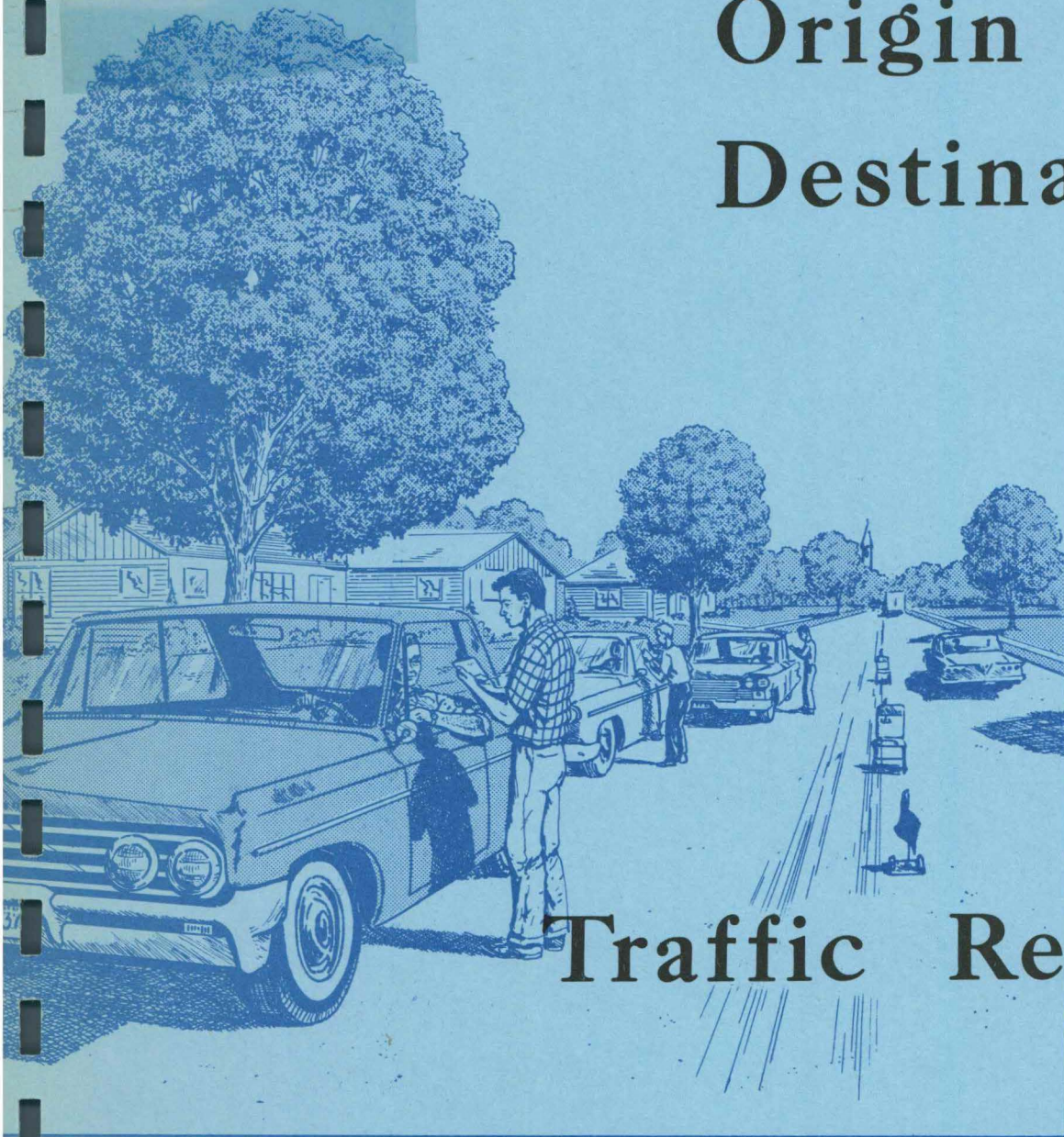


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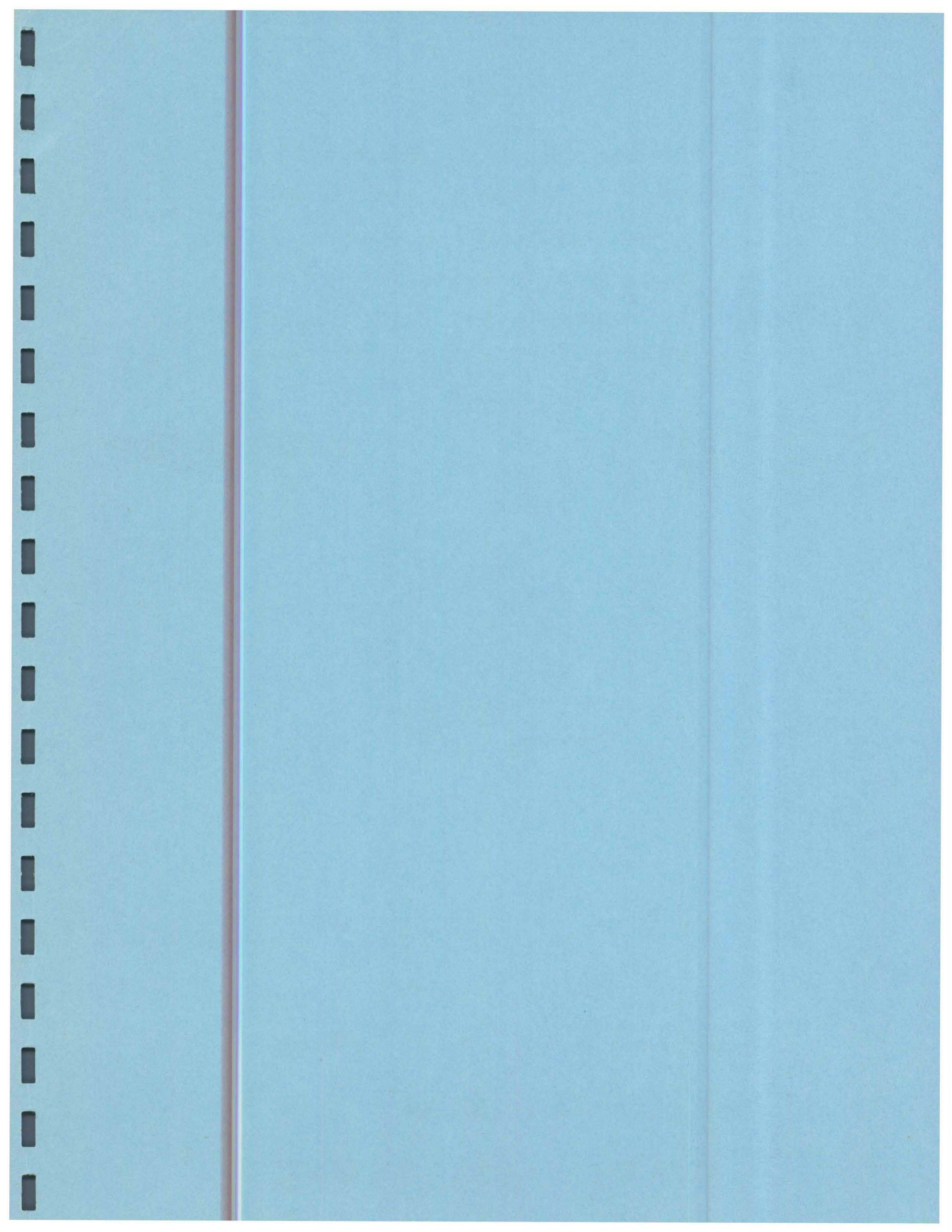
Origin and Destination



Traffic Report

IOWA

July of 1963



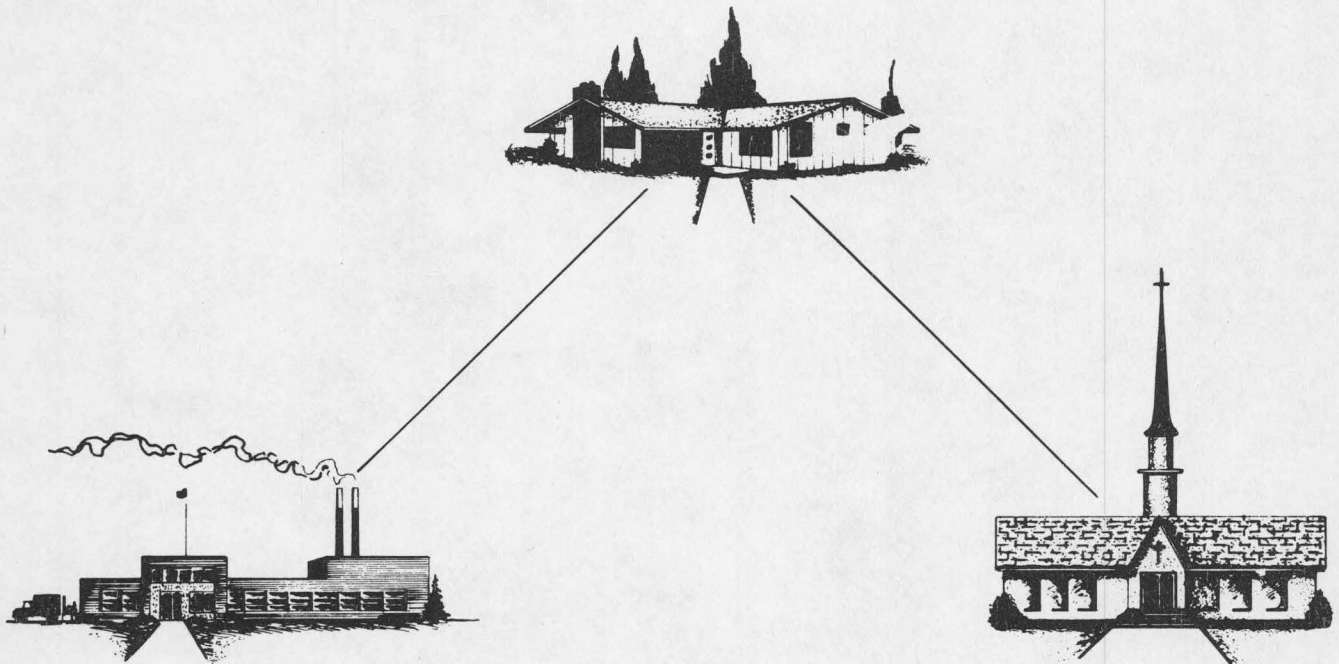
State of Iowa

POLK CITY

Origin And Destination

Traffic Study

January 1965



PREPARED BY

TRAFFIC AND HIGHWAY PLANNING DEPARTMENT

DIVISION OF PLANNING

IOWA STATE HIGHWAY COMMISSION

IN COOPERATION WITH THE

UNITED STATES DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

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INTRODUCTION

During the second week of June in 1963, the Iowa State Highway Commission, in cooperation with the United States Bureau of Public Roads, conducted an external origin-destination traffic survey in Polk City.

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

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

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

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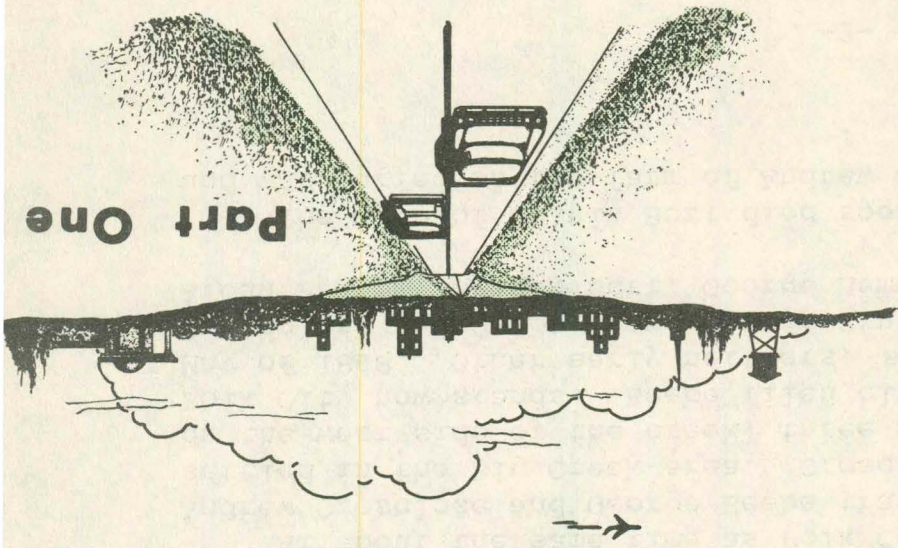
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DEFINITIONS OF TECHNICAL TERMS

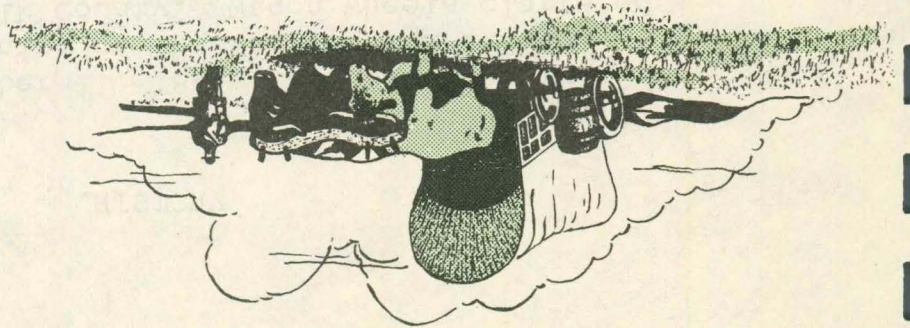
Central Business District	The major business district of a city.
Code Station	A location on a minor road at the point where it crosses the cordon line and at which no interviews were taken.
Cordon Line	A hypothetical line determined by the location of traffic interview stations and used to delimit the area under study.
Destination	The location of the objective of a trip.
Desire Line	A straight line between the point of origin and point of destination without regard to routes of travel.
External Local Trip	A trip having <u>either</u> 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 <u>neither</u> origin nor destination within the study area but which passes through it enroute to its destination.
Internal Trip	A trip having both origin and destination within the study area.
Interview Station	A location at which vehicle drivers are stopped and interviewed.
Origin	The location from which a driver started a trip.
Study Area	The area enclosed by a cordon line of interview stations and generally corresponding with corporation lines or urban area lines.
Traffic	The total number of vehicles passing a given point.



Development

and

History



HISTORY

At midnight on October 11, 1845, the roar of army cannons signaled the opening of the Sac and Fox Indian territory that is now Polk County. Wagon wheels clattered across the starting line at Fort Des Moines to stake out choice homesteads on the rich prairie land north of Des Moines. The Big Creek area, ten miles north of Des Moines, where Polk City now stands, was a popular area for homesteading.

The fork where the Racoon and Des Moines Rivers meet was explored in the summer of 1835 by Colonel Stephen W. Kearny. He and his 150 men were ordered to study the area for a garrison site. In July of 1841, John C. Fremont, also under orders from the War Department, studied the natural life of the area. Fremont surveyed the Des Moines River from Racoon Forks, as Des Moines was then known, to its mouth, completing Jean Nicholas Vicollel's map of the territory.

The garrison was established in May of 1843 and was commanded by Captain James Allen, whose First Dragoons arrived by the steamer Ione from Fort Sangford. Fort Des Moines took its name from the adjacent river that was named by Marquette and Joliet.

Polk County was established in 1846 and was named in honor of President James K. Polk. It was reasoned by the Democratically controlled legislature that since this was to be the central county of the state, it should be named for the central figure of the nation, James Polk.

At about the same time as Polk County was established, Andrew Grosclose and George Beebe traveled up the river and settled in the Big Creek area. Grosclose staked his claim on the west side of the creek, three miles north of where Polk City now stands. Beebe filed claim to land nearby in May of 1848. Other early settlers, some of whom preceded Grosceclose and Beebe, were Conrad Stutzman, Alexander Swim, Alban Pandom, Calvin Burt, George Hammond, and Squire Deford.

The wife of Calvin Burt died soon after their arrival and was buried on the farm of Andrew Grosclose. The harsh

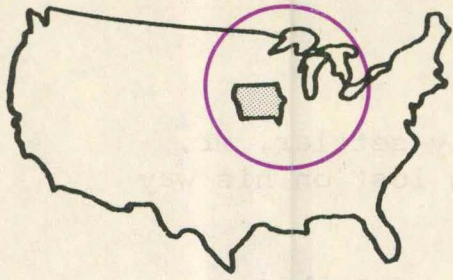
winter of 1846 took the life of another early settler, Mr. Longnecker, who froze to death after getting lost on his way home from Fort Des Moines.

