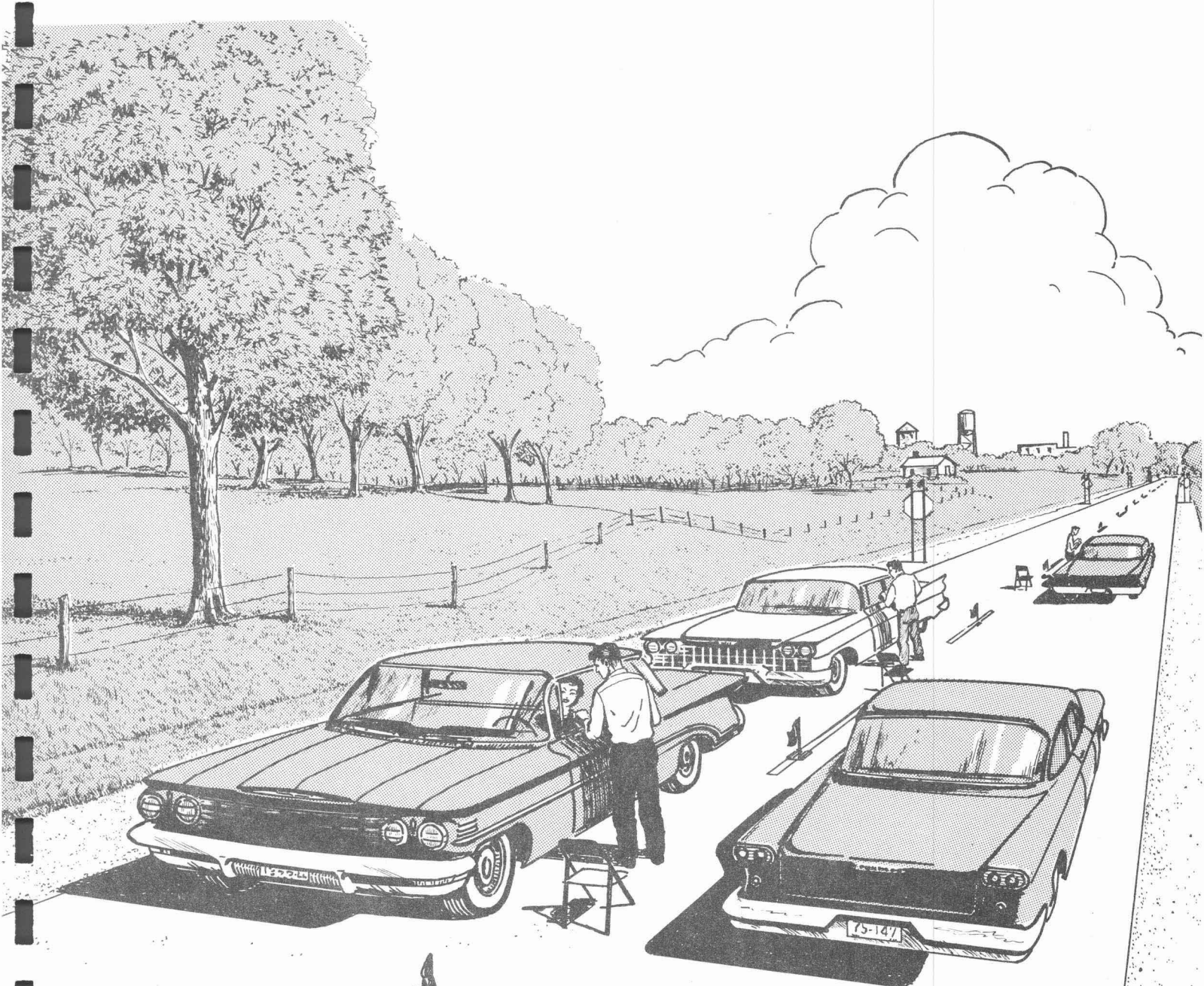


FIGURE 2-2  
MOTOR VEHICLE REGISTRATION IN CHICKASAW COUNTY  
FROM 1939 THROUGH 1968





*Survey*

*Procedures*

**Part Three**

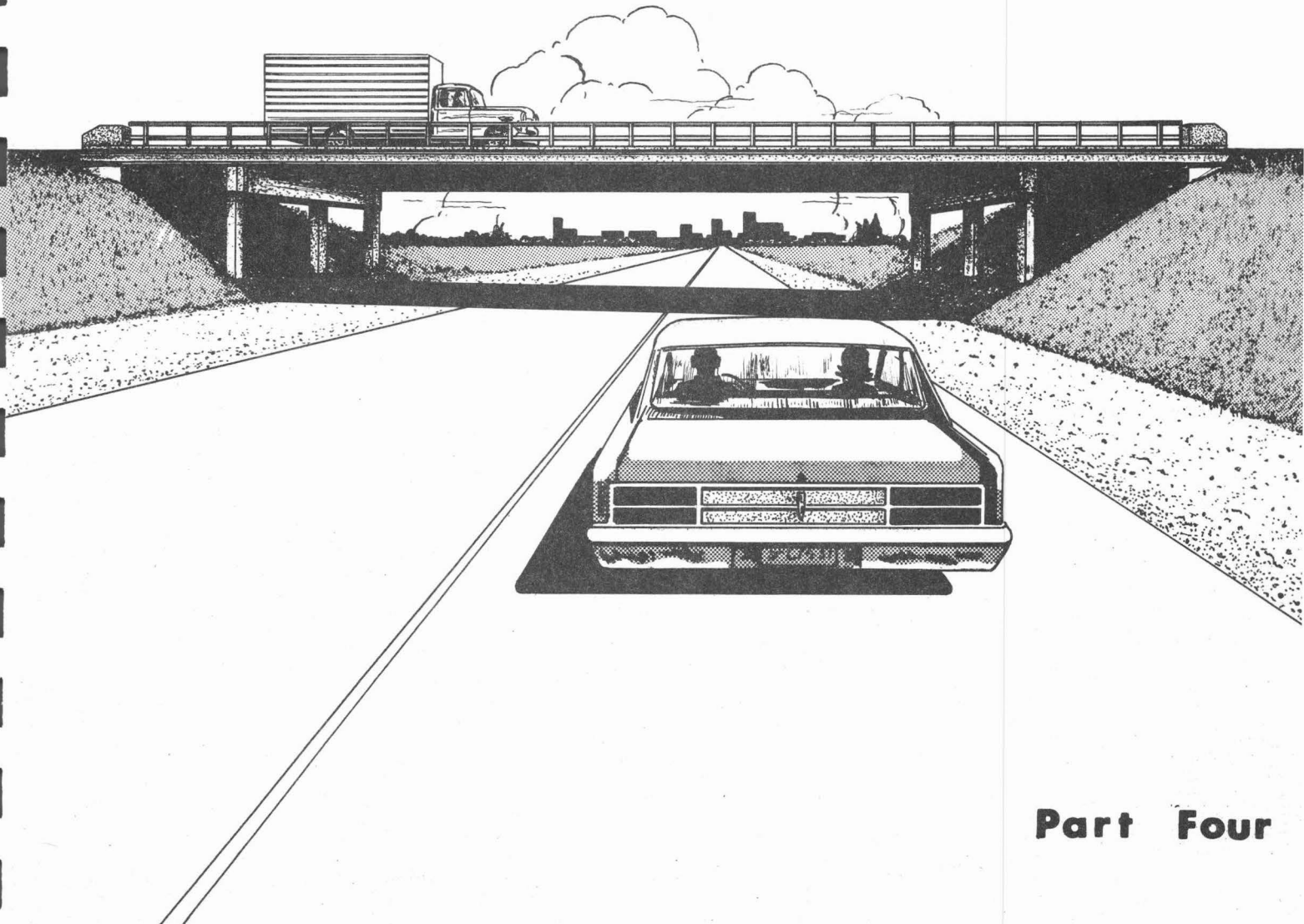
At the conclusion of the field work, the data pertaining to each trip were coded and punched on tabulating cards. These cards were then sorted and tabulated by machine according to the tract of origin or destination and the station or stations through which each trip passed.

