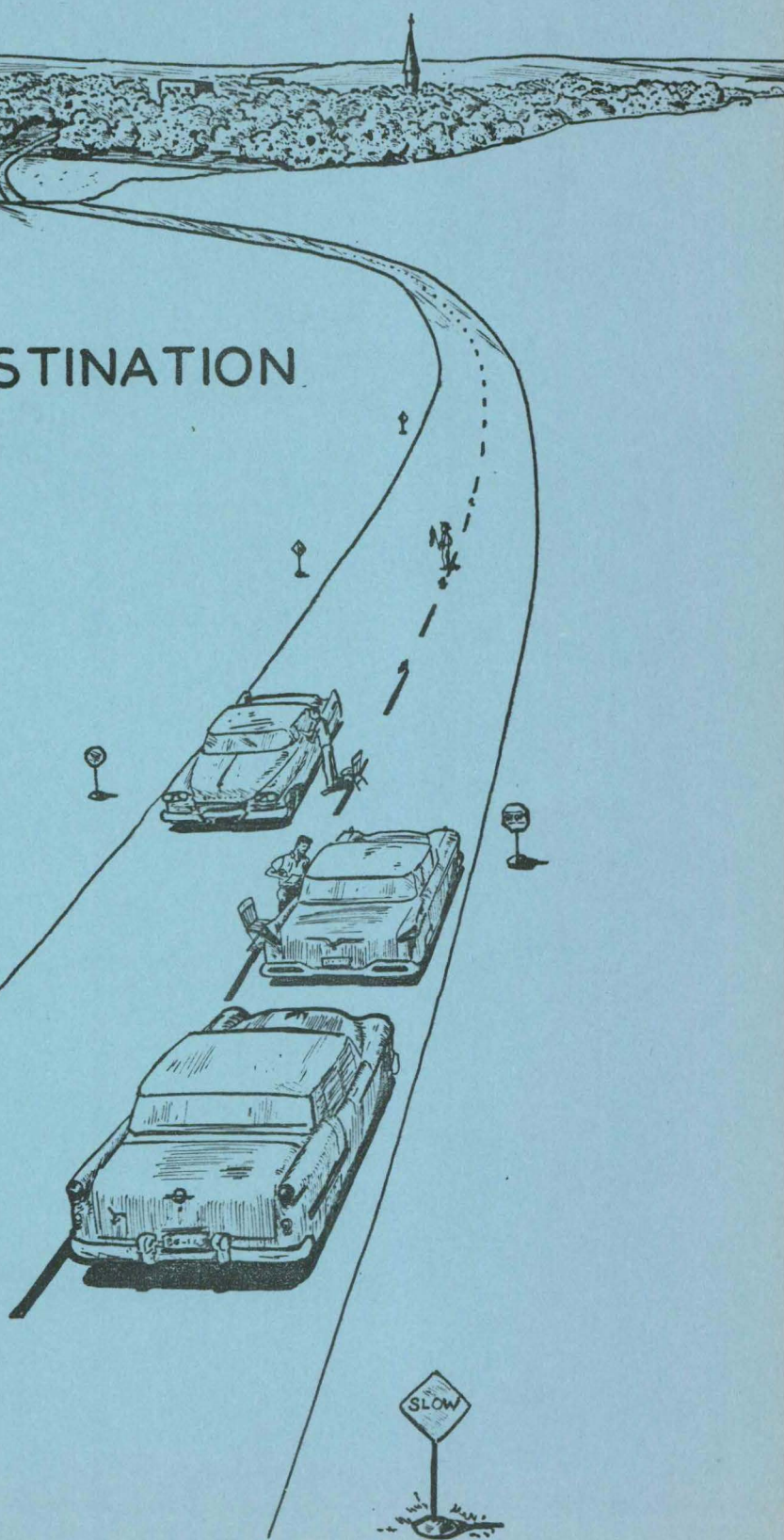


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CLINTON

ORIGIN AND DESTINATION STUDY

INTERVIEW
STATION



Clinton Urban Area
Origin and Destination
Traffic Survey

June 1959

Prepared By
Highway Planning Section
Safety and Traffic Department
Iowa State Highway Commission
In Cooperation With the
United States Bureau of Public Roads

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DEFINITIONS

Urban Area

An area including and adjacent to a municipality or other urban place of 5,000 or more population as shown by the latest available census.

Corporation Line

A hypothetical line delimiting the municipal area and often called the City Limits.

Urban or Corporate Area Traffic Survey

A survey of highway travel designed to collect detailed information concerning trip origins and destinations within a selected urban or corporate area.

External Survey

A study in which trip data is obtained by interviewing motor vehicle operators intercepted at external stations.

External Station

An interview point located on a principal rural highway which crosses the corporation or urban area line. It is always set up outside of the urban or corporate area, but as close as is practical and possible to the line delimiting this area.

Tract

One of the several homogeneous sections into which the study area is divided.

Central Business District (CBD)

The section containing the concentrated commercial and retail business center, in most cases, tract 001.

Trip

A one-way journey between a point of origin and a point of destination.

Origin

The stated beginning point of a single trip.

Destination

The stated terminating point of a single trip.

External Local Trip

A trip with either the point of origin or the point of destination located within the corporate limits, the performance of which trip involves travel through an external interview station.

External Through Trip

A trip with both points of origin and destination located outside the corporate limits, the performance of which trip involves travel through an external interview station and into, through, and out of the corporate or urban area.