In 1850, George Beebe laid out the town of Polk City. He was aided by Alban Pandom who had come in 1849, and who drove the first stake. The same year the first newspaper in the county, The Star, was published, with Barlow Granger as editor.

The area was then located on one of the main travel routes to the West Coast. Some of the gold seekers stayed in Polk City, and the settlement started to grow. Dr. Mather became its first physician. The Reverends Marts, De Moss, and Thompson Bird, were early ministers in this area. Piper and Barnum were among the first merchants, as well as Andrew Grosclose who opened a general store and sold real estate.

Polk City, located near the natural power sources of Big Creek and the Des Moines River, became an important milling center. Alexander Swim built the first mill soon after he settled. Another was built by Conrad Stutzman in May of 1846. Grosclose opened the first mill on the Des Moines River, and George Hammond followed with his Big Creek sawmill.

The abrupt end of the gold rush and the decline of milling slowed the town's rapid, early growth. Today, Polk City has a population of 567. The farm community is connected to neighboring towns by gravel and blacktop roads and Iowa Highway 415.



STUDY AREA POSITION IN THE MIDWEST

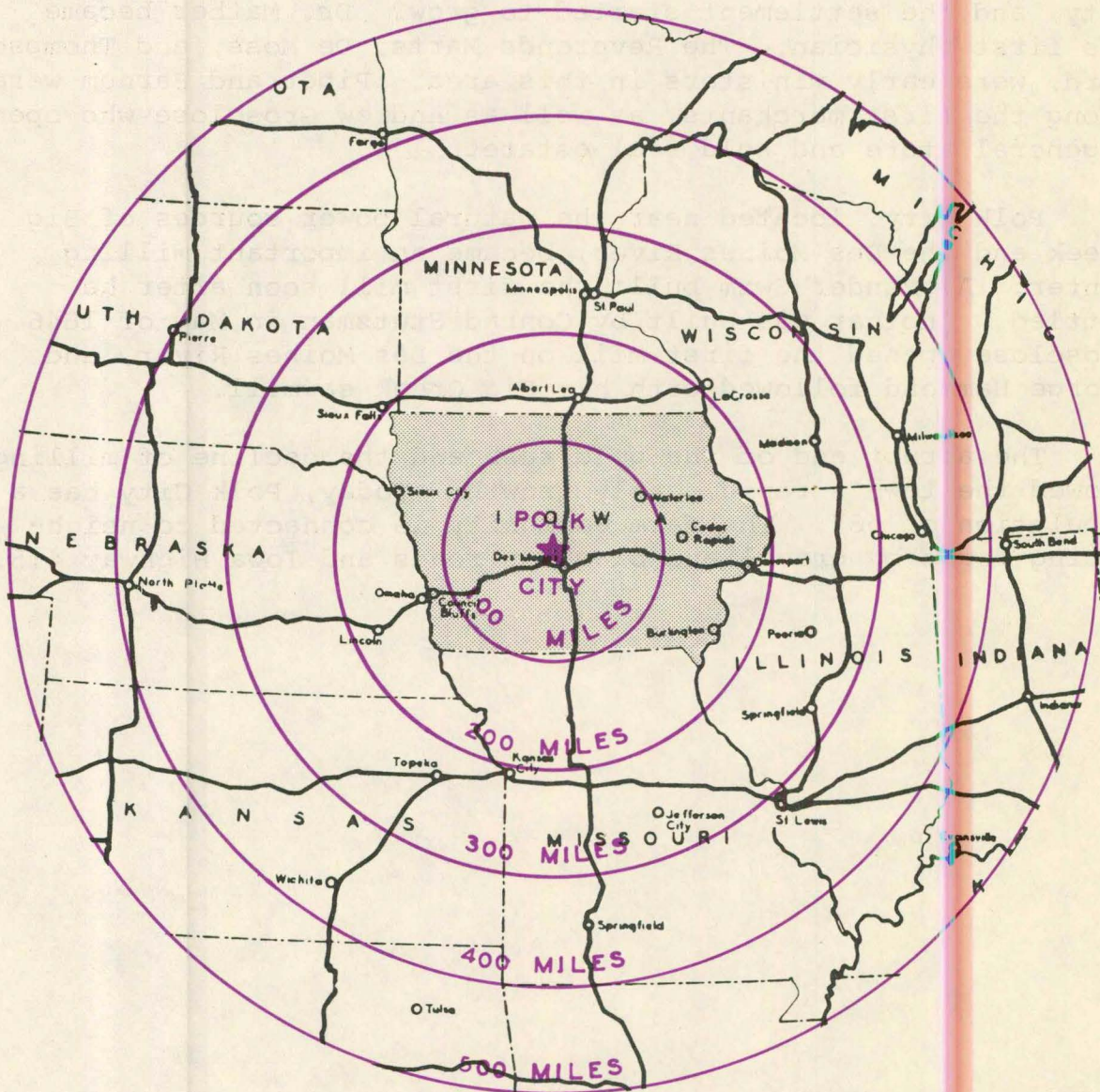


FIGURE 1-1

STUDY AREA POSITION IN IOWA

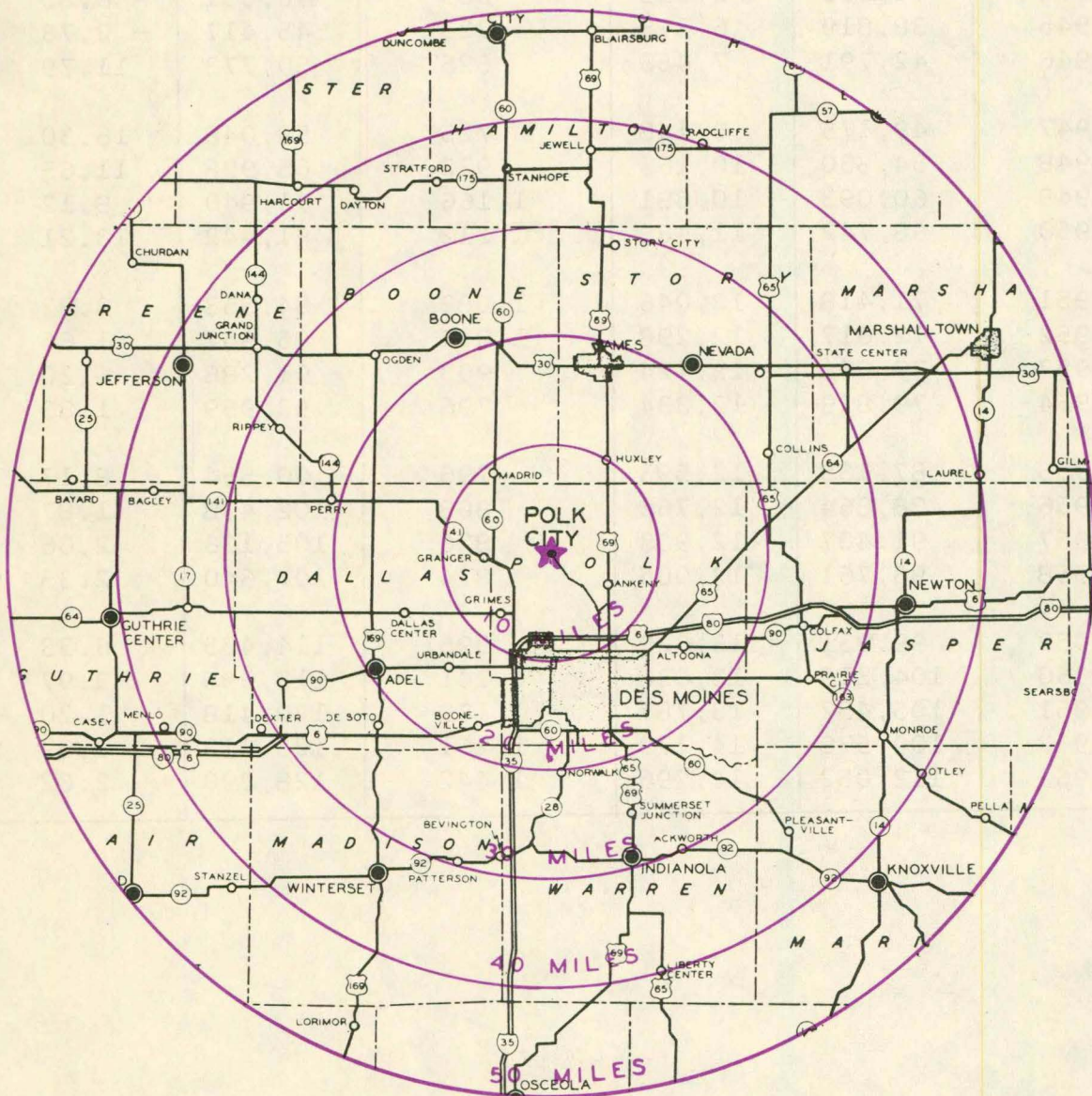
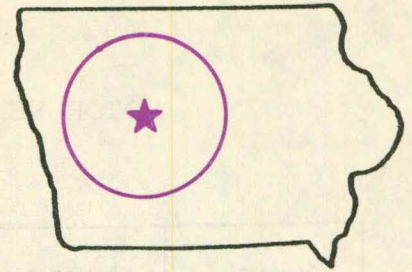


FIGURE 1-2

Table 1-1
MOTOR VEHICLE REGISTRATION IN POLK COUNTY
FROM 1939 THROUGH 1963

Year	Autos	Trucks	Motorcycles	Total	Percent Change
1939	48,925	6,255	272	55,452	
1940	50,881	6,625	270	57,776	4.19
1941	51,986	7,265	236	59,487	2.96
1942	48,006	6,816	235	55,057	- 7.45
1943	43,915	6,008	200	50,123	- 8.96
1944	40,359	6,123	209	46,691	- 6.85
1945	38,819	6,375	223	45,417	- 2.73
1946	42,791	7,456	526	50,773	11.79
1947	49,175	9,148	725	59,048	16.30
1948	54,830	10,166	932	65,928	11.65
1949	60,093	10,681	1,166	71,940	9.12
1950	68,742	11,488	1,212	81,442	13.21
1951	71,418	12,046	1,089	84,553	3.82
1952	72,617	12,298	1,042	85,957	1.66
1953	77,661	12,724	903	91,288	6.20
1954	79,829	12,334	796	92,959	1.83
1955	87,165	12,593	796	100,554	8.17
1956	88,864	12,766	808	102,438	1.87
1957	91,407	12,933	826	105,166	2.66
1958	93,761	13,005	874	107,640	2.35
1959	99,931	13,629	995	114,455	6.33
1960	104,216	13,638	1,141	118,995	3.97
1961	105,452	13,787	1,179	120,418	1.20
1962	109,578	14,179	1,261	125,018	3.82
1963	112,052	14,796	1,442	128,290	2.62

FIGURE 1-3
MOTOR VEHICLE REGISTRATION IN POLK COUNTY
FROM 1939 THROUGH 1963

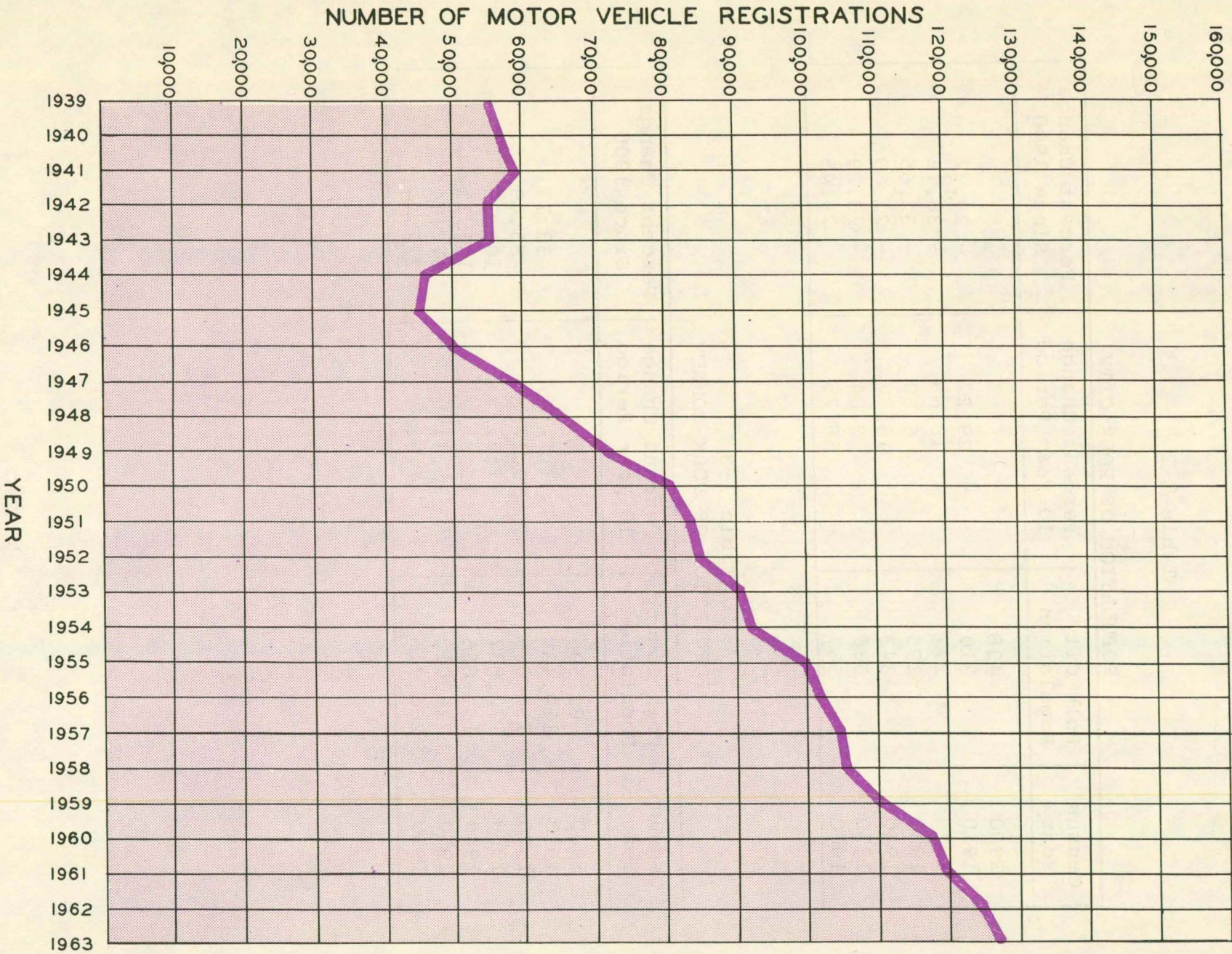


Table 1-2

POPULATION OF POLK CITY

Census Year	Polk City Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	438		
1910	310	- 29.22	- 29.22
1920	277	- 10.65	- 36.76
1930	295	6.50	- 32.65
1940	343	16.27	- 21.69
1950	336	- 2.04	- 23.29
1960	567	68.75	29.45

