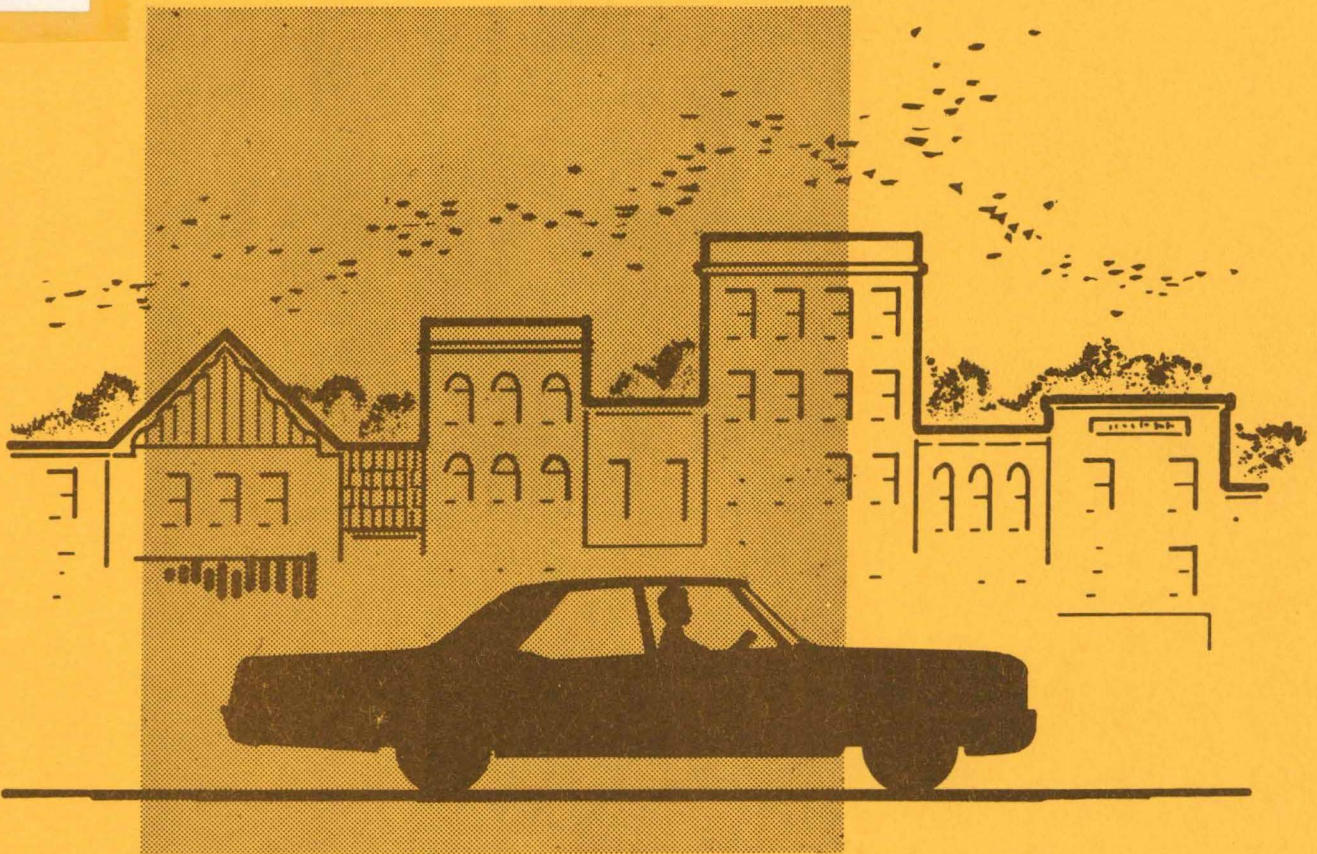


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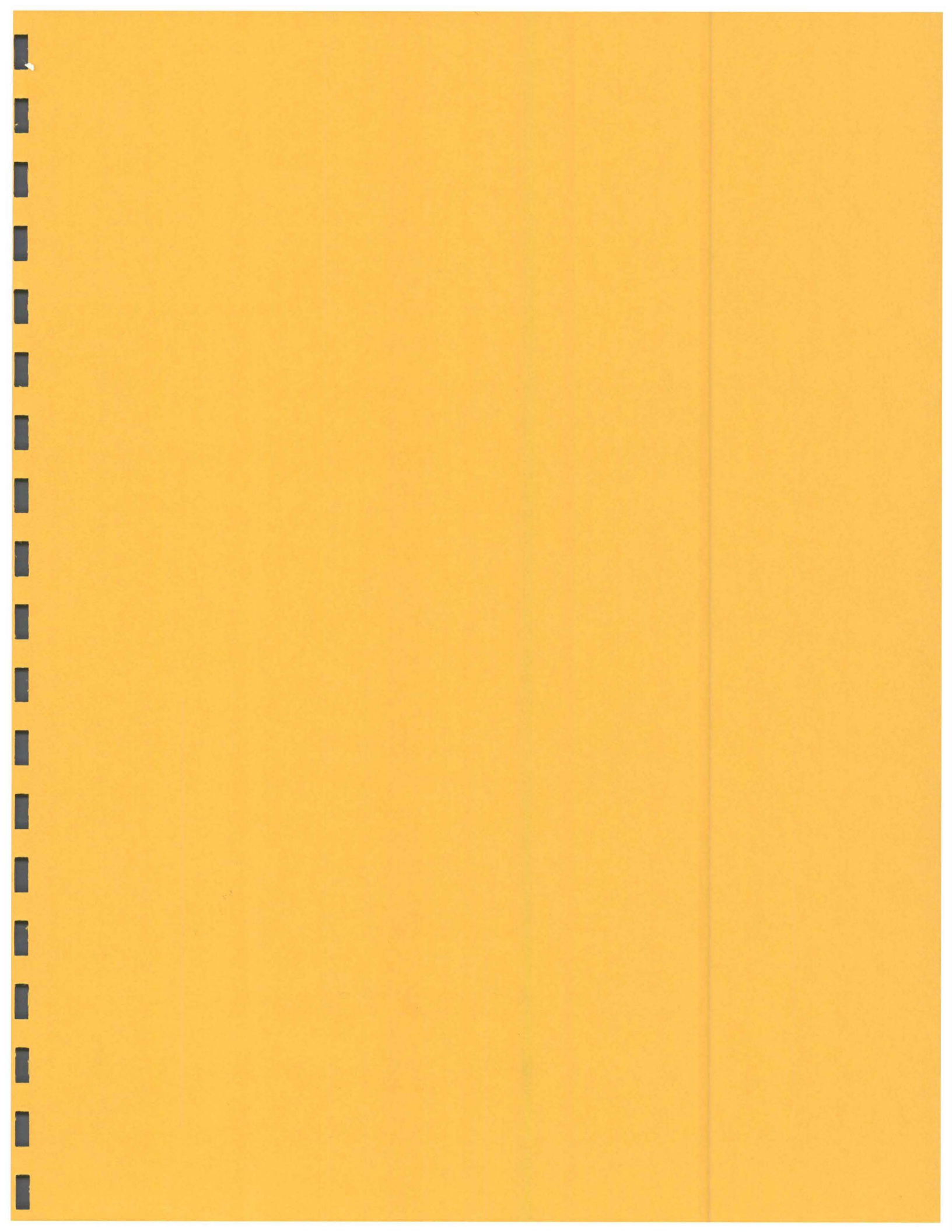
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ORIGIN AND DESTINATION



TRAFFIC REPORT

August of 1970



STATE OF IOWA

CHARLES CITY

ORIGIN AND DESTINATION
TRAFFIC REPORT

DATA GATHERED AUGUST 1970

PUBLISHED JUNE 1971

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

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DIVISION OF PLANNING
HIGHWAY PLANNING SUBJECTS DEPARTMENT

PREPARED BY

PUBLISHED JULY 1957

DATA GATHERED AUGUST 1950

TRAFFIC BEFORE
ORIGIN AND DESTINATION

CHANGES CITY

STATE OF IOWA

INTRODUCTION

This report is a summary of data gathered during an external origin and destination traffic survey made in Charles City in August, 1970. The survey, conducted in cooperation with the Federal Highway Administration was made to determine the total number and type of vehicles entering or leaving the study area and to gather specific origin/destination data from a representative sample of vehicle operators.

This summary is intended to present the data in a manner which will implement the determination of traffic needs and provide a sound basis for street and highway planning.

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DEFINITIONS OF TECHNICAL TERMS

Study Area	The area enclosed by a cordon line of interview stations
Cordon Line	A hypothetical line determined by the location of traffic interview stations and used to delimit the area under study
Interview Station	A location at which vehicle drivers are stopped and interviewed
Code Station	A location on a street or highway at the point where it crosses the cordon line and at which traffic is counted but not interviewed
Central Business District	The major business district of a city
Origin	The location from which a driver started a trip
Destination	The location at which a trip was ended
Trip	The one-way travel between a point of origin and a point of destination
Internal Trip	A trip having both origin and destination within the study area
External Local Trip	A trip having either origin or destination within the study area and which passes through only one interview station in the cordon line enroute to its destination
External Through Trip	A trip having neither origin nor destination within the study area but which passes through it enroute to its destination
Traffic	The total number of vehicles passing a given point
Desire Line	A straight line between the point of origin and point of destination without regard to routes of travel

Significant Facts

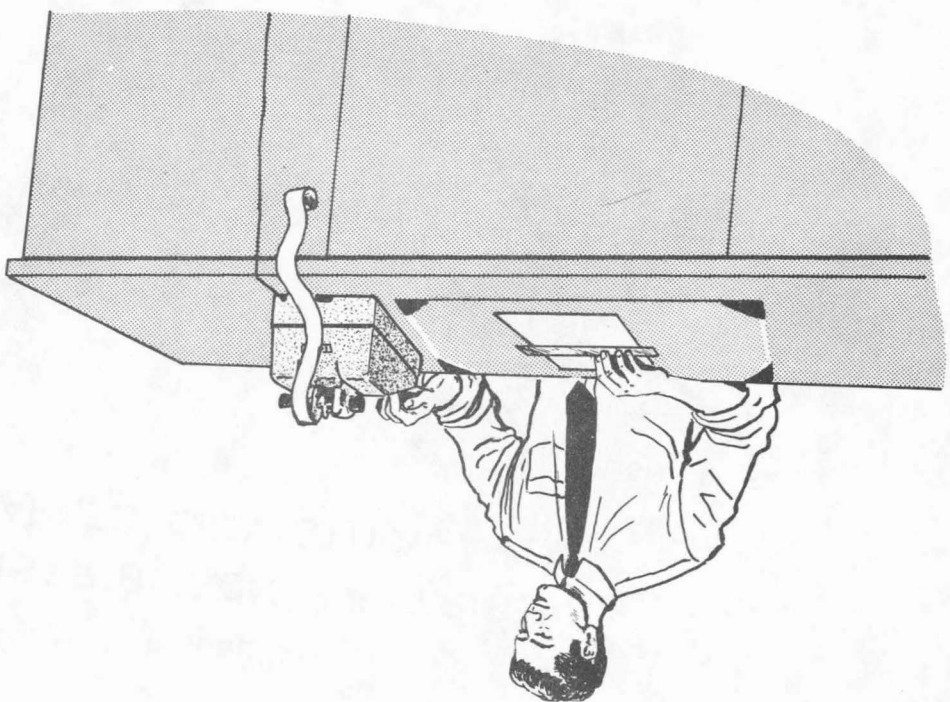
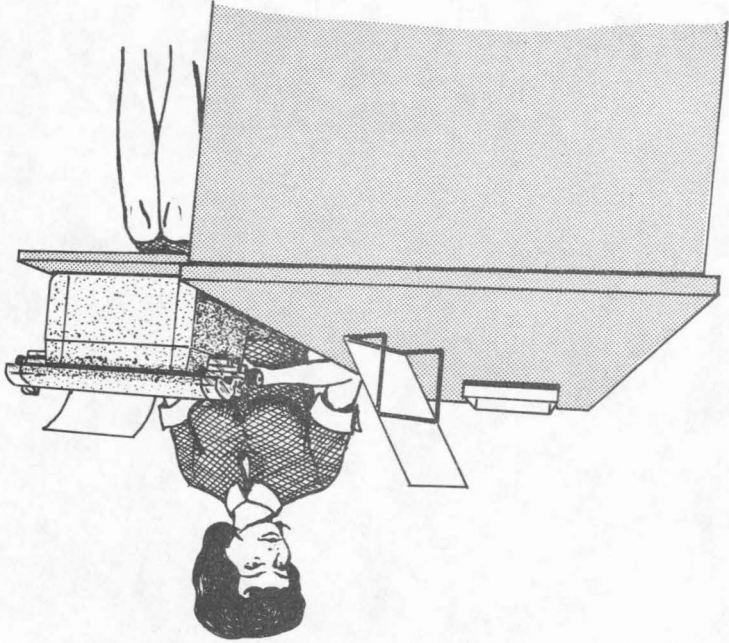
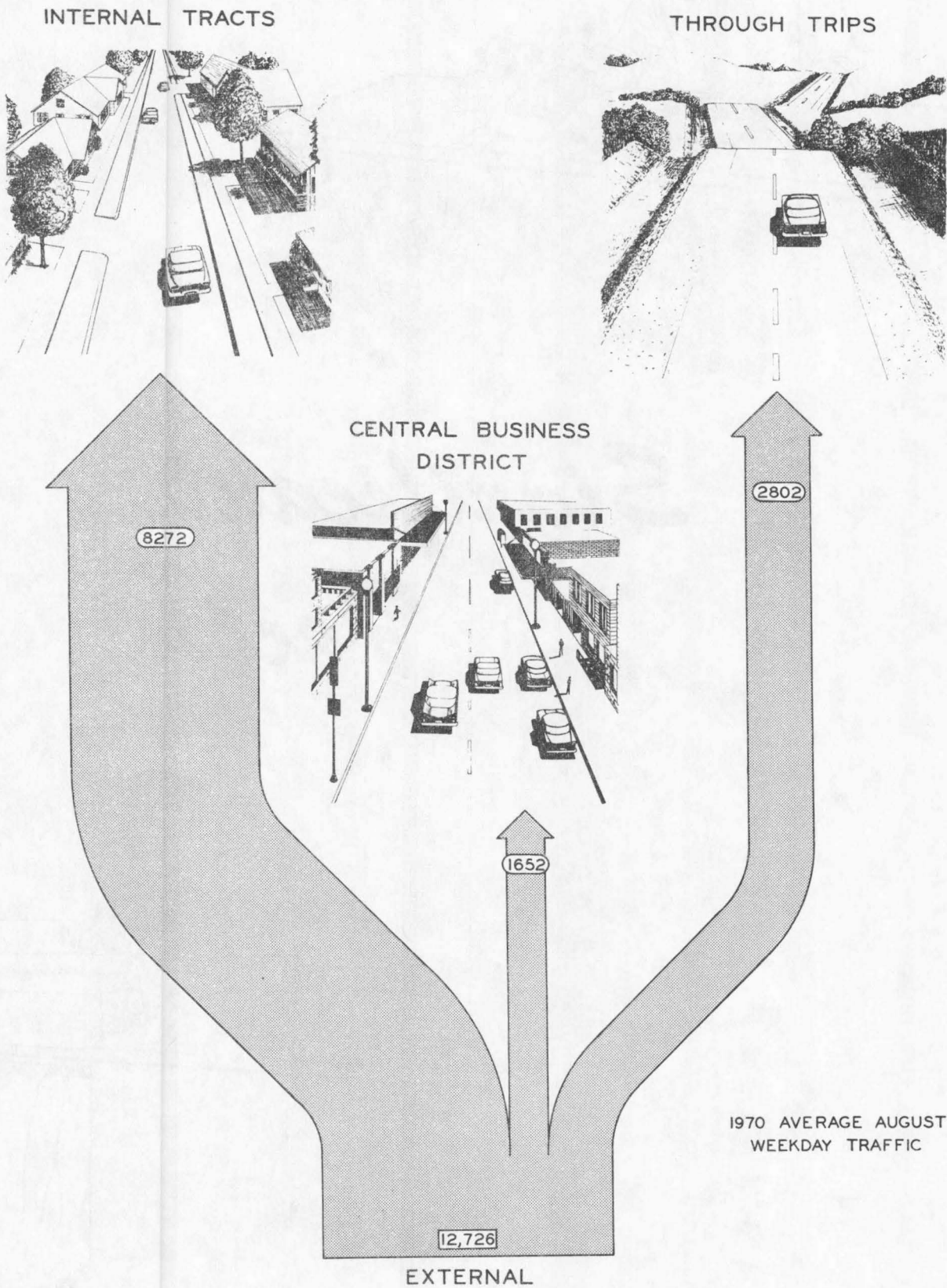


FIGURE 1-1
DISTRIBUTION OF TRIPS
CHARLES CITY STUDY AREA



1970 AVERAGE AUGUST
WEEKDAY TRAFFIC

EXTERNAL

SUMMARY

The chart at left graphically illustrates some of the more significant traffic volumes derived from the Charles City origin and destination traffic survey. An average of 12,726 trips per day passed through the external cordon line of interview stations surrounding the study area during the survey period.

1652 trips or 12.98 percent of the total number of trips were between external areas and the central business district.

8272 trips or 65.00 percent of the total number of trips were between external and internal areas exclusive of the central business district.

2802 trips or 22.02 percent of the total number of trips were through trips which passed through Charles City enroute to another destination.

Of the total number of trips which passed through interview stations, 22.74 percent began or ended at work, 28.23 percent were for social or recreational purposes, 18.24 percent were during work, 11.35 percent were for personal business, 12.05 percent were for shopping, and the remaining 7.39 percent were for other purposes.

FIGURE 1-2
 REGIONAL INFLUENCE OF THE
 CHARLES CITY STUDY AREA

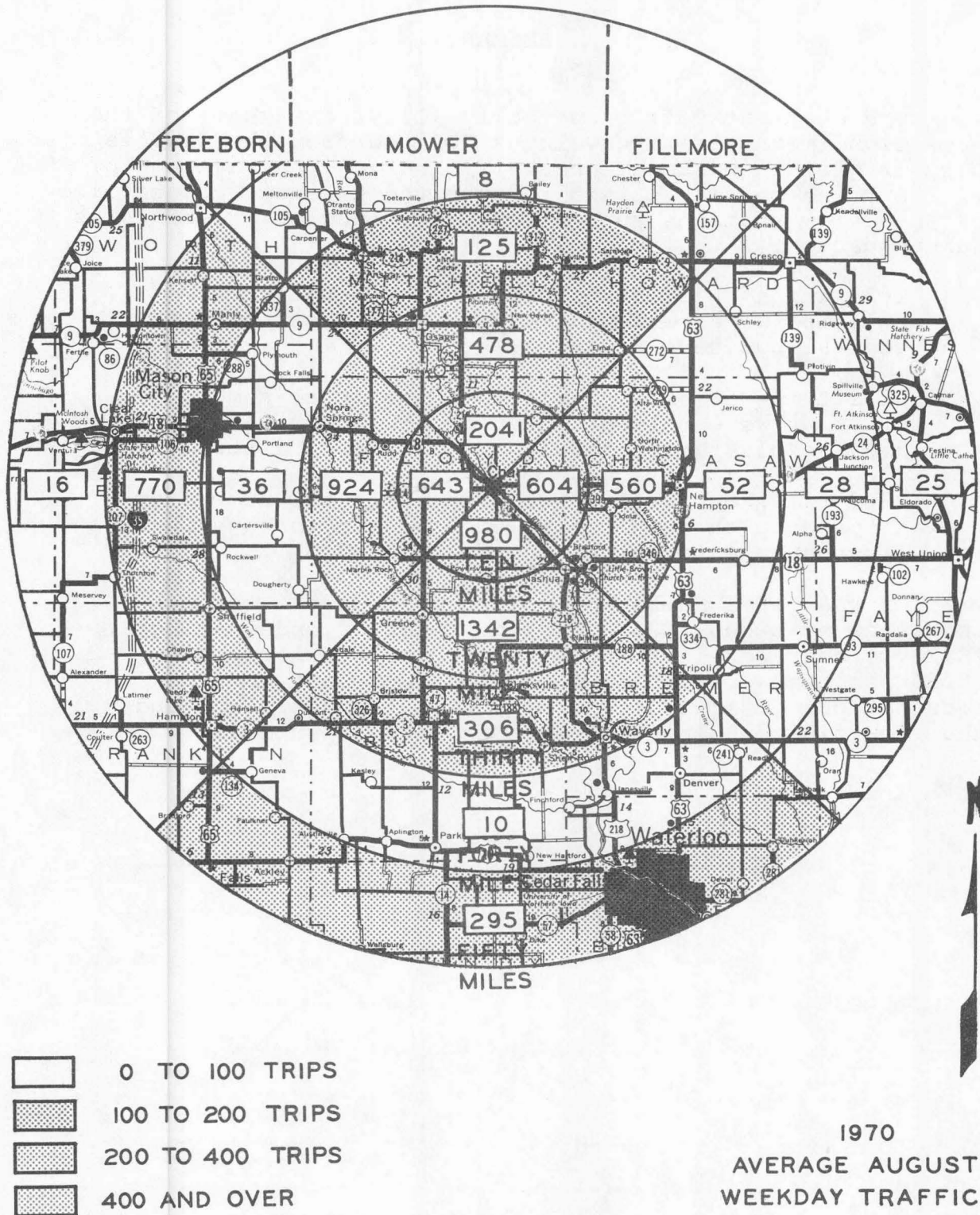


Table 1-1

Regional Influence of the Charles City Study Area

1970 Average August Weekday Traffic

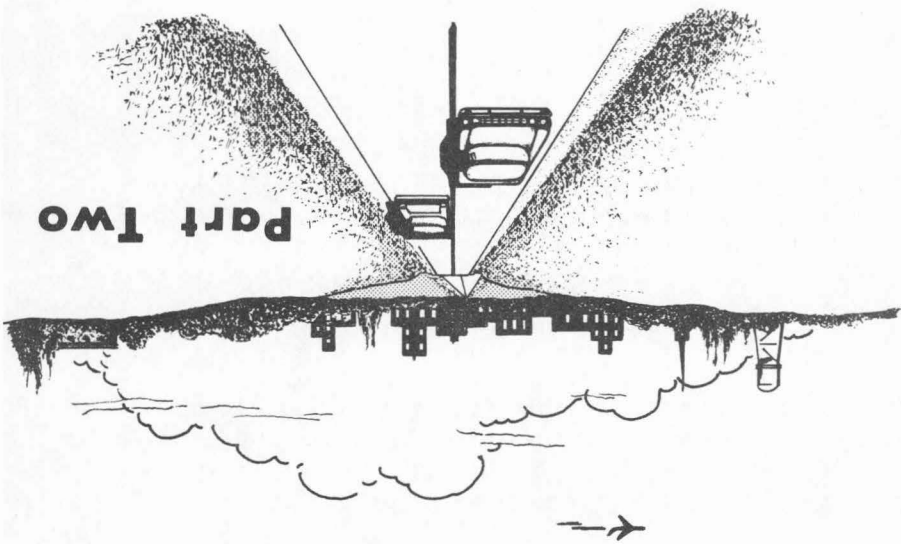
	Miles From Study Area	Number of Trips	Percent of Total Trips Within a Fifty-Mile Radius
North	0 - 10	2,041	22.08
	10 - 20	478	5.17
	20 - 30	125	1.35
	30 - 40	8	.09
	40 - 50	--	--
North Total		2,652	28.69
East	0 - 10	604	6.54
	10 - 20	560	6.06
	20 - 30	52	.56
	30 - 40	28	.30
	40 - 50	25	.27
East Total		1,269	13.73
West	0 - 10	643	6.96
	10 - 20	924	10.00
	20 - 30	36	.39
	30 - 40	770	8.33
	40 - 50	16	.18
West Total		2,389	25.86
South	0 - 10	980	10.60
	10 - 20	1,342	14.52
	20 - 30	306	3.31
	30 - 40	10	.10
	40 - 50	295	3.19
South Total		2,933	31.72
Grand Total		9,243	100.00