In an external survey of this type, all trips are placed in two main categories composed of "external local trips" and "external through trips". External local trips have only one terminal (which may be either the origin or destination) within the study area and, therefore, pass through only one interview station while enroute to their destination. Trips which have neither origin nor destination within the study area, but must pass through it enroute to another destination, are classified as external through trips. Trips in this category must cross the cordon line at least twice while enroute to their destination.

Traffic flow charts indicating trip termini 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 tract .

*Traffic*

*Movements*



**Part Four**

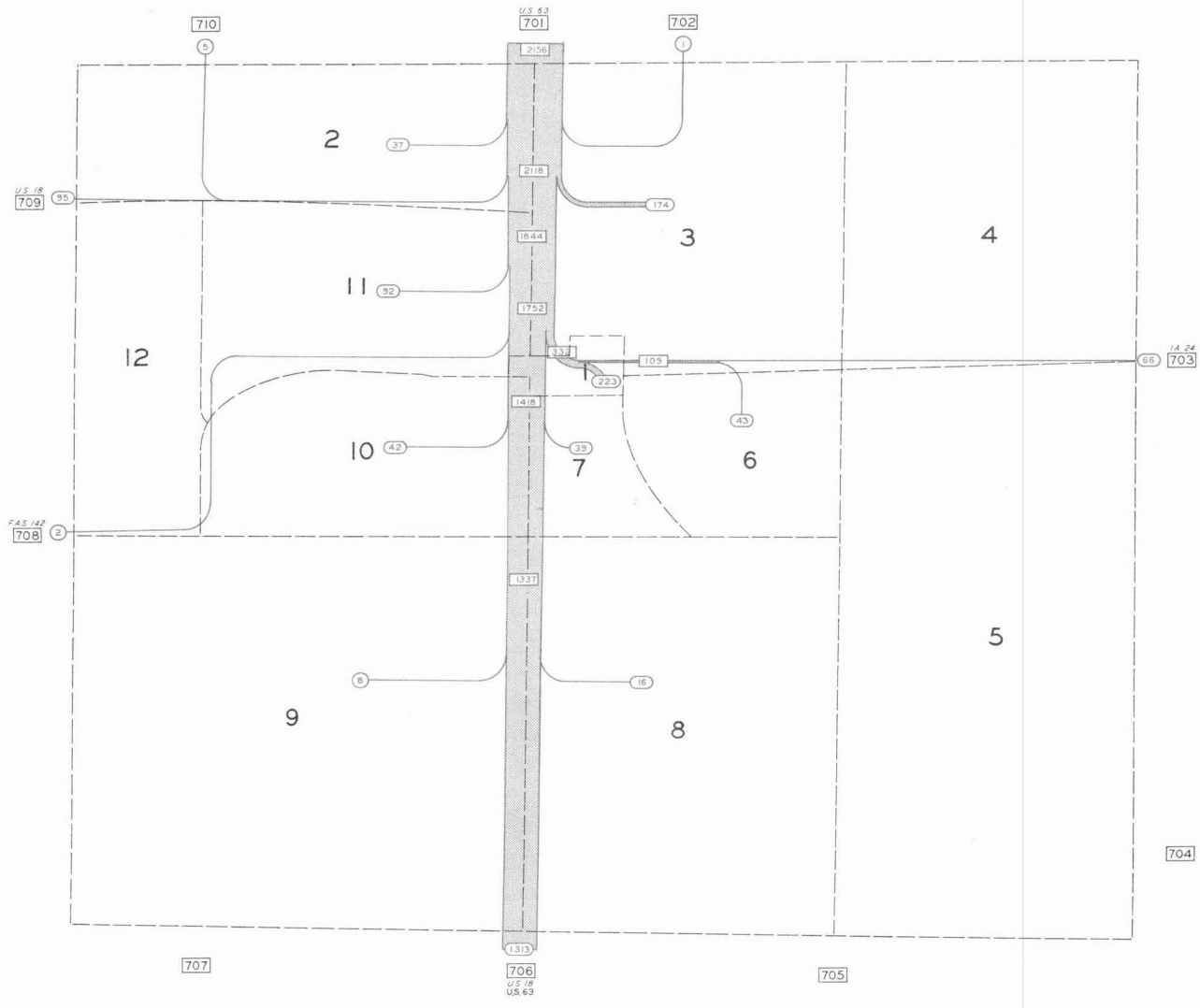
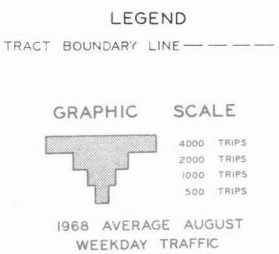


FIGURE 4-I  
 INTERNAL DISPERSION OF  
 ALL VEHICULAR TRIPS PASSING THROUGH  
 STATION 701-US.63 NORTH  
 OF THE  
 NEW HAMPTON STUDY AREA