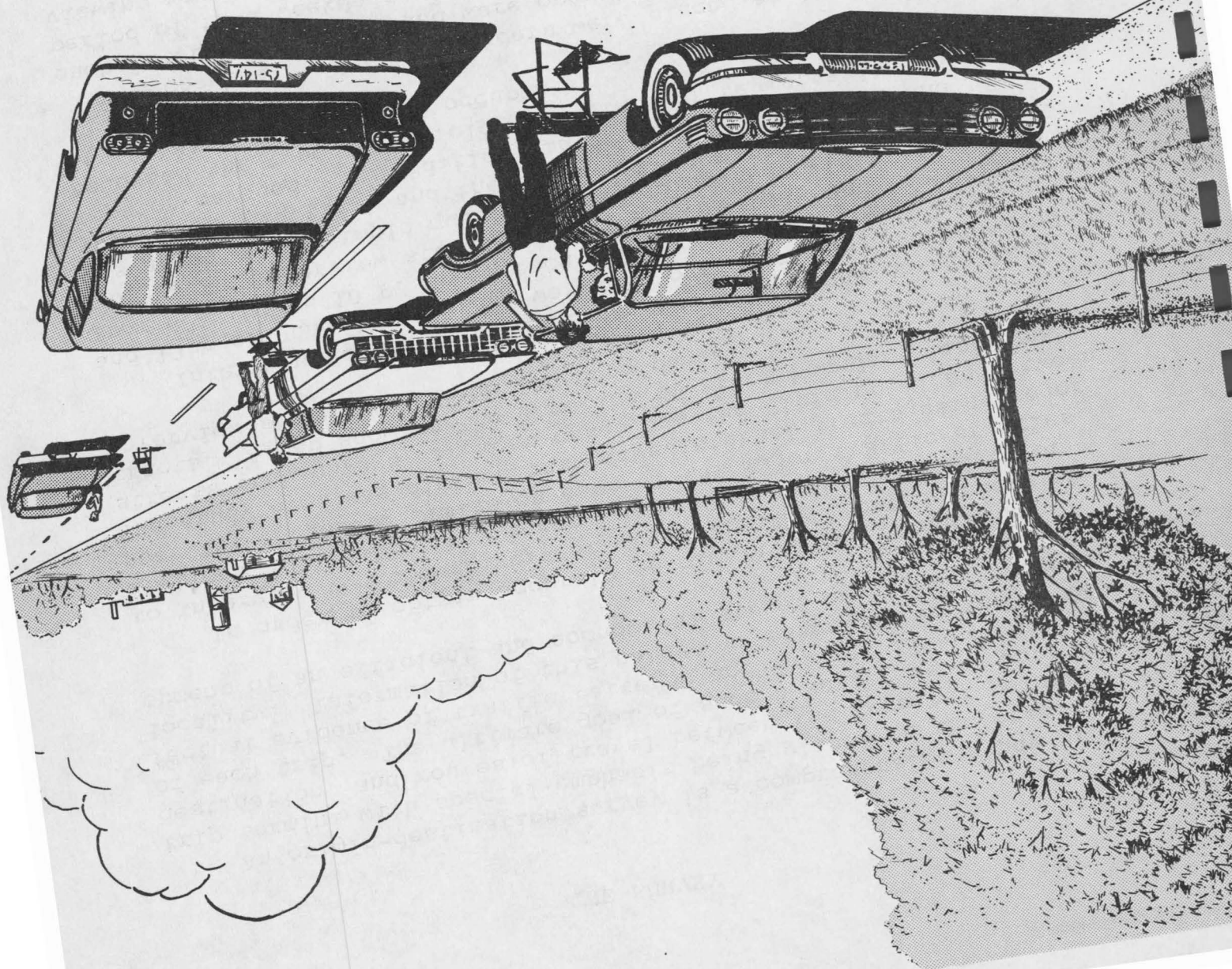
Table 1-3

POPULATION OF POLK COUNTY

Census Year	Polk County Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	82,594		
1910	110,438	33.71	33.71
1920	154,029	39.47	86.49
1930	172,837	12.21	109.26
1940	195,835	13.31	137.11
1950	226,010	15.41	173.64
1960	266,315	17.83	222.44

Procedure

Survey



THE SURVEY

An origin-destination survey is a comprehensive study of trip termini with special emphasis being placed on the origin, destination, and routes of travel between the terminal points of each trip. The ultimate goal of such a survey is to obtain factual evidence of traffic patterns and volumes in a given locality. Information of this nature is essential in the development of an efficient and economical street or highway program.

In order to obtain accurate information, it is necessary to interview vehicle drivers at strategically located interview stations. In Polk City, interview stations were located at or near the corporate limits on each of the major traffic arteries. The study area was divided into five internal tracts using major streets or highways, in most cases, as the dividing lines between tracts. A map showing the location of tract boundary lines and interview stations will be found on page 12.

Interviewing for the Polk City survey was done on the 12th and 13th of June in 1963 and was done over a sixteen-hour period from 6 A. M. to 10 P. M. at each station. Each vehicle passing through an interview station was stopped briefly and the driver was asked a few simple questions regarding the origin, destination, purpose of his trip, and the place where his vehicle was normally kept or garaged. In addition, interviewers also noted and recorded the type of vehicle, its place of registration, direction of travel, and number of occupants.

Mechanical traffic recorders were placed at the location of each interview station and were operated continuously for a period of five weekdays, including the day on which the interviewing was done. Manual vehicle classification counts were also taken at a later date and, together with the data provided by the mechanical recorders, were used to expand the interview data to twenty-four hour, average June weekday traffic for 1963.

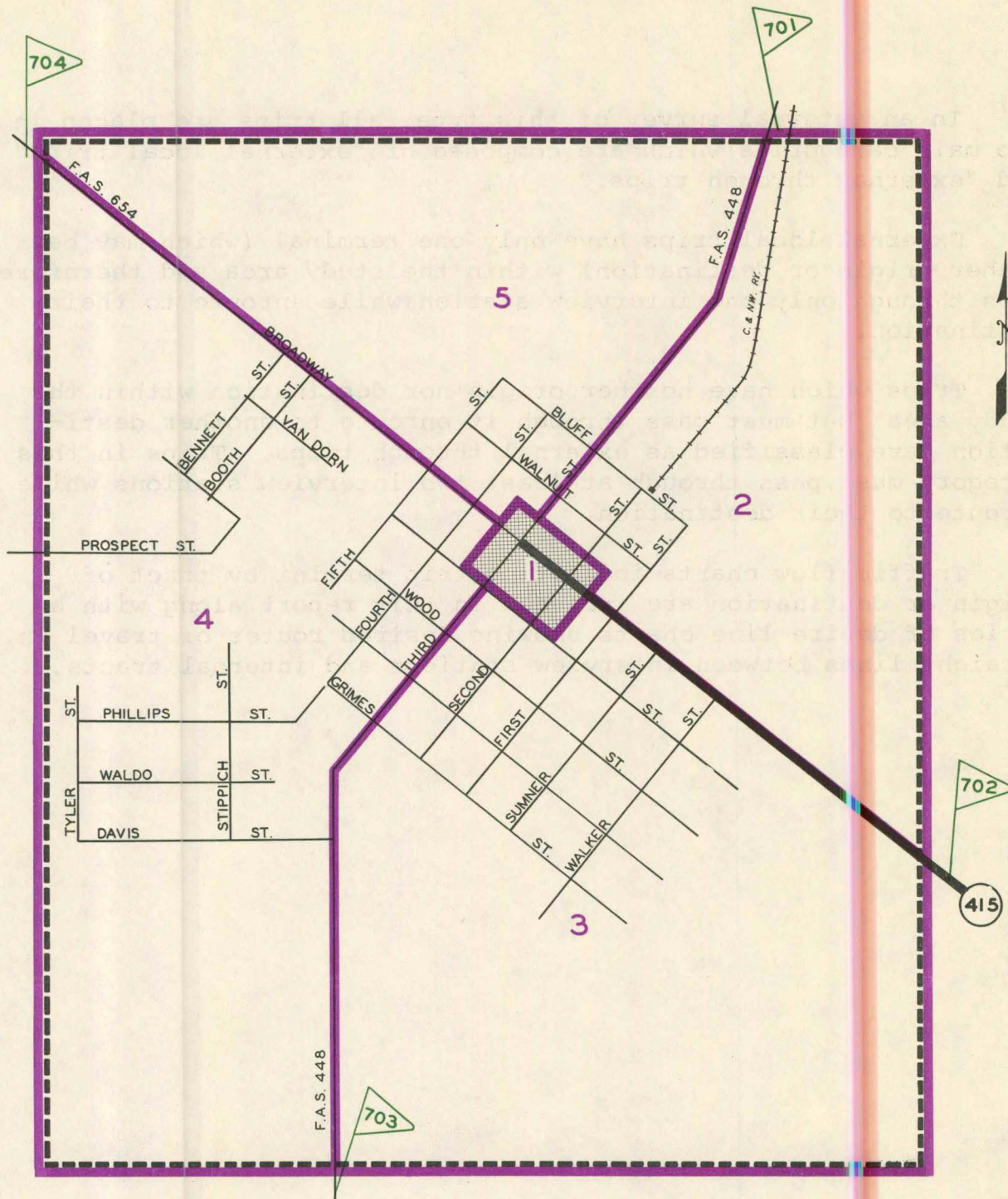
At the conclusion of the fieldwork, the data pertaining to each trip was converted into code and punched on tabulating cards. These cards were then sorted and tabulated by machine according to tract of origin or destination and the station or stations through which each trip passed.

In an external survey of this type, all trips are placed in two main categories which are composed of "external local trips" and "external through trips."

External local trips have only one terminal (which may be either 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 pass through at least two interview stations 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 tracts.



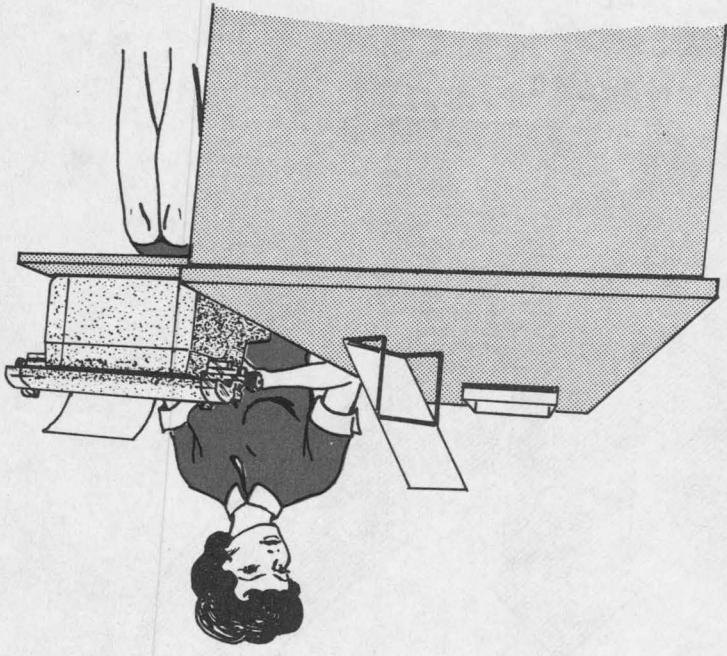
LEGEND

TRACT NUMBER 2

TRACT BOUNDARY

INTERVIEW STATION LOCATION

FIGURE 2-1
TRACT MAP OF
POLK CITY
WITH INTERVIEW STATION LOCATIONS



Summary

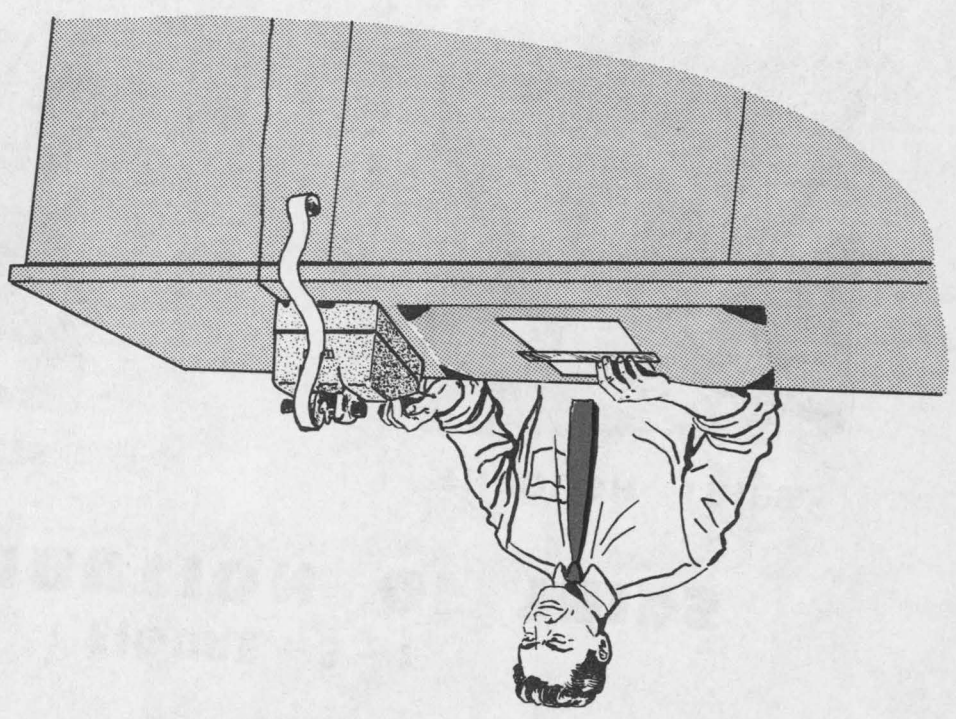
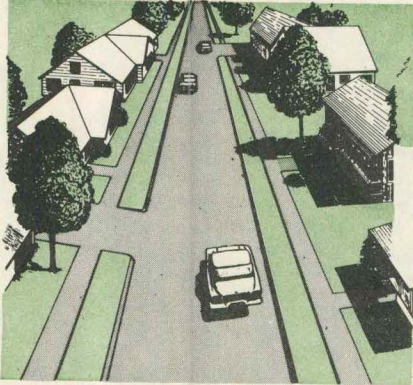
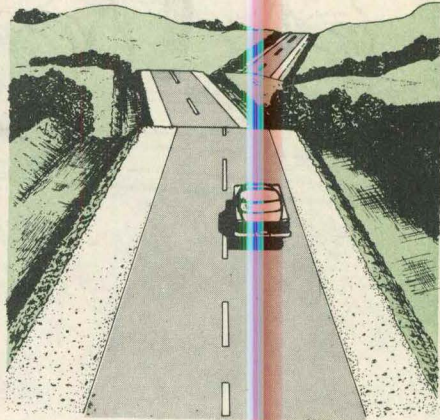


FIGURE 3 - 1 DISTRIBUTION OF TRIPS

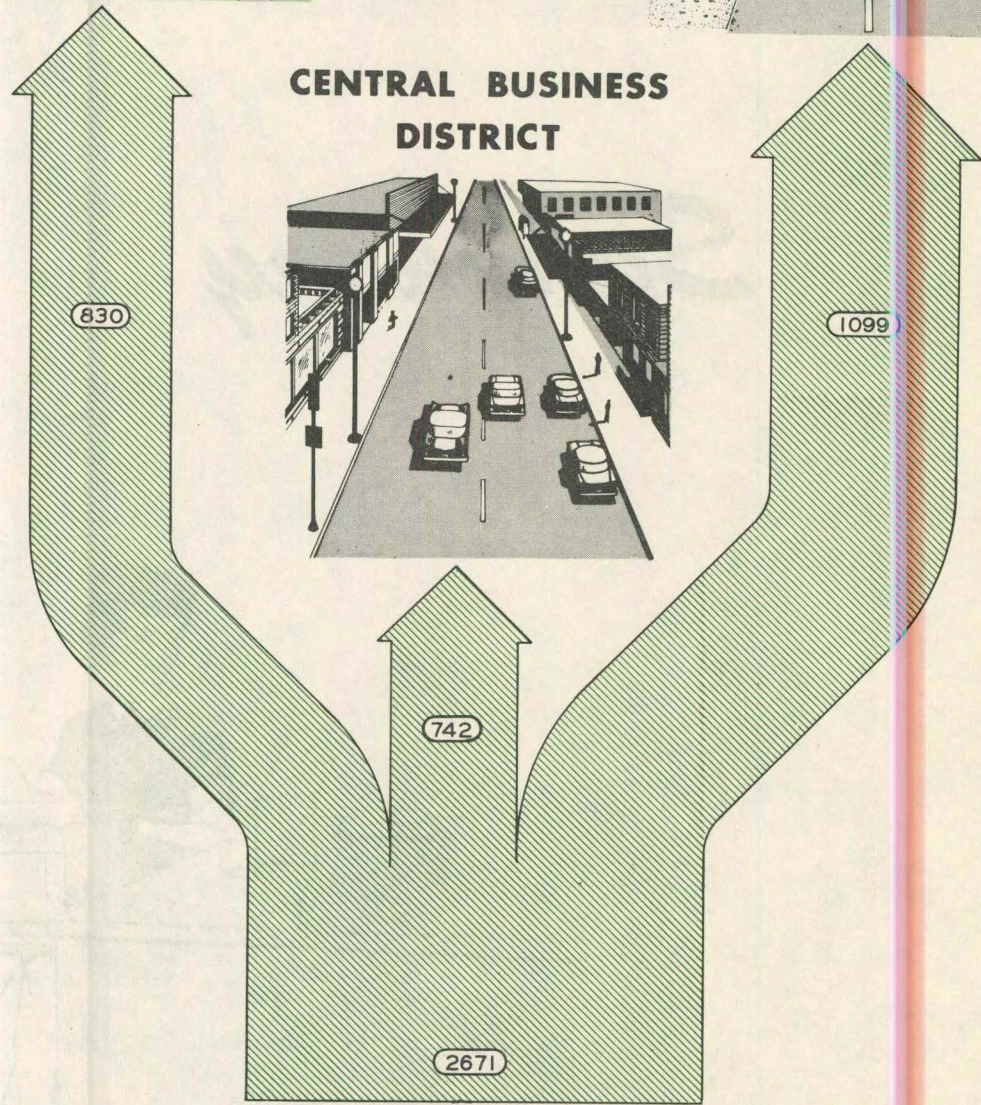
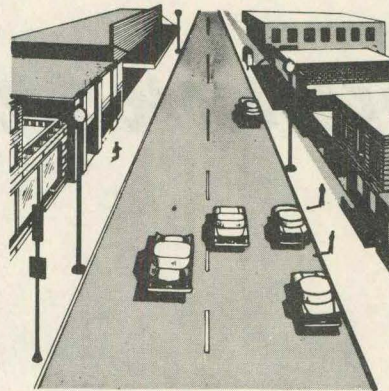
INTERNAL TRACTS



THROUGH TRIPS



CENTRAL BUSINESS DISTRICT



EXTERNAL

SUMMARY OF MAJOR TRAFFIC MOVEMENTS

The chart left graphically illustrates some of the more significant traffic volumes derived from the Polk City origin-destination traffic survey. An average of 2,671 trips per day passed through the external cordon line of interview stations surrounding the study area during the survey period in June of 1963.