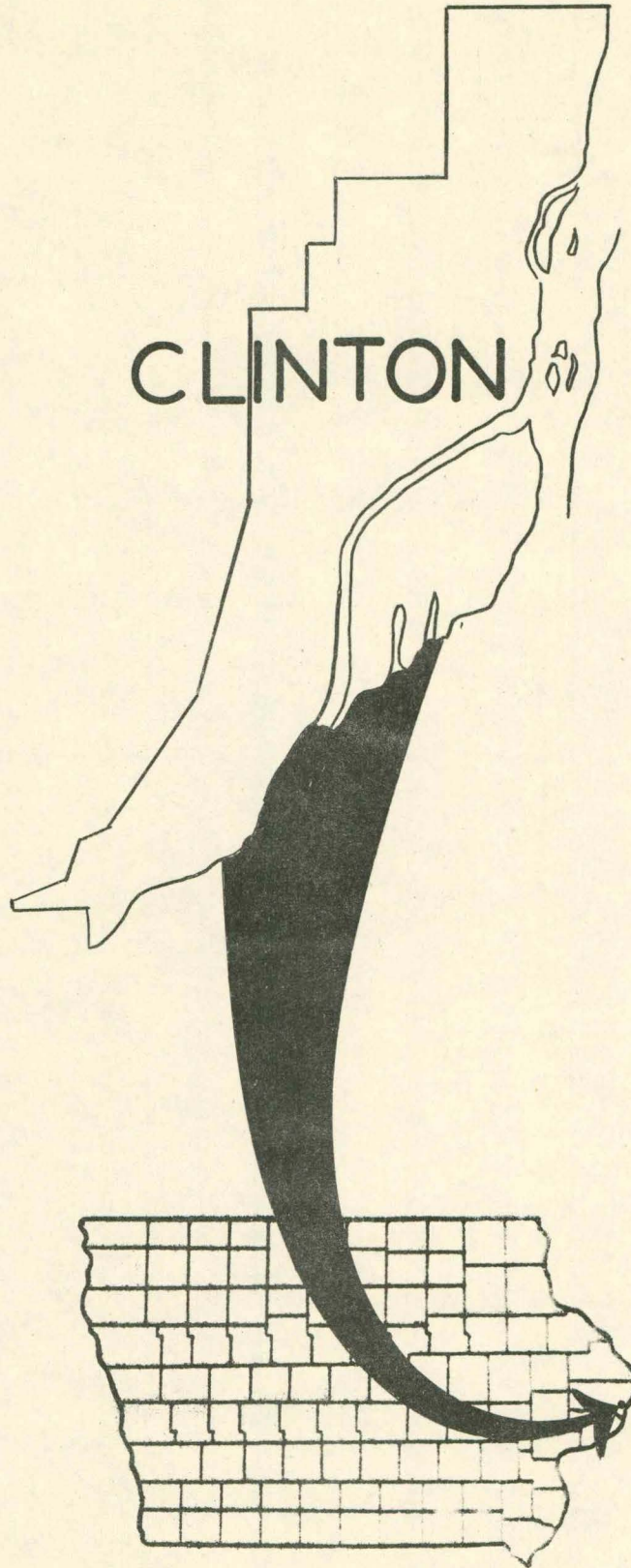
Duplicated Through Trips (Duplicates)

Trips traveling completely across the urban or corporate area, and thereby passing through two interview stations.

Average Weekday

This includes Monday through Friday inclusive.

PART I
SUMMARY



This report of the Clinton Urban Traffic Survey describes briefly the characteristics of the urban area pertinent to the local problem of highway transportation and presents and analyzes the data gathered in the survey. All trip data obtained in the survey are presented in terms of the number of trips per day. They are classified by the origins and destinations of these trips and by the areas within the city, to which and from which they were made. For this particular survey the town of Camanche and the area between the Camanche corporate limits and the Clinton urban limits were both given tract numbers and included within the study area. To facilitate this arrangement the southernmost station was located on U.S. 67 just outside of the southwest corner of the Camanche corporate area. Survey interviews were made only at the external stations indicated by diamonds on the tract map in the appendix. Trips through these stations, for which the data were obtained, may be defined as "rural trips." Knowledge of the number of "urban trips" or "intra-city trips" is not available in this external type survey.

For this particular study, information was gathered by interviewing 79.27 per cent of the average weekday traffic at the above enumerated stations. After the expansion of this information it was found that for an average weekday in August 1958, a total of 16,003 trips crossed the study area limits. Out of this total 22.71 per cent were classified as external through trips. These were divided into two groups. External through trips which did not pass through the Clinton central business district accounted for 20.05 per cent. Trips using U.S. 30 along the south edge of the central business district are included in this total. The remaining 2.66 per cent, which were also external through trips,

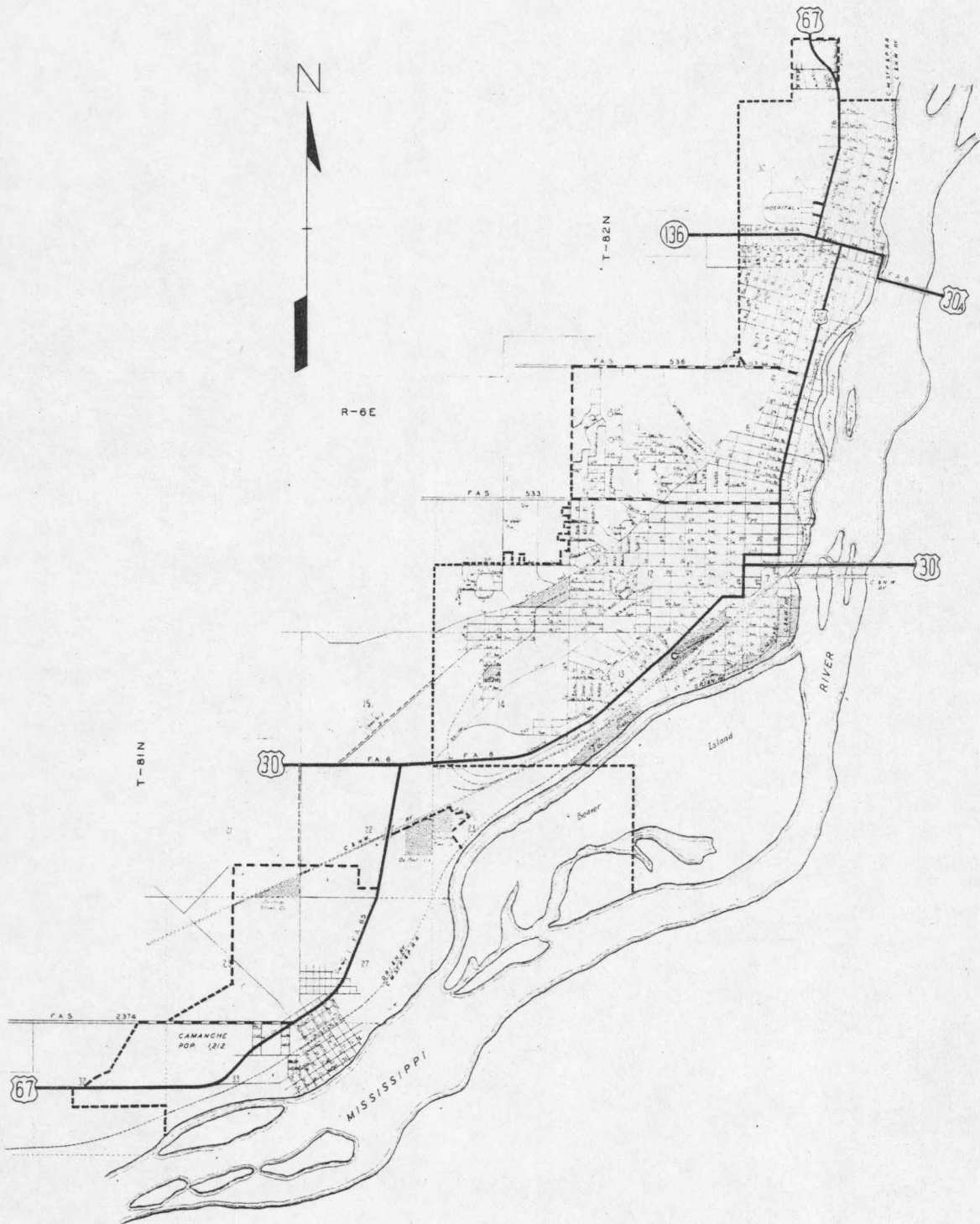
traveled through the central business district.