Table 1-2
Charles City Study Area
Vehicle Type Summary

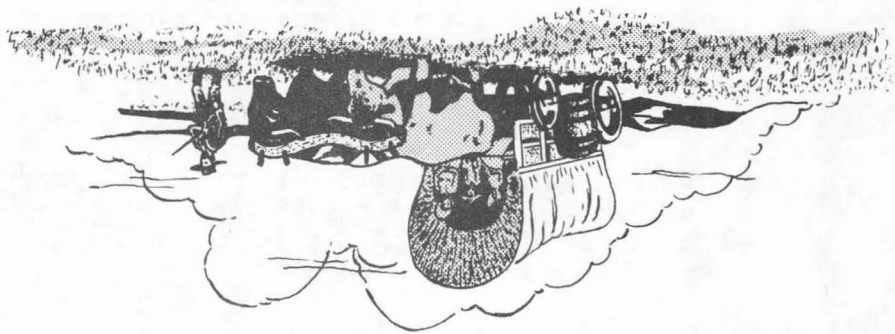
1970 Average August Weekday Traffic

Station	Location	Passenger Cars	Pickups and Panels	Single Unit Trucks	Truck Combinations	Total
701	Co. Rd. T-64 North	1241	207	62	16	1526
702	Co. Rd. B-37 North	260	79	20	--	359
706	U.S. 18 East	1690	271	143	140	2244
708	Local Road South	190	53	4	--	247
709	U.S. 218 South	2749	364	194	329	3636
710	Co. Rd. T-64 South	619	143	55	7	824
715	Iowa 14 West	1597	265	91	68	2021
717	U.S. 18 & U.S. 218 North	3562	412	273	376	4623
Grand Total		11,908	1794	842	936	15,480

The totals shown above include the duplication of those trips which passed entirely through the study area and were, therefore, interviewed twice.



History and Development



History

Charles City is the county seat of Floyd County. Organized in 1854, the county is named after Sergeant Charles Floyd, a member of the Lewis and Clark exploring expedition which passed through Iowa in 1804.

The first settler in the Charles City area was Joseph Kelly, a native of Wisconsin, who settled in the area in 1851. The following year about 25 more families arrived in the area and a town was laid out and named Charlestown after Kelly's oldest son. When it was discovered there was already a town by that name in Iowa, the name was changed to St. Charles. As this was also a duplication of another town's name, the name was eventually changed to Charles City. The town was incorporated in 1869.

Upon organization of the county in 1854, Charles City became the county seat. The first courthouse, a two story structure fifty feet wide and seventy feet long, was built in 1857 at a cost of \$18,000. The structure has been replaced twice, the present structure having been built in 1940.

Disaster struck Charles City on May 15, 1968, in the form of the most devastating tornado in Iowa history. A ninety square block area including the central business district was destroyed. Thirteen lives were lost in the destruction which totally destroyed 265 businesses, 372 homes, 1,018 automobiles, 3 schools and 5 churches in addition to inflicting major and minor damage to structures not totally destroyed. Estimated damage from the tornado was set at twenty million dollars.

The first school in Charles City was begun in 1855 in a small house. Today, the Charles City school system has four elementary schools, including a large addition to one elementary school and one completely new school, both constructed to replace schools destroyed by the tornado, one junior high school and one senior high school. A parochial grade school provides additional elementary school instruction. The system is fully accredited and offers a full range of curricular and extra-curricular activities.

The only municipal utility in Charles City is the water plant and sewage treatment facility. Electricity and natural gas are supplied to residents of Charles City by the Iowa Public Service Co. through a franchise granted them by the city.

Police protection in Charles City is provided by fourteen full time officers. Police patrol the city twenty four hours a day in three radio equipped squad cars. Equipment includes complete radio equipment for contacting the highway patrol, radar equipment, walkie-talkies and a teletype hookup with the National Crime Information Center.

The first fire protection in Charles City was a fire company organized in 1881. At the present time, ten full time and fourteen volunteer firemen provide round the clock fire protection in Charles City. Equipment includes one tank truck, two pump trucks, and a ladder truck. A rural tanker and pumper are also housed at the city fire station.

Medical facilities for Charles City residents are provided by the Floyd County Veterans Memorial Hospital. Approximately thirty private practitioners are available for non-hospital medical and dental services. In addition, two nursing homes provide extended care for the sick and elderly.

Charles City's largest industry is the White Farm Equipment Company, manufacturers of farm equipment. This firm, formerly the Oliver Corporation, is the descendant of the Hart-Parr Company, originators, in 1901, of the first gasoline powered farm tractors. Other industries in Charles City produce such items as livestock and poultry medicine, small farm equipment, fertilizer, seed corn, nursery stock and ready mix concrete.

Charles City has one newspaper, the Charles City Press, which is published five days a week. A radio station, KCHA, broadcasting with 500 watts of power on 1580 kHz, provides additional information and entertainment to residents of Charles City.

Railroad freight service is provided to Charles City by three railroads. The Iowa Terminal Railroad provides local area freight service via an electrically powered train system. The Chicago, Milwaukee, St. Paul and Pacific Railroad, and the Illinois Central Railroad provide nationwide freight service.

Charles City is served by U.S. Highway 18 to the east and west, U.S. Highway 218 to the north and south and Iowa Highway 14 to the west and south. Six trucking companies provide over the road freight service over these highway facilities. Daily bus service is also available to and from Charles City.

Population Trends

Charles City Population

Table 2-1

Census Year	Charles City Population	Volume Increase or Decrease	Percent Change 10 Year Period
1880	2,421	--	--
1890	2,802	381	15.74
1900	4,227	1,425	50.86
1910	5,892	1,665	39.39
1920	7,350	1,458	24.75
1930	8,039	689	9.37
1940	8,681	642	7.99
1950	10,309	1,628	18.75
1960	9,964	-345	-3.35
1970	9,268	-696	-6.99

Floyd County Population

Table 2-2

Census Year	Floyd Co. Population	Volume Increase or Decrease	Percent Change 10 Year Period
1860	3,744	--	--
1870	10,768	7,024	187.61
1880	14,677	3,909	36.30
1890	15,424	747	5.09
1900	17,754	2,330	15.11
1910	17,119	-635	-3.58
1920	18,860	1,741	10.17
1930	19,524	664	3.52
1940	20,169	645	3.30
1950	21,505	1,336	6.21
1960	21,102	-403	-1.87
1970	19,860	-1,242	-5.89

Figure 2-1

Population Trends

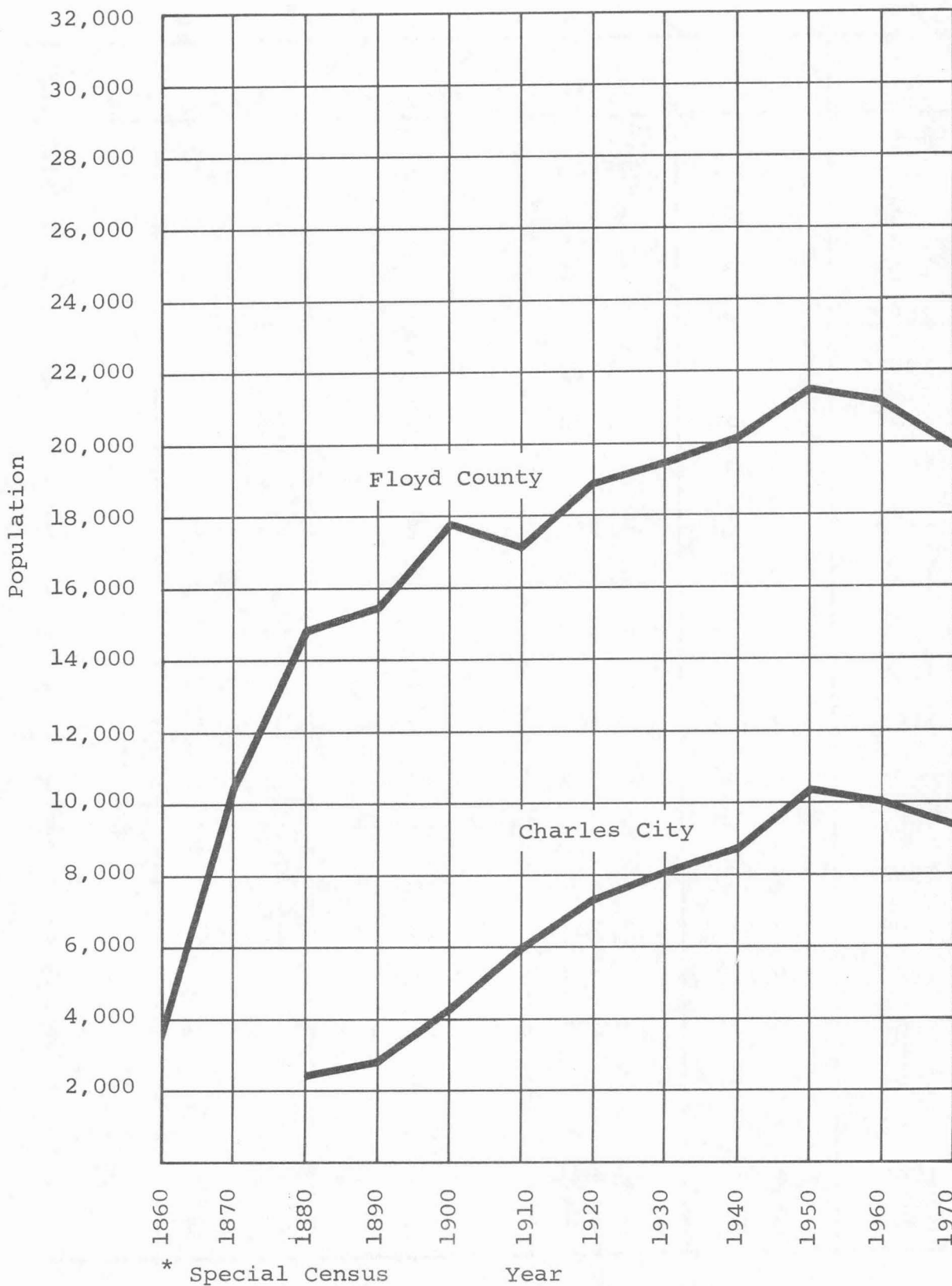
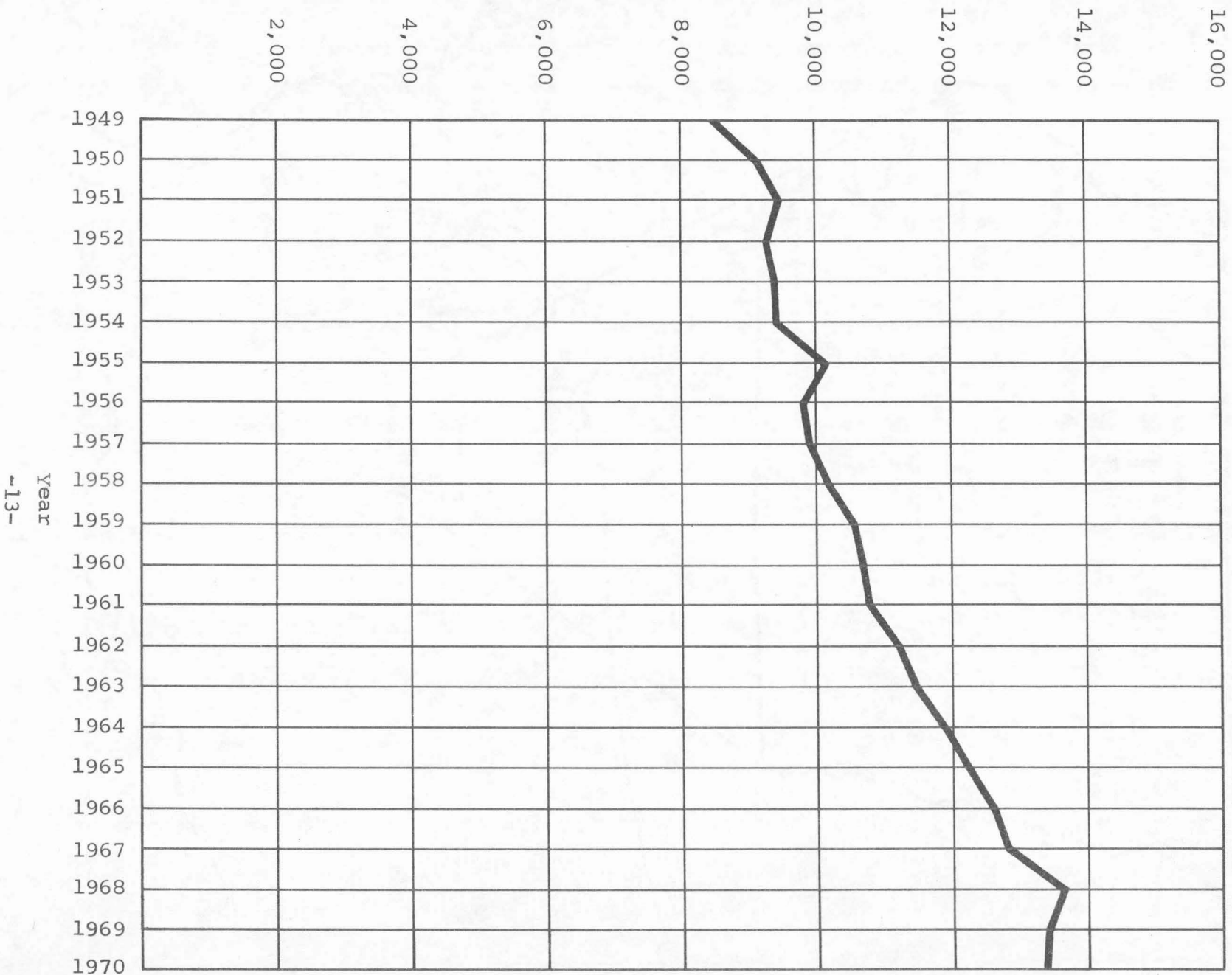


Table 2-3
 Motor Vehicle Registration in Floyd County
 1949 - 1970

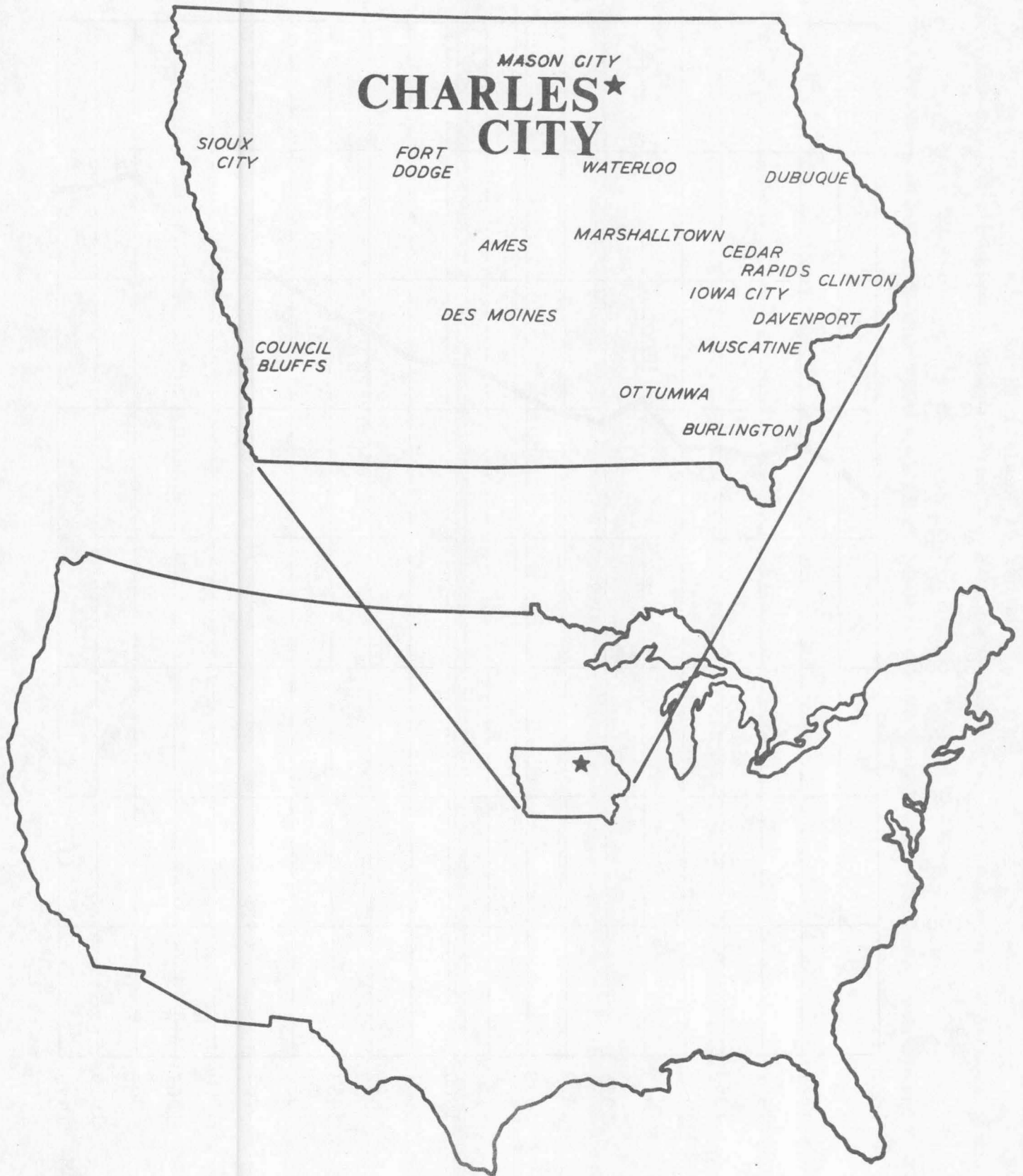
Year	Autos	Trucks	Motorcycles	Total	Percent Change
1949	6,872	1,426	142	8,440	--
1950	7,412	1,538	129	9,079	7.57
1951	7,633	1,659	114	9,406	3.60
1952	7,386	1,707	114	9,207	-2.12
1953	7,503	1,782	93	9,378	1.86
1954	7,456	1,833	90	9,379	.01
1955	8,034	1,880	94	10,008	6.71
1956	7,818	1,876	94	9,788	-2.20
1957	7,817	1,950	104	9,871	.84
1958	8,062	1,986	114	10,162	2.95
1959	8,374	2,032	119	10,525	3.57
1960	8,522	1,996	132	10,650	1.19
1961	8,539	2,064	140	10,743	.87
1962	8,908	2,077	152	11,137	3.67
1963	9,104	2,138	182	11,424	2.58
1964	9,470	2,184	188	11,842	3.66
1965	9,638	2,315	228	12,181	2.86
1966	9,831	2,430	286	12,547	3.00
1967	9,842	2,550	341	12,733	1.48
1968	10,541	2,696	354	13,591	6.74
1969	10,082	2,808	422	13,312	-2.05
1970	9,907	2,939	510	13,356	.33