742 trips or 27.78 percent of the total number of trips were between external areas and the central business district.

830 trips or 31.07 percent of the total number of trips were between external areas and internal areas exclusive of the central business district.

1099 trips or 41.15 percent of the total number of trips were through trips which passed through Polk City enroute to another destination.

Table 3-1
VEHICLE TYPE SUMMARY

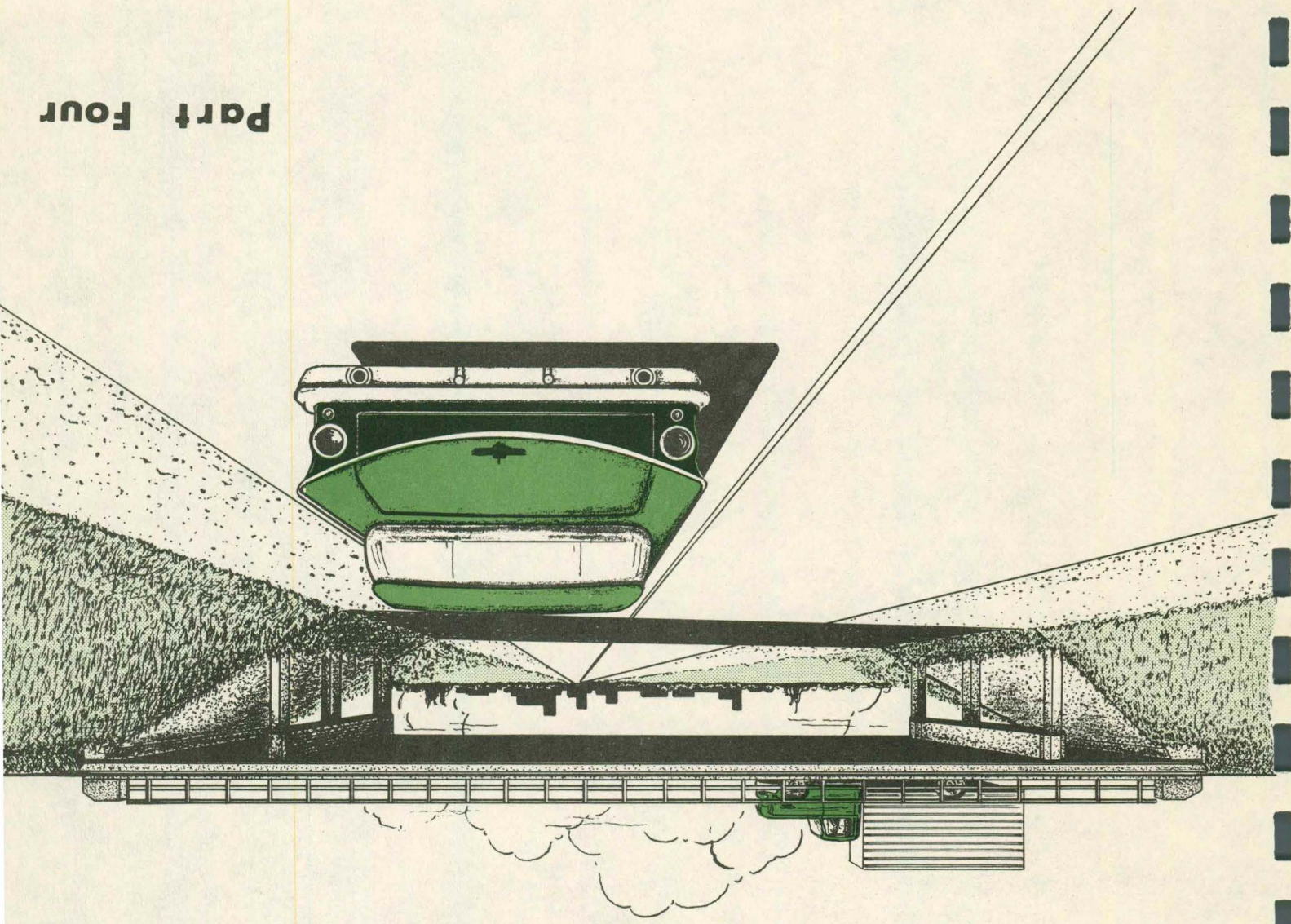
Average June Weekday Traffic 1963

External Station Location	Passenger Cars and Pickups	Single Unit Trucks	Truck Combinations	Total	No. of Interviews	Percent Interviewed
F.A.S. 448 N. Iowa 415 S.E.	759	63	6	828	729	88.04
F.A.S. 448 S.	1241	43	17	1301	910	69.95
F.A.S. 654 N.W.	362	26		388	397	102.32*
	1177	56	20	1253	998	79.65
Total	3539	188	43	3770	3034	80.48

* Higher than average traffic volumes were encountered during the interview period.

The above table shows the total traffic passing through interview stations located on major traffic arteries leading to Polk City. All totals include duplicate through trips.

Part Four



Movements

Traffic

TRAFFIC FLOW CHARTS

The following traffic flow charts illustrate the internal dispersion of trips between points of origin and/or destination through 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 station. Trip origins and destinations are not differentiated and the tract or station totals shown may be considered as either origin or destination.

The adjoining table of statistics across from Figures 4-1 through 4-4 shows the number of trips to or from each external interview station and tracts within the study area along with the percent of the total number of trips to each area.

Table 4-1
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 701, F.A.S. 448 NORTH

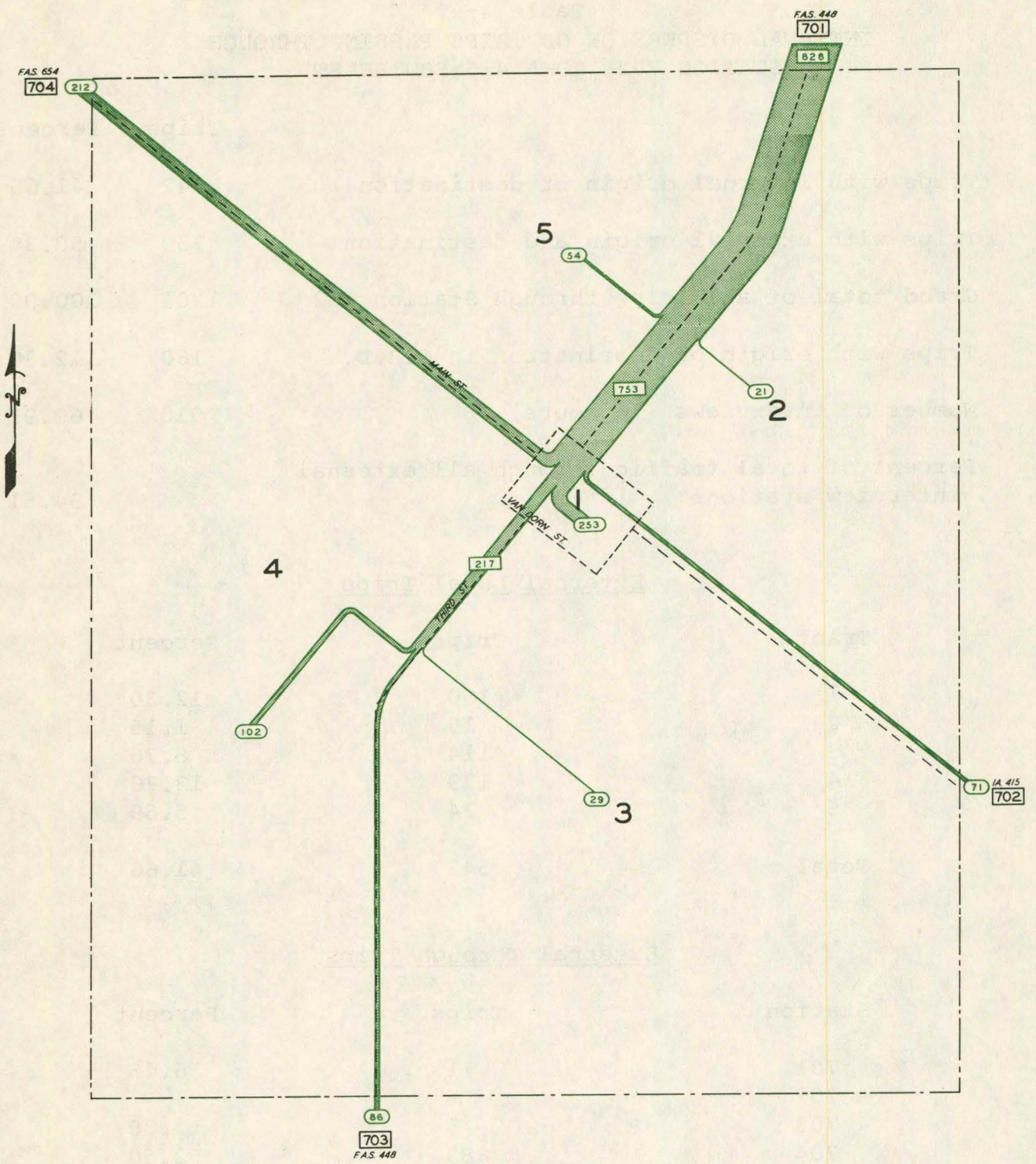
	Trips	Percent
Trips with internal origin or destination	459	55.43
Trips with external origin and destination	369	44.57
Grand total of all trips through Station 701	828	100.00
Trips with origin or destination in C.B.D.	253	30.56
Number of interviews (16 hours)	729	88.04
Percent of total traffic through all external interview stations		21.96

External Local Trips

Tract	Trips	Percent
1	253	30.55
2	21	2.54
3	29	3.50
4	102	12.32
5	54	6.52
Total	459	55.43

External Through Trips

Station	Trips	Percent
701	-	-
702	71	8.57
703	86	10.39
704	212	25.61
Total	369	44.57



LEGEND
 TRACT BOUNDARY LINES-----
 CORPORATION LINE_____

GRAPHIC SCALE

 1000 TRIPS
 500 TRIPS
 250 TRIPS
 125 TRIPS
 AVERAGE JUNE WEEKDAY TRAFFIC 1963

FIGURE 4-1
 INTERNAL DISPERSION OF TRIPS
 PASSING THROUGH
 STATION 701, F.A.S. 448 NORTH
 OF
 POLK CITY

Table 4-2
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 702, IOWA 415 SOUTHEAST

	Trips	Percent
Trips with internal origin or destination	542	41.66
Trips with external origin and destination	759	58.34
Grand total of all trips through Station 702	1301	100.00
Trips with origin or destination in C.B.D.	160	12.30
Number of interviews (16 hours)	910	69.95
Percent of total traffic through all external interview stations		34.51

External Local Trips

Tract	Trips	Percent
1	160	12.30
2	15	1.15
3	114	8.76
4	179	13.76
5	74	5.69
Total	542	41.66

External Through Trips

Station	Trips	Percent
701	71	5.46
702	-	-
703	5	.38
704	683	52.50
Total	759	58.34

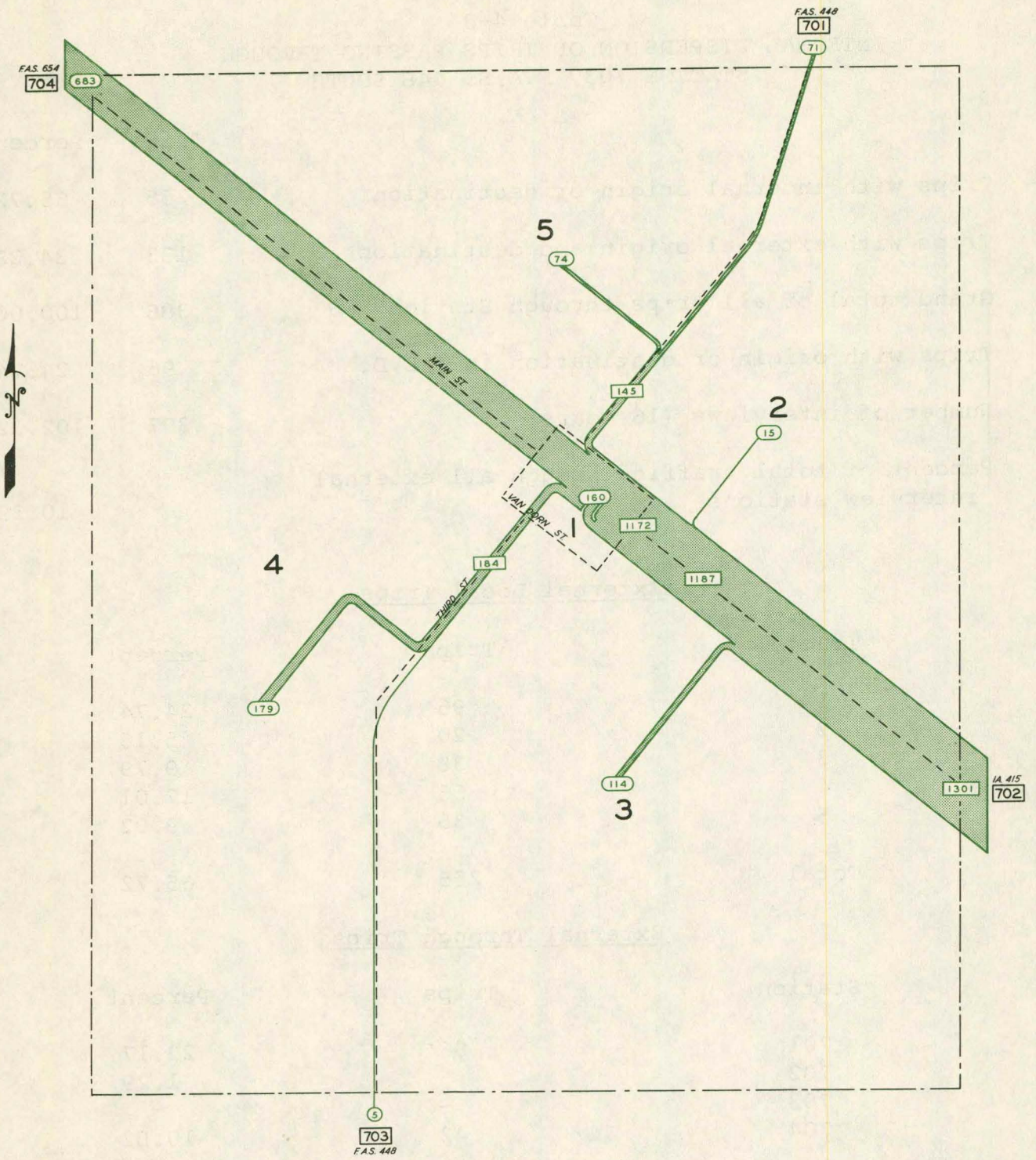


FIGURE 4-2
 INTERNAL DISPERSION OF TRIPS
 PASSING THROUGH
 STATION 702, IOWA 415 SOUTHEAST
 OF
 POLK CITY

Table 4-3
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 703, F.A.S. 448 SOUTH