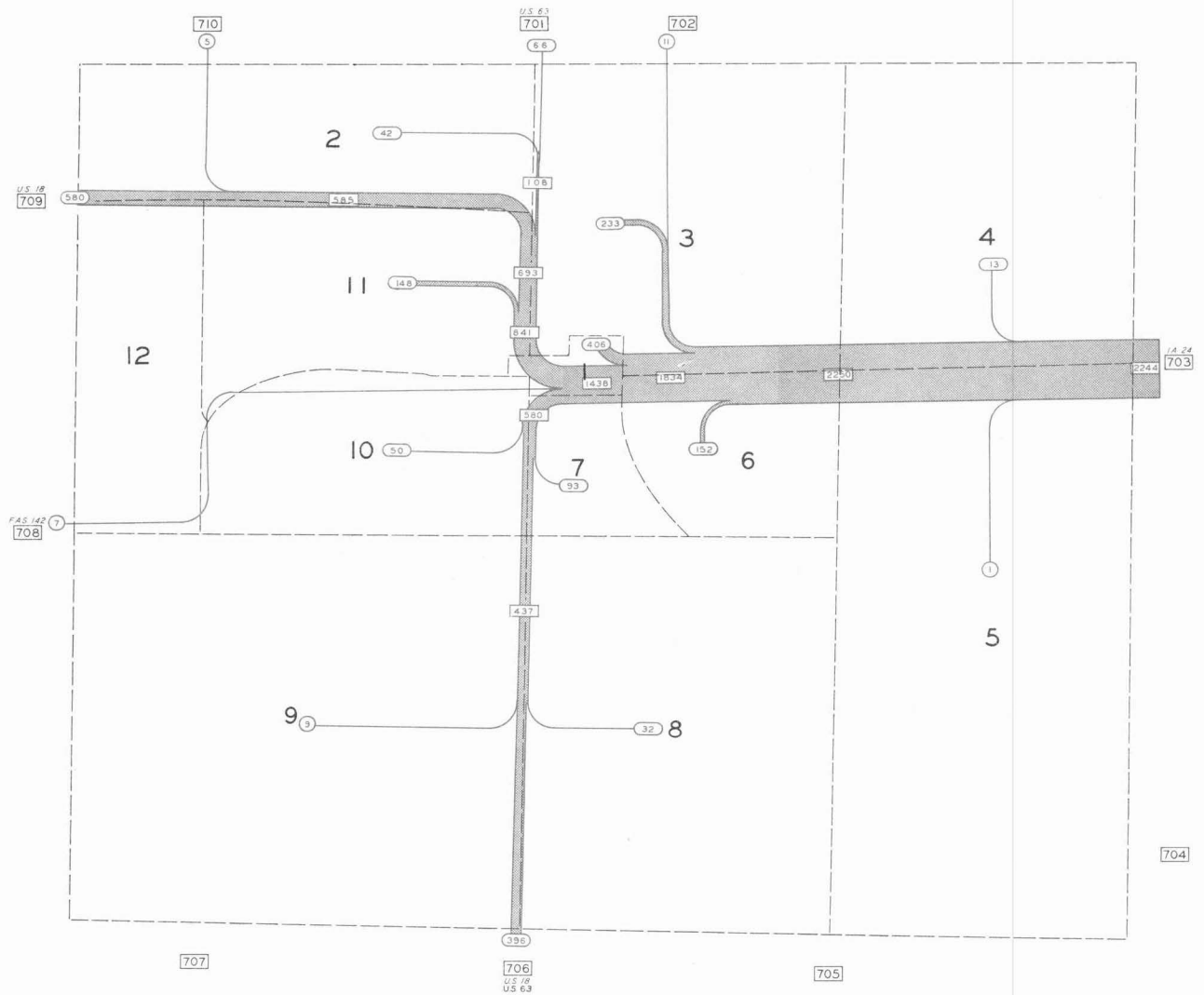
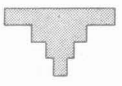
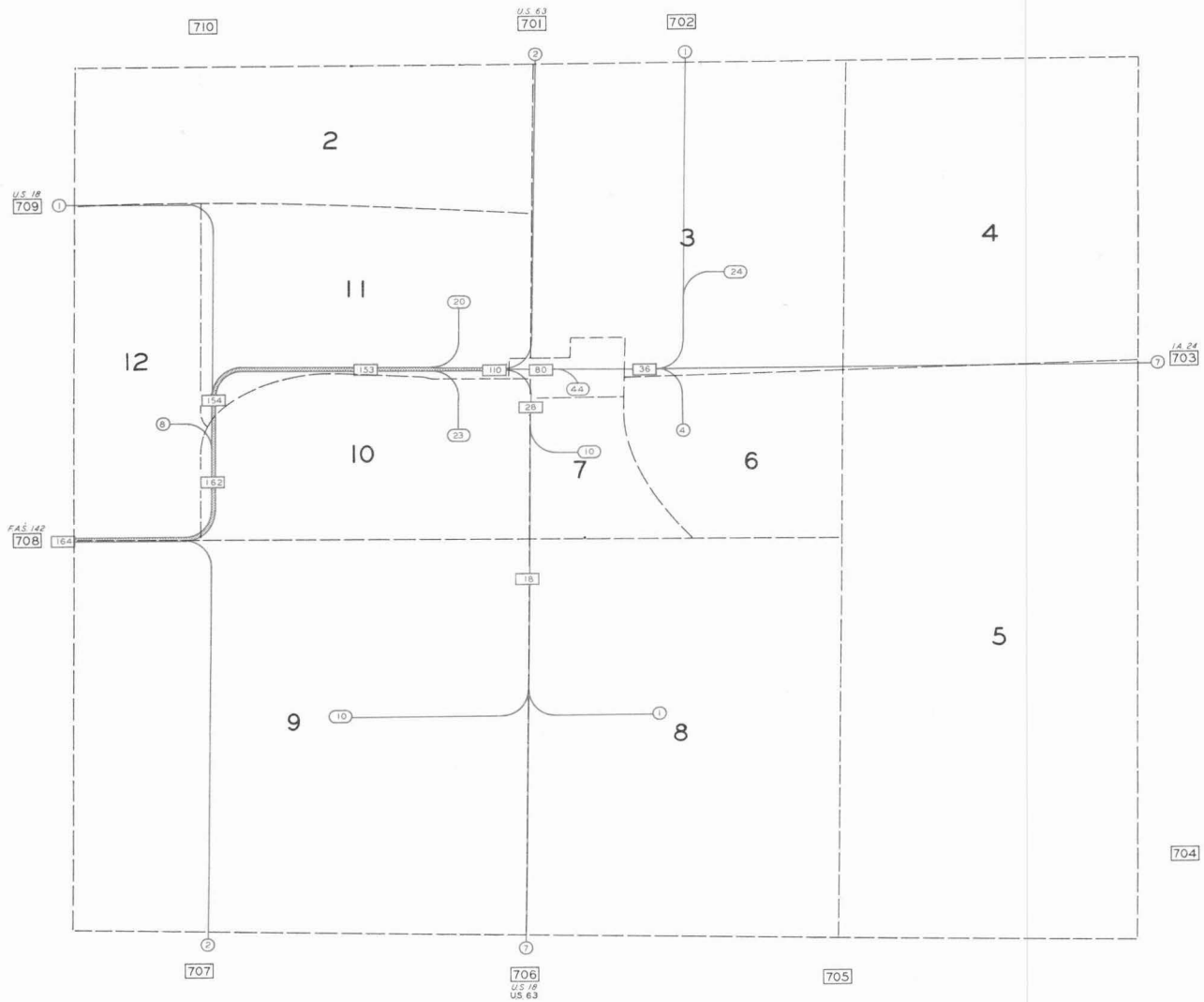


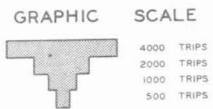
FIGURE 4-3  
 INTERNAL DISPERSION OF  
 ALL VEHICULAR TRIPS PASSING THROUGH  
 STATION 703- IOWA 24 EAST  
 OF THE  
 NEW HAMPTON STUDY AREA