Number of Registrations



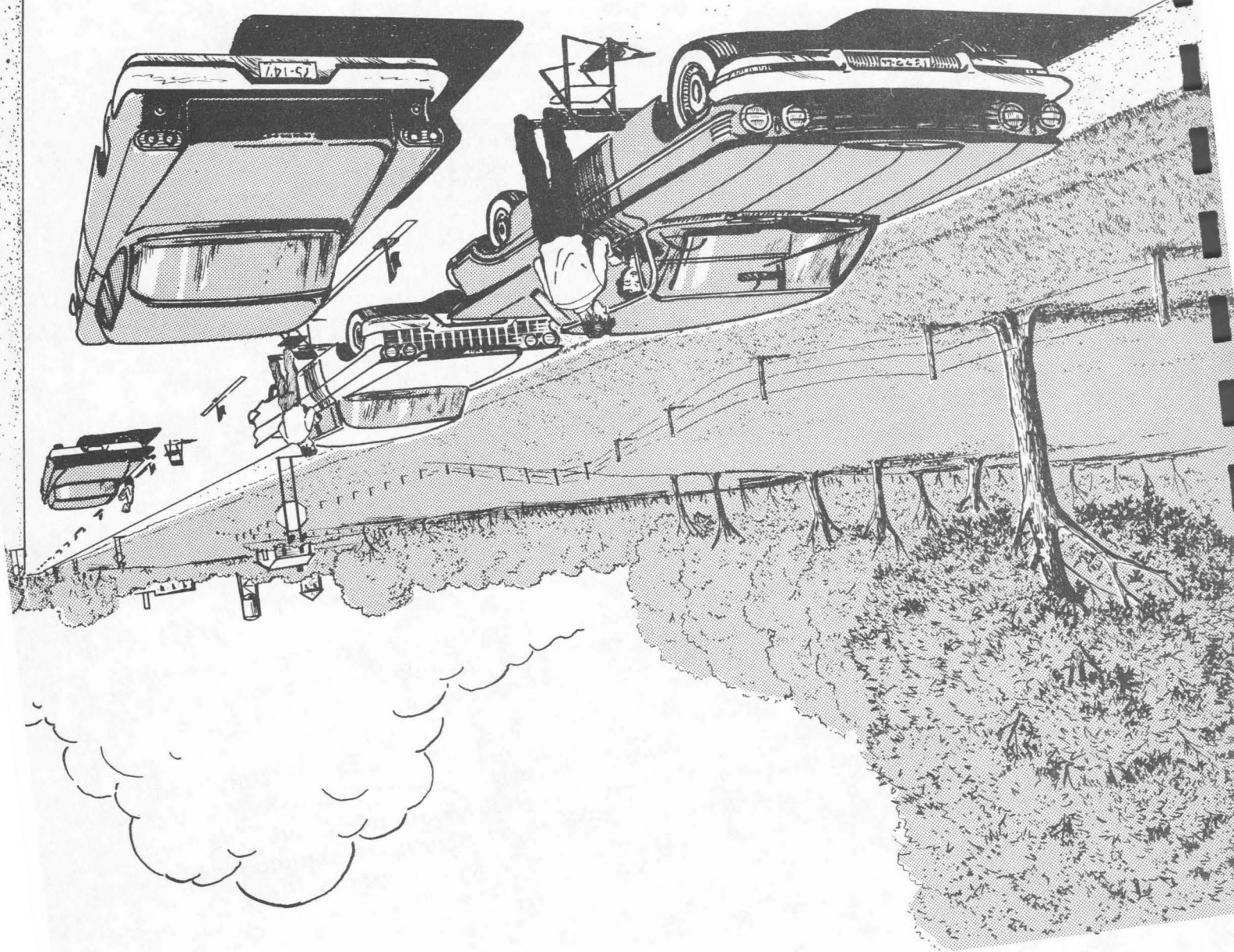
Motor Vehicle Registration in Floyd County
1949 - 1970
Figure 2-2

FIGURE 2-3
STUDY AREA POSITION



Procedures

Survey



THE SURVEY

An external origin and destination traffic survey, of the type conducted in Charles City, is designed to determine the number and type of vehicles entering or leaving the study area in a given period of time and their origins, destinations and purposes of travel.

Travel, as an expression of behavior, tends to be repetitive. This repetition enables statisticians and highway planners to expand and project current data to predict future needs.

Information upon which to base an analysis is gathered by interviewing vehicle drivers at strategically located interview stations. A cordon line composed of interview stations and code stations was located around the perimeter of the study area. Interview stations were located on all major roads entering the study area. All other roads were assigned station code numbers to facilitate organization of interview data for trips which passed through only one interview station. The study area was divided into eleven tracts and all trips which had either origin or destination within the study area were traced to one of these tracts.

Interviewing for the Charles City survey was done between August 17 and 21, 1970. All vehicles passing through interview stations during a 15-hour period from 6 a.m. to 9 p.m. were stopped briefly for interviews. Information was recorded on the following items:

1. Origin of the trip
2. Destination of the trip
3. Purpose of the trip
4. Location where vehicle was normally parked or garaged
5. Place of registration
6. Direction of travel
7. Number of occupants

Mechanical traffic recorders placed at each interview station were operated continuously for five weekdays including the day on which interviewing was done. Manual vehicle classification counts were also taken. Data from both types of counts was used to expand the interview data to 24-hour average August weekday traffic.

At the conclusion of field work, trip data was coded and punched on tabulation cards. The cards were then computer sorted and tabulated 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 placed into two main categories, "external local trips" and "external through trips." External local trips have only one terminal (either origin or destination) within the study area and pass through only one interview station enroute to their destination. External through trips have neither origin nor destination within the study area, but pass through it enroute to their destination. These trips must cross the cordon line at least twice.

Traffic flow charts indicating trip termini by tract of origin/destination are included in this report along with desire line charts showing desired routes of travel in straight lines between interview stations and internal tracts.

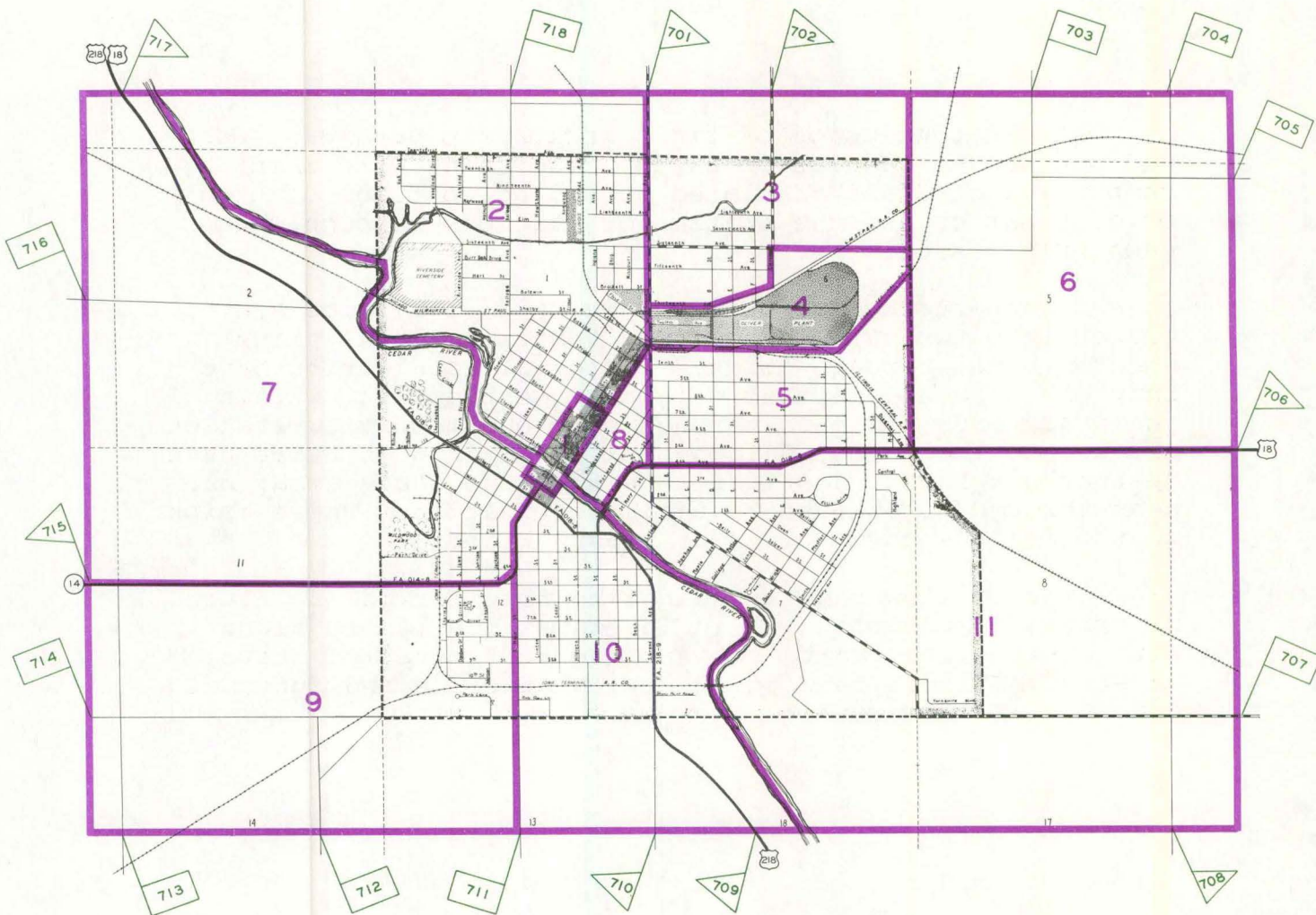



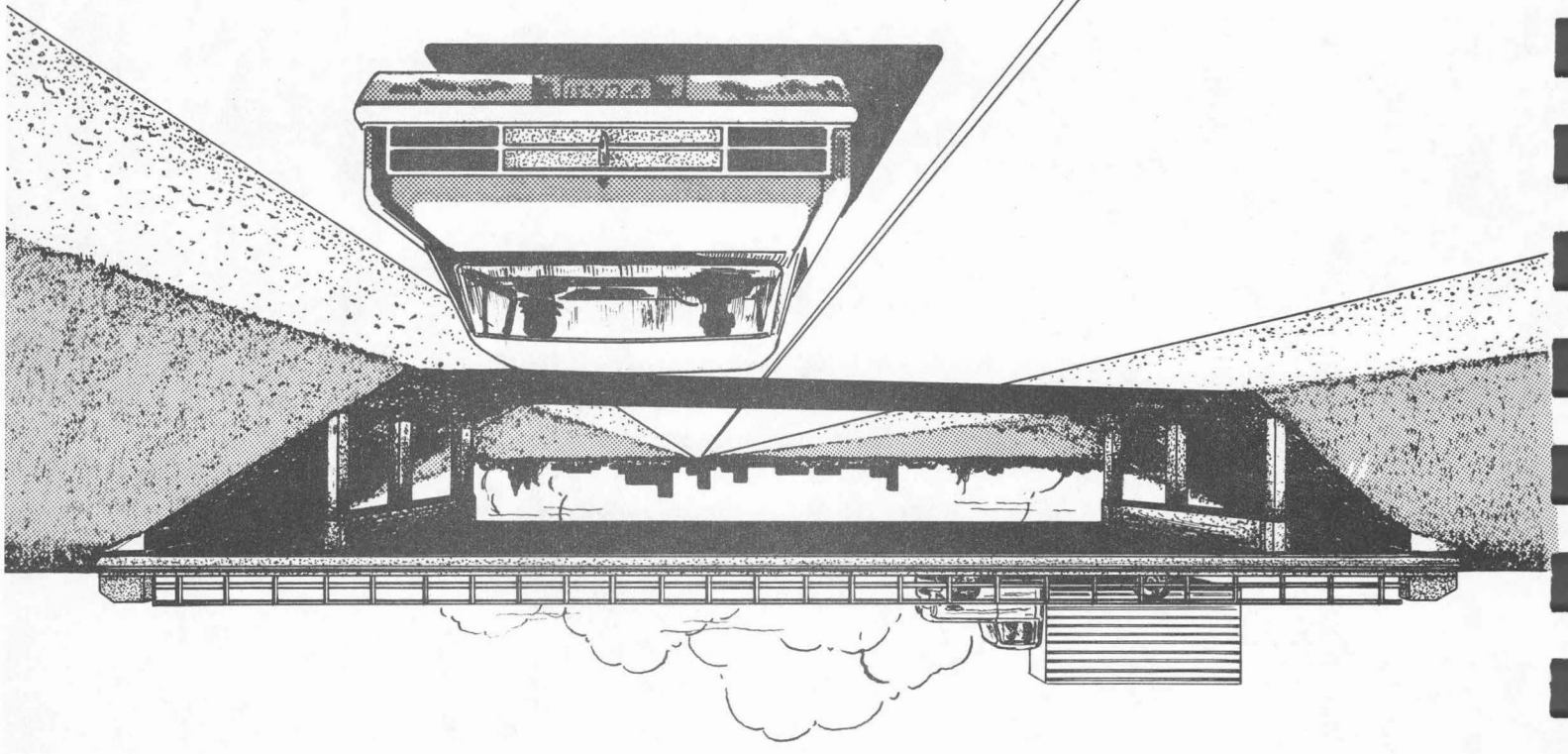


FIGURE 3-1
 TRACT MAP OF THE
 CHARLES CITY STUDY AREA

AUGUST 1970

LEGEND
 TRACT NUMBER 2
 TRACT BOUNDARY LINE 
 CODE STATION LOCATION 
 INTERVIEW STATION LOCATION 

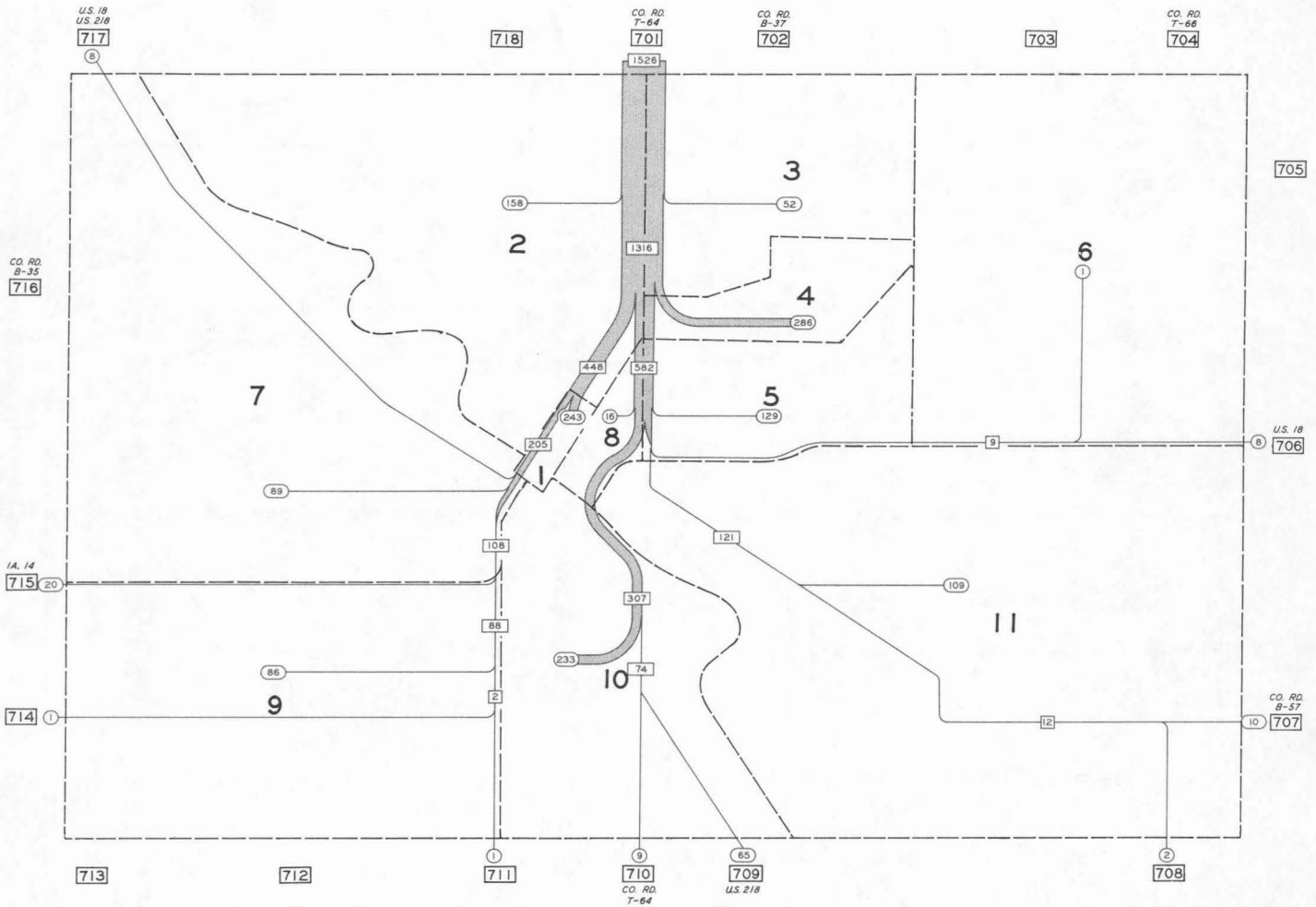


Movements

Traffic

TRAFFIC FLOW CHARTS

The following traffic flow charts illustrate the internal dispersion of trips between points of origin and/or destination through the stations indicated. These charts are not intended to show exact routes, but rather to show trip volume by tract of origin or destination and the number of trips passing through each external interview station. Trip origins and destinations are not differentiated and the tract or station totals shown include both origins and destinations.



LEGEND
 TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -

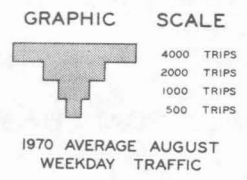
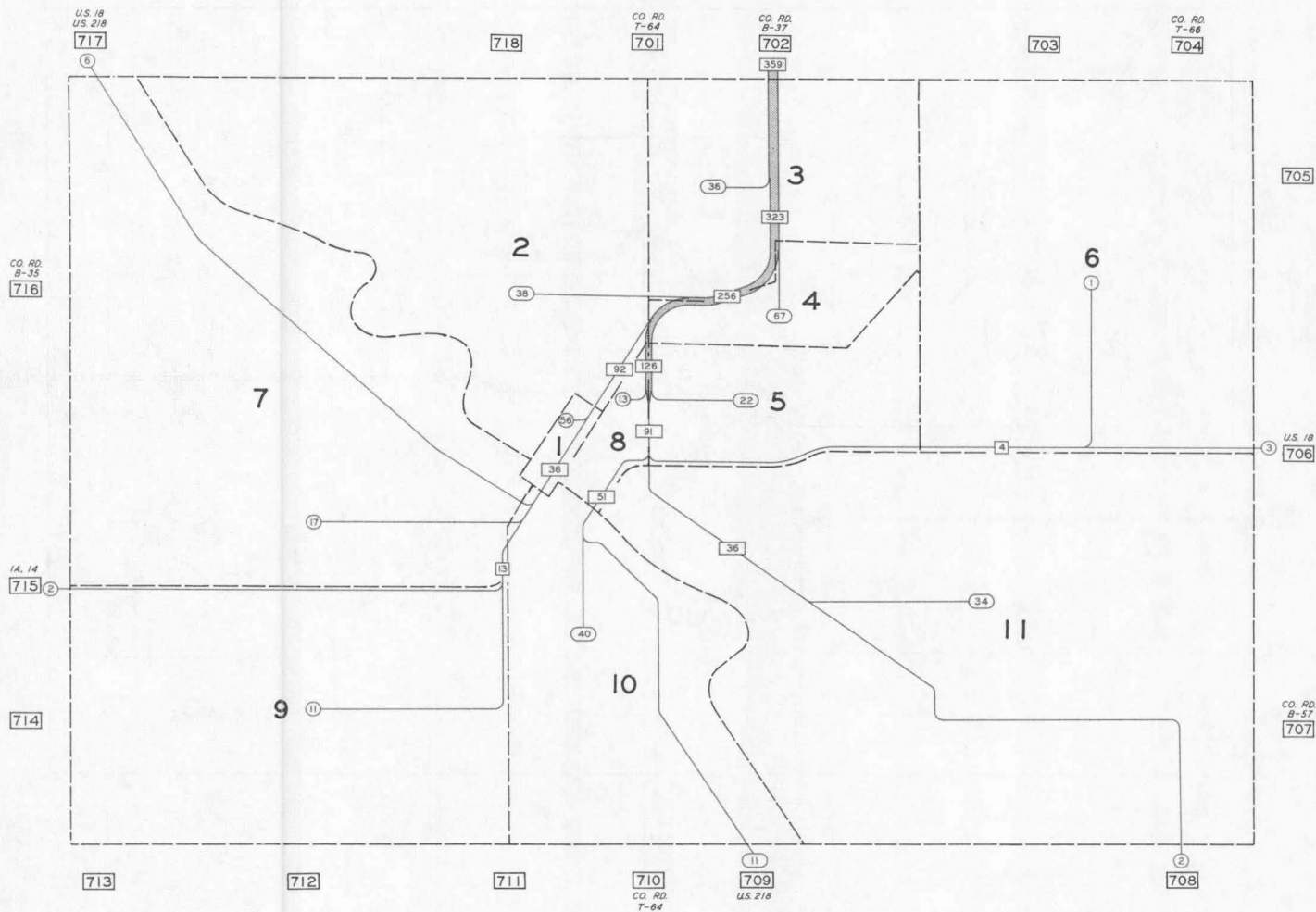