	Trips	Percent
Trips with internal origin or destination	255	65.72
Trips with external origin and destination	133	34.28
Grand total of all trips through Station 703	388	100.00
Trips with origin or destination in C.B.D.	96	24.74
Number of interviews (16 hours)	397	102.32*
Percent of total traffic through all external interview stations		10.29

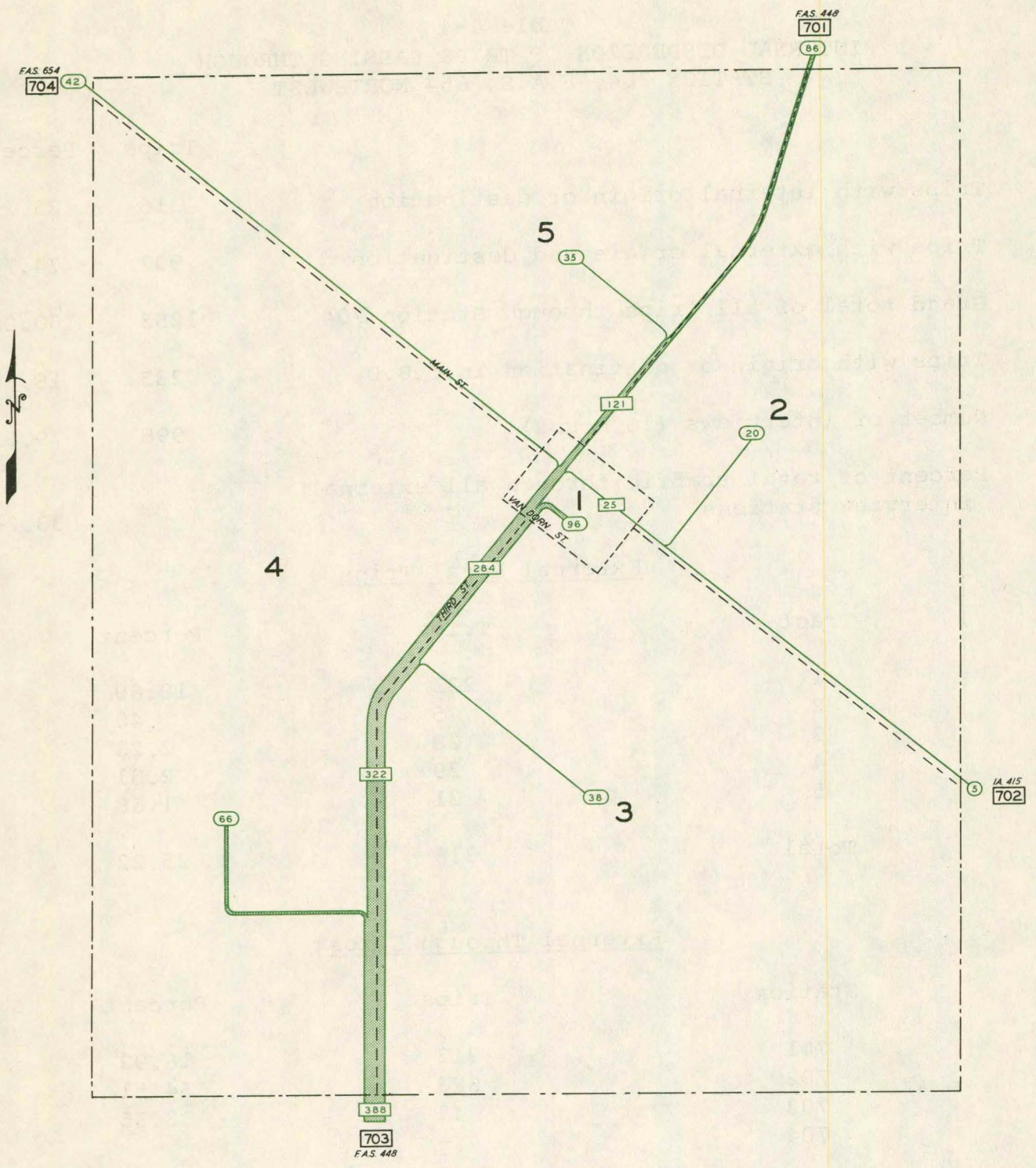
External Local Trips

Tract	Trips	Percent
1	96	24.74
2	20	5.16
3	38	9.79
4	66	17.01
5	35	9.02
Total	255	65.72

External Through Trips

Station	Trips	Percent
701	86	22.17
702	5	1.29
703	-	-
704	42	10.82
Total	133	34.28

*Higher than average traffic volumes were encountered during the interview period.



LEGEND
 TRACT BOUNDARY LINES-----
 CORPORATION LINE_____

GRAPHIC SCALE

	1000 TRIPS
	500 TRIPS
	250 TRIPS
	125 TRIPS

AVERAGE JUNE WEEKDAY TRAFFIC 1963

FIGURE 4-3
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 703, F.A.S. 448 SOUTH
OF
POLK CITY

Table 4-4
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 704, F.A.S. 654 NORTHWEST

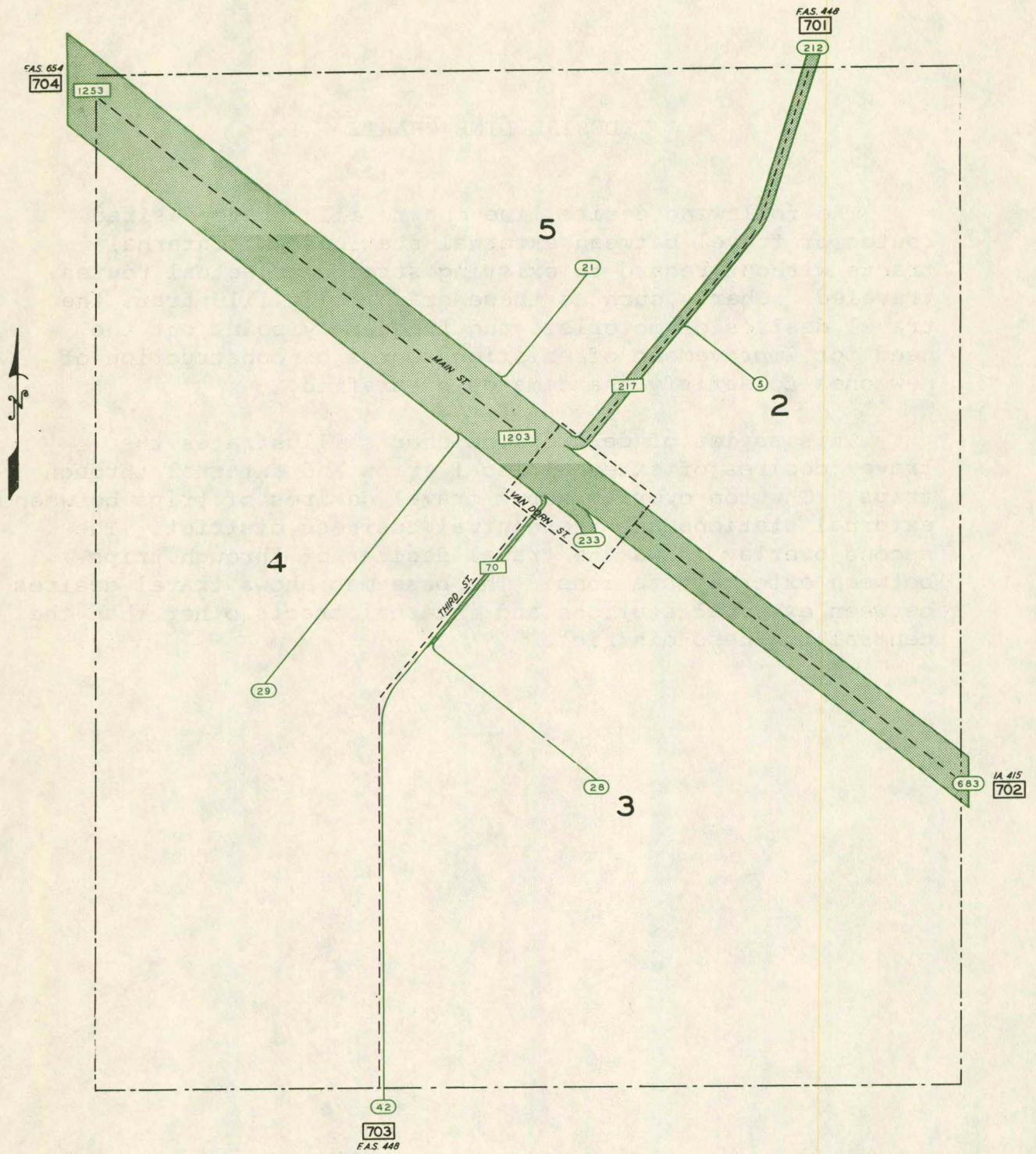
	Trips	Percent
Trips with internal origin or destination	316	25.22
Trips with external origin and destination	937	74.78
Grand total of all trips through Station 704	1253	100.00
Trips with origin or destination in C.B.D.	233	18.60
Number of interviews (16 hours)	998	79.65
Percent of total traffic through all external interview stations		33.24

External Local Trips

Tract	Trips	Percent
1	233	18.60
2	5	.40
3	28	2.23
4	29	2.31
5	21	1.68
Total	316	25.22

External Through Trips

Station	Trips	Percent
701	212	16.92
702	683	54.51
703	42	3.35
704	-	-
Total	937	74.78



LEGEND
 TRACT BOUNDARY LINES-----
 CORPORATION LINE _____

GRAPHIC SCALE

 1000 TRIPS
 500 TRIPS
 250 TRIPS
 125 TRIPS
 AVERAGE JUNE WEEKDAY TRAFFIC 1963

FIGURE 4-4
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 704, F.A.S. 654 NORTHWEST
OF
POLK CITY