LEGEND  
 TRACT BOUNDARY LINE - - - - -

GRAPHIC SCALE  
  
 1968 AVERAGE AUGUST  
 WEEKDAY TRAFFIC

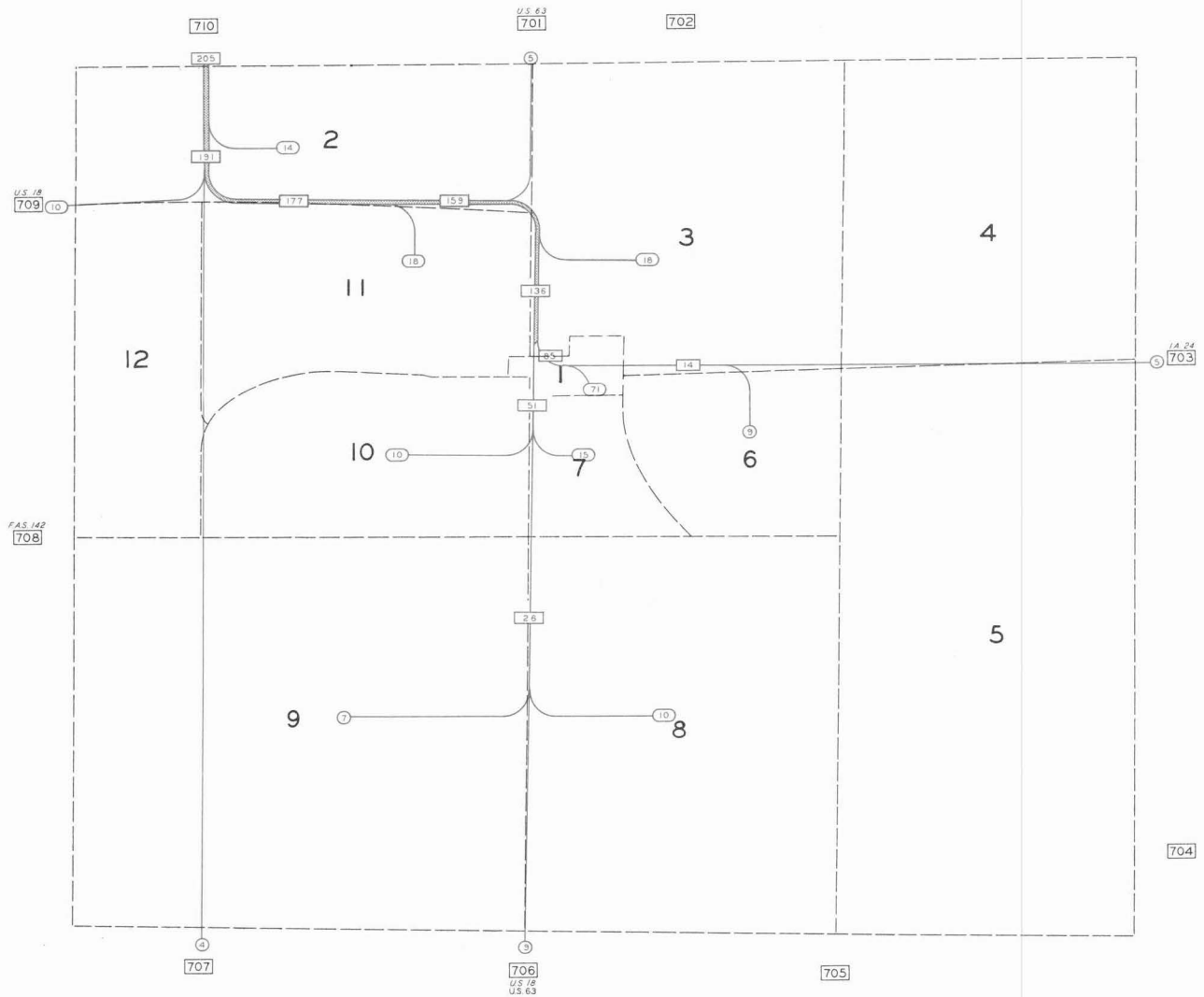


LEGEND  
TRACT BOUNDARY LINE - - - - -

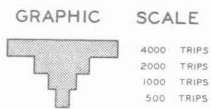


1968 AVERAGE AUGUST  
WEEKDAY TRAFFIC

FIGURE 4-5  
INTERNAL DISPERSION OF  
ALL VEHICULAR TRIPS PASSING THROUGH  
STATION 708-FAS 142 WEST  
OF THE  
NEW HAMPTON STUDY AREA



LEGEND  
TRACT BOUNDARY LINE - - - - -



1968 AVERAGE AUGUST  
WEEKDAY TRAFFIC

FIGURE 4-7  
INTERNAL DISPERSION OF  
ALL VEHICULAR TRIPS PASSING THROUGH  
STATION 710-AIRPORT ROAD NORTH  
OF THE  
NEW HAMPTON STUDY AREA