FIGURE 4-1
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 701, COUNTY ROAD T-64 NORTH
 OF THE
 CHARLES CITY STUDY AREA



LEGEND
 TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -

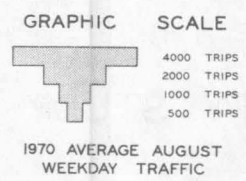
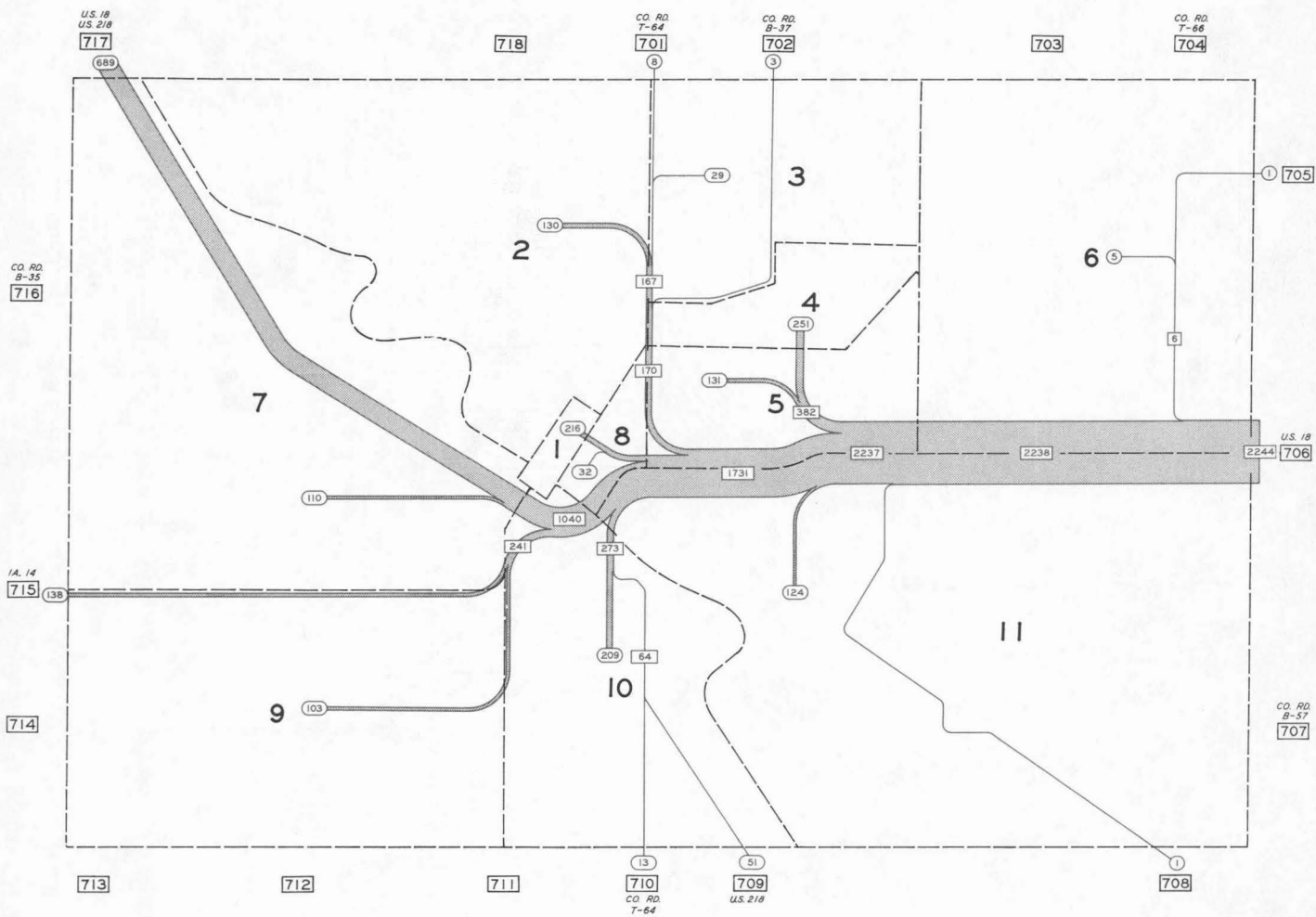


FIGURE 4-2
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 702, COUNTY ROAD B-37 NORTH
 OF THE
 CHARLES CITY STUDY AREA



LEGEND
 TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -

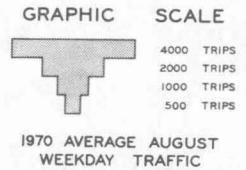
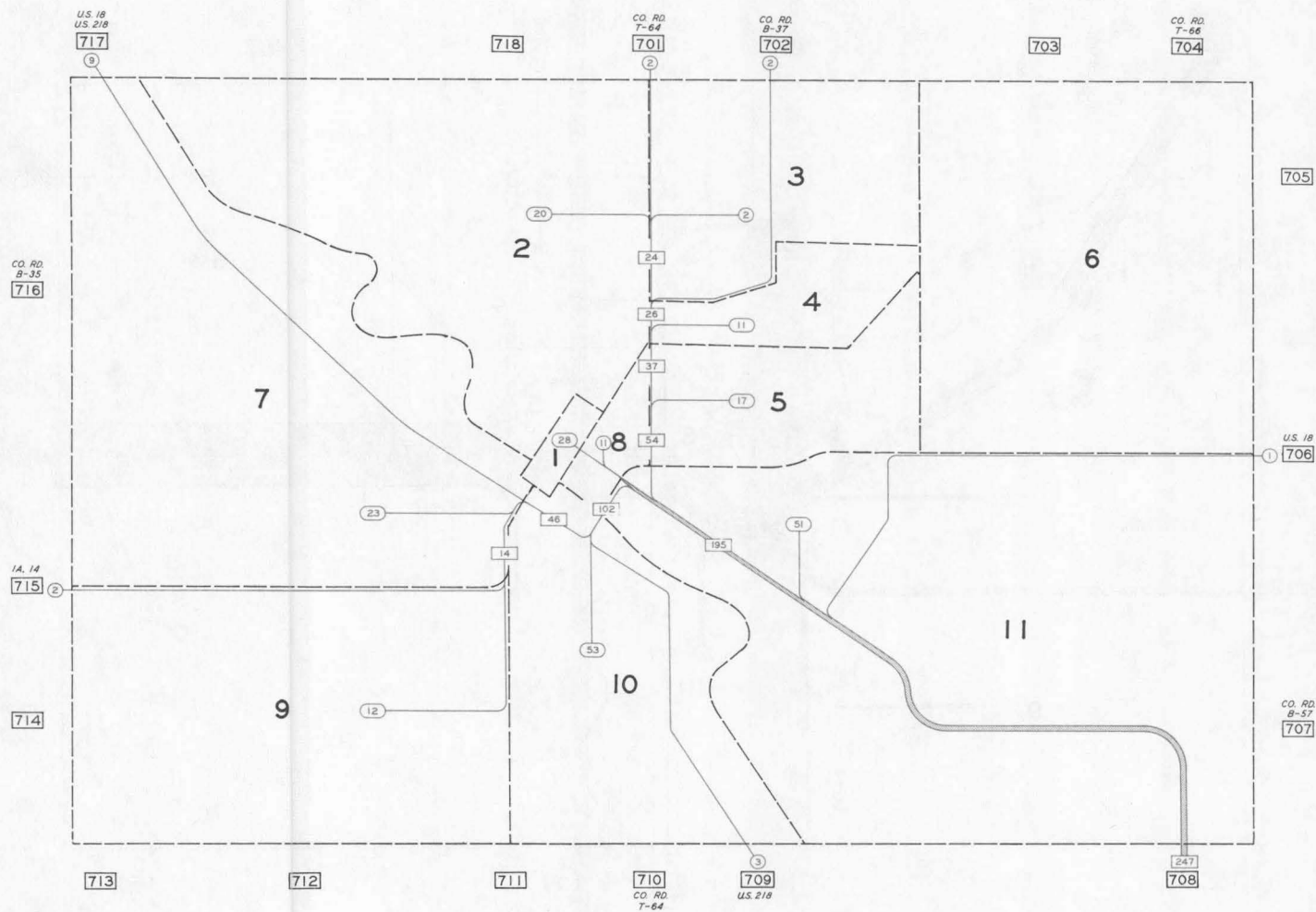


FIGURE 4-3
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 706, U.S. 18 EAST
 OF THE
 CHARLES CITY STUDY AREA



LEGEND
 TRACT BOUNDARY LINE ———
 CORPORATION LINE - - - - -


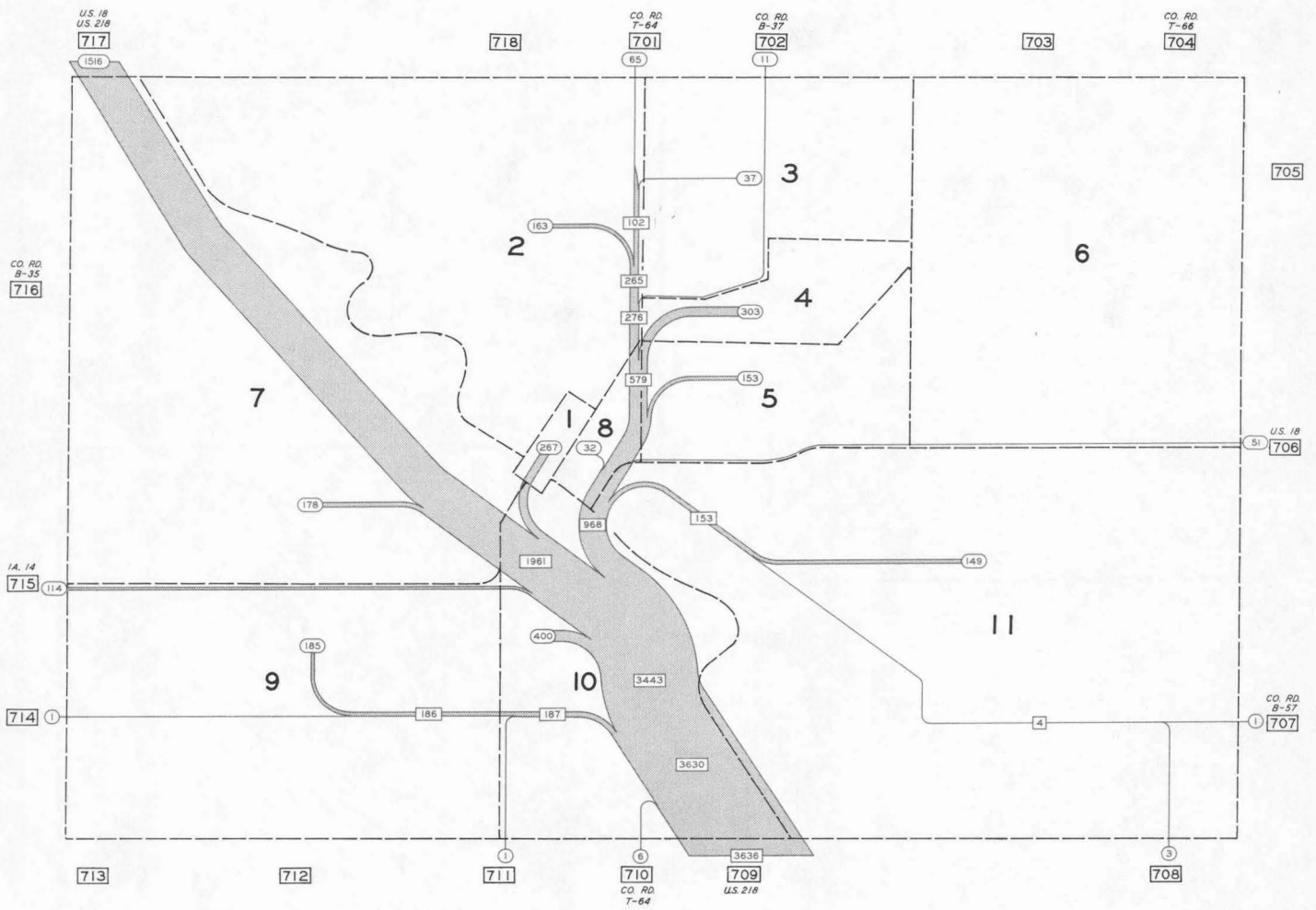
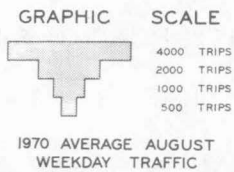
GRAPHIC SCALE

 4000 TRIPS
 2000 TRIPS
 1000 TRIPS
 500 TRIPS
 1970 AVERAGE AUGUST
 WEEKDAY TRAFFIC

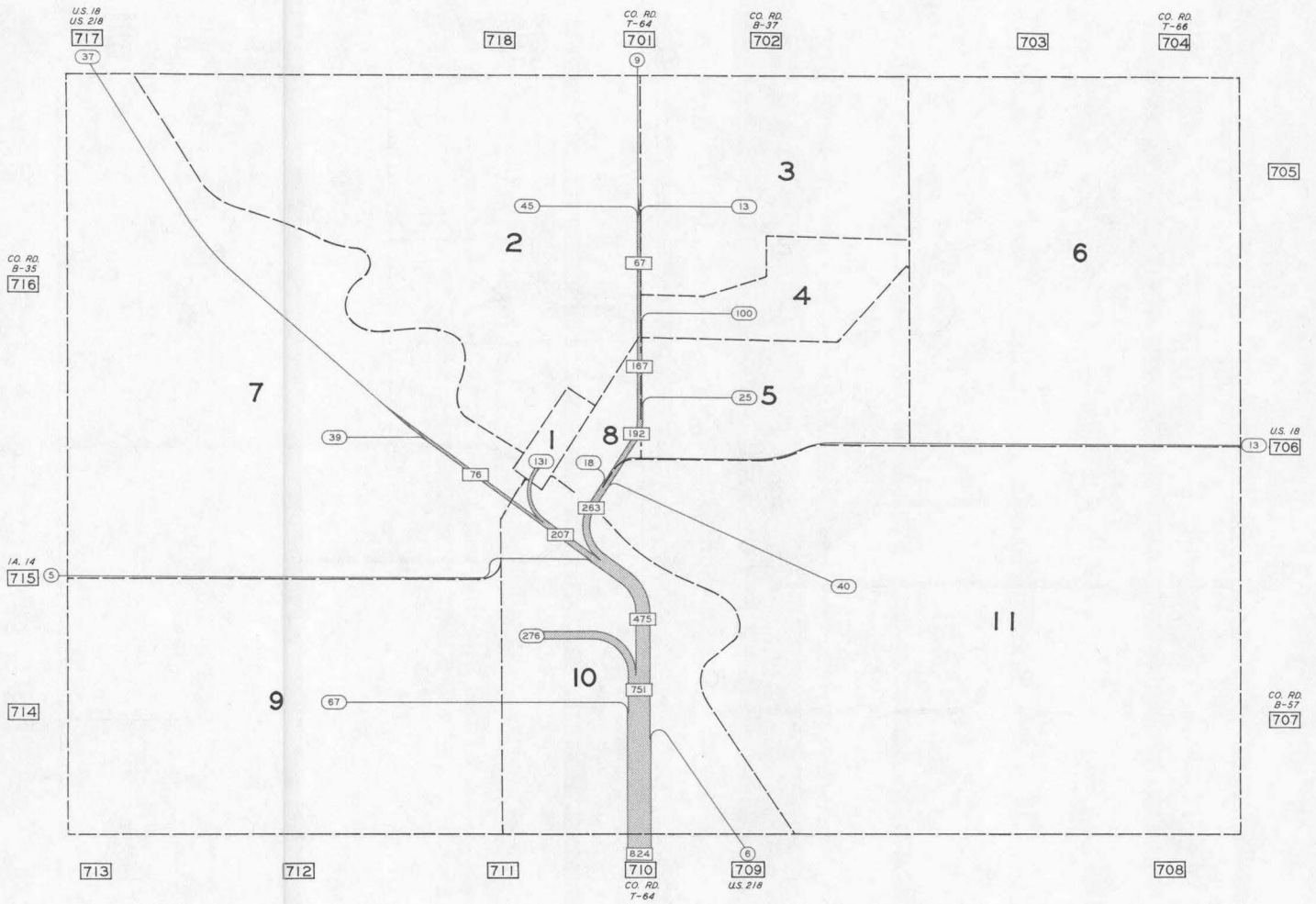
FIGURE 4-4
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 708, LOCAL ROAD SOUTH
 OF THE
 CHARLES CITY STUDY AREA



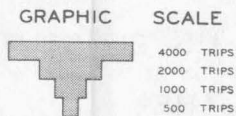
LEGEND
 TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -




N
 FIGURE 4-5
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 709, U.S. 218 SOUTH
 OF THE
 CHARLES CITY STUDY AREA



LEGEND
 TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -



1970 AVERAGE AUGUST
 WEEKDAY TRAFFIC

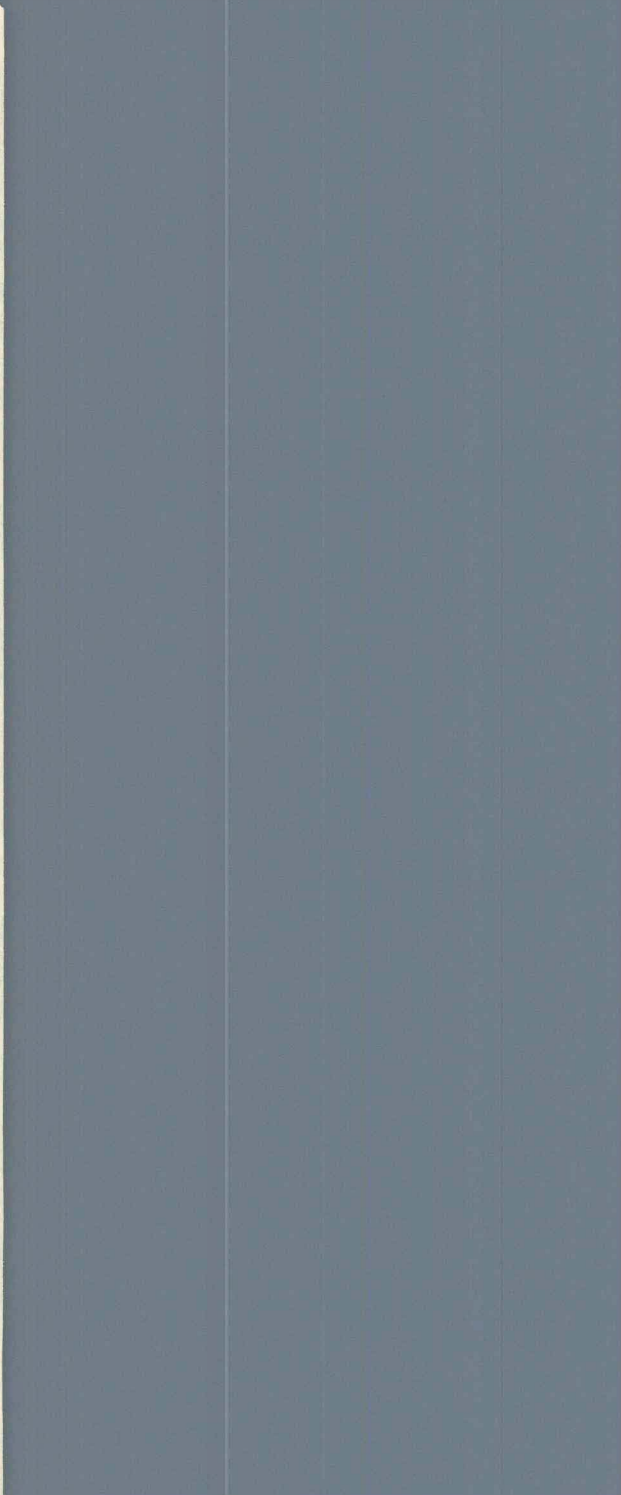
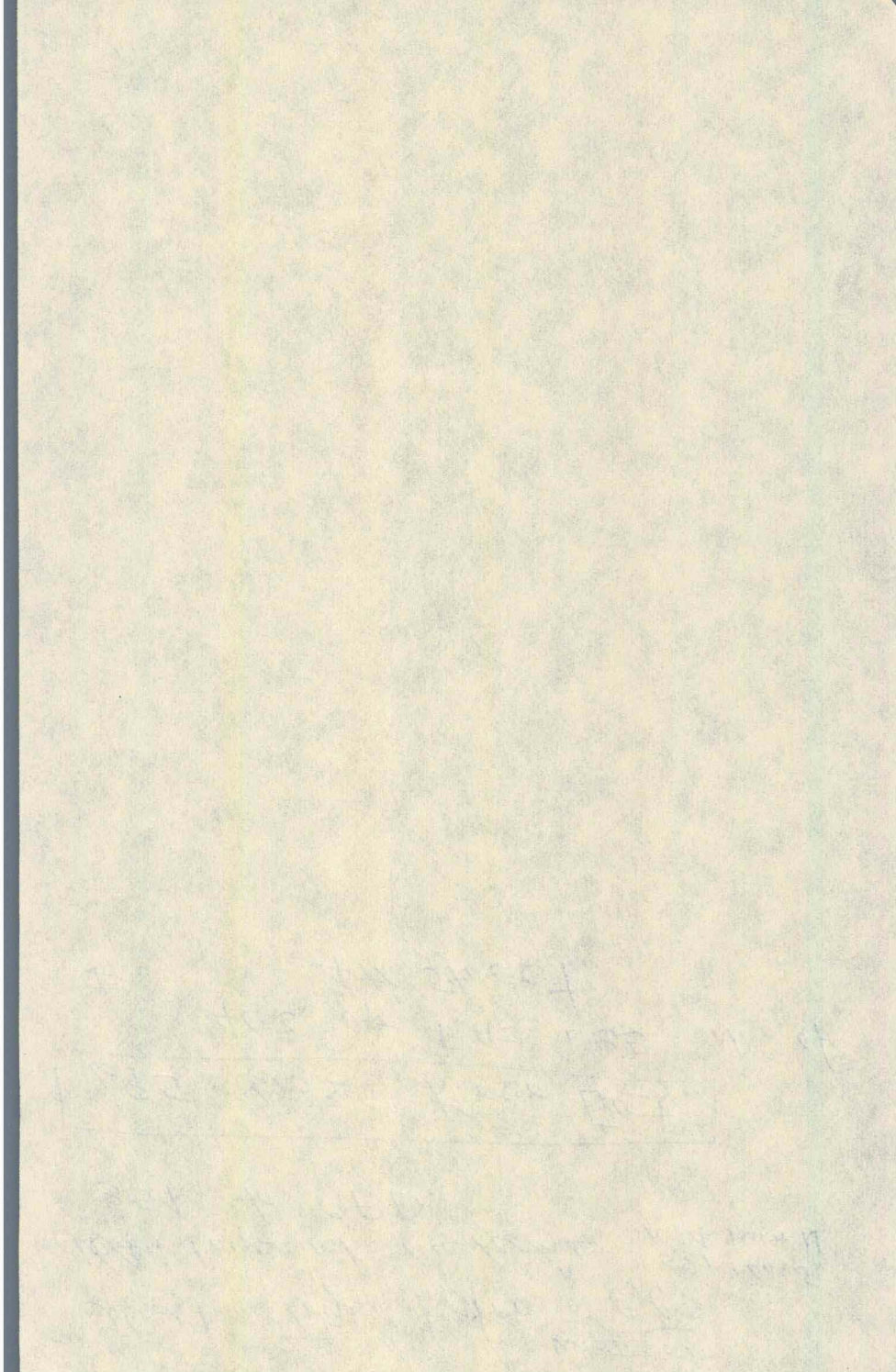