Of all trips passing through the interview stations 24.62 per cent had termini in the Clinton central business district. However, another 24.76 per cent of the total had termini in the residential and intermediate areas between the station and the central business district. In addition to this, 27.91 per cent of the total trips passing through the interview stations had routes via and termini beyond the Clinton central business district.

When the 1958 August weekday traffic passing over the Lyon-Fulton Bridge (station 761) and over the Gateway Bridge (station 762) is collated with the 1953 August weekday traffic passing these same points, several interesting comparisons can be drawn. Initial modifications of the 1958 obtained data had to be made in order to make these figures comparable to the 1953 figures. These changes and comparisons are shown on chart 3 and chart 4.

In 1956, the new Gateway Bridge was opened to traffic and U.S. 30 in Illinois was rerouted to connect with it. In 1958, there were nearly three and one-half more trips, on an average weekday, using the new bridge than used the old structure in 1953. Meanwhile during this same period from 1953-1958, the number of trips crossing the Lyon-Fulton Bridge decreased more than one-half of the 1953 figure. Through trips passing via the central business district accounted for 65.63 per cent of all through trips in 1953. In 1958, there were only 8.36 per cent of all through trips passing via the central business district.

PART II
HISTORY AND CHARACTERISTICS
CLINTON URBAN AREA



A. HISTORY

Elijah Buell, first white settler in the community, came to the Narrows in the Mississippi River near the present location of Fulton, Illinois in 1835. He settled on the Iowa side of the river and, with the aid of friendly Indians, erected a cabin. Buell's cabin site was in Lyons which was annexed to Clinton 60 years later.

John M. Bartlett filed the first claim to property in the original city of Clinton. He sold lots, and developed plans for a town, known first as New York. Bartlett also operated a store and did most of his business trading with Indians. In 1836 Bartlett sold his property to Captain C. G. Pearce. Nineteen years later the Iowa Land Company purchased the property and replatted it. They also renamed the community after DeWitt Clinton, former Governor of New York.

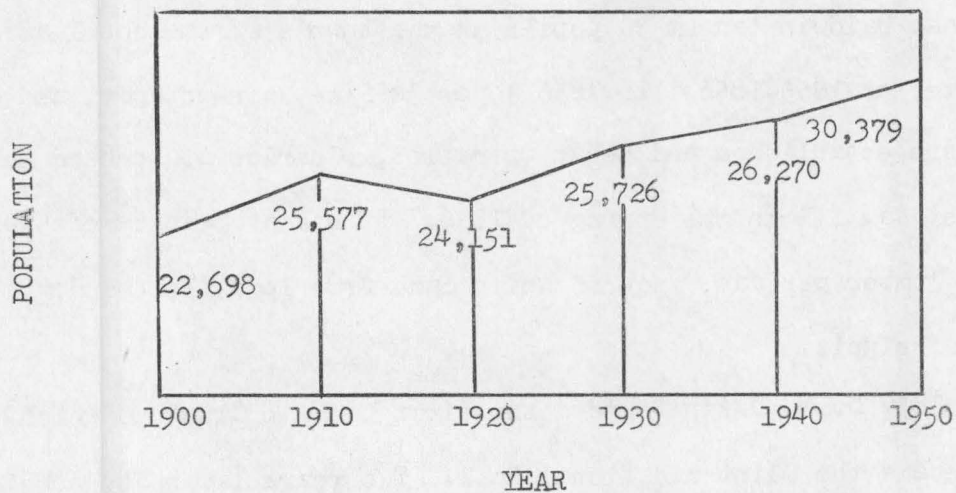
Isaac Baldwin taught 30 pupils in the town's first school during the winter of 1855-1856. In 1856 a post office, a newspaper, and a hotel were established and began operation. Charles A. Lombard built the first sawmill in the spring of 1856. It had a capacity of 5,000 feet of lumber per day, much of which came from logs floated down the Mississippi.

In 1857 D. W. Dakin founded the first bank in Clinton, which later became the Clinton National Bank. Two years later St. John's Episcopal Church, the first in the community, was organized. That same year Clinton was incorporated as a city and became the county seat of Clinton County. The following year the first train used the bridge from Illinois to "Little Rock Island". In 1865 the bridge over the main channel to Clinton was completed.

A public library was established March 23, 1864 by the Railway Library Association. In 1878, the first telephones were demonstrated and installed in the city. That same year Ringwood was also annexed to the city. By the early 1880's Clinton was recognized as the largest lumber producing city in the world. Every spring hundreds of log rafts were floated down the Mississippi to Clinton's sawmills. An immediate problem of this prosperity was the disposal of sawdust. Streams and sloughs along the river were filled with sawdust, and large portions of the city were later built on sawdust fills.

Clinton was reincorporated in 1881 and annexed Chaney in 1892 and Lyons in 1895. By 1900 the city had a population of 22,698. Population trends since the turn of the century are illustrated below.

CLINTON POPULATION TRENDS



B. CHARACTERISTICS

Clinton is located on the Iowa-Illinois border, approximately 200 miles east of Des Moines. It is situated on the rolling to hilly terrain of the Mississippi River valley. The city lies parallel with the river

for about seven miles and covers an area of approximately 10 square miles.

Four major railroads serve Clinton. They include the Chicago-North Western, the Minneapolis, St. Paul and Pacific, the Chicago, Burlington, and Quincy, and the Chicago, Rock Island and Pacific lines. These railroads enter the southwest part of the city and run northerly, roughly paralleling the Mississippi River, across Clinton to an exit point near the northeast corner of the urban area.

Many of Clinton's 70 industries are located along the railroad lines. About 7,000 people are employed by industries within the city. Some of the products produced are cellophane, corn products, dairy product containers, fabricated steel products, furniture, locks and builders hardware, millwork, wire products, and women's garments.