FIGURE 4-8

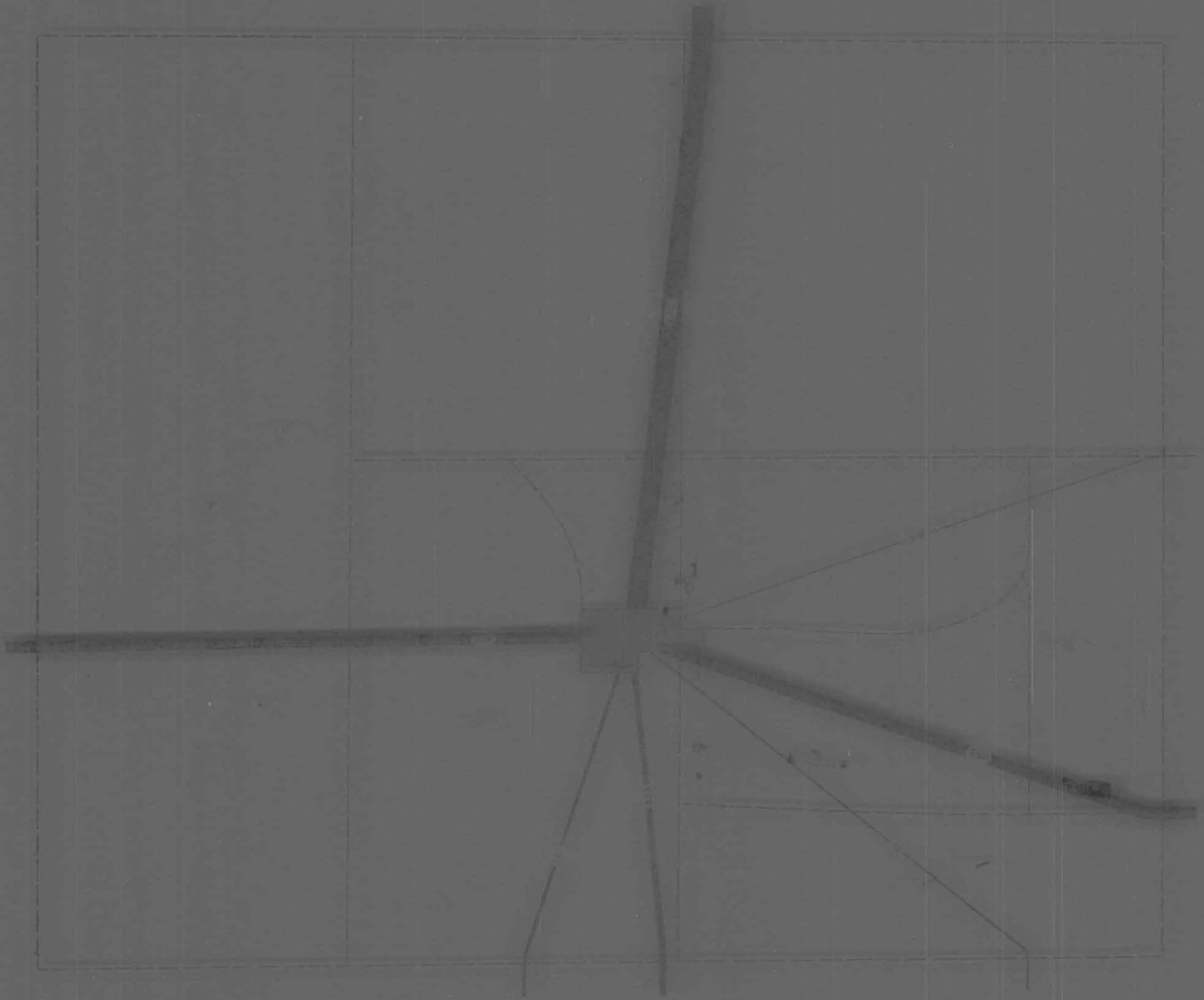
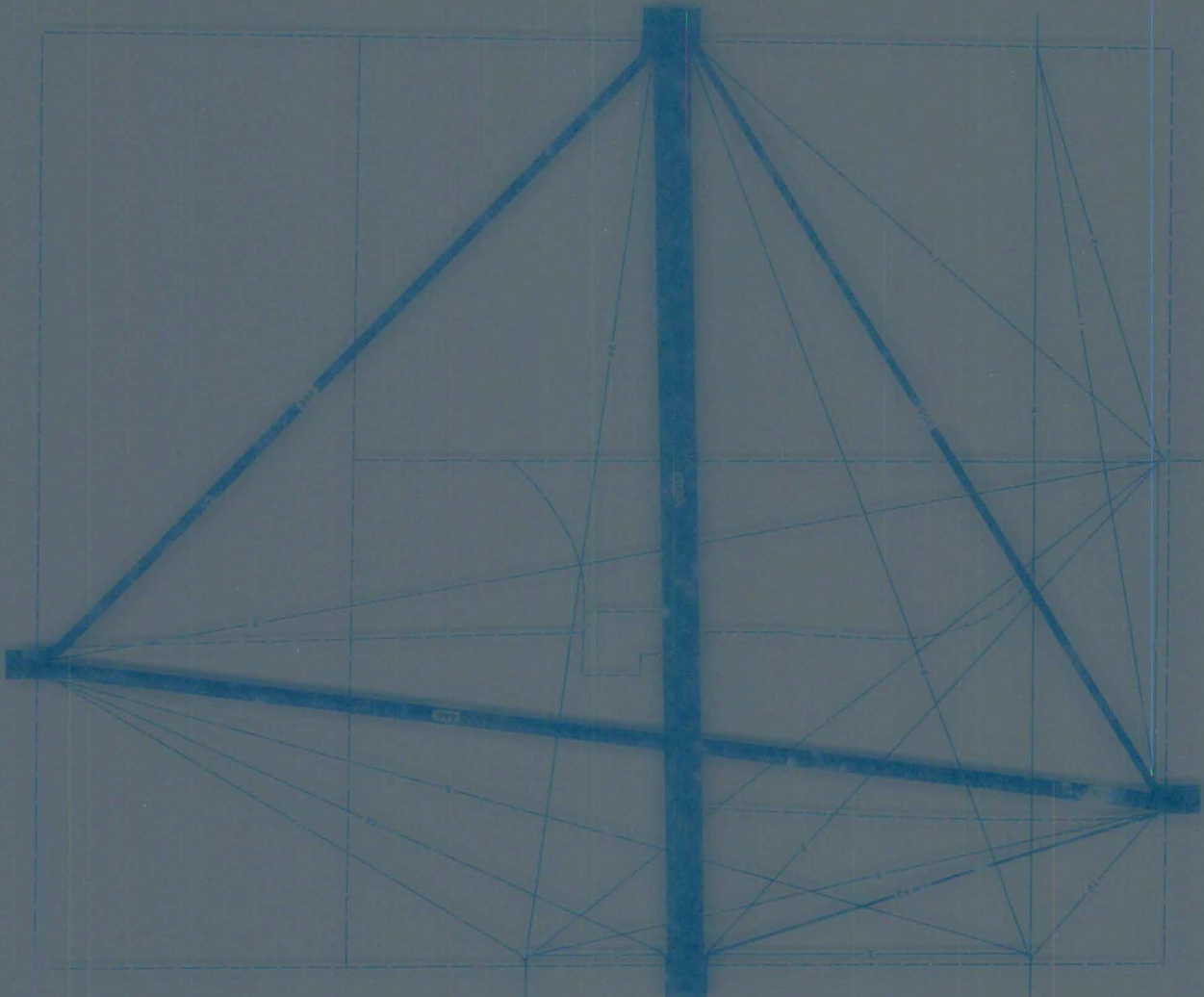
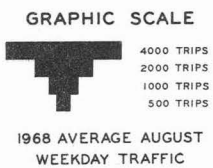
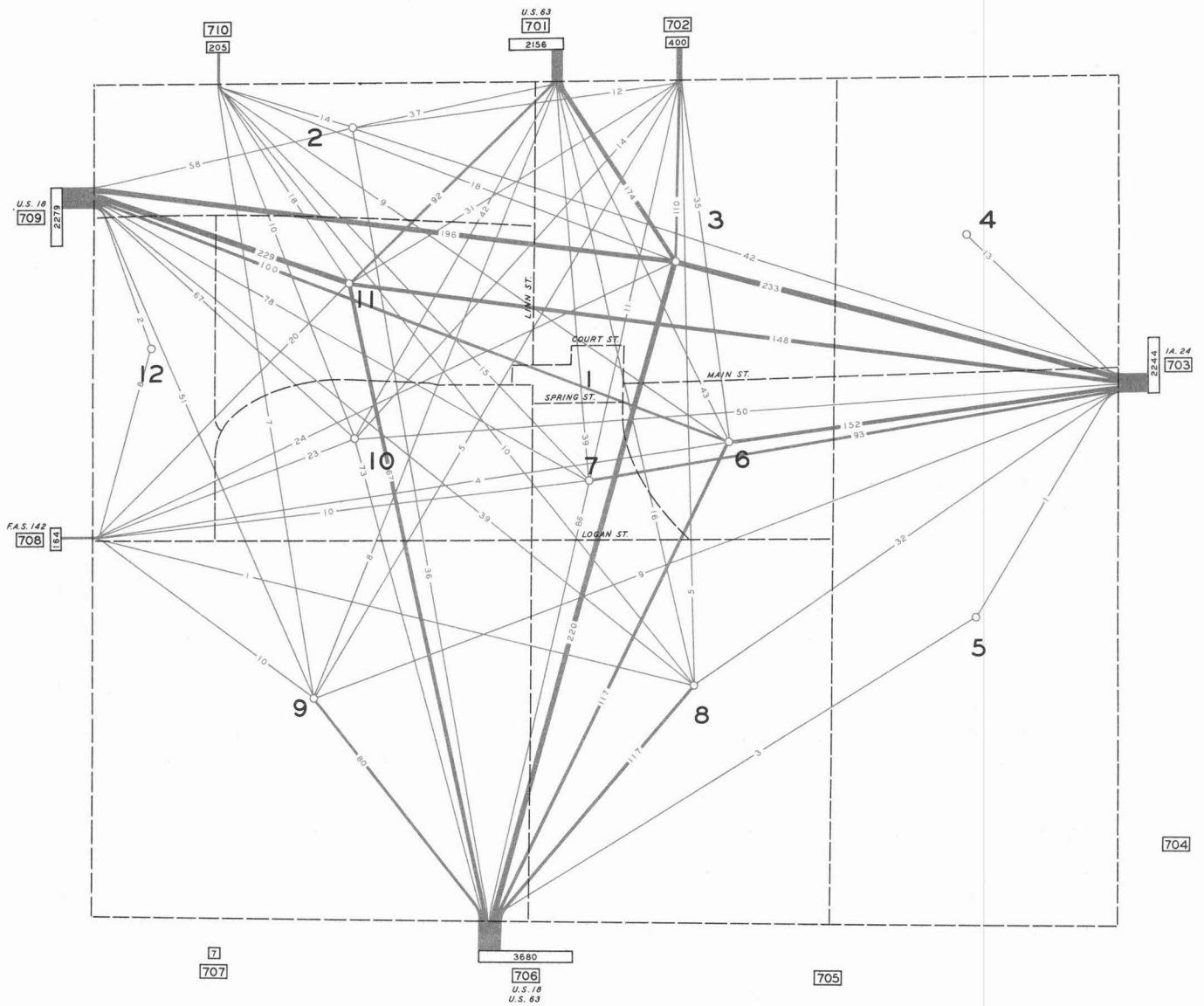