FIGURE 4-6
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 710, COUNTY ROAD T-64 SOUTH
 OF THE
 CHARLES CITY STUDY AREA

WEST OF
8021 Trips Enter Q.C.

1684 trips of the home. 859 turns N.
354 to CBD. 1084 turn N.

695 Gross River East

403 up FAS 135 N. of
4th Street



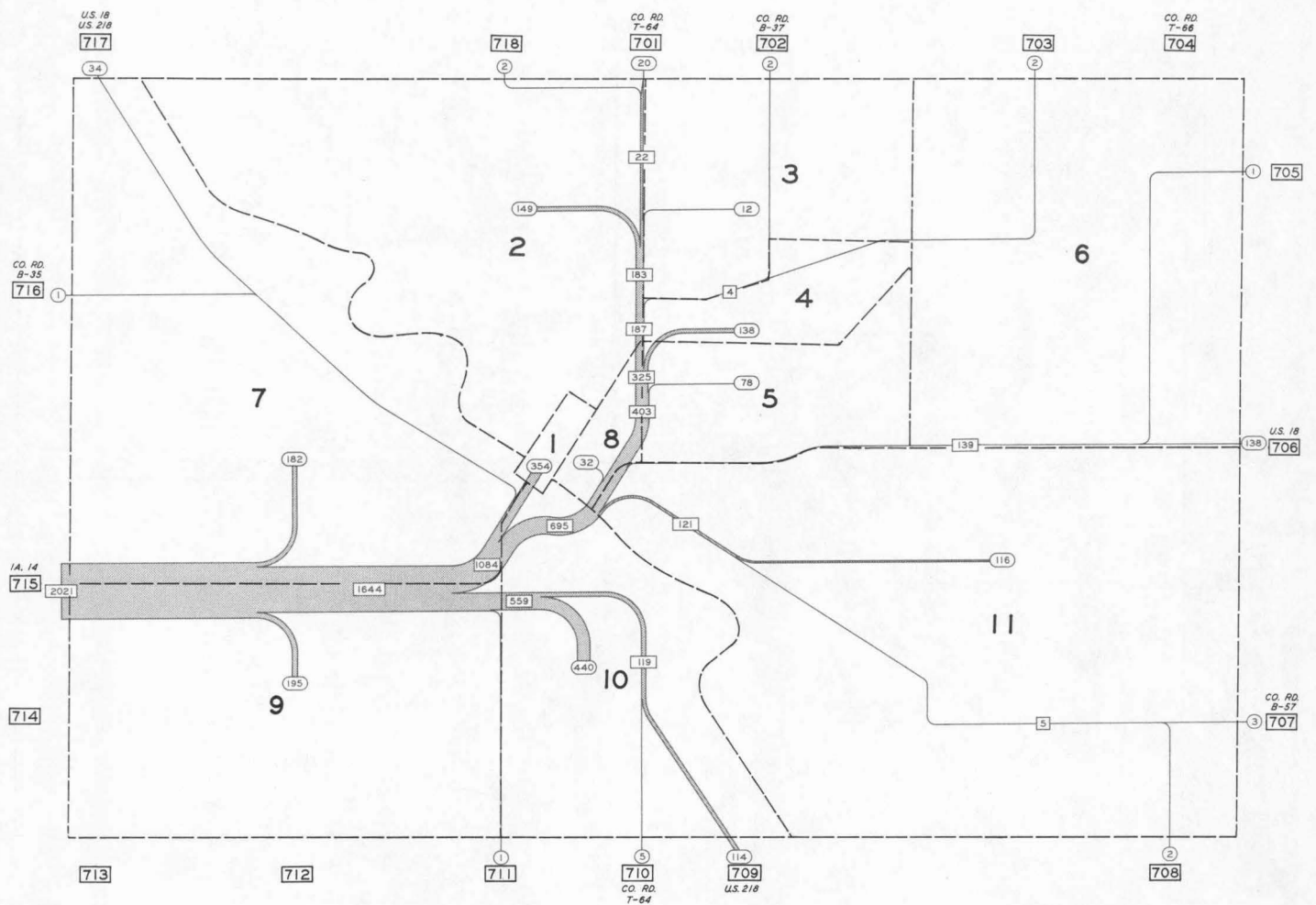
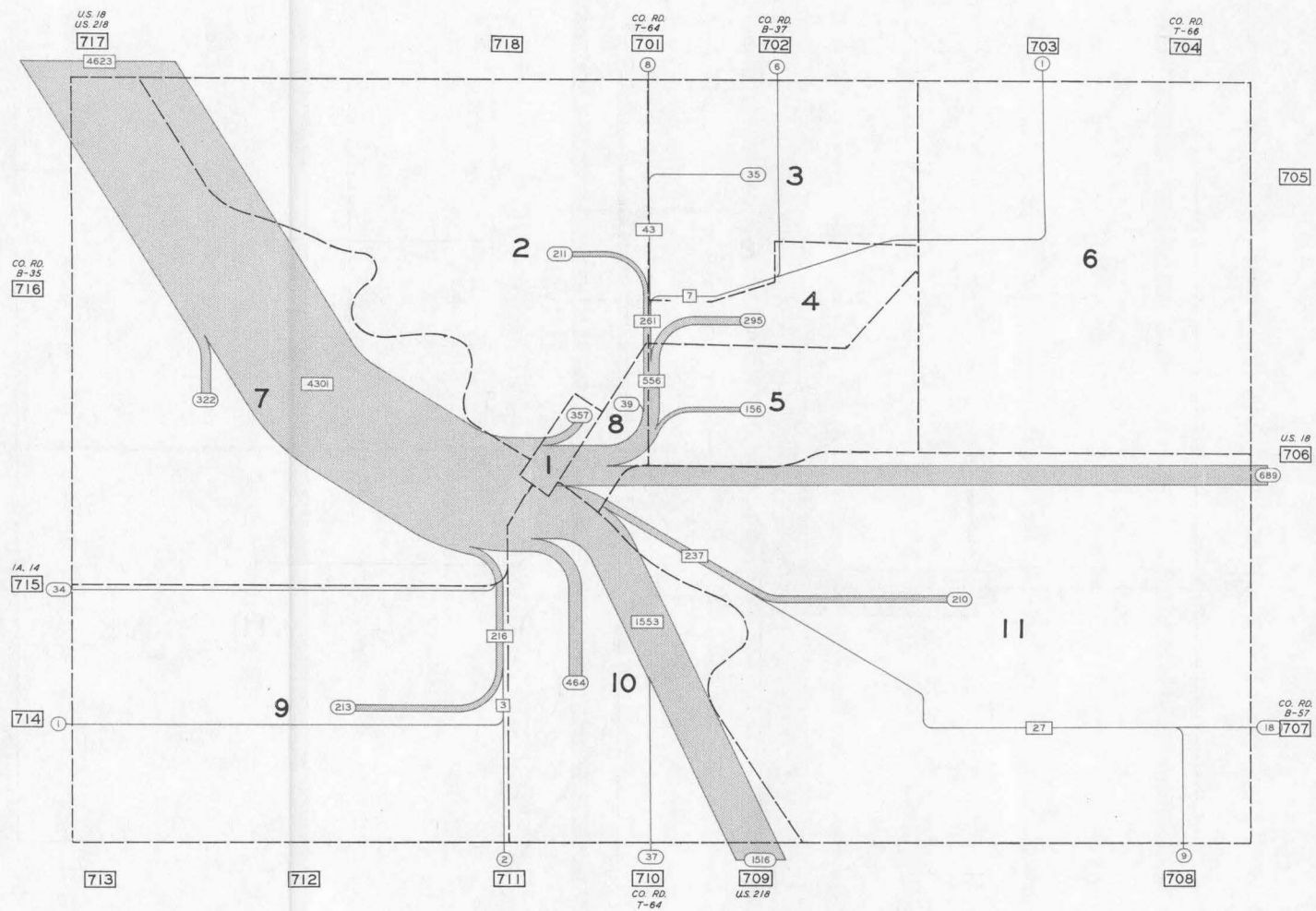


FIGURE 4-7
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 715, IOWA 14 WEST
 OF THE
 CHARLES CITY STUDY AREA



LEGEND
 TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -

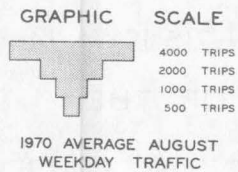


FIGURE 4-8
INTERNAL DISPERSION OF
ALL VEHICULAR TRIPS PASSING THROUGH
STATION 717, U.S. 18 & U.S. 218 NORTH
OF THE
CHARLES CITY STUDY AREA

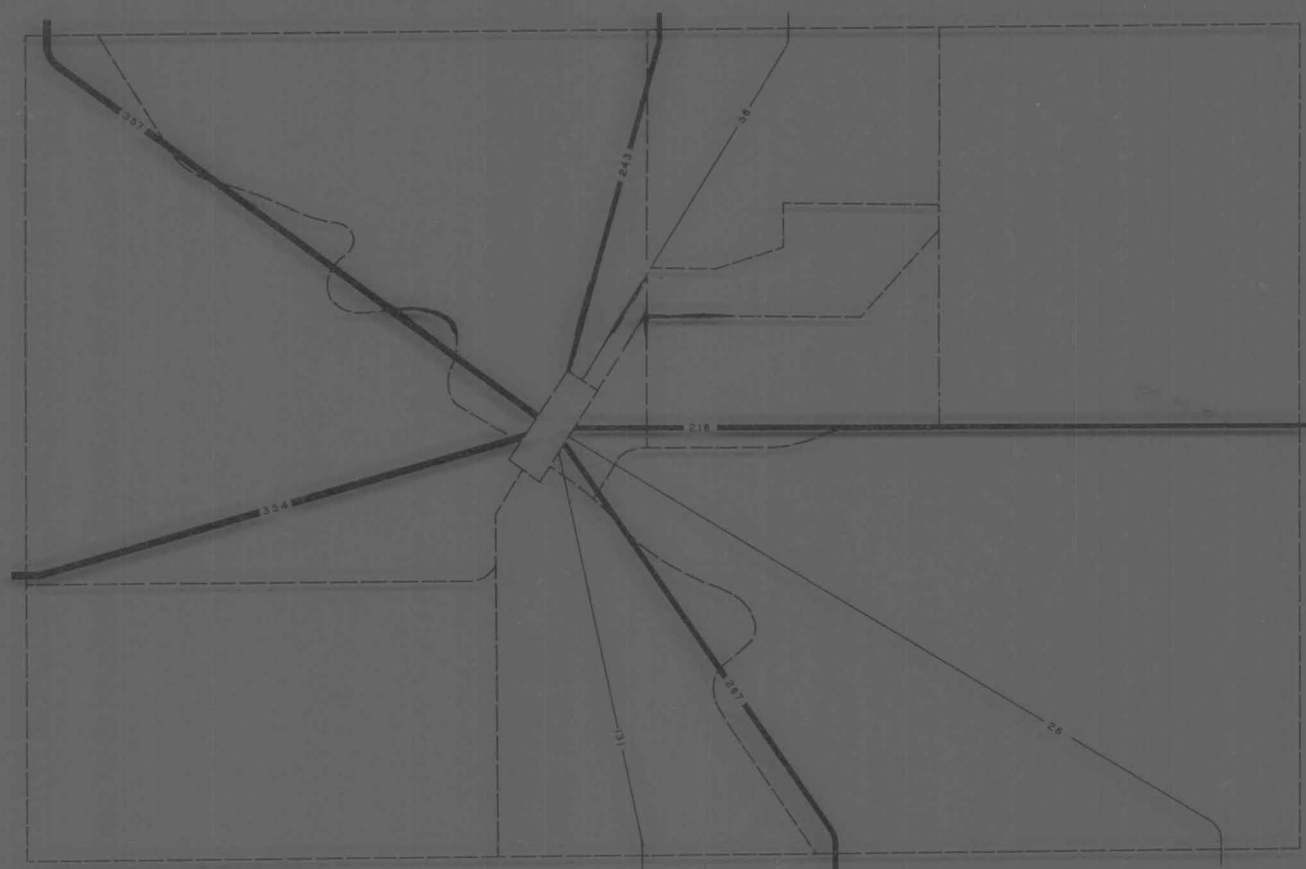
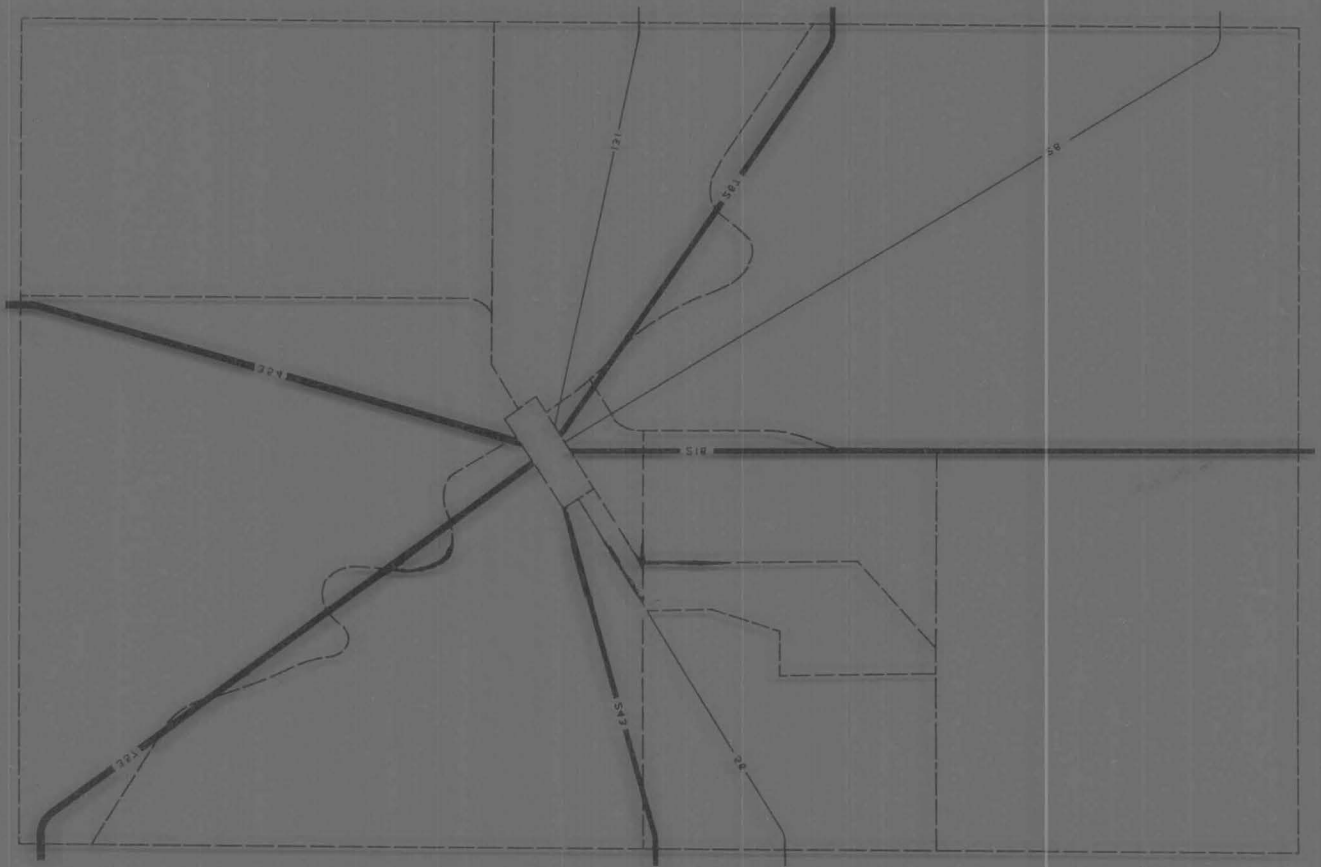