Highways U.S. 30 and U.S. 67 intersect near the southwest corner of Clinton's urban area. The combined routes continue northeasterly through the city to an intersection near the central business district where U.S. 30 turns east, passes along the south edge of the central business district and crosses the Mississippi River via the new Gateway Bridge. U.S. 67 and U.S. 30A continue northerly through the central business district to an intersection in the Lyons Business District where U.S. 30A turns east and leaves the city. U.S. 67 turns west at the central business district intersection, runs three blocks to an intersection with Ia. 136, turns north and runs northerly out of the city.

A. INTRODUCTION

Part III of this report describes briefly the purposes and objectives, procedures, and findings of the Clinton Urban Area Traffic Survey. Summaries and illustrations of the significant data classifications are included. All information was collected during the period of August 18 to 22 and August 25 to 28, 1958. It is reported in terms of the number of trips daily on an average August weekday in 1958 and classified by trip origins and destinations.

B. PURPOSES AND OBJECTIVES

The purposes of this survey were to determine the origin, destination, and the number of daily trips into, out of, and through the Urban area. Ultimate objectives were to assemble and present, as clearly as possible, the traffic patterns and volumes as they exist. This presentation reveals the amount of street congestion which may be attributed to through highway travelers, and the exact routes by which these travelers enter and exit the urban area. It will also assist city officials and highway administrators in determining the location and type of street or highway improvements necessary to alleviate particular traffic problems. An additional objective was to obtain information which could be used for comparison purposes with the bridge traffic data gathered in 1953.

C. PROCEDURES

The data for the determination of the origin and destination of all trips were gathered through roadside interviews of motor vehicle operators. These interviews were obtained at the external stations

located on each rural road entrance to the city. All vehicles were stopped as they passed through the station and the motor vehicle operator was asked the purpose, origin, destination of this particular trip. The interviewers also recorded for each vehicle, from visual inspection, other data such as the type, the place of registration, and the number of passengers.

Each interview station was operated for 16 hours starting at 6 AM and ending at 10 PM. This scheme of operation provided for coverage of all but a small portion of the trips passing through each station in the twenty-four hour day. This small portion of traffic was accounted for by portable automatic traffic recorders which were operated continuously at each station for the entire period of the survey. Factors obtained by using these recorder tapes provided means for converting all of the data to average twenty-four hour weekday values. The information gathered was then coded and punched on I.B.M. cards to expedite tabulation.

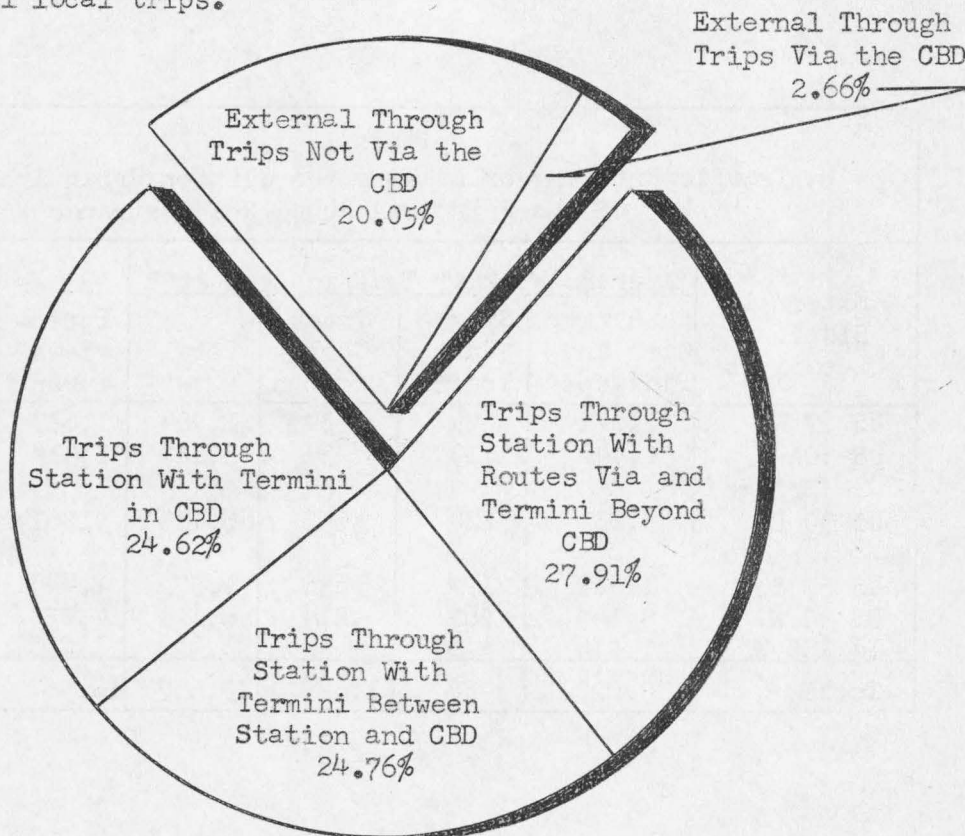
D. FINDINGS

Most of the significant findings of this survey have been summarized in the ensuing tables and charts. Any other combinations of related material may be found by referring to the trip tabulation sheet in the appendix.

Five traffic flow diagrams will be found in appropriate locations throughout the presentation of the findings. The first one encountered merely gives a pictorial view of the entire traffic pattern within the area. A traffic flow map depicting all external through trips will be

found next, between the two external through trip tables. The third flow diagram is found immediately following the group of tables relating all of the external local trips to their termini. Finally, the last two diagrams, showing 1953 and 1958 traffic comparisons on the two river bridges, will be found on the last few pages near the close of the report.

The following illustration represents a net total trip summarization and percentage distribution of the termini for all trips passing through the external interview stations on an average weekday in August 1958. It should be noted that the few external through trips having termini on non-primary rural roads, as listed on the trip tabulation sheet in the appendix, are all included with the external local trips.



1. Traffic and Interview Summary:

By using the previously explained procedures, the information in the following table was obtained. The external stations are listed with the total traffic passing each station, the total number of interviews taken at each station, and the per cent that this interview figure is of the total traffic figure. This information is all based on the flow of traffic for an average weekday in August 1958.

External Station Locations	Average Weekday Traffic-Aug. 1958				No. of Interviews taken	Per Cent Interviewed
	Passenger Cars and Pick-ups	Single Unit Trucks	Truck Combinations	Total		
US 67 N	1,871	79	34	1,984	1,639	82.61
US 30A E Bridge	2,040	113	34	2,187	1,414	64.65
US 30 E Bridge	5,231	224	658	6,113	5,061	82.79
US 67 S	1,319	197	56	1,572	1,443	91.79
US 30 W	5,045	262	814	6,121	4,755	77.68
Ia 136 W	1,514	113	33	1,660	1,255	75.60
Total	17,020	988	1,629	19,637	15,567	79.27

2. External Through Trips Via
the Central Business District:

Table 2 presents a very good comparison between the total trips passing through each external station and the number or per cent of these trips which pass directly through the urban area via the central business district. However, trips on US 30 along the south boundary of tract 001, or the Central Business District, were not included in this table. This same relationship is again presented both numerically and on a percentage basis for the summation of all trips through all stations. From this presentation it is shown in the following table that 425 trips, or 2.66 per cent of the total trips passing through all external stations, were external through trips traveling via the central business district.