FIGURE 4-9





**LEGEND**

TRACT BOUNDARY LINE - - - - -  
CORPORATION LINE \_\_\_\_\_

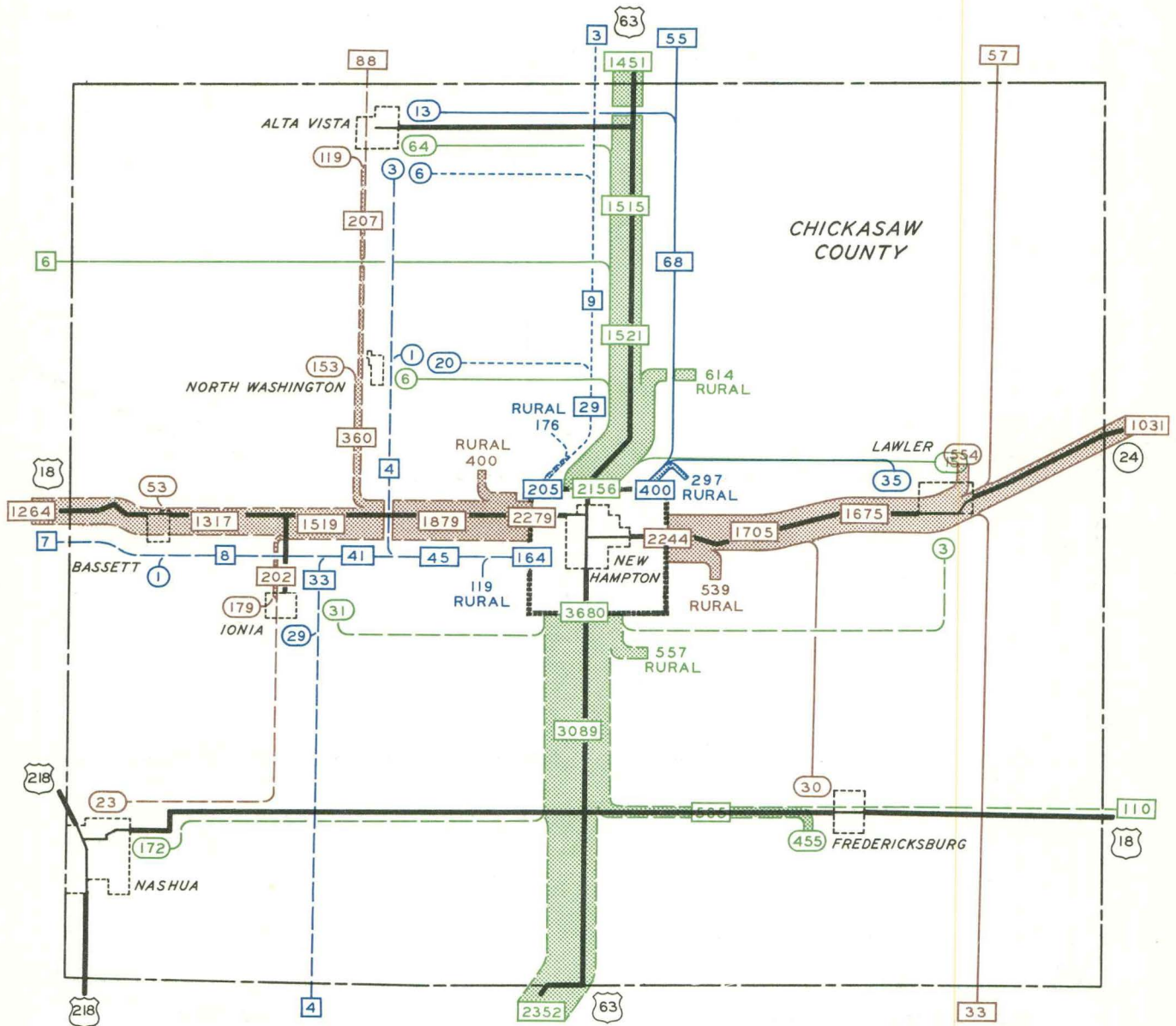
FIGURE 4-10  
DESIRE LINES OF TRAVEL OF TRIPS  
TO OR FROM  
EXTERNAL ENTRANCES OF THE  
NEW HAMPTON STUDY AREA  
AND  
INTERNAL TRACTS

TABLE 4-1  
**SUMMARY OF TRIPS ENTERING OR LEAVING  
 THE NEW HAMPTON STUDY AREA  
 1968 AVERAGE AUGUST WEEKDAY TRAFFIC**

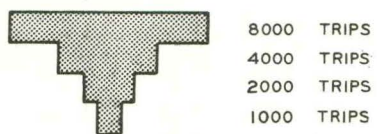
Station Location Origin or Destination	U.S. 63 North		Old U.S. 63 North		Iowa 24 East		U.S. 18 & U.S. 63 South		F.A.S. 142 West		U.S. 18 West		Airport Road North	
	Station 701		Station 702		Station 703		Station 706		Station 708		Station 709		Station 710	
	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%
Alta Vista	64	2.97	13	3.25					3	1.82	119	5.22	6	2.93
Basset									1	.61	53	2.33		
Fredericksburg					30	1.34	455	12.37						
Ionia							31	.84	29	17.68	179	7.85		
Lawler	15	.70	35	8.75	554	24.69	3	.08						
Nashua							172	4.67			23	1.01		
North Washington	6	.28							1	.61	153	6.71	20	9.76
Total to Towns	85	3.95	48	12.00	584	26.03	661	17.96	34	20.72	527	23.12	26	12.69
Rural Chickasaw County	614	28.48	297	74.25	539	24.02	557	15.14	119	72.57	400	17.55	176	85.85
Other Counties	316	14.65	32	8.00	839	37.39	2,178	59.18	11	6.71	1,269	55.69	3	1.46
Other States	1,141	52.92	23	5.75	282	12.56	284	7.72			83	3.64		
Grand Total	2,156	100.00	400	100.00	2,244	100.00	3,680	100.00	164	100.00	2,279	100.00	205	100.00

**FIGURE 4-12**  
**DISPERSION OF EXTERNAL TRIPS**  
**BETWEEN THE NEW HAMPTON STUDY AREA**  
**AND POINTS WITHIN CHICKASAW COUNTY**

ALL TRIPS BY DRIVERS OF AUTOS, TRUCKS, TAXIS, AND BUSES



**GRAPHIC SCALE**



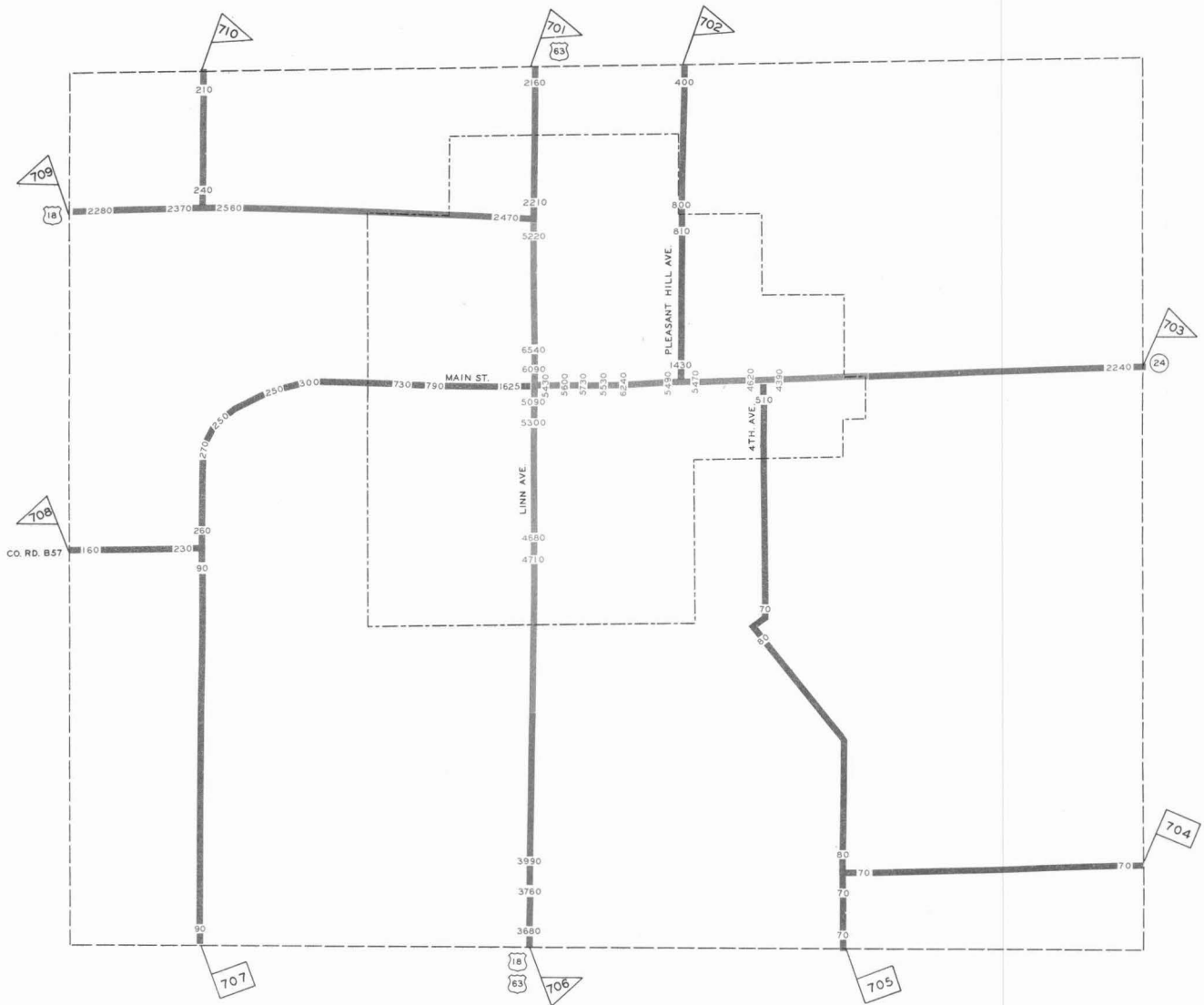
1968 AVERAGE AUGUST  
WEEKDAY TRAFFIC

**LEGEND**

- TRAFFIC THROUGH INTERVIEW STATIONS**
- STATION 701 - U.S. 63 NORTH
  - - - STATION 706 - U.S. 18 & U.S. 63 SOUTH
  - STATION 702 - OLD U.S. 63 NORTH
  - - - STATION 708 - F.A.S. 142 WEST
  - - - STATION 710 - AIRPORT ROAD NORTH
  - STATION 703 - IOWA 24 EAST
  - - - STATION 709 - U.S. 18 WEST