FIGURE 4-9

THE CENTRAL BUSINESS DISTRICT

THE CENTRAL BUSINESS DISTRICT

FIGURE 4-8



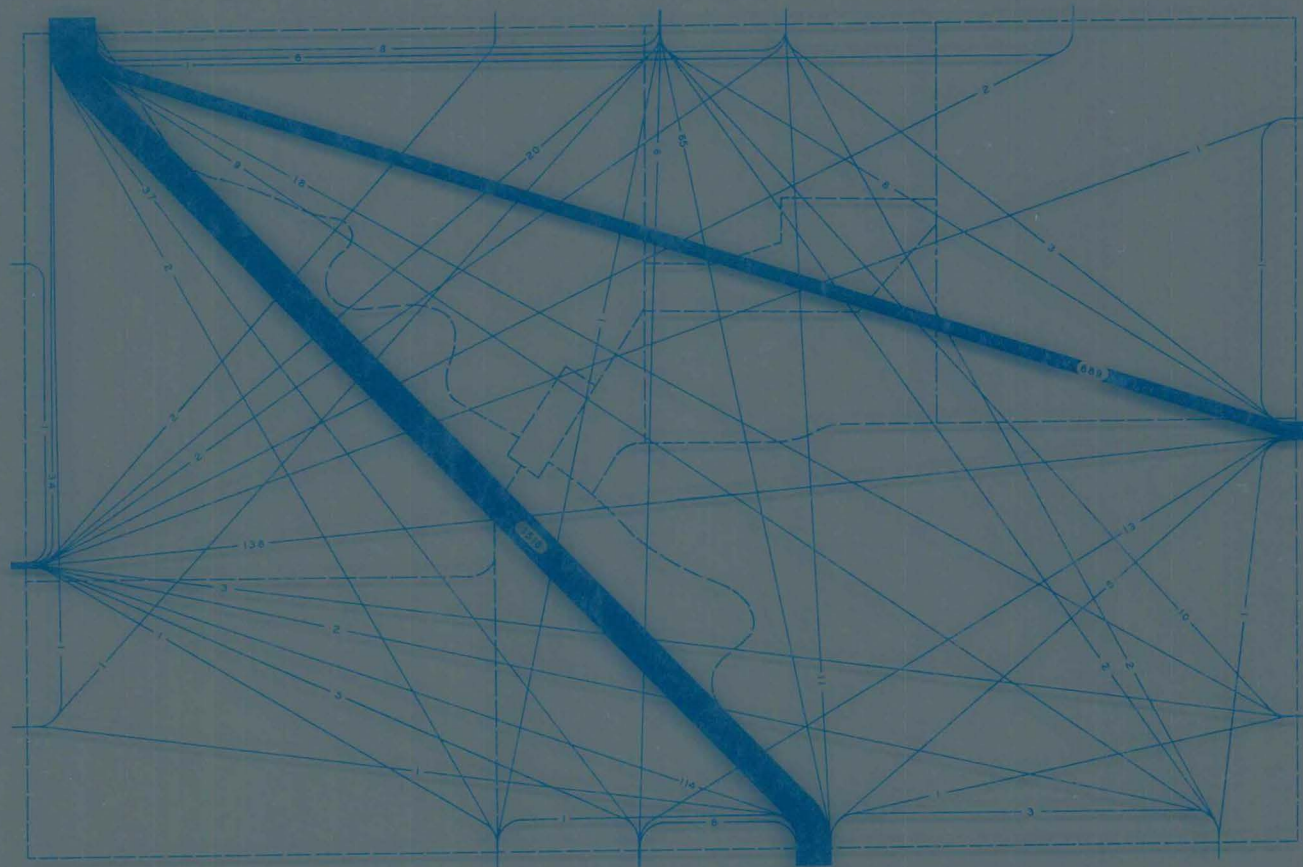
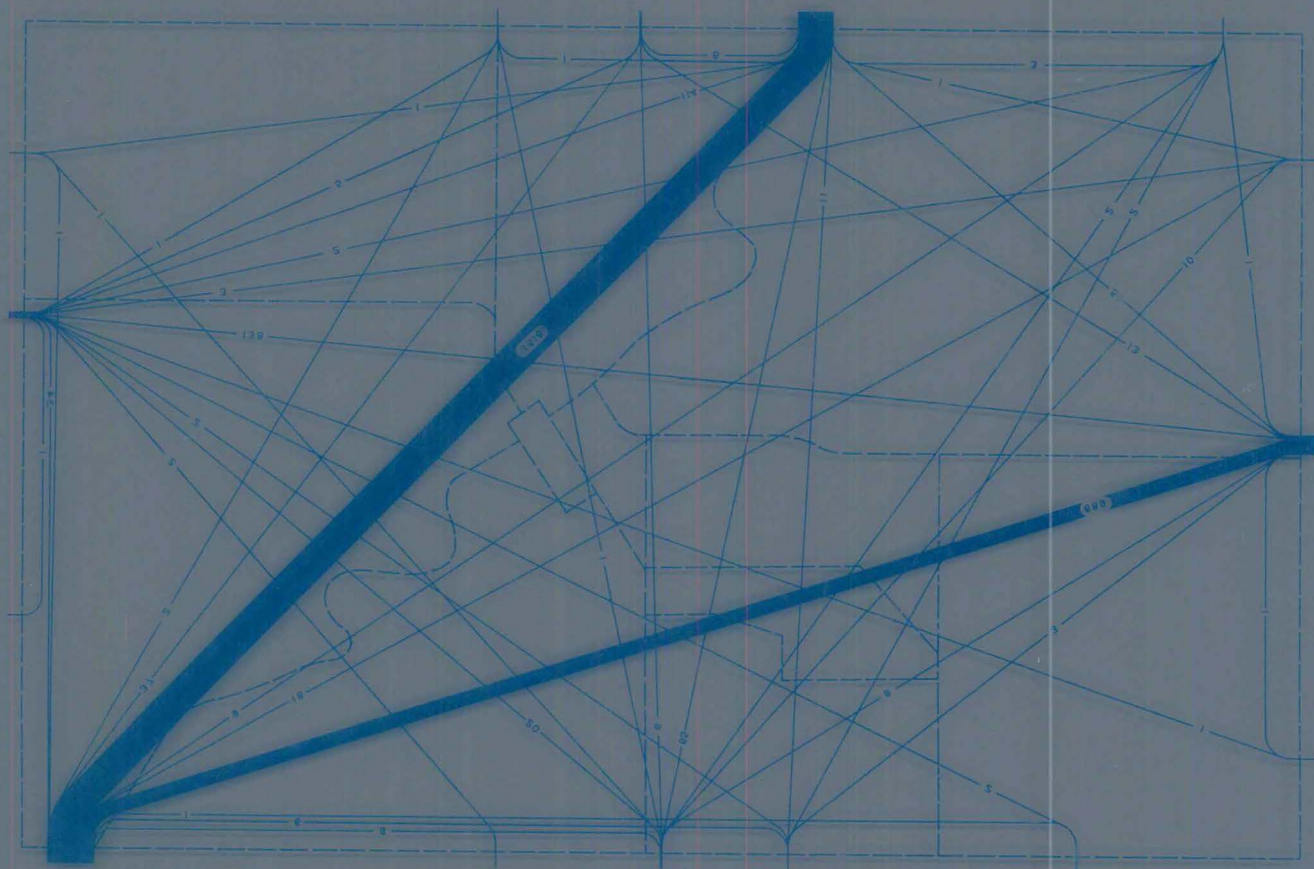


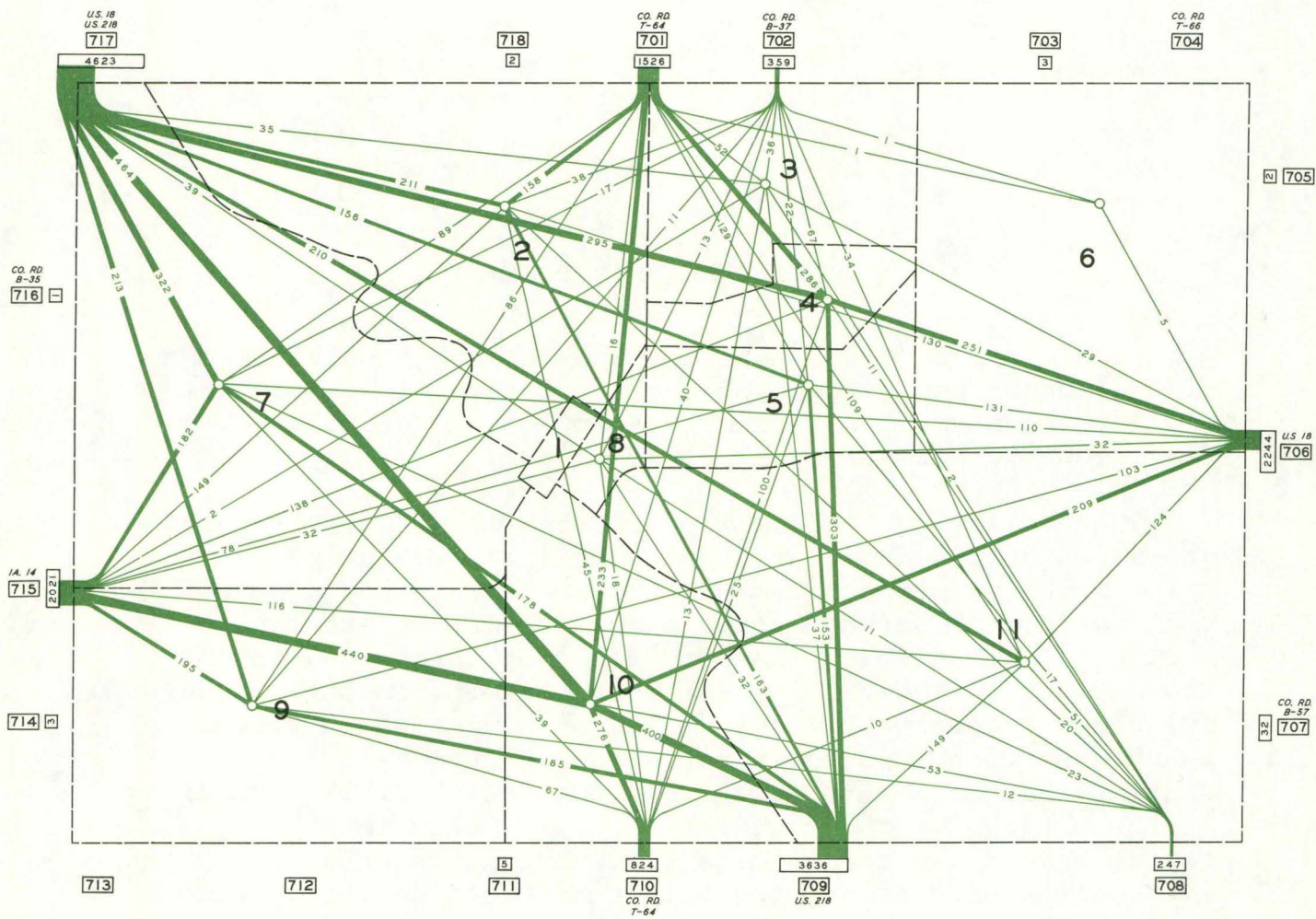
FIGURE 4-10

OTHER EXTERNAL STATIONS

OTHER EXTERNAL STATIONS

FIGURE 4-10





GRAPHIC SCALE



1970 AVERAGE AUGUST
WEEKDAY TRAFFIC

LEGEND

TRACT BOUNDARY LINE - - - - -
CORPORATION LINE ————



FIGURE 4-11
DESIRE LINES OF TRAVEL OF TRIPS
TO OR FROM
EXTERNAL ENTRANCES OF THE
CHARLES CITY STUDY AREA
AND
INTERNAL TRACTS

EXTERNAL TRIP TERMINI

Table 4-1 on the adjoining page shows a tabulation of the number and percent of those trips which had termini in Floyd County, rural areas adjacent to the study area, other counties in Iowa, and other states.

The following traffic flow charts illustrate the data shown in Table 4-1 and point out the Iowa termini of all trips which passed through the Charles City study area at the time of the survey. Figure 4-12 shows the external termini of all trips which originated or terminated beyond Floyd County. Those trips which had termini in other states are shown entering or leaving Iowa on routes which appear to be most direct to the study area. Figure 4-13 is a continuation of Figure 4-12 and shows the external termini of those trips which originated or terminated in Floyd County beyond the cordon line surrounding the study area. All routes shown are approximate and should be interpreted as such.

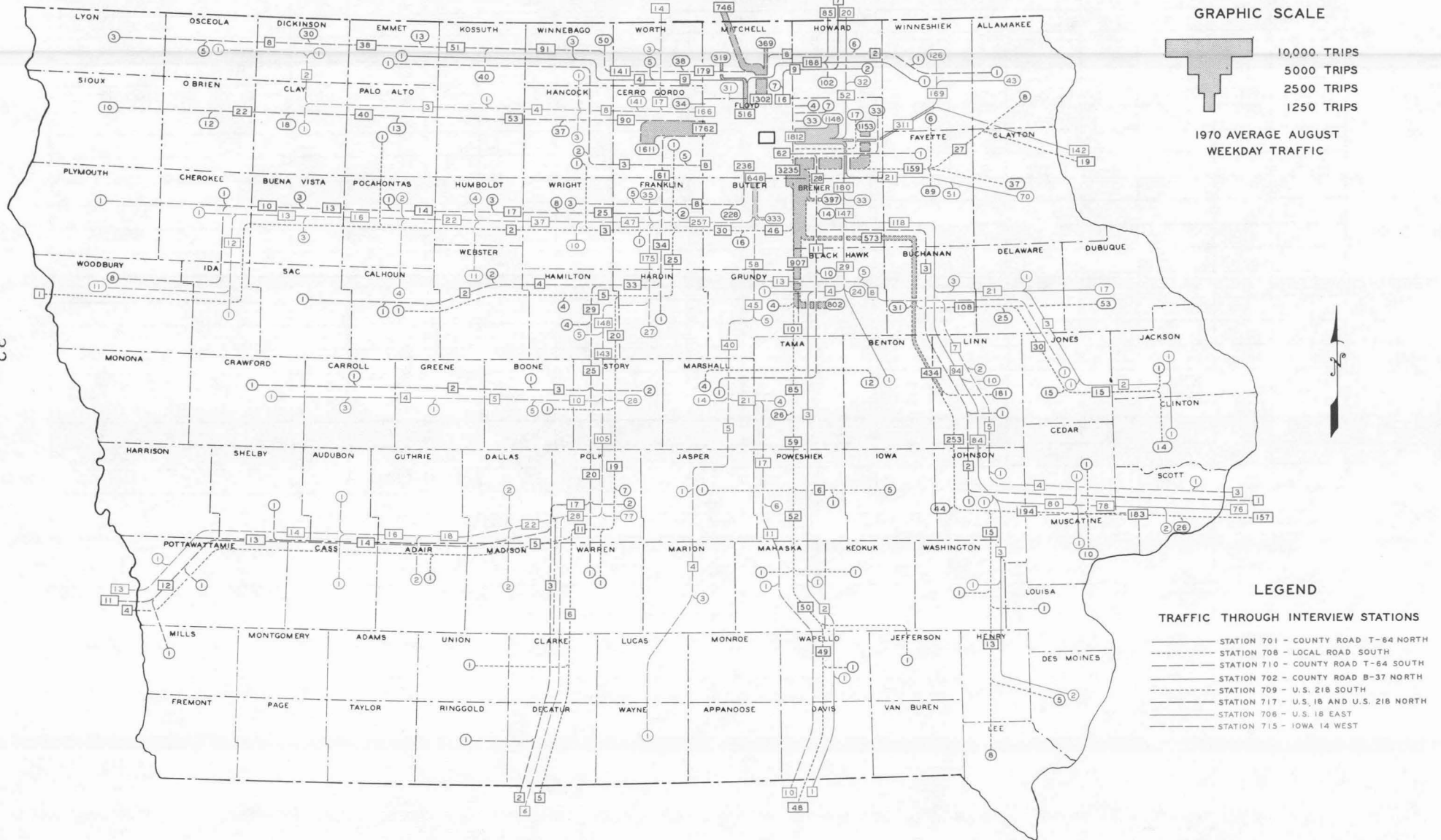
Table 4-1
 Summary of Trips Entering or Leaving
 The Charles City Study Area

1970 Average August Weekday Traffic

Station Location Origin or Destination	Co. Rd. T-64 North		Co. Rd. B-37 North		U.S. 18 East		Local Road South		U.S. 218 South		Co. Rd. T-64 South		Iowa 14 West		US 18-US 218 North	
	Station 701		Station 702		Station 706		Station 708		Station 709		Station 710		Station 715		Station 717	
	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%
Colwell	353	23.13	27	7.52	4	.18									2	.04
Floyd	188	12.32									29	3.52	20	.99	902	19.51
Marble Rock											15	1.82	206	10.19		
Nora Springs	2	.13											9	.45	105	2.27
Rockford													511	25.28	15	.33
Rudd	6	.40											28	1.39	195	4.22
Total to Towns	549	35.98	27	7.52	4	.18	--	--	--	--	44	5.34	774	38.30	1219	26.37
Rural Floyd County	394	25.82	312	86.91	428	19.07	230	93.12	401	11.03	474	57.52	402	19.89	333	7.20
Other Counties	498	32.63	13	3.62	1573	70.10	17	6.88	3001	82.53	305	37.02	799	39.53	2312	50.01
Other States	85	5.57	7	1.95	239	10.65	--	--	234	6.44	1	.12	46	2.28	759	16.42
Grand Total	1526	100.00	359	100.00	2244	100.00	247	100.00	3636	100.00	824	100.00	2021	100.00	4623	100.00

FIGURE 4-12
DISPERSION OF EXTERNAL TRIPS
BETWEEN THE CHARLES CITY STUDY AREA
AND POINTS IN IOWA BEYOND FLOYD COUNTY

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



-32-

GRAPHIC SCALE

10,000 TRIPS
 5000 TRIPS
 2500 TRIPS
 1250 TRIPS

1970 AVERAGE AUGUST
 WEEKDAY TRAFFIC

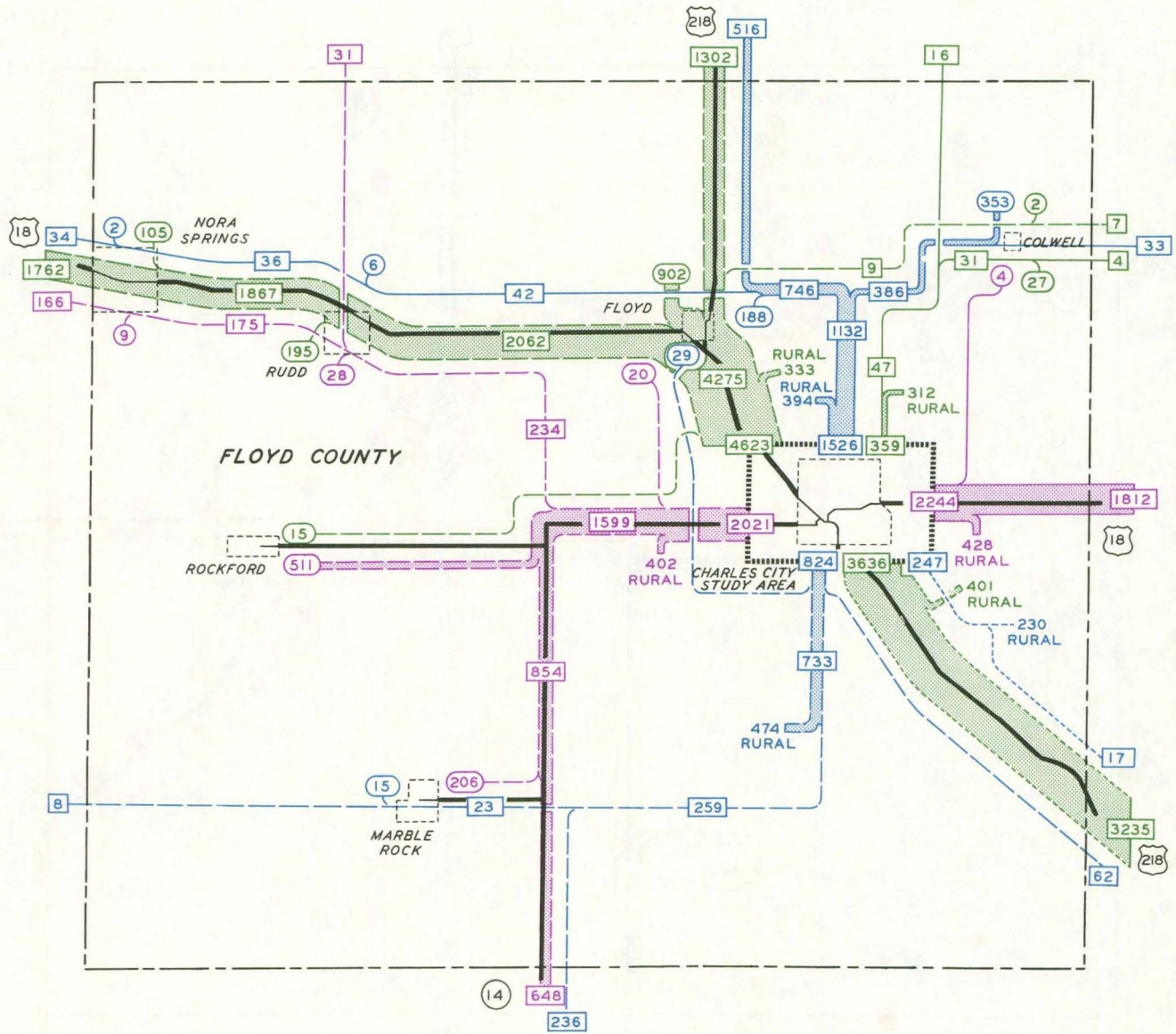
LEGEND

TRAFFIC THROUGH INTERVIEW STATIONS

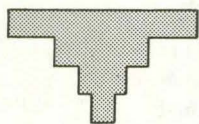
- STATION 701 - COUNTY ROAD T-84 NORTH
- STATION 708 - LOCAL ROAD SOUTH
- STATION 710 - COUNTY ROAD T-64 SOUTH
- STATION 702 - COUNTY ROAD B-37 NORTH
- STATION 709 - U.S. 218 SOUTH
- STATION 717 - U.S. 18 AND U.S. 218 NORTH
- STATION 706 - U.S. 18 EAST
- STATION 715 - IOWA 14 WEST