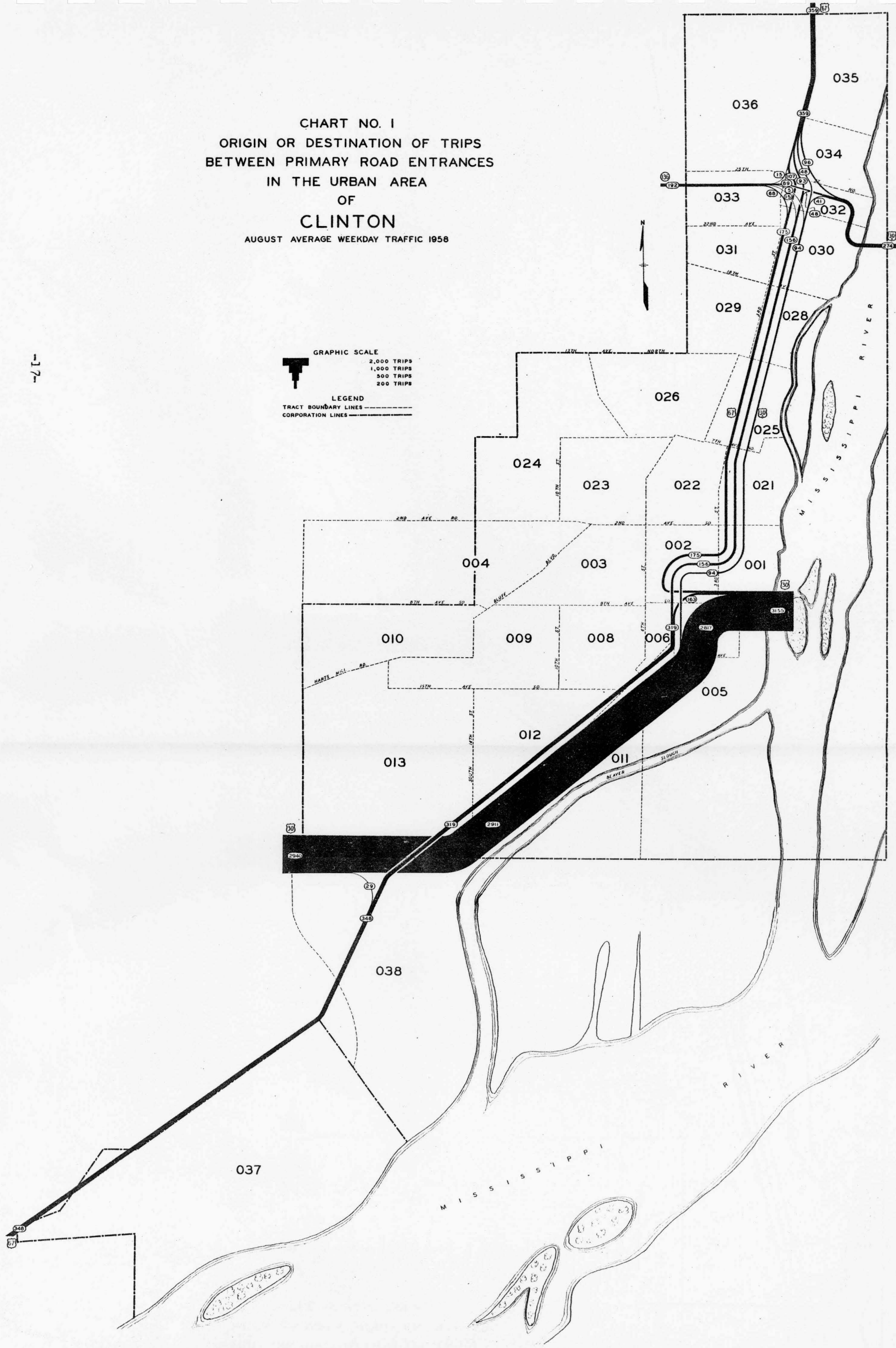
Table 2 External Through Trips Via the Central Business District on an Average Weekday in August 1958			
External Station Location	Total Trips Through Station	Through Trips Via the CBD	
		Number	Per Cent of Total
US 67 N	1,984	248	12.50
US 30A E Bridge	2,187	89	4.07
US 30 E Bridge	6,113	175	2.86
US 67 S	1,572	156	9.92
US 30 W	6,121	94	1.54
Ia 136 NW	1,660	88	5.30
Less Duplicates	3,634	425	11.70
Total	16,003	425	2.66

CHART NO. I
 ORIGIN OR DESTINATION OF TRIPS
 BETWEEN PRIMARY ROAD ENTRANCES
 IN THE URBAN AREA
 OF
CLINTON
 AUGUST AVERAGE WEEKDAY TRAFFIC 1958

-17-

GRAPHIC SCALE
 2,000 TRIPS
 1,000 TRIPS
 500 TRIPS
 200 TRIPS

LEGEND
 TRACT BOUNDARY LINES
 CORPORATION LINES



3. External Through Trips Not
Via the Central Business District:

The following table reveals the exact relationship between all trips passing through each external station and the percentage of these trips which pass directly on through and out of the urban area, but not via the central business district. Trips on U.S. 30 along the south boundary of tract 001 or the central business district are included in this table. This same comparison is also presented for the total of all external through trips passing through all external stations. From Table 3 it is then noted that this figure is 20.05 per cent.

Table 3 External Through Trips Not Via the Central Business District on an Average Weekday in August 1958			
External Station Location	Total Trips Through Station	Through Trips Not Via the CBD	
		Number	Per Cent of Total
US 67 N	1,984	111	5.59
US 30A E Bridge	2,187	185	8.46
US 30 E Bridge	6,113	2,980	48.75
US 67 S	1,572	192	12.21
US 30 W	6,121	2,846	46.50
Ia 136 NW	1,660	104	6.27
Less Duplicates	3,634	3,209	88.30
Total	16,003	3,209	20.05

4. Trips Through Each Station With Termini in the Central Business District:

Table 4 compares the total trips passing through each station with the percentage of these respective trips having termini in the central business district. It also relates the total of all trips passing through all of the stations to the number of these same trips having termini in the central business district. On this comparative basis 24.62 per cent of the total trips passing through all external stations fall into the above explained category.