- CORPORATION LINE - - - - -
- CORDON LINE ·······





**LEGEND**

0 TO 2000 TRIPS
   
 2000 TO 4000 TRIPS
   
 4000 TRIPS AND OVER

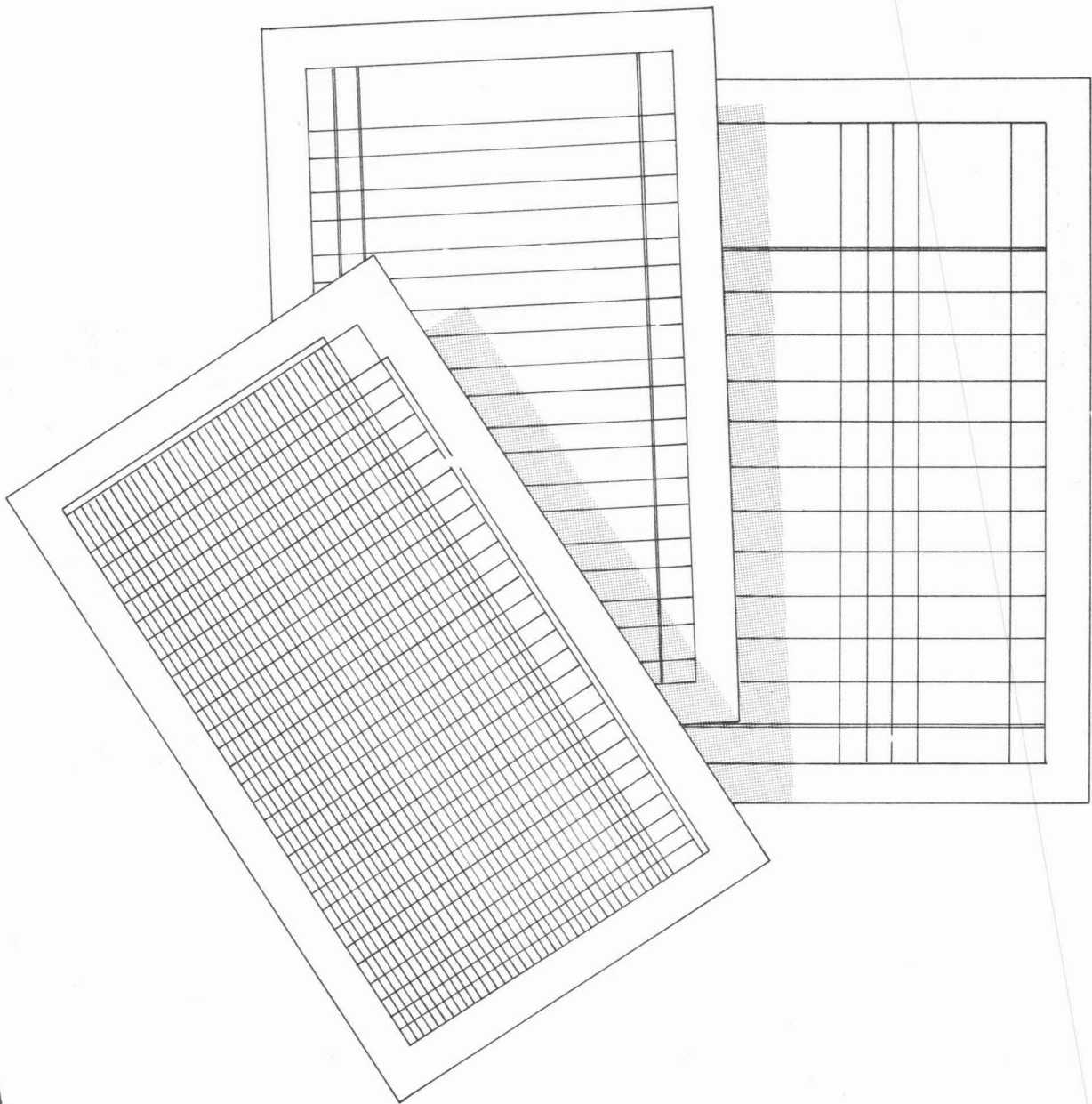
INTERVIEW STATION LOCATION 
  
 CODE STATION LOCATION

CORDON LINE 
  
 CORPORATION LINE

1968 AVERAGE AUGUST WEEKDAY TRAFFIC

FIGURE 4-14  
 TRAFFIC VOLUMES ON  
 PRIMARY ROAD EXTENSIONS  
 AND MAJOR STREETS IN THE  
 NEW HAMPTON STUDY AREA

# Appendix



**NEW HAMPTON STUDY AREA**  
**AVERAGE CAR OCCUPANCY BY TRIP PURPOSE**  
**1968 AVERAGE AUGUST WEEKDAY TRAFFIC**

EXTERNAL LOCAL TRIPS

Table B-3a (1)

Trip Purpose Origin	Trip Purpose - Destination											Average Occupancy
	Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home		
Work	2.000	1.000		3.000		1.338	1.343	1.250	1.000	1.335	1.333	
Personal Business	2.000	2.281	2.000			2.291	3.000	3.132	2.000	1.733	1.854	
During Work	1.000		1.222			2.000	1.000			1.000	1.211	
Medical or Dental	1.000							1.640		2.291	2.224	
School									2.000	1.000	1.246	
Social or Recreation	1.241	2.797		1.000		2.817	3.988	2.002	4.550	2.639	2.686	
Eat	2.346	3.361	1.429	4.000	3.000	3.007		4.000	3.000	2.373	2.642	
Shop	1.186	1.000	1.276			2.826		2.061	1.000	2.043	2.063	
Serve Passengers	3.937	4.000				4.000			3.416	3.378	3.454	
Home	1.299	1.905	1.868	2.270	3.000	2.683	2.286	2.148	3.227		2.131	
Average Occupancy	1.355	1.938	1.237	2.280	3.000	2.664	2.129	2.149	3.189	2.032	2.045	

EXTERNAL THROUGH TRIPS

Table B-3a (2)

Trip Purpose Origin	Trip Purpose - Destination											Average Occupancy			
	Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home					
Work		2.000									4.000	1.837	1.850		
Personal Business		1.931										1.965	1.967		
During Work			1.378									1.000	1.373		
Medical or Dental				2.502									2.094	2.109	
School					5.000								1.664	1.987	
Social or Recreation	1.000	2.000	1.000	2.457						3.301	3.296	3.000	2.874	3.070	3.142
Eat										4.323		2.000		3.010	3.892
Shop												2.141		3.626	3.510
Serve Passengers		1.633											1.000	2.679	2.608
Home	1.741	2.045	1.992	2.230	1.287	3.078	2.941	2.677	2.538						2.736
Average Occupancy	1.732	2.025	1.381	2.246	1.767	3.148	2.823	2.664	2.576	2.724	2.610				