FIGURE 4-13
DISPERSION OF EXTERNAL TRIPS
BETWEEN THE CHARLES CITY STUDY AREA
AND POINTS WITHIN FLOYD COUNTY

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



GRAPHIC SCALE



10,000 TRIPS
 5000 TRIPS
 2500 TRIPS
 1250 TRIPS

1970 AVERAGE AUGUST
 WEEKDAY TRAFFIC



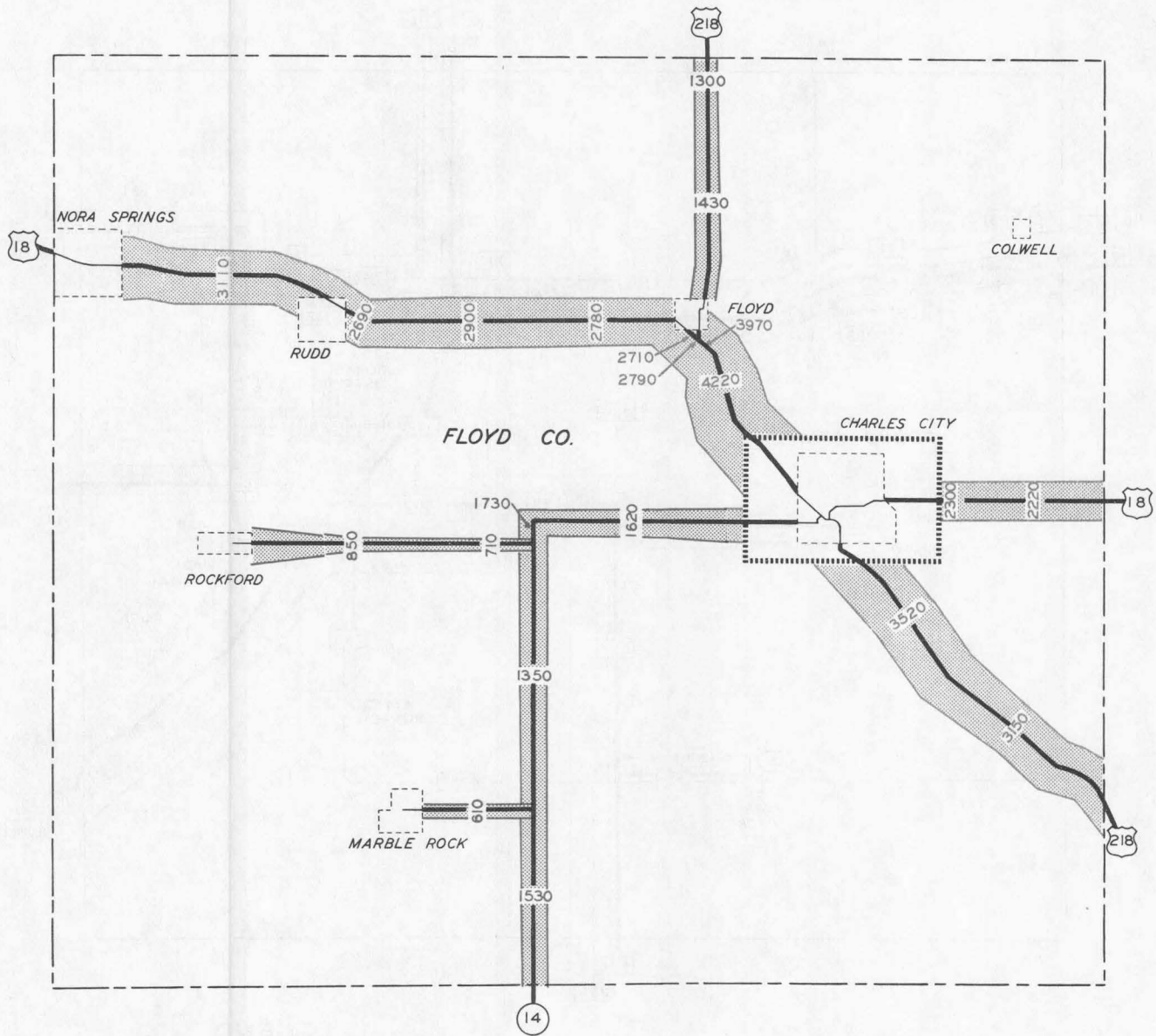
LEGEND

TRAFFIC THROUGH INTERVIEW STATIONS




- STATION 701 - COUNTY ROAD T-64 NORTH
- - - STATION 708 - LOCAL ROAD SOUTH
- STATION 710 - COUNTY ROAD T-64 SOUTH
- STATION 702 - COUNTY ROAD B-37 NORTH
- - - STATION 709 - U.S. 218 SOUTH
- - - STATION 717 - U.S. 18 AND U.S. 218 NORTH
- STATION 706 - U.S. 18 EAST
- - - STATION 715 - IOWA 14 WEST

- CORPORATION LINE
- CORDON LINE

**FIGURE 4-14
TRAFFIC VOLUMES ON
RURAL PRIMARY HIGHWAYS
IN FLOYD COUNTY**

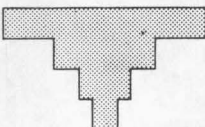


LEGEND

-  0 TO 1000 TRIPS
-  1000 TO 2000 TRIPS
-  2000 TRIPS AND OVER
- CORORATION LINE -----
- CORDON LINE



GRAPHIC SCALE



- 10000 TRIPS
- 5000 TRIPS
- 2500 TRIPS
- 1250 TRIPS

**1970 AVERAGE ANNUAL
DAILY TRAFFIC**

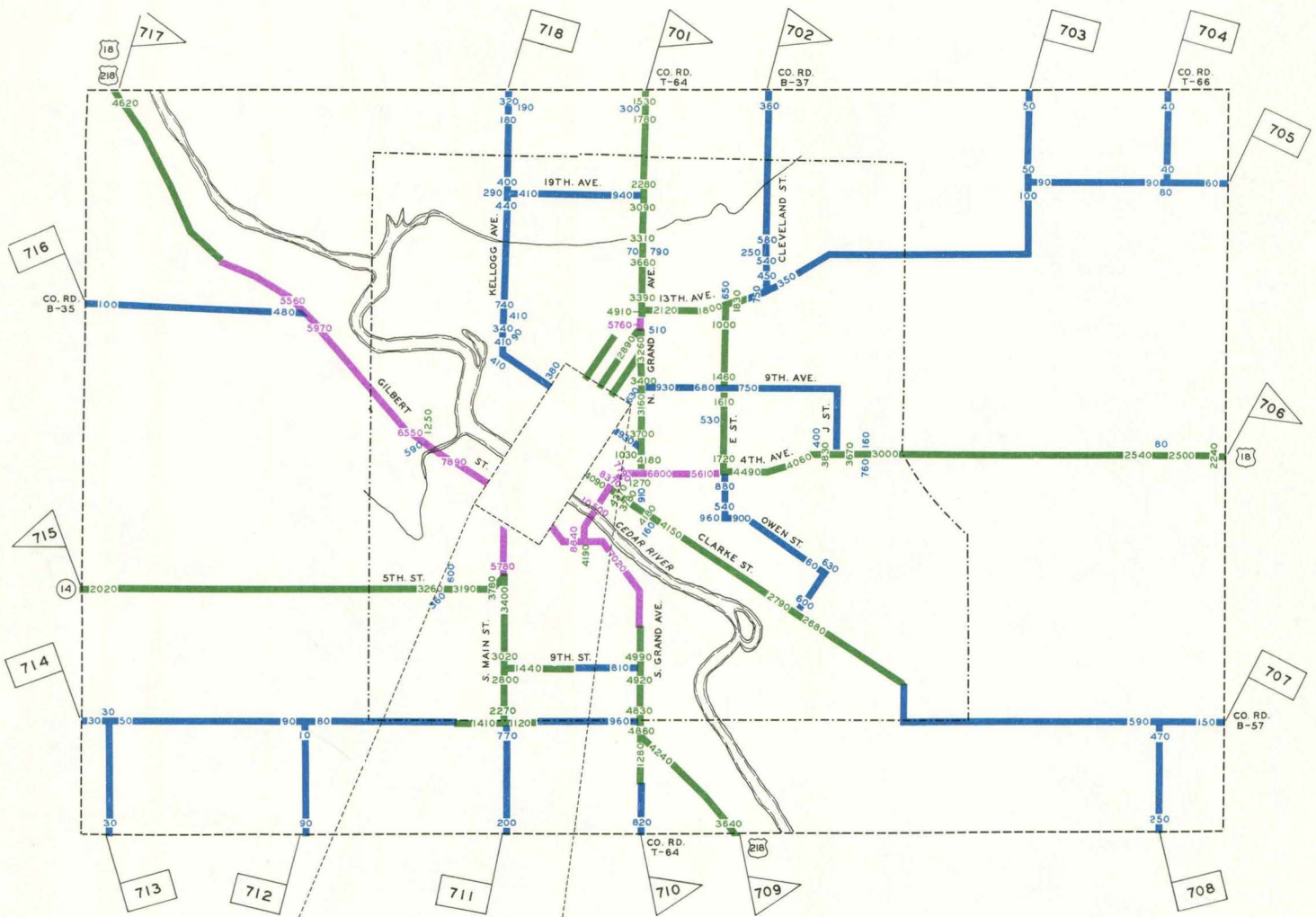


FIGURE 4-15
 TRAFFIC VOLUMES ON
 PRIMARY ROAD EXTENSIONS
 AND MAJOR STREETS IN THE
 CHARLES CITY STUDY AREA

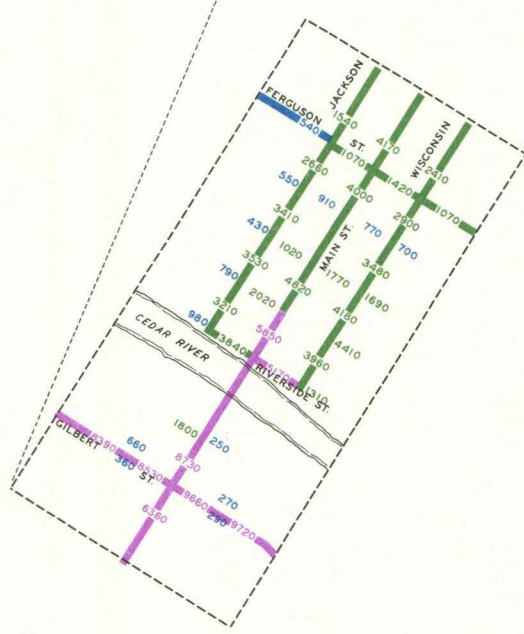
LEGEND

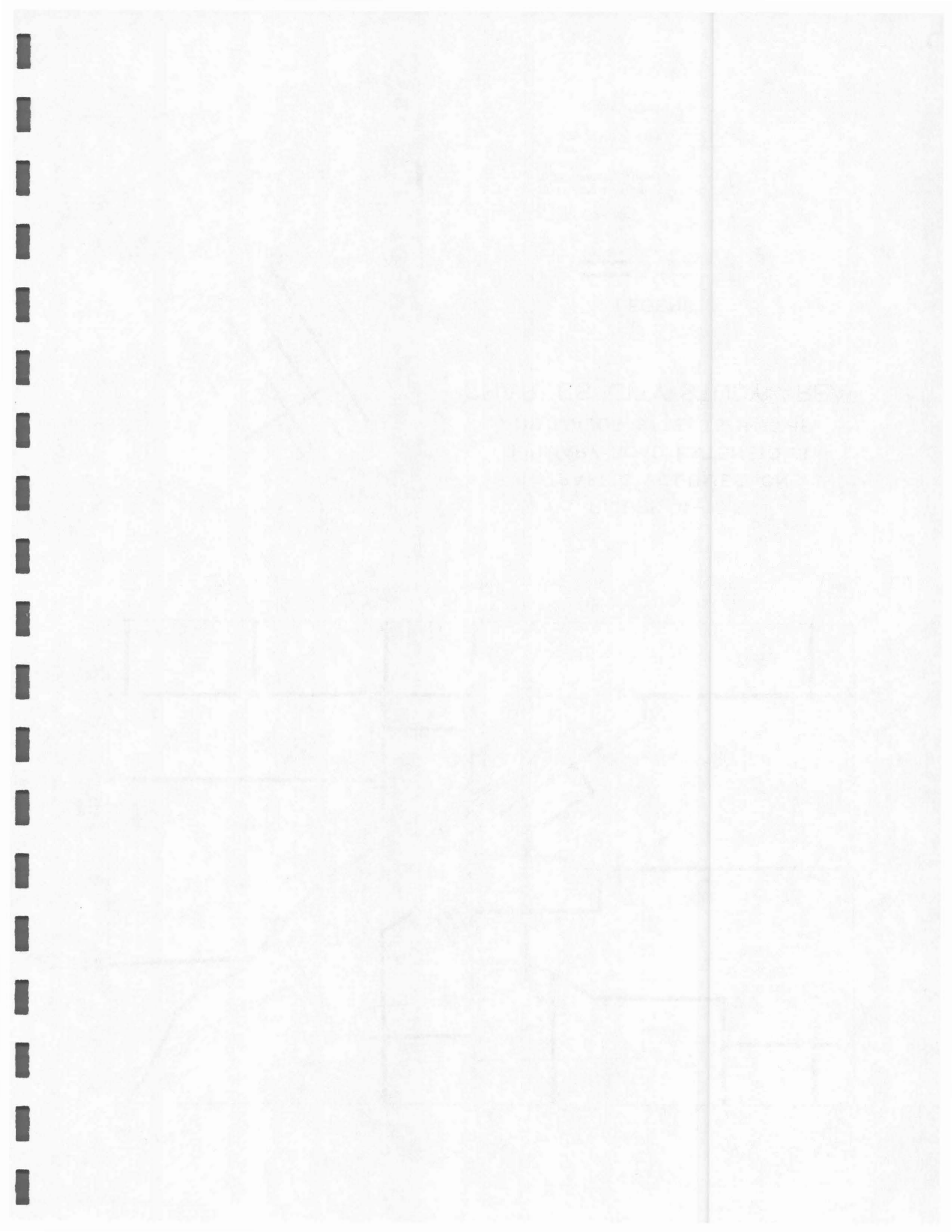
- 0 TO 1000 TRIPS
- 1000 TO 5000 TRIPS
- 5000 TRIPS AND OVER

INTERVIEW STATION LOCATION ---
 CODE STATION LOCATION ---

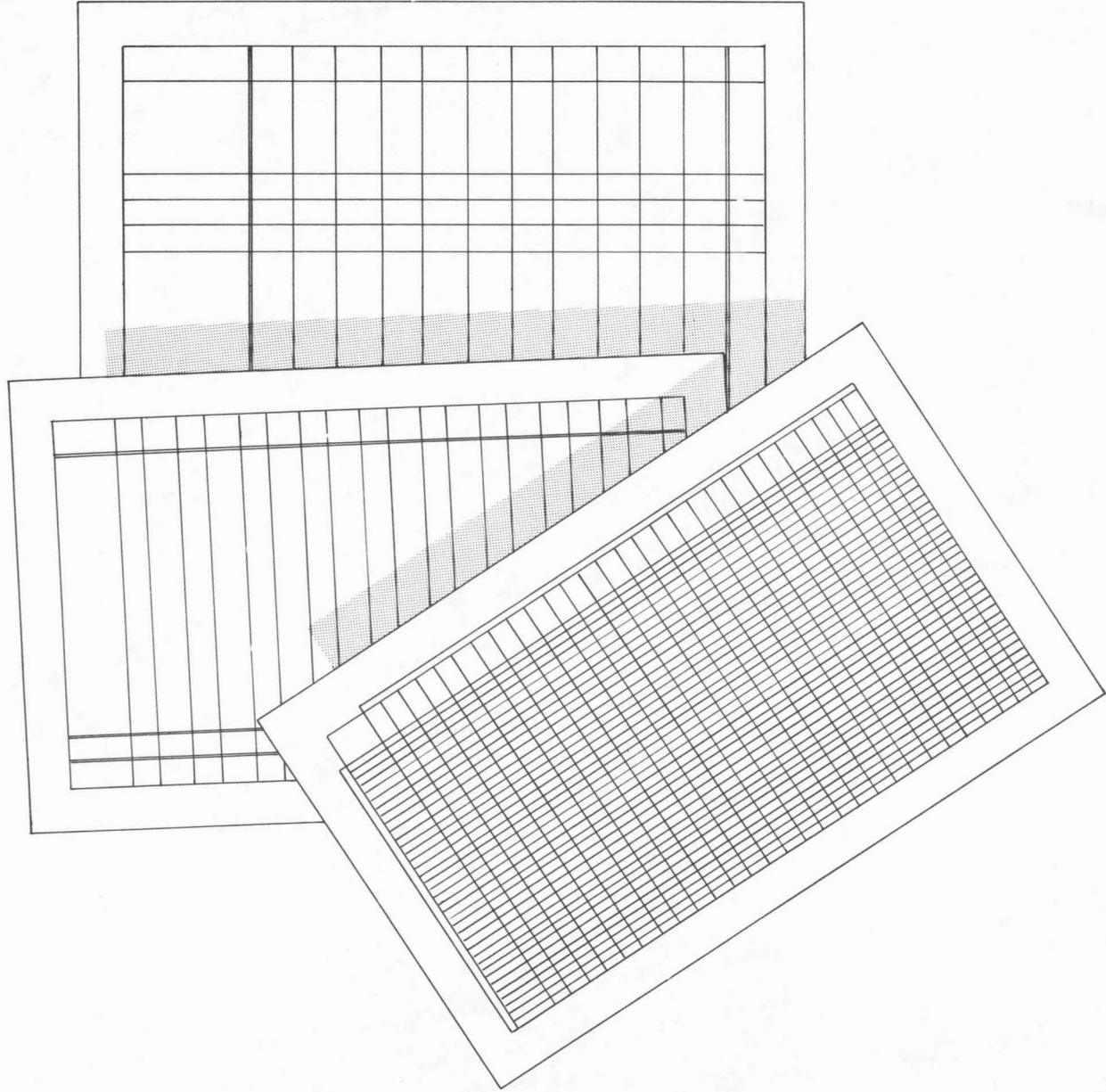
CORDON LINE ---
 CORPORATION LINE ---

1970 AVERAGE AUGUST
 WEEKDAY TRAFFIC





Appendix



CHARLES CITY STUDY AREA
TRIP PURPOSE OF EXTERNAL TRIPS
ALL VEHICLE TYPES
1970 AVERAGE AUGUST WEEKDAY TRAFFIC

External Local Trips

Table B-2a (1)

Station Trip Purpose	701	702	706	708	709	710	715	717	Total Traffic
	Co. Rd. T-64 North	Co. Rd. B-37 North	U.S. 18 East	Local Road South	U.S. 218 South	Co. Rd. T-64 South	Iowa 14 West	U.S. 18-U.S. 218 North	
Work	459	121	429	60	506	216	347	603	2741
Personal Business	116	56	163	36	250	99	186	259	1165
During Work	146	31	153	13	305	133	231	373	1385
Medical or Dental	15	2	29	2	27	9	36	30	150
School	11	6	9	--	16	--	11	14	67
Social or Recreation	369	58	284	60	419	118	403	571	2282
Eat	27	12	47	10	52	27	49	251	475
Shop	239	39	192	32	261	142	416	155	1476
Serve Passengers	20	10	34	15	31	10	17	46	183
Total Traffic	1402	335	1340	228	1867	754	1696	2302	9924

External Through Trips

Table B-2a (2)

Station Trip Purpose	701	702	706	708	709	710	715	717	Total Traffic
	Co. Rd. T-64 North	Co. Rd. B-37 North	U.S. 18 East	Local Road South	U.S. 218 South	Co. Rd. T-64 South	Iowa 14 West	U.S. 18-U.S. 218 North	
Work	20	2	54	3	83	14	27	101	304
Personal Business	12	4	105	1	162	9	35	225	553
During Work	30	4	300	2	614	18	100	788	1856
Medical or Dental	2	--	3	1	6	3	--	6	21
School	1	--	5	--	11	1	1	14	33
Social or Recreation	54	11	409	7	830	23	156	1107	2597
Eat	--	--	3	--	11	--	--	10	24
Shop	2	3	19	4	34	2	3	48	115
Serve Passengers	3	--	6	1	18	--	3	22	53
Total Traffic	124	24	904	19	1769	70	325	2321	5556

Summary - All External Trips

Table B-2a (3)

Station Trip Purpose	701	702	706	708	709	710	715	717	Total Traffic
	Co. Rd. T-64 North	Co. Rd. B-37 North	U.S. 18 East	Local Road South	U.S. 218 South	Co. Rd. T-64 South	Iowa 14 West	U.S. 18-U.S. 218 North	
Work	479	123	483	63	589	230	374	704	3045
Personal Business	128	60	268	37	412	108	221	484	1718
During Work	176	35	453	15	919	151	331	1161	3241
Medical or Dental	17	2	32	3	33	12	36	36	171
School	12	6	14	--	27	1	12	28	100
Social or Recreation	423	69	693	67	1249	141	559	1678	4879
Eat	27	12	50	10	63	27	49	261	499
Shop	241	42	211	36	295	144	419	203	1591
Serve Passengers	23	10	40	16	49	10	20	68	236
Total Traffic	1526	359	2244	247	3636	824	2021	4623	15,480

CHARLES CITY STUDY AREA
AVERAGE CAR OCCUPANCY BY TRIP PURPOSE
1970 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	1.000	1.146	2.940			1.155	1.857	1.505	2.333	1.347	1.360
Personal Business	1.344	1.355	1.000	2.508		2.429	1.000	1.587	2.000	1.659	1.659
During Work		1.000	1.229			1.000	1.000			1.066	1.221
Medical or Dental		1.504			1.000	4.000				2.057	2.051
School						3.668				1.832	2.130
Social or Recreation	1.194	1.994	1.000	3.000	2.000	2.450	2.338	2.325	1.748	2.241	2.252
Eat	1.418	1.142	1.000			2.014		1.000	3.000	2.109	1.949
Shop	1.868	1.726	1.000			2.793	3.000	1.884	2.507	2.112	2.151
Serve Passengers		3.000	2.000			2.269				2.257	2.265
Home	1.412	1.767	1.321	2.357	2.483	2.302	2.252	2.147	3.079		1.945
Average Occupancy	1.412	1.721	1.237	2.369	2.432	2.321	2.151	2.140	2.930	1.833	1.863