Table 4 Trips Through Each Station With Termini in the Central Business District on an Average Weekday in August 1958			
External Station Location	Total Trips Through Station	Termini in the CBD	
		Number	Per Cent of Total
US 67 N	1,984	393	19.81
US 30A E Bridge	2,187	569	26.02
US 30 E Bridge	6,113	1,041	17.03
US 67 S	1,572	323	20.55
US 30 W	6,121	1,030	16.83
Ia 136 NW	1,660	583	35.12
Less Duplicates	3,634	----	-----
Total	16,003	3,939	24.62

5. Trips Through Each Station With Termini
Between the Station and the Central Business District:

The information contained in Table 5 reveals a comparison of the total trips passing through each station and the percentage of these trips having termini in the residential and intermediate areas between that station and the central business district. In addition to this, the summation of the total trips passing through all of the external stations is compared to the percentage of these total trips having termini as explained above. These comparisons are pointed out both numerically and on a percentage basis. As can be seen from the table, 3,963 trips, or 24.76 per cent of the total trips passing through all of the external stations, had termini in the residential and intermediate areas between the stations and the central business district.

External Station Location	Total Trips Through Station	Termini Between Station and CBD	
		Number	Per Cent of Total
US 67 N	1,984	712	35.89
US 30A E Bridge	2,187	844	38.59
US 30 E Bridge	6,113	---	---
US 67 S	1,572	597	37.97
US 30 W	6,121	1,023	16.71
Ia 136 NW	1,660	787	47.41
Less Duplicates	3,634	---	---
Total	16,003	3,963	24.76

6. Trips Through Each Station With Routes Via
and Termini Beyond the Central Business District:

In Table 6 a comparison is made between the total trips passing through each external station, and the number and percentage of these trips which pass directly via and have their termini beyond the central business district. *Included in this comparison are the trips on US 30 along the south boundry of the Central Business District (tract 001). It can also be seen from the following table that 4,467 trips, or 27.91 per cent of all trips passing through all stations, travel directly via the central business district and have their termini beyond it. These comparisons are made both numerically and on a percentage basis for all of the routes listed.

Table 6 Trips Through Each Station With Routes Via and Termini Beyond the Central Business District on an Average Weekday in August 1958			
External Station Location	Total Trips Through Station	Route Via-Termini Beyond CBD	
		Number	Per Cent of Total
US 67 N	1,984	520	26.21
US 30A E Bridge	2,187	500	22.86
US 30 E Bridge	6,113	1,917*	31.36
US 67 S	1,572	304	19.34
US 30 W	6,121	1,128	18.43
Ia 136 NW	1,660	98	5.90
Less Duplicates	3,634	---	-----
Total	16,003	4,467	27.91

7. Trips Crossing the Gateway and Lyon-Fulton Bridges:

The information in Table 7 indicates the change in the traffic pattern crossing the Mississippi River at Clinton. The new Gateway Bridge was opened in 1956, and U.S. 30 in Illinois was re-routed to connect with it. There were 348.1 per cent more trips using the new Gateway Bridge in 1958 than used the old structure in 1953. The number of trips across the Lyon-Fulton Bridge decreased 51.3 per cent during this same period. Charts 3 and 4 on the following pages portray the 1953-1958 bridge traffic in more detail.

Trip Designations	Gateway Bridge		Lyon-Fulton Bridge	
	1953	1958	1953	1958
Through Trips Via CBD	26	175	1439	124
Through Trips Not Via CBD	468	3092	299	185
Trips to CBD	384	1041	779	569
External Local Trips Via CBD	198	523	680	336
External Local Trips Not Via CBD	680	1282	1292	973
Totals	1756	6113	4489	2187

CHART 3
 ORIGIN AND DESTINATION OF TRIPS
 CROSSING LYON-FULTON BRIDGE
 IN
 CLINTON
 DURING AVERAGE WEEKDAY IN 1953 AND 1958