DESIRE LINE CHARTS

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

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

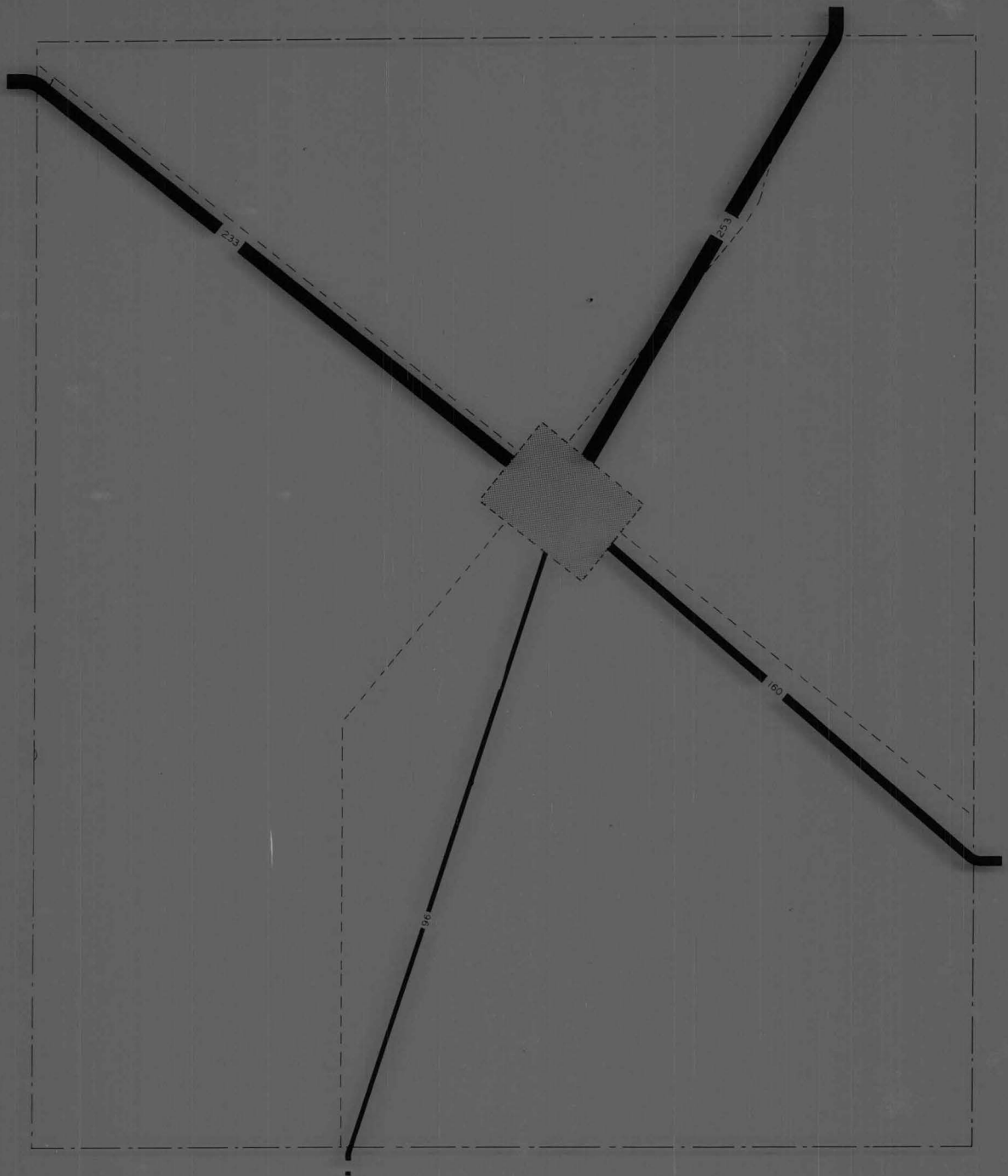


FIGURE 4- 5

THE CENTRAL BUSINESS DISTRICT

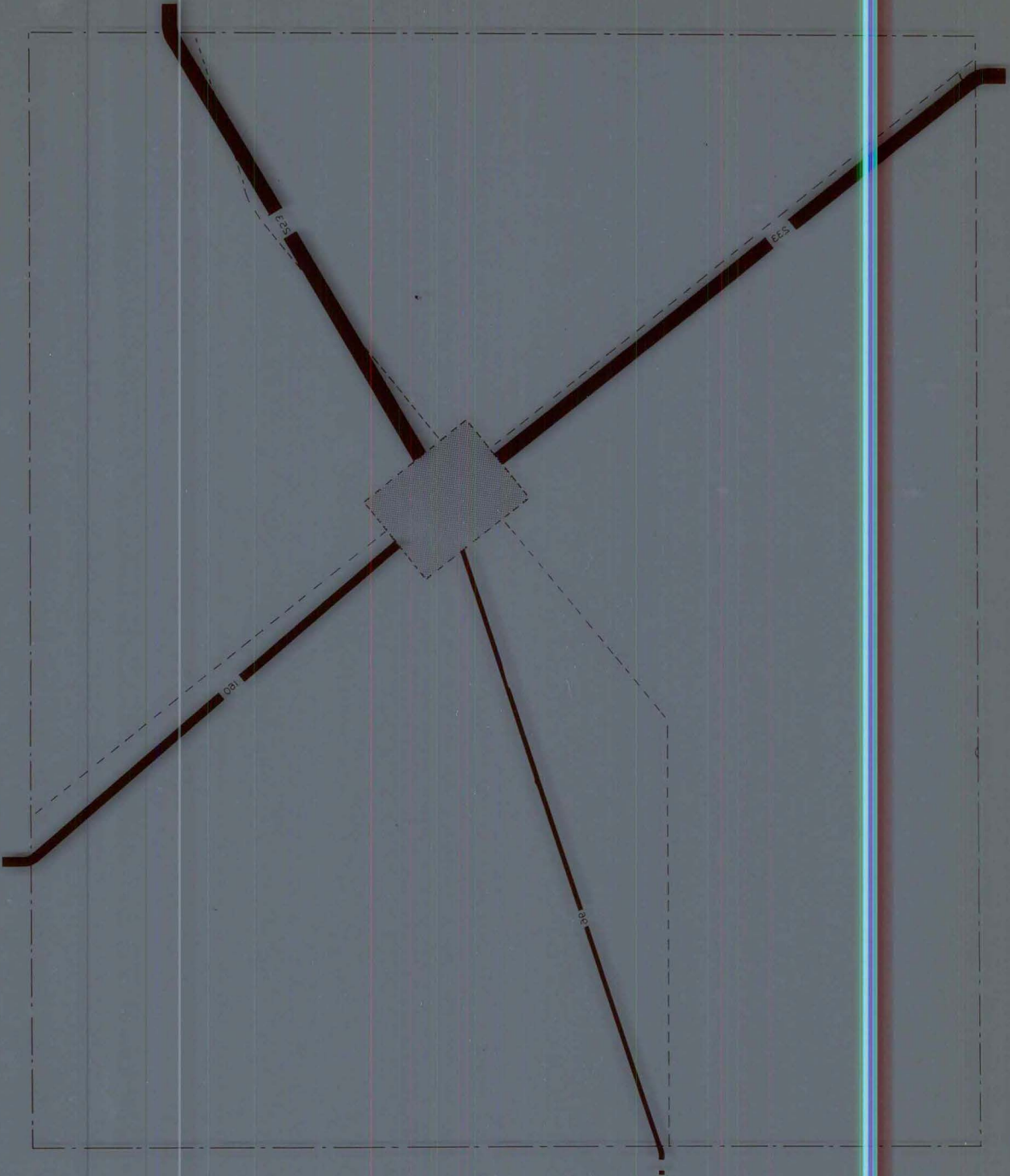


FIGURE 4-2

THE CENTRAL BUSINESS DISTRICT



FIGURE 4-6



OTHER EXTERNAL ENTRANCES



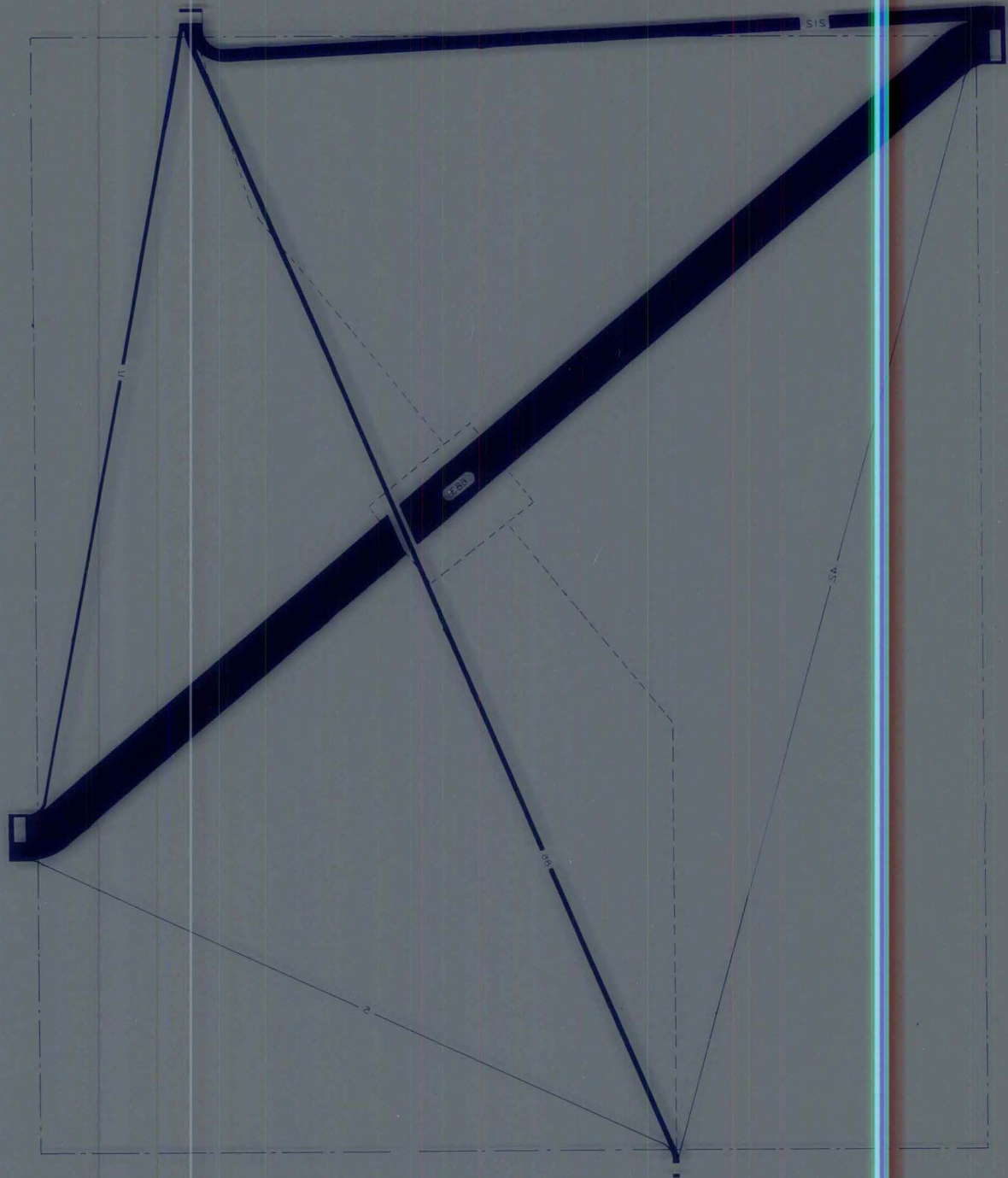


FIGURE 4 - 8

OTHER EXTERNAL ENTRANCES

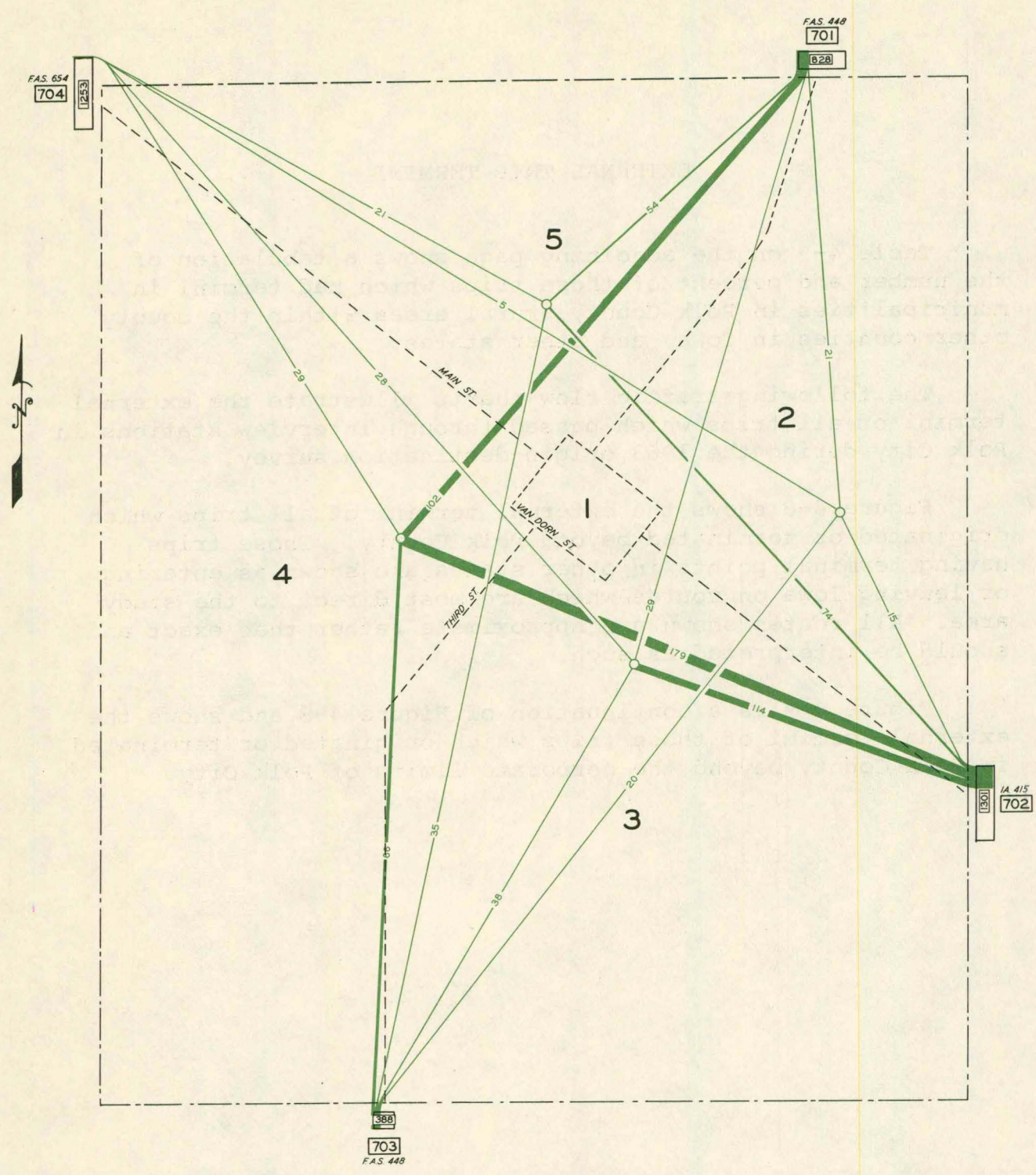


FIGURE 4-7
 DESIRE LINES OF TRAVEL OF TRIPS
 TO OR FROM
 EXTERNAL ENTRANCES OF
 POLK CITY
 AND
 INTERNAL TRACTS

EXTERNAL TRIP TERMINI

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

The following traffic flow charts illustrate the external termini of all trips which passed through interview stations in Polk City during the 1963 origin-destination survey.

Figure 4-8 shows the external termini of all trips which originated or terminated beyond Polk County. Those trips having terminal points in other states are shown as entering or leaving Iowa on routes which are most direct to the study area. All routes shown are approximate rather than exact and should be interpreted as such.

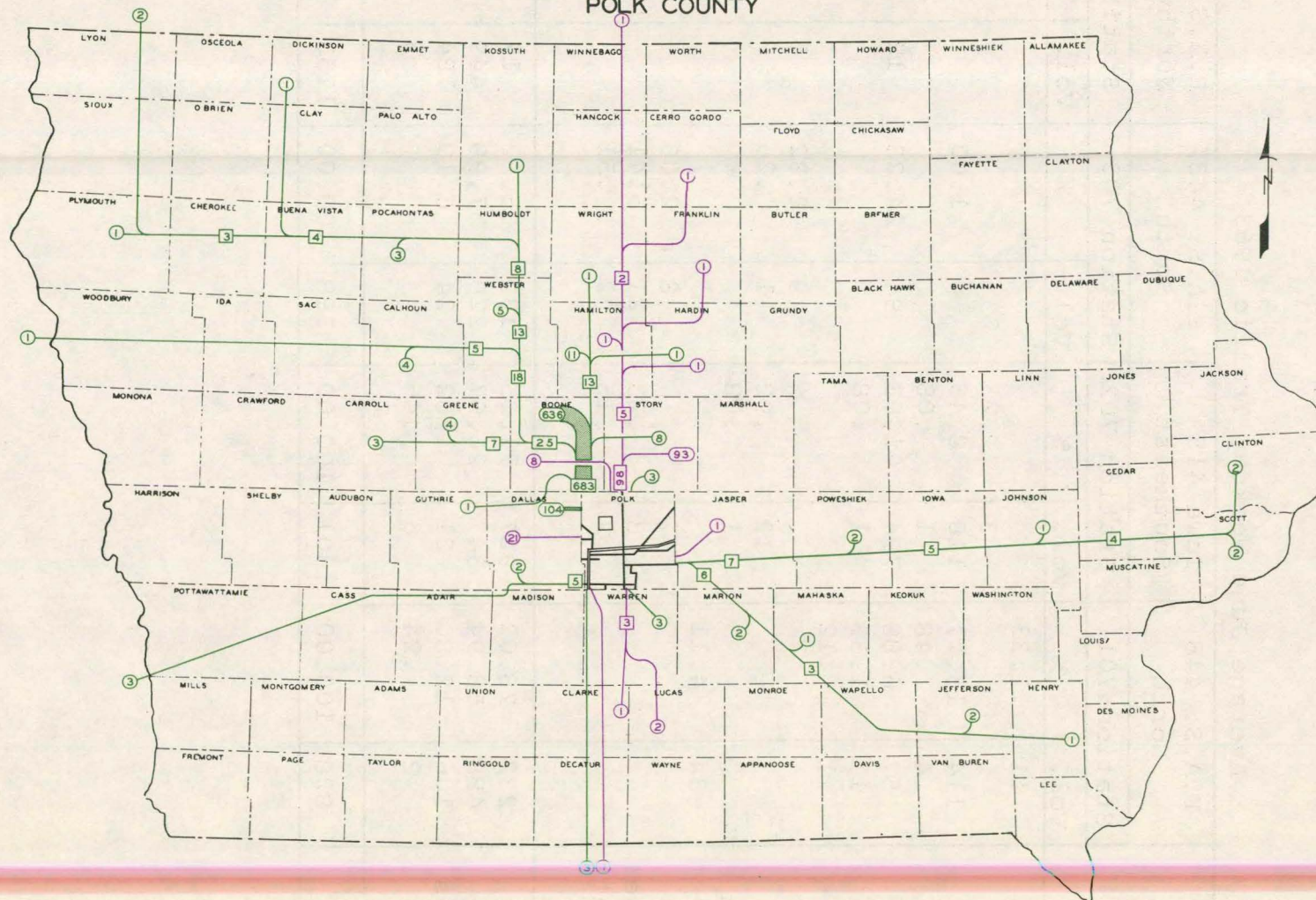
Figure 4-9 is a continuation of Figure 4-8 and shows the external termini of those trips which originated or terminated in Polk County beyond the corporate limits of Polk City.

Table 4-5
SUMMARY OF EXTERNAL TRIP TERMINI

Average June Weekday Traffic 1963

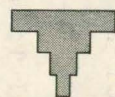
Origin or Destination	F.A.S. 448 North		Iowa 415 Southeast		F.A.S. 448 South		F.A.S. 654 Northwest	
	Station 701		Station 702		Station 703		Station 704	
	Vol.	%	Vol.	%	Vol.	%	Vol.	%
Alleman	11	1.33						
Altoona			3	.23				
Ankeny	114	13.77	110	8.45	4	1.03		
Bondurant	4	.48	1	.08				
Des Moines	57	6.88	794	61.03	94	24.23	12	.96
Elkhart	11	1.33	1	.08				
Farrar	1	.12						
Grimes					9	2.32	5	.40
Johnston			12	.92	1	.26		
Pleasant Hill			1	.08				
Sheldahl	34	4.11						
Urbandale					8	2.06		
West Des Moines			3	.23	21	5.41		
Windsor Heights			2	.15	2	.51		
Town Total	232	28.02	927	71.25	139	35.82	17	1.36
Rural Total	488	58.94	347	26.67	225	57.99	449	35.83
Other Counties	106	12.80	21	1.62	24	6.19	784	62.57
Out-of-State	2	.24	6	.46			3	.24
Grand Total	828	100.00	1301	100.00	388	100.00	1253	100.00

FIGURE 4-8
EXTERNAL DISPERSION OF TRIPS
PASSING THROUGH INTERVIEW STATIONS
IN POLK CITY TO OR FROM AREAS BEYOND
POLK COUNTY