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		1.000									1.465	1.445
Personal Business	1.000	1.252				2.667	3.935	1.000	3.000	1.614	1.674	
During Work		1.000	1.288			2.000				1.401	1.293	
Medical or Dental									2.000	4.456	4.108	
School						2.000				1.452	1.506	
Social or Recreation		1.990			2.000	2.768	4.306	2.497	2.000	2.782	2.775	
Eat		1.000				2.893	1.000			2.509	2.622	
Shop						2.062				2.079	2.075	
Serve Passengers						2.497				2.366	2.361	
Home	1.352	1.737	1.289	1.880	1.356	2.689	2.822	2.474	3.209		2.374	
Average Occupancy	1.349	1.700	1.288	1.880	1.398	2.706	3.489	2.386	2.980	2.469	2.300	

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	1.000	1.132	2.940			1.155	1.857	1.505	2.333	1.351	1.363
Personal Business	1.319	1.338	1.000	2.508		2.484	1.712	1.534	2.333	1.651	1.662
During Work		1.000	1.248			1.346	1.000			1.193	1.245
Medical or Dental		1.504			1.000	4.000			2.000	2.240	2.215
School						3.432				1.746	1.997
Social or Recreation	1.194	1.993	1.000	3.000	2.000	2.657	2.509	2.333	1.784	2.452	2.477
Eat	1.418	1.133	1.000			2.169		1.000	3.000	2.126	2.001
Shop	1.868	1.726	1.000			2.711	3.000	1.884	2.507	2.111	2.148
Serve Passengers		3.000	2.000			2.284				2.269	2.277
Home	1.409	1.761	1.305	2.331	2.301	2.419	2.269	2.155	3.088		2.014
Average Occupancy	1.409	1.718	1.254	2.343	2.263	2.453	2.204	2.146	2.933	1.941	1.946

TABLE E-1

CHARLES CITY STUDY AREA
DIRECTIONAL TRIPS BETWEEN STATIONS AND TRACTS
1970 AVERAGE AUGUST WEEKDAY TRAFFIC

VEHICLE TRIPS							VEHICLE TRIPS						
From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
1	701	94	10	1		105	1	710	45	8	2		55
2	701	70	11	1		82	2	710	19	2	1		22
3	701	26				26	3	710	6	2			8
4	701	120	17	3	1	141	4	710	35	5			40
5	701	57	5	2	1	65	5	710	10	2			12
7	701	38	9	3		50	7	710	12	5	2		19
8	701	8		1		9	8	710	9	1			10
9	701	22	4		1	32	9	710	14	5	12		31
10	701	80	22	5		107	10	710	105	22	8		135
11	701	49	2	2		53	11	710	15	4			19
Cl.2	Total	564	80	23	3	670	Cl.2	Total	270	56	25		351
1	702	26	5			31	1	715	151	29			180
2	702	12	2	5		19	2	715	51	13	1		65
3	702	14	4			18	3	715	5				5
4	702	24	12	1		37	4	715	43	14	1		58
5	702	10	2			12	5	715	27	5		2	34
7	702	9				9	7	715	72	22	6	3	103
8	702	3	2			5	8	715	13	1			14
9	702	6	1			7	9	715	78	24	5	2	109
10	702	15	7	2		24	10	715	195	19	10	3	227
11	702	12	4	2		18	11	715	48	4	1		53
Cl.2	Total	131	39	10		180	Cl.2	Total	683	131	24	10	848
1	706	77	23	4	1	105	1	717	144	10	10	1	165
2	706	48	7			55	2	717	91	14	7	3	115
3	706	13				13	3	717	17				17
4	706	72	9			81	4	717	115	27	5	3	150
5	706	55	13	3		71	5	717	70	5	4		79
6	706		3			3	7	717	156	16	6		178
7	706	40	4	5		49	8	717	19	3			22
8	706	20	1			21	9	717	86	5	7	3	101
9	706	28	5	2		35	10	717	207	19	22	3	251
10	706	94	16	6	3	119	11	717	94	7	1	2	104
11	706	55	9		4	68	Cl.2	Total	999	106	62	15	1182
Cl.2	Total	502	90	20	8	620							
1	708	14	2			16	701	1	116	18	2	2	138
2	708	10	1			11	701	2	65	9	2		76
3	708		1			1	701	3	22	4			26
4	708	4	1			5	701	4	119	19	4	3	145
5	708	6	1			7	701	5	54	8	2		64
7	708	10	2			12	701	6	1				1
8	708	5	1			6	701	7	31	5	2	1	39
9	708	3	1			4	701	8	5	2			7
10	708	20	4			24	701	9	38	11	5		54
11	708	27	8			35	701	10	103	17	6		126
Cl.2	Total	99	22			121	701	11	42	13		1	56
							Cl.3	Total	596	106	21	9	732
1	709	90	19	4	4	117	702	1	21	4			25
2	709	66	15	3	1	85	702	2	9	4	6		19
3	709	18	1			19	702	3	16	2			18
4	709	119	19	2	9	149	702	4	20	8	2		30
5	709	72	9	4		85	702	5	8	2			10
7	709	74	3	2	8	87	702	6		1			1
8	709	10	1			11	702	7	8				8
9	709	81	10		2	93	702	8	6	2			8
10	709	177	23	14	2	216	702	9	2	2			4
11	709	64	4	2		70	702	10	12	3	1		16
Cl.2	Total	771	104	31	26	932	702	11	14	2			16
							Cl.3	Total	116	30	9		155

TABLE E-1

CHARLES CITY STUDY AREA
 DIRECTIONAL TRIPS BETWEEN STATIONS AND TRACTS
 1970 AVERAGE AUGUST WEEKDAY TRAFFIC

VEHICLE TRIPS							VEHICLE TRIPS						
From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
706	1	90	16	2	3	111	717	1	163	16	8	5	192
706	2	65	6	3	1	75	717	2	80	14	2		96
706	3	15	1			16	717	3	17	1			18
706	4	136	30	4		170	717	4	112	29	3	1	145
706	5	47	12	1		60	717	5	68	5	1	3	77
706	6	1	1			2	717	7	121	16	6	1	144
706	7	47	10	4		61	717	8	15	2			17
706	8	10		1		11	717	9	93	14	5		112
706	9	54	8	2	4	68	717	10	163	23	19	8	213
706	10	72	13	5		90	717	11	95	10	1		106
706	11	45	11			56	Cl.3 Total		927	130	45	18	1120
Cl.3 Total		582	108	22	8	720							
708	1	10	2			12	701	706	3				3
708	2	6	2	1		9	701	707	1	1	2		4
708	3	1				1	701	709	18	4	5	1	28
708	4	4				6	701	710	3	1			4
708	5	5	4	1		10	701	715	9	1	1		11
708	7	11				11	701	717	2	1			3
708	8	4				5	706	701	2	1	1	1	5
708	9	7				8	707	701	6				6
708	10	23	5	1		29	708	701	1	1			2
708	11	9	7			16	709	701	24	6	5	2	37
Cl.3 Total		80	24	3		107	710	701	3	2			5
							711	701	1				1
							714	701			1		1
							715	701	6	2	1		9
							717	701	2	1	2		5
							Cl.4 Total		81	21	18	4	124
709	1	128	15	5	2	150	702	706	1	1			2
709	2	60	10	8		78	702	708	1				1
709	3	16	2			18	702	709	3	4			7
709	4	111	26	6	11	154	702	715	1				1
709	5	52	7	4	5	68	702	717	2	1			3
709	7	81	5	2	3	91	706	702	1				1
709	8	15	2	4		21	708	702	1	1			1
709	9	71	13		8	92	709	702	1	2	1		4
709	10	142	28	11	3	184	715	702	1				1
709	11	74	3		2	79	717	702	2	1			3
Cl.3 Total		750	111	40	34	935	Cl.4 Total		13	10	1		24
710	1	57	17	1	1	76	706	701	2	1	1	1	5
710	2	16	6		1	23	706	702	1				1
710	3	5				5	706	708		1			1
710	4	49	9	2		60	706	709	16	3	5	3	27
710	5	12	1			13	706	710	2		1	2	5
710	7	18	2			20	706	715	49	6	6	5	66
710	8	8				8	706	717	211	16	34	53	314
710	9	18	8	10		36	701	706	3				3
710	10	108	23	8	2	141	702	706	1	1			2
710	11	14	6	1		21	705	706	1				1
Cl.3 Total		305	72	22	4	403	709	706	19	1	2	2	24
							710	706	3	2	3		8
							715	706	41	11	13	7	72
							717	706	257	31	36	51	375
							Cl.4 Total		606	73	101	124	904
715	1	153	19	1	1	174	708	701	1	1			2
715	2	70	11	2	1	84	708	702	1	1			1
715	3	7				7	708	709	1	1			2
715	4	62	11	5	2	80	708	717	3	1			4
715	5	36	6	1	1	44	702	708	1				1
715	7	57	15	5	2	79	706	708		1			1
715	8	14	1	3		18	709	708			1		1
715	9	68	11	5	2	86	715	708	2				2
715	10	182	18	8	5	213	717	708	3	2			5
715	11	62	1			63	Cl.4 Total		11	7	1		19
Cl.3 Total		711	93	30	14	848							

TABLE E-1

CHARLES CITY STUDY AREA
DIRECTIONAL TRIPS BETWEEN STATIONS AND TRACTS
1970 AVERAGE AUGUST WEEKDAY TRAFFIC

VEHICLE TRIPS							VEHICLE TRIPS						
From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
709	701	24	6	5	2	37	715	709	29	4	5	13	51
709	702	1	2	1		4	715	710	1	1			2
709	706	19	1	2	2	24	715	716	1				1
709	708			1		1	715	717	19	2	1	3	25
709	710	1	2	1		4	715	718	1				1
709	711	1				1	701	715	9	1	1		11
709	714	1				1	702	715	1				1
709	715	30	8	10	15	63	703	715	1				1
709	717	512	52	45	117	726	705	715	1				1
701	709	18	4	5	1	28	706	715	49	6	6	5	66
702	709	3	4			7	707	715	1	1			2
706	709	16	3	5	3	27	709	715	30	8	10	15	63
707	709	1				1	710	715	1	1		1	3
708	709	1	1			2	711	715		1			1
710	709	1	1			2	717	715	9				9
715	709	29	4	5	13	51	718	715		1			1
717	709	570	61	43	116	790	Cl.4	Total	203	41	37	44	325
Cl.4	Total	1228	149	123	269	1769							
							717	701	2	1	2		5
710	701	3	2			5	717	702	2	1			3
710	706	3	2	3		8	717	706	257	31	36	51	375
710	709	1	1			2	717	707	1				1
710	715	1	1		1	3	717	708	3	2			5
710	717	15	3	2		20	717	709	570	61	43	116	790
701	710	3	1			4	717	710	14	2	1		17
706	710	2		1	2	5	717	711		1			1
709	710	1	2	1		4	717	715	9				9
715	710	1	1			2	701	717	2	1			3
717	710	14	2	1		17	702	717	2	1			3
Cl.4	Total	44	15	8	3	70	703	717			1		1
							706	717	211	16	34	53	314
715	701	6	2	1		9	707	717	12	1	1	3	17
715	702	1				1	708	717	3	1			4
715	703	1				1	709	717	512	52	45	117	726
715	706	41	11	13	7	72	710	717	15	3	2		20
715	707		1			1	711	717	1				1
715	708	2				2	714	717	1				1
							715	717	19	2	1	3	25
							Cl.4	Total	1636	176	166	343	2321

TABLE E-2

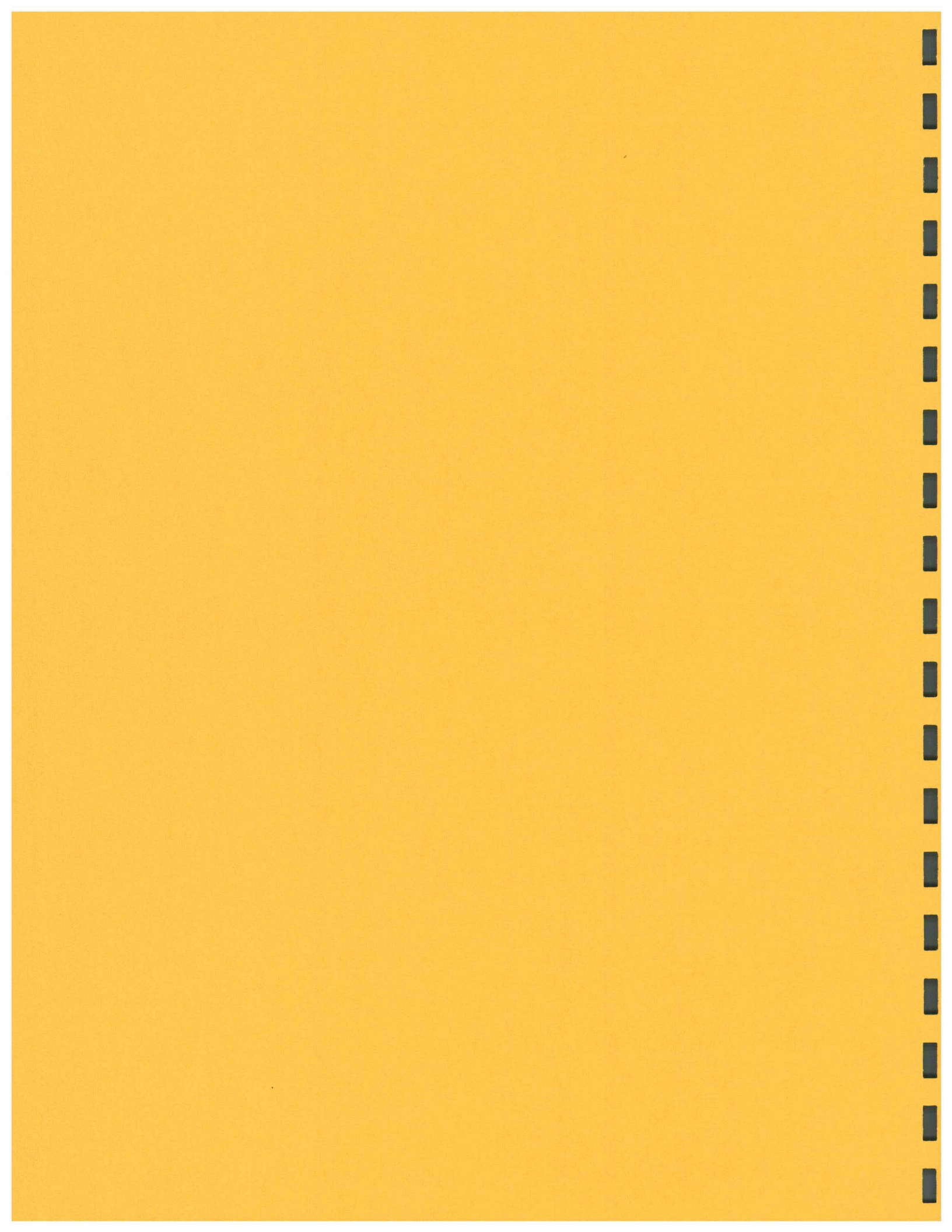
CHARLES CITY STUDY AREA
NONDIRECTIONAL TRIPS BETWEEN STATIONS AND TRACTS
1970 AVERAGE AUGUST WEEKDAY TRAFFIC

VEHICLE TRIPS							VEHICLE TRIPS						
Between		Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	Between		Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
701	1	210	28	3	2	243	710	1	102	25	3	1	131
701	2	135	20	3		158	710	2	35	8	1	1	45
701	3	48	4			52	710	3	11	2			13
701	4	239	36	7	4	286	710	4	84	14	2		100
701	5	111	13	2	3	129	710	5	22	3			25
701	6	1				1	710	7	30	7	2		39
701	7	69	14	5	1	89	710	8	17	1			18
701	8	13	2	1		16	710	9	32	13	22		67
701	9	60	15	10	1	86	710	10	213	45	16	2	276
701	10	183	39	11		233	710	11	29	10	1		40
701	11	91	15	2	1	109	CL 2&3 Total		575	128	47	4	754
CL 2&3 Total		1160	186	44	12	1402	715	1	304	48	1	1	354
702	1	47	9			56	715	2	121	24	3	1	149
702	2	21	6	11		38	715	3	12				12
702	3	30	6			36	715	4	105	25	6	2	138
702	4	44	20	3		67	715	5	63	11	1	3	78
702	5	18	4			22	715	7	129	37	11	5	182
702	6		1			1	715	8	27	2	3		32
702	7	17				17	715	9	146	35	10	4	195
702	8	9	4			13	715	10	377	37	18	8	440
702	9	8	3			11	715	11	110	5	1		116
702	10	27	10	3		40	CL 2&3 Total		1394	224	54	24	1696
702	11	26	6	2		34	717	1	307	26	18	6	357
CL 2&3 Total		247	69	19		335	717	2	171	28	9	3	211
706	1	167	39	6	4	216	717	3	34	1			35
706	2	113	13	3	1	130	717	4	227	56	8	4	295
706	3	28	1			29	717	5	138	10	5	3	156
706	4	208	39	4		251	717	7	277	32	12	1	322
706	5	102	25	4		131	717	8	34	5			39
706	6	1	4			5	717	9	179	19	12	3	213
706	7	87	14	9		110	717	10	370	42	41	11	464
706	8	30	1	1		32	717	11	189	17	2	2	210
706	9	82	13	4	4	103	CL 2&3 Total		1926	236	107	33	2302
706	10	166	29	11	3	209	701	706	5	1	1	1	8
706	11	100	20	4	4	124	701	707	7	1	2		10
CL 2&3 Total		1084	198	42	16	1340	701	708	1	1			2
708	1	24	4			28	701	709	42	10	10	3	65
708	2	16	3	1		20	701	710	6	3			9
708	3	1	1			2	701	711	1				1
708	4	8	3			11	701	714	1		1		1
708	5	11	5	1		17	701	715	15	3	2		20
708	7	21	2			23	701	717	4	2	2		8
708	8	9	2			11	CL 4 Total		81	21	18	4	124
708	9	10	2			12	CL 2&3 Total		1160	186	44	12	1402
708	10	43	9	1		53	701 Total		1241	207	62	16	1526
708	11	36	15			51	702	706	2	1			3
CL 2&3 Total		179	46	3		228	702	708	1	1			2
709	1	218	34	9	6	267	702	709	4	6	1		11
709	2	126	25	11	1	163	702	715	2				2
709	3	34	3			37	702	717	4	2			6
709	4	230	45	8	20	303	CL 4 Total		13	10	1		24
709	5	124	16	8	5	153	CL 2&3 Total		247	69	19		335
709	7	155	8	4	11	178	702 Total		260	79	20		359
709	8	25	3	4		32	706	701	5	1	1	1	8
709	9	152	23		10	185	706	702	2	1			3
709	10	319	51	25	5	400	706	705	1				1
709	11	138	7	2	2	149	706	708		1			1
CL 2&3 Total		1521	215	71	60	1867	706	709	35	4	7	5	51
							706	710	5	2	4	2	13
							706	715	90	17	19	12	138
							706	717	468	47	70	104	689
							CL 4 Total		606	73	101	124	904
							CL 2&3 Total		1084	198	42	16	1340
							706 Total		1690	271	143	140	2244

TABLE E-2

CHARLES CITY STUDY AREA
 NONDIRECTIONAL TRIPS BETWEEN STATIONS AND TRACTS
 1970 AVERAGE AUGUST WEEKDAY TRAFFIC

VEHICLE TRIPS							VEHICLE TRIPS						
Between	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total		Between	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	
708 701	1	1			2		715 701	15	3	2		20	
708 702	1	1			2		715 702	2				2	
708 706		1			1		715 703	2				2	
708 709	1	1	1		3		715 705		1			1	
708 715	2				2		715 706	90	17	19	12	138	
708 717	6	3			9		715 707	1	2			3	
Cl.4 Total	11	7	1		19		715 708	2				2	
Cl.2&3 Total	179	46	3		228		715 709	59	12	15	28	114	
708 Total	190	53	4		247		715 710	2	2		1	5	
							715 711		1			1	
709 701	42	10	10	3	65		715 716	1				1	
709 702	4	6	1		11		715 717	28	2	1	3	34	
709 706	35	4	7	5	51		715 718	1	1			2	
709 707	1				1		Cl.4 Total	203	41	37	44	325	
709 708	1	1	1		3		Cl.2&3 Total	1394	224	54	24	1696	
709 710	2	3	1		6		715 Total	1597	265	91	68	2021	
709 711	1				1								
709 714	1				1		717 701	4	2	2		8	
709 715	59	12	15	28	114		717 702	4	2			6	
709 717	1082	113	88	233	1516		717 703			1		1	
Cl.4 Total	1228	149	123	269	1769		717 706	468	47	70	104	689	
Cl.2&3 Total	1521	215	71	60	1867		717 707	13	1	1	3	18	
709 Total	2749	364	194	329	3636		717 708	6	3			9	
							717 709	1082	113	88	233	1516	
710 701	6	3			9		717 710	29	5	3		37	
710 706	5	2	4	2	13		717 711	1	1			2	
710 709	2	3	1		6		717 714	1				1	
710 715	2	2		1	5		717 715	28	2	1	3	34	
710 717	29	5	3		37		Cl.4 Total	1636	176	166	343	2321	
Cl.4 Total	44	15	8	3	70		Cl.2&3 Total	1926	236	107	33	2302	
Cl.2&3 Total	575	128	47	4	754		717 Total	3562	412	273	376	4623	
710 Total	619	143	55	7	824								



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