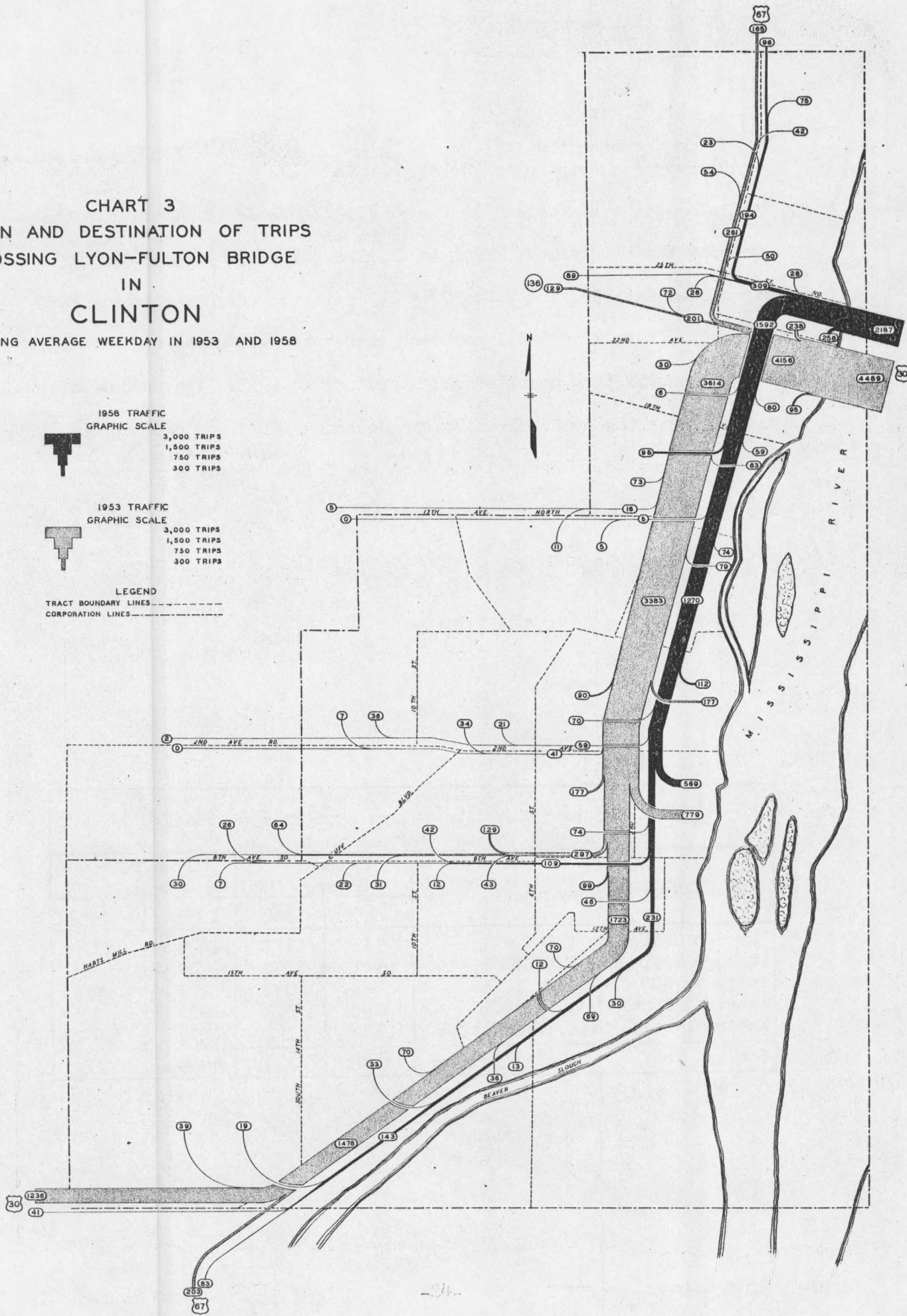
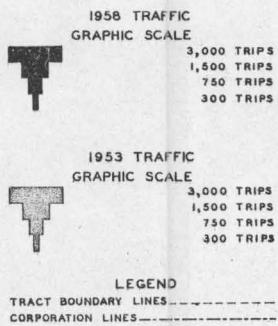
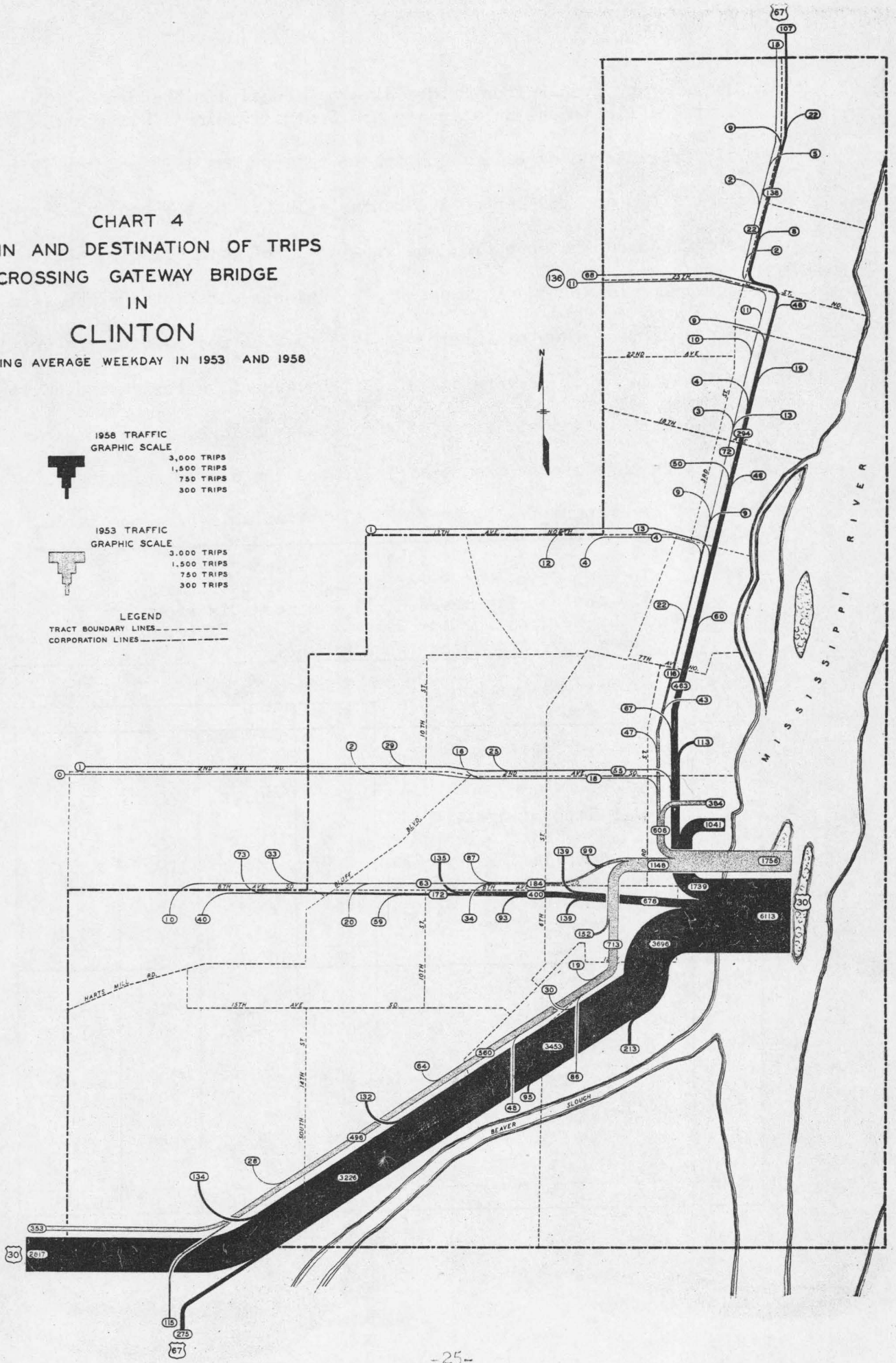
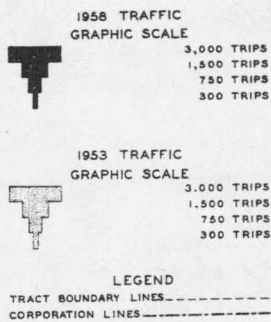


CHART 4
 ORIGIN AND DESTINATION OF TRIPS
 CROSSING GATEWAY BRIDGE
 IN
 CLINTON
 DURING AVERAGE WEEKDAY IN 1953 AND 1958



8. Gateway and Lyon-Fulton Bridge External Local and Through Trip Traffic Routes Relative to the Central Business District:

Table 8 presents an excellent comparison between the 1953 and the 1958 bridge traffic and its respective routes relative to the central business district. As can be seen from the sub-totals of both bridges, the through trips traveling via the central business district dropped from 65.63 per cent of the total trips in 1953 to 8.36 per cent of the total trips in 1958. This is very significant because it gives an indication of how much the re-construction of the Gateway Bridge was responsible for alleviating the business area traffic congestion due to through trips. Several other comparative figures are also available from the table.