-32-

GRAPHIC SCALE



4000 TRIPS
2000 TRIPS
1000 TRIPS
500 TRIPS

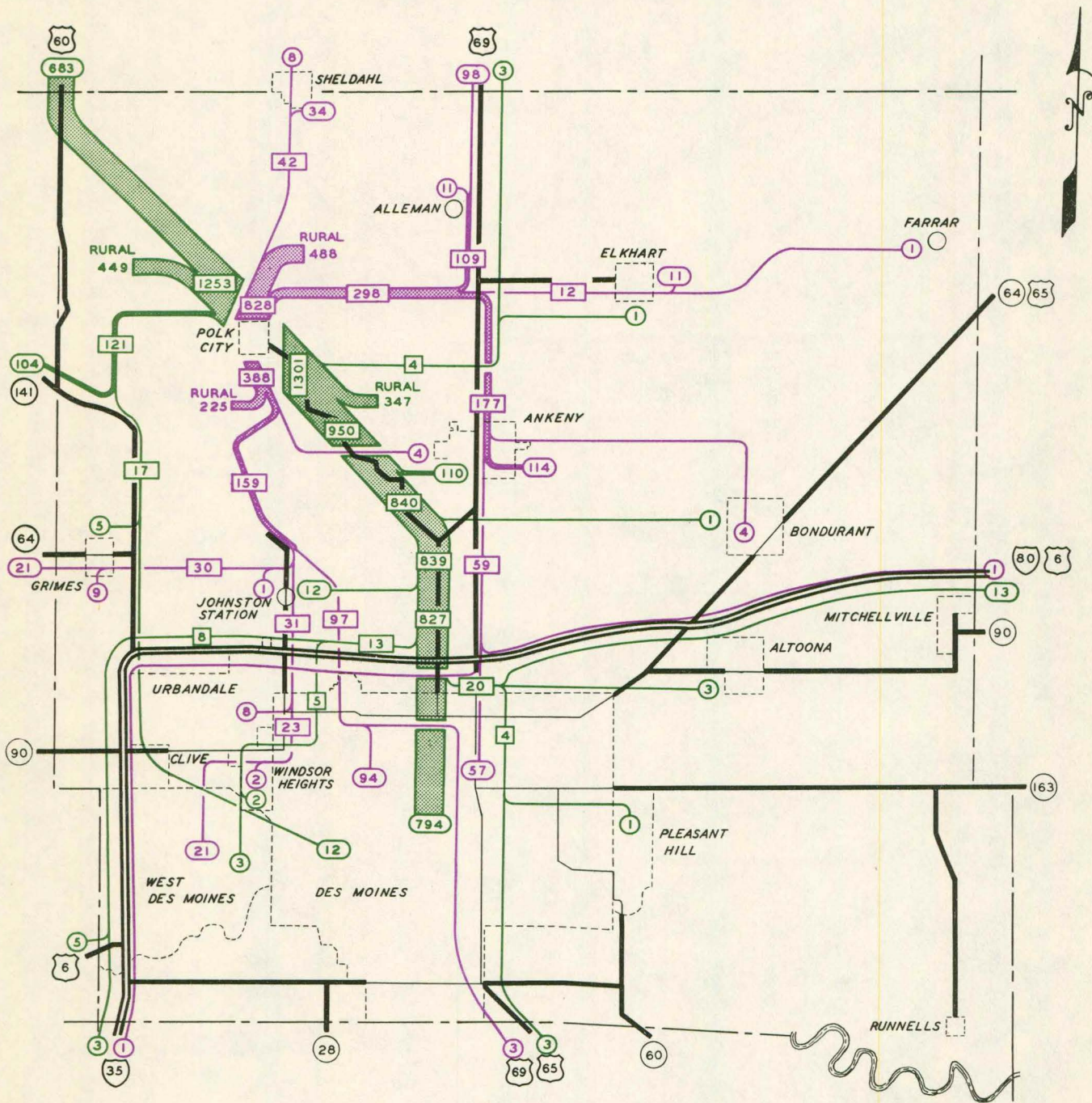
AVERAGE JUNE WEEKDAY TRAFFIC 1963

LEGEND

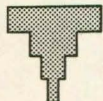
TRAFFIC THROUGH INTERVIEW STATIONS

- STATION 701, F.A.S. 448 NORTH
- STATION 702, IOWA 415 SOUTHEAST
- STATION 703, F.A.S. 448 SOUTH
- STATION 704, F.A.S. 654 NORTHWEST

FIGURE 4-9
 EXTERNAL DISPERSION OF TRIPS
 PASSING THROUGH INTERVIEW STATIONS
 IN POLK CITY
 TO OR FROM AREAS WITHIN POLK COUNTY



GRAPHIC SCALE



2000 TRIPS
 1000 TRIPS
 500 TRIPS
 250 TRIPS

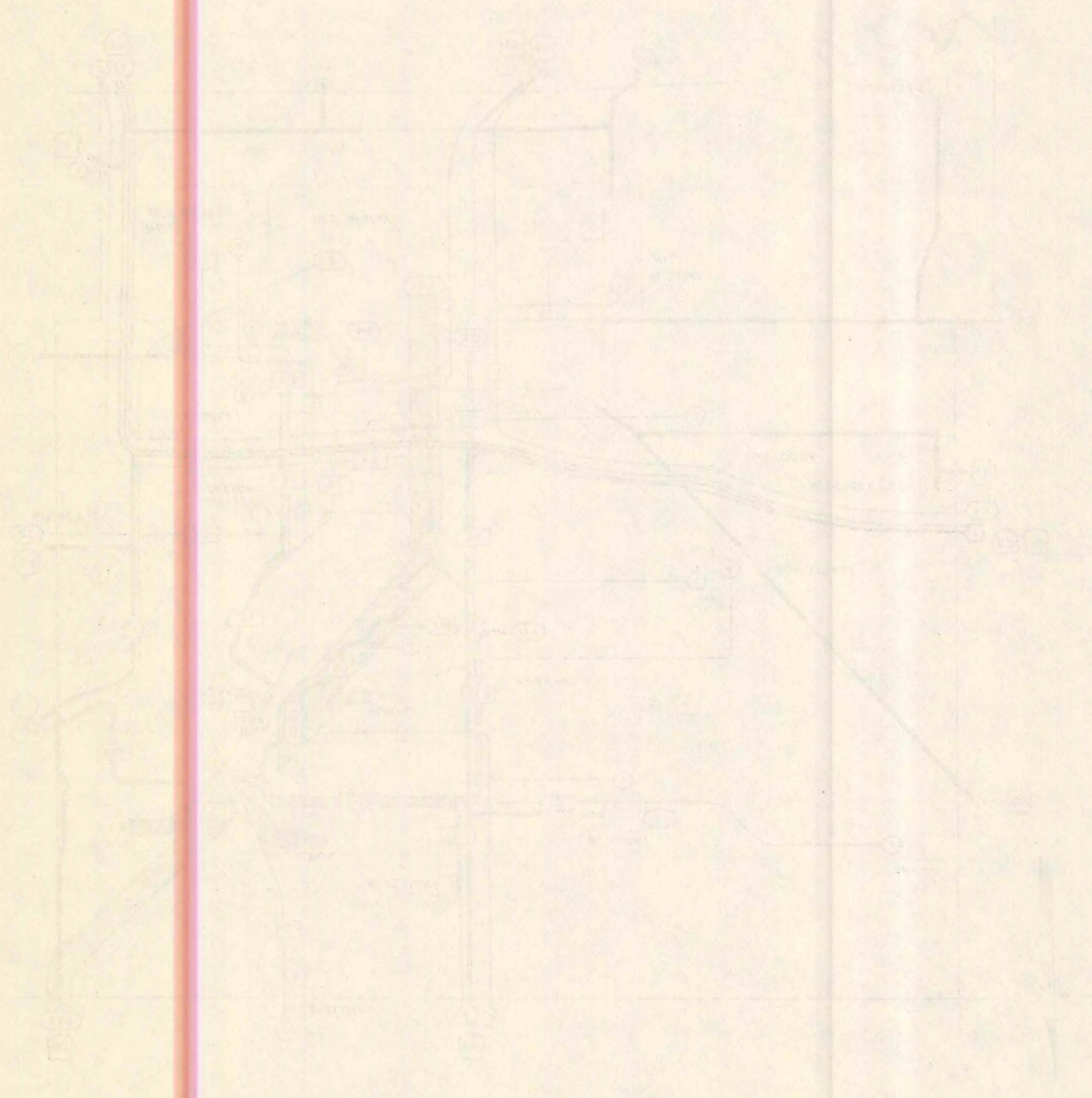
AVERAGE JUNE WEEKDAY TRAFFIC 1963

LEGEND

- STATION 701, F.A.S. 448 NORTHEAST
- STATION 702, IOWA 415 SOUTHEAST
- STATION 703, F.A.S. 448 SOUTH
- STATION 704, F.A.S. 654 NORTHWEST

PHYSICAL MAP

LEGEND

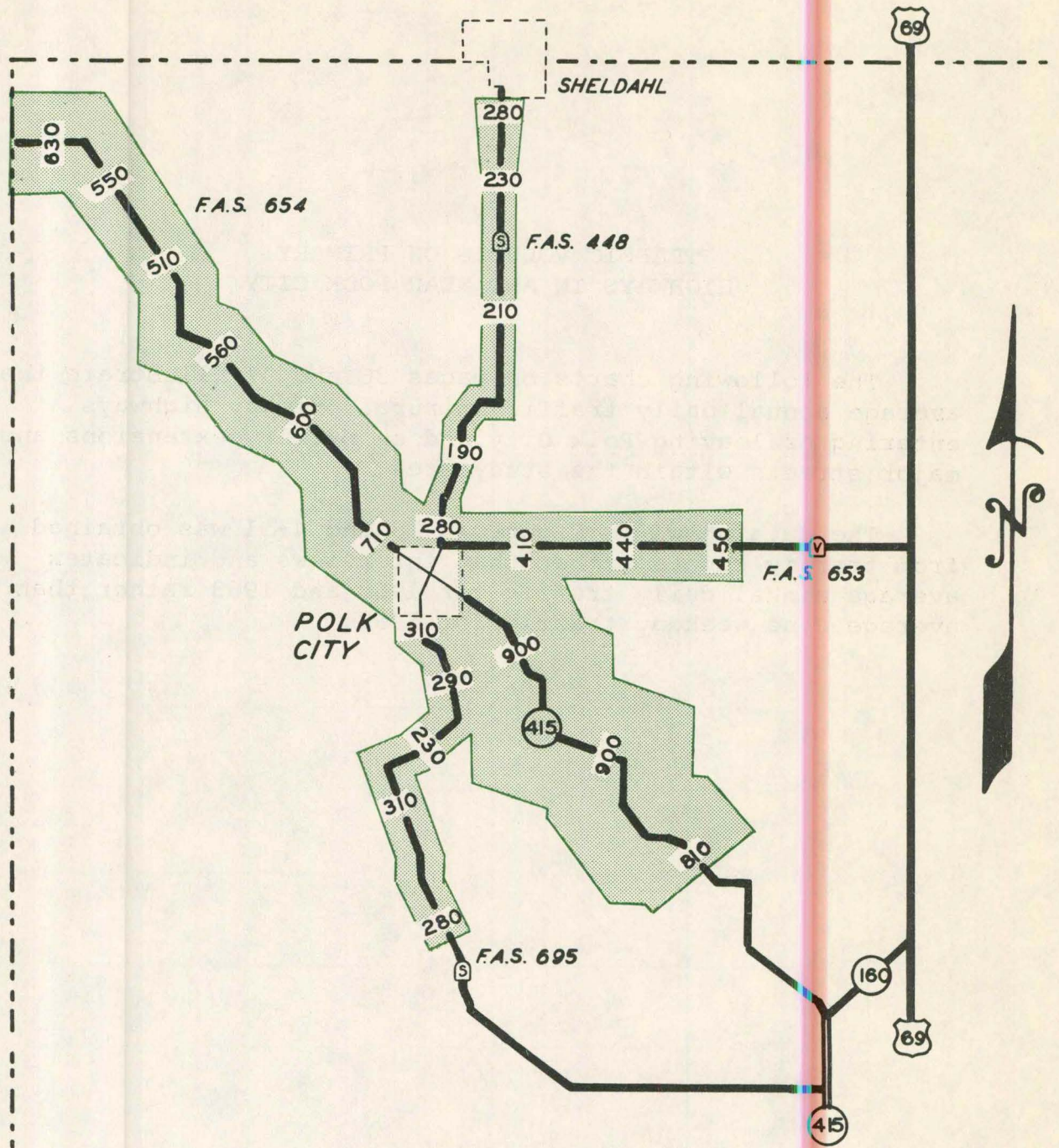


TO ON FROM WHEN? WITHIN 500K CORNER
 (10) 1000 1000
 1000 1000 1000 1000
 1000 1000 1000 1000
 1000 1000 1000 1000

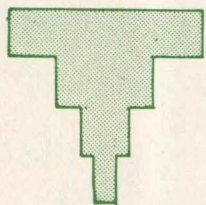
TRAFFIC VOLUMES ON PRIMARY
HIGHWAYS IN AND NEAR POLK CITY

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

The data shown in Figures 4-10 and 4-11 was obtained from traffic counts rather than interviews and indicates average annual daily traffic for 1962 and 1963 rather than average June weekday traffic for 1963.



GRAPHIC SCALE



- 1000 VEHICLES
- 500 VEHICLES
- 250 VEHICLES
- 125 VEHICLES

AVERAGE ANNUAL DAILY TRAFFIC-1961

FIGURE 4-10
TRAFFIC VOLUMES
ON RURAL ROADS ENTERING
POLK CITY

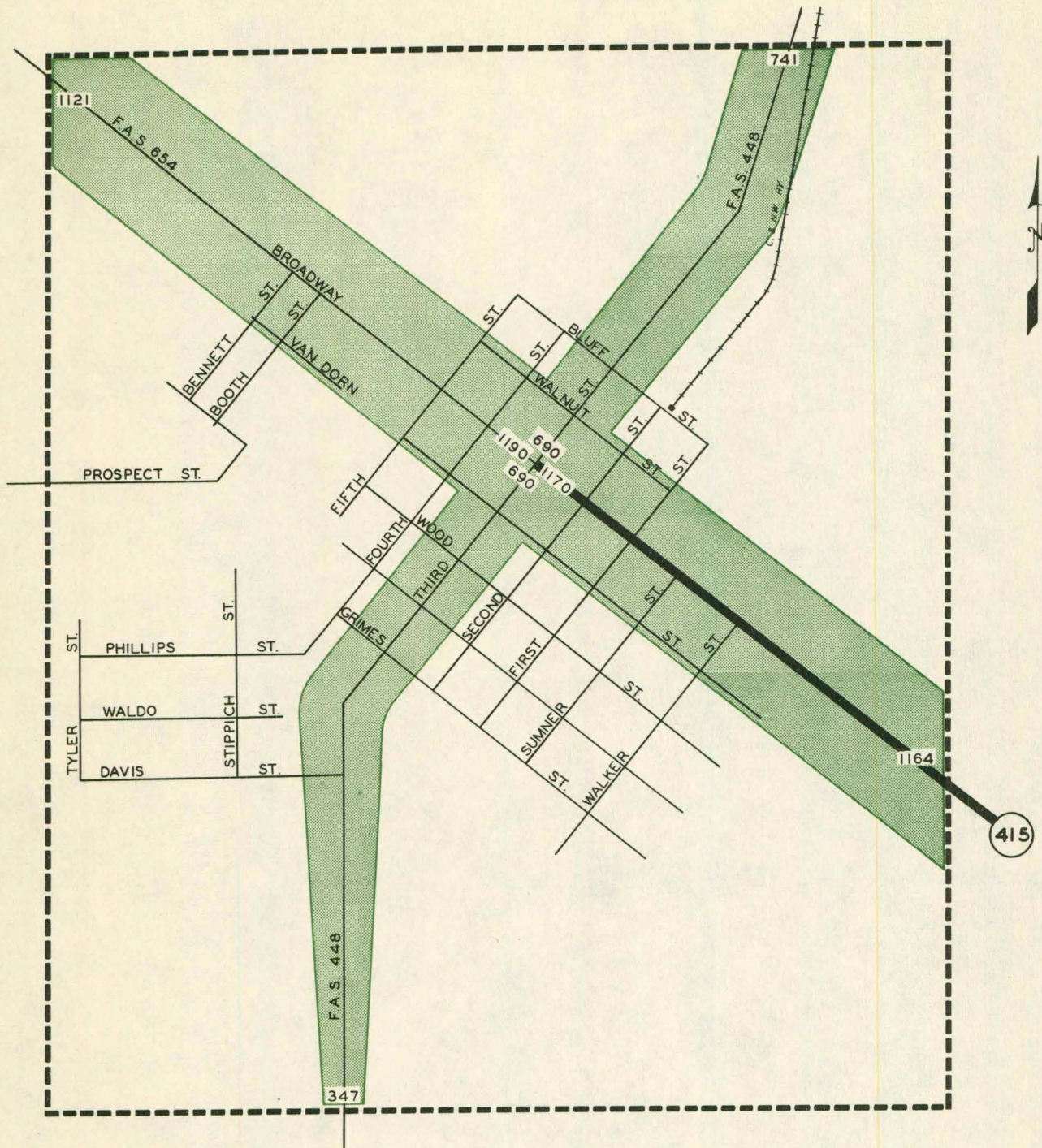
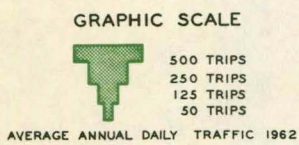
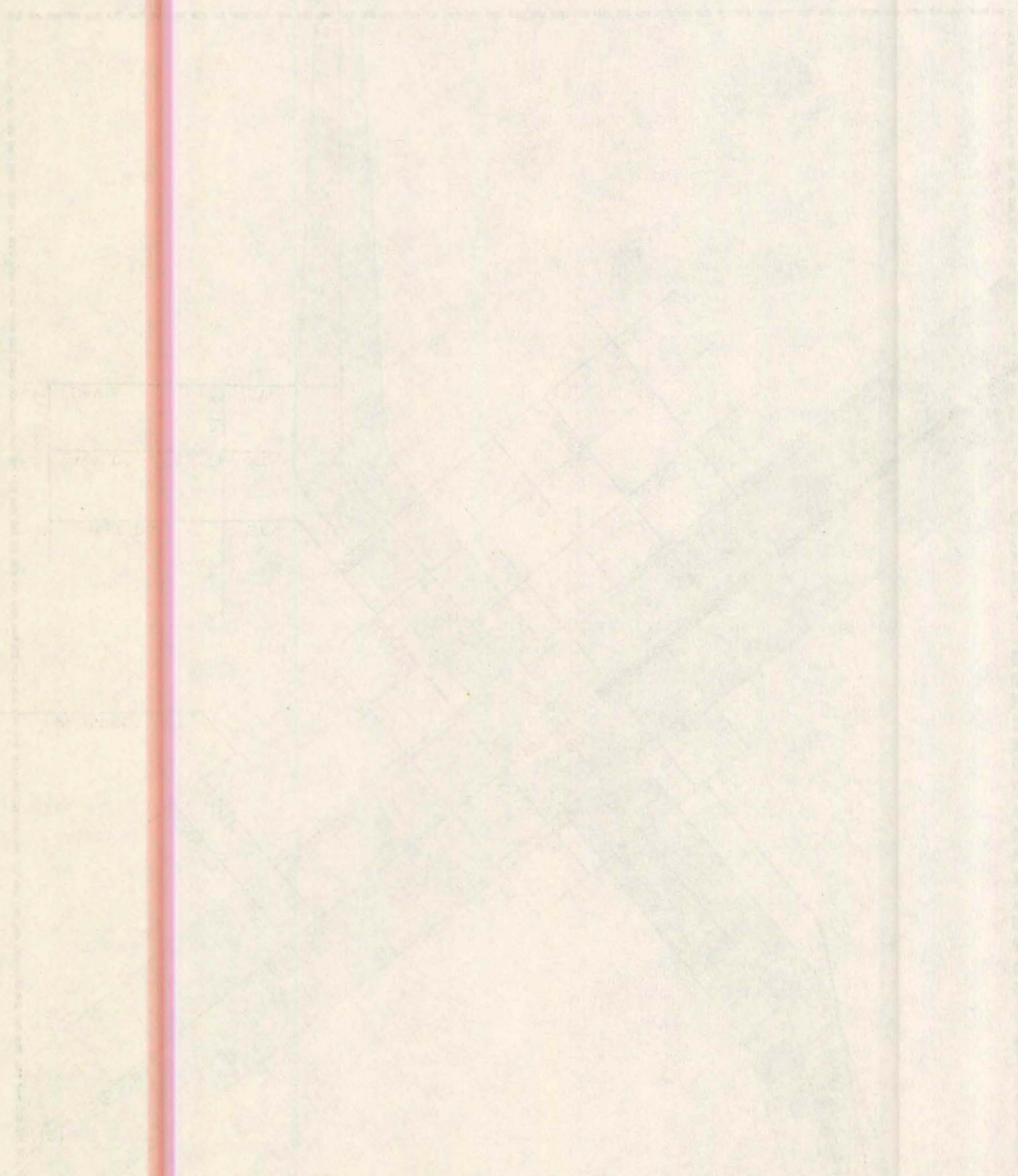