SUMMARY - ALL EXTERNAL TRIPS

Table B-3a (3)

Trip Purpose Origin	Trip Purpose - Destination											Average Occupancy
	Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home		
Work	2.000	1.049		3.000		1.427	1.335	1.250	1.795	1.436	1.427	
Personal Business	2.000	2.153	2.000			2.288	3.000	3.132	2.000	1.791	1.880	
During Work	1.000		1.291			2.000	1.000			1.000	1.288	
Medical or Dental	1.000			2.502		2.000		1.640		2.229	2.201	
School					5.000				2.000	1.533	1.818	
Social or Recreation	1.182	2.688	1.000	1.649		3.159	3.656	2.148	3.980	2.871	2.948	
Eat	2.346	3.361	1.429	4.000	3.000	3.202		3.347	3.000	2.388	2.729	
Shop	1.186	1.000	1.276			2.788		2.066	1.000	2.148	2.155	
Serve Passengers	3.937	2.707				3.307			3.232	3.190	3.222	
Home	1.383	1.933	1.893	2.258	1.716	2.879	2.301	2.205	3.108		2.316	
Average Occupancy	1.423	1.956	1.300	2.269	2.153	2.910	2.193	2.203	3.086	2.250	2.234	

VEHICLE TRIPS						
From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
706	1	281	26	18	4	329
706	2	9	4	4	2	19
706	3	91	14	12		117
706	5	3				3
706	6	52	3	5	7	67
706	7	34	6			40
706	8	43	6	7		56
706	9	31	2	2		35
706	10	36	2			38
706	11	68	6	9	7	90
Cl. 3	Total	648	69	57	20	794
708	1	15	4	1		20
708	3	11	1	1		13
708	6	1	1			2
708	7	3		2		5
708	9	4	1			5
708	10	7		2		9
708	11	9	1	1		11
708	12	4				4
Cl. 3	Total	54	8	7		69
709	1	197	27	11	1	236
709	2	15	7	5		27
709	3	57	17	16	3	93
709	6	46	2	2	1	51
709	7	34	2			36
709	8	18	2	2	1	23
709	9	26	3			29
709	10	27	1	1		29
709	11	90	14	6	6	116
709	12		1			1
Cl. 3	Total	510	76	43	12	641
710	1	24	6			30
710	2	3	1			4
710	3	6	1	1		8
710	6	2				2
710	7	1	1			2
710	8	5				5
710	9	2				2
710	10	3	1			4
710	11	4	2			6
Cl. 3	Total	50	12	1		63
701	703	23	1	2		26
701	706	500	42	25	105	672
701	708	1				1
701	709	34	3	7	1	45
701	710	1	1	1		3
702	701	1				1
703	701	30	4	4	2	40
706	701	502	35	18	86	641
708	701	1				1
709	701	38	5	6	1	50
710	701	1		1		2
Cl. 4	Total	1,132	91	64	195	1,482
Cl. 2&3	Total	507	84	79	4	674
701	Total	1,639	175	143	199	2,156

VEHICLE TRIPS						
From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
702	701	1				1
702	703	3	1			4
702	706	7	2	3		12
702	709	5		1		6
703	702	5	1	1		7
706	702	8	3	1		12
708	702			1		1
709	702	3				3
Cl. 4	Total	32	7	7		46
Cl. 2&3	Total	277	58	19		354
702	Total	309	65	26		400
703	701	30	4	4	2	40
703	702	5	1	1		7
703	706	146	13	16	12	187
703	708	1		1		2
703	709	217	22	27	41	307
703	710	2		1		3
701	703	23	1	2		26
702	703	3	1			4
706	703	176	9	13	11	209
708	703	4	1			5
709	703	189	25	30	29	273
710	703	2				2
Cl. 4	Total	798	77	95	95	1,065
Cl. 2&3	Total	928	154	78	19	1,179
703	Total	1,726	231	173	114	2,244
706	701	502	35	18	86	641
706	702	8	3	1		12
706	703	176	9	13	11	209
706	708	1	1			2
706	709	124	15	10	3	152
706	710	3		1		4
701	706	500	42	25	105	672
702	706	7	2	3		12
703	706	146	13	16	12	187
708	706	5				5
709	706	114	17	9	13	153
710	706	4		1		5
Cl. 4	Total	1,590	137	97	230	2,054
Cl. 2&3	Total	1,308	160	116	42	1,626
706	Total	2,898	297	213	272	3,680
708	701	1				1
708	702			1		1
708	703	4	1			5
708	706	5				5
708	707	1				1
701	708	1				1
703	708	1		1		2
706	708	1	1			2
707	708	1	1			1
709	708	1				1
Cl. 4	Total	15	3	2		20
Cl. 2&3	Total	121	13	10		144
708	Total	136	16	12		164

VEHICLE TRIPS						
Between	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	
708	1	38	5	1		44
708	3	19	3	2		24
708	6	2	2			4
708	7	7		3		10
708	8	1				1
708	9	9	1			10
708	10	20		3		23
708	11	17	2	1		20
708	12	8				8
Cl.2&3	Total	121	13	10		144
709	1	374	57	23	4	458
709	2	28	17	13		58
709	3	125	29	30	12	196
709	6	88	8	2	2	100
709	7	71	7			78
709	8	30	4	3	2	39
709	9	44	5	2		51
709	10	62	3	2		67
709	11	170	30	17	12	229
709	12		1	1		2
Cl.2&3	Total	992	161	93	32	1,278
710	1	57	13	1		71
710	2	10	4			14
710	3	13	4	1		18
710	6	9				9
710	7	12	3			15
710	8	9	1			10
710	9	7				7
710	10	9	1			10
710	11	12	6			18
Cl.2&3	Total	138	32	2		172
701	702	1				1
701	702	53	5	6	2	66
701	706	1,002	77	43	191	1,313
701	708	2				2
701	709	72	8	13	2	95
701	710	2	1	2		5
Cl.4	Total	1,132	91	64	195	1,482
Cl.2&3	Total	507	84	79	4	674
701	Total	1,639	175	143	199	2,156
702	701	1				1
702	703	8	2	1		11
702	706	15	5	4		24
702	708			1		1
702	709	8		1		9
Cl.4	Total	32	7	7		46
Cl.2&3	Total	277	58	19		354
702	Total	309	65	26		400

VEHICLE TRIPS						
Between	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	
703	701	53	5	6	2	66
703	702	8	2	1		11
703	706	322	22	29	23	396
703	708	5	1	1		7
703	709	406	47	57	70	580
703	710	4		1		5
Cl.4	Total	798	77	95	95	1,065
Cl.2&3	Total	928	154	78	19	1,179
703	Total	1,726	231	173	114	2,244
706	701	1,002	77	43	191	1,313
706	702	15	5	4		24
706	703	322	22	29	23	396
706	708	6	1			7
706	709	238	32	19	16	305
706	710	7		2		9
Cl.4	Total	1,590	137	97	230	2,054
Cl.2&3	Total	1,308	160	116	42	1,626
706	Total	2,898	297	213	272	3,680
708	701	2				2
708	702			1		1
708	703	5	1	1		7
708	706	6	1			7
708	707	1	1			2
708	709	1				1
Cl.4	Total	15	3	2		20
Cl.2&3	Total	121	13	10		144
708	Total	136	16	12		164
709	701	72	8	13	2	95
709	702	8		1		9
709	703	406	47	57	70	580
709	706	238	32	19	16	305
709	707	1				1
709	708	1				1
709	710	7	1	2		10
Cl.4	Total	733	88	92	88	1,001
Cl.2&3	Total	992	161	93	32	1,278
709	Total	1,725	249	185	120	2,279
710	701	2	1	2		5
710	703	4		1		5
710	706	7		2		9
710	707	3	1			4
710	709	7	1	2		10
Cl.4	Total	23	3	7		33
Cl.2&3	Total	138	32	2		172
710	Total	161	35	9		205