Table 8 Through Trips and External Local Trips Passing Via and Not Via the Central Business District in Addition to Crossing the Gateway or Lyon-Fulton Bridges on an Average August Weekday in 1953 and 1958					
Year	Trip Designations	Through Trips		External Local Trips	
		No.	%	No.	%
1953	Gateway Bridge				
	Via CBD	26	1.16	198	6.95
	Not Via CBD	468	20.97	680	23.86
	Lyon-Fulton Bridge				
	Via CBD	1439	64.47	680	23.86
	Not Via CBD	299	13.40	1292	45.33
	Sub-totals--Both Bridges				
	Via CBD	1465	65.63	878	30.81
Not Via CBD	767	34.37	1972	69.19	
	Total	2232	100.00	2850	100.00
1958	Gateway Bridge				
	Via CBD	175	4.89	523	16.80
	Not Via CBD	3092	86.46	1282	41.17
	Lyon-Fulton Bridge				
	Via CBD	124	3.47	336	10.78
	Not Via CBD	185	5.18	973	31.25
	Sub-totals Both Bridges				
	Via CBD	299	8.36	859	27.58
Not Via CBD	3277	91.64	2255	72.42	
	Total	3576	100.00	3114	100.00

A P P E N D I X

ORIGIN AND DESTINATION OF TRIPS
CROSSING GATEWAY AND LYON-FULTON BRIDGES
IN CLINTON
DURING AVERAGE WEEKDAY IN 1953 AND 1958

STATION		U.S. 30A EAST LYON FULTON BRIDGE		U.S. 30 EAST GATEWAY BRIDGE		U.S. 67 NORTH		U.S. 30 WEST		F.A.S. 536 WEST		IA. 136 WEST		U.S. 67 SOUTH		TOTAL		TRACTS
		91	761	92	762	93	760	94	764	95	766	96	765	97	763	1953	1958	
TRACTS		1953	1958	1953	1958	1953	1958	1953	1958	1953	1958	1953	1958	1953	1958	1953	1958	TRACTS
CLINTON	001	779	569	384	1041	318	393	467	1030	110		347	583	811	323	3216	3939	001
	002	177	74	99	139	76	81	154	145	44		61	54	237	36	848	529	002
	003	129	42	87	135	71	60	126	197	42		34	28	167	52	656	514	003
	004	64	26	33	73	16	18	36	74	9	8	7	8	79	13	244	212	004
	005	69	30	86	213	54	33	70	115	13	5	19	20	109	68	420	479	005
	006	99	46	152	139	74	35	85	73	27	9	33	13	224	33	694	339	006
	007	70	12	19	30	42	12	41	8	13	1	30	1	43	5	258	68	007
	008	43	12	34	93	43	38	74	134	20		26	19	142	44	382	340	008
	009	31	22	20	59	13	26	56	69	7		9	12	80	25	216	213	009
	010	30	7	10	40	12	13	25	51	7		4	4	50	21	138	136	010
	011	36	13	48	95	48	42	53	62	10	1	22	4	139	35	356	251	011
	012	70	33	64	132	54	63	99	201	19	1	47	13	191	66	544	508	012
	013	39	19	28	134	23	54	44	176	13	1	11	7	120	40	278	430	013
SUB TOTAL		1636	905	1064	2323	844	868	1330	2335	334	1	650	766	2392	761	8250	7958	SUB.TOT
	021	177	112	43	113	80	68	128	71	20	1	92	30	207	47	747	441	021
	022	90	70	47	67	61	55	84	94	29	1	45	32	173	42	529	360	022
	023	34	21	16	25	11	25	19	53	10	1	15	8	72	18	177	150	023
	024	7	36	2	29	4	22	3	45	18		11	22	19	19	64	173	024
	025	79	74	22	60	57	52	46	73	9		65	50	97	20	375	329	025
	026	11	5	4	12	11	4	4	18	8		6	4	13	1	57	44	026
SUB TOTAL		398	318	134	306	224	226	284	354	94		234	146	581	147	1949	1497	SUB.TOT
	028	63	59	9	46	59	45	34	57	9	1	49	32	42	16	265	255	028
	029	73	98	9	50	48	41	26	48	6	1	29	18	61	12	252	267	029
	030	95	80	13	19	51	71	29	47	5	1	45	57	74	23	312	297	030
	031	30	6	3	4	23	7	5	14	2	1	15	6	9	4	87	41	031
	032	238	258	11	48	184	150	80	73	6	1	223	255	121	30	863	814	032
	033	72	26	10	9	106	30	25	33	1	1	103	72	56	6	373	176	033
	034	50	28	2	8	64	37	18	24	1	1	52	53	39	8	226	158	034
	035	42	75	5	22	123	71	25	40	2	1	21	45	58	13	276	266	035
	036	54	23	2	9	32	34	17	18	1	1	29	12	13	7	148	103	036
SUB TOTAL		717	653	64	215	690	486	259	354	33		566	550	473	119	2802	2377	SUB.TOT
CLINTON TOTAL		2751	1876	1262	2844	1758	1580	1873	3043	461		1450	1462	3446	1027	13001	11832	CL. TOT.
CAMANCHE	037						28		49		1			174		252		037
	038						17		84		1			21		126		038
SUB TOTAL							45		133					195		378		SUB.TOT
CLINTON&CAMANCHE TOTAL			1876		2844		1625		3176				1467		1222		12210	C&C.TOT
U.S. 30A EAST BRIDGE	91-761					165	96	1236	41	5		129	89	203	48	1738	274	91-761
U.S. 30 EAST BRIDGE	92-762					15	107	353	2817		1	11	68	115	163	494	3156	92-762
U.S. 67 NORTH	93-760	185	96	15	107			50	48			23	15	61	93	314	359	93-760
U.S. 30 WEST	94-764	1236	41	353	2817	50	48			4	1	21	5	187	29	1851	2941	94-764
F.A.S. 536 WEST	95-766	5			1			4	1			2		14	1	25	3	95-766
IA. 136 WEST	96-765	129	89	11	68	23	15	21	5	2				23	15	209	192	96-765
U.S. 67 SOUTH	97-763	203	83	115	275	61	93	187	29	14	1	23	15			603		97-763
EXTERNAL TOTAL		1738	309	494	3268	314	359	1851	2941	25	3	209	192	603	349	5234	7421	EXT.TOT
LOCAL ROAD STATION	767-768		2		1												3	767-768
GRAND TOTAL		4489	2187	1756	6113	2072	1984	3724	6117	486	3	1659	1659	4049	1571	18235	19634	G.T.
STATION		91	761	92	762	93	760	94	764	95	766	96	765	97	763	1953 TOT.	1958 TOT.	TRACTS

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