FIGURE 4-11
 TRAFFIC VOLUMES
 ON MAJOR STREETS AND
 ON THE PRIMARY ROAD EXTENSION
 OF IOWA 415 IN
 POLK CITY

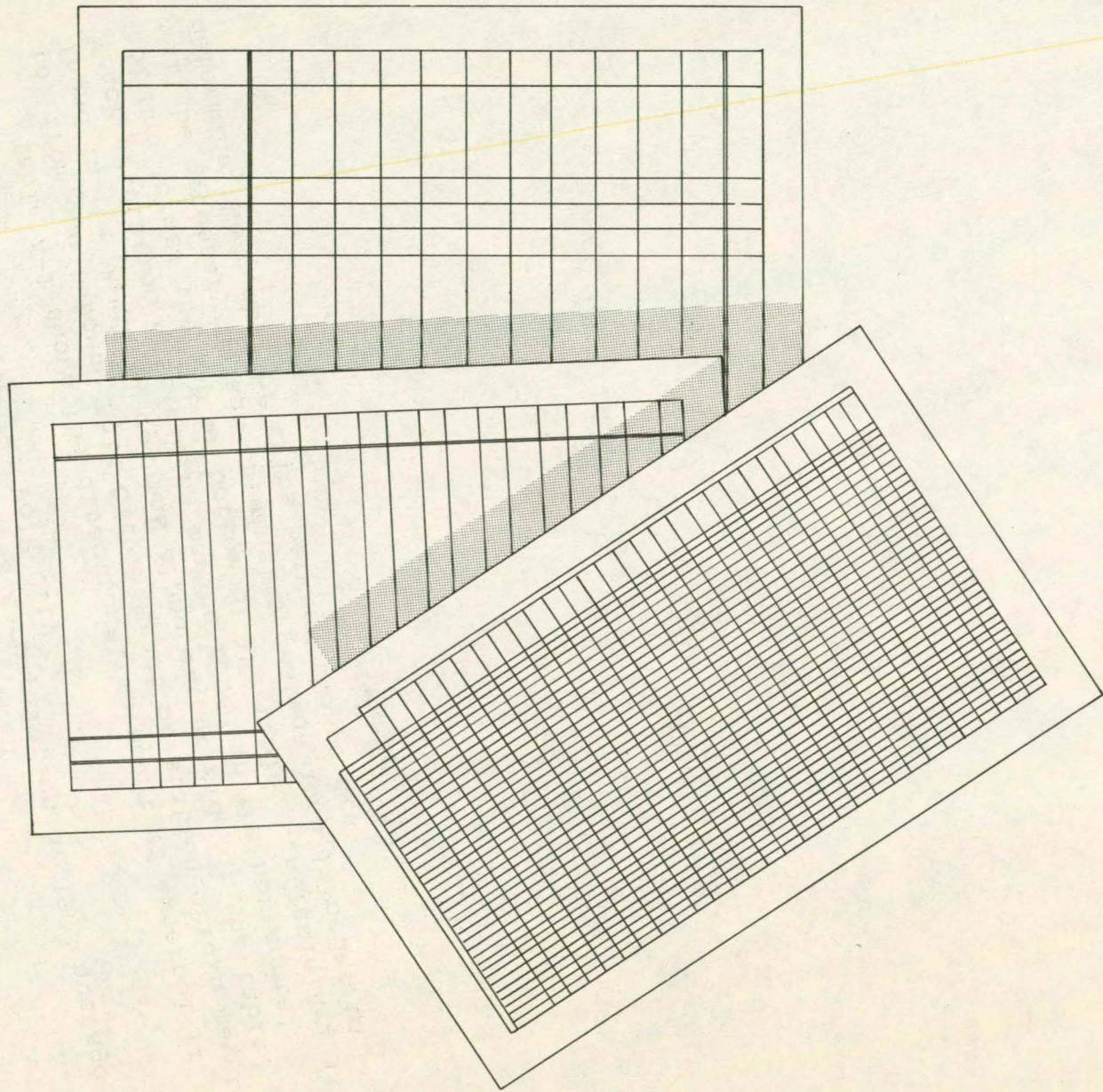


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Appendix

Part F



INTERPRETATION OF TABLE A-1

The following table shows a compilation of 1963 average June weekday traffic for Polk City.

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

Origin and Destination of Trips
Entering or Leaving
Polk City

Table A-1

Average June Weekday Traffic 1963

TRACT OR STATION		DESTINATION												
		C.B.D.					Polk City Total	F.A.S. 448 North	Iowa 415 Southeast	F.A.S. 448 South	F.A.S. 654 Northwest	External Total	Grand Total	Tract or Station
		1	2	3	4	5	701	702	703	704				
ORIGIN	1 C.B.D.						118	73	45	112	348	348	1	
	2						9	8	12	5	34	34	2	
	3						12	62	15	9	98	98	3	
	4						54	93	32	14	193	193	4	
	5						26	41	17	10	94	94	5	
	Polk City Total						219	277	121	150	767	767	Total	
	701 F.A.S. 448 North	135	12	17	48	28	240		36	42	105	183	423	701
	702 Iowa 415 Southeast	87	7	52	86	33	265	35		3	319	357	622	702
	703 F.A.S. 448 South	51	8	23	34	18	134	44	2		22	68	202	703
	704 F.A.S. 654 N.W.	121		19	15	11	166	107	364	20		491	657	704
	External Total	394	27	111	183	90	805	186	402	65	446	1099	1904	Ext. Total
	Grand Total	394	27	111	183	90	805	405	679	186	596	1866	2671	Grand Total
	Tract or Station	1	2	3	4	5	Total	701	702	703	704	Ext. Total	Grand Total	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 701, F.A.S. 448 NORTH
OF POLK CITY

Table A-2

Average June Weekday Traffic 1963

Trip Purpose - Destination

Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home	Total	Percent
Work		7	10			3	6	1		117	144	17.39
Transact Business	5	26				5		1	2	44	83	10.02
During Work	3		97	1						1	102	12.32
Medical or Dental						1				7	8	.97
School									1	5	6	.72
Recreation Social or Cultural	2	1				14			2	69	88	10.63
Eat	5	1								9	15	1.81
Shop	2						1			36	39	4.71
Serve Passengers	2									20	22	2.66
Home	129	49		5	5	75	3	34	21		321	38.77
Total	148	84	107	6	5	98	10	36	26	308	828	100.00
Percent	17.87	10.15	12.92	.72	.60	11.84	1.21	4.35	3.14	37.20	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 702, IOWA 415 SOUTHEAST
OF POLK CITY

Table A-3

Average June Weekday Traffic 1963

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work		17	1			4			2	314	338	25.98
Transact Business		14				1				57	72	5.54
During Work		7	81								88	6.76
Medical or Dental						2				8	10	.77
School										1	1	.08
Recreation Social or Cultural	3	3	1			23			3	91	124	9.53
Eat										2	2	.15
Shop	2								1	11	14	1.08
Serve Passengers						5			1	12	18	1.38
Home	319	88	3	16	5	157	1	32	13		634	48.73
Total	324	129	86	16	5	192	1	33	19	496	1301	100.00
Percent	24.90	9.92	6.61	1.23	.38	14.76	.08	2.54	1.46	38.12	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 703, F.A.S. 448 SOUTH
OF POLK CITY

Table A-4

Average June Weekday Traffic 1963

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work						2	1			32	35	9.02
Transact Business		15						1		42	58	14.95
During Work			33								33	8.50
Medical or Dental	1										1	.26
School										6	6	1.55
Recreation Social or Cultural						5				40	45	11.60
Eat	1									2	3	.77
Shop						1				26	27	6.96
Serve Passengers										2	2	.51
Home	42	52		1	5	54	2	19	3		178	45.88
Total	44	67	33	1	5	62	3	20	3	150	388	100.00
Percent	11.34	17.27	8.51	.26	1.29	15.98	.77	5.15	.77	38.66	100.00	

-44-

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 704, F.A.S. 654 NORTHWEST
OF POLK CITY

Table A-5

Average June Weekday Traffic 1963

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work		3				4	5			243	255	20.35
Transact Business		18				1	1			85	105	8.38
During Work			133							1	134	10.69
Medical or Dental				1						9	10	.80
School										5	5	.40
Recreation Social or Cultural	1					19		1		103	124	9.90
Eat	2									7	9	.72
Shop						1				34	35	2.79
Serve Passengers						2			2	18	22	1.76
Home	236	110		14	6	119	5	39	25		554	44.21
Total	239	131	133	15	6	146	11	40	27	505	1253	100.00
Percent	19.07	10.46	10.62	1.20	.48	11.65	.88	3.19	2.15	40.30	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
ALL INTERVIEW STATIONS
TO OR FROM POLK CITY
(Duplicate Through Trips Removed)

Table A-6

Average June Weekday Traffic 1963

Trip Purpose - Destination

Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home	Total	Percent
Work		20	7			9	12	1	1	448	498	18.64
Transact Business	4	53				7	1	2	2	170	239	8.95
During Work	3	5	243	1						2	254	9.51
Medical or Dental				1		2				16	19	.71
School									1	16	17	.64
Recreation Social or Cultural	6	4	1			49		1	4	223	288	10.78
Eat	7	2								20	29	1.09
Shop	3					2	1	1		81	88	3.29
Serve Passengers	2					6			2	41	51	1.91
Home	467	224	10	15	18	302	11	90	51		1188	44.48
Total	492	308	261	17	18	377	25	95	61	1017	2671	100.00
Percent	18.42	11.53	9.77	.64	.67	14.11	.94	3.56	2.28	38.08	100.00	

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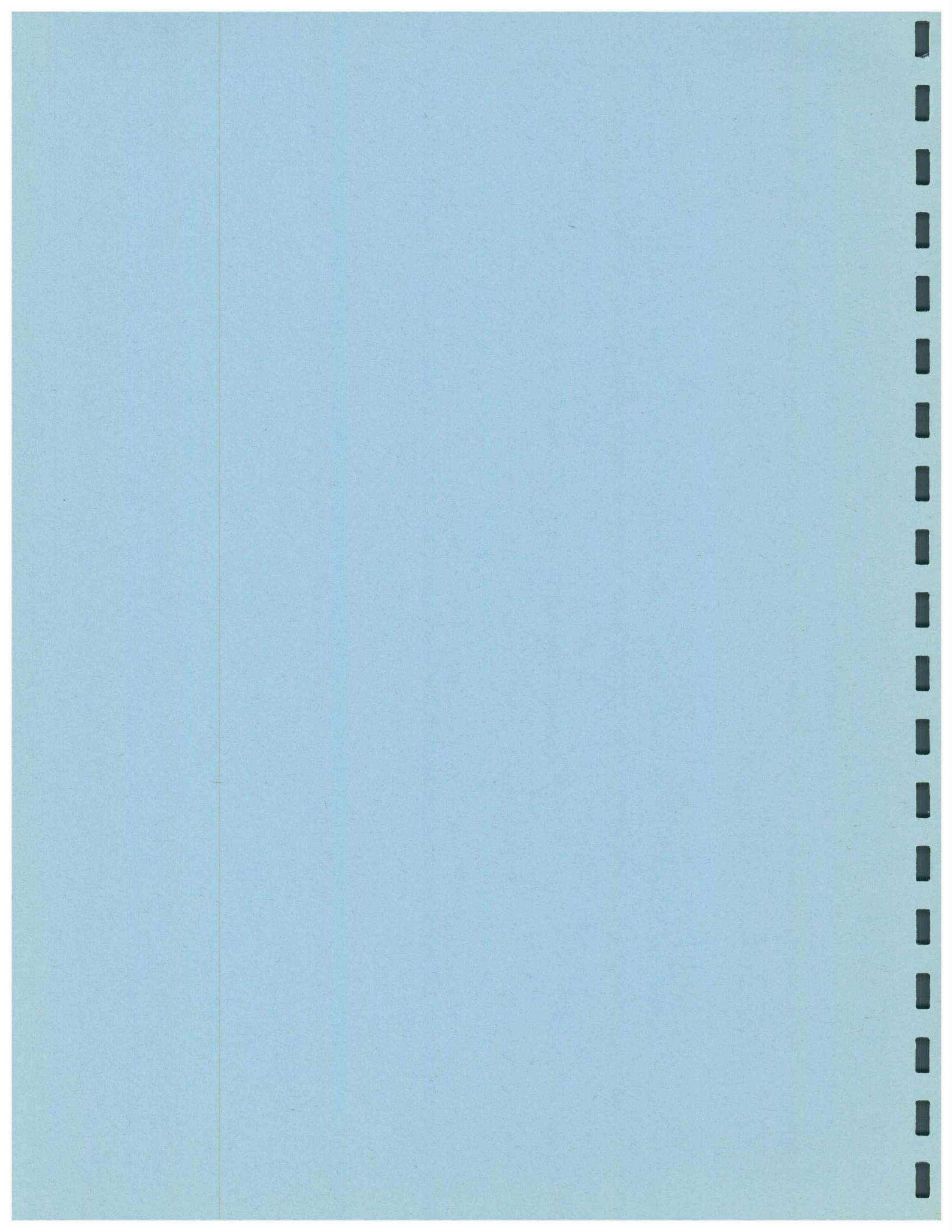
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